The Citaro right-hand drives.

The benchmark.

Mercedes-Benz
The standard for buses.
Cutting edge, in the heart of the city. The Citaro.

The Star makes the difference. In the past 120 years, Mercedes-Benz has developed the bus into a high-performance, safe and environmentally friendly means of transport. With the Citaro, we have built an extremely economical and popular bus—and have revolutionised local public transport. In whatever specification, Citaro doesn’t follow the trends. It sets them.
Because every detail counts:
the tried-and-trusted Citaro modular system.

A bus and its diversity: Its secret to success is undoubtedly the tried-and-trusted Citaro modular system. With this, it covers every requirement of public service bus companies in urban and interurban transportation. Our range has the right product to meet every need, and transport companies can benefit from a standardised module set and part similarity despite different Citaro types. This makes the Citaro the world’s best-seller and a popular image bearer.

It’s on the road in practically every European metropolis, forms the backbone of numerous metro cities around the world and carries passengers in Mexico, Japan and Abu Dhabi. The birth of the Mercedes-Benz Citaro revolutionised the world of public service buses. Since then, its triumphant journey has continued with by now more than 55,000 delivered vehicles; for years it has been the image bearer with a guarantee of popularity in the city.

One for all. Striking design, perceptible comfort, comprehensive safety, a superb environmental balance, excellent quality and compelling economic efficiency make the Citaro the benchmark among public service buses. It also offers an amazing range of variations, making it the ideal vehicle for all public transport tasks.

Always the frontrunner. Mercedes-Benz has always been a pioneer in the development of environmentally friendly, innovative drive technologies. With the BlueEFFICIENCY Power technology, standards were set that have made the Citaro the first public service bus with Euro VI. There is a huge focus on achieving the greatest possible environmental compatibility during production. For example, the cathodic dip priming process (KTL) is largely solvent-free. The Citaro has been available since 2007 with the “Blue Angel” environmental label. And, reaching the end of a successful service life, its components are particularly suitable for recycling.

Winner of numerous awards. In addition to the superior quality of the Citaro, the numerous awards garnered by this vehicle are also highly impressive. It has won the European “Bus of the Year” award on several occasions and has repeatedly won in its category in the “Best Commercial Vehicle” selection since 1998. Hats off!

Consistent quality. More than any other manufacturer we at Mercedes-Benz stand for high quality, and this is also visibly implemented in the Citaro. It is manufactured in the most modern bus production plants. Every part undergoes extensive tests and strict controls – for a long bus life and exemplary economic performance.
For years, Mercedes-Benz has pursued its vision of accident-free driving. The integral safety concept covers all phases of automotive safety — safety when driving and in dangerous situations, protection in the event of an accident and minimising the impact of an accident. Safety is also integrated into the Citaro city buses as standard. The body itself protects the passengers in the event of side impact. In the event of a rear-end collision, the reinforced front end minimises the impact of an accident while better protecting the driver.

See and be seen.
As optional equipment are the long-life LED headlamps. The light beam can be defined very accurately. The colour of the light is approximately the same as daylight, making the driver’s eyes tire less quickly. More brightness and longer range provide additional safety. LED lamps are about two to three times more efficient than conventional filament bulbs.

Both agile and robust.
The Articulation Turntable Controller (ATC) developed by Mercedes-Benz is a sophisticated anti-jackknife system for articulated buses. This articulation joint and its control unit form one of the key elements of the Citaro G: hydraulic joint damping is regulated quickly and above all based on demand. The effect: if the otherwise normally high basic damping of the joint leads to a strong tendency to understeer in turns and increased tyre wear on the front axle, then under normal stable driving conditions the joint of the vehicle runs almost freely, and is dampened solely through the friction of the elements.

Support while driving.
The Citaro city buses support the driver with numerous assistance systems. The Acceleration Skid Control feature (ASR) prevents the drive wheels from spinning. The Electro-pneumatic Brake System (EBS) also offers additional safety support. It significantly reduces the stopping distance, since the brakes are controlled more quickly and more precisely. Upon request, your Citaro city bus can be equipped as standard with the Electronic Stability Programme (ESP®). It recognises critical driving situations such as evasive maneuvers and helps the driver stabilise the vehicle by braking individual wheels and adjusting the engine power. Safety features such as Preventive Brake Assist and the Sideguard Assist ensure predictive braking and manoeuvring.


Sideguard Assist
The Sideguard Assist turning assistant feature considerably increases the safety of unprotected road users, especially in cities, since it helps the driver recognise critical situations in a timely manner when turning. The system operates in different stages: in a first stage, it informs the driver, and in a second stage, it provides an additional warning. If a moving object is located in the lateral monitoring zone, an LED light in a triangular shape illuminates yellow in the A pillar on the passenger side. It intuitively directs the attention to the situation next to the vehicle. Additionally, a warning message appears in the central display. If the driver initiates or continues an action that could lead to a collision, an additional visual warning is given: the LED light flashes several times red with higher luminosity and then permanently. In addition to this, a tactile vibration acts as a warning in the driver’s seat. Moreover, Sideguard Assist warns the driver of stationary obstacles in the coach’s turning curve and can also take on the task of a lane changing assistant, in which case it operates with the same warning cascade.

Preventive Brake Assist
With the Preventive Brake Assist feature, Mercedes-Benz is offering the first Active Brake Assist for city line buses worldwide. The assistance system warns of a potential collision with moving pedestrians as well as stationary or moving objects and automatically initiates a braking manoeuvre with partial braking in the event of an acute collision hazard. Warning cascade and braking intervention are designed for use in city traffic. In the event of an imminent collision with pedestrians and with moving or stationary objects, the Preventive Brake Assist warns the driver visually by a red illuminated triangle with a vehicle symbol in the central display as well as acoustically, while initiating partial braking. This is in addition to either the driver intervenes or the bus comes to a stop. The platform for the Preventive Brake Assist is a new generation of radar technology: the radar system continuously scans an area of up to 250 metres in the front of the bus and works reliably at night and adverse weather conditions.
In the running of a bus, many factors generate costs. However, more than one third of these can be eliminated. With regard to investment, consumption, repair & servicing and residual value, the Citaro offers the best conditions for keeping the costs as low as possible.

The first buses with Euro VI developed specifically for Europe, tested and proven under the harshest conditions from the Arctic Circle to southern Europe, the innovative BlueEFFICIENCY powertrain technology is deployed in Citaro city buses. The powerful, efficient Euro VI engines ensure unrivalled economy. In spite of higher requirements, it was possible to further reduce fuel, engine oil and AdBlue® consumption. In a Dekra test, the Citaro Euro VI with the Mercedes-Benz OM 936 hLA (220 kW/299 hp) engine competed against the Euro V predecessor models with the OM 906 hLA (210 kW/286 hp) and OM 457 hLA (220 kW/299 hp) engines. The result: the developers succeeded in reducing consumption by 8.6 per cent. At the same time, reduced consumption contributes to protecting the environment through lower CO₂ emissions.

The perfect drive. BlueEFFICIENCY Power engines with BlueTec 6 are not only impressive because of their enormous economic efficiency, but also because of their excellent environmental compatibility. The engines ensure a drastic reduction in nitrogen oxides and particles in exhaust gas. Pollutants have reached the detection limit as a result. Independent investigations confirm that Citaro emission levels are even considerably lower than Euro VI limits under practical conditions. An impressive advance that once again sees the public service bus exceeding all expectations.

Maintenance & repair

Every bus costs money. The Citaro saves money.
Digital services for your Mercedes-Benz.

Your new service world: the OMNIplus ON portal combines all the digital services you need. OMNIplus ON integrates existing as well as new services such as OMNIplus Uptime—for the intelligent networking of vehicle, driver, company and service. With a single portal, you can take advantage of personalized access to a variety of services. OMNIplus ON Advance monitors the technical “health status” of the fleet and ensures the highest possible vehicle availability. OMNIplus ON Advance guarantees the best possible efficiency in operational fleet management. OMNIplus ON Drive simplifies many of your drivers’ daily tasks while making communication more efficient. OMNIplus ON commerce enables open parts to be procured around the clock from the OMNIplus eShop.

More information is available at www.omniplus-on.com

OMNIplus Uptime—Thinks ahead. Keeps you on the road.

The intelligently connected service for maximum vehicle availability. With the optional OMNIplus Uptime, a service is available to you which automatically identifies a repair or maintenance requirement and, depending on the urgency, forwards it to the pan-European OMNIplus 24h SERVICE, an authorized service center or you. In doing so, OMNIplus Uptime differentiates between three levels of urgency: avoiding breakdowns, proactive repair and maintenance management as well as transparency regarding pending maintenance measures. With OMNIplus Uptime, breakdowns can be reduced and workshop stays ideally planned. This increases vehicle availability while lowering your overall costs. The technical prerequisite for the use of OMNIplus Uptime is an installed Bus Data Center.
Recuperation module uses the energy of the route.

Compact, intelligent, powerful. With the 24-V recuperation module as standard the Citaro has an intelligent energy manager. And its economy anotherudge in the direction of less fuel consumption.

Energy regeneration the intelligent way. In a bus, the lighting, ventilation, destination indicators, vehicle electrical systems etc. constantly require electrical power. Driving the alternators required for this purpose needlessly consumes fuel. But there is also another way: The innovative recuperation module stores the power that is generated without consuming additional fuel. Disable layer capacitors called ultracaps act as energy storage devices. These are extremely efficient and work continuously at a box 24 volts. The advantage is that after 20 seconds the capacitors are already charged, and the energy can be delivered again. This power is used when full engine power is needed for the vehicle drive, for example when moving off. That pays off. Decelerating from 40 km/h to a standstill stores enough energy to supply the entire vehicle electrical system under a consumer load rating of 1,000 W* for 60 seconds.

Saw fuel the clever way. The 24-V recuperation module supplies the vehicle electrical system with stored energy—generated free during deceleration. The most important features of this innovative technology are:

- Extremely efficient double layer capacitors
- Intelligent distribution of the stored energy
- Lightens the load on the engine when moving off

Recuperation module uses the energy of the route.

Without recuperation module:
- Auxiliary units continuously require power
- Alternators supply power to the electrical system
- The alternators place an extra load on the diesel engine, which means more consumption and less performance

With recuperation module:
- Auxiliary units continuously require power
- The recuperation module delivers power to the vehicle electrical system until it is empty
- The alternators do not need to work
- The load on the diesel engine is lightened
- Alternator unit to supply power to the electrical system and recuperation module
- The recuperation module charges up and stores electrical energy

Without recuperation module:
- Diesel engine drives the alternators without consuming fuel
- Alternator unit to supply power to the electrical system

With recuperation module:
- Diesel engine drives the alternators without consuming fuel
- Alternator unit continuously requires power

Relieves vehicle batteries and alternators, thus prolonging their service life

Lowers fuel consumption and CO₂ emissions of the Citaro by up to 3.4 per cent (depending on the route and loading of the vehicle electrical system by auxiliary consumers)

Operates continuously at a low voltage

31 kWh storage capacity with a weight of only 22 kg

On “Ignition-Off” delivers the stored electrical charge to the on-board battery

* Typical figures
The interior is a passenger’s dream come true. Spacious, friendly and comfortably equipped: this is how the Citaro city buses welcome their passengers. Thanks to a spacious room concept and comfortable seats, ergonomic handrails and a pleasant standing height. The low entry height and continuous low-floor throughout also favour a comfortable entry and exit, and a rapid passenger flow.

Depending on the equipment variant, a powerful air conditioning system*, integrated roof heater and side wall heaters can also contribute to passenger wellbeing in your bus. A modern lighting concept gives the high-quality passenger compartment a lot of light when needed.

The driver’s work area offers plenty of space for driving pleasure. A focused driver represents the most important protection for the passengers. And it is with this in mind that Mercedes-Benz has done everything it could to make the driver’s work area in the Citaro city buses as well organised and as ergonomic as possible. The driver’s seat is elevated – at eye level with passengers and with excellent all-round visibility. Additionally, the AquaBlade windscreen wipers which, thanks to their dynamic design, minimise both driving noise and fuel consumption, ensure good visibility at all times.

Instruments are clearly arranged and easy to reach. The multifunction steering wheel and high-resolution central display give the driver direct access to all relevant functions and information. Independent suspension ensures outstanding comfort of an entirely different kind: excellent straight-line stability and superior manoeuvrability, in conjunction with a comfortable suspension, provide a quiet and comfortable ride similar to that of a coach.

We take safety seriously. More safety for passengers and drivers: UN ECE Regulation 118.

The new version of UN ECE Regulation 118.02 requires newly registered buses from summer 2020 to have additional fire test certifications for materials in the interior, engine compartment, and separate heater compartments. Therefore all materials now used in the interior of our buses are being tested, and where necessary respecified. The modifications undertaken for plastics are not noticeable to the eye or touch. As part of qualification in accordance with UN ECE Regulation 118.02 the collection of new seat materials is also being changed. The only restriction will be in the variety of colour shades and patterns design available. The quality requirements of Daimler Buses for the seat materials in its collection will remain at the existing high level. We would ask you to be aware that the appearance and hint of the materials illustrated in this brochure may change due to design optimisations in the interest of safety.

Step in and feel good.

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* See note ** on page 8.
As diverse as the requirements in road transport: The Citaro family.

With 3 city bus variants and a myriad of equipment options, the Citaro vehicle family can provide the perfect bus for practically every city travel requirement. You too are sure to find the model to suit your particular needs.
It is the platform for the success of a legendary family of vehicles: the twelve-metre-long, two-axle Citaro with low-floor access combines attractive design with high efficiency and economy. In spite of the many variants that now complement it, this model remains the classic among city buses.

External charms and inner values. 12.14 m long, 2.55 m wide and 3.12 m high: the perfect dimensions offered by the Citaro. The design is impressive too. The typical Mercedes look is distinctive and clear, thanks to the almond-shaped headlamps. It therefore comes as no surprise that the top model among city buses never fails to attract attention. The attractive Citaro doesn’t just boast external charms. The inner values are outstanding as well. After all, every centimetre has been carefully thought out.

Efficiency can be managed. For increased energy efficiency, the electro-hydraulic steering feature — intelligent eco steering — is available as an option. It works as needed while contributing to reduced fuel consumption in urban scheduled services.
The Citaro K: Perfect for narrow city streets.

86 people | 10.63 metres | Economic inner city model

When it comes to systematic economy and impressive comfort, the smallest member of the Citaro family turns out to be a big performer. There’s no question that the Citaro K is and remains the benchmark in compact public service buses.

A fixed size. It delivers amazing size with a maximum of 70 seats in the case of the one-door and a maximum transport capacity of 86 people in the two-door variant. The compact city bus is thus ideal for routes with a lower passenger volume. The Citaro K scores points with its unmistakeable design and an impressively small turning circle of just 17.28 metres. It also allows the compact public service bus to navigate the narrow, winding alleys of historic town centres with ease.
Low steps mean high comfort. The low entry height and low floor throughout the bus make it possible: passengers are happy to board the Citaro K and immediately feel comfortable. In the friendly and generous interior, guests have everything they also appreciate on the large model: a bright entry area, large panoramic windows, ergonomic passenger seats, a comfortable height and the flexible handrail system.

A speedy turnover. Wide boarding and alighting doors ensure a speedy passenger flow on the Citaro K. However, an additional door means this is even quicker. As the latest addition to the Citaro K modular system, the compact urban public service bus is therefore now also available in a two-door version.

The apple doesn’t fall far from the tree. And that’s a good thing, because most of the parts in the compact public service bus are the same as those of the 12-metre Citaro. This offers many advantages with regard to technology, comfort, safety and economy. The six-cylinder OM 936 LA six-cylinder OM 936 LA kicking in will put a smile on every driver’s face (thanks to the compact design, the power is deployed effectively. It also impresses through innovative safety features and the uncompromising comfort of a large bus. But above all, the Citaro K stands out with its manoeuvrability and low turning circle of just 17.28 metres. For the city bus, no road is too narrow, even in the centres of old historic towns.

Tested by engineers, drivers and auditors: The Citaro K.
The Citaro G:
Capacity for public transport.

157 people | 18.13 metres | High capacity

The Citaro G represents the logical extension to those qualities which define economical and reliable public transportation. Conceived for high passenger capacities. Made for your success.

True greatness comes from within. Handling of large passenger numbers is the true domain of the 18.13 m long Citaro G. The three-door version can accommodate up to 157 passengers. A continuous low floor from the first to last row of seats ensures that passengers enjoy a high degree of comfort and guarantees a speedy passenger flow. On an individual passenger basis, the Citaro G is particularly good value in terms of purchasing and maintenance costs. It is therefore frequently the most economical solution on routes with high passenger volumes.
Size, strength, agility and stamina: The Citaro G.

Capacity plus quality equals economy. You profit on busy routes not only from the Citaro G’s considerable passenger carrying capacity, but primarily from its high degree of reliability. The Citaro G is manufactured using the proven, high-quality components of the Citaro modular system and impresses with quality in every detail. Added to this are particularly economical Euro VI engines with 265 kW and 290 kW (OM 470). Their efficient, clean fuel combustion pays off quickly for you in times of persistently high fuel prices. Outstanding ease of maintenance also contributes to a considerable reduction in downtimes. Ultimately, this leads to a permanently low total cost of ownership, not least through attractive residual values.

Perfect for the metropolis. The challenges are similar in many cities across the world: a growing need for mobility leads to gridlock and higher pollution. The answer is Bus Rapid Transit (BRT) flexible bus systems. In these systems, large buses run on numerous main axes at a high frequency. Separate bus lanes and comfortable and safe boarding at station. The ideal application area for the Citaro G, not least because in many cities, BRT systems are supported by Mercedes-Benz.

Agile and stable. The Citaro G can also be manoeuvred safely in narrow streets. The front and rear vehicle sections are connected by a proven low-floor joint with a unique Articulation Turntable Controller (ATC). This ensures a high degree of stability and manoeuvrability. It can even be manoeuvred with ease by its driver in reverse. Independent suspension on the front axle also contributes to this agility. It makes the Citaro G one of the most manoeuvrable vehicles in its class – with ride comfort almost comparable to that of a coach.

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<thead>
<tr>
<th>Handling capacity in bus with standard equipment</th>
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<tbody>
<tr>
<td>Citaro G</td>
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<tr>
<td>137 persons</td>
</tr>
<tr>
<td>40</td>
</tr>
<tr>
<td>Seats</td>
</tr>
</tbody>
</table>

Size, strength, agility and stamina: The Citaro G.
Contact us today if you want to set standards for tomorrow.

OMNIplus Service for your pit stop.
OMNIplus ensures you save time and money. Increase the operational readiness of your fleet with the comprehensive BusDepot Management service, or take advantage of the flexible BasicPlus and Premium service contracts for repair and maintenance. Choose from the various annual mileages, and combine these with the service life that fits the requirements of your company. OMNIplus is also your point of contact for original parts and accessories, as well as reconditioned parts with certified quality. Whether you need a V-belt, blower or brake discs — OMNIplus has the right original part for your Mercedes-Benz bus or coach.

OMNIplus service on the move.
OMNIplus ensures that your Mercedes-Benz stays on the road — e.g. with the most extensive bus-specific Service Network in Europe with more than 650 authorised Service Points as well as the highly advantageous ServiceCard. The reliable 24h SERVICE is also being further optimised through Telediagnosis. Preventive service is possible with OMNIplus Uptime+. With Telediagnosis and the Germany-wide ServiceCard, OMNIplus also delivers reliable assistance in the event of a breakdown.

It’s safe to say you’ll get the right training.
Our experienced OMNIplus training specialists offer practical solutions for current training, be this safety, environmental, vehicle or emergency training, the latest technical knowledge for repair and servicing work, or training for drivers or workshop staff. OMNIplus provides the right training for every requirement.

The partner for your used vehicle.
BusStore, the brand for pre-owned vehicles in Europe, is your reliable partner for the sale of your bus. If you decide to buy a new Mercedes-Benz bus, you can trade in your used vehicle at a price in line with market conditions. Your Mercedes-Benz contact person will handle the details and process the entire transaction with BusStore.

Financial services for buses and coaches.
Mercedes-Benz Financial Services is the specialist for high-performance finance solutions for Mercedes-Benz coaches and buses. Because we know the industry and its requirements inside out, you can count on extremely competitive financing, leasing and insurance services. Our experts will advise you personally and develop highly attractive offers for you. For instance, over- and above-standard financing, we also offer seasonal rates or final instalment financing to enable you to remain financially flexible, or even a fully customised financing strategy to meet your individual needs.

* The technical requirement for the use of OMNIplus Uptime is a BusData Center.
** This service is not available in all countries.
Important for you. Important for us. Technical data stored in the vehicle.

Electronic vehicle components (e.g. Engine Control Unit) contain data storage for vehicle technical data, including but not limited to Diagnostic Trouble Codes in the event of a malfunction, vehicle speed, braking force, or operating conditions of the Restraint System and Driver Assistance Systems in case of an accident (no audio and no video data recording). This data is either stored as a volatile e.g. Diagnostic Trouble Codes, over a short period of time (a few seconds only) e.g. in case of an accident or in aggregated form e.g. for component load evaluation. The data can be read using interfaces connected to the vehicle.

Trained technicians can process and utilise the data to diagnose and repair possible malfunctions. The manufacturer can use the data to analyse and improve vehicle functions. When requested by the customer, technical data can form the basis of additional optional services. In general, data from the vehicle is transferred to the manufacturer or a third party only where legally allowed, or based on a contractual customer consent in accordance with data protection laws. Further information regarding storage of vehicle technical data is provided in the vehicle owner’s manual. Mercedes-Benz Buses and Coaches naturally handles customer data confidentially.

About the information in this brochure.

Information about the product is subject to change after this brochure went to press (04/19). The manufacturer reserves the right to make changes in the design or form, deviations in colour, and changes to the scope of supply during the delivery period, insofar as the changes or deviations are reasonable for the customer, having regard to the interests of the seller. The illustrations may also show accessories and special equipment optional extras that do not form part of the standard scope of supply. Colours may vary for typographical reasons.

This brochure may also contain models and support services that are not available in some countries. Statements about statutory, legal and tax regulations and their effects are only applicable in the Federal Republic of Germany at the time this brochure went to press. Therefore please contact your Mercedes-Benz sales representative for the latest binding version.

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