# THE INTOURO.

Technical data and equipment at a glance.

Mercedes-Benz

The standard for buses.

# THE INTOURO AT A GLANCE.

## Intouro

| | | | |
|---|---|---|---|
| Length [mm]: | 12.180 | Height [mm]: | 3.365 |
| Turning circle min. [mm]: | 21.458 | Width [mm]: | 2.534 |

## Intouro K

| | | | |
|---|---|---|---|
| Length [mm]: | 10.745 | Height [mm]: | 3.365 |
| Turning circle min. [mm]: | 18.344 | Width [mm]: | 2.534 |

## Intouro M

| | | | |
|---|---|---|---|
| Length [mm]: | 13.090 | Height [mm]: | 3.365 |
| Turning circle min. [mm]: | 23.834 | Width [mm]: | 2.534 |

## Intouro L

| | | | |
|---|---|---|---|
| Length [mm]: | 14.880 | Height [mm]: | 3.365 |
| Turning circle min. [mm]: | 24.056 | Width [mm]: | 2.534 |

# TECHNICAL DATA AND EQUIPMENT AT A GLANCE.

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Dimensions** | | | | |
| Length [mm] | 12.180 | 10.745 | 13.090 | 14.880 |
| Length incl. mirrors [mm] | 12.510 | 11.075 | 13.420 | 15.205 |
| Width [mm] | 2.534 | 2.534 | 2.534 | 2.534 |
| Height [mm] | 3.365 | 3.365 | 3.365 | 3.365 |
| Inner stand height central aisle [mm] | 2.180 | 2.180 | 2.180 | 2.180 |
| Parapet height (above ground) [mm] | 750 | 750 | 750 | 750 |
| Wheelbase front axle-drive axle [mm] | 6.080 | 5.270 | 6.990 | 7.180 |
| Wheelbase drive axle - trailing axle [mm] | - | - | - | 1.600 |
| Tyre size | 295/80 R 22,5 | 295/80 R 22,5 | 295/80 R 22,5 | 295/ 80 R 22,5 |
| Overhang at front [mm] | 2.800 | 2.175 | 2.800 | 2.800 |
| Overhang at rear [mm] | 3.300 | 3.300 | 3.300 | 3.300 |
| Turning circle min. [mm] | 21.458 | 18.344 | 23.834 | 24.056 |
| Turning circle BOKraft [mm] | 25.000 | 25.000 | 25.000 | 25.000 |
| Ring width turning circles min. [mm] | 6.857 | 5.982 | 7.277 | 7.311 |
| Ring width BOKraft [mm] | 5.945 | 4.766 | 6.917 | 7.039 |
| Ring width max. permissible according to BOKraft [mm] | 7.200 | 7.200 | 7,2 | 7.200 |
| Track circle minimal [mm] | 17.424 | 15.316 | 19.797 | 20.021 |
| Wheel impact front axle max. [°] | 54 / 46 | 54 / 46 | 54 / 46 | 54 / 46 |
| Cockpit height [mm] | 891 | 891 | 891 | 891 |
| Usable volume / capacity AdBlue [l] | 53 | 36 | 53 | 53 |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| Capacity fuel tank left / right [l] | 185 | 185 | 185 | 185 |
| Luggage compartment volume [m³] | 5,2 | 3,7 | 6,55 | 6,85 |
| Floor height over roadway [mm] | 891 | 891 | 891 | 891 |
| Pedestal height [mm] | 210 | 210 | 210 | 210 |
| Entry height door 1 [mm] | 361 | 363 | 359 | 362 |
| Entry height door 2 [mm] | 378 | 370 | 370 | 370 |
| Slope angle in front [°] | 7,1 | 9,1 | 7,1 | 7,1 |
| Slope angle rear [°] | 7,7 | 7,7 | 7,7 | 7 |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Transmission** | | | | |
| Engine | Mercedes-Benz OM 936 | Mercedes-Benz OM 936 | Mercedes-Benz OM 936 | Mercedes-Benz OM 470 |
| Engine type | 6-cylinder in-line engine | 6-cylinder in-line-engine | 6-cylinder in-line-engine | 6-cylinder in-line-engine |
| Output [kW] | 220 | 220 | 220 | 290 |
| Output 2* [kW] | 260 | 260 | 260 | - |
| Max. torque [Nm] | 1.200 | 1.200 | 1.200 | 1.900 |
| At speed [1/min] | 1.200-1.600 | 1.200 - 1.600 | 1.200-1.600 | 1.100 |
| Displacement [l] | 7,7 | 7,7 | 7,7 | 10,7 |
| EU emissions standard | Euro VI E | Euro VI E | Euro VI E | Euro VI E |
| Transmission | Mercedes-Benz GO 190, 6-Gang | Mercedes-Benz GO 190-6, 6-speed | Mercedes-Benz GO 190, 6-speed | Mercedes-Benz GO 250-8 |
| Transmission 2* | ZF Ecolife 2 | Voith DIWA.6 | Voith Diwa.6 | Voith Diwa.6 |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Chassis** | | | | |
| Steering | power steering | power steering | power steering | power steering |
| Front axle, type | ZF RL 82 EC | ZF RL 82 EC | ZF RL 82 EC | ZF RL 82 EC |
| Front axle: independent suspension, anti-roll bar | ● | ● | ● | ● |
| Driven axle, type | Mercedes-Benz RO 440 | Mercedes-Benz R0 440 | Mercedes-Benz RO 440 | Mercedes-Benz RO 440 |
| Drive axle: with anti-roll bar | ○ | ● | ○ | ○ |
| Trailing axle, type | - | - | - | ZF 82 RL EC |
| Trailing axle: active steering, independent suspension | - | - | - | ● |
| Raising/Lowering system | ○ | ○ | ○ | ○ |
| Kneeling | ○ | ○ | ○ | ○ |
| Air suspension via electronic level control system (ENR) | ● | ● | ● | ● |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Brakes** | | | | |
| Pneumatic disc brakes on all axles | ● | ● | ● | ● |
| Electronic Stability Programme (ESP®) | ● | ● | ● | ● |
| Electronically controlled braking system (EBS) | ○ | ○ | ○ | ● |
| Anti-locking system (ABS) | ● | ● | ● | ● |
| Brake Assist (BAS) | ○ | ○ | ○ | ● |
| Acceleration Slip Regulation (ASR) | ● | ● | ● | ● |
| Retarder limiter (RL) | ○ | ○ | ○ | ○ |
| Retarder | ○ | ○ | ○ | ● |
| Automatic bus stop brake with pull-away lock | ○ | ○ | ○ | ○ |
| Parking brake | ● | ● | ● | ● |
| HOLD function | ○ | ○ | ○ | ○ |
| Hill-start assist | ○ | ○ | ○ | ○ |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Safety and driver assistance systems** | | | | |
| Rollover strength compliant with in ECE R29.03 | ● | ● | ● | ● |
| Lane Assist (SPA) | ○ | ○ | ○ | ○ |
| Tyre Pressure Monitoring (TPM) | ● | ● | ● | ● |
| Active Brake Assist 6 Plus (ABA 6 Plus) | ○ | ○ | ○ | ○ |
| Front Collision Guard (FCG) | ● | ● | ● | ● |
| Sideguard Assist 2 | ● | ● | ● | ● |
| Electronic Stability Program (ESP®) | ● | ● | ● | ● |
| Reversing camera | ● | ● | ● | ● |
| Reversing buzzer | ○ | ○ | ○ | ○ |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| Extinguishing system | ● | ● | ● | ● |
| Rain-light sensor | ● | ● | ● | ● |
| Flat wiper blades with water fed through wiper blade | ● | ● | ● | ● |
| Rollover strength compliant with ECE-R 66.02 | ● | ● | ● | ● |
| 360° Camera | ○ | ○ | ○ | ○ |
| Traffic Sign Assist | ● | ● | ● | ● |
| Frontguard Assist | ● | ● | ● | ● |
| Attention Assist 2 (AtAs) | ● | ● | ● | ● |
| MirrorCam | ○ | ○ | ○ | ○ |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Profitability** | | | | |
| Driver Score | ○ | ○ | ○ | ○ |
| Tyre Pressure Monitoring (TPM) | ○ | ○ | ○ | ○ |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Transport capacity** | | | | |
| Number of seats – standard seating | 55 | 47 | 63 | 71 |
| Passenger capacity max. | 92 | 79 | 103 | 117 |
| Seating type Inter Star Eco (ISE) | ● | ● | ● | ● |
| Seating type Travel Star Eco (TSE) Softline | ○ | ○ | ○ | ○ |
| Driver's seat GRAMMER Linea MSG 90.6 P, air-sprung | ● | ● | ● | ● |
| Driver's seat ISRI 6860, integrated pneumatic system, 3-point seat belt | ○ | ○ | ○ | ○ |
| Wheelchair space | ○ | ○ | ○ | ○ |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Weight and fuel tanks** | | | | |
| Capacity of fuel tank [l] | ca. 185 | ca. 185 | ca. 185 | ca. 185 |
| AdBlue® additive tank [l] | ca. 53 | ca. 36 | ca. 53 | ca. 53 |
| Gross vehicle weight [kg] | 19.500 | 19.500 | 19.500 | 24.750 |
| Axle loads, max. permissible front axle [kg] | 7.500 | 7.500 | 7.500 | 7.500 |
| Axle loads, max. permissible drive axle [kg] | 12.600 | 12.600 | 12.600 | 12.600 |
| Permissible weight trailing axle [kg] | - | - | - | 5.750 |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Heating, air conditioning and ventilation** | | | | |
| Driver's area air conditioning | ○ | ○ | ○ | ○ |
| EvoCool Basic | ● | ○ | ● | ○ |
| EvoCool Comfort | ○ | ○ | ○ | - |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| Cooling capacity passenger compartment [hp/kW] | 32 | 32 | 32 | 32 |
| Heating power passenger compartment [hp/kW] | 36 | 36 | 36 | 36 |
| Turbo roof ventilator | ● | ● | ● | ● |
| Roof-mounted air-conditioning system with heat pump | ○ | ○ | ○ | ○ |
| Electric roof air conditioning (modular system) | ○ | ○ | ○ | ○ |
| Refrigerant filling capacity [lbs/kg] | 9,5 | 9,5 | 9,5 | 9,5 |
| $CO_2$ equivalent [lbs/t] | 13,585 | 13,585 | 13,585 | 13,585 |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Doors and glazing** | | | | |
| Number of doors | 2 | 2 | 2 | 2 |
| Outward swiveling door | ● | ● | ● | ● |
| Lift | ○ | ○ | ○ | ○ |
| Single glazed | ● | ● | ● | ● |
| Double glazed | ○ | ○ | ○ | ○ |
| Windscreen heatable | ○ | ○ | ○ | ○ |

| | Intouro | Intouro K | Intouro M | Intouro L |
|---|---|---|---|---|
| **Lighting** | | | | |
| Low beam | ● | ● | ● | ● |
| High beam | ● | ● | ● | ● |
| Daytime driving lights with LED technology | ○ | ○ | ○ | ○ |
| Daytime driving lights with halogen | ● | ● | ● | ● |
| Headlamps Bi-Xenon incl. cleaning system | ○ | ○ | ○ | ○ |
| Front fog lamp | ○ | ○ | ○ | ○ |
| Cornering light | ○ | ○ | ○ | ○ |
| Ambient lighting for reverse driving | ○ | ○ | ○ | ○ |

● Standard equipment ○ Optional equipment * Optional equipment

# SAFETY.

## Sideguard Assist 2

Sideguard Assist 2 is a safety assistance system that supports the driver in critical situations when turning right or turning left when visibility is possibly restricted. The system is designed to help detect moving obstacles within the system limits, and warns the driver so as to avoid critical situations or reduce the consequences of accidents when turning off or changing lanes.

## Electronic Stability Program (ESP®)

The Electronic Stability Program significantly reduces the risk of skidding by selectively braking individual wheels, thus preventing loss of control of the vehicle in curves and emergency steering manoeuvres.

## Lane Assist (SPA)

Lane Assist (SPA) detects when the vehicle unintentionally leaves a marked lane. If it crosses the markings, the driver is warned by a clear vibration through the driver's seat.

## Bi-xenon headlamps

Compared with halogen headlamps, bi-xenon headlamps mean better illumination of the road surface with less energy consumption and a longer life.

## Rain-light sensor

The rain sensor and automatic driving light are assist systems that activate automated functions by means of a sensor system and relieve the driver of routine tasks.

## Active Brake Assist 6 Plus

The ABA 6 Plus emergency braking system assists the driver by automatically initiating emergency braking if there is a risk of a rear-impact collision with vehicles in front or stationary obstacles. It can also detect moving or stationary persons and cyclists in front of the vehicle. The system can respond with an audible and visual warning as well as automatic partial or full-stop braking.

## Electronic Braking Assist (BAS)

By constantly comparing the data, the electronic braking assist system immediately detects if the speed at which the brake pedal is pressed suddenly exceeds the usual level, and in such situations automatically boosts the maximum braking power to within fractions of a second. This significantly shortens the stopping distance of the vehicle.

## AquaBlade® windscreen wipers

The AquaBlade® windscreen wipers ensure optimum visibility at all times and, thanks to an ergonomic design, minimise both driving noise and fuel consumption.

## MirrorCam

The modern MirrorCam system enables a clear and comprehensive view of the road traffic. Equipped with high-resolution cameras, driving safety and the risk of accidents are minimised. The extended field of vision enables the driver to detect pedestrians, cyclists and other road users in the vicinity. This eliminates the blind spot when turning right.

## Traffic Sign Assist (TSA)

The innovative Traffic Sign Assist offers maximum safety and comfort on the road. Thanks to GPS and camera support, the vehicle speed is constantly compared with the current traffic regulations.

## Frontguard Assist

Frontguard Assist is an advanced system that was specially developed to warn drivers of pedestrians located immediately in front of the vehicle and also to warn them of an impending accident. Whether you are pulling away or driving slowly (up to 9.3 mph), the intelligent assistance system can detect potential collisions with unprotected road users.

## Attention Assist (AtAs) 2

Attention Assist (AtAs) 2 is a safety assistance system that can help prevent microsleep. It thus contributes to improved driving safety, especially on long journeys and when driving at night. The system warns the driver visually and acoustically when it detects typical signs of overtiredness or inattention and prompts him/her to take a break. The warning is independent of the electronic logging device (ELD).

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