



TOURRIDER PREMIUM & BUSINESS

Technical data and equipment at
a glance.

Mercedes-Benz



ALL FACTS & FIGURES

Tourrider Premium



Length [ft/mm]: 45' 8" / 13,920 Height [ft/mm]: 12' 1" / 3,745
Turning radius [ft/mm]: 39' 11" / 12,170 Width [ft/mm]: 102" / 2,600

Tourrider Business



Length [ft/mm]: 45' 8" / 13,920 Height [ft/mm]: 11' 11" / 3,685
Turning radius [ft/mm]: 39' 11" / 12,170 Width [ft/mm]: 102" / 2,600

TECHNICAL DATA AND EQUIPMENT AT A GLANCE.

	Tourrider Premium	Tourrider Business
Dimensions		
Length [ft/mm]	45' 8" / 13,920	45' 8" / 13,920
Width [ft/mm]	102" / 2,600	102" / 2,600
Height [ft/mm]	12' 1" / 3,745	11' 11" / 3,685
Wheelbase front axle-drive axle [ft/mm]	24' / 7,315	24' / 7,315
Wheelbase drive axle - trailing axle [ft/mm]	4' 5" / 1,350	4' 5" / 1,350
Tire size	315/80R22.5	315/80R22.5
Turning radius [ft/mm]	39' 11" / 12,170	39' 11" / 12,170

	Tourrider Premium	Tourrider Business
Powertrain		
Engine	Mercedes-Benz OM 471	Mercedes-Benz OM 471
Engine type	In-line six-cylinder	In-line six-cylinder
Output [hp/kW]	450 / 336	450 / 336
Max. torque [lbft/Nm]	1,550 / 2,102	1,550 / 2,102
Automatic Powertrain with retarder	Allison WTB 500R	Allison WTB 500R

	Tourrider Premium	Tourrider Business
Chassis		
Front axle, type	ZF, independent wheel suspension	ZF, independent wheel suspension
Driven axle, type	Mercedes-Benz RO 440	Mercedes-Benz RO 440
Trailing axle, type	ZF, independent wheel suspension	ZF, independent wheel suspension
Raising/Lowering system	●	●
Kneeling	●	●

	Tourrider Premium	Tourrider Business
Brakes		
Pneumatic disc brakes on all axles (Knorr)	●	●
Electronic Stability Program (ESP®)	●	●
Electronically controlled braking system (EBS)	●	●
Anti-lock braking system (ABS)	●	●
Brake Assist (BAS)	●	●
Traction Control	●	●

	Tourrider Premium	Tourrider Business
Safety and driver assistance systems		
Adaptive Cruise Control (ACC)	●	○
Lane Departure Warning (LDW)	●	●
Attention Assist 2 (AtAs)	○	○
Tire Pressure Monitoring (TPM)	○	○
Active Brake Assist 5 (ABA 5)	● (with Adaptive Cruise Control)	●
Front Collision Guard (FCG)	●	●
Sideguard Assist 2	○	○

	Tourrider Premium	Tourrider Business
Electronic Stability Program (ESP®)	●	●
Reversing camera	○	○
Rain-light sensor	●	○
360° camera	○	○

	Tourrider Premium	Tourrider Business
Transport capacity		
Number of seats- standard seating	56	56
Passenger capacity max.	60	60
Seating type Travel Star Eco (TSE)	-	●
Seating type Travel Star Eco (TSE) Softline	-	○
Seating type Travel Star Xtra (TSX)	●	○
Seating type Travel Star Xtra (TSX) Softline	○	○
Seating type Travel Star Xtra (TSX) Luxline	○	-
Driver's seat ISRI 6860, integrated pneumatic system, 3-point seat belt	●	●
ADA (lift)	○	○

	Tourrider Premium	Tourrider Business
Weight and fuel tanks		
Fuel Capacity [gal/l]*	225.7 / 854.4	225.7 / 854.4
DEF Capacity [gal/l]	14 / 53	14 / 53
Gross vehicle weight [lbs/kg]	50,535 / 22,922	50,535 / 22,922
Axle loads, max. permissible front axle [lbs/kg]	16,535 / 7,500	16,535 / 7,500
Axle loads, max. permissible drive axle [lbs/kg]	20,000 / 9,072	20,000 / 9,072
Permissible weight trailing axle [lbs/kg]	14,000 / 6,350	14,000 / 6,350

	Tourrider Premium	Tourrider Business
Doors and glazing		
Lift	○	○
Double glazed side windows	●	●
Heated windshield	○	○

	Tourrider Premium	Tourrider Business
Lighting		
Low beam (LED)	●	●
High beam (LED)	●	●
Daytime driving lights with LED technology	●	●
Headlamps with LED technology	●	●
Front fog lamp	●	●
Cornering light	●	●
Ambient lighting luggage compartment	○	○

● Standard equipment ○ Optional equipment *only 95% useable by US regulation

SAFETY.

360° camera

The 360° camera system consists of four cameras that capture the immediate vehicle environment and generate an indirect all-round view. The associated 10" screen is located on the A-pillar above the cockpit. This system allows pedestrians, cyclists and obstacles to be seen even in areas that are otherwise not visible to the driver. In this way, the system increases road safety, as collision hazards can be detected and, at best, prevented.

The system evaluates images from the following cameras for this purpose: -rear-view camera (below the rear window) -front camera (below the windshield) -two side cameras (above the side windows) The function is limited in case of heavy rain, snowfall or heavy soiling of the cameras. The screen is divided into two sections. This provides five different views to choose from: Top View 360° (left image) and front camera (right image) Top View 360° (left image) and rear-view camera (right image) Top View 360° (left image) and left side camera (right image) Top View 360° (left image) and right side camera (right image) Top View 360° A corresponding selection menu is available on the screen.

Active Brake Assist 5 (ABA 5)

ABA 5 supports the driver in an imminent collision with stationary objects, moving objects and moving pedestrians. If a collision is imminent, the ABA 5 can carry out automatic emergency braking within the system limits. The system can thus reduce or, in ideal conditions, completely prevent accidents.

As a further development of ABA 4, ABA 5 combines the use of radar and camera. Thanks to sensor fusion, the system can now react to people crossing, approaching or running in their own lane with an automated emergency stop within the system limits up to a vehicle speed of 30 mph (50 km/h). This also applies to pedestrians who walk in front of the vehicle, are detected by the system while moving and then suddenly stop.

Sideguard Assist

Sideguard Assist is a safety assistance system that supports the driver in critical cornering situations where visibility on the right side (curb side) may be limited. When turning or changing lanes, the system is designed to help avoid critical situations within the system boundaries or reduce the consequences of accidents.

The function of the system and the warning concept were established based on the analysis of accidents while cornering that involved pedestrians and cyclists. In the majority of accident scenarios, the accident happens from the movement of both parties involved (vehicle and pedestrian/cyclist). In these cases, the system provides early information (yellow display) about moving persons or vehicles in a zone beside and over the entire length of the vehicle and warns as soon as the situation becomes critical (red).

High beam assistant

The high beam assistant automatically switches the high beams on or off depending on traffic, so that optimum illumination of the road is always ensured. When active, the system contributes to greater safety through improved lighting conditions and optimized illumination, and increases driving comfort and safety. The function can be activated or deactivated. It is active from a speed of approximately 20 mph (35 km/h) and is automatically deactivated below a speed of approximately 15 mph (27 km/h). The function adapts to the illumination/brightness of the surroundings (no automatic switching on if there is sufficient street lighting).

Rain-light sensor

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

The rain sensor increases traffic safety, especially when driving in convoys, through individually adjustable, automated wiping functions.

Electronic Stability Program (ESP®)

The Electronic Stability Program (ESP®) significantly reduces the risk of the vehicle skidding and overturning by counteracting the vehicle's breakaway or overturning through targeted braking of individual wheels or by fully braking the vehicle.

Lane Departure Warning System (LDWS)

With the aid of a camera, the Lane Departure Warning System detects when the vehicle unintentionally leaves a marked lane. As soon as the vehicle crosses the markings, the driver is warned by a vibration on the corresponding side of the driver's seat.

BAS (Brake Assist)

By constantly comparing the data, the Brake Assist system continuously detects the speed at which the brake pedal is pressed. If this exceeds the usual level, the system automatically provides additional braking force within fractions of a second. During such situations this significantly shortens the stopping distance of the coach.

Adaptive Cruise Control (ACC) with Active Brake Assist 5 (ABA 5)

The Adaptive Cruise Control (ACC) with Active Brake Assist 5 (ABA 5) relieves the driver by maintaining a constant distance – defined by the driver – from the vehicle ahead, based on continuous measurements. In doing so, ABA 5 additionally supports the driver in case of an imminent collision with stationary objects, moving objects and moving pedestrians.


As a further development of ABA 4, ABA 5 combines the use of radar and camera. Thanks to sensor fusion, the system can now react to people crossing, approaching or running in their own lane with an automated emergency stop within the system limits up to a vehicle speed of 50 km/h. This also applies to pedestrians who walk in front of the vehicle, are detected by the system while moving, and then suddenly stop. In snow, rain, fog, heavy spray, glare, direct sunlight or changing lighting conditions, the range and recognition of vehicles and persons can be impaired.

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