



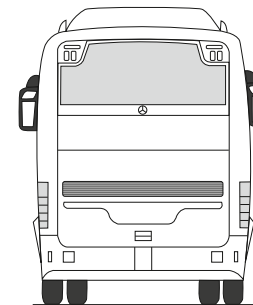
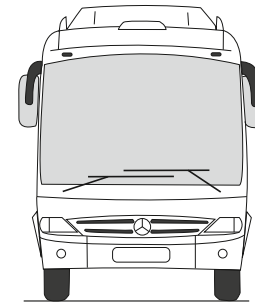
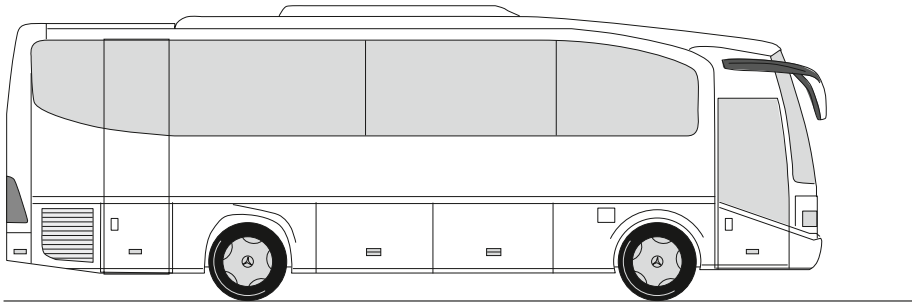
Technical Information **The Tourino**



Mercedes-Benz

Models

Tourino (C.444.303)

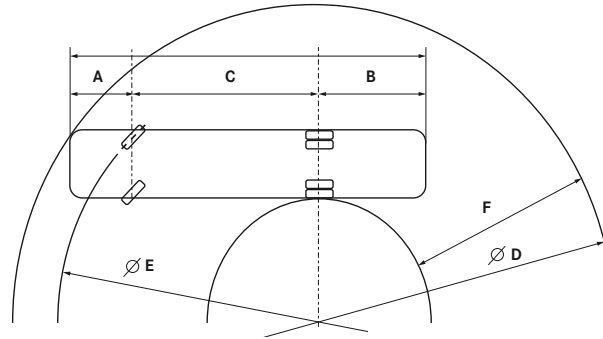


Dimensions/weights

	TOURINO
Vehicle length	9,350 mm
Vehicle width	2,400 mm
Vehicle height (incl. air conditioning system)	3,300 mm
Wheelbase	4,680 mm
Front/rear overhang	1,900 mm/2,770 mm
Angle of approach/departure (at sides)	9.5° /7.7°
Tyre size	265/70 R 19.5
Passenger handling capacity (standard, without optional extras)	34
Entrance height front/rear	approx. 382 mm / 322 mm
Door width front/centre	855 mm/800 mm
Standing height in aisle	1,940 mm
Height of floor, aisle (above road surface)	1,033 mm
Platform height (above aisle floor)	150 mm
Luggage compartment/capacity	4.93 m ³
Fuel tank capacity	approx. 200 l
Capacity of AdBlue additive tank	approx. 25 l
Gross vehicle weight, max. permissible*	13,140 kg
Axle loads, max. permissible*	
-Front axle	4,100 kg
-Rear axle	9,440 kg

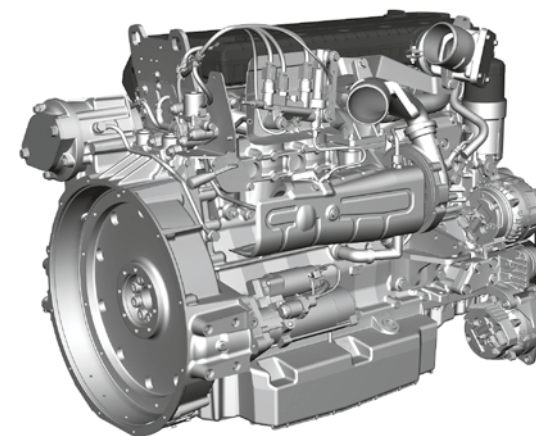
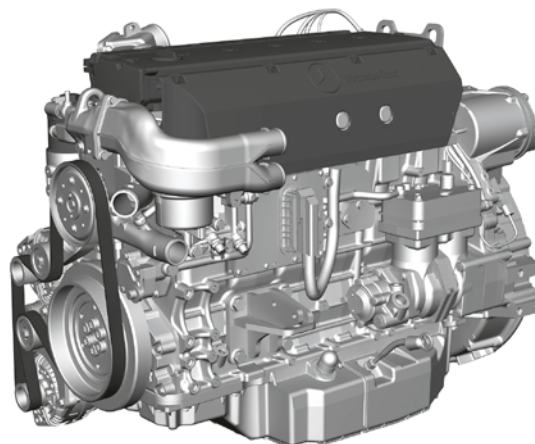
* dependent on country of registration - example here is Germany

Turning circle

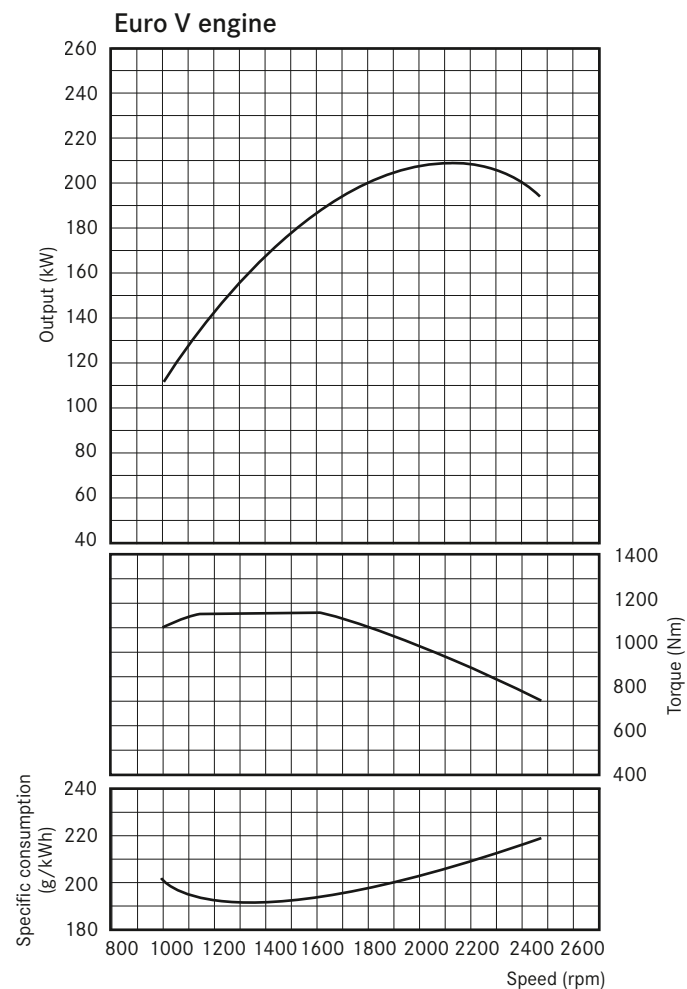


	Tourino
A: Front overhang	1,900 mm
B: Rear overhang	2,770 mm
C: Wheelbase	4,680 mm
D: Minimum turning circle	17,120 mm
E: Minimum track circle	14,700 mm
F: Swept annular width - minimum turning circle	5,150 mm
Maximum front axle turning angle, inside/outside wheel	52°/41°a

Drive train/Technology



	TOURINO
Engine (Euro V/EEV*)	OM 926 LA
Displacement	7,200 cm ³
Output (standard)	210 kW
Cylinders/arrangement	6/in-line
Max. torque	1,120 Nm
Transmission	Mercedes-Benz G 85-6
Axles	
Front axle	Mercedes-Benz VO2
Drive axle	Mercedes-Benz HO4
Steering	ZF 8095 Servocom
Brakes	Electronic Braking System with disk brakes Hydrodynamic retarder (Voith VR 123) Anti-lock Braking System (ABS) Anti-Slip Regulation (ASR) Brake Assist (BA) Electronic Stability Programme (ESP®)



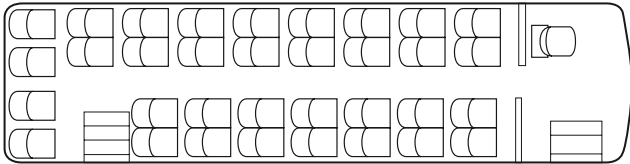
P_{\max} 210 kW at 2,200 rpm (80/1269/EEC)
 T_{\max} 1120 Nm at 1,400 rpm, $T_{\text{trans}} = 19\%$

Steady-state full-load curves

* Our buses achieve the EEV emission standard (optional), depending on model and power unit, with or without a diesel particulate filter.

Seating variants for Tourino

Standard

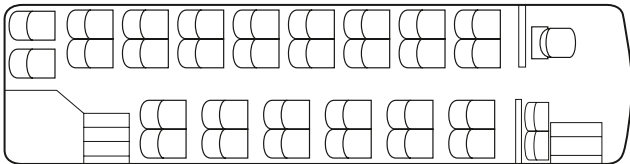


Number of seats 34

Galley No

Toilet No

Extra (example)

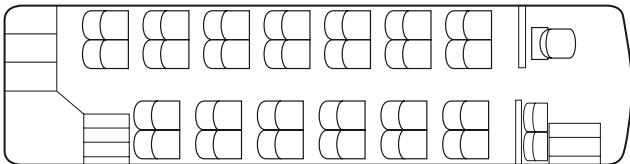


Number of seats 30

Galley No

Toilet Yes

Extra (example)



Number of seats 26

Galley Yes

Toilet Yes

Standard and optional equipment (selected)

Engine and running gear	TOURINO
Engine Mercedes-Benz OM 926 LA 210 kW (Euro V)	●
Motor Mercedes-Benz OM 926 LA 210 kW (EEV)	○
Transmission Mercedes-Benz G 85-6, all synchromesh	●
Hydrodynamic retarder type Voith R 123	●
Electronic braking system (EBS)	●
Electronic Stability Programme (ESP®)	●
Brake Assist (BA)	●
Anti-lock Braking System (ABS)	●
Anti-Slip Regulation (ASR)	●
Combined body lowering and lifting mechanism	○
Hub caps of stainless steel	○
Air conditioning	
Roof-mounted air conditioning system	●
Roof-mounted air conditioning system with driver area climate control	○
Convection heaters mounted on side panels	●
Roof hatch electrically operated	●

● Standard equipment/Equipment at no extra charge ○ Extra

Driver's area**TOURINO**

Driver's seat GRAMMER Tourea MSG 90.6



Driver's seat ISRI 6068/875



Seat heater for driver's seat



Steering column with height and tilt adjustment, steering wheel lock



Cruise control



Exterior mirrors heated, main mirror electrically adjustable, manual folding



Central locking for luggage compartment doors (right and left separate)



Satellite navigation system BLAUPUNKT



Blind on windscreen, electrically operated



Fire detection system for engine compartment monitoring/luggage compartment monitoring

**Tour guide's seat**

Tour guide's seat, single (aisle side) with armrests, 3-point seat belt, folding seat cushion



Reading lamp for tour guide's seat



Microphone for tour guide's seat with helix cable



Refrigerator at side next to tour guide's seat



Interior	TOURINO
Seating Travel Star Xtra, integrated handles, aisle-side armrest, backrest adjustable, bag hook, seat numbering	●
Softline upholstery in fabric	○
Folding tables on seat backs, with support arm/screwed on	○
Toilet WC, at rear	○
Galley at rear, different feature levels with/without refrigerator, with/without microwave	○
Galley forward of Door 2	○
Sidewall covering in needle web or Dralon velour	○
Other	
Double-pane side windows heat-absorbing, dark tinted	●
Luggage compartment doors with swing-out kinematics	●
Luggage compartment doors with interior panelling	●
Ski box type L, brackets at rear with socket	○
Information systems	
Audio and video system BLAUPUNKT Professional Line incl. CD and DVD player	○
Multi-function antenna for radio, navigation and mobile phone	○
CD changer	○
TV tuner	○
Video monitor 15" at front, electric folding	○
Antenna for TV	○
Multi-function display with clock, temperature, WC occupied, and seat belt signs	○

● Standard equipment/Equipment at no extra charge ○ Extra

Technical modifications may have occurred after the copy deadline. This data sheet is only an extract of possible equipment. Some equipment items are country-dependent. We reserve the right to make technical modifications. Therefore, please contact your Mercedes-Benz bus sales representative for the latest binding version.

Glossary

Anti-lock Braking System (ABS)

The braking forces acting on the individual wheels are distributed by the ABS so that even in an emergency braking situation no wheel is blocked for any length of time and the steerability of the bus is largely maintained.

Anti-Slip Regulation (ASR)

ASR prevents wheelspin when driving away on a slippery surface. It provides no more power than the drive wheels are able to transfer to the road surface. Wheelspin by one wheel – e.g. on an icy roadside – is prevented by metered braking.

Brake Assist (BA)

The BA electronics are able to detect emergency braking situations and automatically build up maximum braking power within fractions of a second. This shortens the stopping distance of the bus by a measurable amount.

Electronic Stability Programme (ESP®)

In situations where the driving dynamics are critical, the electronic stability programme selectively controls the braking forces on each wheel individually. At the same time the engine power is throttled back. Within the boundaries of the physics, finely regulating the braking of the vehicle in this way prevents any possible "breakaway" by the vehicle. Thus ESP® contributes noticeably to a reduction in the risk of skidding during cornering or evasive manoeuvres. If the bus enters a critical dynamic condition in wide curves or when rapidly changing lanes, the speed of the vehicle speed continues to be automatically reduced until directional stability is restored.

Cataphoretic Immersion Priming (KTL)

Cataphoretic immersion priming (KTL) is an electro-chemical process for coating the complete body shell in an immersion bath. It is ideal for painting complicated structures and large numbers of units. This water-based paint protects the bus so perfectly against corrosion because the paint coat is applied everywhere to the body with uniform thickness. Cataphoretic immersion priming is demonstrably the best protection against corrosion in vehicle construction at present available.

For further information, contact your Mercedes-Benz Buses and Coaches representative. Or visit us online at: www.mercedes-benz.de/omnibus

The illustrations also depict extras and accessories that are not part of the standard scope of supply. The technical information in this brochure applies to Germany. (Status: July 2010).
We reserve the right to make production changes.

EvoBus GmbH, Mercedes-Benz Omnibusse, BUS/MPM-M 6098.1037.02.10/0810/08 Printed in the Federal Republic of Germany / Imprimé en République Fédérale d'Allemagne
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