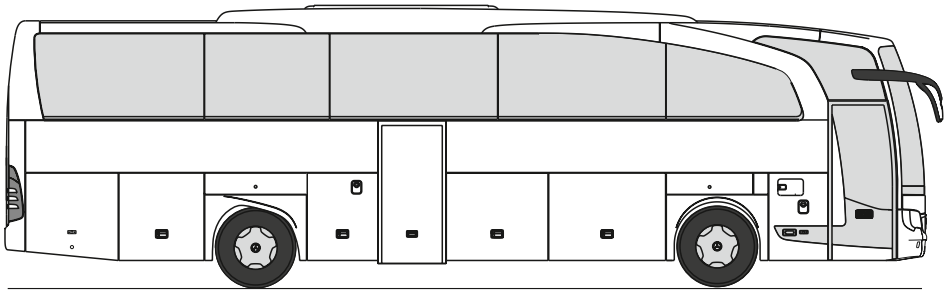
Technical Information

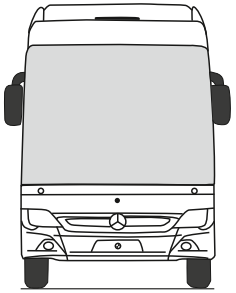
The Travego

Mercedes-Benz

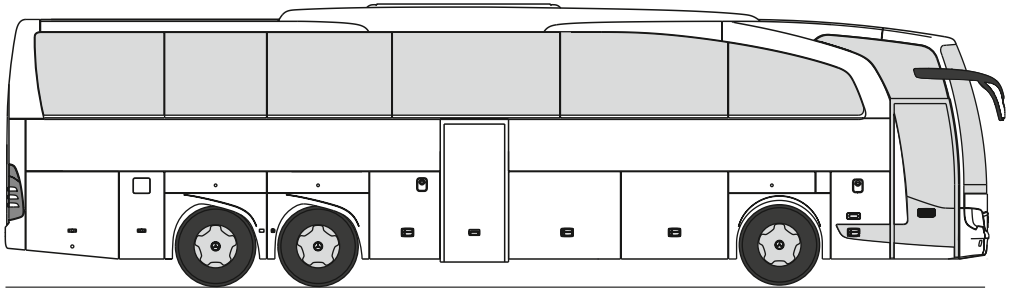
Models

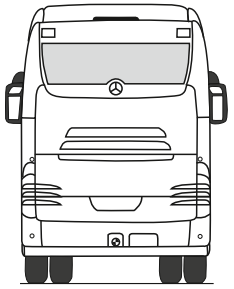
TRAVEGO (15 RHD, C.632.245)



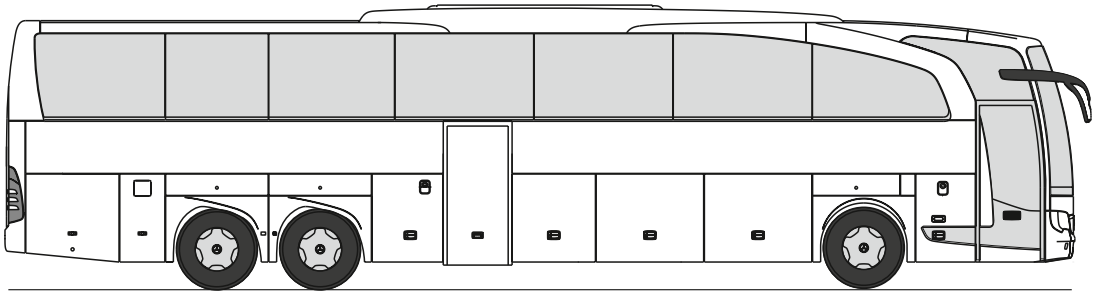


TRAVEGO M (16 RHD, C.632.246)





TRAVEGO L (17 RHD, C.632.247)

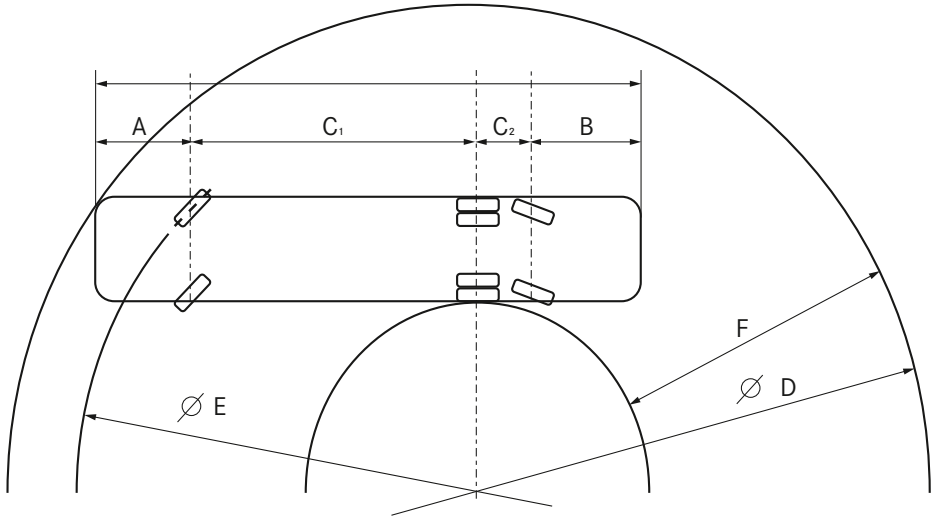


Dimensions/weights

	TRAVEGO	TRAVEGO M	TRAVEGO L
Vehicle length	12.180 mm	13.000 mm	14.030 mm
Vehicle height	2.550 mm	2.550 mm	2.550 mm
Vehicle height (incl. air conditioning system)	approx. 3.710 mm	approx. 3.710 mm	approx. 3.710 mm
Wheelbase, front axle-drive axle	6.080 mm	6.080 mm	7.110 mm
Wheelbase, drive axle-trailing axle	–	1.350 mm	1.350 mm
Forward/rear overhang	2.800 mm/3.300 mm	2.800 mm/2.770 mm	2.800 mm/2.770 mm
Angle of approach/departure (at sides)	7,65 °/6,9 °	7,65 °/8,3 °	7,65 °/8,3 °
Tyre size	295/80 R 22,5	295/80 R 22,5	295/80 R 22,5
Passenger handling capacity, seats (standard, without optional extras)	51	55	59
Step height front/centre	approx. 350 mm/325 mm	approx. 350 mm/325 mm	approx. 350 mm/325 mm
Internal door width front/centre	770 mm/590-650 mm**	770 mm/590-650 mm**	770 mm/590-650 mm**
Standing height in aisle	2.100 mm	2.100 mm	2.100 mm
Height of floor, driver's area (above road surface)	860 mm	860 mm	860 mm
Height of floor, aisle (above road surface)	approx. 1.330 mm	approx. 1.330 mm	approx. 1.330 mm
Platform height (above aisle floor)	150 mm	150 mm	150 mm
Waistline height (above platforms)	750 mm	750 mm	750 mm
Luggage compartment/capacity	approx. 9,6 m³	approx. 9,6 m³	approx. 12,2 m³
- with toilet	approx. -1,2 m³	approx. -1,2 m³	approx. -1,2 m³
- with driver's sleeping cab	approx. -1,4 m³	approx. -1,4 m³	approx. -1,4 m³
Fuel tank capacity	approx. 490 l	approx. 461 l	approx. 461 l
Capacity of AdBlue additive tank	approx. 56 l	approx. 50 l	approx. 50 l
Gross vehicle weight*	18.000 kg	24.000 kg	24.000 kg
Design axle weights*			
- Front axle	7.100 kg	7.100 kg	7.100 kg
- Drive axle	11.500 kg	11.500 kg	11.500 kg
- Trailing axle	–	5.750 kg	5.750 kg

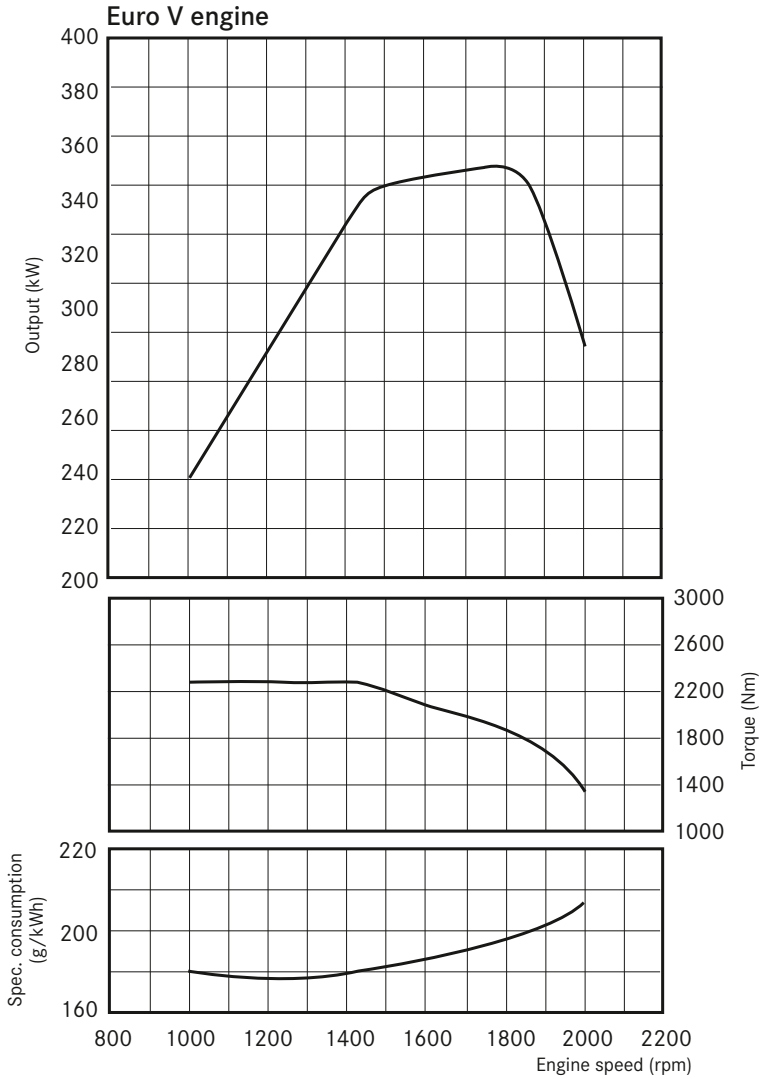
* depending on country of registration, e.g. Germany ** depending on seating arrangement

Turning circle



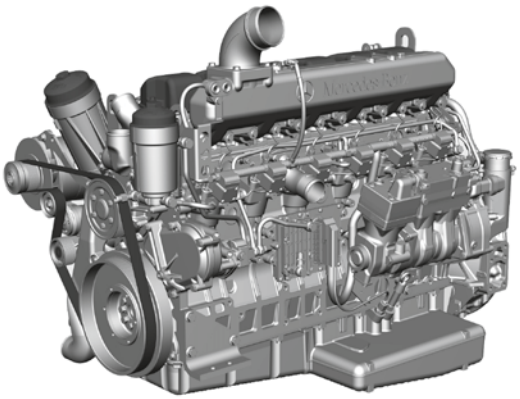
	TRAVEGO	TRAVEGO M	TRAVEGO L
A: Front overhang	2.800 mm	2.800 mm	2.800 mm
B: Rear overhang	3.300 mm	2.770 mm	2.770 mm
C_1: Wheelbase	6.080 mm	6.080 mm	7.110 mm
C_2: Wheelbase, rear	–	1.350 mm	1.350 mm
D: Minimum turning circle	approx. 21.110 mm	approx. 21.320 mm	approx. 23.800 mm
E: Minimum track circle	approx. 16.950 mm	approx. 17.160 mm	approx. 19.630 mm
F: Swept annular width – minimum turning circle	approx. 7.000 mm	approx. 7.040 mm	approx. 7.500 mm
D: BOKraft turning circle	25.000 mm	25.000 mm	25.000 mm
F: BOKraft swept annular width	approx. 5.950 mm	approx. 5.950 mm	approx. 7.025 mm
F: Maximum permissible swept annular width according to BOKraft	7.200 mm	7.200 mm	7.200 mm
Maximum front axle turning angle, inside/outside wheel	58°/46°	58°/46°	58°/46°

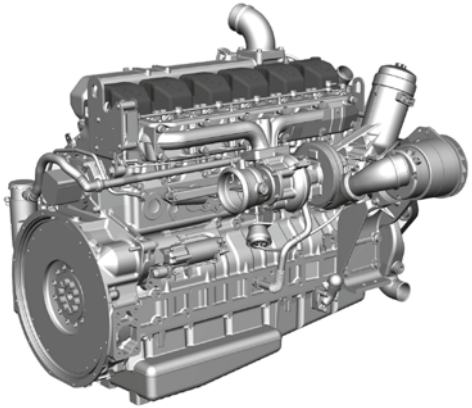
Drive train/technology



P_{max} 315 kW at 2000 rpm (80/1269/EEC)
$Torque_{max}$ 2100 Nm at 1100 rpm, torque = 40%

Stationary full load curves



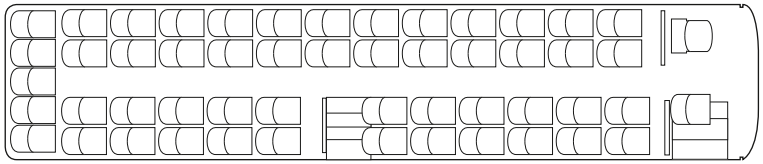


	TRAVEGO	TRAVEGO M	TRAVEGO L
Engine (Euro IV/EEV*)	OM 457 LA	OM 457 LA	OM 457 LA
Displacement	11.967 cm^3	11.967 cm^3	11.967 cm^3
Output (standard)	315 kW	315 kW	315 kW
Cylinders/arrangement	6/in-line	6/in-line	6/in-line
Max. torque	2,100 Nm at 1,100 rpm	2,100 Nm at 1,100 rpm	2,100 Nm at 1,100 rpm
Transmission	Manual 6-speed transmission, Mercedes-Benz GO 210, power-assisted		
Axles			
Front axle	ZF, independent wheel suspension	ZF, independent wheel suspension	ZF, independent wheel suspension
Drive axle	Mercedes-Benz H06	Mercedes-Benz H06	Mercedes-Benz H06
Trailing axle	-	ZF, independent wheel suspension, actively steered trailing axle (RAS)	ZF, independent wheel suspension, actively steered trailing axle (RAS)
Steering	ZF 8098 Servocom	ZF 8098 Servocom	ZF 8098 Servocom
Brakes	Electronic braking system (EBS) with disc brakes Hydrodynamic retarder (Voith R115E) Anti-lock braking system (ABS) Anti-Slip Regulation (ASR) Brake Assist (BA) Continuous Braking Limiter (DBL)		

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

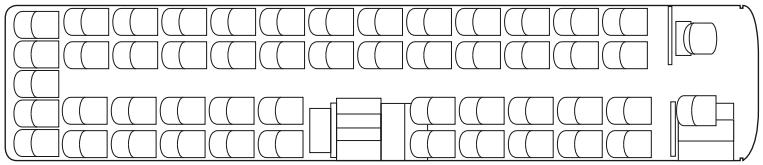
Travego seating variants

Standard



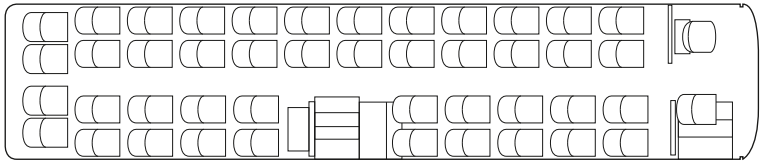
Number of seats	51
Space between seats	3 stars
Galley	no
Toilet	no

Optional extra (example)



Number of seats	49
Space between seats	3 stars
Galley	yes
Toilet	yes

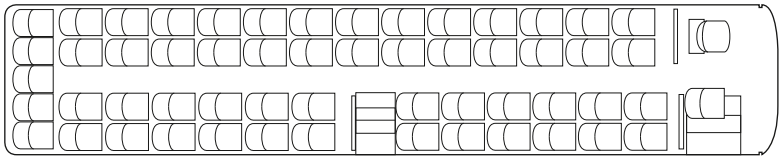
Optional extra (example)



Number of seats	44
Space between seats	4 stars
Galley	yes
Toilet	yes

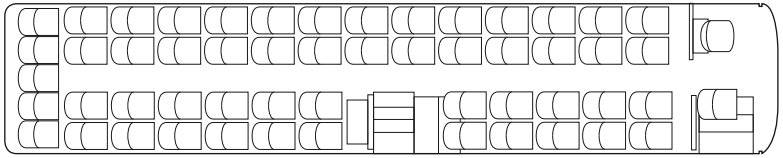
Travego M seating variants

Standard



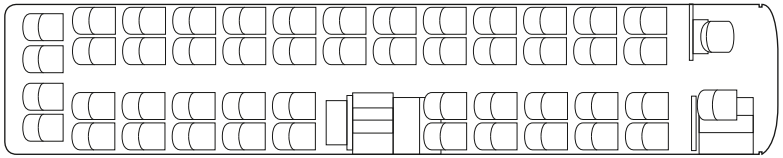
Number of seats	55
Space between seats	3 stars
Galley	no
Toilet	no

Optional extra (example)



Number of seats	53
Space between seats	3 stars
Galley	yes
Toilet	yes

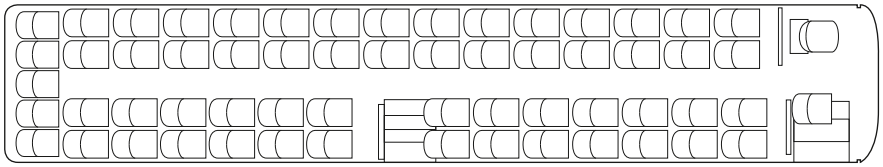
Optional extra (example)



Number of seats	48
Space between seats	4 stars
Galley	yes
Toilet	yes

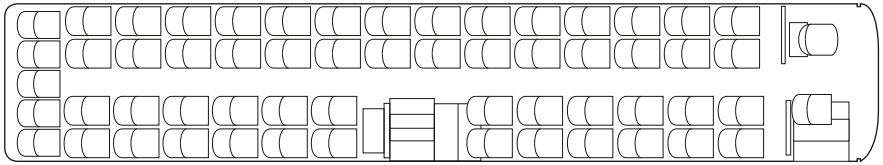
Travego L seating variants

Standard



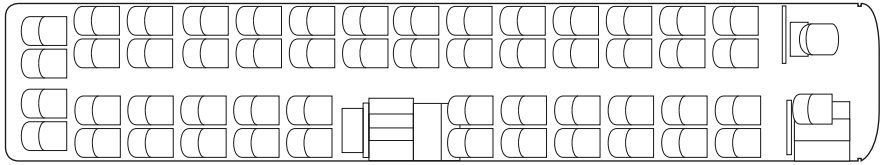
Number of seats	59
Space between seats	3 stars
Galley	no
Toilet	no

Optional extra (example)



Number of seats	57
Space between seats	3 stars
Galley	yes
Toilet	yes

Optional extra (example)



Number of seats	52
Space between seats	4 stars
Galley	yes
Toilet	yes

Standard equipment and optional extras (selection)

Engine and running gear	**TRAVEGO**	**TRAVEGO M**	**TRAVEGO L**
Engine Mercedes-Benz OM 457 LA 315 kW (Euro IV)	●	●	●
Engine Mercedes-Benz OM 457 LA 335 kW (Euro IV)	○	○	○
Engine Mercedes-Benz OM 502 LA 350 kW (Euro IV)	–	○	○
Transmission Mercedes-Benz GO 240-8 MPS, automated 8-speed manual transmission	○	○	○
Retarder hydrodynamic, type VOITH VR 115 E	●	●	●
Electronic braking system (EBS)	●	●	●
Electronic Stability Programme (ESP®)	●	●	●
Brake Assist (BA)	●	●	●
Continuous Braking Limiter (DBL)	●	●	●
Anti-lock braking system (ABS)	●	●	●
Anti-Slip Regulation (ASR)	●	●	●
Bus stop brake without/with starting-off lock	○	○	○
Trailing axle, active steering	–	●	●
Electronic level control	●	●	●
Combined body lowering and lifting mechanism	●	●	●
Hub caps of stainless steel	●	●	●
Alloy rims with hub centring	○	○	○
Air conditioning			
Roof-mounted air conditioner, 32 kW cooling capacity, climate control, separate driver area climate control	●	●	–
Roof-mounted air conditioner, 35 kW cooling capacity, climate control, separate driver area climate control	○	○	●
Roof-mounted air conditioner, 39 kW cooling capacity, climate control, separate driver area climate control	○	○	○
Convection heaters mounted on side panels	●	●	●
Axial flow fan heater on side panels	○	○	○
Waistline temperature control	○	○	○
Heating at entry, centre entry	○	○	○
Roof hatches electrically operated on two sides	●	●	●
Roof hatches with automatic closing via rain sensor	○	○	○

● Standard equipment ○ Optional extra

Driver's area	TRAVEGO	TRAVEGO M	TRAVEGO L
Driver's seat GRAMMER Tourea MSG 90.6 PG	●	●	●
Driver's seat ISRI 6860/875	○	○	○
Seat heater for driver's seat	○	○	○
Steering column with height and tilt adjustment, steering wheel lock	●	●	●
Leather steering wheel with decor and leather shifting knob	●	●	●
Cruise control	●	●	●
Adaptive Cruise Control (ACC)	○	○	○
Adaptive Cruise Control (ACC) and Active Brake Assist (ABA)	○	○	○
Lane Departure Warning system (LDW)	○	○	○
Exterior mirrors heated, main mirror electrically adjustable, manual folding	●	●	●
Exterior mirrors electrically adjustable	○	○	○
Reversing aid with visual display in the exterior mirror	○	○	○
Fuel consumption display	○	○	○
Microphone integrated in back of driver's seat	●	●	●
Central locking system for luggage compartment doors, doors and filler caps via radio remote control	●	●	●
Central locking system with easy closing for passenger doors and roof hatches	○	○	○
Satellite navigation system BOSCH	○	○	○
Navigation display via video monitors, control via passenger compartment	○	○	○
Burglary and theft alarm system; security for passenger doors, luggage compartment, engine compartment door and service covers, including interior monitoring with remote alarm	○	○	○
Heated windscreen	○	○	○
Additional windscreen wipers at top of windscreen	○	○	○
Roll-up sun screen on driver's window/roll-up sun screen on windscreen right and left, power operated	○	○	○
Fire detection system for engine compartment monitoring/luggage compartment monitoring (Standard as of 2011 for engine compartment)	○	○	○
Extinguisher system	○	○	○

● Standard equipment ○ Optional extra

Tour guide's seat	**TRAVEGO**	**TRAVEGO M**	**TRAVEGO L**
Tour guide's seat, single (on aisle side) with armrest, 3-point seat belt, foldup seat cushion	●	●	●
Tour guide's seat, single (on wall side) with armrest, 3-point seat belt, foldup seat cushion	○	○	○
Tour guide's seat, 2 seats with armrests, 3-point seat belt, foldup seat cushion	○	○	○
Tour guide's seat, single (on aisle side) with armrest, 3-point seat belt, foldup seat cushion and power adjustment	○	○	○
Reading light on A-pillar for tour guide's seat	●	●	●
Microphone for tour guide's seat with helix cable	●	●	●
Tour guide's cabinet behind front entry, wall-side	○	○	○

Interior			
Flair equipment line	●	●	●
Fashion equipment line	○	○	○
Travel Star Xtra passenger seats, integrated handles, adjustable seat back, side adjustment control, luggage net, armrest on aisle side, hook, seat numbering, head protection covers	●	●	●
Luxline upholstery for passenger seats in Dralon velour or leather	○	○	○
Softline upholstery for passenger seats in Dralon velour	○	○	○
Wall side armrests	○	○	○
Centre armrests (folding armrest) between seats	○	○	○
Folding tables on seat backs, screwed on/with support arm	○	○	○
2-point seat belt on all passenger seats	●	●	●
Footrests on the seat frames	●	●	●
WC/CC toilet forward of centre entry	○	○	○
Galley behind centre entry	○	○	○
Refrigerator in the instrument panel, front right	●	●	●
Refrigerator on aisle-side at toilet cabin	○	○	○
Waste container on aisle-side at toilet cabin	○	○	○
Floor mats/carpet in passenger compartment and at entries	○	○	○

● Standard equipment ○ Optional extra

Other	TRAVEGO	TRAVEGO M	TRAVEGO L
Litronic headlamps with headlight cleaning system	○	○	○
Luggage compartment doors with lift kinematics	●	●	●
Luggage compartment doors with swing-out kinematics	○	○	○
Luggage compartment doors with interior panelling	●	●	●
Coat check area in the luggage section behind the right front axle, foldable partition	○	○	○
Multi-purpose area with roller shutter behind centre entry and partition	●	●	●
Driver's rest area behind centre entry, heated mattress, intercom, heating, climate control, hinged window in right outer hatch	○	○	○
Trailer coupling (various designs)	○	○	○
Ski box type G/I, mounting brackets at rear with socket	○	○	○

Information systems			
Audio and video system, BOSCH Professional Line 3, incl. DVD and CD player	●	●	●
Multi-function antenna for radio, navigation and mobile phone	●	●	●
Hands-free set and provision for mobile phone cradle	○	○	○
Loudspeakers in the passenger compartment	●	●	●
Individual stereo system, left/right stereo channel in the left-hand/right-hand air duct	○	○	○
Multi-channel audio system for radio, TV, video with headphone connection per seat	○	○	○
CD changer/DVD changer	○	○	○
TV tuner/DVB-T tuner	○	○	○
19" LCD video monitor at front, fixed installation	●	●	●
19" LCD video monitor at front, electric folding	○	○	○
19" LCD video monitor in the middle, fixed installation	●	●	●
2 x 19" LCD video monitors in the aisle, electric folding	○	○	○
Video camera for monitoring centre entry	○	○	○
Rear-view camera/panorama camera in direction of travel	○	○	○

● Standard equipment ○ Optional extra

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

Glossary

Cornering lights/steering-dependent headlamps
Cornering lights ensure much greater safety when turning at night at poorly lit intersections. When turning, the fog lamp on the inside of the bend is steered so that this area is much better illuminated. The cornering light switches on automatically up to a speed of 40 km/h if the main headlamps are switched on and the turn indicator is set or the steering wheel turned.

Adaptive Cruise Control (ACC)
The Adaptive Cruise Control ACC relieves the driver on trunk roads and motorways. If the ACC proximity sensor detects a slower moving vehicle ahead, the ACC brakes the coach automatically until a distance, preselected by the driver, is attained which it can then keep constant. For this purpose a proximity sensor scans the area ahead of the coach every 50 milliseconds.

Active Brake Assist (ABA)
Active Brake Assist is also known as Emergency Brake Assist. As soon as the ACC detects imminent danger of a collision, maybe because the driver is distracted, a multi-level warning is given. If this warning cascade evokes no reaction, the system executes emergency braking. In this way Active Brake Assist prevents accidents.

Anti-lock Braking System (ABS)
When braking, all the forces and rolling behaviour acting on the wheels are constantly recorded by the 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 coach is largely maintained.

Anti-Slip Regulation (ASR)
The 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. Wheelspin by one wheel - e.g. on an icy roadside - is prevented by metered braking. This means moving off is no problem, even under difficult conditions.

Brake assist (BA)
In emergency braking situations, people often react quickly but do not apply sufficient pressure to the brakes. The BA electronics are able to detect emergency braking situations and automatically build up maximum braking power within fractions of a second. This means the stopping distance of the coach is considerably reduced and, in many cases, collisions are avoided.

Continuous braking limiter (DBL)
The DBL ensures the vehicle maintains a steady speed. For buses and coaches a top speed of 65 mph (100 km/h) is specified by law. On prolonged downhill runs the legal top speed may be unintentionally exceeded if the driver fails to use the brakes. In these cases, the DBL stabilises the speed by using the retarder and thus assists in the prevention of speeding.

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 physics, finely regulating the braking of the vehicle in this way prevents any possible “breakaway”. ESP® thus contributes noticeably to a reduction in the risk of skidding during cornering or evasive manoeuvres. If the coach enters a critical dynamic condition in wide curves or when rapidly changing lanes, the speed of the vehicle continues to be automatically reduced until directional stability is restored.

Front Collision Guard (FCG)
The Front Collision Guard (FCG) is installed as standard in the new generation of Travego. The patented technology starts with a cross section as underride guard, which can, for example, prevent a car from going under the bus. The structure behind this cross section consists of crash elements that can selectively dissipate energy in the event of a collision. In addition, the driver’s area, including steering, pedals and seat, is located on a massive frame section, that is displaced rearward as a complete unit in the event of a serious head-on collision, thereby increasing the survival space by vital centimetres.
The passive safety system has been realistically tested in a number of crash tests. Moreover, the FCG already meets future statutory standards for pendulum impact tests on buses. Together with Active Brake Assist, which drastically reduces the speed of impact in the event of an unavoidable head-on collision, a previously unmatched level of bus safety is achieved with the FCG.

Cataphoretic Immersion Priming (KTL)
Cataphoretic immersion priming (KTL) is an electrochemical 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 vehicle 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.

Lane Departure Warning System (LDW)
If the driver is momentarily distracted, there is a risk that the bus or coach will unintentionally depart from its lane. LDW was developed with these situations in mind. A small camera fitted behind the windscreen records the lane area up to 30 m ahead of the vehicle. In this area the camera tracks the lane markings, as a result of which a computer determines the position of the vehicle in the lane.

If the driver departs from the lane without indicating, the LDW presumes that the change of lane is unintentional. It alerts the driver with a noticeable vibration of the driver’s seat on the side corresponding to the lane marking that has been crossed. In this way the driver instinctively steers the vehicle back to the centre of the lane. This vehicle assist system serves solely as a precautionary warning to the driver and does not actively intervene in the steering.

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 information in this Technical Information applies to Germany. (Status: July 2010). We reserve the right to make production changes.

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