

# The Conecto

Economic efficiency.

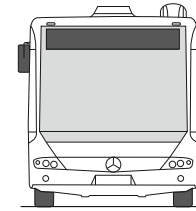
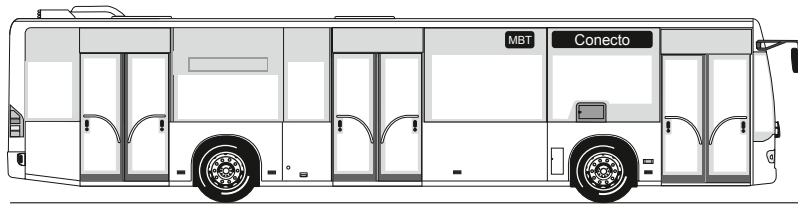
Technical information



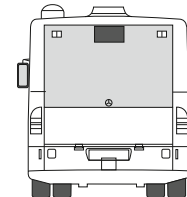
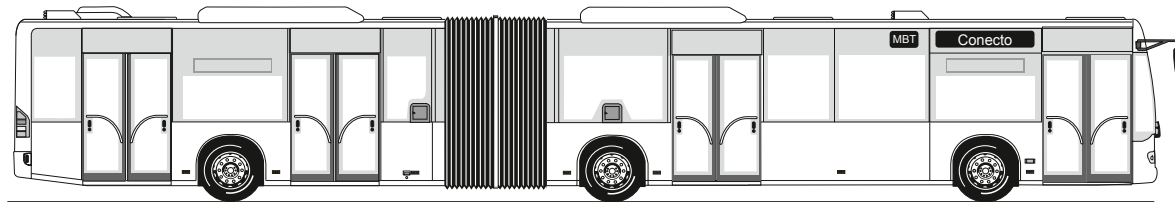
**Mercedes-Benz**  
The standard for buses.

# Model designations (Euro V)

Conecto (C628.310)

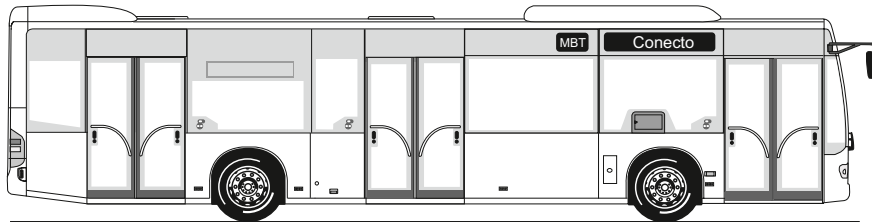


Conecto G (C628.320)

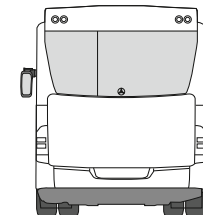
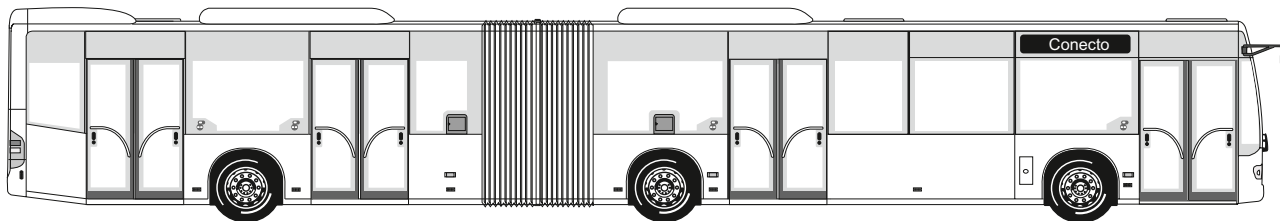


# Model designations (Euro VI)

Conecto (C628.314)



Conecto G (C628.324)

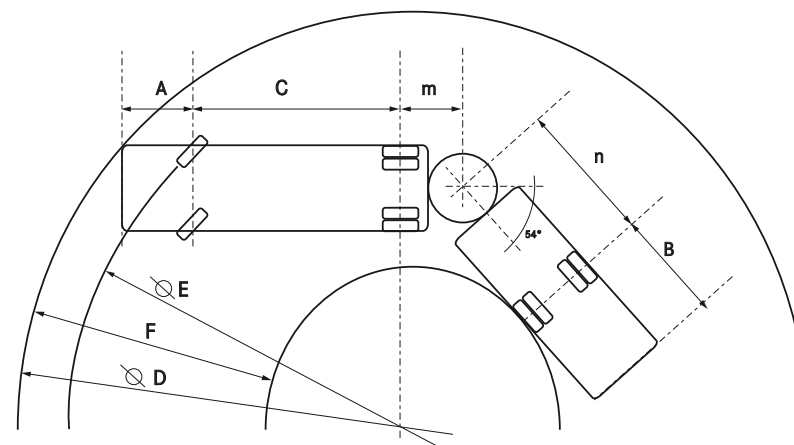
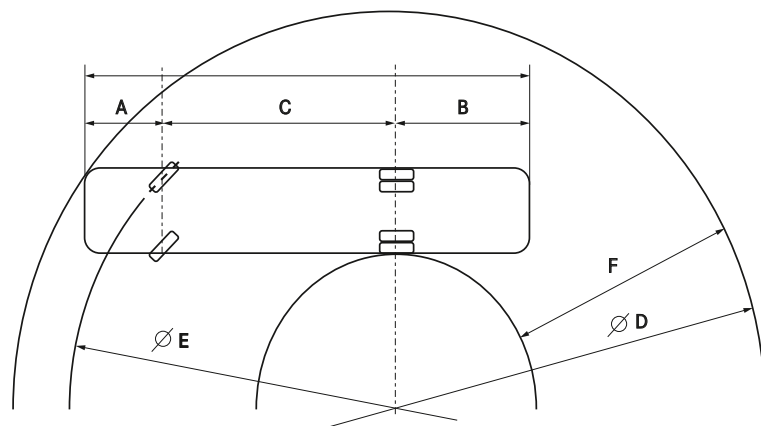


# Dimensions and weights

	Euro III - EEV		Euro VI	
	Conecto	Conecto G	Conecto	Conecto G
Vehicle length	11,950 mm	17,940 mm	11,966 mm	17,956 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system)	3,076 mm	3,076 mm	3,079 mm	3,079 mm
Wheelbase, front axle – drive axle	5,845 mm	–	5,845 mm	–
Wheelbase, front axle – centre axle	–	5,845 mm	–	5,845 mm
Wheelbase, centre axle – drive axle	–	5,990 mm	–	5,990 mm
Front/rear overhang	2,705/3,400 mm	2,705/3,400 mm	2,705/3,416 mm	2,705/3,416 mm
Angle of approach/departure	7° / 7°	7° / 7°	7° / 7°	7° / 7°
Tyre size	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5	275/70 R 22.5
Total passenger carrying capacity ECE R107 (without air conditioning system)	103	147	98	145
of which seats	32	48	26	42
of which standees	71	99	72	103
Boarding height, Door 1/Door 2/Door 3/Door 4	320/340/340/– mm	320/340/340/340 mm	320/320/320/– mm	320/320/320/320 mm
Clear door width	1,250 mm	1,250 mm	1,250 mm	1,250 mm
Standing height front/rear	2,302/2,022 mm	2,302/2,022 mm	2,332/2,033 mm	2,332/1,758 mm
Height of floor above road surface	370 mm	370 mm	370 mm	370 mm
Platform height	280 mm	280 mm	280 mm	280 mm
Waistline height (above floor)	950 mm	950 mm	950 mm	950 mm
Fuel tank capacity	280 l	300 l	280 l	300 l
Capacity of AdBlue® additive tank	38 l	46 l	32 l	32 l
Gross vehicle weight	18,000 kg	28,000 kg	19,000 kg	28,000 kg
<b>Axle loads, max. permissible*</b>				
- Front axle	7,245 kg	7,245 kg	7,245 kg	7,245 kg
- Centre axle	–	10,000 kg	–	10,000 kg
- Drive axle	12,000 kg	12,000 kg	13,000 kg	13,000 kg

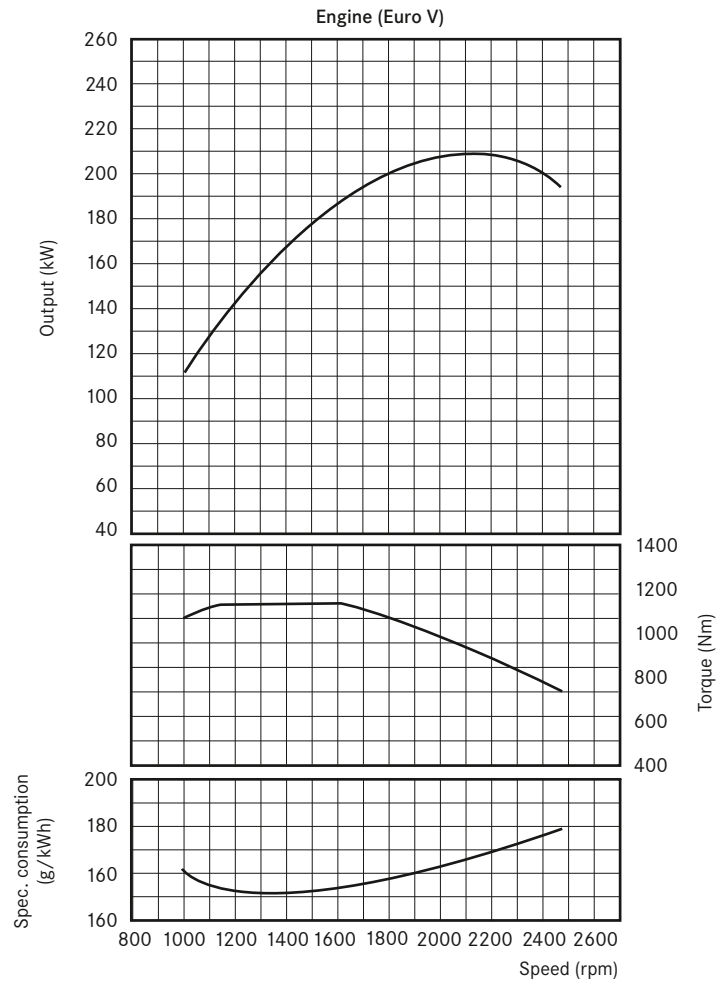
\* Depending on country of registration, example based on Germany

# Turning circle



	Euro III - EEV		Euro VI	
	Conecto	Conecto G	Conecto	Conecto G
A: Front overhang	2,705 mm	2,705 mm	2,705 mm	2,705 mm
B: Rear overhang	3,400 mm	3,400 mm	3,416 mm	3,416 mm
C: Wheelbase front axle - drive axle	5,845 mm	–	5,845 mm	–
C: Wheelbase front axle - centre axle	–	5,845 mm	–	5,845 mm
m+n: Wheelbase centre axle - drive axle	–	5,990 mm	–	5,990 mm
D: Minimum turning circle	21,542 mm	22,822 mm	21,542 mm	22,822 mm
E: Minimum track circle	17,484 mm	19,002 mm	17,484 mm	19,002 mm
F: Swept annular width - minimum turning circle	6,594 mm	7,436 mm	6,594 mm	7,436 mm
D: BOKraft turning circle	25,000 mm	25,000 mm	25,000 mm	25,000 mm
F: BOKraft swept annular width	5,780 mm	6,711 mm	5,780 mm	6,711 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	53°/46°	53°/46°	53°/46°	53°/46°

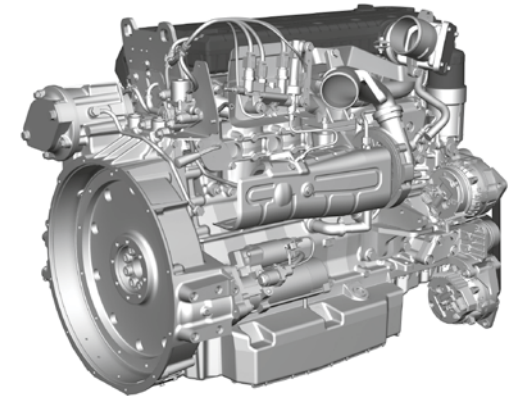
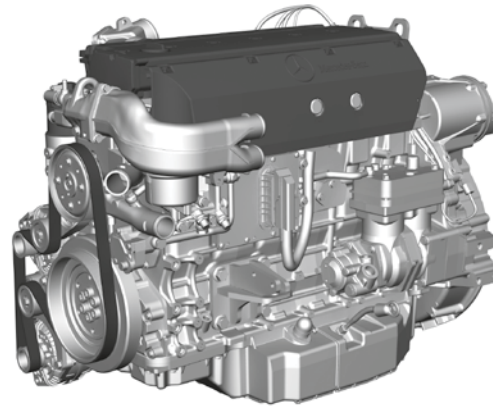
# Drive train/Technology (Euro III - EEV)



$P_{max}$  210 kW at 2,200 rpm (80/1269/EEC)

$T_{max}$  1,120 Nm at 1,200-1,600 rpm

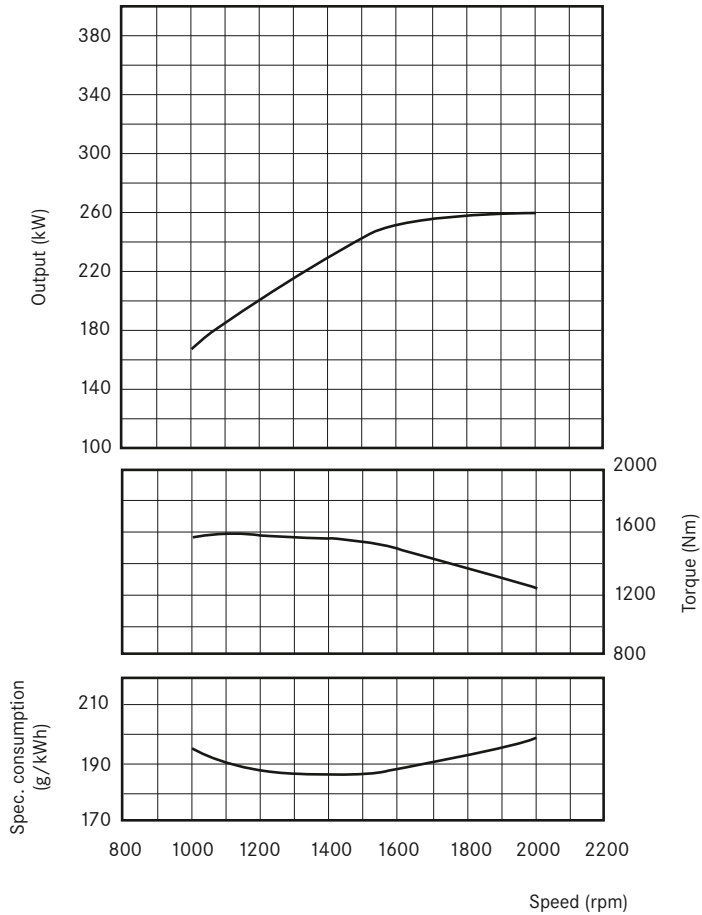
Steady-state full-load curves



		<b>Conecto</b>
Engine	OM 906 LA (Euro III)	OM 926 LA (Euro IV/V/EEV*)
Displacement	6,370 cm <sup>3</sup>	7,700 cm <sup>3</sup>
Output (standard)	205 kW	210 kW
Cylinders/arrangement	6/in-line	6/in-line
Max. torque	1,120 Nm at 1,200-1,600 rpm	1,120 Nm at 1,200-1,600 rpm
Transmission		Transmission VOITH, 4-speed, automatic transmission
Steering		ZF power steering
<b>Axles</b>		
- Front axle		Mercedes-Benz
- Drive axle		ZF AV 132
<b>Brakes</b>		Electro-pneumatic braking system (EBS) with disk brakes
		Anti-lock Braking System (ABS)

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

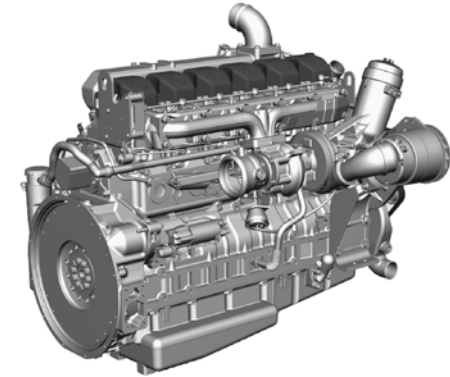
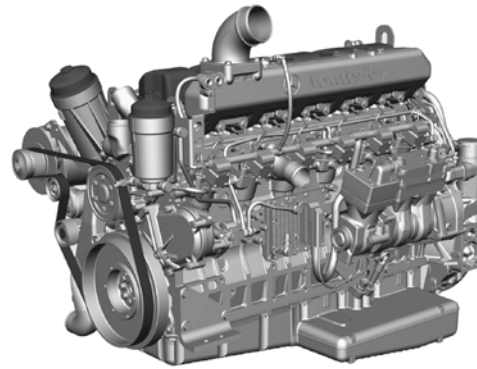
Engine (Euro V)



$P_{max}$  260 kW at 2,000 rpm (80/1269/EEC)

$T_{max}$  1,600 Nm at 1,100 rpm

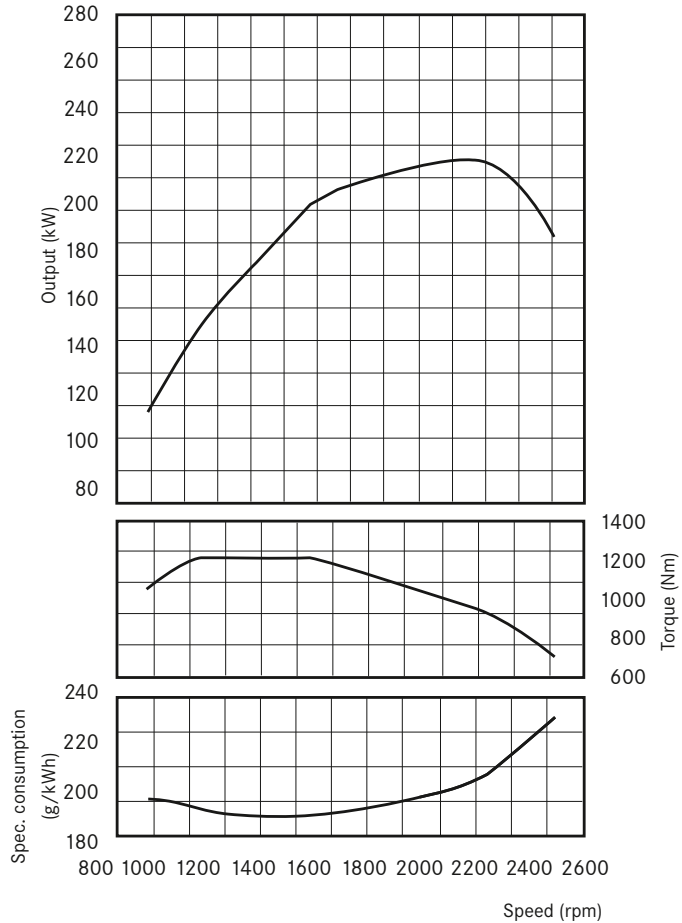
Steady-state full-load curves



<b>Conecto G</b>	
Engine	OM 457 LA (Euro III/IV/V/EEV)
Displacement	11,967 cm <sup>3</sup>
Output (standard)	260 kW
Cylinders/arrangement	6/in-line
Max. torque	1,600 Nm at 1,100 rpm
Transmission	Transmission ZF Ecomat, 6-speed, automatic transmission
Steering	ZF power steering
<b>Axles</b>	
- Front axle	Mercedes-Benz
- Centre axle	ZF AVN 132
- Drive axle	ZF AV 132
<b>Brakes</b>	
Electro-pneumatic braking system (EBS) with disk brakes	
Anti-lock Braking System (ABS)	

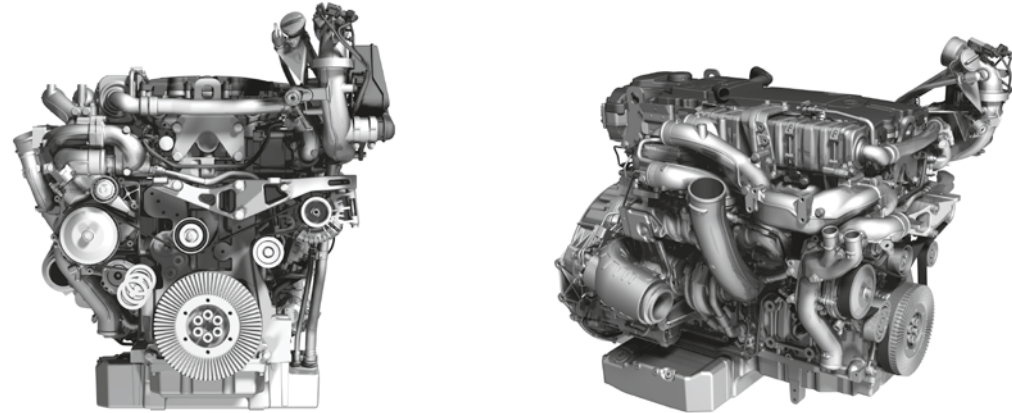
# Drive train/Technology (Euro VI)

Engine OM 936 (Euro VI)



$P_{max}$  220 kW at 2,200 rpm (80/1269/EEC)  
 $T_{max}$  1,200 Nm at 1,200-1,600 rpm

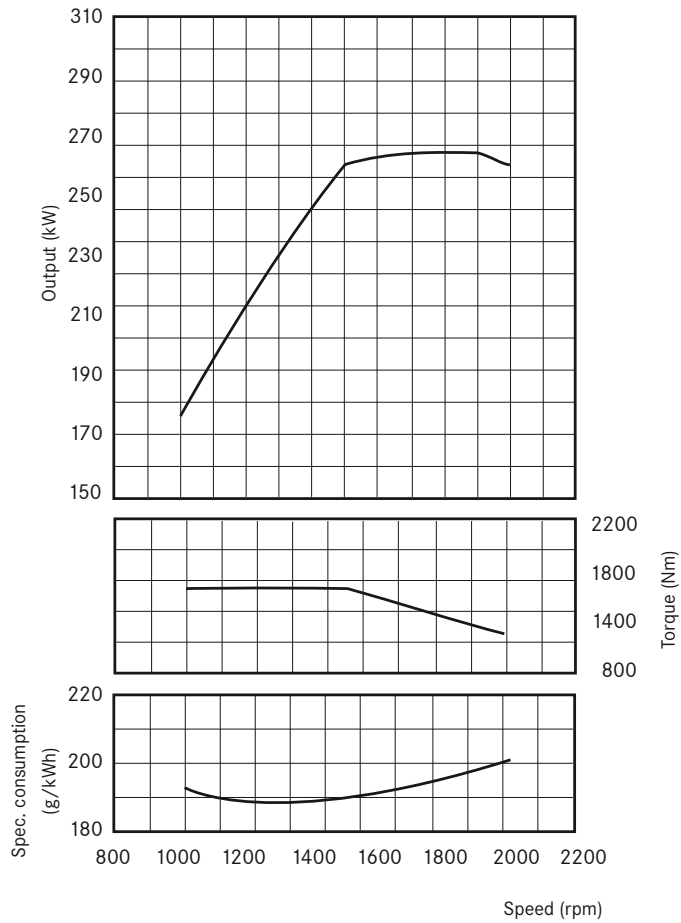
Steady-state full-load curves



	<b>Conecto</b>
Engine	OM 936 (Euro VI)
Displacement	7,700 cm <sup>3</sup>
Output (standard)	220 kW
Cylinders/arrangement	6/in-line
Max. torque	1,200 Nm at 1,200-1,600 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
<b>Axles</b>	
- Front axle	ZF, independent wheel suspension
- Drive axle	ZF AV 132
<b>Brakes</b>	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)



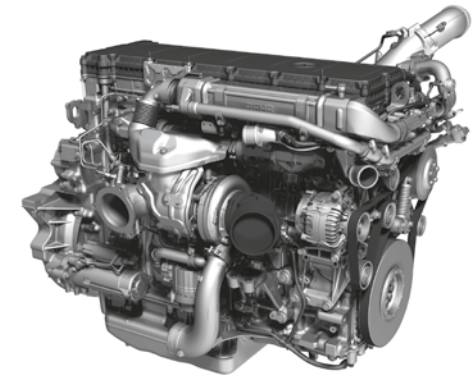
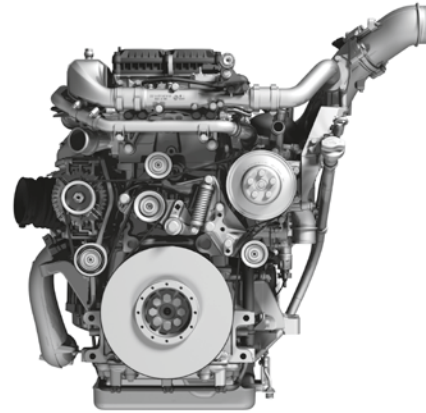
Engine OM 470 (Euro VI)



$P_{max}$  265 kW at 1,800 rpm (80/1269/EEC)

$T_{max}$  1,700 Nm at 1,100 rpm

Steady-state full-load curves

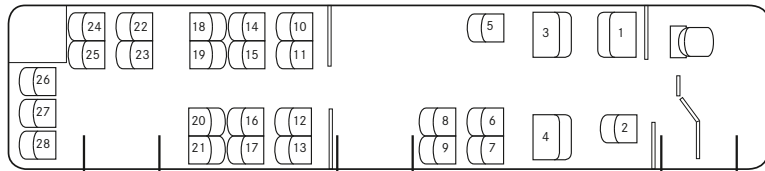


**Conecto G**

Engine	OM 470 (Euro VI)
Displacement	10,700 cm <sup>3</sup>
Output (standard)	265 kW
Cylinders/arrangement	6/in-line
Max. torque	1,700 Nm at 1,100 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
<b>Axles</b>	
- Front axle	ZF, independent wheel suspension
- Centre axle	ZF AVN 132
- Drive axle	ZF AV 132
<b>Brakes</b>	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

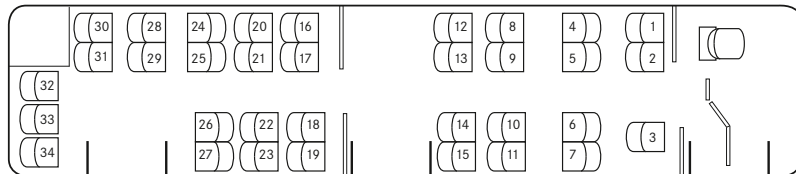
# Seating variants Conecto (C628.314)

## Standard



Number of seats 26

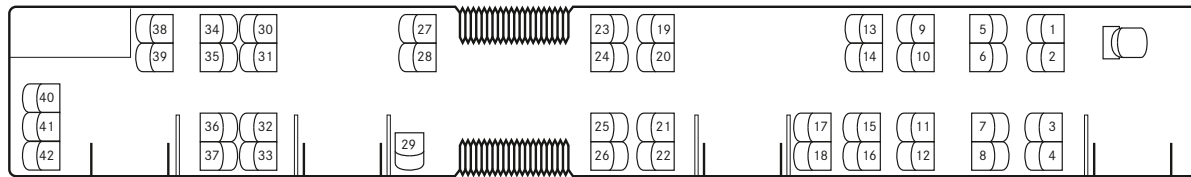
## Special equipment (example)



Number of seats 34

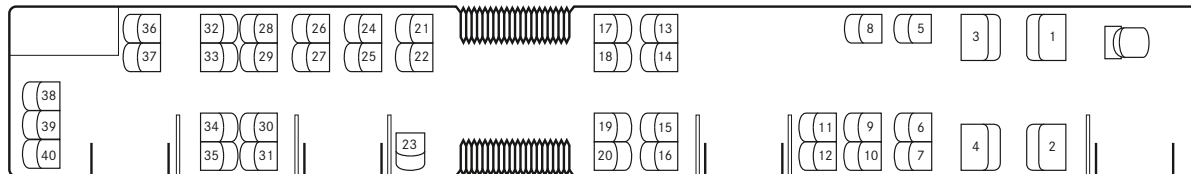
# Seating variants Conecto G (C628.324)

## Standard



Number of seats 42

## Special equipment (example)



Number of seats 40

# Standard and special equipment (selected)

Engine (Euro III - EEV)	Conecto	Conecto G
Engine Mercedes-Benz OM 926 LA, 210 kW (Euro IV/V)	●	-
Engine Mercedes-Benz OM 926 LA, 210 kW (EEV)	○	-
Engine Mercedes-Benz OM 906 LA, 205 kW (Euro III)	○	-
Engine Mercedes-Benz OM 457 LA, 260 kW (Euro III/IV/V)	-	●
Engine Mercedes-Benz OM 457 LA, 260 kW (EEV)	-	○
Transmission VOITH, 4-speed, automatic transmission	●	○
Transmission ZF Ecomat, 6-speed, automatic transmission	○	○

Engine and running gear (Euro VI)	Conecto	Conecto G
Engine Mercedes-Benz OM 936, 220 kW (Euro VI)	●	-
Engine Mercedes-Benz OM 470, 265 kW (Euro VI)	-	●
Transmission VOITH DIWA.6, 4-speed, automatic transmission	●	●
Transmission ZF Ecolife, 6-speed, automatic transmission	○	○
Electro-pneumatic braking system (EBS)	●	●
Anti-lock Braking System (ABS)	●	●
Electronic anti-jackknife control	-	●
Acceleration Slip Regulation (ASR)	○	○
Automatic bus stop brake with pull-away lock	●	●
Air suspension via electronic level control system (ENR)	●	●
Air suspension via electronic level control system (ENR), incl. kneeling	○	○
Vehicle lift 70 mm, with button on instrument panel/console	○	○

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 sales representative for the latest binding version.

● Standard equipment/Equipment at no extra charge    ○ Optional extras

<b>Driver's area</b>	<b>Conecto</b>	<b>Conecto G</b>
Driver's seat GRAMMER Linea MSG 90.6 P, air-sprung	●	●
Driver's seat ISRI 6860, integrated pneumatic system, 3-point seat belt	○	○
Seat heater for driver's seat	○	○
Driver's area air conditioning	○	○
Driver's cab door	●	●
Compartment for driver's bag at cab door, open	●	●
Compartment for driver's bag at cab door, lockable, hinged	○	○
Provision for a ticket machine printer	○	○
Steering column and instrument panel with height and tilt adjustment	●	●
Heated exterior mirror with school bus approval	●	●
Exterior mirrors heated, electrically adjustable with school bus approval	○	○
Driver's microphone	○	○
Reversing buzzer	○	○
Blind across 1/2 of windscreen	●	●
Blind across 2/3 of windscreen	○	○
Fire detection system for engine compartment monitoring	●	●
Fire extinguishing system	○	○
<b>Other</b>	<b>Conecto</b>	<b>Conecto G</b>
Halogen front fog lamps, integrated in bumper	○	○
Side windows heat-absorbing, green tint	●	●
Side windows double glazed	○	○
Hinged panes in side windows	●	●
Folding ramp at Door 2, mechanical / electric	○ / ○	○ / ○

● Standard equipment/Equipment at no extra charge    ○ Optional extras

<b>Climate control</b>	<b>Conecto</b>	<b>Conecto G</b>
Turbo roof ventilator	●	●
Roof duct ventilation system with integral heating	○	○
Roof-mounted air conditioning system	○	○
Roof-mounted air conditioning system, uprated version	○	○
Electrical roof-mounted air conditioner (modular system)	○	○
Electrical roof-mounted air conditioner (modular system) for the driver's workstation	○	○
Heating with side panel heating units	●	●

<b>Interior</b>	<b>Conecto</b>	<b>Conecto G</b>
Seating City Star Eco (CSE)	●	●
Wheelchair space	●	●
Wheelchair back wall with integrated fold-up seat	○	○
Stop request button	●	●
Stowage on front left wheel arch	○	○
Stowage on front right wheel arch	-	○
Emergency hammers (no anti-theft device)	●	●
Emergency hammers secured with rope, automatic retractor	○	○

<b>Information systems</b>	<b>Conecto</b>	<b>Conecto G</b>
Radio system with CD player	○	○
Multi-function antenna for radio, mobile phone	○	○
Bus stop display inside, cross duct	○	○
Destination system LED or LCD	○	○
Wheelchair button inside/outside	○	○
Digital clock on front end flap	○	○

● Standard equipment/Equipment at no extra charge    ○ Optional extras

# Glossary

**Acceleration 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.

**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 steering performance of the bus is largely maintained.

**Cataphoretic dip priming (KTL in German):**

Cataphoretic dip priming is an electro-chemical process for coating the complete body shell in an immersion bath. It is ideal for painting intricate structures and large numbers

of units. This water-based paint protects the bus perfectly against corrosion because the paint coat is applied everywhere to the body with uniform thickness. Cataphoretic dip priming is demonstrably the best protection against corrosion in vehicle construction at present available.

**Electronic anti-jackknife control:**

The anti-jackknife control uses hydraulic damping to ensure controlled transmission of power in the low-floor articulation joint. It stabilises the vehicle, and the electronically controlled damping prevents snaking and skidding under adverse road conditions. Parameters such as articulation angle, steering angle, road speed and transmission information are taken into account of. If the articulation angle limit of the joint is reached, the integrated anti-jackknife system protects the joint by a warning to the driver, while reducing the engine torque.

**Electronic level control:**

Passengers and luggage are not always evenly distributed in the vehicle. As a result, the height of the vehicle varies from wheel to wheel. The electronic level control automatically regulates the vehicle height at each wheel so that the step height is always the same.

**Electro-pneumatic braking system (EBS):**

EBS is a further development of the conventional air brake and offers numerous advantages. When braking, the control unit first activates the retarder. If greater deceleration is required, the control unit uses the information in the data network to determine the optimum braking pressure for every axle. The electro-pneumatic braking system thus results in much shorter stopping distances and significantly less brake disc and lining wear.

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