



The Conecto.

Technical information.

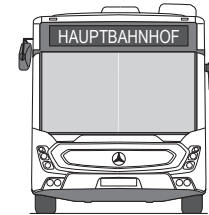
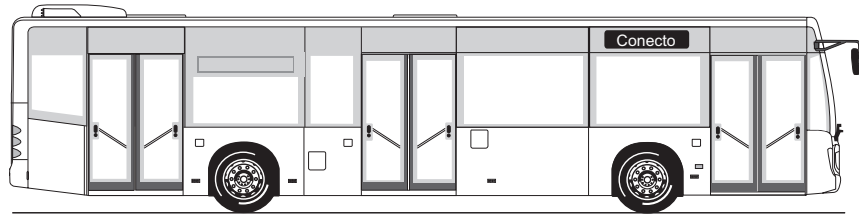
Mercedes-Benz

The standard for buses.

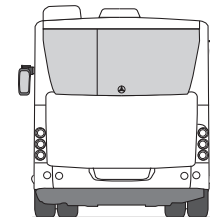
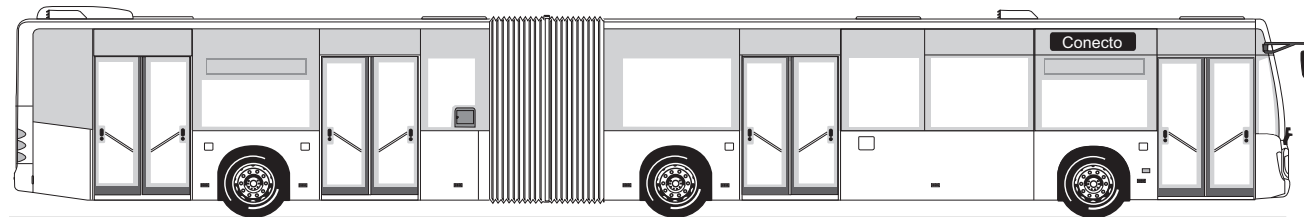


Model designations (Euro VI - Diesel)

Conecto (C628.331)

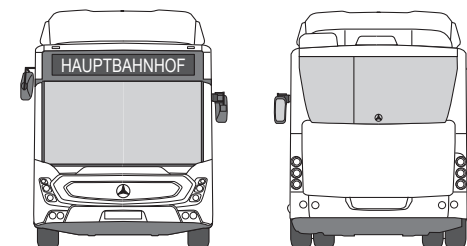
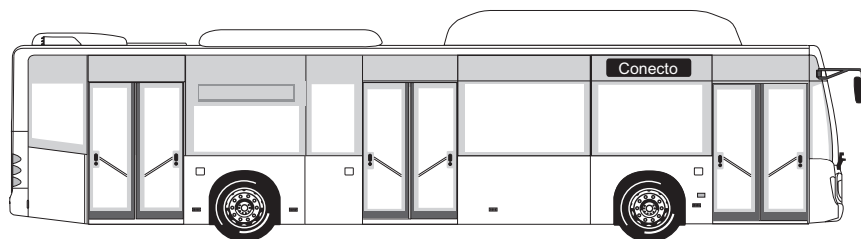


Conecto G (C628.341)

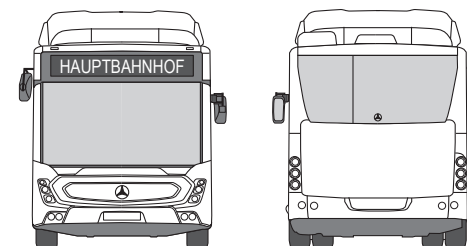
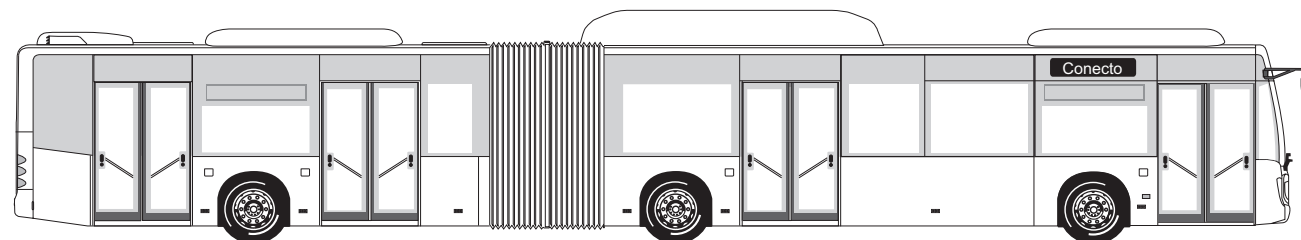


Model designations (Euro VI - NGT)

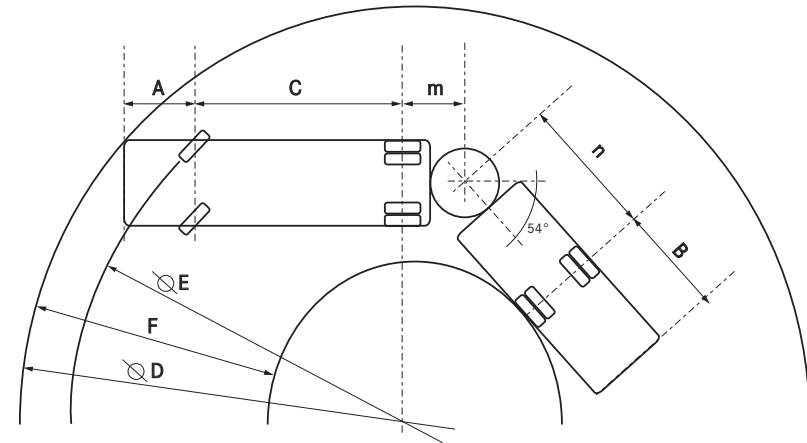
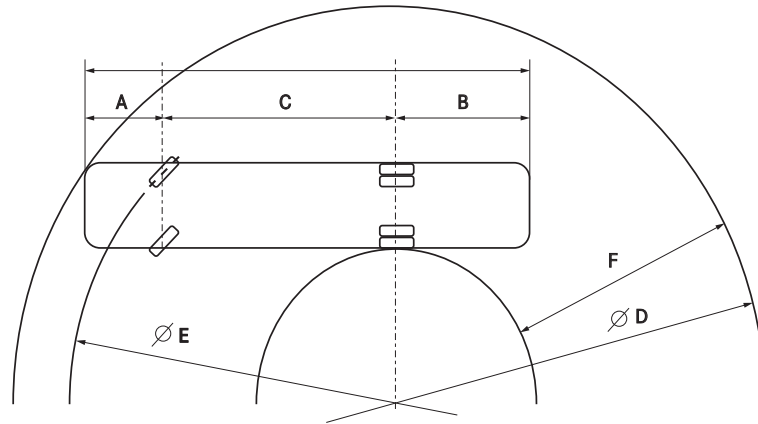
Conecto NGT (C628.351)



Conecto G NGT (C628.361)



Turning circle



	Conecto	Conecto G
A: Front overhang	2,818 mm	2,818 mm
B: Rear overhang	3,416 mm	3,416 mm
C: Wheelbase front axle - drive axle	5,900 mm	—
C: Wheelbase front axle - centre axle	—	5,900 mm
m+n: Wheelbase centre axle - drive axle	—	5,990 mm
D: Minimum turning circle	21,164 mm	22,878 mm
E: Minimum track circle	17,059 mm	19,164 mm
F: Swept annular width - minimum turning circle	6,788 mm	7,462 mm
D: BOKraft turning circle	25,000 mm	25,000 mm
F: BOKraft swept annular width	5,818 mm	6,700 mm
F: Maximum permissible swept annular width according to BOKraft	7,200 mm	7,200 mm
Maximum front axle turning angle, inside/outside wheel	53° / 46°	53° / 46°

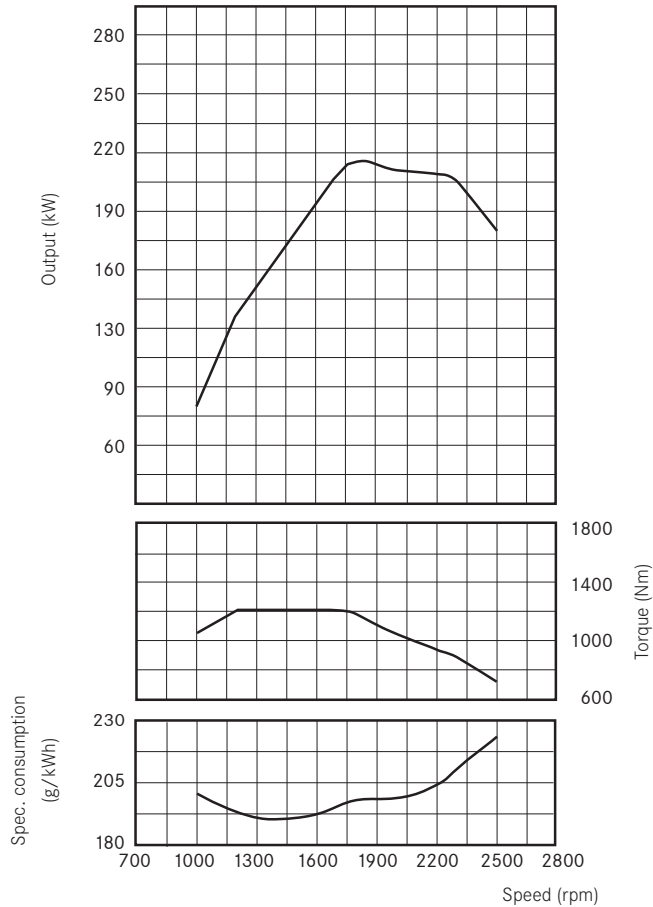
Dimensions and weights (Euro VI)

	Euro VI - Diesel		Euro VI - NGT	
	Conecto	Conecto G	Conecto NGT	Conecto G NGT
Vehicle length	12,134 mm	18,124 mm	12,134 mm	18,124 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system/bonnet)	3,120/- mm	3,120/- mm	3,120/3,388 mm	3,120/3,388 mm
Wheelbase, front axle - drive axle	5,900 mm	-	5,900 mm	-
Wheelbase, front axle - centre axle	-	5,900 mm	-	5,900 mm
Wheelbase, centre axle - drive axle	-	5,990 mm	-	5,990 mm
Front/rear overhang	2,818/3,416 mm	2,818/3,416 mm	2,818/3,416 mm	2,818/3,416 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)	101	150	99	158
of which seats	26	40	30	40
of which standees	75	110	69	118
Boarding height, Door 1/Door 2/Door 3/Door 4	320/320/320/- mm	320/320/320/320 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	2,313/2,317 mm	2,313/1,317 mm	2,313/2,317 mm	2,313/1,317 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)	952 mm	952 mm	952 mm	952 mm
Fuel tank capacity	250 l	250 l	908 l	1,135 l
Capacity of AdBlue	32 l	32 l	-	-
Gross vehicle weight	19,500 kg	28,000 kg	19,500 kg	28,000 kg
Axle loads, max. permissible*				
- Front axle (maximum allowed by design)	7,500 kg	7,500 kg	7,500 kg	7,500 kg
- Centre axle	-	10,000 kg	-	10,000 kg
- Drive axle (maximum allowed by design)	13,000 kg	13,000 kg	13,000 kg	13,000 kg

* Depending on country of registration, example based on Germany

Drive train/Technology (Euro VI - Diesel)

Engine OM 936 (Euro VI)



P_{max} 220 kW at 1,800 rpm (80/1269/EEC)

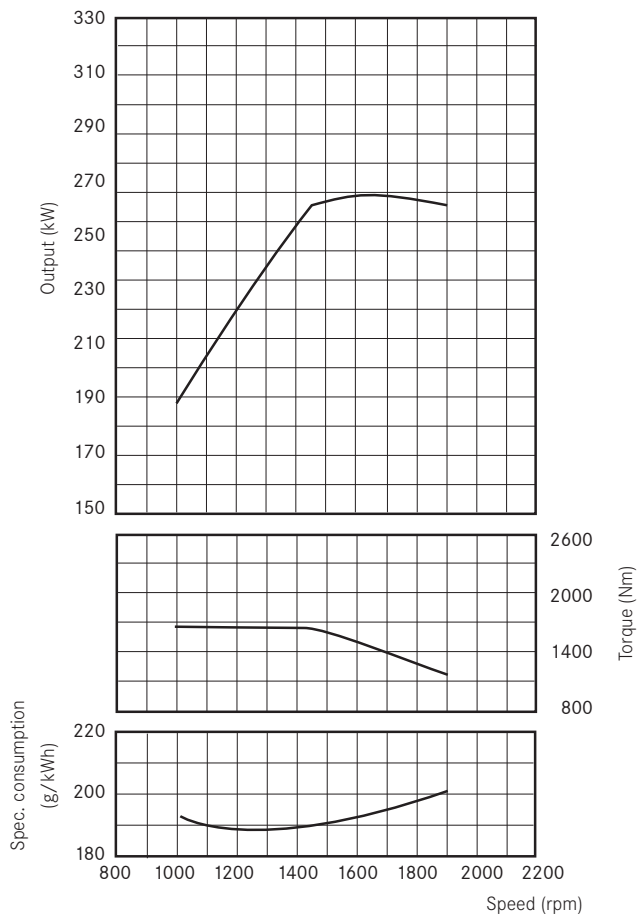
T_{max} 1,200 Nm at 1,200-1,600 rpm

Steady-state full-load curves



	Conecto
Engine	OM 936 (Euro VI)
Displacement	7,700 cm ³
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
Axles	
- Front axle	ZF, independent wheel suspension
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

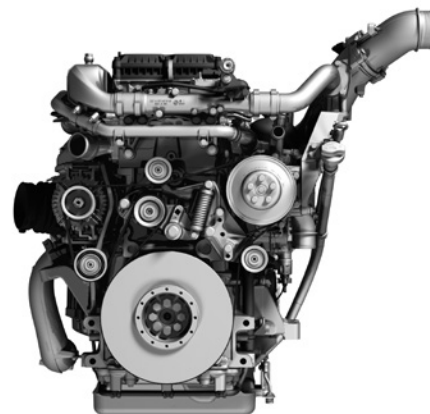
Engine OM 470 (Euro VI)



P_{max} 265 kW at 1,600 rpm (80/1269/EEC)

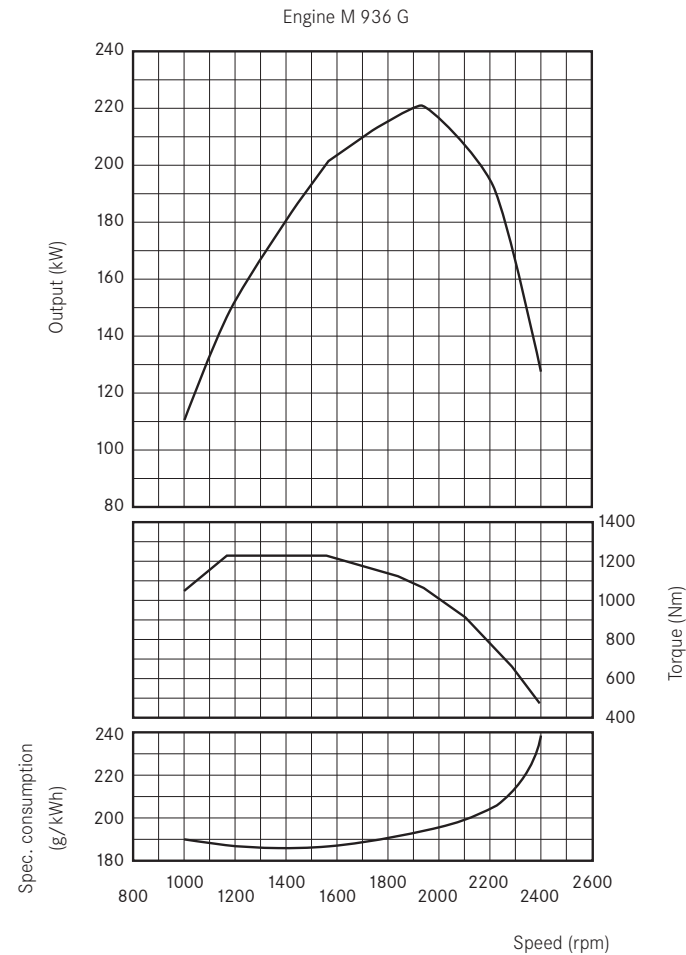
T_{max} 1,700 Nm at 1,100 rpm

Steady-state full-load curves



	Conecto G
Engine	OM 470 (Euro VI)
Displacement	10,700 cm ³
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
Axles	
- Front axle	ZF, independent wheel suspension
- Centre axle	ZF AVN 133
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

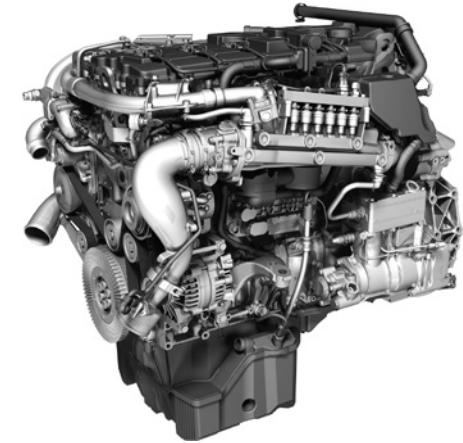
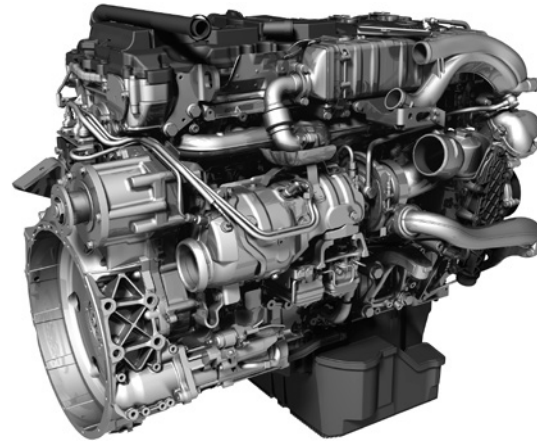
Drive train/Technology (Euro VI - NGT)



P_{max} 222 kW at 2,000 rpm (80/1269/EEC)

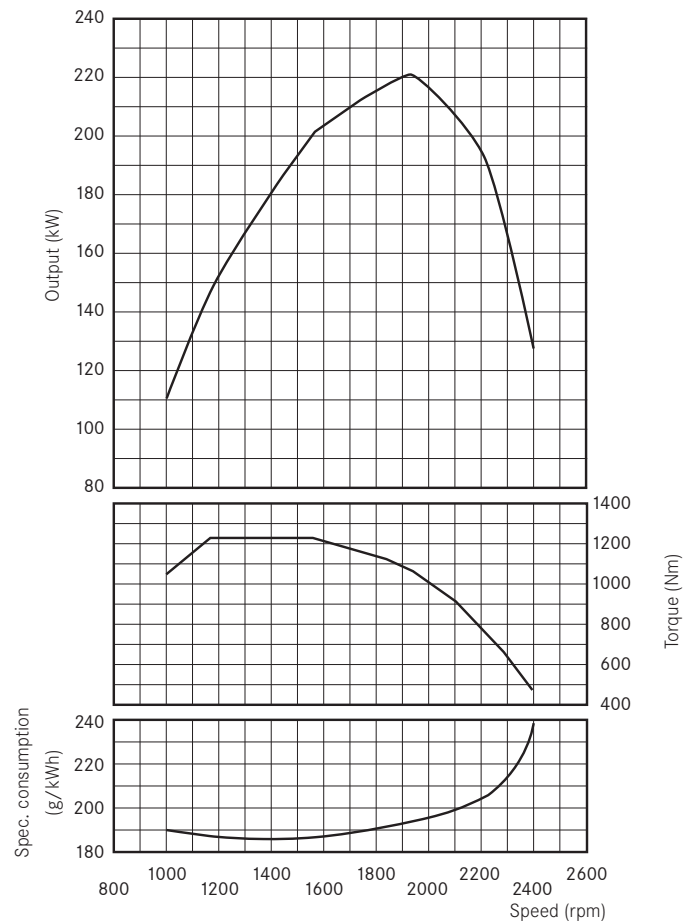
T_{max} 1,200 Nm at 1,200-1,600 rpm

Steady-state full-load curves



	Conecto NGT
Engine	M 936 G
Displacement	7,700 cm ³
Output (standard)	222 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
Axles	
- Front axle	ZF, independent wheel suspension
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

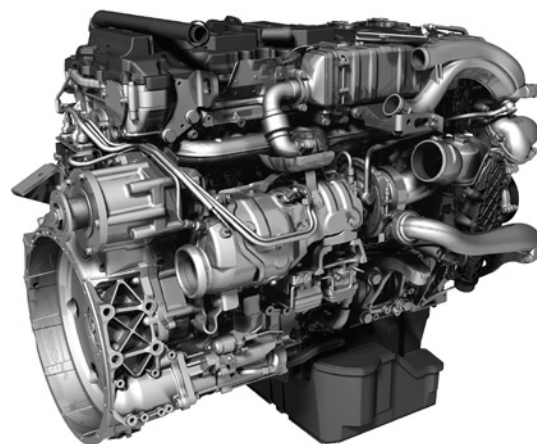
Engine M 936 G



P_{max} 222 kW at 2,000 rpm (80/1269/EEC)

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

Steady-state full-load curves



Conecto G NGT

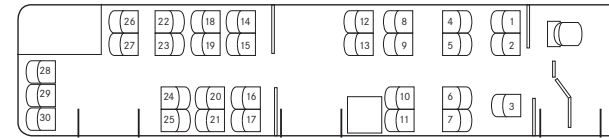
Engine	M 936 G
Displacement	7,700 cm ³
Output (standard)	222 kW
Cylinders/arrangement	6/in-line
Max. torque	1,200 Nm at 1,200-1,600 rpm
Transmission	Transmission Voith Diwa.6, 4-speed, automatic transmission
Steering	ZF power steering
Axles	
- Front axle	ZF, independent wheel suspension
- Centre axle	ZF AVN 133
- Drive axle	ZF AV 133
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

Seating variants Conecto

Conecto (C 628.331)

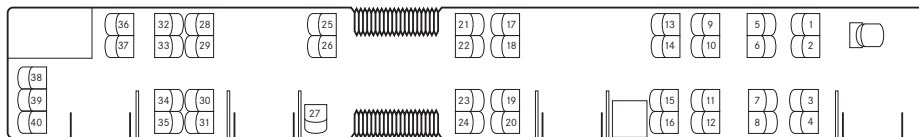


Standard: Number of seats 1/26

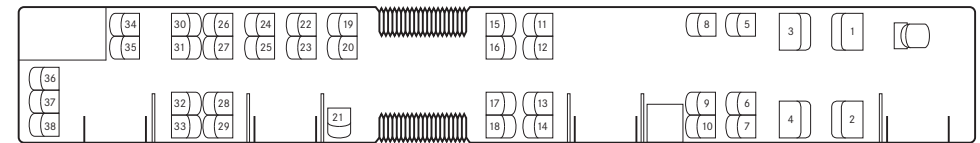


Special equipment (example): Number of seats 1/30

Conecto G (C 628.341)



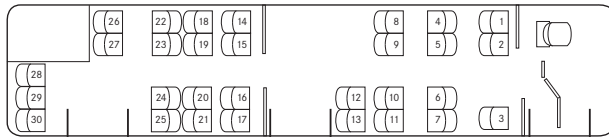
Standard: Number of seats 1/40



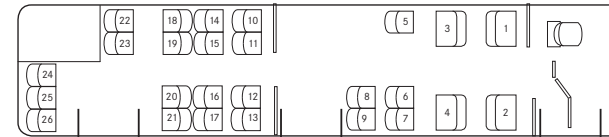
Special equipment (example): Number of seats 1/38

Seating variants Conecto NGT

Conecto NGT (C 628.351)

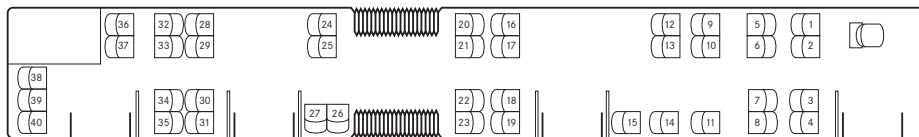


Standard: Number of seats 1/30

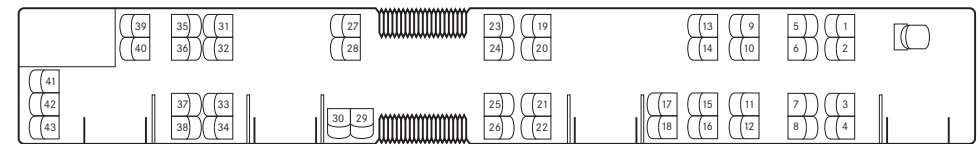


Special equipment (example): Number of seats 1/26

Conecto G NGT (C 628.361)



Standard: Number of seats 1/40



Special equipment (example): Number of seats 1/43

Standard and special equipment (selected)

	Euro VI - Diesel		Euro VI - NGT	
	Conecto	Conecto G	Conecto NGT	Conecto G NGT
Engine and running gear				
Engine Mercedes-Benz M 936 G, 222 kW (Euro VI)	-	-	●	●
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	○	○	○	○
Recuperation module	○	○	○	○
Electro-pneumatic braking system (EBS)	●	●	●	●
Anti-lock Braking System (ABS)	●	●	●	●
Electronic Stability Program (ESP®)	○	-	○	-
Anti-jackknife ATC (Articulation Turntable Controller)	-	●	-	●
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	○	○	○	○

Information systems

	Conecto	Conecto G
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

Driver's area	Conecto	Conecto G
Driver's seat PILOT	●	●
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	●	●
Sideguard Assist	○	○
Preventive Brake Assist	○	○
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	○	○

Other	Conecto	Conecto G
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	○ / ○	○ / ○

Interior	Conecto	Conecto G
Seating CityStarBasic (CSB)	●	●
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	○	○

Climate control	Conecto	Conecto G
Turbo roof ventilator	●	●
Roof duct ventilation system with integral heating	○	○
Roof-mounted air conditioning system Euro VI - Diesel/Euro VI - NGT	○/●	○/●
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	●	●

 <p>The air-conditioning system and the refrigerator of your vehicle are filled with the coolant R-134a and contain a fluorinated greenhouse gas. The GWP value of the refrigerant used is 1,430. Signs with detailed specifications of the coolant type in use are located on the respective devices. As to this, please note the Operating Manual of your vehicle.</p>	Conecto	Conecto G	Conecto NGT	Conecto G NGT
	Air-conditioning system			
	Filling capacity [kg]	9.5 - 11.5 ¹	11.0 - 16.5 ¹	9.0 - 9.5 ¹
CO ₂ equivalent [t]	13.585 - 16.445 ¹	15.73 - 23.595 ¹	12.87 - 13.585 ¹	16.445 - 17.16 ¹

¹ depending on the installed air-conditioning model: Evo Cool Basic or Evo Cool Comfort Plus

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. Water-based paint protects the bus so perfectly against corrosion because the paint coat is applied to every part of the body. Currently, cataphoretic dip priming is demonstrably the best protection available against corrosion in vehicle construction.

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.

Electronic Stability Program (ESP®):

In situations where the driving dynamics are critical, ESP® selectively controls engine output and the braking forces at each wheel individually. Within the boundaries of physics, finely regulating the braking of the vehicle in this way prevents any possible "breakaway" by the bus. ESP® therefore contributes noticeably to a reduction in the tendency to understeer and risk of skidding during cornering or evasive manoeuvres.

Electropneumatic-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 Electropneumatic-Braking-System thus results in much shorter stopping distances and significantly less wear on brake linings and discs.

Preventive Brake Assist:

With Preventive Brake Assist, Mercedes-Benz is offering the world's first active brake assist system for city public service buses. The assist system issues a warning before a collision with standing or moving objects and, if there is an acute danger of a collision, it automatically initiates a braking operation with partial braking. The warning cascade and the braking intervention are designed precisely for use in city traffic.

In the event of a threat of a collision, the Preventive Brake Assist warns the driver both visually with a red triangle with a vehicle symbol lighting up in the central display and also acoustically, and at the same time the system initiates a partial braking. This braking continues until either the driver intervenes or the bus comes to a standstill.

The basis of the Preventive Brake Assist is a new generation of radar technology: the radar system continuously scans the traffic lane at a distance of up to 250 metres ahead of the bus, and works reliably even at night and in adverse weather conditions.

Sideguard Assist:

The turn assistant Sideguard Assist helps the driver to recognise critical situations in good time when turning. The system works in several stages: in the first stage, it informs the driver and, in the second stage, it emits an additional warning. If there is a moving object in the side monitoring zone, the driver gets a visual warning. In the AO pillar on the co-driver's side, an LED lamp lights up yellow in the form of a triangle. In addition, a warning message appears in the central display. If the driver initiates or continues an action that could lead to a collision, an additional visual warning is given: the LED lamp flashes red several times with increasing brightness and then stays on permanently. In addition, there is a vibration warning in the driver's seat. Sideguard Assist also warns of stationary obstacles in the turning curve of the bus and can take on the additional task of a lane change assistant; in this case, it works with the same warning cascade.

Important for you. Important for us. Technical data stored in the vehicle.

Electronic vehicle components (e.g. Engine Control Unit) contain data storage for vehicle Technical Data, including but not limited to Diagnostic Trouble Codes in the event of a malfunction, vehicle speed, braking force, or operating conditions of the Restraint System and Driver Assistance Systems in case of an accident (no audio and no video data recording). This data is either stored volatile, punctual as snapshot e.g. Diagnostic Trouble Codes, over a short period of time (a few seconds only) e.g. in case of an accident or in aggregated form e.g. for component load evaluation. The data can be read using interfaces connected to the vehicle. Trained technicians can process and utilize the data to diagnose and repair possible malfunctions. The manufacturer can use the data to analyze and improve vehicle functions. When requested by the customer, Technical Data can form the basis of additional optional services. In general, data from the vehicle is transferred to the manufacturer or a third party only according to legal allowance, or based on a contractual customer consent in accordance with data protection laws. Further information regarding storage of vehicle Technical Data is provided in the vehicle Owner's Manual. Mercedes-Benz Buses and Coaches naturally handles customer data confidentially.

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