



The Intouro.

Technical information.

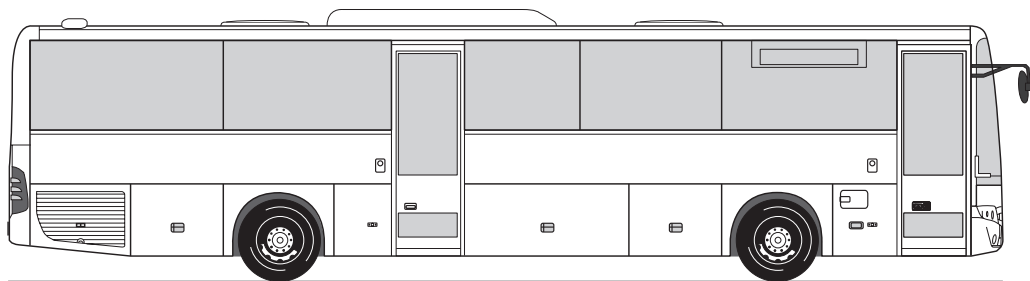
Mercedes-Benz

The standard for buses.

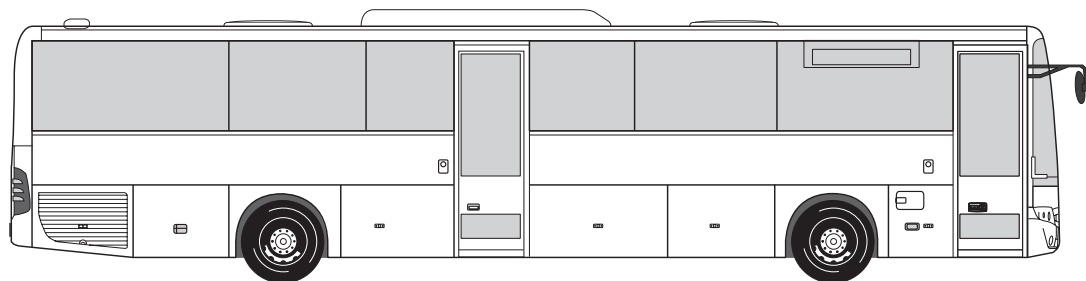


Model designations

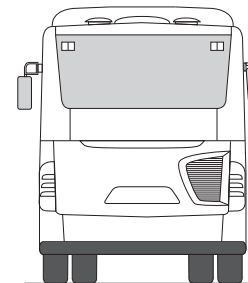
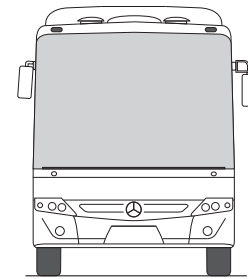
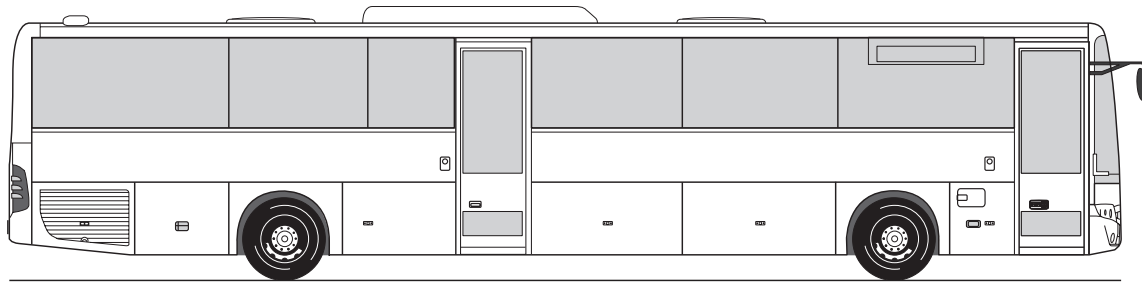
Intouro (C 633.720-13)



Intouro M (C 633.723-13)



Intouro L (C 633.743-13)

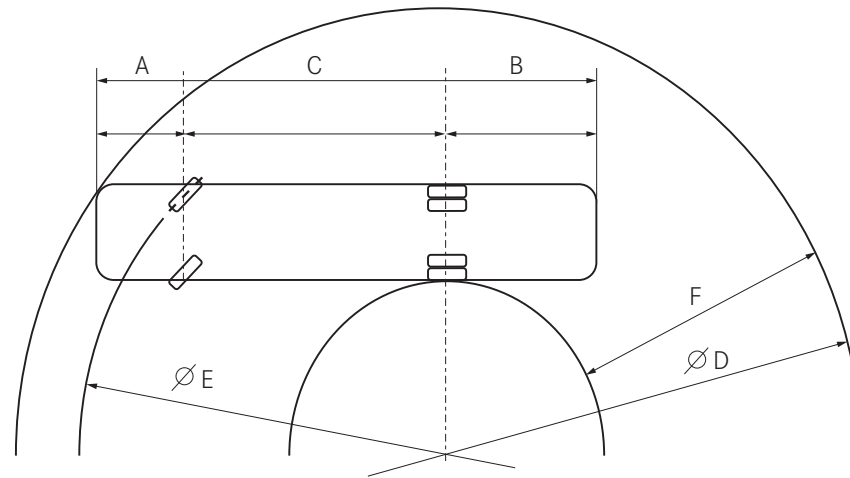


Dimensions/weights

	Intouro	Intouro M	Intouro L
Vehicle length	12,140 mm	12,640 mm	13,320 mm
Vehicle width	2,550 mm	2,550 mm	2,550 mm
Vehicle height (incl. air conditioning system)	approx. 3,355 mm	approx. 3,355 mm	approx. 3,355 mm
Wheelbase, front axle-drive axle	6,080 mm	6,580 mm	7,260 mm
Front/rear overhang	2,760/3,300 mm	2,760/3,300 mm	2,760/3,300 mm
Angle of approach/departure	7.65° / 7°	7.65° / 7°	7.65° / 7°
Tyre size	295/80 R 22.5	295/80 R 22.5	295/80 R 22.5
Seats (standard, without optional extras)	1 / 51	1 / 55	1 / 59
Step height, door 1 / door 2	approx. 350/365 mm	approx. 350/365 mm	approx. 350/365 mm
Clear door width, door 1 / door 2	774/774 mm	774/774 mm	774/774 mm
Standing height in aisle	approx. 2,170 mm	approx. 2,170 mm	approx. 2,170 mm
Height of floor, driver's area (above road surface)	approx. 860 mm	approx. 860 mm	approx. 860 mm
Height of floor, aisle (above road surface)	approx. 877 mm	approx. 877 mm	approx. 877 mm
Platform height (above aisle floor)	170 mm	170 mm	170 mm
Waistline height (above platforms)	815 mm	815 mm	815 mm
Luggage compartment/capacity	approx. 5.2 m ³	approx. 6.0 m ³	approx. 6.9 m ³
Capacity of fuel tank	approx. 340 l	approx. 340 l	approx. 340 l
Capacity of AdBlue® additive tank	approx. 40 l	approx. 40 l	approx. 40 l
Gross vehicle weight, max. permissible*	18,000 kg	18,000 kg	18,000 kg
Axle loads, max. permissible*			
- Front axle	7,100 kg	7,100 kg	7,100 kg
- Drive axle	11,500 kg	11,500 kg	11,500 kg

* Depending on country of registration, example based on Germany

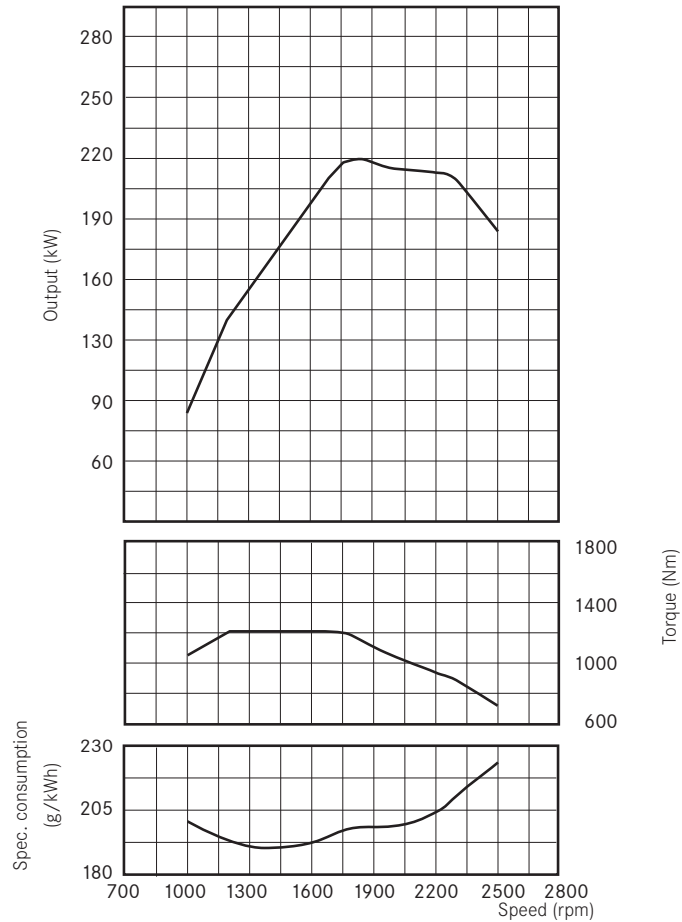
Turning circle



	Intouro	Intouro M	Intouro L
A: Front overhang	2,760 mm	2,760 mm	2,760 mm
B: Rear overhang	3,300 mm	3,300 mm	3,300 mm
C: Wheelbase	6,080 mm	6,580 mm	7,260 mm
D: Minimum turning circle	approx. 20,980 mm	approx. 22,250 mm	approx. 23,990 mm
E: Minimum track circle	approx. 16,910 mm	approx. 18,190 mm	approx. 19,920 mm
F: Swept annular width - minimum turning circle	approx. 6,930 mm	approx. 7,170 mm	approx. 7,490 mm
D: BOKraft turning circle	25,000 mm	25,000 mm	25,000 mm
F: BOKraft swept annular width	approx. 5,870 mm	approx. 6,370 mm	approx. 7,160 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

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

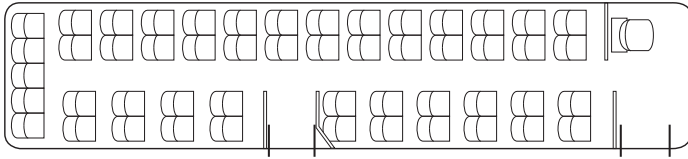


Intouro, Intouro M, Intouro L

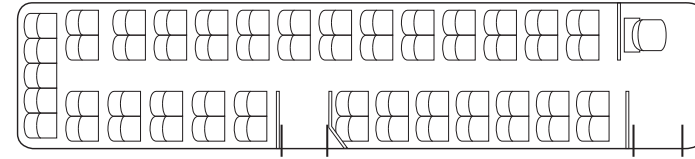
Engine (Euro VI)	OM 936
Displacement	7,700 cm ³
Output (standard)	220 kW
Cylinders/arrangement	6/in-line
Max. torque	1,200 Nm at 1,200-1,600 rpm
Transmission	Mercedes-Benz manual transmission, 6-speed
Steering	ZF power steering
Axles	
- Front axle	ZF, independent wheel suspension
- Drive axle	Mercedes-Benz RO 440
Brakes	
	Electro-pneumatic braking system (EBS) with disk brakes
	Anti-lock Braking System (ABS)

Seating variants Intouro

Intouro (C 633.720-13)

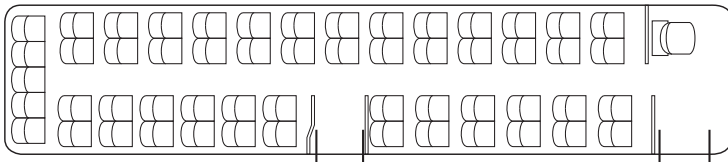


Standard: Number of seats 51

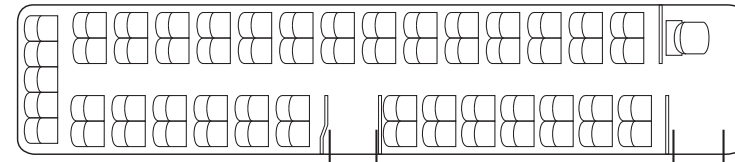


Special equipment (example): Number of seats 55

Intouro M (C 633.723-13)

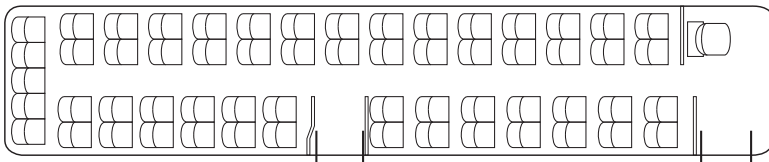


Standard: Number of seats 55

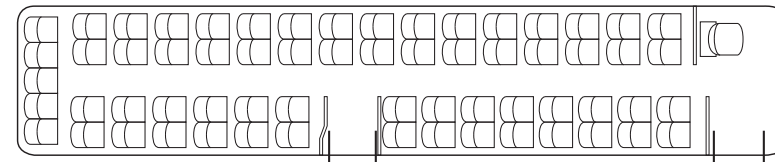


Special equipment (example): Number of seats 59

Intouro L (C 633.743-13)



Standard: Number of seats 59



Special equipment (example): Number of seats 63

Standard and optional equipment (selected)

Engine and running gear	Intouro	Intouro M	Intouro L
Engine Mercedes-Benz OM 936, 220 kW (Euro VI)	●	●	●
Engine Mercedes-Benz OM 936, 260 kW (Euro VI)	○	○	○
Transmission Mercedes-Benz GO 250-8 (PowerShift), 8-speed, automated	○	○	○
Transmission Mercedes-Benz GO 190, 6-speed, manual, power-assisted	●	●	●
Transmission ZF-EcoLife, 6-speed, automatic transmission	○	○	○
Transmission Voith Diwa.6, 4-speed, automatic transmission	○	○	○
Electrohydraulic steering (intelligent eco steering)	○	○	○
Secondary Water Retarder (SWR)	○	○	○
Electro-pneumatic braking system (EBS)	●	●	●
BrakeAssist (BAS)	●	●	●
Anti-lock Braking System (ABS)	●	●	●
Electronic stability program (ESP®)	●	●	●
Acceleration slip regulation (ASR)	●	●	●
Bus stop brake with/without starting-off lock	○	○	○
Air suspension via electronic level control system (ENR)	●	●	●
Air suspension via electronic level control system (ENR), incl. kneeling	○	○	○
Combined body lowering and lifting mechanism	○	○	○
Alloy rims with hub centring	○	○	○
Hub caps plastic	○	○	○
Spare wheel	○	○	○
Tyre pressure monitoring	○	○	○

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

Driver's area	Intouro	Intouro M	Intouro L
Driver's seat GRAMMER Tourea MSG 90.6	●	●	●
Driver's seat ISRI 6860	○	○	○
Seat heater for driver seat	○	○	○
Driver's cab door	○	○	○
Provision for a ticket machine printer/Mountings for payment systems	○/○	○/○	○/○
Cruise control	○	○	○
AEBS (Advanced Emergency Braking System)*	●*	●*	●*
Lane departure warning system (LDW)*	●*	●*	●*
Exterior mirrors heated/electrically adjustable	●/○	●/○	●/○
Microphone integrated in back of driver's seat	●	●	●
Reversing alarm acoustic, switched	○	○	○
Blind across 2/3 of windscreen	●	●	●
Hands-free system for mobile phone	○	○	○
Immobiliser	○	○	○
Socket on instrument panel, 12V/24V	○	○	○
Central locking for luggage compartment flaps (right and left separate), via rocker switch on instrument panel	○	○	○
Fire detection system for engine compartment monitoring	●	●	●
Flat wiper blades with water fed through wiper blade (Aqua Blade®)	●	●	●

* Standard only with EU approval Class 2/3 and Class 3


Information systems	Intouro	Intouro M	Intouro L
Radio system	○	○	○
Combination antenna for radio, mobile phone	○	○	○
Destination indicator in the front end, on the side and at the rear	○	○	○

Standard and optional equipment (selected)

Climate control	Intouro	Intouro M	Intouro L
Roof ventilator	●	●	●
Roof-mounted air conditioning system	○	○	○
Roof hatch, manually operated	●	●	●

Interior	Intouro	Intouro M	Intouro L
Seating InterStarEco (ISE)	●	●	●
Seating TravelStarEco (TSE)	○	○	○
Special use area for wheelchair/baby buggy	○	○	○
Stop request button	●	●	○
Emergency hammers secured with rope, automatic retractor	○	○	○
Sidewall lining in needle felt	●	●	●

Other	Intouro	Intouro M	Intouro L
Fog lamps	○	○	○
Grey-tinted single-glazed side windows	●	●	●
Double glazed side windows	○	○	○
Hinged panes in side windows	●	●	●
BRAUN lift in centre entrance door	○	○	○

 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.		Intouro	Intouro M	Intouro L
	Air-conditioning system			
	Filling capacity [kg]			9,5
	CO ₂ equivalent [t]			13,585

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

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.

AEBS (Advanced Emergency Braking System):

Most accidents begin long before a collision. For example, with poor visibility or unforeseen hazards. While the Lane Departure Warning system (LDW) warns the driver of an unintentional crossing of the road marking by a pulsation in the seat, the AEBS reduces the risk of a rear-end collision with slower vehicles or stationary objects ahead. When danger threatens, it independently performs full or partial braking, within a cascade of warnings, to avoid a rear-end collision or reduce accident damage. It therefore reliably meets the European regulations for automatic emergency 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.

Brake Assist (BAS):

The BAS 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.

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.

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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