

SPRINTER CITY 65 RELAUNCHES

The 7.7-metre city minibus branded Mercedes-Benz following the future regulations, is fitted with retarder of last generation and connectivity devices

Well known that losing weight brings its own advantages. Sprinter City 65, a minibus from the Sprinter City range developed by Mercedes-Benz for the city transport, confirms it either.

Showcased at the Hannover IAA last September, this model is now fitted with the new weight-optimised Telma AF 30-35 retarder which, despite offering the same functionality and

MERCEDES SPRINTER CITY 65

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|------------------------|-------------------|
| Length mm | 7,716 |
| Width mm | 1,993 |
| Height with AC mm | 2,900 |
| Wheelbase mm | 4,325 |
| Front overhang mm | 1,020 |
| Rear overhang mm | 2,371 |
| Turning circle mm | 15,300 |
| Seats | 13+4+1H |
| Total capacity max | 30 |
| Engine | OM 651 DE 22 LA |
| Displacement cc | 2,143 |
| Power kW (cv)/rpm | 120 (163)/3,800 |
| Torque Nm/rpm | 360 / 1,400-2,400 |
| Gearbox | 7G-Tronic Plus |
| Gross vehicle weigh kg | 5,650 |
| Price in Germany euro | 125,500 |

braking performance (350 Nm), now weighs 15 percent less.

Equally new is its combined buggy and wheelchair space, which will be a compulsory component for urban regular-service buses from July 1, 2017.

The vehicle exhibited in Hannover also featured impressive connectivity equipment with a range of devices such as computer-supported operational control system (RBL) with generously dimensioned central monitor for displaying route information, destination and passenger management, a WLAN Media Router and USB connections on all seats. In addition, there is video surveillance system of the passenger compartment and at the entrances.

The Sprinter City 65 is a well-known model on the market and together with the small-sized City 35 measuring 6,945 mm is the long-lived of the range with a production running more than two decades (launched in 1995). The City 77 measuring 8,716 mm was added in 2010 and the City 45 RL (7,361 mm) in 2015 flanked by the City 65 K, a compact variant measuring 7,016 mm.

The Sprinter City 65 is the medium-sized bus of the family measuring 7,716 mm in length. It is based on the Mercedes Sprinter chassis with a 4,325 mm wheelbase.



The lowered frame between the axles is facilitating the use in regular-service operations and the lowered section covers a surface of approximately 3.5 m². The total weight of 5,650 kg provides the necessary weight reserves for carrying up to 30 passengers.

The vehicle is provided with two entrances: the front one with a double-wing sliding door and the rear one with a single door. The passenger compartment is equipped with 13 fixed seats plus 4 folding seats; three of those are installed in the wheelchair area in front of the

door 1 which is fitted with a manual ramp. The "City Star Eco" saddlery is manufactured in-house. The seats are light in weight, yet also extremely hard-wearing and with padded seat/backrest.

The comfortable spacing of 840 mm to 880 mm between the seats contributes to the pleasantly airy feeling alongside with the height of 2,260 mm in the low-floor area. The Gaya Wood dark brown floor covering conveys a general sense of comfort; while the plastic trim panels on the side walls are very easy to keep clean.



SPRINTER MINIBUS RANGE

The completion of the base vehicle of the Mercedes-Benz Sprinter series, offered suggestions for improvement also in the mini-bus range. This results in lower power ratings that are significantly more dynamic now. The entry-level engine now has an output of 84 kW (114 hp) and attains a torque figure of 300 Nm, increasing these values by 20%. Even the next power level with its 105 kW (143 hp) and 330 Nm, is more powerful in both parameters by ap-



proximately 10%. Mercedes-Benz has extended the Sprinter product

range with an option featuring permissible gross vehicle weight of 5.5 t. The weight-optimised M1 minibuses from the Sprinter

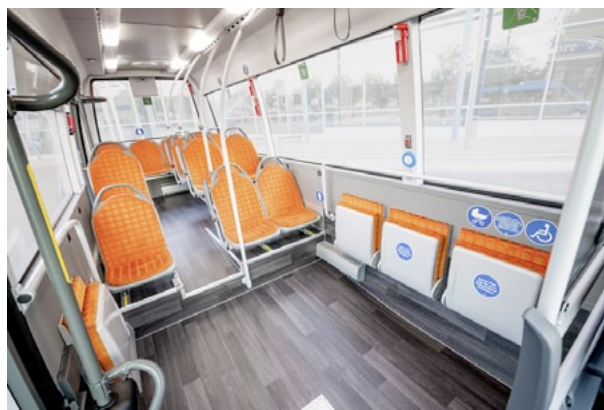
Mobility model series will be released in the second half of the year. The use of innovative composite materials in the airline floor rail system means payload increases of up to 35 kg, depending on the model. For the minibuses of Sprinter Mobility, Transfers and Travel model series you can also request a new low-entry variant that offers greater comfort while getting in and off the bus and the removal of a pull-out step at the front door for passengers.



The panoramic windscreen with integrated destination display stretches right up into the roof, while the vehicle sides are extensively glazed and the belt line low. The overall effect is light and aesthetically pleasant. The driver's workplace is based on the cockpit of the new Mercedes-Benz Sprinter. There are such functional elements as the convex



interior mirror used to monitor the passenger compartment, the school bus mirror, the PA system with gooseneck microphone and foot-operated control, the sun blind and a comfortable suspension seat with height adjustment, seat and backrest. The driver's area is separated by a partition behind the seat. Engine is the OM 651 DE 22LA of 120 kW



(163 hp) 3,800 rpm. The Euro VI four-cylinder engine is coupled with the 7G-Tronic Plus automatic transmission. The emission control is based on the proven BlueTec technology with AdBlue injection and SCR catalytic converter. The Sprinter City 65 features an air suspension system at the rear axle as standard. Like all Sprinter variants, this one comes with



an extensive range of safety features: internally ventilated disc brakes, the anti-lock braking system ABS, Brake Assist BAS, acceleration skid control ASR and the electronic stability programme Adaptive ESP. A hill-holder assists the driver when moving off on uphill gradients. Adaptive brake lights also form part of the standard specification.