

A greater capacity for regular service work

Ready for Immediate Delivery 31 x Articulated Buses



Mercedes Benz Citaro G Articulated Single Deck Bus

This is a rare opportunity for an operator who requires a vehicle to work economically on high volume routes



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The Citaro G is a proven economical solution for all high volume passenger routes

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The Opportunity

Thirty-one, 2002 registered Mercedes Benz Citaro G Articulated buses.
 Original Cost: £179,000 each (Cost over £210,000 to purchase new today)
 Full mechanical maintenance by Mercedes Benz Evobus during service in London
 Low mileage for age (average less than 115,000miles)

With less than half the economic life used (and with less than the equivalent of 3 years mileage for an average bus) these buses offer a rare opportunity for an operator who requires a vehicle to work economically on high volume routes. Whilst working in London the Citaro G proved that the 18m length did not hinder operation and that an 18m bus can go anywhere a standard 12m single deck bus can go. The difference being the Citaro G does it with a distinctive eye catching style. During their service in London the bus usage rose to its highest levels in 40 years. As the advertising campaign used to promote their introduction “who wouldn’t want to go to work in a Mercedes”

Manoeuvrability & Stability

A proven low-floor articulation joint complete with a unique anti-jack-knifing control system connects the front and rear sections of the bus. This design makes for high levels of stability and manoeuvrability. The Citaro G can even be manoeuvred with confidence on narrow streets or when reversing. In such situations, the independent front suspension also plays a part, making the Citaro G one of the most agile buses in its class and delivers a level of ride comfort that is almost on a par with a touring coach.

Operators of Citaro G

Manchester Airport	Bristol International Airport
London Central	Last Passive, Dublin
National Car Parks	Selkent
London General	West Midlands
Centrewest	East London
Meteor	Truronian
Arriva London North	

Utilisation

	Registration	Utilisation		Registration	Utilisation
1	BX02 YYV	99,075	17	BX02YYL	106,161
2	BX02YZB	101,447	18	BX02 YZA	106,259
3	BX02 YZG	101,772	19	BX02 YYW	106,551
4	BX02YYK	102,161	20	BX02 YZE	106,772
5	BX02YYU	103,339	21	BX02 YYT	107,207
6	BX02 YZC	103,619	22	BX02 YYM	107,519
7	BX02YYZ	103,739	23	BX02 YYJ	107,553
8	BX02 YYS	104,220	24	BX02 YZD	108,093
9	BX02YZL	104,250	25	BX02 YZP	109,660
10	BX02 YZH	104,348	26	BX02YYP	115,035
11	BX02 YZJ	104,545	27	BX02YZT	134,310
12	BX02 YZM	104,741	28	BX02 YYR	141,066
13	BX02YZK	104,903	29	BX02 YZR	149,100
14	BX02 YZO	105,511	30	BX02 YZS	166,774
15	BX02YZN	105,606	31	BX02 YYO	168,781
16	BX02 YYN	105,694	Average		103,686

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Citaro Cost Effectiveness

- Citaro G gives you best in class passenger carrying capacity.
- All the major components are easily accessible which produces lower Maintenance and Repair costs,
- Reduced downtime.
- Low lifecycle costs to boost your bottom line.
- The Citaro G is excellent when dealing with large volumes of passengers and has a proven track record of clearing queues and are particularly suited when operating in the “Park & Ride” and “Airport Parking” environments.
- The Citaro can handle up to 150 people which makes the Citaro one of the most cost-effective buses to buy and run when based on a cost per passenger basis.

During the London Operation

During service in London the Citaro G has demonstrated many plus points

- Citaro’s proved popular with older passengers due to the accessibility
- A single floor bus discouraged anti-social behaviour unlike double decks where anti-social activity was “out of sight upstairs”
- The Citaro G is the cost effective option due to the enormous capacity which generates a very economical fuel to passenger ratio. Whilst it is true that in straight fuel consumption terms the standard Double Decker will return you 4.5mpg and the Citaro is only 4.0mpg when the passenger revenue is taken into account you could be getting 50 extra passengers for that 0.5mpg of extra fuel.

Design

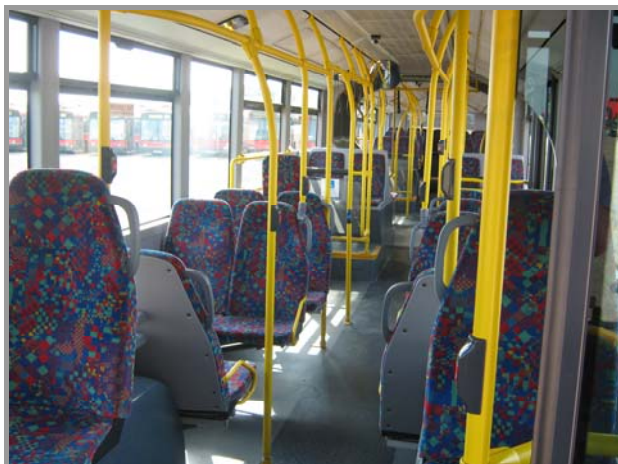
Its distinctive appearance makes the Citaro a trend-setter in local public transport



Comfort

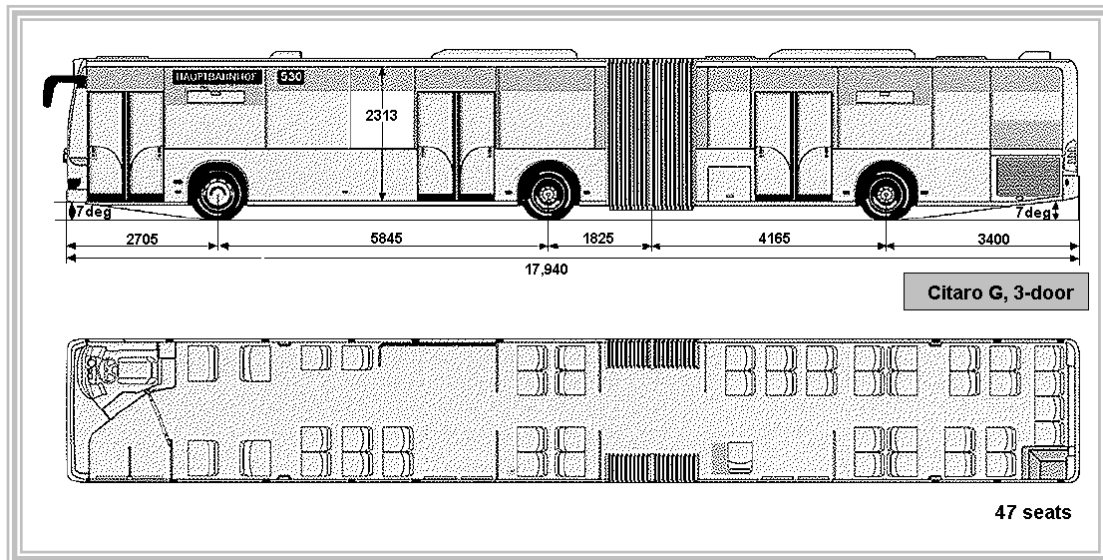
The Citaro G offers passengers a low-floor design throughout coupled with easy entry and exit.

Independent front suspension provides exceptional ride comfort



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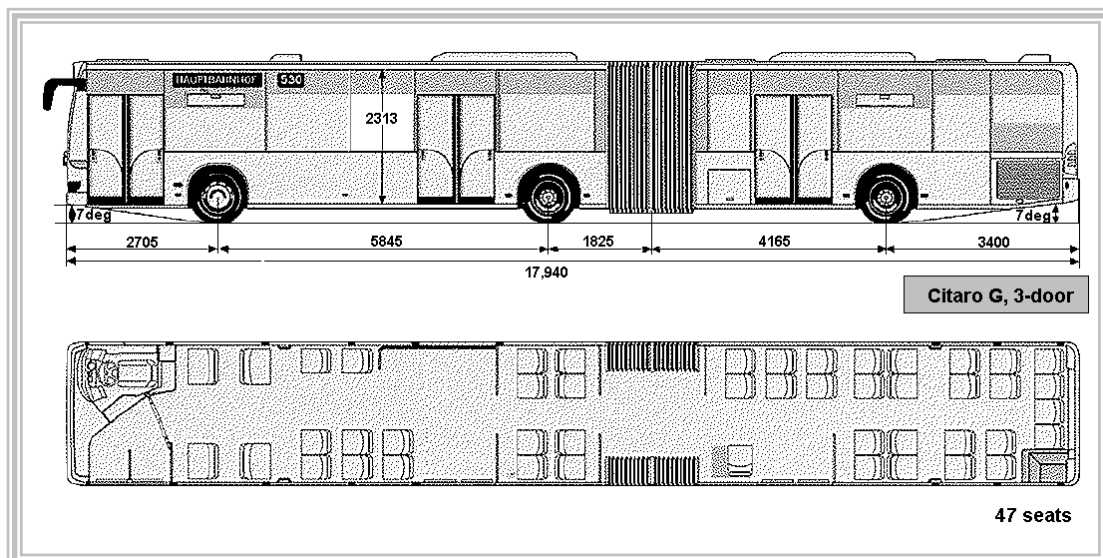
Specification	
Mechanical	
Description	Comments
Engine	OM906 Euro 3 205kw (279 bhp)
Transmission	ZF Ecomat 5spd Automatic fitted with NDO & DNR Gear selection
Rear Axle	37:19 overall ratio 6.212 giving 52mph (85kph)
ABS (disc) Brakes	With Skid Control
Alternators	Up-rated
Air con	Driver Only - Webasto
Fitted Options (mech)	
CRT Filter	
Air dehydrator system	DCA
second Power Feed	Drivers Cab

Bodywork	
CCTV	Video Monitor and 6 camera's
Ride Height control	ENR
Ticket machine	Support Bracket and adjustable Arm
Assault protection	
Door	electrical screen operation
Screen	Hinged @ Entrance door
Luggage Racks	Left & Right over forward wheel housing
Level entry at doors	1+2+3
Powered Ramp	Electric fitted to door 2
Seats	A680 dual purpose cantilever & tip-up seats

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Dimensions	
Wheel-base	5845mm / 5990mm
Body Length (overall)	17,940mm
Body width	2,550mm
Height (external) incl. Roof ventilator	3009mm
Interior Height	2313mm
Axles	3
Track Front Axle	2113mm
Track Drive Axle	1834mm
Sidewall	Insulated
Tyre Size	275/70 R 22.5
Turning Circle	22,822mm
Approach Angle	7 deg
Departure Angle	7 deg
Front Overhang	2705mm
Front Height (above road)	370mm
Entry Level (door1)	320mm
Entry Level (door2 & 3)	340mm
Rear Overhang	3400mm
Seat spacing	at least 680mm
GVW (kg)	28,000
Kerb weight (std spec)	16,000kg
Front axle	7245kg
Centre axle	10,000kg
Drive axle	13,000kg
Seats	47
Standees	up to 111
Tank Capacity	290litres
Independent front suspension	
Front Axle	ZF portal AVN132
Drive axle	ZF portal AV 132/87



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