

SETRA

BlueEfficiency Power.

The right engine for every Setra.

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At Setra we have long relied on the 90-odd years of diesel engine expertise of Mercedes Benz. An unequalled history of innovation, borne of a tradition that deserves to be continued. The BlueEfficiency Power engines, which are fitted in Setra coaches and buses, represent this continuation. The latest generation of these engines, in accordance with the Euro VI standard, also defines a new benchmark in performance, fuel consumption and weight.

The history of Mercedes-Benz commercial vehicle diesel engines began in 1922. At that time the OB2 was being tested at Benz in Mannheim; this was a diesel engine with pre-chamber injection and an output of 33 kW (45 bhp). It was the cornerstone for an engine technology that was destined to be permanently associated with further development in the commercial vehicle sector.

That first “oil engine” was an extremely efficient unit that made fuel costs 86 per cent lower than in the petrol engines usual at the time. That made it an ideal work horse for powering buses, lorries and other commercial vehicles. The first lorry with a diesel engine as standard was running on German roads in 1932. It carried the designation Lo 2000 and was a Mercedes-Benz. After the end of the war, the diesel engine tradition of Mercedes-Benz was to become a

major driving force behind the German economy. The legendary OM 312 delivered 66 kW (90 bhp) from 4.5 litres capacity. In 1954 it evolved into the OM 312 A, the first turbocharged diesel engine in the world from which a whole generation of turbo diesels was soon to be developed.

And the evolution continued. In 1964, Mercedes-Benz introduced the first commercial vehicle diesel engines with direct injection. In the meantime, the output had risen to 124 kW (168 bhp) and at the beginning of the eighties it climbed to 177 kW (240 bhp).

In 1996, the era of the 300 series came to an end after more than two million units. Euro III started off the development of a completely new engine generation. With it the decade-long evolution became a revolution and a whole package of innovative technologies was

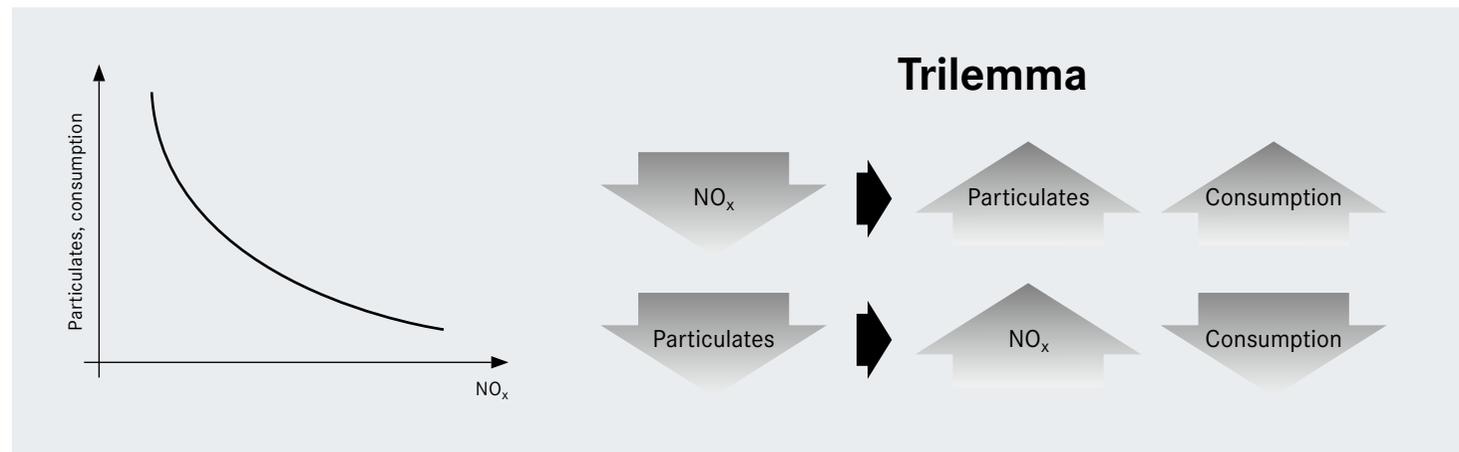
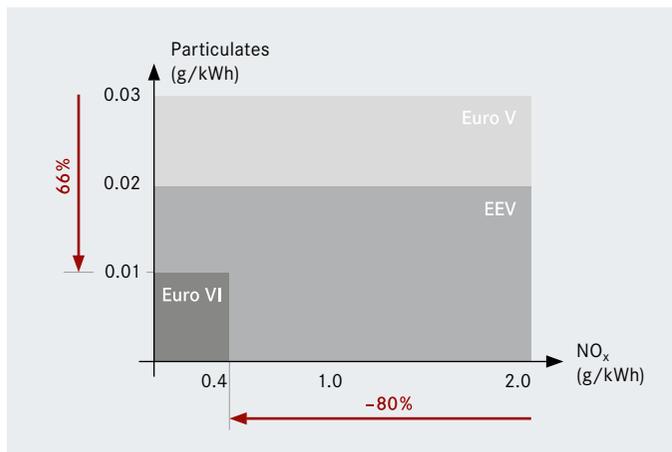
introduced into commercial vehicle engine technology: full electronic control, direct injection with unit pumps for each cylinder, turbocharging, charge air cooling and three-valve technology.

The next technology push came in 2004 with BlueTec® technology presented by Mercedes-Benz. This SCR technology (Selective Catalytic Reduction) was characterised by a drastic reduction in the emission of pollutants compared to Euro III, and for the first time without higher fuel consumption. It was thus able to meet the stringent European emission standards Euro IV and V.

The latest “BlueEfficiency Power” engine generation, according to the Euro VI standard, is the latest high point in a success story that has already been going on for nine decades.

It denotes a complete range of commercial vehicle power units offering exactly the right performance for every application area, with emission levels that have been reduced to the limits of what is feasible and demonstrable, and with efficient combustion that gets the maximum out of fuel that is becoming ever more valuable.

Euro VI – a trilemma and its solution. The aim of the current Euro VI emission standard is to make heavy commercial vehicles cleaner and to improve air quality. This required a further drastic reduction in the emission of particulates and nitrogen oxides. The problem is: the one influences the other, and both have an effect on fuel consumption. This makes the emission control system complex.



The Euro VI emission standard, which came into force in 2014, is intended to reduce the pollution caused by heavy commercial vehicles to a minimum. For this purpose a new standardised test procedure was introduced to measure the pollutant emissions. Among the emissions that have to be reduced to comply with Euro VI are particulates and nitrogen oxides.

In the case of particulates, the current standard stipulates the particulate mass (PM) and the particulate number (PN). The law requires a reduction of the particulate mass in the exhaust gas to less than 10 mg/kWh, which means a 66 % reduction compared with Euro V. At the same time, the number of particles in this particle mass is limited to 6×10^{11} per kWh.

Nitrogen oxides (NO_x) are another product of fuel combustion. Since 2014 the Euro VI standard limits these emissions to 400 mg/kWh. This means a reduction of 80 % compared with Euro V. In addition, for the first time, a worldwide standardised emission test cycle for heavy commercial vehicles exists.

The test cycles in Europe, the USA and Japan are now unified into two harmonised test cycles (WHSC and WHTC). Their benchmark requirement is even higher than in earlier procedures. For example, there are tighter requirements in relation to the cold start provisions and the time between a cold and warm engine start. In addition, the emission levels must now be complied with over a mileage equivalent to 700,000 km or a period of seven years for coaches, whichever occurs first.

The problems of environment friendly emission control technologies consist in the trilemma of reducing the emissions of particulates and nitrogen oxides without increasing the fuel consumption. Unfortunately, up till now the different emission control systems were not able to provide for the reduction of a single emission component. For example, the particulate content and fuel consumption increased when the NO_x emissions were successfully reduced. Conversely, the quantity of NO_x increases when the particulate emissions and fuel consumption are reduced. As a solution to this trilemma it was necessary to combine the tried and tested emission control concepts and to create a completely new engine generation – the BlueEfficiency Power engines from Mercedes-Benz.

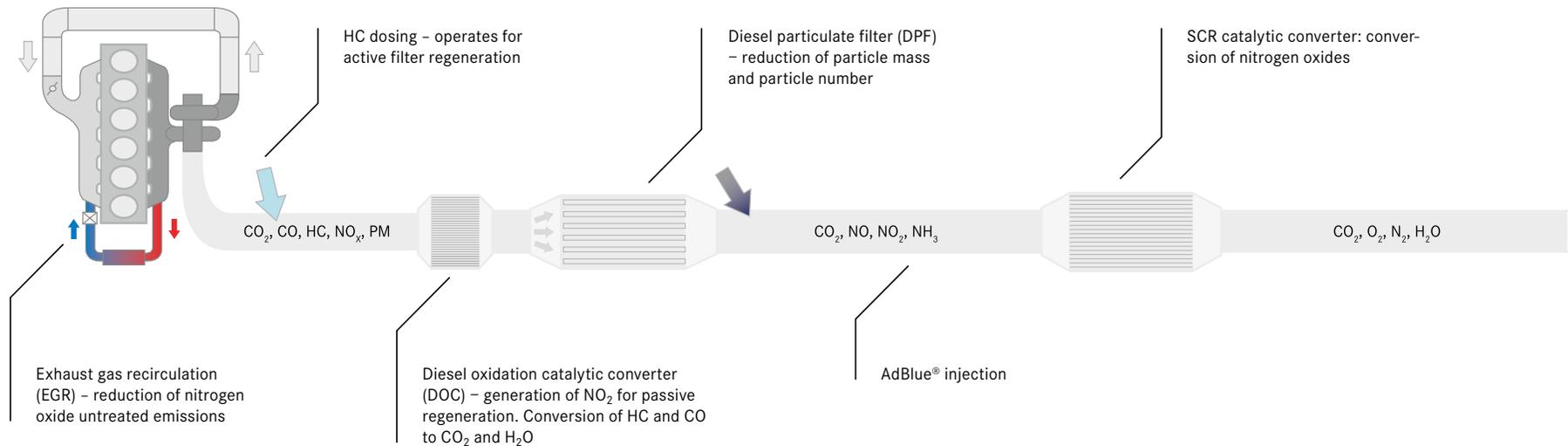
These BlueTec® 6 engines have been specially developed to solve the “nitrogen oxides–particulates–fuel consumption” trilemma through a combination of exhaust gas recirculation (EGR), diesel particulate filter (DPF) and selective catalytic reduction (SCR), while at the same time being powerful and high-torque.

Euro VI at a glance.

- Valid since 01/2013 for all type approvals
- Valid since 01/2014 for all new vehicles
- Further reduction of 80 % for nitrogen oxides compared with Euro V
- Further reduction of 66 % for number of particles compared with Euro V
- New standardised test procedure for measuring pollutant emissions
- Compliance with emission levels over a mileage equivalent to 700,000 km or a period of seven years for touring coaches, whichever occurs first



Everything reduced, except performance. The Mercedes-Benz generation of BlueEfficiency Power engines stands for a new dimension in environmental protection. This is indicated not only by a drastic limit on hydrocarbons, carbon monoxide, nitrogen oxide and particulates in the exhaust gas. It is also shown in a further reduction in the consumption of fuel and AdBlue[®]. Only in one area were no cuts made: performance and dynamic response remain at their previously high level.



The current generation of Mercedes-Benz engines proves that environmental protection, profitability and performance do not have to be in conflict. Quite the opposite: in BlueTec® 6 vehicles, innovative engine technologies work together with efficient exhaust treatment. An interplay that is exactly right for our time. With the delivery of performance required in daily operations, the efficiency that the operator demands, and the environment friendliness that is good for people and the environment.

To achieve this performance, the engines themselves are already tuned for maximum efficiency and low emissions. This is achieved by new technical solutions, such as the application of an adjustable camshaft for the first time on diesel engines or the innovative X-PULSE common rail diesel injection system with pressure booster. In addition, all engines have the innovative BlueTec® 6 exhaust gas after-treatment. It combines a cooled and controlled exhaust gas recirculation system, an oxidation catalytic converter as well as a new design of particulate filter with an SCR (Selective Catalytic Reduction) catalytic converter.

The exhaust gas recirculation system provides not only for a reduction of nitrogen oxides in the exhaust gas. In BlueEfficiency engines it also has the effect of reducing the consumption of the AdBlue® additive necessary for the after-treatment by up to 40 % compared with Euro V.

In the diesel oxidation catalytic converter of the exhaust system, the hydrocarbons and carbon monoxide present are converted to carbon dioxide and water. In addition, some of the nitric oxide is oxidised to nitrogen dioxide.

In the downstream diesel particulate filter, a fine-pored ceramic structure provides for effective retention of particulates through adhesion. The filter is passively regenerated continuously by the exhaust gas temperature. An electronic control system ensures that this process functions without restriction under all operating conditions.

All these exhaust treatment methods are supplemented by the tried and tested Mercedes-Benz BlueTec® SCR technology. This involves the AdBlue® additive being injected into the exhaust gas flow, where it mixes with the pre-treated exhaust gas and breaks down into ammonia. In the honeycomb body of the SCR catalytic converter this ammonia reacts with the nitrogen oxides to form non-toxic nitrogen and water vapour.

All together, the result is an intelligent control system that holds the emissions of the engine at the Euro VI level, while its performance remains unaffected and the consumption of fuel and AdBlue® is markedly lower.

The exhaust gas after-treatment system – advantages in summary.

- Interplay of innovative Mercedes-Benz engine technology and exhaust gas after-treatment for low pollutant emissions
- Euro VI through intelligent matching of exhaust gas recirculation (EGR), diesel particulate filter (DPF) and selective catalytic reduction (SCR)
- Tried and tested combination in the commercial vehicle sector
- Regulated and on-demand exhaust gas recirculation, saving up to 40 % AdBlue®
- Through the BlueTec® SCR technology, nitrogen oxides are converted into harmless nitrogen and water
- Innovative regeneration strategy with long maintenance intervals for the diesel particulate filter
- No additional consumption of diesel fuel
- Drastic lowering of emissions while at the same time increasing performance, dynamic response and smooth running



The OM 936. Mainly thanks to its efficiency, the Mercedes-Benz 900 series set the standard in its class from the start; the fact that over one million engines were built is proof of the groundbreaking technology. The current generation, with the completely new design of the BlueEfficiency Power engine OM 936 for Euro VI, once again sets a milestone for compact commercial vehicle diesel engines.

For the development of BlueEfficiency Power engines, the benchmark was set high and the list of requirements long: all had to meet Euro VI and be uncompromisingly environment friendly, efficient and reliable. In addition, the engines are expected to be powerful and light.

The use of newly developed, high-strength materials make a new dimension of performance possible. And high performance enables downsizing: that is one of the prerequisites for good exhaust emission levels, consumption and power to weight ratio. The current Mercedes-Benz power units of 7.7-litre capacity achieve a performance class that would previously have required a capacity of more than 10 litres. The OM 936 can therefore replace heavier engines occupying a much greater volume.

Beside the nominal data, the driveability of the current engines is convincing. Around 90 per cent of the maximum engine power is already available from an engine speed as low as 1,600/min and at 1,000/min around 90 % of the maximum torque. As a result, the units come close to achieving constant power over a broad speed range.

At the same time, the engines have a dynamic low-end torque even at low speeds. The maximum torque is already available from 1,200/min and remains constant up to 1,600/min. Even at speeds below 1,000/min the engines show high efficiency. In the field, the rapid acceleration is a surprise. In this regard they are again noticeably more agile than their predecessors. The beefy performance, like many other properties, is reminiscent of larger capacity engines.

Longevity is another big advantage of these robust units. With a predicted mileage equivalent to 700,000 km in interurban service without a general overhaul, the current engines also score values here that were previously reserved for large capacity power units. The average engine life is hence considerably above that of the predecessor models.

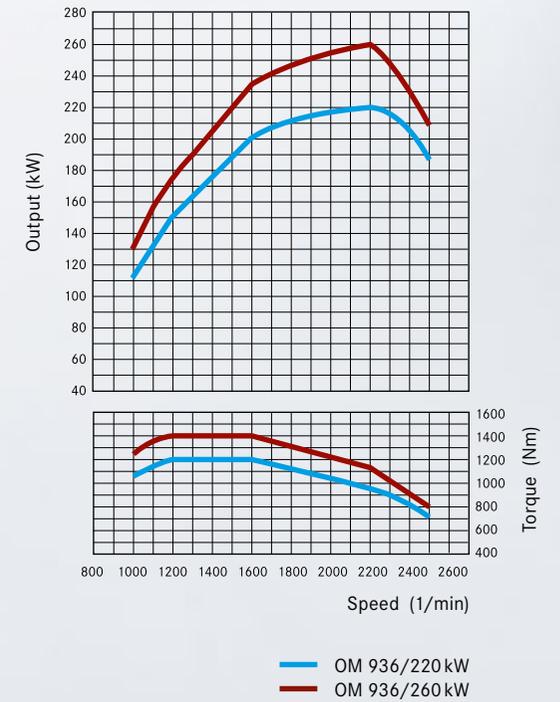
With the current engines, cleanliness and economy complement each other in an ideal way. If the predecessor model series were regarded as the standard for fuel consumption in the class of compact Euro V engines, the current engines beat their consumption figures in spite of the considerably more stringent emission levels of Euro VI. In the case of the BlueEfficiency Power engines from Mercedes-Benz, extreme efficiency also means longevity, lower AdBlue® and engine oil consumption, and longer maintenance intervals.



Engine technology – advantages in summary:

- Vertical design
- Stiff crankcase, stiff crankshaft drive
- Cross-flow cylinder head (four valves per cylinder) facilitates optimal cooling
- First series production diesel engines with adjustable camshaft
- Injection pressure of up to 2,400 bar
- Engine control with new engine control unit and additional exhaust gas after-treatment control unit
- Highly flexible injection strategy enables up to five injections per injection cycle
- Firing pressures of more than 200 bar
- Consumption optimised air compressor
- 260 kW variant has two-stage turbo-charging with two turbochargers
- Low consumption of fuel and engine oil
- Cooled exhaust gas recirculation integrated
- AdBlue® consumption considerably reduced compared with Euro V
- Engine tested in truck with up to 40 t road train weight

OM 936 - engine data.



Technical data		OM 936	
Type	In-line diesel engine with electronic engine management		
Installation position	Vertical engine		
Injection system	Common rail fuel system		
Injection pump	High pressure pump to produce rail pressure		
Turbocharging system	Exhaust gas turbocharging with charge air cooling (air/air)		
Exhaust gas turbocharger	Turbocharging with fixed geometry and wastegate <ul style="list-style-type: none"> • single-stage turbocharging 220 kW • two-stage turbocharging 260 kW 		
Exhaust gas recirculation	Exhaust gas cooler and exhaust gas recirculation valve		
Exhaust gas after-treatment	Combined system consisting of diesel oxidation catalytic converter, diesel particulate filter and SCR system with AdBlue® injection		
Combustion principle	Four-stroke diesel direct injection		
Number of cylinders	6		
Capacity [litre]	7.7		
Cylinder bore [mm]	110		
Piston stroke [mm]	135		
Compression ratio	17.0		
Maximum injection pressure [bar]	2,400		
Firing order	1 - 5 - 3 - 6 - 2 - 4		
Output, torque		OM 936/220 kW	OM 936/260 kW
Nominal capacity [kW/PS] at rotation speed [1/min]		220/299 2,200	260/354 2,200
max. torque [Nm] at rotation speed [1/min]		1,200 1,200 - 1,600	1,400 1,200 - 1,600

Engine		Transmission				
Mercedes-Benz OM 936		Mercedes-Benz			ZF	Voith
220 kW	260 kW	GO 190	GO 210	GO 250-8	EcoLife	DIWA.6

TopClass							
S 431 DT							
S 515 HDH							
S 516 HDH							
S 517 HDH							
ComfortClass							
S 511 HD							
S 515 HD							
S 516 HD/2							
S 516 HD							
S 517 HD							
S 519 HD							
S 515 MD		●	●	○ ¹	○		
S 516 MD		●	●	○ ¹	○		
MultiClass							
S 415 H							
S 416 H							
S 412 UL	●	○	●		○	○ ²	○ ²
S 415 UL	●	○	●		○	○ ²	○ ²
S 416 UL	●	○	●		○	○ ²	○ ²
S 417 UL							
S 419 UL							
S 415 UL business	●	○	●		○	○ ²	○ ²
S 416 UL business	●	○	●		○	○ ²	○ ²
S 417 UL business	●	○	●		○	○ ²	○ ²
S 415 LE business	●	○	●		○	○ ²	○ ²
S 416 LE business	●	○	●		○	○ ²	○ ²
S 418 LE business							

● Standard equipment ○ Special equipment ○¹ In combination with the optional OM 470 (290 kW)
○² In combination with the optional OM 936 (260 kW) incl. the Pneumatic Boost System (PBS)

The OM 470/OM 471. The BlueEfficiency Power engines OM 470 and OM 471 complete our range of Mercedes-Benz commercial vehicle engines for buses and coaches. The powerful six cylinders with outputs from 265 kW to 375 kW seamlessly supplement the compact engines. Thus all the current requirements of bus engines will be covered by the newly developed power units that rigorously meet the Euro VI emission class.

In the development of the Mercedes-Benz OM 470/OM 471 power units, the protection of the environment was very important in addition to excellent economic efficiency and robustness.

What is more, the OM 470 already achieves the performance and torque characteristic of its predecessor OM 457 with a capacity of 10.7 litres instead of 12 litres. The power unit surpasses its notably reliable predecessor once again in robustness and longevity.

At the same time, the engine weighs about 50 kg less in spite of the additional units for emission class VI and its rugged construction. Not least, it betters even the consumption figures of the predecessor, in spite of the higher requirements of emission class Euro VI.

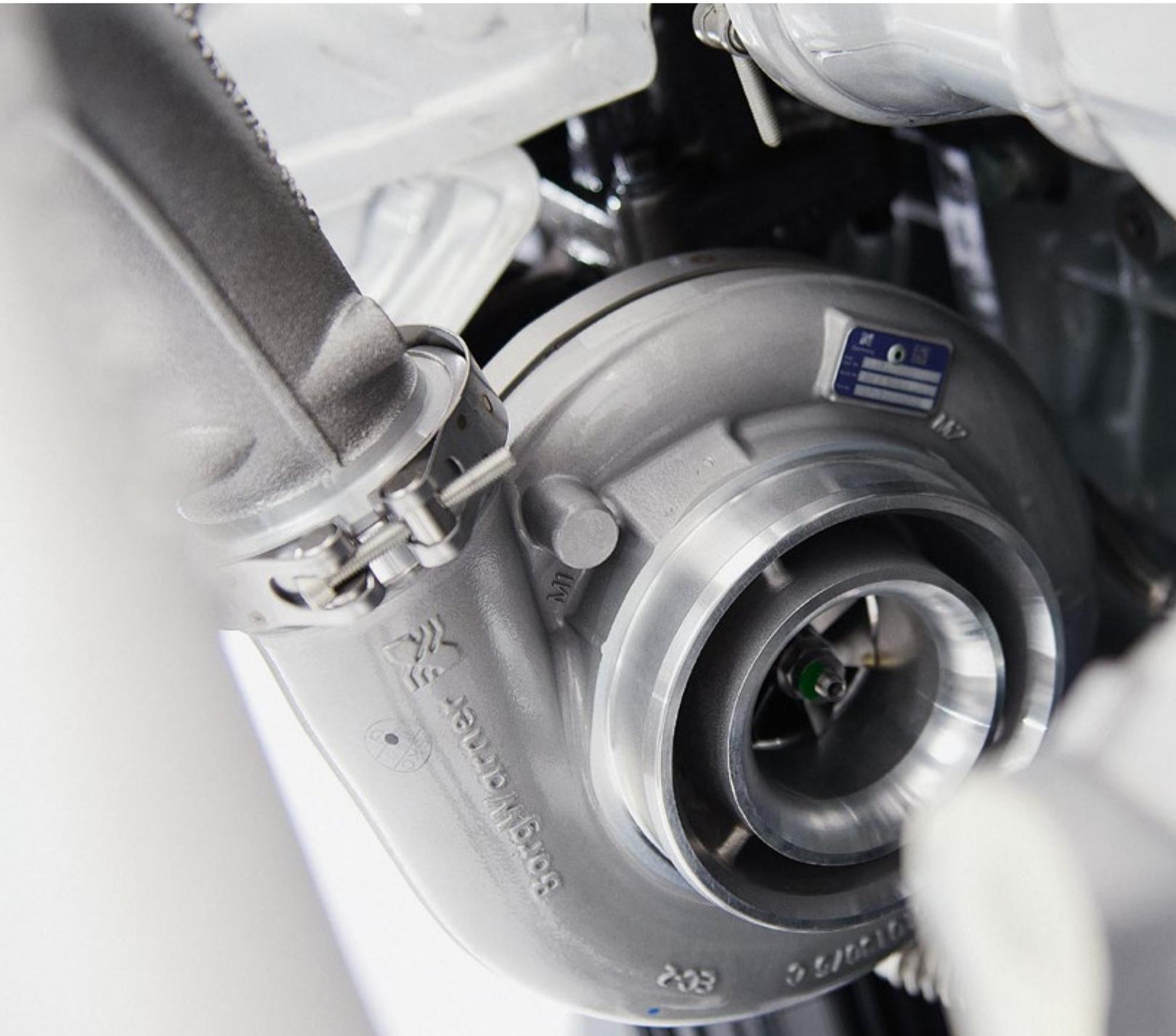
From a technical standpoint, it is closely related to the OM 471, introduced as the first member of the new engine generation with a capacity of 12.8 litres. Both engines come close to reaching their maximum torque at 1,000/min. The OM 470 reaches nominal speed at 1,800/min, and the OM 471, at 1,600/min.

Both power units have been developed according to the same technical concept and have the following main features: crankcase made of grey cast iron alloy, steel pistons, single-piece cylinder head with two overhead camshafts, four valves per cylinder and the newly developed X-Pulse high-pressure injection system.

With this flexible common rail system with full electronic control and pressure booster, a maximum pressure of 900 bar is present in the common rail. In the individual injectors, the injection pressure is then boosted up to 2,100 bar, depending on the requirement. Thus X-PULSE not only minimises the fuel consump-

tion but at the same time maximises the smooth running characteristics of the engines, while meeting the emission levels.

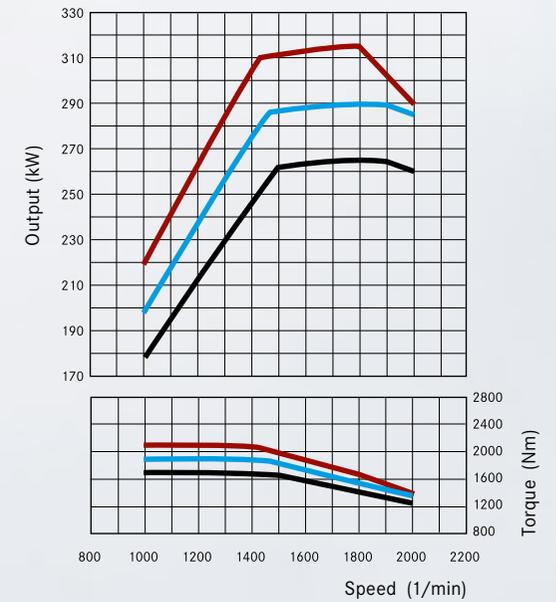
In spite of the considerable additional effort for the exhaust treatment, these power units succeed in realising a lower consumption. Together with the longer maintenance intervals and the long service life, the Mercedes-Benz engines meet all the requirements to be future-proof and profitable on the road.



Engine technology – advantages in summary:

- Compact dimensions due to six-cylinder in-line vertical engine
- Very robust cylinder head for high firing pressures and excellent damping properties
- High torque due to long stroke design
- Dynamic response thanks to the new turbocharger technology with asymmetric fixed geometry
- Unique common rail system with
- X-PULSE pressure booster
- Consumption optimised air compressor
- Innovative engine brake: decompression brake integrated in the engine control
- Future-proof through a completely new development
- High performance and dynamic response with low exhaust emissions and low consumption
- AdBlue® consumption considerably reduced compared with Euro V
- Change interval of particulate filter up to 360,000 km (first change) in touring coaches, thereafter every 240,000 km
- Up to 30 % longer maintenance intervals in touring coaches
- Service life 20 % longer
- High reliability through intensive trials over more than 60 million kilometres

OM 470 – engine data.



- OM 470/265 kW
- OM 470/290 kW
- OM 470/315 kW

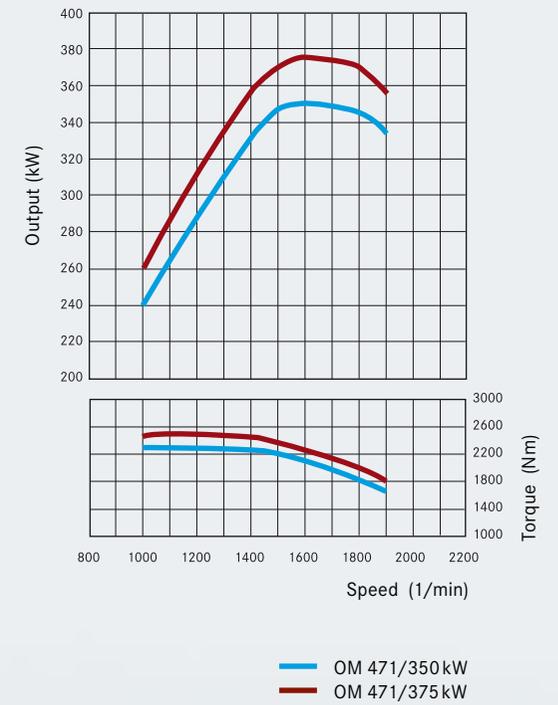
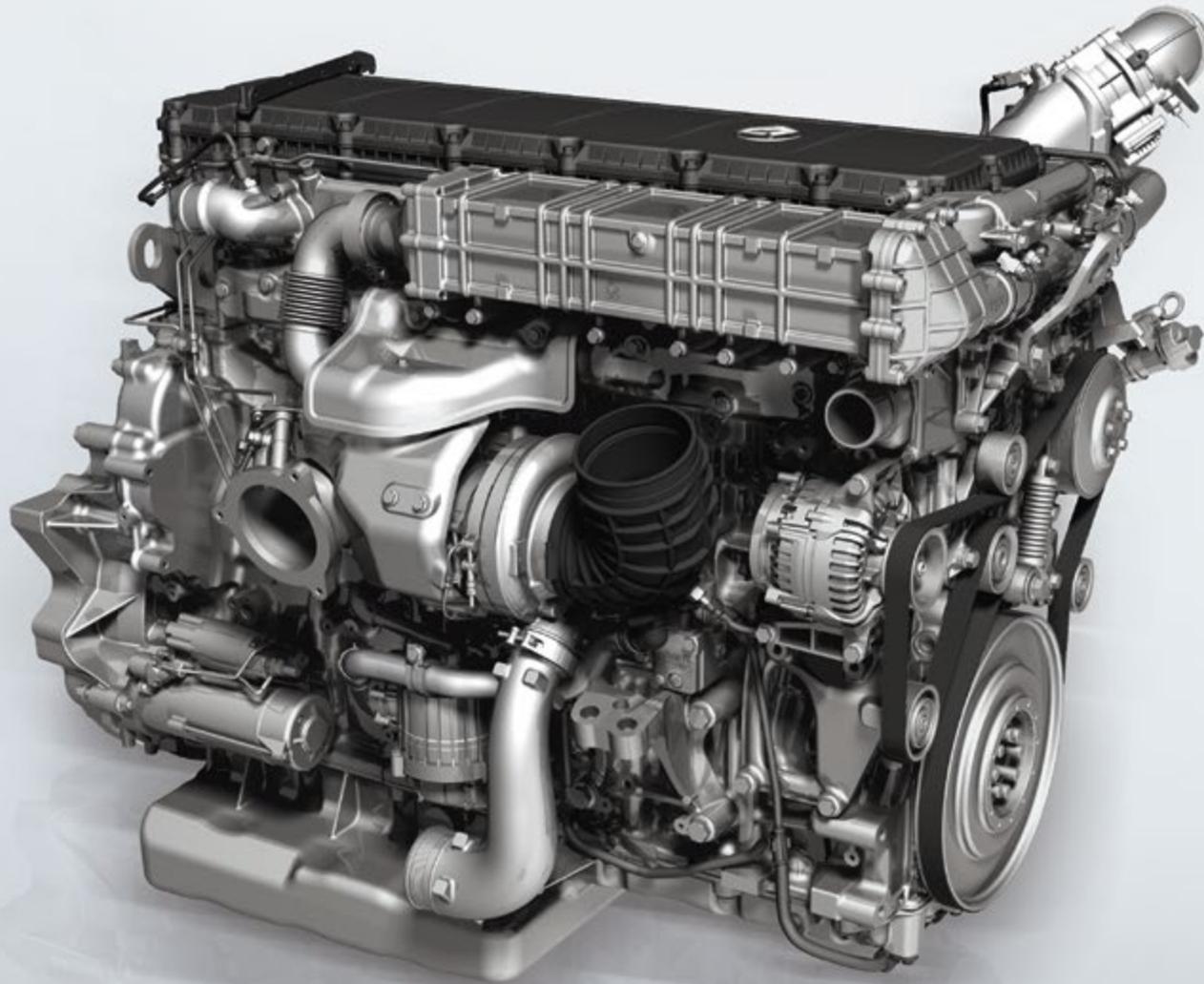
Technical data		OM 470		
Type	In-line diesel engine with electronic engine management			
Installation position	Vertical engine			
Injection system	High-pressure common-rail fuel system X-PULSE 900 – 2.100 bar			
Injection pump	High pressure pump to produce rail pressure			
Turbocharging system	Exhaust gas turbocharging with charge air cooling (air/air)			
Exhaust gas turbocharger (ATL)	1 – ATL asymmetric, fixed geometry			
Exhaust gas recirculation	High pressure EGR with controlled recirculation rate, EGR valve and EGR cooler			
Exhaust gas after-treatment	Combined system consisting of diesel oxidation catalytic converter, diesel particulate filter and SCR system with AdBlue® injection			
Combustion principle	Four-stroke diesel direct injection			
Number of cylinders	6			
Capacity [litre]	10.7			
Cylinder bore [mm]	125			
Piston stroke [mm]	145			
Compression ratio	17.6			
Maximum injection pressure [bar]	2,100			
Firing order	1 – 5 – 3 – 6 – 2 – 4			
Output, torque		OM 470/265 kW	OM 470/290 kW	OM 470/315 kW
Nominal capacity [kW/PS] at rotation speed [1/min]	265/360 1,800	290/395 1,800	315/428 1,800	
max. torque [Nm] at rotation speed [1/min]	1,700 1,100	1,900 1,100	2,100 1,100	

Engine			Transmission				
Mercedes-Benz OM 470			Mercedes-Benz			ZF	Voith
265 kW	290 kW	315 kW	GO 190	GO 210	GO 250-8	EcoLife	DIWA.6

TopClass								
S 431 DT								
S 515 HDH								
S 516 HDH								
S 517 HDH								
ComfortClass								
S 511 HD		●			●	○		
S 515 HD			●		●	○		
S 516 HD/2			●		●	○		
S 516 HD			●		●	○		
S 517 HD			●		●	○		
S 519 HD			●			●		
S 515 MD	○	○		●	○ ¹	○		
S 516 MD	○	○		●	○ ¹	○		
MultiClass								
S 415 H	●	○			●	○	○	
S 416 H	●	○			●	○	○	
S 412 UL								
S 415 UL								
S 416 UL								
S 417 UL	●	○			●	○	○	○
S 419 UL	●	○			●	○	○	○
S 415 UL business								
S 416 UL business								
S 417 UL business								
S 415 LE business								
S 416 LE business								
S 418 LE business	●	○			●	○	○	○

● Standard equipment ○ Special equipment ○¹ in combination with optional OM 470 (290 kW)

OM 471 – engine data.



Technical data		OM 471	
Type	In-line diesel engine with electronic engine management		
Installation position	Vertical engine		
Injection system	High-pressure common-rail fuel system X-PULSE		
Injection pump	High pressure pump to produce rail pressure		
Turbocharging system	Exhaust gas turbocharging with charge air cooling (air/air)		
Exhaust gas turbocharger (ATL)	1 - ATL asymmetric, fixed geometry		
Exhaust gas recirculation	High pressure EGR with controlled recirculation rate, EGR valve and EGR cooler		
Exhaust gas after-treatment	Combined system consisting of diesel oxidation catalytic converter, diesel particulate filter and SCR system with AdBlue® injection		
Combustion principle	Four-stroke diesel direct injection		
Number of cylinders	6		
Capacity [litre]	12.8		
Cylinder bore [mm]	132		
Piston stroke [mm]	156		
Compression ratio	18.3		
Maximum injection pressure [bar]	2.100		
Firing order	1 - 5 - 3 - 6 - 2 - 4		
Output, torque		OM 471/350kW	OM 471/375 kW
Nominal capacity [kW/PS] at rotation speed [1/min]		350/476 1,600	375/510 1,600
max. torque [Nm] at rotation speed [1/min]		2,300 1,100	2.500 1,100

Engine		Transmission				
Mercedes-Benz OM 471		Mercedes-Benz			ZF	Voith
350 kW	375 kW	GO 190	GO 210	GO 250-8	EcoLife	DIWA.6

TopClass							
S 431 DT		●			●		
S 515 HDH	●	○			●		
S 516 HDH	●	○			●		
S 517 HDH	●	○			●		
ComfortClass							
S 511 HD							
S 515 HD							
S 516 HD/2							
S 516 HD	○		●		○		
S 517 HD	○		●		○		
S 519 HD	○				●		
S 515 MD							
S 516 MD							
MultiClass							
S 415 H							
S 416 H							
S 412 UL							
S 415 UL							
S 416 UL							
S 417 UL							
S 419 UL							
S 415 UL business							
S 416 UL business							
S 417 UL business							
S 415 LE business							
S 416 LE business							
S 418 LE business							

● Standard equipment ○ Special equipment



BlueTec® 6 : Versatile, powerful and cost-effective.

	Engines						Transmissions					
	Mercedes-Benz OM 936		Mercedes-Benz OM 470			Mercedes-Benz OM 471		Mercedes-Benz			ZF	Voith
	220 kW	260 kW	265 kW	290 kW	315 kW	350 kW	375 kW	GO 190	GO 210	GO 250-8	EcoLife	DIWA.6
TopClass												
S 431 DT							●			●		
S 515 HDH						●	○			●		
S 516 HDH						●	○			●		
S 517 HDH						●	○			●		
ComfortClass												
S 511 HD				●					●	○		
S 515 HD					●				●	○		
S 516 HD/2					●				●	○		
S 516 HD					●	○			●	○		
S 517 HD					●	○			●	○		
S 519 HD					●	○				●		
S 515 MD		●	○	○				●	○ ¹	○		
S 516 MD		●	○	○				●	○ ¹	○		
MultiClass												
S 415 H			●	○					●	○	○	
S 416 H			●	○					●	○	○	
S 412 UL	●	○						●		○	○ ²	○ ²
S 415 UL	●	○						●		○	○ ²	○ ²
S 416 UL	●	○						●		○	○ ²	○ ²
S 417 UL			●	○					●	○	○	○
S 419 UL			●	○					●	○	○	○
S 415 UL business	●	○						●		○	○ ²	○ ²
S 416 UL business	●	○						●		○	○ ²	○ ²
S 417 UL business	●	○						●		○	○ ²	○ ²
S 415 LE business	●	○						●		○	○ ²	○ ²
S 416 LE business	●	○						●		○	○ ²	○ ²
S 418 LE business			●	○					●	○	○	○

● Standard equipment ○ Special equipment ○¹ In combination with the optional OM 470 (290 kW) ○² In combination with the optional OM 936 (260 kW) incl. the Pneumatic Boost System (PBS)

Important for you. Important for us. Technical Data Stored in the Vehicle.

Electronic vehicle components (e.g. Airbag Control Unit, 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.

Setra Buses and Coaches naturally handles customer data confidentially.

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