

The Sign of Excellence.

**BlueEfficiency Power.**  
The right engine for every Setra.

**Content.**

Tradition	3
BlueEfficiency Power	4
BlueTec 6	6
The OM 936	8
OM 936 – engine data	10
The OM 470/OM 471	12
OM 470 – engine data	14
OM 471 – engine data	16
Overview	19



At Setra we have long relied on the more than 90 years of diesel engine expertise of Mercedes Benz. An unequalled history of highly valuable innovations reflected in the BlueEfficiency Power engines. The latest generation of these engines 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 OB 2 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.

Requirements have increased dramatically since the Euro VI emission standard released in 2014. With the current generation of BlueEfficiency Power engines, emission values

have been further reduced. Our engineers have significantly reduced hydrocarbons, carbon monoxide, nitrogen oxide and particulates. And this with extremely efficient combustion that gets the maximum out of increasingly valuable fuel. The result is a highly cost-effective range of engines with extremely favourable consumption of diesel and AdBlue – to deliver exactly the right performance for any coach application.

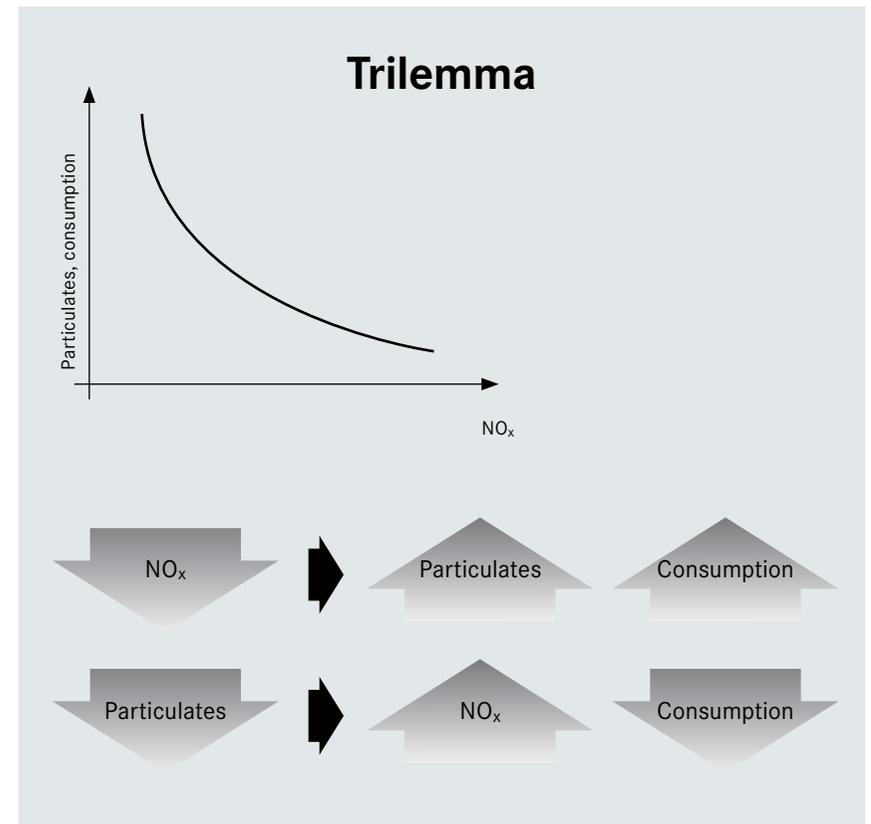
Whether a coach, commercial vehicle or car: Each new generation of diesel engines today needs to contribute to making motor vehicles cleaner and to improving air quality. This implies the further drastic reduction in is that emission of particulates and nitrogen oxides. The problem is that one influences the other, and both have an effect on fuel consumption. This makes the emission control system both costly and complex.

The environmental pollution caused by particulate matter is increasingly becoming a global challenge – especially in inner cities. Therefore, it is our aim to reduce the pollutants created by coaches and buses to a minimum. Particulates and nitrogen oxides are among the emissions that need to be reduced. Currently, the particulate matter (PM), the particle number (PN) and the amount of nitrogen oxides ( $\text{NO}_x$ ) are determined by the emission standard.

The problems of environmentally friendly emission control technologies consist in reducing emissions of particulates and nitrogen oxides, without increasing fuel consumption. Conventional emission control systems can only provide for the reduction of a single emission component. For example, the particle content and fuel consumption increase, when  $\text{NO}_x$  emissions are successfully reduced. Conversely, the amount of  $\text{NO}_x$  increases, when particulate emissions and fuel consumption are reduced.

Our engineers have been able to meet this challenge and to bring together seemingly incompatible results: significantly reduced emissions combined with low fuel consumption. To this end, they intelligently linked tried and tested exhaust treatment concepts, thereby creating a completely new generation of engines – the BlueEfficiency Power engines from Mercedes-Benz.

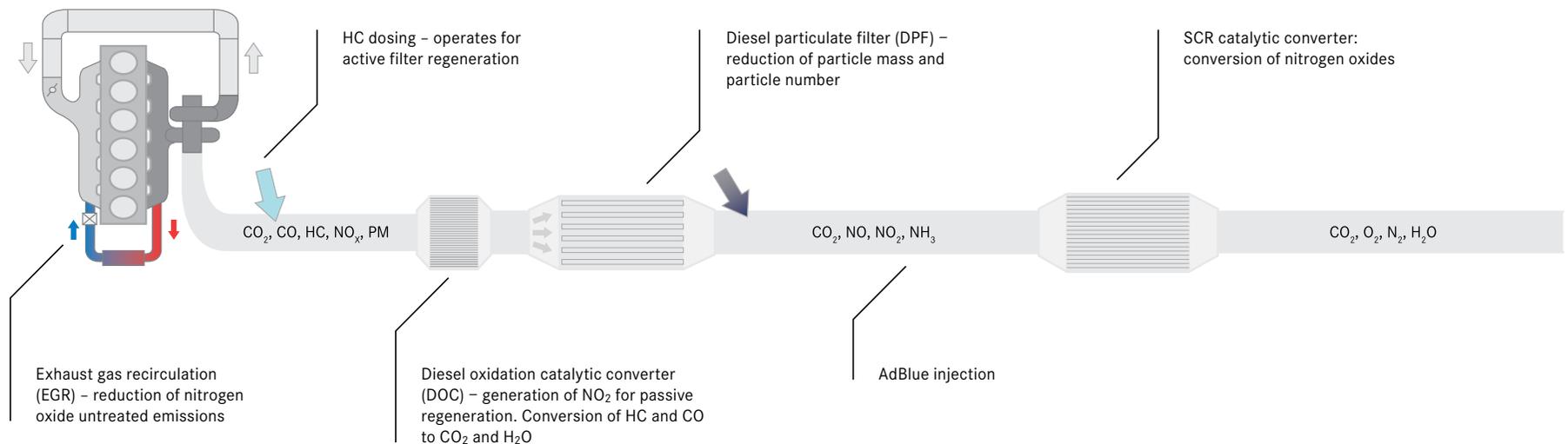
These BlueTec 6 engines solve the problematic interaction of nitrogen oxides, particulates and consumption by combining exhaust gas recirculation (EGR), diesel particulate filter (DPF) and selective catalytic reduction (SCR). They are powerful and high-torque, while simultaneously combining dramatically reduced emissions with low fuel consumption. Add to this maximum longevity and exceptionally long service intervals. Ecological responsibility meets extremely high efficiency.







Everything reduced, except performance. The Mercedes-Benz generation of BlueEfficiency Power engines sets all-new standards in environmental protection. This is indicated not only by low emissions of hydrocarbons, carbon monoxide, nitrogen oxide and particulates in the exhaust gas. It is also shown in a pleasingly low consumption of fuel and AdBlue. Their performance and dynamic response, however, are surprisingly high.



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 technological 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 special 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 low consumption of the AdBlue additive necessary for the aftertreatment.

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 aftertreatment system – advantages in summary.**

- Interplay of innovative Mercedes-Benz engine technology and exhaust gas aftertreatment for low pollutant emissions
- Low emissions 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, resulting in low consumption of 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
- Low emissions with increased 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 the OM 936 of the groundbreaking technology. The current generation, with the OM 936 BlueEfficiency Power engine, 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 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. Their consumption values are also undercut by the current engines in spite of significantly lower exhaust emissions.

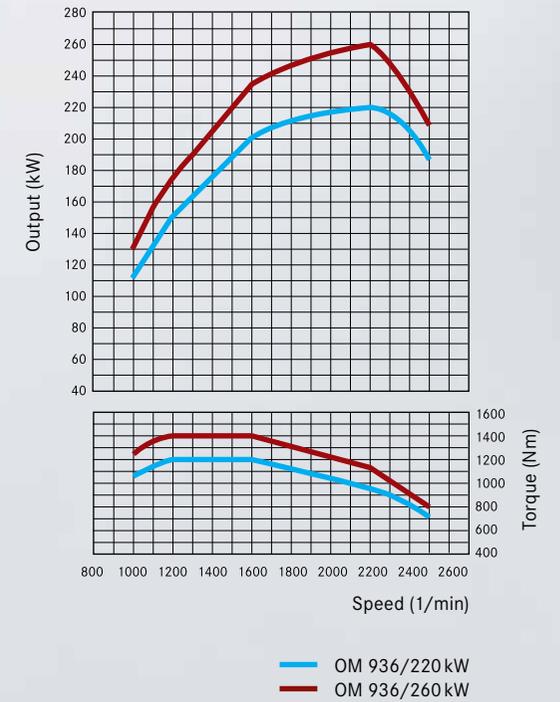
In the case of the BlueEfficiency Power engines from Mercedes-Benz, extreme efficiency also means longevity, lower AdBlue and engine oil consumption, and longer maintenance intervals.



#### 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
- Economical AdBlue consumption
- 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"> <li>• single-stage turbocharging 220 kW</li> <li>• two-stage turbocharging 260 kW</li> </ul>		
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		●	●	○ <sup>1</sup>	○		
S 516 MD		●	●	○ <sup>1</sup>	○		
MultiClass							
S 415 H							
S 416 H							
S 412 UL	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 415 UL	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 416 UL	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 417 UL							
S 419 UL							
S 415 UL business	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 416 UL business	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 417 UL business	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 415 LE business	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 416 LE business	●	○	●		○	○ <sup>2</sup>	○ <sup>2</sup>
S 418 LE business							

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

The OM 470/OM 471. The OM 470/OM 471 BlueEfficiency Power engines are the powerful power units among the Mercedes-Benz commercial vehicle engines for buses and coaches. The two six-cylinder engines with outputs from 265 kW to 375 kW seamlessly supplement the compact engines – thereby addressing all the current requirements of bus and coach engines.

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, which is now available at a further performance level with 335 kW, 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, while again undercutting its consumption values.

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 and their nominal speed 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 second generation of the X-Pulse high-pressure injection system.

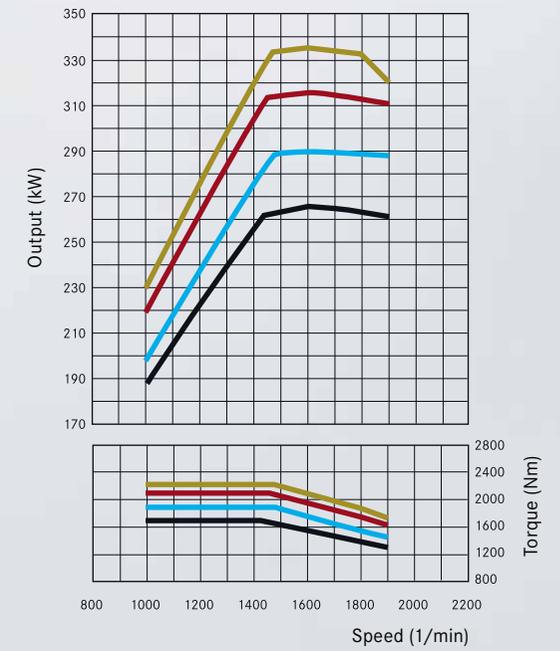
With this flexible common rail system with full electronic control and pressure booster, a maximum pressure of 900 bar is present in the common rail. In the individual injectors, the injection pressure is then boosted up to 2,700 bar in the case of the OM 470 and strengthened for the OM 471. Thus X-PULSE not only minimises the fuel consumption but at the same time maximises the smooth running characteristics of the engines, while meeting the emission levels.



#### 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
- Favourable AdBlue consumption
- Change interval of particulate filter up to 360,000 km (first change) in touring coaches, thereafter every 240,000 km
- 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
- OM 470/335 kW

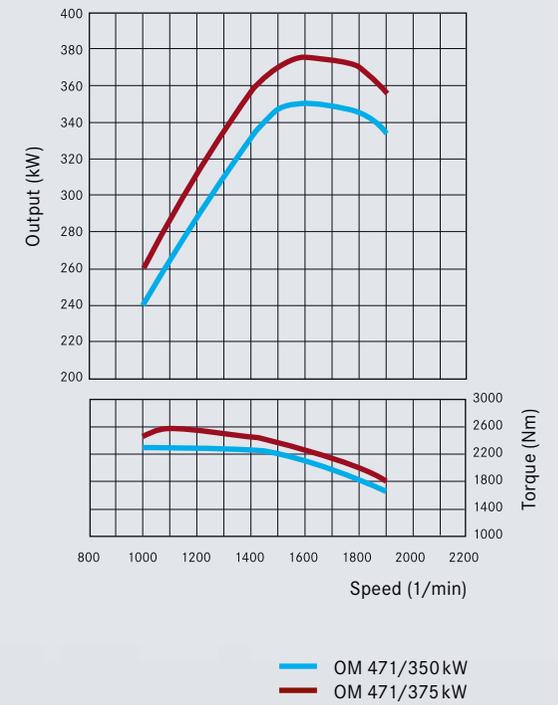
Technical data		OM 470			
Type	In-line diesel engine with electronic engine management				
Installation position	Vertical engine				
Injection system	High-pressure common-rail fuel system X-PULSE – second generation				
Injection pump	High pressure pump to produce rail pressure				
Turbocharging system	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]	2,700				
Firing order	1 – 5 – 3 – 6 – 2 – 4				
Output, torque	265 kW	290 kW	315 kW	335 kW	
Nominal capacity [kW/PS] at rotation speed [1/min]	265/360 1,600	290/395 1,600	315/428 1,600	335/456 1,600	
max. torque [Nm] at rotation speed [1/min]	1,700 1,100	1,900 1,100	2,100 1,100	2,200 1,100	

Engine				Transmission					
Mercedes-Benz OM 470				Mercedes-Benz				ZF	Voith
265 kW	290 kW	315 kW	335 kW	GO 190	GO 210	GO 230	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			●	○		●	○ <sup>2</sup>	○	
S 516 HD/2			●	○		●	○ <sup>2</sup>	○	
S 516 HD			●	○		●	○ <sup>2</sup>	○	
S 517 HD			●	○		●	○ <sup>2</sup>	○	
S 519 HD			●					●	
S 515 MD	○	○			●	○ <sup>1</sup>		○	
S 516 MD	○	○			●	○ <sup>1</sup>		○	
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 ○<sup>1</sup> In combination with optional OM 470 (290 kW) ○<sup>2</sup> In combination with optional OM 470 (335 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]	2,700		
Firing order	1 – 5 – 3 – 6 – 2 – 4		
Output, torque		OM 471/350 kW	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	335 kW	350 kW	375 kW	GO 190	GO 210	GO 230	GO 250-8	EcoLife	DIWA.6
<b>TopClass</b>														
S 431 DT								●				●		
S 515 HDH							●	○				●		
S 516 HDH							●	○				●		
S 517 HDH							●	○				●		
<b>ComfortClass</b>														
S 511 HD				●						●		○		
S 515 HD					●	○				●	○ <sup>2</sup>	○		
S 516 HD/2					●	○				●	○ <sup>2</sup>	○		
S 516 HD					●	○	○			●	○ <sup>2</sup>	○		
S 517 HD					●	○	○			●	○ <sup>2</sup>	○		
S 519 HD					●		○					●		
S 515 MD		●	○	○					●	○ <sup>1</sup>		○		
S 516 MD		●	○	○					●	○ <sup>1</sup>		○		
<b>MultiClass</b>														
S 415 H			●	○						●		○	○	
S 416 H			●	○						●		○	○	
S 412 UL	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 415 UL	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 416 UL	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 417 UL			●	○						●		○	○	○
S 419 UL			●	○						●		○	○	○
S 415 UL business	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 416 UL business	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 417 UL business	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 415 LE business	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 416 LE business	●	○							●			○	○ <sup>3</sup>	○ <sup>3</sup>
S 418 LE business			●	○						●		○	○	○

● Standard equipment    ○ Special equipment    ○<sup>1</sup> In combination with the optional OM 470 (290 kW)    ○<sup>2</sup> In combination with optional OM 470 (335 kW)    ○<sup>3</sup> 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.

**About the information in this brochure.**

Changes to products may have arisen after this document went to press on 15.06.2016.

The manufacturer reserves the right to make changes during the delivery period, as required, to design or form, deviations in colour, or delivery specification, provided these changes or deviations are considered reasonable for the buyer, bearing in mind the interests of the seller. In cases where the vendor or manufacturer uses a symbol or number to describe an order or the subject of an order, no rights may be derived solely from these.

The photographs may illustrate accessories and optional equipment which are not part of standard specification. Any deviations in colour are due to printing. This publication is distributed internationally. Information on statutory, legal and tax regulations and effects apply only to the Federal Republic of Germany at the time the publication went to press. Please refer any questions you may have specifically regarding regulations in your country, as well as the latest binding version, to your local Setra partner.

Any copying, reproduction or other use is prohibited without the prior written consent of EvoBus.  
All texts, images and other information in this publication are subject to copyright EvoBus GmbH. Euro VI 572 VIII/16 e8 FDD 2m

EvoBus GmbH · Mercedesstraße 127/6 · 70327 Stuttgart · Germany

[www.setra-bus.com](http://www.setra-bus.com)

Setra – a Daimler Brand