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Premiere of the Model Citaro G RHD |
Mercedes-Benz Buses Mercedes
Benz The new Citaro G articulated

Bus Simulator 18 - Mercedes Citaro G
- Gameplay (PC HD) [1080p60FPS]
OMSI 2 - SB10 Mercedes Citaro G
Oberstedt V2 A day in the Life of a

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Citaro Bus Driver | Mercedes-Benz
Buses OMSI 2. Hamburg - Harburg,
Line 142, Mercedes-Benz Citaro G C2
Mercedes-Benz Citaro Hybrid Bus
(2019) Exterior and Interior 2019
Mercedes-Benz Citaro G SlideShow
2021 Mercedes-Benz eCitaro G | New
all-electric eCitaro G 2021 Mercedes-

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~~Mercedes Bus Simulator 18 - Ep. 14
- Official Update # 2 + Bendy Bus
Hype! (Citaro G) Mercedes-Benz
Citaro G Euro 6 in Athens
Mercedes-Benz Citaro O530 -
SBS6672Y on Service MD-3 ODPB |
Book a bus! RC Bus Citaro Among Us
but IN REAL LIFE (Imposter IQ~~

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~~9,999,999%) Mercedes-Benz Citaro Ü~~

~~LE~~ Démarrer et utiliser un Mercedes
Citaro C2 Mercedes-Benz Capacity
Der Mercedes-Benz Citaro Hybrid

New 2021 Mercedes eCitaro G - top
articulated bus Mercedes Benz Citaro -
The Future Is Electric SSB Stuttgart
#7550 - Mercedes-Benz Citaro G

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Hybrid New Mercedes eCitaro - the
most awarded electric bus is here

Bus Simulator 18 - Day 9 - Mercedes
Citaro G - In The Dark Of Night
~~simulator 18 gameplay ita , Citaro G~~

OMSI 2 - Mercedes-Benz Citaro G -
Aachen Line 33 Mercedes Citaro NGT
urban city bus Stadtbus with Natural

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Gas Technology Daimler AMONG US,
but with 99 IMPOSTORS 2017

Mercedes Citaro and Mercedes Citaro
Concept | Mercedes-Benz Future Bus
Citaro NGT OMSI 2. Waldhofen, Line
592, Mercedes-Benz Citaro G C2. Part
1 OMSI 2 Lets Play #21 | Mercedes-
Benz O530 Citaro G | Bowdenham:

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~~Line 400 (Park \u0026amp; Ride) Technical
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Technical data at a glance. Download
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Citaro G - ...

~~Citaro: Technical data - Mercedes-
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1 Technical information The Citaro G.
2 2. 3 Model variant Citaro () Citaro ()
Citaro () 3. 4 Dimensions/weights
Citaro G, 3 doors Citaro G, 4 doors
Citaro G, vertical engine Vehicle
length 17,940 mm 17,940 mm 17,940
mm Vehicle width 2550 mm 2550 mm
2550 mm Vehicle height (incl. air

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conditioning system) 3076 mm 3076
mm 3076 mm Wheelbase, front axle -
centre axle 5845 mm 5845 mm 5845
mm Wheelbase, centre axle - drive
axle 5990 mm 5990 mm 5990 mm
Overhang, front/rear 2705/3400 mm
2705/3400 ...

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Technical data: Mercedes-Benz Buses
Germany, The new Citaro. The
benchmark. The new Citaro is an
urban regular-service bus and a
trendsetter in local public transport.

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~~Citaro: Technical data - Mercedes-
Benz Buses~~

Technical information The Citaro G 2
Model variant Citaro 628.283 Citaro
628.285 Citaro 628.290 3

Dimensions/weights Citaro G, 3 doors
Citaro G, 4 doors Citaro G, vertical
engine Vehicle length 17,940 mm

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17,940 mm 17,940 mm Vehicle width
2550 mm 2550 mm 2550 mm Vehicle
height incl. air conditioning system
3076 mm 3076 mm 3076 mm
Wheelbase, front axle centre axle
5845 mm 5845 mm 5845 mm
Wheelbase, centre axle drive axle
5990 mm 5990 mm 5990 mm

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Overhang, front/rear 2705/3400 mm
2705/3400 mm ...

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Technical information The Citaro G 2
Model variant Citaro 628.283 Citaro
628.285 Citaro 628.290 3

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Dimensions/weights Citaro G, 3 doors
Citaro G, 4 doors Citaro G, vertical
engine Vehicle length 17,940 mm
17,940 mm 17,940 mm Vehicle width
2550 mm 2550 mm 2550 mm Vehicle
height incl. air conditioning system
3076 mm 3076 mm 3076 mm
Wheelbase, front axle centre axle

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5845 mm 5845 mm 5845 mm

Wheelbase, centre axle drive axle

5990 mm 5990 mm 5990 mm

Overhang, front/rear 2705/3400 mm

2705/3400 mm ...

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automotive professionals - contains all
the documents needed for Repair and
Maintenance of Fiat, Lancia, Alfa
Romeo, Fiat Professional, Abarth and
some Special Series vehicles. Citaro:
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Citaro is the flagship of the Daimler city bus fleet. First unveiled in 1997 at the UITP Congress in Stuttgart, over 55,555 Citaro buses have been built from 1997 to 2019,

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2010. German 2011 new citaro.pdf
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English 2010 citaro tech info.pdf 2010.
English 2010 citaro cng tech info.pdf

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2010. English 2010 citaro le.pdf 2010.
On-Line: 16 kolber jankum ...

~~citaro bus.pdf (7.53 MB) - Data sheets
and catalogues~~

Citaro G Engine (Euro VI) OM 470
Displacement 10,700 cm³ Output
(standard) 265 kW

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Cylinders/arrangement 6/in-line Max.
torque 1,700 Nm at 1,100 rpm
Transmission Transmission Voith
Diwa.6, 4-speed, automatic
transmission **Steering** ZF power
steering **Axles** □ Front axle ZF,
independent wheel suspension □
Centre axle ZF AVN 132 □ Drive axle

Read Book Technical Information The Citaro G ZF AV 132

~~The Citaro city bus~~

The Citaro city buses. Technical
information. 2 530 HAUPTBAHNHOF
530 530 HAUPTBAHNHOF 530
HAUPTBAHNHOF 530
HAUPTBAHNHOF 530 530

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HAUPTBAHNHOF 530

HAUPTBAHNHOF Citaro LE (C
628.506-13) Citaro LE (C 628.505-13)
Citaro K (C 628.456-13) Citaro K (C
628.405-13) ... Citaro G 4 doors Citaro
G NGT 3 doors

~~The Citaro city buses.~~

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The Mercedes-Benz Citaro (or O530) is the current Mercedes-Benz / EvoBus mainstream bus intended for public transport, introduced in 1997 and replaced the Mercedes-Benz O405/O405N series. Manufactured in Mannheim (Germany), Ligny-en-Barrois (France) and Sámano (Spain),

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Mercedes Citaro G features a low floor for easy access.

~~Mercedes-Benz O530 Citaro~~

~~Mercedes Wiki~~

The Mercedes-Benz Citaro G BlueTec Hybrid is a series-hybrid articulated bus with a compact 450 kg, 4-cylinder, 4.8-litre, 160 kW, Euro 4 OM-924LA

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diesel engine providing power for a roof-mounted 19.4 kWh lithium-ion battery pack, and four 80 kW electric wheel hub motors located on the centre and rear axles. (Contrast a conventional bus diesel engine: 6-cylinder, 12-litre, 1,000 kg.)

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~~Mercedes-Benz Citaro - Wikipedia~~

Technical Information: The Mercedes-Benz Citaro is the flagship of the Daimler city bus fleet. First unveiled in 1997 at the UITP Congress in Stuttgart, over 55,555 Citaro buses have been built from 1997 to 2019, making it one of the most successful

Read Book Technical Information The Citaro G Models of bus ever produced.

~~Mercedes-Benz Citaro | Land
Transport Guru~~

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~~Technical Information~~

The Citaro's portal axle got electric motors at the wheel hubs. The peak output of the electric motors is 2 x 125 kW, while torque is 2 x 485 Nm, according to the Daimler press

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release. Li-ion batteries aboard the bus deliver 243 kWh for the Citaro in the full set up. The power is split between up to a maximum of ten modules.

~~Daimler releases spec for electric city bus Citaro ...~~

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Find many great new & used options and get the best deals for The Bus Collection Keisei Seagull Makuhari 4825 Citaro-G Baskore Electric at the best online prices at eBay! Free shipping for many products!

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Between 2002 and 2006 six of Londons bus companies put into service 390 articulated bendy buses on twelve routes for transport in London. During what turned out to be a foreshortened nine years in service, the Mercedes-Benz Citaro G buses familiar on the continent and

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worldwide earned an unenviable reputation in London; according to who you read and who you believed, they caught fire at the drop of a hat, they maimed cyclists, they drained revenue from the system due to their susceptibility to fare evasion, they transported already long-suffering

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passengers in standing crush loads like cattle and they contributed to the extinction of the Routemaster from frontline service. In short, it was often referred to as the bus we hated.
This account is an attempt by a long-time detractor of the bendy buses to set the vehicles in their

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proper context not quite to rehabilitate them, but to be as fair as is possible towards a mode of transport which felt about as un-British as could be.

The special focus of this proceeding is to cover the areas of infrastructure engineering and sustainability

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management. The state-of-the art information in infrastructure and sustainable issues in engineering covers earthquake, bioremediation, synergistic management, timber engineering, flood management and intelligent transport systems. It provides precise information with

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regards to innovative research
development in construction materials
and structures in addition to a
compilation of interdisciplinary finding
combining nano-materials and
engineering.

This document brings together a set of

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latest data points and publicly available information relevant for Automotive Industry. We are very excited to share this content and believe that readers will benefit from this periodic publication immensely.

This book describes the challenges

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and solutions the energy sector faces by shifting towards a hydrogen based fuel economy. The most current and up-to-date efforts of countries and leaders in the automotive sector are reviewed as they strive to develop technology and find solutions to production, storage, and distribution

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Mercedes-Benz challenges. Hydrogen fuel is a zero-emission fuel when burned with oxygen and is often used with electrochemical cells, or combustion in internal engines, to power vehicles and electric devices. This book offers unique solutions to integrating renewable sources of energy like wind

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or solar power into the production of hydrogen fuel, making it a cost effective, efficient and truly renewable alternative fuel.

Advances in Battery Technologies for Electric Vehicles provides an in-depth look into the research being conducted

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on the development of more efficient batteries capable of long distance travel. The text contains an introductory section on the market for battery and hybrid electric vehicles, then thoroughly presents the latest on lithium-ion battery technology.

Readers will find sections on battery

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pack design and management, a discussion of the infrastructure required for the creation of a battery powered transport network, and coverage of the issues involved with end-of-life management for these types of batteries. Provides an in-depth look into new research on the

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development of more efficient, long distance travel batteries Contains an introductory section on the market for battery and hybrid electric vehicles Discusses battery pack design and management and the issues involved with end-of-life management for these types of batteries

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Important factor in political decision-making is a public opinion as well. Therefore, it is very important to raise global ecological awareness and wider public education regarding ecology.

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Goal of this book is to bring closer to the readers new drive technologies that are intended to environment and nature protection. The book presents modern technique achievements and technologies applied in the implementation of electric vehicles. Special attention was paid to energy

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efficiency of EV's. Also today's trends, mathematical models and computer design elements of future cars are presented.

Propelled towards the end of the 1990s by accessibility imperative requiring low floor buses both in

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London and the rest of Britain, Dennis developed a tri axle Trident double decker for Hong Kong and then adapted the design as a two axle version for Britain. Orders came thick and fast between 1999, when the first Tridents for London entered service with Stagecoach and 2006, when the

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Enviro 400, a combination of its unified body builders, replaced it. In those years over two thousand of the type appeared in London, ordered by Stagecoach, First London, United, Metroline, Metrobus, London General, Blue Triangle, Connex, Armchair, and Hackney Community Transport. The

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bodywork was by Alexander ALX400, Plaxton, (Precedent) and East Lancs, to two available lengths, while badging itself progressed although Trans Bus, until this troubled organisation was suspended in 2004 by today's Alexander Dennis. Versatile and personable, the Trident in all its forms

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Mercedes
lasted two decades in London, the last examples being withdrawn from service in 2020.

This publication presents a methodology for planning sustainable supply chain initiatives, consisting of three scopes, each with its appropriate

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Mechanisms and background theory.

The first one "Acting In" structures organizational practices in a "Framework for Managing Sustainable Supply Chain Practices". The second scope "Acting Out" compares practices from 32 recognized sustainability leaders from five

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different industries through a
[Benchmarks Practices Bank]. The
third scope [Acting Beyond] supports
defining and managing a portfolio of
sustainable supply chain practices
through a [Practices Portfolio Planning
Matrix] which provides a list of
opportunities for the exchange of

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Knowledge between Germany and Brazil. The methodology significantly supports supply chain decision makers in planning initiatives and visualizing collaboration opportunities within a firm, industry and shared value chain perfective. As companies become more global, challenges also become

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greater, thus, a more systematic and holistic approach can lead the way for developing more innovative solutions. In der folgenden Doktorarbeit wird eine Methodologie zur Planung von Nachhaltigkeitsinitiativen im Bereich Supply Chain entwickelt, die aus drei Haupthandlungsfeldern besteht und

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für welche jeweils der theoretische Hintergrund, sowie geeignete Mechanismen aufgezeigt werden. Der erste Bereich, das sog. "Acting In", strukturiert organisatorische Tätigkeiten und integriert diese in einen Rahmen, dem "Framework for Managing Sustainable Supply Chain

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Practices. Der zweite Bereich -
"Acting Out" - vergleicht verschiedene
Verfahren von 32 anerkannten, im
Bereich Nachhaltigkeit führenden
Unternehmen mit Hilfe der Datenbank
"Benchmarks Practices Bank". "Acting
Beyond" - der dritte Bereich - hilft
dabei ein Portfolio mit nachhaltigen

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Maßnahmen im Supply Chain Bereich zu definieren. Hierfür wird die **Practices Portfolio Planning Matrix** eingeführt, welche gleichzeitig interessante Möglichkeiten zum Wissensaustausch zwischen Deutschland und Brasilien aufzeigt. Die erarbeitete Methodik ist sowohl für

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die Forschung, als auch für die Anwender im Supply Chain Bereich von großer Bedeutung. Die hier entwickelten Mechanismen unterstützen die Entscheider in den Unternehmen bei der Planung von Nachhaltigkeitsinitiativen im Supply Chain Bereich und verdeutlichen

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Kooperationsmöglichkeiten auf verschiedenen Ebenen: innerbetrieblich, auf derselben Wertschöpfungsstufe und über die gesamte Wertschöpfungskette hinweg. Da die Unternehmen immer globaler agieren, werden die Herausforderungen größer. Daher

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kann eine systematischere,
ganzheitlichere Herangehensweise ein
Ansatz sein, wenn es um die
Entwicklung von innovativen Lösungen
geht.

This book focuses on environmental
and social factors in international

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supply chains and industry networks. It explores whether socially-responsible and environmentally-conscious operations are complementary or conflictive to economic targets. The book elaborates on innovative approaches to manage the economic, ecological and social performance in

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supply networks from different perspectives. In addition, it links sustainability to operational processes and illustrates specific application contexts. Moreover, it covers the social dimension of sustainability. The rise of sustainability in management forces enterprises to revisit the

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concept of profitability that drives their operations. Social standards and ecological targets represent critical factors that challenge industry networks. The interplay of these goals requires new insights from scientific research and managerial practice. New approaches and systems are

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needed to minimize environmental and social harms and to promote sustainability.

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