

Mercedes-Benz 0309D Bus



Announcing the Mercedes-Benz 0309D

The only 13- to 19-passenger bus that isn't something else.

The Mercedes-Benz 0309D isn't a stretched-out car, a compressed highway cruiser or a converted van.

It's a bus. Designed and built to carry 13 to 19 people comfortably and economically.

For that reason, the 0309D faces little direct competition.

It's just two feet longer than a six-passenger domestic luxury car. Fuel economy is *better*. And the turning diameter is sixteen feet less than an 11-passenger stretch-out. It moves, *almost sideways*, out of a parking spot.

Since it isn't a cobbled-together compromise, the Mercedes-Benz 0309D is ideally suited to many applications.

Factories, hospitals and airlines can transport personnel economically.

As an airport or hotel courtesy bus, the 0309D provides customer conveniences like wide aisles and seats, generous headroom and inside luggage storage.

In commercial service the 0309D can reduce costly downtime. Its diesel engine has no points or plugs. In fact, once it's started, it doesn't need any electrical system. A major cause of commercial vehicle downtime.

And as a sightseeing bus, the 0309D looks as good from the inside out as it does from the outside. More than 95 square feet of glass surrounds the passengers. All side and rear windows are invisibly tinted. Half of the sun's infrared rays are filtered out. But color pictures may be taken without distortion.



"Our 0309Ds are so impressive that we plan to order three more," says William V. Megee, Executive Vice President of Airport Shuttle Service Inc. in Wilmington, Delaware.



As a sightseeing bus the 0309D is, to some, an attraction in itself.

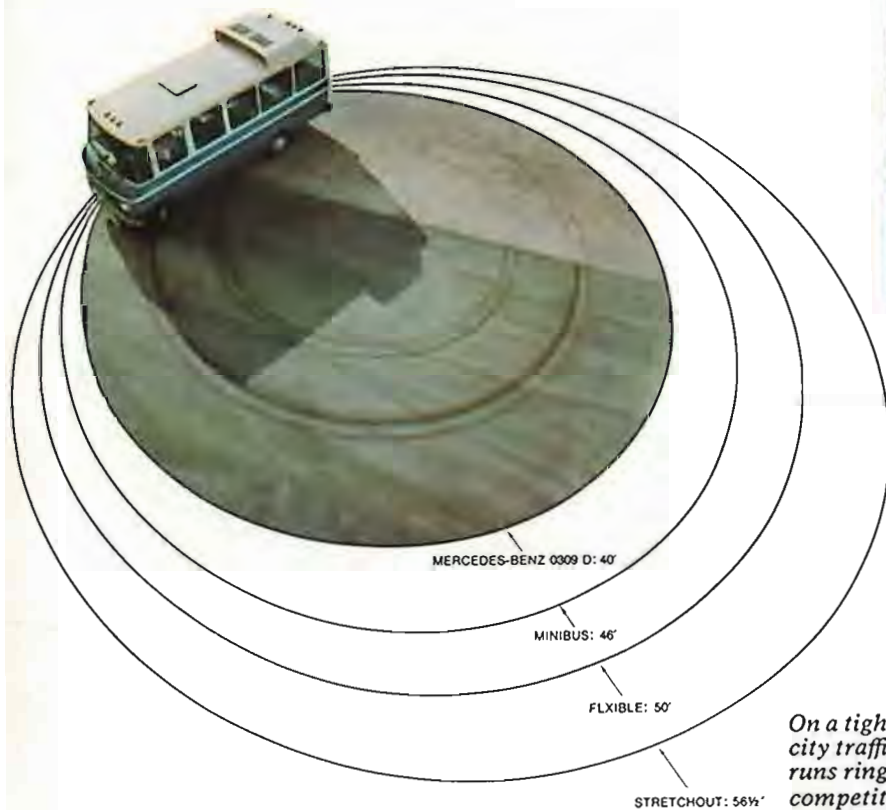
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At Johns Hopkins, in Baltimore, this version of the 0309 shuttles nurses to and from their quarters.



On a tight ramp or in city traffic the 0309D runs rings inside its competition.

John Cameron, Vice President and General Manager of the Sonesta at Logan Airport, figures his two 0309Ds cost \$200 a month less to operate than the station wagons they replaced.



Passenger amenities include orthopedically designed seats, an air-conditioning system that could cool a bungalow and invisibly tinted picture windows.

The 0309D has three basic seating arrangements to suit a variety of applications. The 13-seat model has 81 cubic feet of luggage space; the 16-seat version, 38 cubic feet. The 19-seater devotes all space to passengers.

Both 13- and 16-seat versions are available with standard or deluxe high-back individual upholstered seats. Both types are designed and contoured by orthopedic surgeons, constructed with hand-tied coil springs and padded with rubberized natural fibers. So they will stay comfortable for years.

The 19-seater is equipped with contoured pressed wood seating. Even in this version, passengers are never packed together, three to a seat, as they are in domestic stretch-outs.

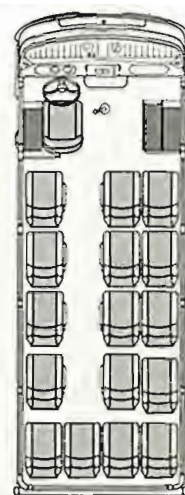
The 14 windows in the 0309D provide 95 square feet of visibility. Passenger windows are more than two feet high and made of a special Katakolor invisibly tinted glass. Six are hinged for emergency exit. Perched above traffic, the field of vision is enormous.

To keep passengers comfortable, the 0309D has a heating and air-conditioning system that would perform creditably in a cottage or bungalow.

In addition to the usual recirculating hot-water heater, standard equipment includes a Webasto heater. A miniature oil burner that operates independently of the engine. Turn it on and it will heat the interior to a selected temperature. While the driver warms up with coffee at a diner. And it's so efficient you can thaw out skiers at 85° with an outside temperature of 5°. Fuel consumption: about one pint of diesel fuel per hour.



13 seats,
81 cubic feet
of luggage



16 seats,
38 cubic feet
of luggage



19 seats,
carry-on
luggage

*Contoured, pressed wood seats.
Standard in the 19-passenger model.*



Standard seats for the 13- and 16-passenger versions are constructed with hand-tied coil springs.



Optional high-back, individual seats are available for the 13- and 16-seaters.

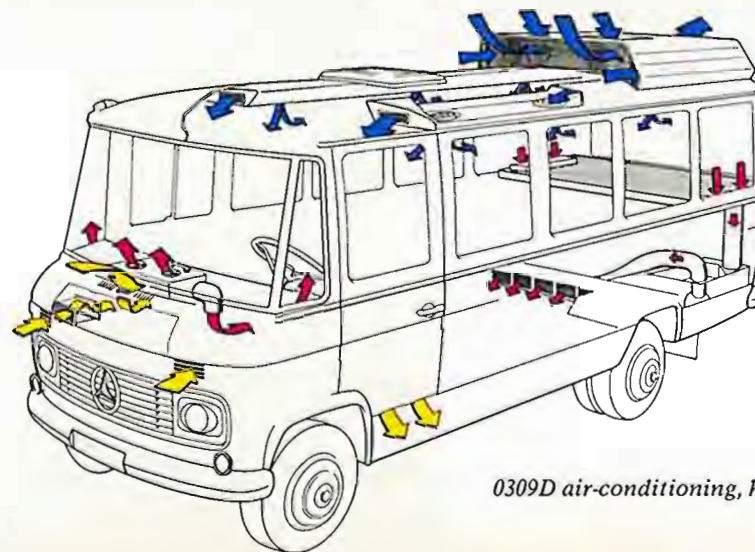




Invisibly tinted side windows allow color pictures (like this unretouched photograph at Lion Country Safari, Florida) without color distortion.

The air-conditioning system is just as impressive. Standard equipment, it puts out 40,000 BTUs, about 75 percent of the capacity needed to cool the average house. Conditioned air is distributed by overhead ducts with draft-free diffuser outlets. And because the diesel engine is so cool running, you can turn the air conditioning on full bore, park the bus in the sun all day—and the engine won't overheat.

Between seasons fresh air is supplied by three ducts, a six-way roof ventilator, the air-conditioning fan and four of the windows. Stale air is extracted by special "gills" located in areas where air pressure is lowest.



- ▲ AIR-CONDITIONING SYSTEM
- ▲ FRESH AIR SYSTEM
- ▲ HEATING SYSTEM

0309D air-conditioning, heating and ventilating systems

Designed to accommodate, not merely carry passengers, the 0309D has a six-foot high door, a six-foot wide interior and room for 39 pieces of luggage.

If you've ever been the "middle man" in an airport limo, you'll appreciate a bus that's designed for people.

While some vehicles seem to consider passengers an afterthought, they are the 0309D's *raison d'être*.

Passengers enter and exit the 0309D through a 75-inch-high door and walk to their seats in a spacious aisle. Two facts that can be appreciated by anyone who has bumped his head on a low van door or contorted his way into a stretched-out taxicab.

The interior abounds with passenger niceties. Coat hooks, six courtesy lamps, ashtrays, even an optional PA/radio system with two wide-range speakers. On the deluxe version indoor-outdoor carpeting covers the floor. Soft vinyl panels line the walls. And armrests are attached to the high-back aisle seats.

Mercedes-Benz thinks a passenger's luggage should be treated as well as the passenger. Instead of being strapped to the roof, baggage in the 0309D rides in a snug, weatherproof, locking compartment. In the 13-seat version there's room for 39 pieces.

The 75-inch-high door is taller than 99.9% of the population—and most of the competition.





*The pop-up roof ventilator,
one of nine fresh-air sources.*

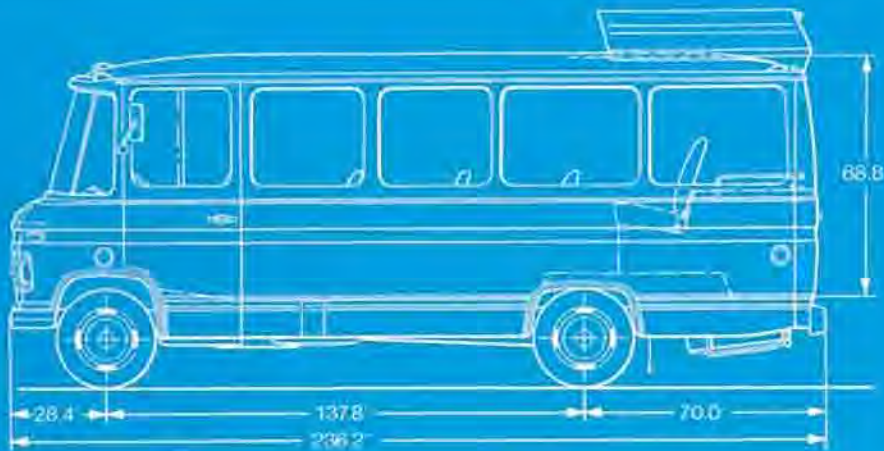


*The 0309D has a
place for everything,
even your coat.*



*Instead of strapping luggage to the roof,
we lock thirty-nine pieces inside.*

0309D Specifications



Track, front67.7"
Track, rear58.7"
Max. overall (inc. rear bumper)83.4"
Max. body width80.3"

LENGTH

Wheelbase137.8"
Overall236.2"
Overhang, front28.4"
Overhang, rear70.0"

HEIGHT

With air conditioner113.0"

GROUND CLEARANCE

Minimum (under differential housing) .7.5"
Angle of approach36°
Angle of departure15°

ENTRANCE DOOR

Height75.1"
Width at top31.8"
Width at bottom19.5"
Opening angle70°

EMERGENCY EXITS

3 push-out windows each left and right
Total area39.18 sq.ft.

PASSENGER COMPARTMENT

Passenger seating capacity ..13, 16 or 19
Aisle height,
 with rubber mat and carpet68.0"
Height, floor to A.C. duct center63.2"
Height, seat to A.C. duct center45.5"
Width of seat cushion17.7"
Aisle width between seat cushions ..17.7"
Total interior width (max.)74.4"

LUGGAGE COMPARTMENT

13 passengers81 cu.ft.
16 passengers38 cu.ft.
19 passengersnone

HEATING SYSTEM, FRONT

Hot water heat exchanger
15,400 B.T.U. with high blower
11,000 B.T.U. with low blower

HEATING SYSTEM, REAR

Webasto diesel fuel heater 12,000 B.T.U.
Fuel consumption: 1 pint per hour.

ENGINE

Fueldiesel
Injection SystemDB direct injection

Max. r.p.m.2,800
Max. output SAE ..94 gr.HP @ 2,800 r.p.m.
Max. torque .188 ft.lbs.SAE @ 1,800 r.p.m.
Number of cylinders4
Bore/stroke3.82"/5.04"
Piston displacement230 cu.in.
Compression ratio17:1
Fuel tank capacity21.1 U.S. GAL.

ELECTRICAL SYSTEM

Alternator, output/voltage ..Two 65 Amp./
 12 Volt—One 35 Amp. without
 air conditioning

Battery, voltage/
 plates2 x 12 V.—88 AH 6 plates

TRANSMISSION

TypeMercedes-Benz G 20-5
 full synchromesh
Number of forward speeds5

CLUTCH

TypeSingle plate dry clutch
Facing, outside/
 inside dia.approx. 10"/6.5"
Facing,
 total eff. area42.8 sq.in. per side

AXLES

Front axle permissible weight ...3,975 lbs.
Rear axle ratio4.10:1
Rear axle permissible weight ...7,275 lbs.
Gross vehicle weight10,575 lbs.

BRAKE SYSTEM

Type ...Shoe and drum, air over hydraulic
Brake drum area per axle103 sq.in.
Brake drum diameter11.8"

TIRES

7—Radial 6.50-16XC, 10- ply rated

STEERING

Turning radius20'
Power steering, type/make ..Ball-nut type
 power steering—ZF
Power steering ratio18.8 to 1
Number wheel turns stop to stop4.8

AIR CONDITIONING

Compressor/Drive ...Rotary type/Engine
 V Belt
Evaporator/Condenser.....Behr, roof
 mounted
Output40,000 B.T.U.

Unlike its pieced-together domestic competition, the 0309D running gear is all Mercedes-Benz.

You'll never find somebody else's engine or axle or transmission in our buses.

Every major component is designed, developed, tested and manufactured by Mercedes-Benz. Because that's the only way we can be sure they'll work together for maximum efficiency.

The 0309D engine is a rugged 230-cu.-in. diesel, bench tested for *two hours* before installation. It sips diesel fuel at the rate of about one gallon every 15 miles.

Because it's a diesel, it has no distributor, no points, no plugs and far less noxious pollutants in its exhaust. With a top of only 2,800 rpm, it could have a life expectancy of more than double its gasoline counterparts.

The 0309D transmission is a five-speed fully synchronized unit developed specifically to complement the torque curve of the engine. Shifts are as quick and smooth as you'd experience in a precisely machined sports car.

Braking is accomplished by an air-over-hydraulic system, with one air and two hydraulic circuits. Brake lining area is 206 square inches.

And there's an optional exhaust brake that uses engine back pressure to slow the bus. Europeans have relied on it for years to stretch lining life to improbable lengths.

Power steering is standard. It's independent of engine rpm and progressively assisted to maintain the road "feel." For roadholding, six radial tires are also standard equipment on every 0309D.

Working together these components make the 0309D an unconventionally nimble vehicle. Perhaps the world's first bus that's actually *fun* to drive.



Underneath every Mercedes-Benz bus, everything is Mercedes-Benz—engine, transmission, even the axles.

In 1895 the world's first bus was built by Mercedes-Benz. We've never relinquished that lead.

Suspensions are pounded by an exact replica of the worst road in Europe.

In 1895 a highly unusual vehicle trundled its way along a route between the German villages of Siegen, Netphen and Deuz.

It was the world's *first* bus. Its seven occupants, the first paying passengers. And it was built by Karl Benz. A gifted engineer who valued mechanical perfection and flawless workmanship above all else.

Since then, Mercedes-Benz has built more than 100,000 buses. And today, Mercedes-Benz buses are sold in 132 countries around the world.

At our bus facilities in Düsseldorf and Mannheim, West Germany, Mercedes-Benz buses are engineered and crafted to the standards set by our founders. The same standards set for our passenger cars—and everything else we build.

Of the 7,000 employees involved in bus production, one in ten is an inspector.

In addition to thousands of checks during assembly, each bus must pass a grueling final evaluation before it may leave the factory.

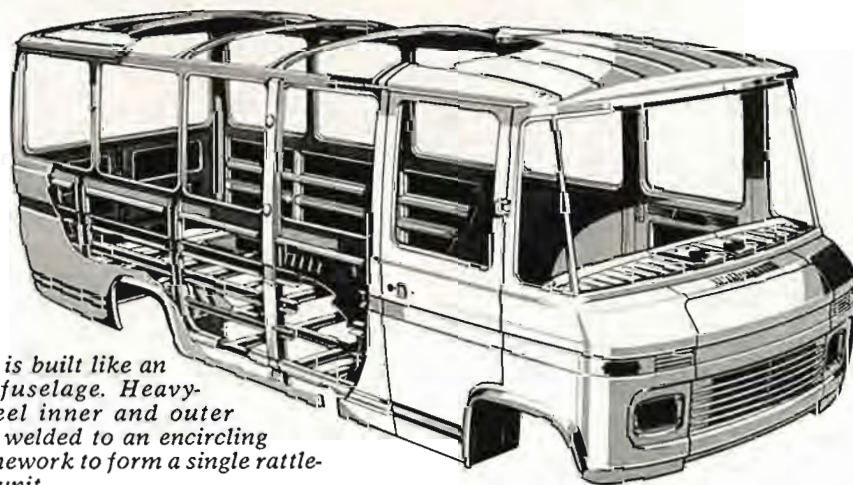
Inspectors subject it to everything from a half-hour artificial cloudburst to a 20-minute road test over an exacting course that simulates every condition the vehicle may encounter in use.

The end result is a bus that could be as successful in a concours d'elegance as it is in years of commercial service.

Anything less just wouldn't be good enough for us. Because we think a Mercedes-Benz—any Mercedes-Benz—should be something special.



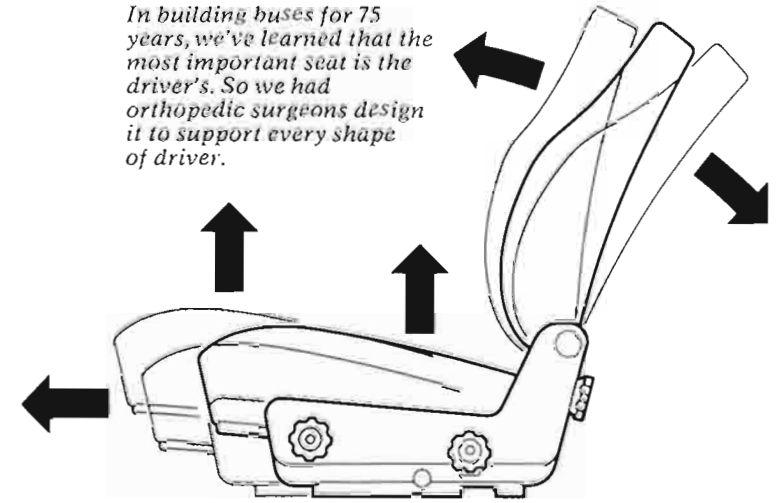
Thirteen years before the Model T, the world's first bus—built by Carl Benz and operated by the Netphen Omnibus Company.



The body is built like an aircraft fuselage. Heavy-gauge-steel inner and outer skins are welded to an encircling steel framework to form a single rattle-resistant unit.



In building buses for 75 years, we've learned that the most important seat is the driver's. So we had orthopedic surgeons design it to support every shape of driver.



Every bus is road tested before it leaves the factory. Every month one sample is tested for 6,000 miles at our test track.



All illustrations and specifications contained in this brochure were based on the latest product information available at time of publication approval. Mercedes-Benz reserves the right to make changes at any time, without notice, in colors, materials, equipment, models and prices.

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