Mercedes-Benz

O 402
Standard small bus
SK II

Mercedes-Benz O 402 – the economical solution for less frequented routes.

Every public transport service has to run some routes with a low passenger volume. On these lines it is not possible to operate normal standard regular service buses, let alone articulated vehicles. We now have the economical solution for these problem cases: the new Mercedes-Benz O 402. The O 402 was developed in accordance with the concept approved by the German Association of Public Transport Operators and is a fully-fledged member of the new Mercedes-Benz city bus family. The standardised design brings obvious advantages. For the passengers, with the same high comfort and the same appointments as on the O 405 and O 405 G. For the driver, who will feel at home right away with the new bus. And for the operator, who benefits from the low running costs, thanks to the use of tried and tested components taken from the modular system for Mercedes-Benz commercial vehicles, and from an economical parts supply. Like the new regular service bus family as a whole, the new Mercedes-Benz O 402 gives you the security of a big name. Perfected technology plus optimal services make for outstanding overall economy. From pre-purchase advice, financing, leasing, driver and personnel training and workshop literature through to our used vehicle service, all our standard regular service buses are backed up by a full range of Mercedes-Benz services.

Big standards in comfort.

For all its economy, the Mercedes-Benz offers the outstanding comfort provided on the other new standard regular service buses. Up to 27 sturdy individual seats on a twin-tube frame with replaceable light upholstery covering provide comfortable seating. The seats can also be supplied either unupholstered or with full upholstery. All seats face the front of the bus and are generously spaced.

Various special seating versions can be supplied. The anti-slip pegulan flooring and grab-handles within easy reach throughout the bus provide safety and support for standing passengers. The deep floor and high roof offer generous headroom and a good view to the outside, while the new optional easy-to-read bus stop monitor keeps passengers abreast at all times. Heating is provided by a three-stage heater at the front and two twin-stage floor-level heaters. In summer the multi-stage blowers also provide ventilation. Fresh-air is supplied via two raisable roof vents and an electric roof fan in the rear. Convenient embarking and disembarking is ensured by a single-wing swing-out door at the front and a double-wing swing-out door between the axles. The anti-slip, very low steps with sloping edges are safe and allow a rapid, trouble-free passenger turnover.

Big standards in serviceability and maintenance.

Since serviceability is not a luxury but a basic essential if a standard regular service bus is to be run safely and economically, the new O 402 has been designed throughout with this in mind. The ergonomic, clearly arranged design of the driving area prevents stress and premature fatigue. The instruments and controls are arranged as on the O 405 and so the driver will have no problem getting accustomed to them. The large, low-reflection front windscreen and wide-view mirrors make for easier driving both by day and by night and in dense traffic. The separate driver's cab provides protection against the constant distractions of regular service operation and the driving area can be separately heated and ventilated. All controls are easy to reach, clearly arranged and easy to read.

Easy maintenance helps to maintain the value of the vehicle. The large engine compartment flap and maintenance flaps for all the important components make for rapid, cost-saving maintenance and repair work. The steering, pedals, front heater, screenwiper, screenwasher and headlamps are all easily accessible. The clearly arranged electrics compartment to the left of the driver's seat houses the vehicle electric system with positive lead cut-out. Electrical parts are easy to replace thanks to the use of non-soldered, mainly plug-in connections. The battery too is easily maintained: the 2 × 12 V batteries are simply pulled out of the battery compartment on a sliding shelf.

The O 402 driver's area: ergonomically designed, maximum safety and stress-relief for the driver.

The clearly arranged, easy to operate instrument panel with easy-grip steering wheel.

Interior mirrors are recessed and cannot be wrongly adjusted by unauthorised persons.

Hinged panels above all four wheels.

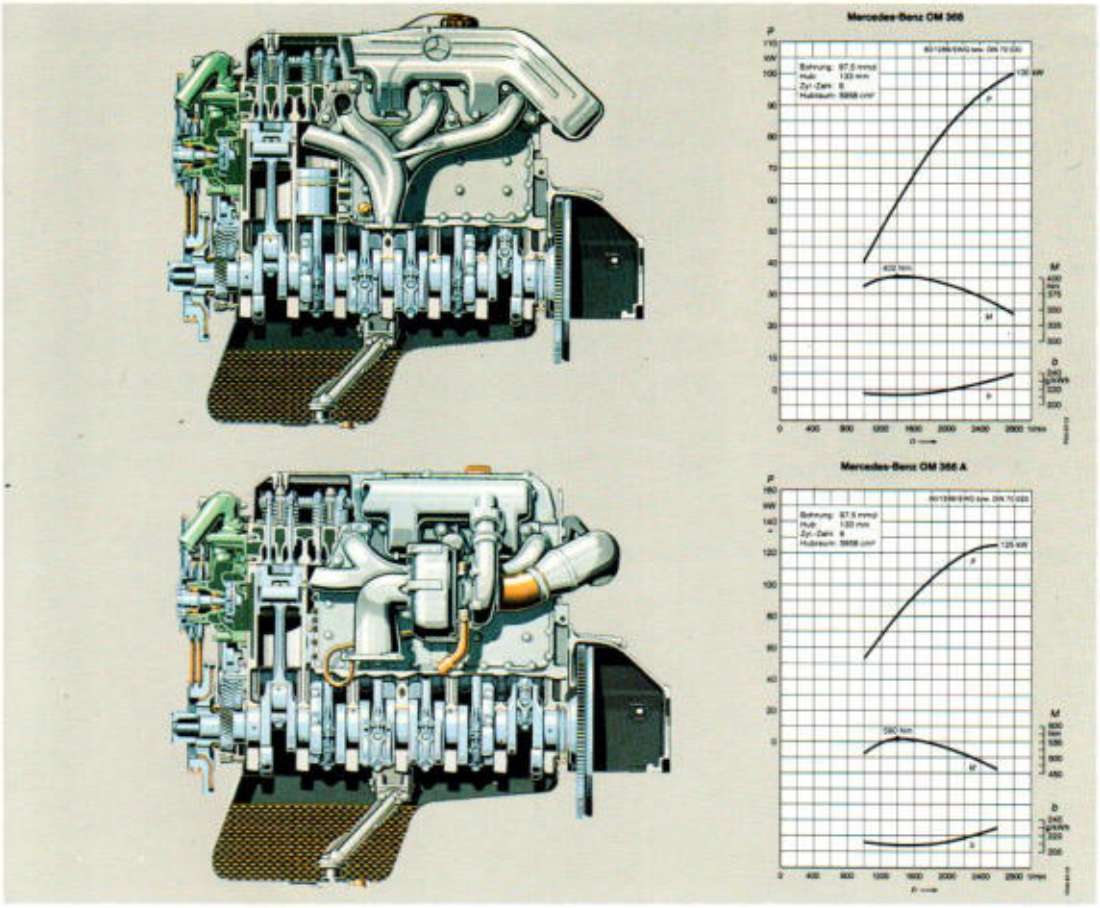
Large flap at front for optimum maintenance access.

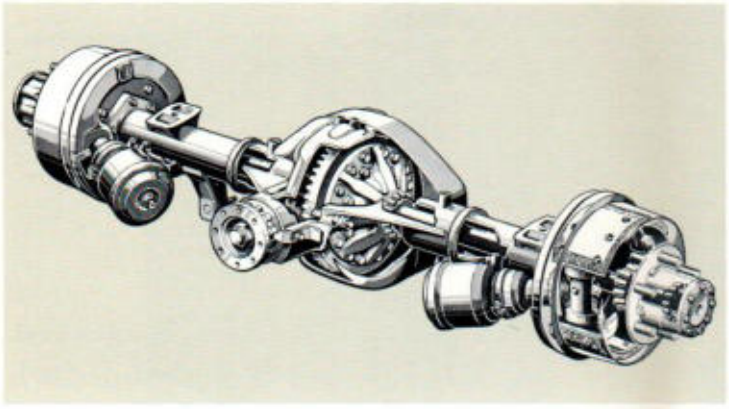
Maintenance flaps for all important units.

Slide-out batteries for easy changing.

Big standards in engineering.

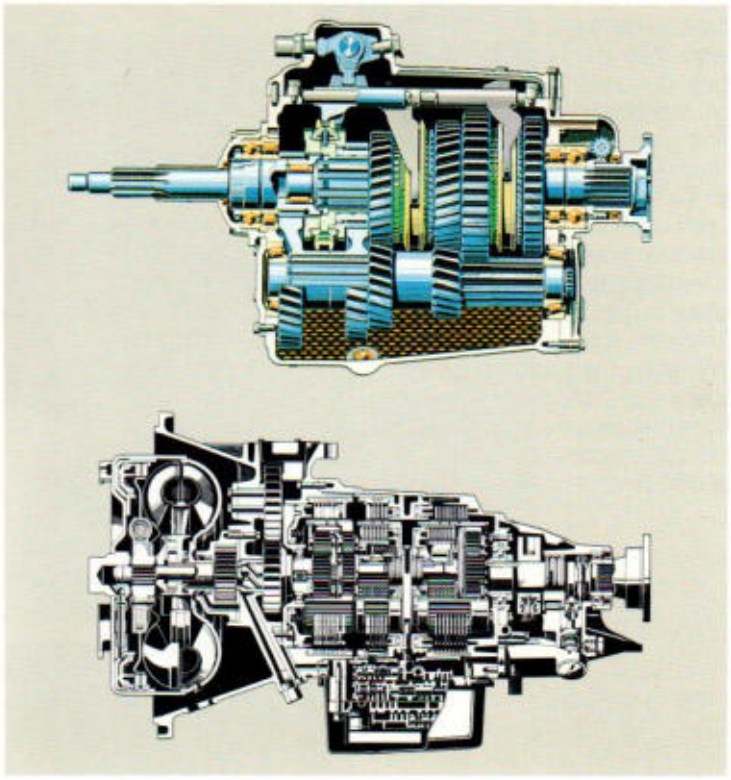
The major components of the new O 402 have already demonstrated their superior economy in use in the new Mercedes-Benz light truck series, voted "Truck of the Year" by an international panel of motoring journalists. The power is supplied by the OM 366 vertically mounted six-cylinder N. A. engine which develops 100 kW (136 DIN/hp) at 2800 rpm, comparable with large regular service buses. Its high torque of 400 Nm is available over a broad speed range and reaches its maximum at 1400 rpm, resulting in highly flexible and thus more economical, cleaner operation. The more powerful OM 366 A turbo-engine with 125 kW (170 DIN/hp) output at 2600 rpm and torque of 560 Nm at 1500 rpm is optionally available.
The Mercedes-Benz G 3/60 synchromesh five-speed gearbox shifts precisely and is matched to the high engine power. With the OM 366 unit, push-button operation is optionally available for the Mercedes-



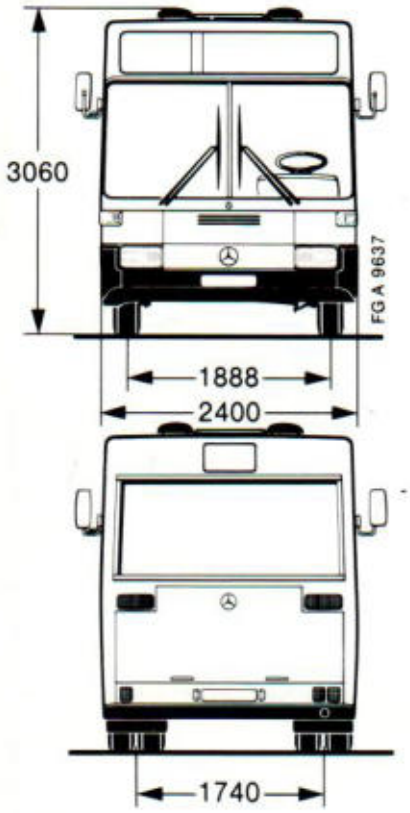


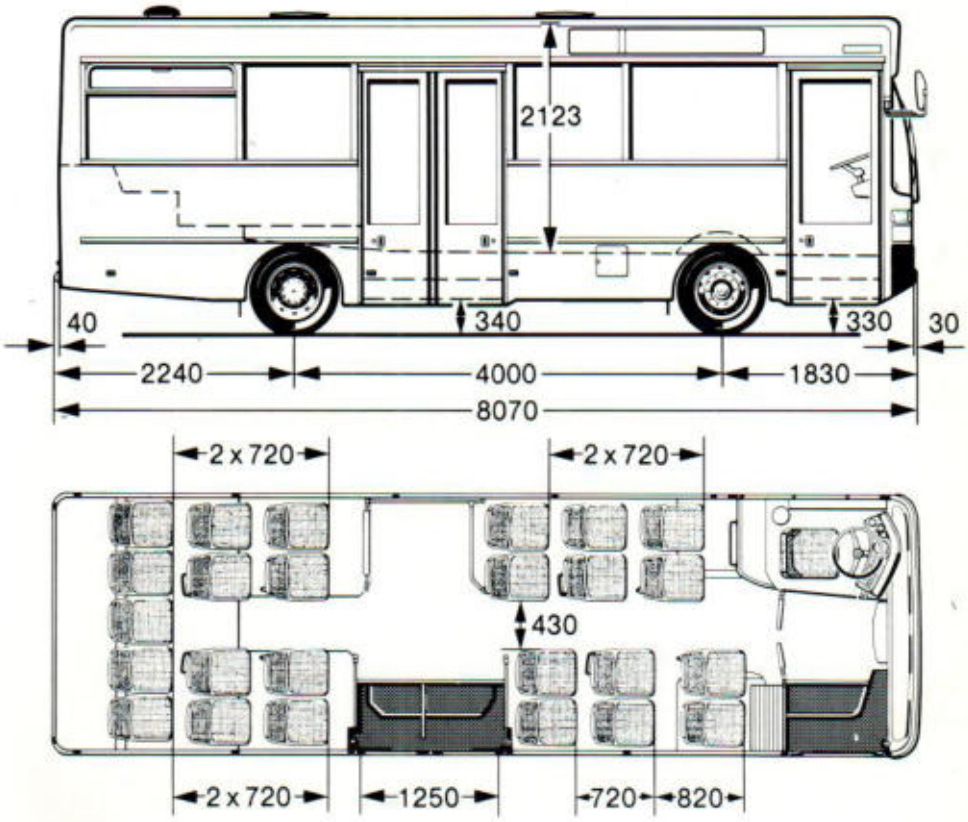
Benz W 4 B 035 four-speed automatic gearbox.
The Mercedes-Benz LS 3C power steering is very light and precise.
Air suspension is standard on the O 402. The braking system comprises a twin-circuit air service brake with wedge drum-brakes on all wheels, the separate drum and hub facilitating brake lining replacement.

Spring-loaded parking brake and throttle valve brake. ABS is optionally available.



Dimensions and technical data.





Engine:
OM 366 six-cylinder in-line engine, water-cooled, 100 kW (136 DIN/hp) at 2800 rpm, max. torque 402 Nm (41 kpm) at 1400 rpm. Optional: OM 366 A turbo-engine, 125 kW (170 DIN/hp) at 2600 rpm, max. torque 560 Nm (57 kpm) at 1500 rpm. Mounted vertically in rear on rubber bearings.

Gearbox:
MB 5-speed G 3/60 all-synchromesh five-speed gearbox. Optional: MB W 4 B 035 four-speed automatic gearbox with push-button control (for OM 366 only).

Suspension:
Air suspension. Two U-bellows and two shock-absorbers on both front and rear axles.

Axles:
Front: MB VL 2/11 D-3.8 rigid axle, located by four torsion bars and one wishbone. Rear: hypoid axle, simple ratio MB HL 2/14 D-6.9. i = 41; 8 = 5.125. Located by two parabolic and one cross member. Antiroll bars on both axles.

Wheels/tyres:
Six 6.75 x 19.5 concentric disc wheels, each with eight perforations.
Tyres: 245/70 R – 19.5, tubeless.
Optional pumping aid on twin tyres.

Brakes:
Service brake: twin-circuit air brake, self-adjusting wedge drum-brakes on all wheels, separate drum and hub. ABS optional. Linkage-free spring-loaded parking brake. Electro-pneumatic bus stop brake, separately operated.

Steering:
MB LS 3C power steering. Steering wheel diameter: 475 mm.

Chassis and body:
Ladder-frame of welded sectional steel. Upper side member edges level with upper cross member edges. Cross members between axles. Bus skeleton of high-strength square steel tubing. Panelling: 1 – 1.25 mm sheet metal thickness. Sidewall panelling of re-rolled zinc-coated sheet steel or plastic-coated. Panelling of front and rear of vehicle and roof centre re-rolled zinc-coated sheet steel. Roof edges coated with zinc dust and re-rolled.
Glazing: two-piece, spherically curved windscreen of laminated glass. Rigid side windows left and right. Side windows and rear windscreen of single-pane safety glass bonded to body.

Doors:
One single-wing swing-in door at the front, one double-wing swing-in door between the axles. Deep door windows. Lockable from outside with square socket key. Electro-pneumatic door control. Entrances each with three steps surfaced with grooved sheet aluminium.

Interior appointments:
Interior linings: side wall and roof linings of hardboard or plastic. Seating: individual plastic bucket seats on twin-tube frame, secured by clamps to floor and sidewall. Alternating hand grips and seat-to-ceiling bars on corridor side. Basic version with light seat upholstery and chin protection. Optional: full upholstery or unupholstered.

Instrument panel:
Instruments arranged clearly and in the centre of the driver's field of vision on a semi-circular instrument panel.

Heating/ventilation:
The passenger compartment is heated by one heater (three-stage) at the front, two floor-level heaters (two-stage) and one auxiliary heater.

Ventilation:
Front and floor-level heaters can be used for ventilation by shutting off the hot-water circuit. Two raisable roof vents (unglazed). Roof extractor fan and hatch. One sliding driver's window (front thirdheated) and two tilting windows at rear.

Electrics:
24 volts nominal voltage. Electrical units centrally located in electrics compartment to left of driver, accessible from the outside via large flaps in the sidewall. Units clearly arranged on removable plates. Non-soldered, mainly plug-in connections. Wiring clearly printed with colours and numbers. Three-phase generator, 95 A. Two 12 V, 135 Ah batteries.

Starter:
4 kW nominal power.

Contents not binding. The right is reserved to make modifications without notice. The information given in this brochure should be regarded as approximate. The illustrations may contain optional equipment not included in the standard specifications.

Daimler-Benz AG, Stuttgart-Untertuerkheim MK 6706 · 0141 · **02**–01/1286 Printed in Federal Republic of Germany / Imprimé en République fédérale d'Allemagne