

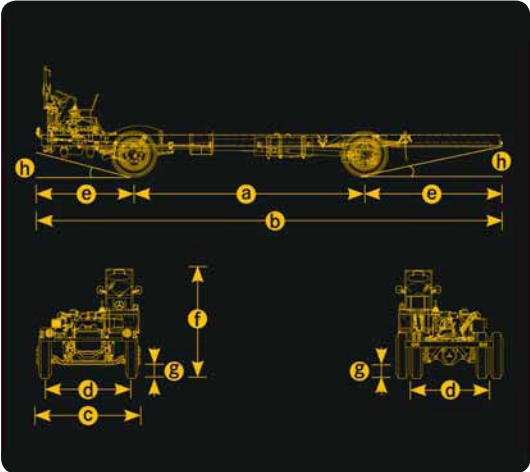
# OF 1722

The OF 1722 chassis was designed for city, regional and charter transport. Developed for a 13.2-metre-long body and fitted with a 4-cylinder engine, it combines fuel economy with high torque at low rpm. It is compatible with bodies with wide front doors (up to 1.1-metre clearance). It is the ideal multi-purpose option, combining robustness, fuel economy and the quality associated with the passenger transport segment leader.



## Dimensions [mm] [chassis without cab and without body]

[a] wheelbase	5,950
[b] total length	11,769
[c] width	2,427
[d] axle track: front axle/rear	1,969/1,822
[e] axle overhang: front/rear	2,275/3,544
[f] height	2,582
[g] floor height above road: front/rear	267/270
[h] angle of approach/departure	12°/10°
vehicle turning circle (mØ)	21.3
total maximum body length	13,200



## Empty weights [kg | without body, curb weight]

front axle	2,740
rear axle	2,126
total	4,866

## Permissible weights [kg]

front axle	6,500
rear axle	10,500
gross vehicle weight (GVW)	17,000

The figures for empty weights are applicable to the standard vehicle version and may differ according to the optional items selected.

## Main optional items

12 V/170 Ah battery	air-conditioning connections (additional pulley)
ZF 6HP502 ECOMAT II automatic transmission (only for right-hand drive)	transmission ratio 4.875/6.844 (39:8) – with HL5 axle + G85
HL5/60DZ-10 rear axle, D427 crown • HL4 – 11.5 rear axle	manual gearbox speed limiter • weekly tachograph
fleet management (only with master power and fuel emergency switch)	295/80R 22.5 16PR • 8.25 x 22.5   11.00 R 22.5 16PR • 7.50 x 22.5
master power and fuel emergency switch (only with fleet management)	11.00 R 20 16PR • 7.50 x 20   10.00 R 20 16PR • 7.50 x 20

Mercedes-Benz  
The standard for buses.

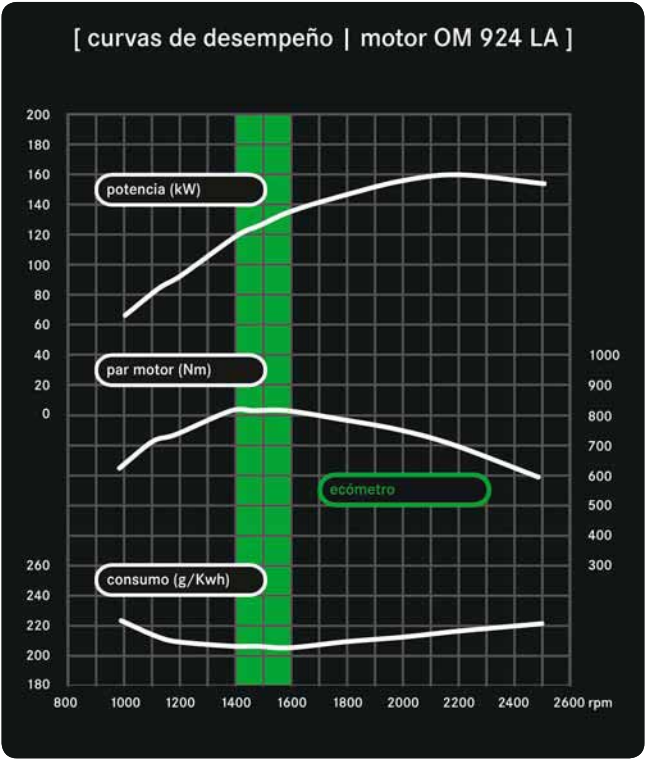


Engine  
OM 924 LA | EURO III  
4 cylinders, vertical in-line, turbocooler

maximum output [NBR ISO 1585]	160 kW (218 hp) @ 2,200 rpm
maximum torque [NBR ISO 1585]	810 Nm (83 kgf m) @ 1,400-1,600 rpm
total displacement	4,800 cm³
specific consumption	202 g/kWh @ 1,600 rpm
oil filter (type)	oil filter with paper element, replaceable
air filter (type)	dry, with paper element
cooling system	water circulation with thermostat
injector unit	DTC (Diesel Technology Company) with individual electronic control
injection system	direct electronic management
compressor (drive)	geared

Transmission  
MB G 85 - 6 [operated by gear shift lever] 6 synchromesh gears

transmission ratio	i = 6.70/3.81/2.29/1.48/1.00/0.73 reverse = 6.29
clutch	395 HD • single-disc, dry • hydropneumatic



Axles  
front axle • MB VL 3/8 DC – 6.5 • fist-type  
rear axle • MB HL 4/060 D-10 – D410 crown • central frame with steel tube inserts

ratio i=5.857 (41:7)

Suspension • Tyres • Steering • Chassis [type: ladder, riveted]

suspension front axle	semi-elliptic leaf springs with double-acting telescopic shock absorbers and stabiliser bar
suspension rear axle	semi-elliptic leaf springs with double-acting telescopic shock absorbers and stabiliser bar
wheels	7.50 x 22.5
tyres	275/80 R 22.5 16PR
hydraulic steering	ZF 8097   i max. = 20.6 : 1

Performance  
OF 1722 | MB G 85 - 6  
MB HL 4/060 D-10 – D410 crown | 275/80 R 22.5 16PR

ratio	i = 5.857 (41:7)
top speed [km/h]	108
maximum gradient [GVW]	41

Electrics

standard voltage	24 V
alternator	28 V/80 A
battery	2 x 12 V/135 Ah

Brakes  
compressed air, two circuits  
drum at front and drum at rear

total braking area [min./max.]	4,258 cm² (2,129 + 2,129)/4,541 cm² (2,129 + 2,412)
automatic brake control	yes
parking brake	spring brake
engine brake	butterfly valve in exhaust pipe • electro-pneumatic; applied with service brake
Top Brake	yes

Capacities [l]

fuel tank	300
sump oil	[max.] 15 • [min.] 12
gearbox	9.0
differential housing	[rear axle] 10
hydraulic steering	3.5
cooling system	21