
The Econic is also being used more and more in heavy-duty short-radius distribution in and around cities. The success story of the Econic is reflected in its sales turnover: with a total of more than 10,000 Econic vehicle sales, the truck has become a true sensation in European metropolitan areas.

LOW-FLOOR CAB: SEE WELL AND BE WELL SEEN

The most noticeable feature of the Econic is its generously glazed low-floor cab with an extremely low entrance and a flat floor. It enables fast and safe entry and exit of the vehicle, not to mention great visibility, which in turn also means added safety for drivers and their surroundings. The fact that the driver is at eye level with pedestrians also makes the vehicle more acceptable in inner-city traffic.

The Econic’s environmentally-friendly drive system represents a further plus point. Output ranges from 175 kW (238 hp) to 240 kW (326 hp) thanks to compact turbodiesel engines featuring BlueTec technology which also fulfil the EEV emissions standard. Power transmission is by means of an automatic transmission with torque converter.

ECONIC NGT WITH GAS-POWERED DRIVE:
QUIET AND WITH LOW EMISSIONS

The usage scope of the Econic predestines the truck for the implementation of particularly environmentally-friendly alternative drive systems. The Econic CNG with natural gas drive has established itself comprehensively. The supercharged in-line six-cylinder M 906 LAG engine has a displacement of 6.9 l and impresses with its 205 kW (279 hp) output. If biogas...
is used, the Econic can even be operated CO₂-neutrally. The gas-powered Econic has no particulate emissions. Equally advantageous is the low level of noise generated by the gas drive system. Accordingly, deliveries in heavily populated areas are no problem, even at night or on weekends.

**ECONIC NGT WITH LIQUEFIED NATURAL GAS (LNG): HIGH RANGE**

A third type of gas is gaining in importance: LNG. Natural gas reserves are available in many regions of the world and global resources will last for a good many years yet. However, as a result of lacking connections to the international pipeline network in some countries, liquefied gas can only be transported at sea. The liquefied stage of natural gas can be reached by cooling the gas to temperatures below -160°C at atmospheric pressure in the port of loading – CNG becomes LNG. Liquefied natural gas is transported in specialist tankers. For further transport at the port of destination, for example in pipelines to the consumer, the transition from -160°C to ambient temperature causes the substance to return to its gaseous state – LNG becomes CNG again. However, further transport of the gas in its liquefied state from the port of destination to the consumer or filling station occurs either by rail or truck. In the last five years, the capacity for LNG has increased drastically in the producer countries, as too have the transport capacity and the number of LNG terminals.

Advantages of LNG: its volume is much less than that of gaseous natural gas. Thus in comparison with CNG, trucks like the Econic LNG can travel great distances on what is essentially a manageable tank size. The range is comparable to diesel vehicles. The Econic LNG uses multi-walled stainless steel isolation tanks. A cooling system is not necessary as the liquefied gas is stored in a state of thermodynamic equilibrium.

**WIDE RANGE: CHASSIS VARIANTS AND TRACTOR UNITS**

The Econic is available both as a chassis variant with two, three or four axles, and as a two-axle tractor unit. The three-axle chassis variants are available in numerous axle configurations – steering leading or steering trailing axles; 6x4 with two driven rear axles – the Econic caters for all requirements. As part of the Econic’s standard equipment, full air suspension with electronic level control system is also available.

Particularly pleasing is the increase in the number of Econic vehicles being used in short-radius distribution applications. The truck combines great manoeuvrability with the transport capabilities of a heavy truck, as well as the ergonomics of a low-floor vehicle with the road-friendliness of full air suspension. Add to that the advantages of a drive system with low emissions. The Econic with its quiet and clean CNG/LNG drive is optimal for city logistics as well as in zones where access restrictions apply around the clock as well as on weekends.

A two-axle tractor unit Econic 1828 LS NGT with both a CNG and an LNG tank demonstrates the possible variants for CNG and for LNG whilst at the same time putting on show the extensive programme of environmentally-friendly Mercedes-Benz Econic vehicles. The supercharged M 906 LAG puts out 205 kW (279 hp) and has a maximum torque of 1000 Nm – ideal for heavy-duty short-radius distribution. Four CNG tanks with a volume of 80 l or two LNG tanks of 445 l ensure great ranges from 300 to 800 km.

*Source: Mercedes-Benz*