



## **Performance runs on MAN: efficiency backed by tradition**

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**Reliability and efficiency have been the decisive characteristics of commercial vehicles for a hundred years. The trucks and buses made under the traditional MAN brand have repeatedly proven these qualities during spectacular performance and comparison runs**

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### **1924: Premiere of the world's first diesel truck with direct fuel injection**

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On 12 March 1924, MAN engineers Sturm and Wiebicke set out from the plant premises in Augsburg on a trip to Nuremberg with an M.A.N. Saurer truck. The four-tonne flatbed truck was powered by an experimental diesel engine that injected the fuel directly into the four cylinders for the first time. Thanks to the truck's output of around 40 hp, the test drivers accomplished the 140-kilometre trip in five and a half hours. The successful journey proved to be the baptism by fire for a new form of technology that allowed for the construction of economical diesel engines that were, for the first time, compact and light enough to power vehicles. That same year, MAN presented the new diesel automotive engine to the international public at the Berlin Motor Show.

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### **1932: Diesel power pack put through its paces**



In 1932, the legendary MAN S1H6 caused a major sensation as the world's most powerful serially produced diesel truck. In spite of its 140-hp performance, an impressive achievement at that time, its fuel consumption was vastly more efficient than those of comparable trucks with a petrol engine. A bright red S1H6 toured through all of Germany on a marketing and test drive for 60 days. En route, customers and journalists could familiarise themselves with the powerful performance and low consumption of the three-axle vehicle. "The engine is a small miracle in its own right," concluded the editor of the *Münchner-Augsburger Abendzeitung* newspaper in his test report of 14 June 1932.

### **1955: MAN goes East**

Another milestone in MAN's continuous development of economical diesel engines was the so-called Meurer engine (or M-engine) from the early 1950s, which burned diesel fuel with exceptional efficiency due to the design of its combustion chamber. In 1955, a performance run of 16,000 kilometres from Nuremberg to Baghdad and back by two trucks of the new 400 series (a short-bonnet truck and a cab-over-engine vehicle) and a type 420 bus demonstrated the actual reliability of the new engine in practice. While the three new models had been designed significantly lighter than their predecessors, two of them were also equipped with the M engine.



### **1960–1961: test drives at extreme temperatures**

The fact that MAN trucks delivered a reliable and efficient performance even under the most extreme climatic conditions was showcased in the winter of 1961, when an MAN 745 L1 undertook a test drive in the Sahara, setting off from Tripoli and crossing the Libyan Desert. This truck covered roughly 2,400 kilometres in 166 hours, proving that it could tolerate even the highest temperatures. Just a few months later, in the spring of 1961, an MAN 635 and an MAN 770 L1 accomplished a 6,500-kilometre trial and publicity tour through Scandinavia from Helsinki and traversing Lapland to reach the Arctic Circle, where the trucks also withstood temperatures as low as  $-25^{\circ}\text{C}$ .

### **1964: superlative efficiency in the Alps**

Equipped with a new, water-cooled 6-cylinder HM engine, an advanced development of the M-engine, an MAN 10.212 Hauber tipper and a 1580 DHK truck as well as an MAN 535 HO-R9 touring bus undertook an extreme test drive into the Alps, up to the Stelvio Pass in northern Italy. Over the distance of more than 1,000 kilometres, with ascents of up to 12%, the three-axle 1580 used merely 41.6 litres of fuel per 100 kilometres, despite its weight of 18 tonnes. With a weight of 14 tonnes, the two-axle 10.212 actually managed with 32.3 litres per 100 kilometres.

### **1973: long-distance trials on the motorway**

An MAN Büssing 22.320 UNL truck rendered a powerful demonstration of its economy and efficiency in long-distance traffic in 1973. During a non-stop motorway trial covering 750 kilometres from Hamburg to Munich primarily during the night, the traction unit with a 320-hp U12 DA under-floor engine used only around 35 litres of diesel per 100 kilometres. As a result, the 22.300 UNL was awarded the title “Car of the Year 1972” by the German transport publication *Deutsche Verkehrszeitung*.

### **1985: aerodynamic run through Europe**

In the early 1980s, the aerodynamic features of vehicles became increasingly important. The impact of aerodynamic characteristics on efficiency was demonstrated in the long-distance trial run of an MAN 19.291 and a 19.331 FLS on a comparison drive from Antwerp to



Marseilles. Due to aerodynamic improvements, such as the roof spoilers and air dams, the average consumption of both trucks stayed just under 32 litres per 100 kilometres.

**1995: record trip of a world champion in efficiency**



In 1995, even this record was broken. A consumption benchmark for 40-tonne articulated trucks previously believed impossible was achieved by the Eco-Challenge Tour 1995. Due to its aerodynamic panelling and trained drivers, an MAN F2000 tractor-trailer travelled from Edinburgh to Bari in southern Italy, while utilising merely 25.2 litres of diesel per 100 kilometres – a world efficiency record at the time!

**2000: thousand-mile race of the TGA**



With its Trucknology Generation A, or TGA, MAN presented a new and trailblazing truck class in 2000 which also set new efficiency standards due to the electronic connectivity of vehicle systems and the automatic MAN TipMatic transmission. This was demonstrated to media representatives



during the “Mille Miglia”, a 1,000-kilometre test drive through Italy. By the end of the tour, six TGA trucks featuring either 360 hp, 410 hp or 460 hp had run up a net consumption of 34.74 litres per 100 kilometres, with an average speed of 68.6 kilometres per hour.

**2010–2011: Consistently Efficient Tour**



MAN explored new paths altogether in terms of commercial vehicle efficiency during the premiere of the first TGX EfficientLine at Hanover’s IAA commercial vehicle exhibit in 2010, as its drive technology and features had been consistently designed to lower fuel consumption. During the MAN Consistently Efficient Tour in 2011, three TGX tractor-trailers, including two TGX EfficientLine vehicles, took a test drive across Europe and rendered proof that fuel consumption in long-distance transport could be reduced by as much as three litres per 100 kilometres.



### **2014: EfficientLine 2 with EfficientCruise**



The new MAN EfficientLine 2 succeeds in surpassing even the outstanding efficiency of its predecessor. Shortly before its official presentation at the IAA 2014, MAN sent the new fuel-saving champion on the EfficientLine 2 Tour – a comparison drive through seven European countries that covered 5,217 kilometres and lasted eight days. During the topographically challenging journey, the fully loaded tractor-trailer had to negotiate more than 31,000 metres of difference in altitude. Upon concluding the tour, the results were clear: Due to its new efficiency features – such as the MAN TipMatic 2 intelligent automatic transmission system and the GPS-based MAN EfficientCruise cruise control – the MAN EfficientLine 2 saves a full 6.57% of fuel in comparison to the previous model.

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