



Into a successful future with firm roots

Kortrijk, October 15, 2015

The history of commercial vehicle manufacturing at MAN started 100 years ago. Here is an overview of the most important milestones in bus building

On 21 June 1915, a new company was entered in the trade register of the City of Nuremberg: "Lastwagenwerke M.A.N.-Saurer". The company was established as a joint venture between Maschinenfabrik Augsburg-Nürnberg AG and Saurer, a Swiss producer of commercial vehicles. The first MAN-Saurer 3-tonne truck soon left the joint factory in Lindau at Lake Constance. It was followed by the first buses, which were used as long-distance buses by the Imperial Post Office and transported passengers as well as letters and parcels. This was the beginning of commercial vehicle construction at MAN, a success story that has not only shaped the history of the company itself. MAN has significantly influenced the development of buses with its advanced and often revolutionary innovations for the last 100 years - and continues to do so.

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First low-floor bus

In 1924, MAN produced the first low-floor bus with a specially designed low-frame chassis. The buses that MAN had previously built since 1915 had run on truck chassis. In 1955, MAN moved its truck and bus production to a new site in Munich. The Nuremberg plant became the centre of competence for engine production. In 1961, the company introduced the market to the 750 HO, the first bus in modular design. The standardised chassis was used with different superstructure versions for public buses, intercity buses and travel buses.



Büssing brought the lion to MAN

In 1971, MAN took over Büssing Automobilwerke and the company's plant in Salzgitter. MAN adopted Büssing's specialised underfloor engine technology as well as Büssing's logo, the lion of Brunswick, which has since decorated the radiator grille of all commercial vehicles made by MAN. In 1992, MAN introduced the Lion's Star, a coach that would determine the names of all subsequent MAN bus generations. The high-decker for long-distance-travel had a cw-value of only 0.41, i.e. it was particularly aerodynamic and therefore saved on fuel.

A milestone: the D20 engine with common rail injection

MAN strengthened its position in the premium coach segment by taking over the NEOPLAN bus brand in 2001. The introduction of the D20 engines with common rail injection in 2004 was a real milestone in engine technology. MAN was the first commercial vehicle manufacturer to change over all its engines to this economical and environmentally-friendly, electronically controlled injection method. In 2010, MAN started the serial production of a city bus with a hybrid drive, the Lion's City Hybrid. The Lion's City Hybrid saves up to 30 percent in fuel due to its innovative hybrid drive. The model quickly became a huge success and received the ÖkoGlobe Award in 2011 and the Green Bus Award in 2012 for its sustainable concept.

MAN Lion's Coach – '100 Years Edition'

The anniversary '100 Years Edition' of the MAN Lion's Coach will be presented to the public at the Busworld 2015 trade fair. The special edition will be available to customers in a limited production run of 100 units, configured with its own basic equipment and selected optional extras, until 31 December 2015. The '100 Years Edition', which is being marketed throughout Europe, represents a real show-piece, designed to appeal primarily to customers with a real love of the product. Specially designed upholstery featuring the MAN lion and Texas grey metallic paint further enhance the model. The bus is equipped with a 440 hp D26 engine and the MAN TipMatic gearbox. The MAN Lion's Coach has all the latest generation safety and assistance systems such as Adaptive Cruise Control (ACC), lane guard system (LGS), advanced emergency braking system (EBA), brake assistant (BA), MAN EfficientCruise and Maximum Speed



Control (MSC). There are two reasons why the high-deck Lion's Coach has been operating successfully for so long: It is efficient for the operator and comfortable for passengers.

Into the future with MAN

The development of resource-saving and environmentally-friendly vehicles has always been one of the main goals of MAN Truck & Bus. The current drivers of product development are sustainability, the in-house climate goals of the company, general political conditions and the limited availability of fuel resources. MAN is therefore considering further development of various, alternative drive concepts. Electrification of drives will become increasingly significant in the commercial vehicle sector. A diesel/electric hybrid is already being used as a standard drive for the city bus. Compressed natural gas (CNG) and biogas are already available as alternatives. Engines suitable for CNG can also be operated with biogas and therefore are virtually CO₂ neutral. An example is the Lion's City GL CNG natural gas articulated bus, which won the "Bus of the Year 2015" award.

The Department for Future Research analyses global mega-trends and determines the direction for the development of future vehicle generations. MAN's developers are already working on vehicles that no longer need a driver for certain activities, for example when a safety vehicle secures motorway building sites. MAN Truck & Bus will use these and completely new ideas to ensure the sustainable development of ultra-modern business vehicles in the future.

To immerse yourself in the 100-year history of MAN trucks and buses, go to www.100years.man.eu

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