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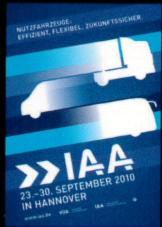
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IAA spotlight on MAN CONCEPT S



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REVIEW



FLEET TRANSPORT AWARDS
2011 BROCHURE INSIDE



Sneak Peek!
New Nissan
Van

Tesla, Inc. v. Nikola Corporation
US Patent 10,077,084
Tesla Ex. 1006

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Member of the
International Truck
of the Year Award

**European Transport
Company of the Year 2010**

contents OCTOBER 2010

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MAN

takes Concept Route

Concept S is the prototype MAN Nutzfahrzeuge showcased in Hanover as a radical departure from conventional truck designs. Thanks to its sophisticated aerodynamics a 25% reduction in CO₂ emissions and fuel consumption can be achieved. "With Concept S MAN makes a contribution to the current discussion on the statutory length restrictions applying to commercial vehicles in Europe. In order to realise the efficiency potential proven by the Concept S, tractors and trailers will have to become longer if they are going to provide the accustomed amount of interior space and loading volume," said Holger Koos, head truck designer of MAN Nutzfahrzeuge.

Slim front end, projecting wheel arches, a cab with soft, smooth lines and a curved rear wall: with its streamlined design, the MAN Concept S differs radically from the basically cubic shape of the conventional truck currently to be seen on the motorways. The design of the MAN Concept S was rigorously adjusted in the wind tunnel until its extremely low air resistance was attained. With its drag coefficient (cD value) of around 0.3 the MAN Concept S enters a domain of aerodynamic quality of modern day cars.

Thanks solely to its aerodynamic form, the MAN Concept S – with an appropriately modified trailer – uses up to 25 percent less fuel than a comparable, conventional 40-tonne semi-trailer tractor. At the same time, this fuel saving also means a reduction of up to 25 percent in CO₂ emission. The MAN Concept S manages to do all this while providing the same amount of space for its driver as he has always been used to and the same loading capacity as a conventional truck. "Our Concept S in conjunction with an



aerodynamically optimised semitrailer is as streamlined as a modern passenger car. We proved it in the wind tunnel. The savings in consumption are absolutely realistic," added Holger.

Europe's existing bridges and tunnels are no obstacle to the MAN Concept S presented at the IAA 2010. The truck study complies exactly with the 4-metre height restriction and the truck's frame and components such as the two fuel tanks, for example, have been integrated into the external bodywork design where they help to guide the flow of air past the truck. One would search in vain for conventional rear-view mirrors on the MAN Concept S – their function has been taken over by cameras built into the wing-like mounts for the indicator units left

and right. An electronically adjustable spoiler is integrated in a form-fitting manner into the roof of the driver's cab.

With its Concept S, MAN raises the question about reforms to the statutory length restrictions applying to commercial vehicles in Europe. In order to realise the efficiency potential proven by the Concept S, tractors and trailers will require more space along the horizontal axis if they are going to provide the same amount of interior space and loading volume as current tractors and trailers do. Changes to the road infrastructure for this purpose will not be necessary.

There will be a significant decrease in the amount of energy needed per transported tonne or cubic metre only if the loading volume is maintained along with aerodynamic optimisation. And this is precisely what the Concept S and a matching trailer achieve.

