



# News service MAN Group

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## **MAN Nutzfahrzeuge: 22 natural-gas buses for the municipal transport authority in Frankfurt/Oder**

- **The first MAN gas-fuelled buses were introduced in Augsburg 60 years ago**
- **Today's MAN natural-gas buses comply with the EEV exhaust emission standard**

**When it comes to CNG-fuelled (CNG = Compressed Natural Gas) vehicles, MAN Nutzfahrzeuge leads the way in Europe. MAN buses with natural-gas engines have been operating for many years in various parts of the world. The municipal transport authority (SVF) in Frankfurt/Oder, Germany, recently switched its entire fleet over to natural gas. This decision was aided by an Environment Ministry project entitled "Demanding Environmental Standards in Local Public Transport", in which the SVF participated. Bus and coach manufacturer MAN Nutzfahrzeuge was the successful supplier after an invitation to tender published in all European countries. The exceptional environmental acceptability of its EEV engines proved to be the convincing factor.**

22 natural-gas buses were delivered to the SVF: eleven low-floor buses of Type NL 243 CNG for scheduled services and eleven low-floor Type NG 313 CNG articulated buses. The complete fleet has thus been converted to natural gas, and all buses comply with the most stringent exhaust emission legislation currently in force, the EEV (Enhanced Environmentally Friendly Vehicle) standard. As a result, they already outperform the EURO 5 European standard that will come into force in 2008. MAN Nutzfahrzeuge is the first manufacturer to offer an effectively complete low-floor bus programme including the corresponding chassis with CNG engines that are certified according to the EEV standard.

Germany's Environment Minister Jürgen Trittin, patron of the "Demanding Environmental Standards in Local Public Transport" project, was full of praise when the final batch of vehicles was handed over to the SVF: "The relatively small municipal transport authority in Frankfurt (Oder) has shown the big boys in the local passenger transport field what state-of-the-art technology means in this area and how a company can prepare actively for future levels of competition in Europe. [...] I also welcome the commitment shown by MAN in developing vehicles that comply with the EEV environmental protection standards, the strictest applicable in Europe, and which are now operating on Frankfurt's streets."

The first Federal German ranking of local passenger transport operators has now been undertaken, and has resulted in the SVF being awarded the Federal German Environment Ministry's Innovation Prize; it is now officially permitted to display the seal of quality. This symbolises a brimstone butterfly which, as "Insect of the year 2002", represents an ideal symbol for these environmentally acceptable buses.

The key element in the design of the CNG buses is of course the engine. The solo low-floor bus is powered by the 12-litre MAN E 2866 DUH 03 engine, the articulated low-floor bus by the newly developed MAN E 2876 LUH 01 engine, which has a longer stroke



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and therefore a displacement of 12.8 litres. The 245 hp engine in the solo buses of MAN Nutzfahrzeuge has been successful as an alternative form of propulsion for the past two years.

More than 1,500 buses and trucks with MAN natural-gas engines are currently in operation. CNG buses are used in many German towns and cities, for example Nuremberg, Saarbrücken, Augsburg, Hildesheim, Dessau and Frankfurt/Oder, but also elsewhere in Europe, for instance in Liechtenstein. More than a hundred buses with bodies built on MAN CNG chassis are also in use, for example in Spain, Portugal and Australia. MAN Nutzfahrzeuge has given notable impetus to the development of natural-gas vehicle propulsion and brought it to series-production maturity – this applies to the entire family of low-floor buses that has already proved a worldwide success. One of the first gas-fuelled buses in MAN's history, incidentally, was operated in Augsburg in 1943.