MAN Group History
1758 – 2008
Overview (I)
MAN Group Roots

**GHH predecessor companies**
- 1758 “St. Antony” ironworks, Osterfeld
- 1782 “Gute Hoffnung”, Sterkrade
- 1791 “Neu Essen”, Essen area
- 1873 Gutehoffnungshütte Actienverein für Bergbau und Hüttenbetrieb (Good Hope Ironworks for Mining and Steelmill Operation), Sterkrade

**MAN predecessor companies**
- 1840 Sander’sche Maschinen-Fabrik, Augsburg
- 1841 Eisengießerei und Maschinenfabrik Klett & Comp., Nuremberg
- 1898/1908 M.A.N. Maschinenfabrik Augsburg-Nürnberg AG, Augsburg

1921 GHH acquired majority in M.A.N.
Overview (II)
The Contract-based Group

1986 M.A.N. was merged with GHH and renamed MAN Aktiengesellschaft, with headquarters in Munich.

Corporate divisions were hived off into separate public limited companies with individual profit and accounting responsibility (contract-based group).
Origins of the MAN Group (I)

GHH’s origins

1758  Franz Ferdinand Domherr von Wenge founded the first heavy-industry enterprise in the Ruhr region, the St. Antony ironworks near Osterfeld, known as the “Cradle of Ruhr Industry”.

1782  The Gute Hoffnung (Good Hope) ironworks went into operation in Sterkrade.

1791  The Neu Essen ironworks went into operation in the clerical principality Essen.

1808  The three ironworks amalgamated to form the Hüttengewerkschaft und Handlung Jacobi, Haniel & Huyssen.
Rise of the Hüttengewerkschaft und Handlung Jacobi, Haniel & Huyssen in Sterkrade under Gottlob Jacobi and Franz Haniel, Wilhelm Lueg and Carl Lueg up to Paul Reusch

1873 The company was renamed Gutehoffnungshütte Actienverein für Bergbau und Hüttenbetrieb - GHH (Good Hope Ironworks for Mining and Steelmill Operation - GHH), Sterkrade.
Origins of the MAN Group (III)

M.A.N.’s origins

1840 Foundation of Sander’sche Maschinen-Fabrik, Augsburg

1844 Renaming in C. Reichenbach’sche Maschinenfabrik

1857 C. Reichenbach’sche Maschinenfabrik became a public limited company and was renamed Maschinenfabrik Augsburg AG.

1841 Opening of Eisengießerei und Maschinenfabrik Klett & Comp., Nuremberg, by Johann Friedrich Klett

Following the merger of these two companies in 1898, the new enterprise registered in Augsburg as Maschinenfabrik Augsburg-Nürnberg AG (M.A.N.) in 1908.
Social Milestones

1818  opening of a canteen for bread and meals
1832  introduction of a welfare fund
1841  engagement of a company doctor
1844  erection of the first company housing
1871  formation of a works fire-brigade
1878  provision of a kindergarten
1898  first contracts for apprenticeship training
1905  start of improvement suggestion system
1914  implementation of the first apprentices workshop

1750 1800 1850 1900 1950 2000
1914 to 1918 – First World War: GHH and M.A.N. were to manufacture armaments.

After the war M.A.N. lost key foreign operations and patent rights.

1921 GHH was striving to expand its business activities to include the steel processing industry. Under the management of Paul Reusch GHH took over M.A.N. which was weakened by the war.

The new company numbered 52,000 employees.
Key Takeovers

1920 Ferrostaal was founded in The Hague.

1923 GHH took over 40 percent of the shares in Ferrostaal to strengthen its international presence. Two years later, GHH acquired the remaining shares. The Mechanische Werkstatt von Johann Renk founded in 1873 is integrated to the GHH.

1924 Deggendorfer Werft und Eisenbau GmbH was founded and taken over by GHH in the same year.
1920 to 1939 Under the management of Otto Gertung, a member of the M.A.N. Executive Board since 1913, M.A.N. reappeared on all important foreign markets.

1929: The crash on the New York Stock Exchange triggered off a global economic crisis. Its dramatic impact was typically illustrated in the case of M.A.N., the number of employees falling from 14,000 in 1929/30 to 7,400 in 1931/32.
1933 to 1945

GHH and M.A.N. were working at full capacity, due to the industrial activity promoted by the NS government. There were new shipbuilding orders, bridges to be constructed for autobahns and diesel engines to be produced for the merchant shipping fleet and the navy.

However, in view of the racist and excessively nationalistic policies, Paul Reusch (GHH) and Otto Meyer (M.A.N.) maintained their distance from the NS regime.

During the Second World War M.A.N. and GHH had to shift round to armaments production again.
1945  GHH and M.A.N. suffered heavy war damage, losing all their foreign operations.

Following the occupation of Germany, the Allied Forces took control of all companies belonging to GHH.
Birth of MAN AG

1945 … The Allied Forces started to break up the GHH Group, hiving off the steel-producing companies. The steel-processing activities were bundled in the Gutehoffnungshütte Aktienverein.

1955 Opening of the M.A.N. truck works in Munich.

1986 Merger of M.A.N. and Gutehoffnungshütte Aktienverein to form MAN AG, with headquarters relocated to Munich – reorganisation as a “contract-based group”
Key Takeovers

1971  takeover of BÜSSING Automobilwerke AG, Braunschweig

1979  merger of Roland Offsetmaschinenfabrik Faber & Schleicher with the M.A.N. printing-press operations to form MAN Roland Druckmaschinen AG, Offenbach

1980  takeover of Burmeister & Wain, B&W Diesel A/S, Denmark

1990  takeover of Steyr Nutzfahrzeuge AG, Austria

2000  takeover of STAR Trucks in Poland and ERF in the United Kingdom; acquisition of Alstom Engines’ diesel activities in the United Kingdom

2001  takeover of Gottlob Auwärter GmbH & Co.KG (NEOPLAN); takeover of Sulzer Turbo in Switzerland
Development until 2006

2004  50% holding in the steel mill manufacturer SMS sold to the Weiss family

January 2005 major shareholders Allianz, Munich Re and Commerzbank sold their holdings (approx. 25%) to international investors. MAN shares reaching 100% free float on the stockmarket

2005  Sale of several small subsidiaries and holdings: MAN Technologie, Schwäbische Hüttenwerke (SHW), MAN Logistics, MAN Wolffkran

2006  Separation of MAN Roland Druckmaschinen with the MAN Group concentrating on Transport-related Engineering (sales volume approx. €13 billion, 50,000 employees)
Technical Achievements:
1787 to 1899

1787 Gute Hoffnung (Good Hope) ironworks in Sterkrade became Germany’s first manufacturer of rails.

1845 high-speed printing press with “railway movement”

1873 Germany’s first rotary printing press for newspapers

1888 Germany’s first triple-expansion steam-engine

1893 to 1897 the world’s first diesel engine

1897 Germany’s first cantilevered steel bridge with a 170 m span and a height of 108 m
Technical Achievements: 1900 to 1915

1900  Germany’s first six-colour rotary press

1901  first drum weir in the world

1903  first fast-running four-stroke marine diesel engine

1904  first steam turbine, designed by Zoelly; the world’s first heavy-diesel power plant

1915  the world’s first piston-style dry gas-holder
1923  first diesel engine for vehicles based on direct fuel-injection; Germany’s first bi-rotary steam turbine, Ljungström

1924  first diesel heavy goods vehicle with direct fuel injection; first charged four-stroke engine

1941  the world’s first four-rope shaft winder

1952  the world’s first oxygen-blown converter

1957  Europe’s first floating oil-drilling platform
Technical Achievements: 1970 to 2000

1970  largest planetary marine gear-unit in the world

1971  involvement in the European Launcher/ARIANE space project

1999  start of trials with hydrogen-driven MAN buses at Munich airport

2000  Trucknology® Generation truck series; first plateless DICOWeb digital printing system; installation of the first intelligent computer-controlled diesel engine
1845 Carl August Reichenbach designed a high-speed printing press with a “railway movement”. To improve the crank drive, a device which moves the printing form back and forth, he introduced a wagon rolling like a railway truck along two fixed rails. This simplified construction and improved printing performance.
1893  Rudolf Diesel and Heinrich von Buz, Director of the Maschinenfabrik Augsburg, entered into a cooperation. Buz supported Diesel in all the necessary development work. M.A.N. thus became the cradle of the diesel engine.
The Wuppertal Suspension Railway was constructed by M.A.N.

Today it transports some 80,000 passengers daily and is Wuppertal’s main means of public transport.
Büssing Works

1903 Heinrich Büssing and his sons founded the company H. Büssing, Spezialfabrik für Motorlastwagen und Motoromnibusse.

1971 The company was merged with M.A.N.

Today, the Büssing lion featured in the MAN Nutzfahrzeuge brand logo is a reminder of Heinrich Büssing’s achievements.
1937 First collection of the company’s own technological achievements with the aim of creating a “permanent historical exhibition”

1953 The M.A.N. Works Museum was founded for the Augsburg-based diesel-engine and printing-press activities

Today, the museum presents the core activities of the entire MAN Group.
1873  The name of one of the founding ironworks was adopted as the company name.

1908  The abbreviation GHH was officially introduced.
Development of the Corporate Logo (II)

1908 The abbreviation M.A.N. was officially introduced. Lucian Bernhard created an Art Nouveau logo.

1920 Ludwig Hohlwein designed another M.A.N. logo, which has undergone changes over the years.
Development of the Corporate Logo (III)

From 1986 up to May 2004: The arc – the visual brace spanning the MAN Group
As from June 2004 – one standardised logo for the entire MAN Group signifies that MAN Group members have a common history, common values and common goals.

The standardised logo
• increases public awareness of MAN,
• strengthens the Group’s identity and
• shows solidarity both inside and outside the Group.
250 years of experience, expertise, engineering capability

250 years of innovation, technology and progress

250 years of dependability, profitability and business success
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