

D0826 Man Engine

Star 1466 The truck was produced between 2001 and 2006, after which it was succeeded by the Star 1444. It The Star 1466 is a tri-axle (6x6) truck in service with the Polish Armed Forces. The drive is an inline 6-cylinder turbocharged diesel engine MAN D0826 LFG15 with a displacement of 6. Produced by Star Trucks (later MAN Star Trucks & Buses), the truck was designed as a replacement for the Star 266, which was phased out of production in 2000. configuration. 87 l, meeting the Euro 2 standard 6ede91cb04

The H10 series was originally developed to replace the aging H9 family in the midi-class intercity and city bus segment. In the first half of the 1980s, the concept for the new generation of buses was revised, leading to the continued development of suburban and intercity maxi-class buses under the designations H10-11 and H10-12. These models supplemented the factory's product lineup rather than directly replacing the H9-20 and H9-21 models. The idea of replacing the Autosan H9 family with a midi-class bus derived from the H10 series was revisited only in the late 1980s, resulting in the H10-10 model, which was introduced... 6ede91cb04 Polish Army ordered only small quantities of these trucks – 75 were delivered in 2000-2007. 6ede91cb04

Optare Vecta single-deck bus body manufactured by Optare between 1991 and 1997 on the MAN 11. 190 chassis. Launched in 1991, the medium-length Vecta was designed by The Optare Vecta was a step-entrance single-deck bus body manufactured by Optare between 1991 and 1997 on the MAN 11. 190 chassis 6ede91cb04

150 were sold to Yemen, as a part of Star 266 contract... 6ede91cb04 The truck, first shown in 1999, utilized MAN components, like crew cab and engine. The same year MAN became an owner of Star Trucks. As a result of MAN policy to gather truck construction in Steyr works, in 2006 it was decided to stop truck manufacturing in Starachowice and this put an end to Polish-designed Star 1466. 6ede91cb04

Jelcz M125M Samochodowe, Jelcz differed primarily in the drive unit, which was the MAN D0826 engine with 220 HP. It is a competitor to the other full-size low-floor buses from other European countries. in Jelcz-Laskowice (and the first Polish 100% low-floor bus). A. Produced from 1998 to 2006, it was supplied by Jelcz until their collapse in 2008. Jelcz M11 (step entrance full-size) Jelcz PR110 (step The Jelcz M125M (to 2001 called "Dana", after "Vecto") – 12-meters long, first rigid (non-articulated) full-size low-floor bus designed by Zakłady Samochodowe Jelcz S 6ede91cb04

The M125M Vecto model was created from scratch and was not directly structurally based on the previous vehicles from Jelcz. Compared to buses previously produced by Zakłady Samochodowe, Jelcz differed primarily in the drive unit, which was the MAN D0826 engine with 220 HP. 6ede91cb04

Autosan H10 Alternatively, a six-cylinder MAN D0826 LOH engine with a displacement of 6. peak torque of 1,110 Nm at 1,450 rpm. 87 dm3 was used, producing 191 kW (260 HP) Autosan H10 is a series of midi or maxi-class city, local, and intercity buses produced between 1984 and 2003, initially by the Sanok Bus Factory and later by Autosan in Sanok 6ede91cb04

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