

ContiTyreSpecial

Edition 2012



Continental





HerrMAN – On Continental HCS tyres around the world

Some journeys take a little longer. After 840 days, this MAN KAT1 custom built 6x6 arrives in Malaysia. Here the Continental HCS tyres are replaced after having travelled gruelling 40 000KM in the harshest conditions imaginable.

Hartwig Kuehn, Marketing Manager APAC at Continental Tyres, has been following the trip of this truck closely. While still working in Germany some three years ago, he was approached by Stefan Sigl, who wanted to know about the best options for the tyres for his truck. After some e-mail exchanges, Sigl opted for Hanover's finest for off-road applications: the Continental HCS. Used by the Bundeswehr (German Army) these tyres have already proved their value in tough conditions, but also offering quiet running on tarred roads. Having never met before, it is an amazing coincidence that Sigl and Kuehn finally meet in Kuala Lumpur in the regional HQ of Continental. Both travelled from Germany to Malaysia, just that the truck's journey took a little bit longer.

Petra Sigl, a former social education worker and her husband Stefan have been travelling for over two years by now. Self funded, they need about 1000 Euro a month, which is what you end up paying in rent alone these days in Germany. Previously running a production company, Stefan managed to set aside enough money to purchase the vehicle, convert it and be on the road for an indefinite time. Their idea to go on "the big journey" came up around Christmas 2004. Having used smaller vehicles to travel Africa and Europe earlier,





something larger and more comfortable had to be found.

After a lot of investigation and testing Stefan Sigl decided to purchase a former German army truck, a KAT 6x6 model, equipped with cabin and platform. The main reason for the decision was “the simplicity and practicability of the given technology”, Stefan Sigl states. The truck, being an MAN was named HerrMAN, which can be translated into Mr. MAN, but is also a common German name.

Having gained tremendous experience through previous journeys, the truck was bound to see a complete transformation. The planning of these modifications to convert the existing vehicle into a driving home took roughly one year. Following that, over the next five years Stefan Sigl completely rebuilt the truck, 90% with his own hands. “If I have a problem on the journey I cannot afford to fly in an expensive technician from Europe.



*Encounters of the third kind -
Logging truck*



Therefore I made myself familiar with all technical details” explains Sigl. Except the chassis, more or less everything else was changed: Additional fuel and water tanks have been installed. Instead of the platform a residential container has been built onto the chassis.

Two independent air conditioning systems provide comfortable air temperature for the cabin and the living area. Solar panels deliver energy for all electric devices. With the combination of all the installations HerrMAN can carry its drivers self-sufficient over long distances and time. The theoretical range is around 4500 – 5000km and food and water would last for up to 4 weeks. The whole system now stands on Continental tyres, 6 x 14.00R20 HCS, carrying the total weight of 18 tons.





*Original MAN KAT1 Truck
from the German Army*

The “big journey” started in November 2009 and has taken the couple through a number of countries: Switzerland, Italy, Greece, Turkey, Syria, Jordan, Saudi Arabia, UAE 2x, Oman, Iran, Pakistan, India 2x (total of 6 months) Nepal (2x, total of 5 months), Tibet / China, Yunnan/ China, Laos, Thailand, Cambodia and finally Malaysia. A third passenger on board the truck was Husky Justin, which passed away in India at the famous mausoleum Taj Mahal. Since Nepal, a stray dog is guarding the truck at night. According to Petra, the dog just came to them one day and would not leave. Since they were in Kathmandu, his name was quickly derived from the current location and since then he listens to “Mandu”.

Over the past 2 years, the couple has seen a lot of things. However, they never felt in danger or threatened. According to them, people are always happy to see people enjoying the local sights. Having helped other truckers to conquer difficult terrain and crossing some fear-inducing bridges, the couple has made friends along the way, seen national treasures and learned to be patient in horrendous traffic conditions. “We are amazed by the variation in diesel prices. In some countries you may as well not charge anything, it is that cheap” Stefan says. Petra went back to Germany once to attend the wedding of one of their kids. Another such short visit will come up shortly for the wedding of their other child. Other than that, the two have no plans, are in



no rush to be “someplace at a certain time” and enjoy the trip to the fullest.

Tyres are crucial for such a journey. The HCS is an all axle fitment tyre, especially made for rough and severe applications. Its steel casing with reinforced bead, sidewalls and belt package make it very durable in off road applications where rocky, muddy and unpaved surfaces prevail and sudden dynamic load changes are common. A special off road tread compound guarantees minimal stone drilling or block tearing. The HCS pattern combines excellent traction and self-cleaning capabilities, especially on sandy or muddy undergrounds. The highest temperatures, up to 60 degrees Celsius, the tyres had to withstand in the deserts of Jordan, the United Arab Emirates and Oman. The

roughest and coldest conditions they had to face were on their journey through Ladakh, North India, climbing up to 5.360 above sea level. "Narrow, steep one-way tracks with rock overhangs on the one side, 300 meter deep canyons on the other side, accompanied by rocky undergrounds demanded maximum performance from tyres, equipment and drivers.

Now after 40.000 km Petra & Stefan Sigl arrived in Malaysia. Stefan Sigl is enthusiastic about the tyres: "I would have never expected that the tyres could stand all these applications and would provide this amount of mileage. Our spare wheel has been kept untouched. Its tractions are excellent and even on paved roads or asphalt it keeps directional stability and is amazingly quiet. Again: No other tyre."

Finally, HerrMAN had a pit stop at the Continental Best Drive in Klang, near Kuala Lumpur. A team of professional tyre technicians and fitters took care of the rims, tyres, tubes and flaps. While here, HerrMAN was also given an oil change. "We will make HerrMAN fit for the next stint of this long journey around the world" says Tan Saw Cheng, from H²O.

By now, Petra & Stefan Sigl have continued their trip. They plan to travel via Indonesia to Australia and New Zealand. Continental will follow their journey and wished them all the best with the new set of 14.00R20 HCS.

The "HerrMAN" MAN KAT1 in detail

| | |
|--------------------------|--|
| Powered by: | Air cooled Deutz V8 12.700ccm, approx.380HP |
| Gearbox: | 6 Speed ZF torque converter clutch |
| Length: | 9,5m Height: 3,7m Width: 2,55m |
| Curb weight: | ~16toWeight, fully loaded: ~18to |
| Tyres: | 7x 14.00R20 TT Continental HCS |
| Water: | 1.200 liters in 5 tanks, wash water and portable water in separate systems |
| Diesel: | 1.400 liters in 4 tanks |
| Batteries: | Living area 4 x 180Ah Exide India, Cab: 4x 100Ah Exide Nato Block |
| Windows: | KCT (Krumm Caravan Technik) |
| Generator: | Honda 30is |
| Solar system: | Solarfabrik Freiburg 1.4 kWp |
| Air-conditioning: | Cab and living area Isotherm 130l fridge and 80l freezer |
| Kitchen: | Smev 3Fl.Gas, Panasonic Microwave with hot air oven, induction cooker |
| Inverter: | Victron Multi Plus 3kw |
| Heating: | Cab: Eberspächer D4L, Living area: Eberspächer Hydronik D10 |



Upps! at Gata Loops