

Instruction Manual

Mercedes-Benz

TRUCK RACING

Instruction Manual



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Introduction



The first time you hear about a truck-race, you can't really imagine what could be so exciting about it. The 160 km/h speed limit doesn't sound very spectacular to speed junkies used to Formula 1. But once these titans' engines start up and you feel the low-pitched 20 Hz rumble in the pit of your stomach, you're smitten. Then you start to grasp the details: over 1,300 hp with an impressive 12 litre cubic capacity. These giants reach 100 km/h in less than 6 seconds – barely 2 seconds (!!) later they've reached 160 km/h. But with the right gear transmission, they can reach approximately speeds of 240 km/h. But the debate about the abolition of the speed limit revealed that the racetracks' safety equipment, such as the crash barriers, would be rendered more or less useless if the 5-tonners were to go even faster. However as we can ignore complications like these in this simulation, there is an unlimited mode where the trucks can realise their full potential as high-speed racing vehicles. If you think the trucks are low-tech then think again. These race trucks are awesome. A standard 400hp truck engine is converted to produce an amazing 1,360 hp. Two huge exhaust-driven turbochargers account for a large proportion of the increased power giving huge- pulling power between 1,800 and 2,200 revs with up to 5.5

bar boost pressure. It's a real challenge for the driver not to let the engine speed drop below 1,800 revs. The engine produces a torque of over 4,000 newton metres – 30 times more powerful than the average medium-sized car. If you still think these are just "juggernaut races", be thankful that this million-dollar monster is never likely to appear in your rear-view mirror on the motorway. The noise level alone would rattle your whole car to bits. Forget "good old country", this is raw "heavy metal"!



Description of a race weekend

Truck-racing weekends are very different from the events held for most other types of motor sport. Four races take place during a weekend. Between races there are training sessions and all sorts of events, which is why this sport is so popular with the spectators. The first 20-minute time trial is held on the Saturday, when each driver can drive as many laps as he likes to achieve the best possible starting position for the qualifying race.

Then, a little later, the 30-km qualifying race is held. The unique feature of truck racing is that it always starts at full speed – what is known as a rolling start. The results of this race determine the starting position for the cup race. Scoring points are also awarded for the qualifying race – half the amount awarded for a cup race. The 50-km cup race then takes place. The winner of the cup race takes the top place on the rostrum. On Sunday, it all happens again in the same order, and at the end of the day, a driver can credit up to 60 points to his championship account for the weekend.

Installation

If you have problems installing the game, please read the Readme.txt file on the Mercedes-Benz Truck Racing CD. If this does not help, please consult our homepage <http://www.mbtr.de/>, where you will find information on all the problems that may crop up.

Installation/setup/support

Installation/tips

Launch Windows95® or Windows98® and insert the Mercedes-Benz Truck Racing CD in your CD-ROM drive. If your CD-ROM drive's "AutoRun" function is activated, the installation program will now start up automatically. Otherwise, double-click on "My Computer" and then again on your CD-ROM drive. Click on the "setup.exe" file.

Now follow the instructions on the screen. If you want to play Mercedes-Benz Truck Racing after installation, you will need to leave the CD in the drive. Once you have installed Mercedes-Benz Truck Racing, click on "Start" on your Windows® desktop, use the mouse to select "Programs", "SYNETIC" and "MBTR", and then click on "Play Mercedes-Benz Truck Racing" in the menu that appears.

The CD contains a README file where you will find information about important alterations, innovations, improvements and debugs that were carried out on the game after the manual was printed.

We strongly recommend that you read this. You will also find lists of hardware and software problems and their remedies on the Internet at <http://www.mbtr.de>. These lists are constantly being updated.

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Playing the game

We have tried to make Mercedes-Benz Truck Racing as easy to understand as possible. If you are an experienced player, you probably won't even need to read most of the chapters in this manual. However, we recommend that you at least read the chapters entitled "The garage", to enable you to adjust your vehicle's settings for optimum performance, and "Options", to enable you to get maximum enjoyment from the game.

The Start menu

This menu enables you to carry out all the basic settings for your game. You can set up or continue championships, select single races or use the options to adapt the game to your own requirements.



Start championship

You should select this menu if you want to drive in a championship for the first time or if you do not want to continue with a championship that you have saved. When you select "Start championship", any previously saved championships will be overwritten! You will find out how to set up a new championship in the chapter entitled Championship.

Continue championship

Since it is unlikely that you will complete a whole season in one evening, it goes without saying that you can save championships that are already underway after each race and continue them another time. Click on "Continue championship" to load your saved game. You can find out how to save a championship in the chapter entitled **Championship**.

Practise / Ghost Mode

This option enables you to practise on any track you choose at any time. For the available practise settings, please read the chapter entitled Practise.

Single race

This option enables you to compete in a race on a track of your choice at any time. For the available settings for this mode, please read the chapter entitled Single race.

Multiplayer mode

Playing a game with even the best computer opponent cannot beat competing against human opponents. So in Mercedes-Benz Truck Racing, you can also play with up to 7 other human drivers, provided that you are part of a local network. You can find out exactly how this works in the chapter entitled Multiplayer mode.

Replay archive

In this menu, you can watch a recording of the races you have won.

Game intro

If you click on this item in the menu, you can watch the intro again.

Synetic intro

This item in the menu enables you to see who was involved in making this game.

Options

This menu enables you to adjust all the settings for the game, from the different game options through graphic & sound options to settings for the input devices. You can find out exactly what settings are available in the chapter entitled **Options**.

Exit game

You can exit Mercedes-Benz Truck Racing by clicking on this item in the menu. To be on the safe side, you are asked to confirm whether you really want to leave the game.

Championship



If you select "Start championship" or "Continue championship" from the Start menu, you will find yourself in this menu. The menu for championship mode differs very little from the one for single race mode.

Continue championship

Clicking on this item in the Start menu enables you to continue an existing championship. Except for the division into different racetracks, the load/save menu is identical to the replay menu. Please read the chapter entitled "The replay archive" if you are unsure how the load/save menu works.

Start championship

Unlike single races, you cannot select the track during a championship. You must complete each heat in the sequence specified by the race organiser. At the end of a race weekend, all the points from this heat are added to the ones you have already, and the winner is decided at the end of the season.

Garage

If you want to modify your truck before the race or in-between individual races, please click on "Garage". If you want to know what you can change using the setting options in this menu, please read the chapter entitled

The garage.

You can also access the garage at any time during the warm-up by pressing the "F12" key. The advantage of this is that you can then carry out the adjustments on the track itself and don't need to return to the pit especially. In a time trial, however, you can only visit the garage in the pits.

Statistics

By clicking on “Statistics”, you can obtain information about the progress of the race at any time. You can find out which information you can call up in this section in the chapter entitled Statistics.

Team registration

Of course, you can edit your team, even in a single race. To find out how to do this, please refer to the chapter entitled Team registration.

Track information

You can use the right and left arrows at the bottom centre of the screen to find the track where you want the race to take place. You can find out what additional information is available here in the chapter entitled Track information.

Warm-up

You can use the warm-up mode to get a feel for a track. You can train for up to 20 minutes, make a mental note of places where you need to remember to brake or try out different settings for the time trial. The lap times that you achieve during the warm-up are not counted, so you can take as long as you want. Press ESC and “Abort warm-up” if you want to exit the warm-up mode.

Time trial

In the time trial, you have 20 minutes to try and achieve the best starting position for the qualifying round. You can complete as many laps as you want. If you think you have turned in a good time, you can drive into the pit to find out the starting position you have achieved and your opponents’ times so far. When the 20 minutes are up, you can of course finish the lap that you are on, provided that you crossed the starting line before the time ran out. If you want to stop the time trial early, just press ESC and “Abort time trial”. After the time trial, a detailed list will be displayed indicating the times achieved by each of your opponents. Then click on “Main menu” to continue the race. If you skip the time trial or you do not achieve a lap time, you will be assigned position 8 in the qualifying round.

Qualifying

Many people who have never seen a truck race find the beginning rather confusing. But the actual starting positions for the cup race are used in what is known as a qualifying round. The time trial is merely used to establish the starting positions for this qualifying race. A qualifying round is completed over 30 laps, so is just over half the length of the cup race. Of course, the race length depends on the distance you have specified in the options. In the table below you can see how many points you can obtain in this heat. If you miss out the qualifying round, you will be assigned position 8 for the cup race and will not earn any points for the qualifying round.

Rank	1	2	3	4	5	6	7	8
Points	10	9	8	7	6	5	4	3

Cup race

The cup race is the culmination of the race day. You start the race in the position that you obtained in the qualifying round. Like the qualifying round, a rolling start is used for the cup race. A cup race is 50 kilometres long, or as long as you have specified in the options. You can see how many points you can obtain for a cup race in the table below:

Rank	1	2	3	4	5	6	7	8
Points	20	15	12	10	8	6	4	3

Additional information

To save you from continuously referring back to the statistics or track information, the most important information is displayed on the left-hand side of the screen.

Most of these items are self-explanatory, so we will just explain the most important ones here.

In the championship, you also have a main screen that shows you the most important information at a glance, such as starting and finishing positions. Once you have completed at least the qualifying round on the current track, an arrow appears on the right. Click on the arrow to obtain additional information about the current race and all the previous races in the championship.

The race weekend

A single race consists of two complete race days. Two scoring races are held on each race day and the results added together.

Start/finish

This line tells you the positions in which you started and completed the race. In the fifth column, all the race results are added up and your position for the whole weekend is ascertained.

Points

This line shows you how many points you scored in a race. Here too, all the weekend's points are added together in the fifth column.

Race distance

In this line, you can see how many laps or kilometres there were in each race.

Fastest lap time

This line indicates your best lap during the race. For comparison purposes, the fastest lap of the weekend is shown in the fifth column.

Stop & Go

Because it is possible that your style of driving might get you landed with a couple of penalties, you can see the number of Stop & Go penalties in each race here. You are not disqualified for having too many Stop & Go's.

After the race

When you have completed the race, the results of the heat will be displayed. As well as the position that you achieved, you will find out your total driving time and the number of championship points that you have scored. Click on "Fastest lap times" to view the best lap times of the race.

Practise

In Practise mode, you can practise driving on any of the tracks for as long as you like without the pressure of a race or championship.



Ghost training

You can also drive against a "Ghost" during your training sessions. A "Ghost" is a playback of a recording of your fastest lap so far. This is represented by a transparent vehicle, hence the name Ghost.

Loading/saving Ghost

You can save up to 99 "Ghost" laps. Because the load/save menu functions in almost exactly the same way as the replay menu, please refer to the chapter entitled "The replay archive" to find out about the different menus.



Single race

If you find that an entire championship season takes too long, you can also drive a single race on any track you like. Click on "Single race" in the main menu to access this mode. In principle, a single race is no different from a "small" championship, so we have not listed all the menu functions again here. You will find more detailed information on this under "Championship".

Selecting the racetrack

Of course, a single race does have one special feature: you are free to choose the track on which you want to complete the race. You can use the right and left arrows at the bottom centre of the screen to find the track where you want the race to take place. If you want to change tracks during a heat, all the races completed on this track so far will be deleted. However, you are asked to confirm that you really want to do this to prevent the accidental deletion of data.

Multiplayer mode

Of course, even Mercedes-Benz Truck Racing is most fun with human teammates or opponents. The multiplayer mode differs from the normal game in that it has an open championship. This principle makes allowances for the special demands of a game with human players. In an open championship, you can take part in as many races as you and your fellow players want. If at any time you want to end the game, the scores are added up to establish who has won.

Special technical features

If someone wants to play as a "fellow driver" (client) but does not have his own CD, he must first carry out the game installation that enables this (multiplayer installation for client). Mercedes-Benz Truck Racing is designed in such a way that it can be played by up to 8 players with a single CD. You will find information about the distinctive features of multiplayer installation in the Readme.txt on the CD. Please note, however, that the player with the CD in his drive has to be the "race organiser" (host).

Computer connection

Depending on your computer's setup, a screen will be displayed showing several options. It goes without saying that all the players wanting to take part in the multiplayer game must select the same type of connection or the same protocol; otherwise it will not be possible to link the computers.

IPX connection

This protocol is designed for a normal network connection. However, it is strongly recommended that the TCP/IP protocol be selected if this is available, even for local networks!

TCP/IP connection

This protocol should be selected whenever you want to play via a local network or service provider on the Internet. When you click on the TCP/IP protocol option, a Windows dialog box is displayed, which you simply have to confirm by pressing OK if you are using a local network. The interrupt requests of computers connected using a TCP/IP network can sometimes result in slight disturbance when using the mouse. Please accept our apologies for this!

Null modem

You can select this protocol if just two of you want to play via a NULL MODEM cable - a cross-soldered serial cable. This does not work with a normal serial modem cable.

Modem

Mercedes-Benz Truck Racing does not support this and, in this age of the Internet, it has become superfluous anyway.

Registering for a multiplayer game

Once you have selected the protocol, the first thing you come to in multiplayer mode is team registration. You can now enter your team details and select a truck in the usual way. Click on "Continue" once you have entered all the details. A dialog box then appears, asking whether you would like to play as the "race organiser" or as a "fellow driver". You will find more about what this particular question means later on in this chapter. Please note that only one player can be the "race organiser" (host) and that this player must have the CD in his drive. If several participants register as the "race organiser", several sessions will be set up, since a number of Mercedes-Benz Truck Racing sessions can run simultaneously on larger networks.

Fellow driver

If you have registered as a fellow driver, you will soon see a list of all the sessions currently running on your network. Click on the session in which you would like to participate, and sit back until the "race organiser" has specified all the settings.

Race organiser

If you have registered as a race organiser, you will be taken into a sort of "waiting menu", where the other players' names should gradually appear. This means that these fellow drivers have already registered for your race event and are now waiting for you to specify the settings. Please wait until the names of all the fellow drivers that you want to play have appeared, and then confirm the session by clicking on "Next".

Settings for multiplayer mode

As the race organiser, you can access all the Mercedes-Benz Truck Racing functions. You can adjust all the settings, the race distance etc in the options. You can also specify the number of computer opponents that you want to take part. You decide how many starting positions are to be "filled" by computer opponents, or whether you just want to drive with your human companions. However, the total number of trucks is limited to 8 in the multiplayer game. Fellow drivers too can use nearly all the functions available in Mercedes-Benz Truck Racing as usual, although settings regarding the race distance or similar adjustments are up to the race organiser!

The open championship

As mentioned previously, you can complete as many races as you like in the multiplayer game, one after the other. As the race organiser, you select the next track on which you want to race by clicking on it in the "championship menu", where all the tracks are listed. Remember that at least the two-cup races must be completed at each race weekend for a score to be obtained.

Of course you can also take part in the warm-ups, the time trials and the qualifying rounds in multiplayer mode. A small tip, though:

In multiplayer mode, the garage is only available in the pit-lane during the warm-up; it cannot be accessed by pressing "F12" as you usually do.

Regardless of whether you are registered as the race organiser or a fellow driver, please click "Next" once you have finished adjusting all the settings and are ready to race. The race begins once all the players have clicked on this button.

The replay archive

This is the menu where all your recorded "race videos" are archived.



Selecting the replays

There are three function buttons for selecting a replay in the middle of the screen. The arrow on the left indicates which track is currently selected. Click on the name of one of the tracks to select a different archive. The control in the centre enables you to scroll through the list of replays. You can save up to 99 replays for each track.

The arrow on the right indicates the replay that you have selected.

Once you have selected a replay, you can edit it using the functions described below.

View replay

Starts the activated replay.

Edit replay

Starts the activated replay together with the editing system.

Rename replay

This function enables you to rename the selected replay.

Delete replay

Use this function to delete the current replay.

Additional information

Number of replays

This tells you how many replays you have saved so far.

Total replays

This enables you to check the amount of memory that your replays are using.

Track replays

This enables you to see how much memory your replays are using for the currently selected track.

Player name

This indicates who recorded the replay.

Race mode

This tells you the race mode in which the replay was recorded.

Weather

This tells you what the weather was like when the replay was recorded.

Replay length

This indicates the length of the replay.

Date/time

This tells you on what date and at what time the replay was recorded.

File size

This indicates the size of the replay file.

Replay editing tool

This editing tool enables you to watch the best scenes or to edit the current recording to your taste. The bar at the top is used to navigate in the replay. There are arrows on the right and left for fast, normal and slow rewinding and forward winding. You can use the red marker to move to any point of the recording. To do this, move the mouse arrow on to the red marker and then hold down the left mouse button. If you now move the mouse to the right or left, the film will quickly "wind" to this point. If you want to stop the playback, just press "STOP". If you want this point to mark the start of your cut, click "MARK". When you reach the end of the scene to be marked, click "CUT". Use "CAM" to click through the available cameras. The cameras that you select will also be saved in the section that you mark. To test the scene and your cut, just click

on the "!" with the mouse. If you are happy with the result, you can archive the replay using "SAVE". The replay will now be saved; each one has a consecutive number at the end of the file name. Once you have used "Save" to store a replay, you cannot edit this replay any more.

The Garage



Setup

Even the best setup cannot replace a good racing driver, although it is a tremendous help to him. That is why Mercedes-Benz Truck Racing contains a number of setting options to make your truck faster and/or adapt it to your own style of driving. Please note that the settings can also make your truck completely unusable.

Diesel/tank capacity

A Mercedes-Benz racing truck has a diesel tank with a capacity of 100 litres just in front of the "fifth wheel". This amount of fuel is more than enough for a cup race. Incidentally, the "fifth wheel" refers to the yoke that connects the truck and the trailer. The rules state that this must be attached to the racing truck. Theoretically, this means that you can drive up to 80 km on one tank of fuel. In any case, you wouldn't need more than this on any of the racetracks. However, the way you drive can mean you need a lot less diesel, so that you then save a few kg. You might think that 20 kilos isn't much when your truck weighs 5 tonnes, but in truck racing just 1/100 can represent the difference between winning and losing. In time trials, you can fill up with much less diesel to optimise your times. Remember, every little helps.

Water/brakes

It is quite a bit easier to work out "water consumption" than diesel consumption. While the amount of diesel you use depends very much on the way you drive, approx. 6.5 litres of water pass through the brakes in a constant stream every minute. So with 200 litres of water, you will be able to cool your brakes adequately for about 30 minutes. That should be plenty – on some tracks with long straights or very high average speeds, this would even be too much. If you complete the race 10 minutes faster, you could save approx. 65 litres (kg) of water. For example, because a qualifying race is only just over half the length of a cup race, you could manage with a lot less water, making your truck considerably lighter.

Tyre pressure front/rear

If you're not careful, this option can make your truck completely unusable, just as with a standard car. In Mercedes-Benz Truck Racing, however, you can use the tyre pressure to make your truck tend towards either understeering or oversteering. These two options are extremely effective. Try out various settings and then choose the one that best suits the way you drive. By the way, you won't be surprised to learn that altering the tyre pressure results in increased wear and tear, because the tyres are not lying flat on the road.

Brake balance front/rear

Most drivers will find that the default setting for their truck's brakes in Mercedes-Benz Truck Racing is the optimum brake balance. However, if you would rather have more braking power in front, just push the control forward. This will make the front wheels lock more quickly and the tail lift more. Although this prevents the truck from skidding, it is harder to stop the wheels locking, which will inevitably result in your truck hurtling off the track into the gravel. On the other hand, if you set the braking power at the back, the truck will be very prone to skid, especially on wide bends, although the front wheels will not lock as quickly. You should decide for yourself which setting suits you best.

Gear ratio

This is a setting that does not actually exist for real racing trucks. However, we decided to include it so that you would be able to adapt your truck for the racetrack as best as possible. If you turn off the electronic limiter, a truck with standard transmission will travel at approx. 170-180 km/h. On the Contidrom track, the record is 194 km/h with standard transmission so, as you can see, the trucks have plenty in reserve. The shorter the setting you choose, the faster the truck will accelerate, but it will also be more difficult to achieve the maximum speed. It is most fun to use this on tracks where you do not need to get up to top speed very often. This setting was devised especially with "unlimited mode" in mind, when the trucks travel at approx. 250 km/h using a different gearbox.

Shock absorbers, spring coils and spring distances

You can use these two settings to make your truck more comfortable, although of course that is not their main purpose. A solid undercarriage is nearly always an advantage in this sport, because it reduces the truck's tendency to lean, so that the tyres are flat on the road for longer. This results in a more even grip so that you can take corners at higher speeds. The drawback is that the rear wheels lift off the road when you brake, so that they then no longer exert any braking power. Another disadvantage is particularly noticeable on bumpy tracks, because there is not enough give in hard springs, so they tend to make the truck jump on the bumps. It then loses contact with the road surface so that the wheels cannot grip properly on corners or simply spin when you accelerate. You can make your spring distances longer or shorter, depending on the settings you have used for your shock absorbers.

Anti-roll bars

Use this setting to reduce your truck's tendency to lean. In Mercedes-Benz Truck Racing, this affects only the lean and does not have any effect on any other components. This setting helps the wheels on the inside of the corner to stay on the ground longer, as described above in the section on shock absorbers. In our opinion, making the anti-roll bars softer only has negative consequences. If you find a situation where softer anti-roll bars are an advantage, please mail us!

ESP – electronic stability program

The ESP is designed to help inexperienced drivers to cope with the 5-tonners. Of course, in real truck racing, this driving aid is prohibited. The ESP checks whether a wheel is going too fast and threatening to swerve on a bend. It then slows this wheel down to stabilise the vehicle again. Because the ESP works very fast, the result looks almost as if the truck is on rails, as long as you're not going too fast, at least...

ABS – anti-lock braking system

The use of ABS is also forbidden by the rules. ABS is now available for nearly all types of vehicle and stops the wheels locking. Firstly, vehicles with ABS are always controllable because none of the wheels lock and therefore do not skid. Secondly, the braking distance for a vehicle with ABS tends to be shorter, because the tyres' static friction – in contrast to kinetic friction – makes deceleration quicker.

Brake assist

One function that you set in the options rather than the garage is the brake assist function. The brake assist "knows" how fast you can take the next corner and slows your vehicle down accordingly. However, you should then let up on the accelerator, because otherwise your truck will go into a very fast swerve.

Full/semi-automatic mode/automatic mode off

The trucks are generally driven in semi-automatic mode, which means that the automatic transmission changes up by itself and the driver changes down manually. This is important if you want better control of the huge amount of torque and the powerful turbos.

That is why full automatic mode exists only in Mercedes-Benz Truck Racing. This then shifts the gears up or down where necessary. Because of the exceptional output, full automatic mode certainly gives the impression of being rather nervous. But who can blame it, given these trucks' proportions? Of course, you can also turn automatic mode off completely and follow the example of drivers like Markus Oestreich, who also only ever uses manual transmission. You must decide which way you prefer to play.

Loading and saving setup

Of course, once you have chosen the perfect setup, it would be a shame if you couldn't archive it for future use. So all you have to do is click on "Load/save setup" to load an existing setup or save your current settings. Like all loading/saving actions in Mercedes-Benz Truck Racing, you can also save, delete and rename almost as many setups as you like here.

Condition

If you click on "Condition", you will be able to see how badly your truck was damaged in the last race. You can also repair the truck here, although this generally happens automatically before the next race. But if you do it this way, you can see the difference.



Technical data

This menu enables you to find out technical details about the trucks.

You should then know what all the little controls and adjustment sliders are for, so that you can achieve the perfect setup for each circuit. If you don't want to adjust any of the settings yourself, you are bound to find a number of setups on the Internet soon after publication.



Statistics

Nearly all the statistics described in this manual can also be found in this menu. There are a few, however, that can only be accessed from this menu.

Last race

For this, please refer to the chapter entitled "Championship".



Race weekend

This menu gives you precise information about how successful you and all the other drivers were during the race weekend. You will find your position here, as well as your total score and the number of championship points that you obtained during the individual heats.



Championship

In the first part of the menu, you can find out the total number of championship points that you have scored on the individual tracks and your position in the championship. Click "Position" to see the overall position that you have attained at the end of a race weekend on each track, rather than the points you have scored.



Team registration

In the "Team registration" section, you decide which team you want to compete in during the next season. You can take on the role of an original driver in one of the existing teams, or alternatively you can set up your own personal team. Even if you are only driving in one team, you can still modify the details for all the other teams.

Racing team name etc

You can change these details at any time, simply by clicking in the appropriate display field.

Edit drivers

To edit the drivers' details, click "Edit drivers" in the menu on the right. You can now replace all the indicated driver's details with your own choices and you can also use the small arrows pointing to the right and left to select a different portrait of the driver.

Edit trucks

If you activate this function, two arrows appear below the large arrows pointing to the right and left. You can use the arrows at the bottom to view and select different trucks.

Register

When you have completed your adjustments, make sure you don't forget to click on the "Register" button, or all your details will be lost!

Original team

If you want to restore the currently indicated team to its original state after you have edited it, you should click on the "Original team" button. Again, you will be asked if you really want to do this to prevent loss of data. The original details will then be restored.

All original teams

By clicking on "All original teams", you restore the original details for all the teams – not just for the one that is currently indicated. Once again, you will be asked to confirm this to prevent loss of data.



Track information

Track records

You can view the fastest lap times for all tracks by clicking on "Track records". You can see who completed the record lap, how long it took him and the average speed that was reached.

Track information

The track information is designed to give you detailed information about the selected racetrack. Apart from the name and venue, you will find out the length of the track and the size of the racetrack site. The red flags mark the points where the intermediate times are recorded, which are given below the picture.



Track descriptions

ZOLDER

Zolder is the most demanding circuit in the truck-race calendar. There is very little grip anywhere on the track because it's always covered in sand – so much so that it's best to close your eyes in the pit-lane, because the trucks bring so much sand off the track with them. Things improve as the race weekend progresses and the asphalt acquires the grip that you need for a race. The track offers everything that makes racing drivers' hearts beat faster: fast bends, slow hairpins and difficult combinations where it's hard to find the best line. Zolder's many



corners also provide plenty of overtaking opportunities for the trucks, such as before the tight hairpin bend. Another highlight of the track is its three chicanes, more than on any other circuit. It must be said that Zolder is almost impossible to complete in the rain, but that makes it all the more fun when it's dry.



NÜRBURGRING

Sadly, only the short circuit section can be used for the truck race, because there is an open-air concert on the lower part of the track, the Müllenbach Loop. Racing on the Nürburgring is a real truck-fest. Country music, exhibitions and lots of other events make this race the highlight of the truck-racing year. The start of the Nürburgring is very exciting, because in the first chicane, the Castrol S-bend, it is very easy to make contact with other trucks. The turn into the link after the S-bend is also a very difficult stretch – it's hard to stop your 5-tonner under steering here. Because the point where you need to brake is quite bumpy, as is

the whole bend, this corner must be taken very very carefully. But the turn into the link is an excellent opportunity to give the truck in front a little "nudge" to let him know you're there. Another crucial chicane has to be the Veedol S-bend, where most accidents tend to happen – that's why the S is lined with stacks of tyres. In wet weather, there are some very different lines on the Ring, all of them fast, so it's a particularly good idea to take the corners in the outside lane.

MISANO

The Misano track is relatively easy to drive, although it conceals some difficult obstacles. Most of the track can be driven effortlessly, favouring the drivers who drive "smoothly". The long straight starts with a difficult double left bend. Your truck must be set up perfectly if you want to take these corners flat out. The difficulty lies in the stretch approaching the start and finish line, where you can make up or, indeed, lose a lot of time. Finding the right line requires practice...and even then you can't always be sure of hitting this line accurately. The problem is that you need to change down for the corners, starting with a wide left-hand line and leading into an awkward tight one. Of course, that makes the truck unstable on its rear axles; if you think your wheels are spinning a lot on the home straight it's because you drove too far out into the mud, and that could prevent you getting a fast lap...



DONINGTON

English racegoers are real racing fanatics so here, unlike other racetracks, you get not only truck-racing fans but you also get many people that would normally prefer to attend touring car races or similar events. Donington Park is a very challenging circuit; there is a long, fast and completely blind uphill stretch that calls for plenty of nerve. You can't see where you need to turn in but you're travelling at speed, so you need the experience as well as a fair amount of courage. The general rule for Donington is that nearly all the bends are very hard to see, so you need to commit the track, corners and hills to memory during the

practices. That's why it's a really good idea to walk round the track once on foot, to see what you're in for. All you need to do, though, is drive your truck a bit slower. To find the fast line, you often need to stay in the outside lane for quite a while before pulling into the bend. This makes overtaking exciting because there are plenty of opportunities to get past the truck in front. The tight chicane before the start and finish line encourages you to push the truck in front off the track, and you will often see trucks in the gravel at the side. But that doesn't matter, because the track has the best-trained marshals on the truck-racing circuit.



A1-RING

The short section of the A1-Ring is used, which makes it interesting for the spectators because a lot of laps have to be completed, although it doesn't look that spectacular there are a few difficult sections, and the course doesn't really flow from the driver's perspective. This is emphasised by the fact that it only has one real left-hand bend. There is an extremely tight, difficult corner just past the start/ finish line that can be used to squeeze an opponent out, although the pit-lane crash barrier prevents any evasive action on the inside of the bend. The next corner is the turn into the link immediately afterwards, also very difficult because

it drops away by several metres. But the real fun starts on the last two bends before the start/finish line. These are really fast bends but they're both on a slope, making the truck extremely unsteady.

MOST

Unlike other tracks, Most has an unusual start. There isn't a real corner after the start and finish line, because the fast left-hander at the end of the straight is driven flat out and doesn't provide any overtaking opportunities. This means it's almost impossible to make any progress in the initial free-for-all. In the first few laps, drivers tend not to risk taking this bend at full throttle, but after three or four laps they overcome their fear. Of course, since you aren't risking life and limb in Mercedes-Benz Truck Racing, you won't have this problem. Most provides several opportunities to drive through the "mud" without losing too much time, which the drivers exploit to the full, so that the racetrack often gets very dirty during a race, especially in wet weather. The double right-hand bend at the start of the home straight is also quite a challenge, because you want to keep plenty of momentum up for the long straight. By the way, Most is quite near a big industrial area, so the air is usually pretty hazy.



BARCELONA

A "circular" course because, as on the Nürburgring and A1-Ring, only the short section is used. This makes it a much more free-flowing circuit for trucks. Barcelona is exciting from the start, because you can keep up really well on the outside lane and make up a few places into the first corner. The spectators in Barcelona are particularly boisterous... so it's best not to send any Spanish drivers onto the grass in front of the main stands. On the "infield", there are excellent overtaking opportunities but it is also very easy to get onto the grass, so there is a high risk of accidents in this section. The Spanish sporting officials are notorious for their

rulings. It is forbidden to drive across the kerb so that your tyres are in the mud. If you do this, you will get a "stop & go penalty" and end up at the back.



JARAMA

A wonderful track near Madrid, but not without its dangers, as Jordi Gené's roll demonstrated in 1998. -The tight right-hand corner just after the start line is similar to the first corner in Barcelona: there is grip on the outside lane here too, so you can make up some ground on the first bend. Jarama is a fairly demanding course with a wide variety of corners. With all bends leading to up or downhill stretches, you will end up with a lively 5-tonner. The chicane on the hill, the highest point on the track, is a particularly

GRAMMER

Seat manufacturer Grammer's racetrack is near Amberg in Bavaria. At 4,300 metres long, it is one of the longest tracks in the game. The track stands out for its extremely long straights, on which you can reach speeds of over 250 km/h, and most of which are followed by pretty nasty corners. The long flat out section on the home straight may cause problems for some technically flawed trucks. Immediately after the first bend, the track slopes steeply into a deep valley, which has caused the asphalt to become very uneven on the inside of the bend over time. The trucks' limited suspension can only cushion these bumps so much, so sometimes it is best to forget the ideal path and take all corners in this stretch from the outside. Once the driver is through the valley, several fast, demanding bends await him, but he can make up some time here by braking and cornering at the right moments. In general, though, this track has a good driving rhythm.

LAUSITZ EuroSpeedway

The Lausitz EuroSpeedway represents a special challenge for racing truck drivers. The 4.5 kilometre-long course in the middle of a tri-oval fit for Indy cars stands out for its long straights and some short but tricky bends. The trucks' inertia makes overtaking very difficult here. Brake a bit too late and you could get caught in the gravel or worse, in the outer wall. Only the two 180° turns can be used for overtaking. In the tortuous section after the first corner and on the long straights, all you can do is follow bravely. Another special feature of this track is the bend at the beginning of the home straight with a 10° bank. Of course, the Lausitz EuroSpeedway is designed for very fast cars, and if you judge the banked corner before the start and finish line correctly, you shouldn't have a problem in reaching 250 km/h or faster in unlimited mode.



CONTIDROM

Tyre manufacturer Continental's test track must be pretty unique. At least, it's the only track I know with a proper banked 180° hairpin bend. The 60° banking presses you into the driver's seat with a force of almost 2G – it's an eerie but fantastic feeling when there's nothing but sky beyond the edge of a track. Make sure your shock absorbers aren't too soft on this track, because the springs get really tightly compressed in the banked hairpin. The other special feature of this track is that you often can't drive what seems to be the perfect line on the fast bends after the start/finish line, because some of the corners are very close together, but unfortunately not so close that you can develop a rhythm. A further problem is that you need to slow right down for some of these drawn-out bends, which makes the whole truck rather unstable. The way you take these sets of bends often depends on your driving style, so it's difficult to give any tips. But the track then has a third challenge for the driver. You've hardly got the long bends behind you when there's a tight 180° hairpin, after which there are some short fast stretches with several almost right-angled corners. Once you're past them, there are no more obstacles until the banked hairpin.

Practise

In Practise mode, you can practise driving on any of the tracks for as long as you like without the pressure of a race or championship.

Technical data

In general, trucks are considered to be slow and ponderous. This is a huge misconception. In fact, racing trucks are unrivalled technical masterpieces comparable with any sports car. The trucks reach higher cornering speeds than a VIPER RT/10 and, if the truth be known, actually accelerate more quickly. You will have read that racing trucks can accelerate to 100 km/h in less than 6 seconds, but just try using the stopwatch in Mercedes-Benz Truck Racing - you will be amazed. Truck racing regulations forbid aerodynamic aids such as ABS, ESP and other aids. This rules out any realistic comparisons with the high-tech flatfish from other racing categories from the outset. Theoretically, the racing trucks would be capable of reaching a speed of approx. 240 km/h with the right gearbox, but unfortunately the entire range of safety measures used on racetracks would not be sufficient to withstand the force of a collision. In Mercedes-Benz Truck Racing, however, we have included an "unlimited mode" since the spectators here are not in any danger. But in order to ensure that these giants perform properly at such high speeds, we had to make some highly technical adjustments. That is why racing trucks have better brakes and can take corners faster in "unlimited mode". The Super Race trucks' engine capacity is set to 12,000 cc. The Mercedes-Benz racing trucks have a V6-engine, with two turbochargers which boost from approx. 400 hp to an impressive 1360 hp. In a standard car, a turbocharger is set to between about 0.5 and 0.7 bar, whereas in racing trucks it is set to 5.5 bar. The brakes used are disc brakes, because other materials simply would not be able to cope. The brakes are constantly cooled with water to prevent them from overheating, which explains why the wheels "steam" in cooler weather.

Technical specifications for a Mercedes-Benz racing truck

Engine

Designation	OM 501 LAR Innovation engine
Series	V6
Displacement	12,000 cc
Bore x stroke	130 x 150 mm
Max. output	1000 kW (1360 hp)
Ignition sequence	1-4; 2-5; 3-6
Valves	4 per cylinder
Injection system	PLI (pump - line - injector); 6 unit pumps
Injection nozzle	1 central injector per cylinder
Injection pressure	max. 2,000 bar
Turbocharger	exhaust turbochargers with HP compressor,
pressure ratio	up to 5.5 bar abs.
Engine management	electronics by Temic

Transmission

Manufacturer/model	ZF 5-HP 600
No. of speeds	5, automatic with electronic control
Operation	by rocker switches on the steering wheel

Chassis

Frame	space frame
Suspension	linear coil springs
Shock absorbers	gas pressure shock absorbers with 32 settings

Dimensions

Width	2,546 mm
Height	2,700 mm
Length	5,500 mm
Weight	5,015 kg

Brakes/wheels/tyres

Brakes	disc brakes front and rear, floating brake discs, water-cooled
Diameter	438 mm
Wheels	Speedline aluminium wheels
Tyres	Continental 315/70 R 22.5

Performance

Acceleration	0-100 km/h in less than 6 sec.
Top speed	160 km/h (electronically limited)

Rules, Stop & Go and flags

The European truck-racing championship is not without rules. Some of these have been modified slightly in Mercedes-Benz Truck Racing to make the game more enjoyable.

Black smoke

Because people always think that trucks need to give off huge clouds of sooty smoke, we should point out that this “black smoke” is strictly prohibited in truck racing and results in immediate disqualification.

Stop & Go

The European truck-racing championship rules state that the first time a driver leaves the track to take a short cut, he is given a warning, and if he does this again, he is awarded a Stop & Go penalty. Stop & Go means: drive into the pit-lane, slow down to a complete standstill and then drive off again. If a Stop & Go is given in the last three laps of a race, the driver no longer needs to drive into the pit, but is awarded a penalty of +10 seconds which is added to his race time. If the driver does not drive into the pit within three laps of being given a Stop & Go, he is disqualified. It doesn't matter why the driver has driven off the track. Even if he has just been “nudged” to the side, he still gets a Stop & Go.

In Mercedes-Benz Truck Racing, a caution for a Stop & Go is given (a flag is displayed) if someone has cut the record lap time short by half. If you achieve this time or an even shorter time, the Stop & Go is pronounced and you will have to sit this out in the pit within 3 laps, otherwise you will be disqualified. If a Stop & Go is imposed during the last two laps of a race, +15 seconds is added to your race time. So if 2 Stop & Go penalties are pronounced in the last two laps, +30 seconds will be added.

Flags

Yellow flag

The yellow flag is displayed whenever there is danger on the track. This could be a broken down truck that has not yet been cleared out of the way, an accident or just a truck that has skidded into the gravel. When the yellow flag is displayed, overtaking is prohibited.

Red flag

When the red flag is displayed, the race is aborted for safety reasons. This happens if, for example, the condition of the track has deteriorated dramatically due to rain or the scene of an accident cannot be cleared without endangering everyone on the track.

Black and white flag (diagonal)

This is displayed if a driver is behaving in an unsportsmanlike manner or is driving incorrectly. In many cases of course, this depends on the official's point of view, so in Mercedes-Benz Truck Racing it appears only for the most blatant displays of foul play. If the driver plays dirty a second time, he is disqualified.

Blue flag

Let's hope you never have to see this. This flag is only displayed if you have to let an opponent overtake you. It might be that you are too slow to participate in a proper race, either for technical reasons or due to your driving, or because you have been lapped by other vehicles. You are shown this flag three times at 20-second intervals.

If you do not then give way, you will be disqualified. Don't worry – the blue flag isn't displayed arbitrarily, but only when you are really holding up the truck behind you.

White flag

This flag is only displayed at the beginning and ending of a race when there are slow vehicles driving on the track. In Mercedes-Benz Truck Racing this flag is displayed only at the rolling start and even then it is just until you get your vehicle under control.

Green flag

The green flag is waved on two important occasions - firstly, once danger previously indicated by a yellow flag has been eliminated and secondly, when the race is decontrolled after the rolling start, i.e. when you get your vehicle under control. The green flag is also displayed when you regain control of your vehicle after the automatic pit stop.

Black flag with yellow spot

When you see this flag, you know it's serious. It is only waved if your vehicle has technical problems. In Mercedes-Benz Truck Racing, you will only see this flag if it would be truly pointless to continue with the race.

Black and white chequered flag

The most beautiful flag in the whole race. This is waved when the race is over.

Options

The options

In Mercedes-Benz Truck Racing there is a whole range of options that you can use to adapt the game to your requirements or to suit your hardware.



Game options

The game options allow you to adjust all the settings that are relevant to the simulation itself.

Time – training mode

In truck racing, both warm-ups and time trials are limited to 20 minutes. In Mercedes-Benz Truck Racing, you can set times of up to 135 minutes. Please note, however, that there generally isn't much point in setting the time below 5 minutes, as the first lap in which you drive out of the pit is not counted.

Race length/race mode

First of all you can choose whether you want to set the race distance according to the number of laps or the number of kilometres to be driven. To do this, click on "Laps" or "Kilometres" to change the setting accordingly. The control for the qualifying round is always set to approx. 60% of the race distance as default, in accordance with the rules.

Speed mode

As mentioned several times already, Mercedes-Benz Truck Racing features an "unlimited mode" where the trucks drive faster than 160 km/h. Click on "Limited mode 160 km/h max" to switch this setting to "unlimited mode" and vice versa.

Speed information

This setting enables you to switch between km/h and mph.

Opponents' strength

One of the most important settings in the whole game is the one that determines your opponents' strength. The competitors in Mercedes-Benz Truck Racing are very proficient so you shouldn't be ashamed of specifying a low strength level when you first start playing. The opponents' driving properties are not manipulated for settings between 1% and 100%. The settings between 101% and 110%, where slight alterations are made to the computer opponents' driving properties, are designed for absolute freaks.

Damage

This option enables you to decide whether you want damage to your vehicle or not. When you first start playing, it may be a good idea to deactivate this so as not to spoil your enjoyment.

Weather conditions

If you don't like driving in the rain because you find the conditions make it too difficult, or you just don't like rain, you can select either changeable weather conditions or permanent sunshine here.

Replays - recordings

If you want to record a "video" of your race, you must activate this option. However, please note that this can cause problems on slower hard drives, because a considerable amount of data will need to be stored. A recording of a 50-km race can take up approx. 50 megabytes. If you want to limit the amount of data stored, set the option for "Replay with skid marks & dust" to "off". You will find more about replays in the chapter entitled "The replay archive".

Gear shift

In Mercedes-Benz Truck Racing you can choose between three different types of gearshift.

Full automatic

In the real world, fully automatic gearshift does not actually exist, but it has been incorporated here to make the game more fun. If this setting is activated, the computer looks for the best gear automatically. It should be noted that full automatic mode is rather unstable due to the huge amounts of torque.

Semi-automatic

On this setting the automatic mode shifts the gears up but you need to change down again yourself. This setting is designed to give you better control over the turbo thrust.

Manual

This setting is self-explanatory. You shift the gears up or down by hand.

Reverse gear

If you activate this setting, reverse gear is engaged automatically when you keep your foot on the brake for some time while the truck is stationary. This then means that you don't need to change into reverse manually.

ABS/ESP

These two settings enable you to make your vehicle easier to control, which can be a very good idea at the beginning of your racing career. It may be bending the rules a little, but it certainly makes things more fun. If you're not sure what these terms mean, you can find out in the chapter entitled "The garage".

Brake assist

Now here is a setting that you could often do with in real life. The computer always slows your truck down to the right speed automatically. This means that you can never take corners too fast. However, please note that the brake assist function works in accordance with the level of difficulty that is specified, so that you cannot take the corners faster than your opponents.



Graphics (in 3D engine)

The graphic options enable you to adapt the game to your hardware and visual requirements. Please note that the maximum settings will not work altogether satisfactorily on all computers. We have ensured that there are also enough alternatives for less powerful computers.

Displays

With the exception of the rear-view mirror, these settings do not affect the display speed.

View

You can use this option to switch between "Cockpit view", "Exterior view" and "Interior view".

All displays

If you turn this setting to "on", all the displays that are available during the game are turned on.

Direction arrows

These arrows are designed to help you to recognise the type of bend that you are approaching and the maximum speed at which you should take it. The arrow changes colour according to your speed. If the arrow is "green", everything is fine. If it is "yellow", it's a matter of luck – your speed may be all right. If the arrow is "red", you are definitely driving too fast. This is available if you are still unfamiliar with the track or if you don't feel like learning every corner by heart.

Top view of track

This setting inserts a small map of the circuit, on which you can also see your opponents' positions.

Opponents' names

The drivers' names are displayed during the game. This setting is particularly useful in multiplayer mode, if you don't know who is driving which vehicle.

Flags

This option turns the flags on or off during the game.

Rear-view/wing mirrors

This option enables you to turn off the rear-view mirror, which really makes your computer work hard.

In cockpit view the wing mirrors are turned off, and in all other views the rear-view mirror at the top of the picture is turned off. The "full screen" rear-view mirror, to which you can assign a hot key in the "Controls", is still available.

Truck display

These settings enable you to speed up or slow down the display considerably.

Player truck high detail

This turns the high detail mode on or off for your own truck. The high-detail trucks consist of more than 1,700 polygons and can make your computer work really hard, depending on its speed. If you set this option to "off", your truck is shown without an interior or transparent windows. You only need to alter this setting when you are driving your truck in "Exterior view".

Player truck 3D shadows

The calculation of a realistic vehicle's shadow is very labour-intensive for your computer and should be turned off on computers of less than 333MHz. If you really want this shadow nevertheless, you will have to reduce some of the other settings.

Opponents' trucks detail level

This is basically the same as "Player truck high detail", except that it applies to your opponents. You can choose from 4 different levels of detail.

Distortion/visible damage

The damage incurred by trucks uses a lot of memory and can take your computer some time to display. Turn this off if you consider the other settings to be more important.

Ghost truck transparent

This setting enables you to specify whether the "Ghost truck" in "Practise" should be transparent or not.

Track display

These settings help you to establish whether your game is likely to go smoothly or whether you are in for a bumpy ride.

View distance

You can set a view distance of between 0% and 100% here. This refers to the distance to which the 3D engine draws. At 0%, this distance is approx. 100 metres, and at 100% the whole track is visible. For most computers, it is recommended that these settings are left at about 40%. You can also change these settings at any point during the game by pressing "ESC".

Detail level

This option too enables you to influence the flow of the game considerably. Depending on the setting, a larger or smaller number of trees and spectators is depicted. Because, in this case especially, a lot depends on your graphics card, you will need to experiment a bit. But you can also change this setting during the game by pressing "ESC".

Music & sound effects

In this menu you can adjust everything in the game connected with sound. None of the settings use a lot of memory, so you can set it up in any way you like.



Music & sound in 3D engine

Music

You can turn the music completely "on" or "off". If you don't want to hear any music, you should actually turn it off rather than just turning it down, as this will stop your computer accessing the hard disk all the time.

Music selection

Only the titles that you have set to "on" are played. This means that you can exclude tracks that you don't like, for example.

Music volume

This control is used to set the volume of the music in the game. If you don't want to hear any music, it is best if you turn "Music" to "off", as mentioned previously.

Sound effects volume

This is where you control the volume of the sound effects, e.g. spectators, announcements, etc.

Volume player truck

These settings enable you to specify the volume for your own truck. This is where you set the volume for the engine, kerbstones and gravel.

Volume opponents' trucks

The same setting as "Volume player truck", but for your opponents.

Music & sound in front-end

You can use these options to regulate the sound in the menus.

Music

You can turn the music “on” or “off” in the menus too.

Music volume

This control is used to set the volume of the music in the menus.

Sound effects

You can use this option to turn the sound effects in the menus “on” or “off”.



Game control

In the game control section, you can configure your input devices or assign functions to them.

Control device

You can use this arrow to select each control device that is connected to your computer.

Control type

You can use this arrow to specify how the program should interpret your input device.

Keyboard/gamepad

If you are playing with a keyboard or a digital gamepad, you should select this setting, because it will compensate for some of the disadvantages that you would otherwise encounter as a result of not using a joystick or steering wheel.

Joystick

Because of the greater “leverage” that you have with a joystick, this does not take you into the section concerning steering.

Steering wheel

If you have connected a steering wheel, you should select this setting.

Control functions and how to set them

In this section of the menu, you can configure your control axes. Click on whichever control setting you want to change. Activated entries are coloured blue. Now press the key to which you want to assign the selected function. If you are using a steering wheel or joystick, you will have to press the appropriate button or move the relevant axis. If you want to delete an entry completely, activate it and then press “ESC”. This entry should now read “---”.

Axes

The axis functions are self-explanatory, so there is no need to go into further detail here.

Buttons

In this section of the menu, you can assign the game's special functions accordingly. These functions are also self-explanatory.

Strategy

The strategy for a truck race follows some very simple yet crucial rules.

Rule 1:

Forget about the slipstream. For a start, the electronic limiter renders it useless. Also, the slipstream stops the engine cooling efficiently, so it will give up on you in a very short time. So get out of the slipstream whenever you can. The turbo engines need all the air they can "breathe"!

Rule 2:

Forget the pit-lane. If you incur any serious damage during the race, you've blown it. There simply isn't time for a pit stop. So you won't see any masked mechanics with compressed air tools in the pit-lane either. You'll be all alone in the pit-lane – except perhaps for your teammates sitting on the wall, shaking their heads sympathetically.

Rule 3:

The driver in front of you won't like it if you hassle him. So do it whenever you can, without putting your truck at risk. With a bit of luck, this will make him nervous and you'll overtake him easily at the next opportunity.

Rule 4:

The whole width of the track is only used in one-on-ones. Drive alongside your opponent whenever you can. You can take bends on the outside if you know that the next bend is the other way round, so that you'll then end up on the inside lane.

Rule 5:

Just play fair and don't break the rules, as a "stop & go" penalty will inevitably leave you in last place.

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SYNETIC
The Factories

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