**Adlerwerke –** Wikipedia

<https://de.wikipedia.org/wiki/Adlerwerke>

The **Adlerwerke vorm. H. Kleyer AG** were a German vehicle and mechanical engineering company based in [Frankfurt am Main](https://de.wikipedia.org/wiki/Frankfurt_am_Main) that manufactured [bicycles](https://de.wikipedia.org/wiki/Fahrrad) , [cars](https://de.wikipedia.org/wiki/Automobil) , [motorcycles](https://de.wikipedia.org/wiki/Motorrad) and, most recently, [office machines](https://de.wikipedia.org/wiki/B%C3%BCromaschine) until 1998 . After the production and sale of the historic company headquarters were discontinued, the company was sold to an investor. It has been operating as [Adler Real Estate](https://de.wikipedia.org/wiki/Adler_Real_Estate) since 1999 and has focused on the purchase and management of [residential properties](https://de.wikipedia.org/wiki/Immobilie) . The company continues to be listed on the [Frankfurt Stock](https://de.wikipedia.org/wiki/Frankfurter_Wertpapierb%C3%B6rse) Exchange under its new name .



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## Company History

### Foundation



Advertisement by Adlerwerke from 1907



Memorial plaque for the prisoners of the former satellite camp



Adlerwerke building ( [reinforced concrete construction based](https://de.wikipedia.org/wiki/Stahlbeton%22%20%5Co%20%22Reinforced%20concrete) on the system of [François Hennebique](https://de.wikipedia.org/wiki/Fran%C3%A7ois_Hennebique)[[1]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-1) ), seen from Kleyerstrasse, 2007



The north-east side of the Adlerwerke, seen from Weilburger Strasse over a construction site (2017)



Adler tricycle from 1888 on a [1985 postage stamp](https://de.wikipedia.org/wiki/Briefmarken-Jahrgang_1985_der_Deutschen_Bundespost)

Adler-Fahrradwerke, which initially produced their bicycles in Frankfurt am Main, Gutleutstrasse 9 (the house has not been preserved), was founded in 1880 by [Heinrich Kleyer](https://de.wikipedia.org/wiki/Heinrich_Kleyer) as *Heinrich Kleyer*[*GmbH*](https://de.wikipedia.org/wiki/Gesellschaft_mit_beschr%C3%A4nkter_Haftung_%28Deutschland%29) . As early as 1881, the machine works *Spohr & Krämer manufactured* high and tricycles according to his specifications. In 1889, a factory with 600 jobs was built in Frankfurt's [Gallusviertel](https://de.wikipedia.org/wiki/Frankfurt-Gallus%22%20%5Co%20%22Frankfurt-Gallus) between Höchster Strasse (later Kleyerstrasse) and Weilburger Strasse on an area of ​​18,000 square meters. In addition to bicycles, [tricycles](https://de.wikipedia.org/wiki/Dreirad) and [Voiturette](https://de.wikipedia.org/wiki/Voiturette%22%20%5Co%20%22Voiturette) cars were produced there with [De Dion](https://de.wikipedia.org/wiki/De_Dion-Bouton) engineswere equipped. In 1895/1896, constant expansion of the company led to the conversion into the *Adlerwerke vorm*[stock corporation](https://de.wikipedia.org/wiki/Aktiengesellschaft)*. H. Kleyer AG,* which had a share capital of 2.5 million [marks](https://de.wikipedia.org/wiki/Mark_%281871%29) , on which a [dividend](https://de.wikipedia.org/wiki/Dividende) of 20 percent could be paid as early as 1898 . In 1898, the production of [typewriters began](https://de.wikipedia.org/wiki/Schreibmaschine) in a seven-story high-rise factory on Weilburger Strasse.

From 1901, motorcycles with De-Dion engines were added to the works' range. In 1902, the writer [Otto Julius Bierbaum](https://de.wikipedia.org/wiki/Otto_Julius_Bierbaum) undertook a trip to Italy in an 8-horsepower eagle car, which he described in the book *A Sensitive Journey in an Automobile* . In 1903 the engineer [Edmund Rumpler](https://de.wikipedia.org/wiki/Edmund_Rumpler) took over the Adler design office and developed the first own motors, which were put into production in 1904. In 1905, Adler was the first German automobile manufacturer to interlock the engine and transmission. Motorcycles were no longer produced from 1907 until after the [Second World War](https://de.wikipedia.org/wiki/Zweiter_Weltkrieg) . At the [1909 International Aviation Exhibition](https://de.wikipedia.org/wiki/Internationale_Luft-_und_Raumfahrtausstellung_Berlin#Vorgeschichte) , the company presented [airship](https://de.wikipedia.org/wiki/Luftschiff) prototypesengines before. Between 1910 and 1912, a monumental factory was built in three construction phases in [historicizing](https://de.wikipedia.org/wiki/Historismus) forms, whose crenellated towers have been preserved and can be seen from afar.

In 1914, 20 percent of the passenger cars registered in Germany were from Adler.

### Interwar period

Four years after the [First World War](https://de.wikipedia.org/wiki/Erster_Weltkrieg) , the company employed 10,000 workers and employees with branches in ten other cities. By 1930 the number had dropped to 3,000, only to rise to 7,000 by World War II. In the 1920s, the Adlerwerke also had a branch in [Berlin](https://de.wikipedia.org/wiki/Berlin) (Zimmerstrasse / Belle-Allianz-Strasse) and additional exhibition salons on [Unter den Linden](https://de.wikipedia.org/wiki/Unter_den_Linden%22%20%5Co%20%22Under%20the%20linden%20trees) and Hardenbergstrasse. [[2]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-2)[[3]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-BerlinerAdressbuchJ.1931-3)[[4]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-4)

In the first half of the 1930s, Adlerwerke was mostly in third place after [Opel](https://de.wikipedia.org/wiki/Opel) and [Auto Union](https://de.wikipedia.org/wiki/Auto_Union) in terms of new car registrations in Germany.In 1936, [Mercedes-Benz](https://de.wikipedia.org/wiki/Mercedes-Benz) ousted them to fourth place. The [*Adler Standard 6*](https://de.wikipedia.org/wiki/Adler_Standard_6) with a [six-cylinder in](https://de.wikipedia.org/wiki/Sechszylinder) - [line engine](https://de.wikipedia.org/wiki/Reihenmotor) was introduced in 1926. The model, based on the [Chrysler 60](https://de.wikipedia.org/wiki/Chrysler_60) , was the first German car to have a hydraulic brake system built by [ATE](https://de.wikipedia.org/wiki/Alfred_Teves) with a [Lockheed](https://de.wikipedia.org/wiki/Lockheed) license. [[5]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-5) Together with the body made entirely of sheet steel, the *Standard 6*This is how to catch up on the development lead of the [US-American](https://de.wikipedia.org/wiki/Vereinigte_Staaten) vehicles, which were in great demand in Europe at the time . By 1934, Adler had sold just under 30,000 of the successful model. On the same technical basis, the [*Standard 8*](https://de.wikipedia.org/wiki/Adler_Standard_8) with an [eight-cylinder in-line](https://de.wikipedia.org/wiki/Achtzylinder) engine was added in 1928 and the smaller [four-cylinder](https://de.wikipedia.org/wiki/Vierzylindermotor)[*Favorit in*](https://de.wikipedia.org/wiki/Adler_Favorit) 1929 . In 1930, the former head of the [Bauhaus,](https://de.wikipedia.org/wiki/Bauhaus)[Walter Gropius, became](https://de.wikipedia.org/wiki/Walter_Gropius) an advisor to the company management and, in addition to the bodywork, also redesigned the [branding](https://de.wikipedia.org/wiki/Marke_%28Recht%29) . A collaboration that was groundbreaking and made the “cube limousine” the new paradigm, but not least because of the [global economic crisis](https://de.wikipedia.org/wiki/Weltwirtschaftskrise)just as difficult proved as the simultaneous liaison between the French architect [Le Corbusier](https://de.wikipedia.org/wiki/Le_Corbusier) and the French automobile manufacturer [Voisin](https://de.wikipedia.org/wiki/Gabriel_Voisin%22%20%5Co%20%22Gabriel%20Voisin) . [[6]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-6)

After the bankruptcy of his own company, [Röhr Auto AG](https://de.wikipedia.org/wiki/R%C3%B6hr_Auto%22%20%5Co%20%22Tube%20car) , [Hans Gustav Röhr](https://de.wikipedia.org/wiki/Hans_Gustav_R%C3%B6hr) was chief designer at Adlerwerke from 1931 to the end of 1935. He developed the [Adler Trumpf](https://de.wikipedia.org/wiki/Adler_Trumpf) presented in 1932 , a mid-range vehicle that was characterized by [independent suspension of](https://de.wikipedia.org/wiki/Einzelradaufh%C3%A4ngung) all wheels and [front-wheel drive](https://de.wikipedia.org/wiki/Frontantrieb) , which was still unusual at the time . With an engine of one liter [displacement](https://de.wikipedia.org/wiki/Hubraum) , the [Adler Trumpf Junior](https://de.wikipedia.org/wiki/Adler_Trumpf_Junior) , also front-wheel drive, small car followed in 1934 , of which over 100,000 units had been sold by 1939. In total, the Adler factories produced around 210,000 automobiles. In 1935, Adler parted with the [aircraft manufacturer Max Gerner](https://de.wikipedia.org/wiki/Flugzeugbau_Max_Gerner) .

In November 1935, [Karl Jenschke](https://de.wikipedia.org/wiki/Karl_Jenschke) , who came from [Steyr Daimler Puch](https://de.wikipedia.org/wiki/Steyr_Daimler_Puch%22%20%5Co%20%22Steyr%20Daimler%20Puch) , became Adler's chief designer and developed the [Adler 2.5 liter](https://de.wikipedia.org/wiki/Adler_2%2C5_Liter)*motorway car* in the [streamlined shape](https://de.wikipedia.org/wiki/Stromlinie) that was new at the time . [[7]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-7)

### World War II

During the war in Frankfurt, the Adlerwerke maintained [labor camps](https://de.wikipedia.org/wiki/Arbeitslager) for [forced laborers](https://de.wikipedia.org/wiki/NS-Zwangsarbeit) on Froschhäuser Strasse as well as Kleyerstrasse 45 and Krifteler Strasse 47 (Plant IV). [[8]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-8) During the [air raid on Frankfurt](https://de.wikipedia.org/wiki/Luftangriffe_auf_Frankfurt_am_Main) on March 22, 1944, the Adler factories were badly hit and, as a result, large parts of the production were outsourced. The manufacture of engines and chassis for [half-track vehicles of](https://de.wikipedia.org/wiki/Halbkettenfahrzeug) the [Wehrmacht](https://de.wikipedia.org/wiki/Wehrmacht) ( [Sd.Kfz. 10](https://de.wikipedia.org/wiki/Sd.Kfz._10%22%20%5Co%20%22Sd.Kfz.%20%2010) and [11](https://de.wikipedia.org/wiki/Sd.Kfz._11) ) remained on site. There was a shortage of workers, even additional forced laborers were no longer available. Therefore the company management requested from[SS Economic and Administrative](https://de.wikipedia.org/wiki/SS-Wirtschafts-_und_Verwaltungshauptamt) Main Office assigns [concentration camp prisoners](https://de.wikipedia.org/wiki/KZ-H%C3%A4ftling) . This was also implemented and the prisoners were housed on the premises in Plant I on Weilburger Strasse. Between August 1944 and March 24, 1945 around 1,600 people were employed in the [subcamp of the Natzweiler-Struthof concentration camp that was](https://de.wikipedia.org/wiki/Liste_der_Au%C3%9Fenlager_des_KZ_Natzweiler-Struthof%22%20%5Co%20%22List%20of%20the%20subcamps%20of%20the%20Natzweiler-Struthof%20concentration%20camp) now under the code name [Katzbach](https://de.wikipedia.org/wiki/KZ-Au%C3%9Fenlager_Frankfurt_am_Main%22%20%5Co%20%22Subcamp%20Frankfurt%20am%20Main) . [[9]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-9) About a third of the concentration camp prisoners died in Frankfurt, more than 700 were taken to other camps because they were too weak to work, so that ultimately only a small number of those imprisoned in the Adlerwerke survived. On March 24, 1945 about 350 prisoners were arrested via [Hanau](https://de.wikipedia.org/wiki/Hanau) , [Schlüchtern](https://de.wikipedia.org/wiki/Schl%C3%BCchtern%22%20%5Co%20%22Schluechtern) , [Fulda](https://de.wikipedia.org/wiki/Fulda%22%20%5Co%20%22Fulda)and [Hünfeld driven](https://de.wikipedia.org/wiki/H%C3%BCnfeld%22%20%5Co%20%22H%C3%BCnfeld) on a [death march](https://de.wikipedia.org/wiki/Todesm%C3%A4rsche_von_KZ-H%C3%A4ftlingen) to [Buchenwald concentration camp](https://de.wikipedia.org/wiki/KZ_Buchenwald) (→  [final phase crime](https://de.wikipedia.org/wiki/Endphaseverbrechen) ). [[10]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-10)

### New registrations of passenger cars in the German Reich Eagle 1933-1938

|  |  |
| --- | --- |
| **year** | **Registration numbers** |
| 1933 | 7,476 |
| 1934 | 10,274 |
| 1935 | 17,658 |
| 1936 | 15,325 |
| 1937 | 17,177 |
| 1938 | 15,467 |

Source: [[11]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-11)

### Postwar

After the Second World War, the US occupation forces confiscated the existing facilities from the Frankfurt automobile production, which were not allowed to be used. By 1948, workers and employees hoped to start producing cars again. The smallest model, the [Trumpf Junior](https://de.wikipedia.org/wiki/Adler_Trumpf_Junior%22%20%5Co%20%22Adler%20Trump%20Junior) , had been modernized for this purpose . The bodies should be supplied by [Karmann](https://de.wikipedia.org/wiki/Karmann%22%20%5Co%20%22Karmann) . This hope was dashed when General Director [Ernst Hagemeier](https://de.wikipedia.org/w/index.php?title=Ernst_Hagemeier&action=edit&redlink=1) prevented the resumption of automobile manufacture after his return from [internment in](https://de.wikipedia.org/wiki/Internierung) 1948. [[12]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-12)After the loss of the automobile factory, the production program was fundamentally changed. In addition to bicycles and office machines, motorcycles and machine tools were also to be manufactured. Adler came onto the market in 1949 with its own motorcycles. In the 1950s, Adler built very popular and sporty motorcycles. The top model was the *MB 250 S* (sports version) with a two-stroke two-cylinder engine that developed 18 hp in road use. In 1955, the *Adler Junior* , a 100 cc [motor scooter, was added](https://de.wikipedia.org/wiki/Motorroller) to the range to make up for declining motorcycle sales.

In 1957, [Max Grundig](https://de.wikipedia.org/wiki/Max_Grundig) bought the share capital of the [Triumph works](https://de.wikipedia.org/wiki/Triumph_%28N%C3%BCrnberg%29) in Nuremberg as well as a stake in the Adler works, which meant the end of motorcycle production for Adler. In 1958 [Grundig-Werke GmbH merged](https://de.wikipedia.org/wiki/Grundig_%28Unternehmen%29%22%20%5Co%20%22Grundig%20%28company%29) both subsidiaries and the dictation machine division (Grundig-Stenorette) of its Grundig tape recorder to form [Triumph-Adler Büromaschinen-Vertriebsgesellschaft](https://de.wikipedia.org/wiki/Triumph-Adler) and from then on only produced office machines. The later Triumph-Adler owners [Litton Industries](https://de.wikipedia.org/wiki/Litton_Industries) , [Volkswagen](https://de.wikipedia.org/wiki/Volkswagen_AG) and [Olivetti also](https://de.wikipedia.org/wiki/Olivetti) limited themselves to office machines.



Bumper case typewriter from the 1930s



Adler typewriter advertising from [Bozen](https://de.wikipedia.org/wiki/Bozen%22%20%5Co%20%22Bolzano) , Amonn, 1925

In 1993 Olivetti sold the still listed Adlerwerke AG with the entire historical factory premises in Frankfurt to the real estate investor [Roland Ernst](https://de.wikipedia.org/wiki/Roland_Ernst) and the construction company [Philipp Holzmann](https://de.wikipedia.org/wiki/Philipp_Holzmann) . The still existing typewriter production was initially relocated and finally discontinued in 1998; the site with the listed buildings was sold separately to the investors' daughters. In 1999 HBAG Real Estate (formerly Kühltransit AG) took over 98.3 percent of the shares in Adlerwerke AG from the financially troubled Philipp Holzmann AG.

The Adler Werke AG changed its name in 2002 in [Adler Real Estate](https://de.wikipedia.org/wiki/Adler_Real_Estate) to [[13]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-13) and have since been active in real estate project development. The company has been majority-owned by a US fund since 2005.

## Building complex in Frankfurt



Former Adlerwerke seen from the Galluswarte

The western and eastern parts of the original Adlerwerke building complex in Frankfurt am Main have been preserved. The striking eastern brick building from 1907 shapes the overall picture. In between, new buildings were built in the 1990s that fit into the complex. Tenants (as of 2013) include the [Gallus Theater](https://de.wikipedia.org/wiki/Gallus_Theater) , an event agency and others. with classic car meetings, a restaurant (temporarily), the advertising agencies [Wunderman](https://de.wikipedia.org/wiki/Wunderman%22%20%5Co%20%22Wunderman) and [Young & Rubicam](https://de.wikipedia.org/wiki/Young_%26_Rubicam) and several subsidiaries of [Deutsche Bahn](https://de.wikipedia.org/wiki/Deutsche_Bahn) , including [DB Systel](https://de.wikipedia.org/wiki/DB_Systel) , [DB Station & Service](https://de.wikipedia.org/wiki/DB_Station%26Service) , [DB vehicle maintenance](https://de.wikipedia.org/wiki/DB_Fahrzeuginstandhaltung), DB Gastronomy, as well as a representative office of the [DB](https://de.wikipedia.org/wiki/Deutsche_Bahn) Infrastructure Board [Department](https://de.wikipedia.org/wiki/Deutsche_Bahn) .

## Vehicle models

### Cars



Adler 24/28 hp



Postage stamp from 1982

| **Type** | **Construction period** | **cylinder** | **Cubic capacitycm³** | **Motor power**[**kW**](https://de.wikipedia.org/wiki/Kilowatt)**or (**[**PS**](https://de.wikipedia.org/wiki/Pferdest%C3%A4rke)**)** | **Top speedkm / h** |
| --- | --- | --- | --- | --- | --- |
| Vis-a-vis | 1900-1903 | 1 | 400 | 2.6 (3.5) | 30th |
| 4.5 hp | 1900-1903 | 1 | 510 | 3rd.3 (4.5) | 35 |
| 8 hp | 1901-1903 | 1 | 865 | 5.9 (8) | 40 |
| 24/28 hp | 1904-1905 | 4 row | 4.016 | 20th.6 (28) | 65 |
| 8/12 (8/14) PS | 1904-1906 | 2 row | 2.008 | 8th.8-10.3 (12-14) | 50 |
| 4/8 hp | 1906-1907 | 2 V | 1,032 | 5.9 (8) | 55 |
| 5/9 hp | 1907-1909 | 2 row | 1,134 | 6th.6 (9) | 60 |
| 8/15 hp | 1907-1910 | 4 row | 2.011 | 11 (15) | 55 |
| 11/18 hp | 1907-1910 | 4 row | 2,799 | 13.2 (18) | 55 |
| 23/50 hp | 1909-1912 | 4 row | 5,800 | 42.6 (58) |  |
| 19/45 hp | 1909-1912 | 4 row | 4,840 | 35 (48) |  |
| 13/30 hp | 1909-1912 | 4 row | 3,180 | 25.7 (35) |  |
| 10/28 hp | 1909-1912 | 4 row | 2,612 | 22 (30) |  |
| K 7/15 PS | 1910-1913 | 4 row | 1,768 | 11 (15) | 60 |
| KL 7/17 PS | 1910-1913 | 4 row | 1,768 | 12 (17) | 60 |
| 30/70 hp | 1911-1914 | 4 row | 7,853 | 51 (70) | 115 |
| 35/80 hp | 1911-1914 | 4 row | 9,081 | 62.5 (85) |  |
| K 5/13 PS | 1911-1920 | 4 row | 1,292 | 9.6-10.3 (13-14) | 55 |
| 20/50 hp | 1912-1914 | 4 row | 5,229 | 40 (55) | 105 |
| 15/40 hp | 1913-1914 | 4 row | 3,866 | 33 (45) | 90 |
| 9/24 hp | 1913-1914 | 4 row | 2,313 | 17.6 (24) | 70 |
| 25/55 hp | 1913-1914 | 4 row | 6,457 | 44 (60) |  |
| KL 6/16 PS | 1913-1920 | 4 row | 1,551 | 11.8 (16) | 60 |
| 12/30 hp | 1914 | 4 row | 3.115 | 25.7 (35) |  |
| 9/24 (9/30) PS | 1921-1924 | 4 row | 2,298 | 17.6-22 (24-30) | 65-75 |
| 12/34 (12/40) PS | 1921-1924 | 4 row | 3.115 | 25-29 (34-40) | 85 |
| 18/60 hp | 1921-1924 | 4 row | 4,712 | 44 (60) | 100 |
| 6/22 hp | 1922-1923 | 4 row | 1,550 | 16 (22) | 75 |
| 10/50 hp | 1925-1927 | 6 row | 2,580 | 37 (50) | 90 |
| 18/80 hp | 1925-1927 | 6 row | 4,704 | 59 (80) | 100 |
| 6/25 hp | 1925-1928 | 4 row | 1,550 | 18 (25) | 80 |
| [Standard 6](https://de.wikipedia.org/wiki/Adler_Standard_6) | 1927-1928 | 6 row | 2,540 | 33 (45) | 85-90 |
| [Standard 8](https://de.wikipedia.org/wiki/Adler_Standard_8) | 1928-1933 | 8 row | 3,887 | 51-59 (70-80) | 100-105 |
| [Standard 6 A / S](https://de.wikipedia.org/wiki/Adler_Standard_6) | 1928-1934 | 6 row | 2,916 | 37 (50) | 85-90 |
| [favourite](https://de.wikipedia.org/wiki/Adler_Favorit) | 1929-1933 | 4 row | 1,943 | 25.7 (35 hp) | 80 |
| [Primus 1.5 A.](https://de.wikipedia.org/wiki/Adler_Primus) | 1932-1934 | 4 row | 1,504 | 23.5-24.2 (32-33) | 90 |
| [Trump 1.5 AV](https://de.wikipedia.org/wiki/Adler_Trumpf) | 1932-1934 | 4 row | 1,504 | 23.5-24.2 (32-33) | 95 |
| [Favorite 2U](https://de.wikipedia.org/wiki/Adler_Favorit) | 1933-1934 | 4 row | 1,943 | 29 (40) | 90 |
| [Standard 6 3U](https://de.wikipedia.org/wiki/Adler_Standard_6) | 1933-1934 | 6 row | 2,916 | 44 (60) | 100 |
| [Eight-cylinder](https://de.wikipedia.org/wiki/Adler_Standard_8) | 1933-1934 | 8 row | 3,887 | 59 (80) | 105 |
| [Trump sport](https://de.wikipedia.org/wiki/Adler_Trumpf) | 1933-1935 | 4 row | 1,645 | 34.5 (47) | 115 |
| [Primus 1.7 A.](https://de.wikipedia.org/wiki/Adler_Primus) | 1933-1936 | 4 row | 1,645 | 28 (38) | 95 |
| [Trump 1.7 AV](https://de.wikipedia.org/wiki/Adler_Trumpf) | 1933-1936 | 4 row | 1,645 | 28 (38) | 100 |
| [diplomat](https://de.wikipedia.org/wiki/Adler_Diplomat) | 1934-1938 | 6 row | 2,916 | 44-48 (60-65) | 100-105 |
| [Trump Junior 1G / E](https://de.wikipedia.org/wiki/Adler_Trumpf_Junior) | 1934-1941 | 4 row | 995 | 18.4 (25) | 90 |
| [Trump Junior Sport](https://de.wikipedia.org/wiki/Adler_Trumpf_Junior) | 1935-1937 | 4 row | 995 | 20.6 (28) | 110 |
| [Trump 1.7 EV](https://de.wikipedia.org/wiki/Adler_Trumpf) | 1936-1938 | 4 row | 1,645 | 28 (38) | 102 |
| [Primus 1.7 E.](https://de.wikipedia.org/wiki/Adler_Primus) | 1937-1938 | 4 row | 1,645 | 28 (38) | 100 |
| [2.5 liters](https://de.wikipedia.org/wiki/Adler_2%2C5_Liter) | 1937-1940 | 6 row | 2,494 | 42.6 (58) | 125 |
| [2.5 liters of sport](https://de.wikipedia.org/wiki/Adler_2%2C5_Liter) | 1938-1939 | 6 row | 2,494 | 59 (80) | 150 |
| [2 liters](https://de.wikipedia.org/wiki/Adler_2_Liter) | 1938-1940 | 4 row | 1.910 | 33 (45) | 110 |

### Type plate cars

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Adler 4 1/2 HP face to face 1901

* 

Eagle 1903

* 

Adler double phaeton 1910

* 

Adler Trumpf Junior, best seller between 1934 and 1940

* 

Adler 2 liter 1939

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Adler 2.5 liter convertible 1937–1939, 58 hp, 125 km / h in the [EFA Museum for German Automobile History](https://de.wikipedia.org/wiki/EFA-Museum_f%C3%BCr_Deutsche_Automobilgeschichte)

* 

Adler 2.5 liter sedan

### Delivery Vehicles

###  Delivery van [[3]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-BerlinerAdressbuchJ.1931-3)

* Express delivery van with special equipment [[3]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-BerlinerAdressbuchJ.1931-3)
* Tricycles with [electric motors](https://de.wikipedia.org/wiki/Elektromotor) for the post office, around 1902. [[14]](https://de.wikipedia.org/wiki/Adlerwerke#cite_note-14)

### Motorcycles



Adler *MB 250 RS* from 1955 in the [Neckarsulm Two-Wheeler Museum](https://de.wikipedia.org/wiki/Deutsches_Zweirad-_und_NSU-Museum%22%20%5Co%20%22German%20two-wheeler%20and%20NSU%20museum)

| **Type** | **Construction period** | **engine** | **Cubic capacitycm³** | **Engine power**[**hp**](https://de.wikipedia.org/wiki/Pferdest%C3%A4rke) | **Top speedkm / h** |
| --- | --- | --- | --- | --- | --- |
| Model 1Model 2Model 4 | 190219031904-1906 | Dion1 cyl.1 cyl. |  | 1.752.02.5 |  |
| Model 8 | 1905-1906 | 1 cyl. |  | 2.5 |  |
| Model 12 | 1906-1907 | 1 cyl. |  | 2.5 |  |
| Model 9Model 17 | 1905-19061907-1908 | 1 cyl. |  | 3.0 |  |
| Model 13 | 1906 | 1 cyl. |  | 3.0 |  |
| Model 14 | 1906-1907 | 2 cyl. |  | 3.0 |  |
| Model 10Model 18 | 1905-19061907-1908 | 2 cyl. |  | 4.0 |  |
| Model 15 | 1906 | 2 cyl. |  | 4.0 |  |
| M 60 | 1947-1948 | 1 cyl. 2-stroke | 60 | 2.2 |  |
| [M 100](https://de.wikipedia.org/wiki/Adler_M_100) | 1949-19541954-1957 | 1 cyl. 2-stroke | 98 | 3.75 (4800 rpm)4.1 | 7070; with pillion passenger 60 |
| M 125 | 1952-1956 | 1 cyl. 2-stroke | 123 | 5.6 / 6.8 (5750 rpm) | 80/88 |
| M 150MB 150 | 1951-19531954-1956 | 1 cyl. 2-stroke | 147 | 6.88.4 (5840 rpm) | 95 |
| M 2011MB 201 | 1954-1956 | 1 cyl. 2-stroke | 199 | 10.5 (5700 rpm) | 100 |
| M 200MB 200 | 1951-19531954-1957 | 2 cyl. 2-stroke | 195 | 9.311.4 (5450 rpm) | 95101 |
| [M 250](https://de.wikipedia.org/wiki/Adler_M_250)MB 250Favorit | 1952-19531954-19561956-1957 | 2 cyl. 2-stroke | 247 | 16 (5590 / min) | 116.5 |
| M 250SMB250SSprinter | 1952-19531954-19561956-1957 | 2 cyl. 2-stroke | 247 | 18 (6200 rpm) | > 120 |