



MAN Truck & Bus SRM (Sales Region Middle East & Africa)

MAN Trucks Grow in Stature

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Driven by market demands for fuel efficiency, optimum power-to-weight ratios, safety and comfort, MAN's portfolio of heavy and extra-heavy trucks has assertively gained significant market share through the course of 2011, penetrating fleets once the stronghold of leading competitor brands.

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“Our commitment to enhanced customer orientation has made MAN the first choice in South Africa's professional heavy-duty truck markets. Operators are under cost pressure and our ability to customise value-driven solutions for them gives us a definite edge in the market,” says Bruce Dickson, Deputy CEO, MAN Truck & Bus SA.

MAN truck derivatives on show at the Johannesburg international Motor Show 2011 include:

MAN TGS 26.480 6x4 BLS with MAN D26 Euro 5 engine and MAN AdBlue® - using SCR exhaust gas after-treatment technology. The truck is less sensitive to fuel quality than its European sibling and can work with 500ppm diesel without negatively impacting on performance. The truck tractor can run for 72 hours at full power and torque without AdBlue, which is produced locally on a limited scale wherein the distribution network of the urea-based additive is growing in South Africa. This vehicle will be demonstrated with several optional features such as ACC (Adaptive Cruise Control), ESP (Electronic Stabilization Program) and LGS (Lane Guard System) highlighting MAN's world class driver assistance and safety systems. The MAN D26 engine fitted as standard on this vehicle has an engine output of 480hp (353kW) @ 1900rpm, producing 2300Nm @ 1000-1400rpm.

MAN TGS WW 26.440 6x4 BLS with LX 'LuxLine' Cab and EfficientLine Package - the MAN EfficientLine Package is based on fuel-saving elements found on the MAN TGX, MAN's European flagship. The package includes but is not limited to; aero-kits to reduce drag, an energy and air pressure

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management system to optimise compressor application, tyre pressure management to reduce rolling resistance, as well as fitments for truck trailers including alloy wheels, energy tyres and aero-kits including side-skirts. The MAN D26 engine fitted as standard on this vehicle has an engine output of 440hp (324kW) @ 1700-1900rpm, producing 2100Nm @ 1000-1400rpm.

MAN TGS WW 27.480 6x4 BBS with LX ‘HighLine’ Cab – an on-highway 6x4 truck-tractor equipped with steel suspension, enabling flexibility to manage harsher terrain. This model is proving popular in the long-haul coal transport sector where vehicles are required to operate efficiently on the open road while occasionally enduring the tougher conditions at loading and unloading areas. This truck is fitted with a double sleeper cab with fewer appointments than the standard model, making it a true ‘value package’ with optimised tare for greater payload. The MAN D26 engine fitted as standard on this vehicle has an engine output of 480hp (353kW) @ 1900rpm, producing 2300Nm @ 1000-1400rpm.

MAN TGS WW 27.440 6x4 BBS with L “HighLine” Cab – similar to the TGS 27.480 6x4 BBS, this truck-tractor is well-suited to the long-haul transporter but with a greater resilience to harsher operating conditions. A ZF NAS/10C power take off permitting 720Nm of torque is fitted as a standard feature, and a 3-part steel bumper provides greater clearance and protection against obstacles. The MAN D26 engine fitted as standard on this vehicle has an engine output of 440hp (324kW) @ 1700-1900rpm, producing 2100Nm @ 1000-1400rpm.

MAN TGS WW 33.360 6x4 BB with M-Cab – a robust and powerful heavy-duty tipper chassis fitted with a straight 9-ton front axle beam for greater ground clearance. Hub reduction drive axles provide optimum torque transfer for arduous mine and quarry applications whilst also enabling better ground clearance at rear. The MAN D20 engine fitted as standard on this vehicle has an engine output of 360hp (265kW) @ 1800rpm, producing 1800Nm @ 1000-1400rpm.

MAN TGS WW 41.440 8x4 BB with M-Cab – an 8x4 derivative for specialised applications, equipped with MAN’s powerful D26 common-rail

engine. Suitable for mining, construction, forestry, waste management, fire fighting, disaster management and crane applications, this on/off-road truck has twin steering axles for optimum manoeuvrability and versatility in off-road conditions where vehicle turning space is limited. The MAN D26 engine fitted as standard on this vehicle has an engine output of 440hp (324kW) @ 1700-1900rpm, producing 2100Nm @ 1000-1400rpm.

MAN TGS WW 33.440 6x6 BB SWA with M-Cab - Fitted with single tyres and permanently engaged all-wheel drive, the truck has class-leading traction and climbing ability to haul heavy loads out of some of the toughest operating conditions. The single wheel tyres (SWA) offer enhanced tracking for safer, more efficient application in muddy as well as sandy off road conditions. A ZF 12-speed automated gearbox with MAN TipMatic, reinforced clutch and off-road software takes the stress off the driver and allowing more-acute concentration on manoeuvring the vehicle. Equipped with a ZF-Intarder producing up to 420kW of braking power, this is a “no-compromise” vehicle from MAN. The MAN D26 engine fitted as standard on this vehicle has an engine output of 440hp (324kW) @ 1700-1900rpm, producing 2100Nm @ 1000-1400rpm.

MAN TGM 18.240 4x4 BB SWA with M-Cab – a 4x4 single-wheel rigid truck chassis ideal for off-road duty such as forestry, fire-fighting, as a service/support vehicle and as a personnel carrier. The versatile chassis allows for customised body fitment and is even proving to be a popular game viewing vehicle ~~and~~ or as a platform for adventure undertakings. The 9-speed manual gearbox has a ‘deep crawler’ gear for river crossings and extreme muddy conditions. A long wheel base (4500mm) allows for ease of adaptation without the need to elongate the wheelbase. Dis-engageable all-wheel drive also permits more economic transport on the open road. The MAN D08 engine fitted as standard on this vehicle has an engine output of 240hp (177kW) @ 2400rpm, producing 925Nm @ 1200-1800rpm.

MAN CLA range – Having undergone extensive field trials in local conditions, recent upgrades have rejuvenated the range, making the CLA a refined product range and an ideal truck for rigorous applications in Africa. Three popular derivatives offering excellent value are on show: MAN CLA

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15.220 BB – a 4x2 freight carrier; MAN CLA 26.280 BB 6x4 tipper and the
MAN 26.280 BB mixer.

The robust and affordable CLA range is equipped with several product improvements to meet specific customer requirements including, a diff-ratio option for mixer applications and a crawler gear for deep traction in muddy conditions. The CLA 15.220 with day-cab makes an excellent intercity distribution vehicle offering good payload potential.

“MAN’s exhibit at the Johannesburg international Motor Show 2011 offers the perfect platform for consolidating our partnership with our clients through excellent hospitality and comprehensive showcasing of our suite of transport solutions that rationalise costs and keep professional fleets ‘Consistently Efficient,” concludes Dickson.

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For further information

www.mantruckandbus.com/media

MAN Truck & Bus AG, headquartered in Munich, Germany, is the largest company of the MAN Group and a leading international supplier of efficient commercial vehicles and innovative transport solutions. In fiscal 2010 the enterprise, with around 31,000 employees, posted sales of more than 55,000 trucks and over 5,400 buses and bus chassis of the MAN and NEOPLAN brands worth 7.4 billion euros.