



## **Efficiency meets Performance: MAN flagship TGX D38 from 520 to 640 hp**

Hanover, September 24, 2014

### **Sales launch for efficient D38 series Euro 6 engines at the IAA 2014**

MAN presents its latest flagship: the TGX D38. MAN engineers have created the high-performance truck for challenging transport tasks and developed a customised driveline with numerous new efficiency functions. Central to this is the newly developed D38 six-cylinder engine with 15.2 l displacement. This engine provides superior power and adds 520, 560 and 640 hp to the TGX model range.

The MAN TGX D38 will be launched onto the market at the IAA Nutzfahrzeuge 2014 trade fair in Hanover, Germany. The first customer vehicles will be rolled out at the same time.

### **Driveline: a fusion of extraordinary power and efficiency**

MAN's new flagship resumes MAN's focus on total cost of ownership (TCO): the MAN TGX D38 does not set any new records in terms of horsepower, but does combine performance with efficiency.

The powerful torque of the D38 engine is ideal for all axle ratios, from short axles for traction vehicles to the highest-g geared axle for long-haul trucks. Thanks to the engine's two-stage-turbocharging, full torque is available at 930 rpm. The TGX D38 is therefore tailor-made for extraordinarily efficient long-haul driving at low speeds. The maximum torques of 2500 Nm (520 hp), 2700 Nm (560 hp) and 3000 Nm (640 hp heavy duty) are fully available in all gears.

### **New fuel-saving functions**

With the TGX D38, MAN is offering GPS-controlled EfficientCruise cruise control. The system recognises inclines and slopes lying ahead and calculates the most economical speed. The system, which the driver can

**MAN Truck & Bus**  
Dachauer Straße 667  
D-80995 Munich

**Head of  
Corporate Communications**  
Andreas Lampersbach

Phone: +49 89 1580-2001  
Andreas.Lampersbach@man.eu  
[www.man.eu/presse](http://www.man.eu/presse)



adjust to one of four settings depending on the traffic volume, offers fuel saving potential of up to six per cent for long-haul transport.

The MAN TGX D38 is combined with the new MAN TipMatic 2 in all model versions. It also has three new gearbox functions – Speed Shifting, EfficientRoll and Idle Speed Driving – all of which contribute to making the TGX particularly efficient. Speed Shifting reduces interruptions in traction due to quick switching in gears 10 to 12. On almost all flat or slightly sloping rolling stages, EfficientRoll, which is offered as an alternative to EfficientCruise, saves fuel by shifting the gearbox into neutral. In stop-and-go traffic, and when shunting, the D38's Idle Speed Driving mode allows it to roll thanks to high torque at the lowest speed and therefore saves fuel at slow speeds.

### **The MAN TGX D38 model range**

The range of extremely powerful TGX models is a reflection of its versatility: it is available in right- or left-hand drive and can be used in conjunction with XL, XLX and XXL cabs. MAN offers its customers a wide range of axle configurations for semitrailer tractors and chassis for bodies. Long-haul and traction customers can choose semitrailer tractors and chassis with 4x2 leaf/air suspension and 4x2 full air suspension. The three-axles offer more permissible overall weight as 6x2 with leading and trailing axles. As a 6x4 with tandem-axle drive, the MAN TGX D38 offers superior traction for semitrailer tractors and traction chassis.

The TGX D38 not only provides the prestige of a top of the range model, but is also the most efficient transport solution for long-haul driving over difficult terrain with a full capacity load of 40 to 44 tons. With the particularly fuel-efficient direct-drive gearboxes, gross train weights of up to 65 tons can be transported. In power-intensive traction traffic, the MAN TGX D38 can pull up to 90 tons with overdrive gearboxes (OD) with the right equipment.

The four-axle heavy-duty vehicles are designed as 8x4/4 with two driven rear axles with converter-clutch units and OD gearboxes for gross train weights of up to 250 tons.



### **Ideal for use in long-haul traffic with constantly high gross trailer weights**

The MAN TGX D38 is more than just a powerhouse on the road – above all, it is very economical. In Europe, the maximum gross trailer weight permitted is 40 tons, combined with a rail load of up to 44 tons. In some countries up to 65 tons may be permitted. For customer vehicles which frequently reach these trailer weight limits, the TGX D38 offers an attractive combination of extraordinary transport performance and cost effectiveness. For routes with demanding terrain, the TGX D38 has plenty of power reserves at its disposal and impressive driving force for inclines. With high-performance continuous braking systems of up to 500 kW, you can traverse even the steepest of inclines at high average speeds with the TGX D38. This makes high transport speeds possible even on difficult routes. MAN has designed the TGX D38 as the ideal vehicle for such difficult long-haul conditions and offers a suitable range of options.

The compact exhaust system for the TGX D38 means there is a lot more space to play with inside the frame and a high tank capacity. The dimensions for the rear silencer are no different from vehicles with D26 engines. The customer can choose fuel tanks with a capacity of up to 1400 litres, allowing for a long range.

### **Full torque at low engine speeds: the TGX D38 traction truck**

In terms of traction, the MAN TGX D38 is an ideal vehicle for use on the construction site, in the timber industry, in waste disposal and with cranes. With high engine power, you can drive heavy loads and also achieve high average speeds for heavy-duty traction. The TGX D38 is available with normal and medium chassis height and with robust steel bumpers.

In construction site traffic, e.g. when pulling low loader trailers with heavy construction machinery, the TGX D38 really comes into its own, moving gross weights of up to 65 tons. Typical areas of use include tilting articulated trains or 6x4 tippers frequently used with trailers, as well as heavy-duty roll-off skip loaders.

The two-stage turbochargers characteristic of MAN engines mean the MAN TGX D38 reaches its nominal torque at 930 rpm. With its wide power band, full torque is available from 930 to 1350 rpm. This means that in traction applications, this top of the range model draws upon its great



tractive power at low speeds, shifts up a gear early on and keeps the engine torque high in high gears.

### **Top performance in heavy-duty transport with 640 hp**

The strong 640 hp D38 engine is exclusively used in heavy-duty transport. The new four-axle MAN TGX 41.640 8x4/4 combines the D38 engine and the MAN TipMatic 2 with the standard converter-clutch unit. Thanks to the strong torque of 3000 Nm, even heavy-duty transports of 250 tons can be moved smoothly and powerfully. The converter-clutch unit allows for particularly precise shunting in tight spaces, on inclines and with heavy loads.

The newly developed, high-performance turbo exhaust valve brake EVB is ideal for use in the heavy-duty sector: a braking capacity of 600 kW is continuously available in engine braking mode. Combined with the gear-side intarder, the total braking capacity is 750 kW.

With the introduction of the D38 for heavy-duty use, MAN is expanding its range in this sector. For the cabs there is now a choice between all widths XL, XLX and XXL, and now also right-hand drive ex works. As before, the driven double-axle unit is available in leaf and air suspension designs. There is a new option to use the version with air-suspension rear axles as a ballast truck. Important for heavy-duty transport operators: the wheelbases on the new Euro 6 version with the D38 engine are the same as the Euro 5 design with the V8 engine. This means that there is no change in the cornering characteristics of the towing vehicle and the connected trailer or semitrailer. The existing transport authorisations will therefore continue to be valid without alteration.

MAN's range of heavy-duty transport vehicles includes much more than the premium class with 640 hp. Gross train weights of up to 180 tons are possible with the 560 hp and 2700 Nm D38 engine. For the highest imposed loads, adaptations to the 10x4 wheel configuration are also available from MAN.

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