



Customised and efficient: MAN trucks

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Detail improvements and industry-specific variants enhance the MAN product range

After introducing the Euro 6 model in its TGL, TGM, TGS and TGX product lines, MAN is completing its product range with variants adapted to industry needs and is offering new customer solutions.

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Larger diesel tanks take you further

MAN is increasing the maximum capacity of the diesel tanks in TGX semitrailer tractors. A large tank means fewer refuelling breaks, thereby increasing efficiency in a similar way to low fuel consumption. Companies with their own low-cost company fuel stations can make better use of these with larger tanks. While tanks could previously hold up to 1160 litres, their storage capacity has now increased to 1400 litres in tractors with a wheelbase of 3900 millimetres. Smaller semitrailer tractors with a wheelbase of 3.6 metres can now hold up to a maximum of 1330 litres. Specifically, this means 580 litres on the right, 750 litres on the left and up to 80 litres of AdBlue on the left. In this case, the vehicle batteries are being moved to the rear to create the space required for this.

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D26 engines designed to be efficient

Cost-effectiveness is our focus at MAN. MAN has therefore overhauled the entire D26 engine portfolio for trucks. The D26 Common Rail engine series with 12.4 l displacement now not only offers 440 hp and 480 hp, but also a new version with 400 hp.

MAN's D26 engine now also has the TopTorque function in conjunction with MAN TipMatic 2. An increase in torque of 200 Nm in both higher gears in performance levels 400, 440 and 480 hp. This increases torque in the 400 hp variant to 2100 Nm, to 2300 Nm in the 440 hp variant and to a maximum of 2500 Nm in the most powerful 480 hp variant.

The MAN Group is one of Europe's leading industrial players in transport-related engineering, with revenue of approximately €15.7 billion in 2013. As a supplier of trucks, buses, diesel engines, turbomachinery, and special gear units, MAN employs approximately 53,500 people worldwide. Its business areas hold leading positions in their respective markets.



Rear lights with LED technology

The rear lights on the MAN TGS and TGX have a new, attractive design. Optional LED rear lights will be integrated into the product range in 2015. The benefits of this include a longer service life, lower energy consumption, faster response times and increased safety. This is beneficial for vehicles transporting dangerous goods with safety equipment as stipulated by the ADR since, for explosion protection reasons, no lights can be installed where the hot filament would be exposed in the event of damage.

New chassis ex works for special tasks

Special transport tasks and bodies require tailored chassis. The factory-made range of products now includes chassis for vehicle transporters and ten wheelers. Delivery ex works decreases production time and includes the usual factory guarantees.

MAN individually adapts the chassis from the MAN TGS product line for vehicle transport. The extensive modifications include the assembly of a leading axle with 17.5 inch tyres and a payload of 4.5 tonnes, the lowering of the air suspension on the front axle, the modification of the cabin (that has been lowered by 30 millimetres) with a flat roof or a flat roof with a 10° or 16° pitch. Comparable work is being carried out on 4x2 chassis and semitrailer tractors.

MAN is meeting the growing demand for chassis with five axles. Better transport economy thanks to more efficient bodies and legal requirements for axle loads are increasing customer interest in MAN TGS with its 10x4 wheel configuration. Concrete pumps and mixers, tippers and the assembly of powerful loading cranes behind the cab are just some industry examples using this configuration. MAN is enhancing the chassis using a steered, lifting, air-sprung trailing axle with a lifting capacity of nine tonnes for this.

Milk collectors and heating oil distributors need a lot of free space for meter boxes on the right side of the frame, while refuse collection vehicles need space to assemble a side loader. In the TGS product line, MAN therefore offers customised modification of the arrangement of exhaust gas components. The emission control system that is usually located on the right-hand side of a standard chassis must therefore be relocated. In this case the silencer is on the left-hand side.



MAN TGX EfficientLine for global long-haul transport

Customers also focus on cost-effectiveness, driver comfort and power in non-European markets. MAN is introducing the MAN TGX to the South African market and is setting standards in driver comfort with the wide and voluminous XLX cab. Launches on other markets are being planned. The powerful 540 hp D26 common-rail engine – certified according to Euro 5 EU emission standards – stands out due to its tremendous performance and low fuel consumption. The principles behind the fuel-efficient MAN EfficientLine are again evident in its features, including air pressure management (APM) with an air compressor that can be switched off, an aero package, alloy wheel rims and MAN TipMatic. This MAN TGX is also equipped with the efficient MAN PriTarder® primary engine brake system. Configured for regional road conditions with raised air intakes, large tanks and permitted gross train weights of up to 65 tonnes, these semitrailer tractors are often used with two semitrailers and are known as 'B-doubles'.

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