



## **MAN premiers latest technology at Interschutz 2015 trade fair**

Munich, April 30, 2015

### **MAN presents a wide range of fire service vehicle models in hall 27 stand B46 from 8 to 13 June**

With the TGL, TGM and TGS ranges, MAN offers a broad spectrum of vehicles in weight classes from 7.49 to 44 tonnes for the many and varied types of operations facing fire brigades and rescue services. MAN will present numerous technical innovations at the Interschutz 2015 trade fair in hall 27 together with a wide range of options for both Euro 5 and Euro 6 emission standards. This is due to the fact that not all European countries have made the Euro 6 emission standard compulsory. The standard has been required for goods vehicles since 2014. As a result, in some countries - Germany, Austria and Great Britain, for example - vehicles with Euro 5 engines can still gain approval for an extended transition period and these can thus offer technical benefits for fire brigades such as less bulky and lighter emission control systems. MAN TGL and TGM don't require AdBlue additive for emission control in the Euro 5 version either. This makes handling easier, has benefits in weight terms and also provides the body manufacturer with more space for the equipment lockers and crew compartment.

To display this range, MAN will be exhibiting a Euro 5 version of both an MLF small-tender fire service truck from the MAN TGL range and a TLF 4000 water tender fire fighting vehicle from the MAN TGM range. Chassis weight optimisation means the MLF can be licensed at 7.49 tonnes. This makes it possible for holders of the former German category 3 driving license and of the so-called "Fire Brigade license", which has been introduced in some German states, to drive this vehicle. The TLF 4000 is designed for use both on and off-road. The longer cabin L from the MAN TGM series provides storage space behind the seats for equipment and protective clothing.

The HLF 10 and HLF 20, two fire fighting and rescue vehicles with a crew compartment on a MAN TGM chassis, are being used to exhibit the Euro 6

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version on the MAN stand. The configuration of exhaust silencer, air intake and AdBlue tank is both space-saving and adapted to the requirements of the sector. This also allows body manufacturers to continue to implement the deep drawn bodies and step units in the crew cabin.

A Euro 5 version MAN TGS will be displayed on the stand as an example for markets outside Europe in which MAN is well positioned as a provider of emergency services vehicles. The MAN TGS special-purpose vehicle is intended for deployment at airports in the Chinese market. Other MAN vehicles can be found with different body manufacturers at the exhibition site.

The integration of the torque converter automatic gearbox, supplied by Allison, in the TGM and TGS emergency services vehicle chassis is enjoying its premier at the Interschutz exhibition. This is available for MAN TGM in the Euro 6 version and in the TGS series for all emission control levels. With the sector-specific gearshift programme, MAN is thus offering an additional alternative for emergency services vehicles to both the manual gearbox and the tried-and-tested and well established automated MAN TipMatic gearbox.

Also new: ESP for two-axle emergency services vehicles in Euro 6 design with all-wheel drive available. The legislature only requires ESP for road chassis. With their commitment to also offer ESP in the all-wheel drive design of the TGM and TGS series, MAN is increasing safety in the response to emergency calls.

MAN's strong focus on the sector is also apparent in the range of cabs. Regardless of the vehicle type, MAN offers the right cabin for every crew size from three to nine emergency workers. The cabins meet the European regulations for the protection of occupants (ECE-R29). In the standard driver's cab, there is space for three persons, and in the crew cab, with an all-steel structure produced on the same production line at MAN, there is room for up to seven emergency workers. At the top end, the crew cab with a maximum of nine seats completes the range on offer. For this, there is a design in which four breathing apparatus can be installed towards the front of the vehicle. The crew cab can be seen on the MAN stand in the HLF 10 example in combination with the Euro 6 chassis.

The standards set by MAN chassis with regard to reliability, safety, ease of bodyworking and driving comfort are shown, for example, by the success in the key German market. "We perform particularly strongly in terms of chassis for fire brigade bodies and have now been market leader for the

Press Release  
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third year in succession. We are not planning to rest on our laurels, and will continue to develop our products" commented Martin Zaindl, exhibition stand manager, who has been responsible for municipal sales for five years.