MAN TGS for global applications.
Tailor-made for your business.
The global challenge: Transport efficiency.

Global competition demands tremendous effort from companies, especially in the transport sector. For success in the world today, it is necessary to ramp up your performance and service whilst simultaneously reducing costs. To be ahead of the competition you will need to increase efficiency.

MAN Truck & Bus AG, as one of the globally leading manufacturers, contributes significantly to the sustained increase in transport efficiency worldwide. The MAN TGS impressively confirms this. Its innovative and practical technology enables it to offer maximum efficiency at an optimal price/performance ratio. It combines excellent cost-effectiveness with top reliability, convincingly demonstrated by its low fuel consumption, low wear and tear, repair friendliness and high retention of value. The MAN TGS with the EfficientLine package design ensures consistent top economy. It offers transport efficiency par excellense due to its flexible and market-driven segment solutions.

MAN’s concept of efficiency also includes aspects such as increased road safety through electronic assistance systems and increased driver comfort to improve concentration and prevent fatigue. Transport efficiency is further improved through optimised service intervals with short workshop times and also flexible vehicle configuration with competent specialist advice. MAN and the MAN TGS offer you the complete package.

This brochure may show or describe customised equipment which is not part of the standard package.
In every second of every minute, a truck somewhere in the world delivers its load to a destination. This will often be a MAN, since MAN is a globally operating company with a presence on all the world markets.

This allows us to obtain valuable knowledge about cultures and values, sentiments and trends as well as geographical and climatic conditions in the countries for which we develop and build our vehicles. This insight allows us to offer vehicles which are customised to suit the particular market and specific demands of our customers.

The MAN TGS is the logical consequence of our experience. A robust, premium truck designed for the most demanding of duties and for all types of transport. A vehicle boasting innovative technologies and high functionality, without compromise on quality and safety and setting trends for environmental friendliness and sustainability.

The MAN TGS is available as a semi-trailer tractor or chassis and tipper, combining the best of both worlds: It combines proven Trucknology® elements of the globally successful TGA predecessor range with innovative high tech components. In its synthesis of maximum performance with optimum reliability, the MAN TGS for overseas markets introduces you to a new dimension in transport efficiency.
Built for the road to success.

Transport efficiency non-stop.
Excellent reliability and economy, impressive driving performance, high working and living comfort, exemplary safety – these are the main characteristics rendering the MAN TGS, the ideal all-rounder. With its elegant synthetic bumper, the powerful and fuel-saving Common Rail engines and low-friction hypoid axles, the standard MAN TGS is ideally suited for any task. With its remarkably low fuel consumption, high reliability, low wear and high value retention, the MAN TGS is your convincing answer to the economic challenges of our times: Transport efficiency that pays.

Efficiency in consequence: EfficientLine packages.
The EfficientLine packages are well known and have proven themselves in Europe with their reduced fuel consumption of up to 3 l/100 km compared to standard long haul vehicles. This results in potential annual savings of approx. 4 500 l diesel and 12 tonnes of CO₂. The EfficientLine packages, available for the MAN TGS on all overseas markets, with and without Aero package, reduce the stress not only on the environment, but also on your pocket.

- EfficientLine packages with and without Aero package:
  - MAN TipMatic® PROFI
  - Tyre Pressure Management (TPM)
  - Air Pressure Management (APM)
  - New generator 120A
  - 20 m air hose
  - 65 mm in-bore
  - Daytime running lights
  - Compressed air cylinder, aluminium
  - Heated air dryer
  - Differential lock

MAN TGS for short- and long-haul

<table>
<thead>
<tr>
<th>Axle</th>
<th>permissible GVW (kg)</th>
<th>Suspension</th>
</tr>
</thead>
<tbody>
<tr>
<td>4x2</td>
<td>19 000 / 21 000</td>
<td>Leaf/leaf</td>
</tr>
<tr>
<td>4x2</td>
<td>19 000 / 21 000</td>
<td>Leaf/air</td>
</tr>
<tr>
<td>6×2-2</td>
<td>26 000</td>
<td>Leaf/air, Trailing axle with single tyres</td>
</tr>
<tr>
<td>6×2-2</td>
<td>28 000</td>
<td>Leaf/air, Trailing axle with dual tyres</td>
</tr>
<tr>
<td>6×4</td>
<td>26 000</td>
<td>Leaf/air</td>
</tr>
<tr>
<td>8×4</td>
<td>32 000</td>
<td>Leaf/leaf</td>
</tr>
</tbody>
</table>
Designed for a hard day's work.

Operation without limits.
Come what may. The MAN TGS configured for heavy-duty operation will go through thick and thin for you. To this end it is perfectly equipped with: The three-part steel bumper with towing coupling and shackles, the high-strength planetary axles with high ground clearance and the proven Common Rail engines rated up to 397 kW (540 HP) are but a few of the highlights.

The all-wheel drive types for maximum traction, fitted with MAN transfer cases, differential locks with electronic control and MAN TipMaticgearbox with off-road mode are a class apart. Irrespective of which drive technology suits your specific needs, the MAN TGS design guarantees top transport performance and optimal efficiency. The MAN TGS 6x6 with a WSK 440 torque converter clutch and the 12-AS-TCTronic, for gross combination weights up to 250 tons, is a new highlight. You will save operational and maintenance costs, thereby gaining in economy and productivity. This is our concept of transport efficiency.

<table>
<thead>
<tr>
<th>MAN TGS for traction tasks</th>
<th>Axles permissible GVW (kg)</th>
<th>Suspension</th>
</tr>
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<tbody>
<tr>
<td>4x4</td>
<td>18 000</td>
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<tr>
<td>6x4</td>
<td>33 000</td>
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<tr>
<td>6x4</td>
<td>40 000</td>
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<tr>
<td>6x6</td>
<td>33 000</td>
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</tr>
<tr>
<td>6x6</td>
<td>40 000</td>
<td>Leaf/leaf</td>
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<tr>
<td>8x4</td>
<td>41 000</td>
<td>Leaf/leaf</td>
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<tr>
<td>8x4</td>
<td>50 000</td>
<td>Leaf/leaf</td>
</tr>
<tr>
<td>8x8</td>
<td>41 000</td>
<td>Leaf/leaf</td>
</tr>
<tr>
<td>8x8</td>
<td>50 000</td>
<td>Leaf/leaf</td>
</tr>
</tbody>
</table>

8 Traction

13 Traction
Heavy load. Easy game.

MAN TGS 6x6 heavy haulage semitrailer tractor:
Special transport tasks require special solutions. The MAN TGS for heavy haulage moves big and heavy, long and high cargo. Whenever a really powerful athlete is called for, this all-wheel drive three-axle vehicle is the MAN you want designed for a gross train weight of 250 t, which are easily set into motion by the Euro 4 or 5 SCR in-line six cylinder engine with its 397 kW (540 hp) output and 2,500 Nm of torque.

A technological highlight of this forty-tonner is the combination of the automated 12-speed MAN TipMatic® transmission with the WSK 440 torque converter clutch and integrated primary retarder. This unique system enables precisely controlled and practically wear-free starting and maneuvering even with the heaviest of loads. In automatic mode, the driver doesn’t need to change gears or operate the clutch. The driver can concentrate solely on driving with heavy, oversize cargo.

Making sure that the engine always stays cool is the job of the heavy-duty radiator, separate cooling is also provided for the transmission, the transfer case. In addition, there is a t-case-cooler.

Available options:
- Left hand drive and right hand drive versions are available
- L cab is standard, XL cab is optional
- Heavy haulage version with front register coupling and fifth wheel for heavy haulage semi-trailers or operation as a tractor with ballast on the fifth wheel and heavy haulage coupling
- Sliding device for fifth-wheel coupling
- Hydraulic system with 2 delivery volume settings for heavy haulage trailers and semitrailers
- Hydraulic connections in front, behind the cab and on the rear crossmember
Made for mining.

MAN mining tippers.
The challenges posed by mining are big ones: Hard multi-shift operation with maximum daily output, heavy loads, unpaved roads, all under dusty and extreme climatic conditions, make this a tough job! That's why mining trucks have to be rugged, able to transport heavy loads, equipped with powerful, economical and reliable engines.

The trucks that meet these requirements are the MAN TGS 40 t 6x4 and 6x6, as well as the 50 t 8x4 and 8x8. All are available with different wheelbases and numerous tailor made options to meet the customers requirements.

These 40 t and 50 t mining tippers were designed especially for transporting overburden, ore, coal and other mined materials. Powerful propulsion comes from efficient high-torque six-cylinder in-line engines with up to 480 hp (353 kW).

The automated MAN Tipmatic® gearbox, with optional software for off-road use, transmits power to the planetary axles. Active safety is very important to MAN, the trucks are fitted with the MAN BrakeMaster® electronic brake management system as standard equipment.

The MAN PriTarder®, a wear-free continuous brake system for off-highway speeds may be ordered optionally.
Innovation finds a home.

Striking design, innovative features, trend-setting ergonomics: The driver’s cab demonstrates a new dimension of functionality and effectiveness. Their elegant exterior contouring is particularly aerodynamic, the intelligent interior layout and selected materials generate a unique premium feeling with sophisticated electronic systems ensuring safety and comfort. These driver’s cabs know only one yardstick: the driver.

**M cab.**
Compact and comfortable.
Predestined for short haul, for regional and local transport and for the construction industry. Ideally dimensioned, maximum payload, generous salon and stowage compartments, folding bunk bed with storage space. 1 680 mm long, 2 240 mm wide.

**L cab.**
A workplace with living comfort. Ideal, especially for tanker/silo trucks, timber, building materials and refrigerated transport. Low overall vehicle height, low weight for high payload. With comfortable bunk bed and versatile stowage compartments. With bunk bed or multi-function stowage compartments. 2 280 mm long, 2 240 mm wide.

**LX cab.**
Prepared for all tasks. Low driver’s cab weight for high payload. Fitted with comfortable bunk bed, second bunk or multi-function stowage compartment. Generous stowage space, standing height in front of co-driver’s seat. 2 280 mm long, 2 240 mm wide.
Ergonomics as never before.

Premium in every detail.
High-tech, wherever you look. Take a seat in the MAN TGS and become overwhelmed by its charisma. All the controls are clearly laid out and easy to reach, allowing the driver to concentrate on the road ahead. Gear shift, parking brake and pedals are ideally positioned. Every detail attests to ergonomic perfection – from excellent noise suppression to washable linings, from the multifunction module in the driver’s door to the many practical racks and stowage compartments.

Everything under control.
An innovation for increased comfort and safety: The continuously adjustable 4-spoke multifunction steering wheel to interface with and display vehicle information, accept phone calls, control the radio and use various cruise control functions without taking your hands off the wheel. The steering column can also tilt upward for more space when exiting, entering or traversing the cab.

Everything at a glance.
This is the principle of the central dashboard design. The displays show the driver all the important information. At the centre: the LCD display. Using the user-friendly menu structure, various operational conditions of the vehicle as well as trip data are quick and easy to display. With the axle load display, the full permissible load can be utilised without overloading. Particularly advantageous: The operation-dependent service intervals may also be displayed. This enables down time in workshops to be better planned and shortened.

Perfect climate.
No matter the weather – the MAN TGS climate remains pleasant. Thanks to the powerful heater or the air conditioning system with automatic temperature control. Fresh air fans will welcome the electrically lifting and sliding roof hatch.

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Highlights at a glance:
- Multifunctional steering wheel
- Basic Line radio
- Air conditioning with automatic temperature control
- Auxiliary air heater
- Electrically lifting and sliding roof hatch
- Multifunction door module
- Washable linings

Multifunction steering wheel, LCD display.
Ergonomically designed controls and multipurpose door module.
Basic Line radio with MP3 capable CD player and compartment for glasses.
Washable door linings, controls for air conditioning system and easy to operate 2-stage roof hatch.
As you are seated, so you shall drive.

Although the standard driver’s seat is already highly comfortable, the seats with air suspension are a class of their own. There are models to satisfy all demands: with pneumatic height adjustment, fast lowering and vertical damping adjustment, with pneumatic lower back support, height adjustment, quick release and hydraulically damped horizontal suspension and adjustable seat depth. The choice extends all the way to electrically adjustable shock cushioning with memory function for these seat positions.

Bed in L cab.

On the road, yet at home.

No matter how many kilometres are lying ahead – the MAN TGS is your companion. The bunk bed with slatted frame and cold foam mattress in the LX cab offers you homely sleeping comfort. They entice through their unrivalled spaciousness. The storage space below the bunk in the L and LX cab may be used for approx. 200 litres of stowage space.

Everything under one roof.

Practical racks and stowage compartments maintain order on board. The modular baggage storage system above the windscreen is divided into storage units. The open racks can each take 85 kg of load. Larger items may be accommodated in the lighted boot of the LX and L cab, accessible from inside and outside. A further storage box is available for various tools, accessible from the outside only.

Table: As you are seated, so you shall drive.

<table>
<thead>
<tr>
<th>Highlights at a glance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>High comfort driver’s seat with air suspension, lumbar support, shoulder adjustment and heating</td>
</tr>
<tr>
<td>Multi function storage rack</td>
</tr>
<tr>
<td>Control unit for various functions from the bunk bed (optional for LX cab)</td>
</tr>
<tr>
<td>Sound system with subwoofer</td>
</tr>
<tr>
<td>Extensible cooler box under the bunk</td>
</tr>
<tr>
<td>Folding tray table on top of the cooler or center storage box</td>
</tr>
<tr>
<td>Drawer in the centre console</td>
</tr>
</tbody>
</table>

18 Cabs 19 Cabs

See page 19 for highlights at a glance.
Ready for all eventualities.

A striking image.
No matter whether with the elegant synthetic bumper or with the robust three-part steel bumper with folding front access and centre towing coupling: The MAN TGS offers flexible practical solutions to all challenges. Such as sturdy radiator protection with seamless transition to the bumper. An stone guard grill prevents damage to the radiator.

Caution and consideration.
The large panorama windscreen and low side windows allow the driver an unobstructed view of the traffic at all times. The mirror concept of the MAN TGS has likewise been designed for optimal view and safety. Apart from the electrically controllable and heated main and wide angle mirrors, there is also a kerb mirror with particularly wide field of vision and a front mirror. Virtually all blind spots have been eliminated. The rear windows with protective grill improve the view towards the rear.

Highlights at a glance:
- Stone guard grill to protect the radiator
- Tinted front and tinted side windows
- Roller blinds for the windscreen, hinged sun visors for the side windows
- Electrically adjustable and heated mirrors
- Rear windows with protective grill
- Working lights on cab
- Rear windows
Finding clean air:
The raised air intake is located on the left-hand side towards the top of the cab rear wall. The supplied air is therefore clean, the air filter remains clean for longer with less frequent replacement. The air filter and inlet ducts are configured not to restrict the addition of bodies or superstructures. Pre-cleaning systems are perfectly integrated into the air intake system. The exhaust is another clever design, with its raised and pipe with either a bend or a hinged lid.

Fuel tank versions for all applications:
The MAN TGS has many fuel tank versions for specific use, made of steel or aluminum with volumes from 220 up to 1 200 litres combined on the left and right side.

Ideal for high climbers:
The MAN TGS makes climbing to the tipper or superstructure as comfortable as climbing into the driver’s cab. With a non-slip step on the fender and a roof rail. For semi-trailer tractors, there is a working platform with access on the right-hand side available.

Technical configuration

- Highlights at a glance:
  - Cyclone pre-separator, integrated in the air filter
  - Raised exhaust pipe
  - Fuel tank combinations for extended range and improved transport performance
  - Aluminium fuel tank for reduced weight and corrosion protection
  - Construction site step on fender with roof railing
  - Hazardous goods version for tankers

Aluminium tank for 660 litres fuel, 75 litres AdBlue® with step

Roof rail on driver’s side and access for construction vehicles, driver’s side.
A sturdy frame for a good base. The frame made of high strength fine-grain steel combines high torsional and bending strength with maximum stability, low tare weight and easy accommodation of superstructures. The completely flat upper surface of the frame allows superstructures of any type to be mounted without a problem, fast and economical. The closely spaced hole pattern allows later modifications and additions to be fitted without time-consuming drilling. The coating concept, using environmentally friendly water-based lacquers, guarantees reliable corrosion protection for all frame and chassis parts.

Test connections for the pneumatic braking system.

Access and working platform for semi-trailer tractors.

High ground clearance. Even the versions with dropped front axles - normal height - boasts a good approach angle. The approach angle of the medium and high builds are clearly higher. This, together with the high ground clearance, translates to excellent off-road capability.

Tubular cross beam.
Efficiency is a strong drive.

More power, less fuel.
More dynamic, yet less consumption, higher service life, yet less frequent servicing: The innovative MAN D20 and MAN D26 engines with Common Rail technology impress with the highest power to weight ratio in their class and convince with the prospect of up to 1.5 million km of service life with 120,000 km service intervals. The robust Euro 2 engines and the Euro 3 version with cooled exhaust gas recirculation deliver 265 kW (360 hp) to 353 kW (480 hp); the Euro 4 and 5 SCR engines deliver 335 kW (450 hp) to 381 kW (514 hp). All the engines are fully fit for the tropics. This is made possible by the large radiator, also fitted with a hefty stone guard grill as an option. Deployment in very cold conditions also poses no challenge.

With EVB engine brake for safety.
All engines have the wear-free EVB engine valve brake standard. This system increases engine braking power by up to 60% compared to the normal exhaust gas throttle valve. The result: Powerful slowing of the vehicle even without the foot brake, longer brake lining life, clearly higher sustained braking power and therefore increased active safety.

Always the proper gear selection.
The 16-gear manual transmission with ServoShift for low shifting effort, and short shift travel is comfortable and precise to operate. The 16 gears are easy to change via a split group and a range group. For maximum gear change comfort, select the automated 12-gear transmission MAN TipMatic®. No more clutch pedal and manual gear changes! Driving with an automated transmission is more economical and saves fuel. Depending on preference, gears may also be selected manually, via the MAN TipMatic® lever. The off-road software allows the use of the automated transmission for off-road operation. The most powerful MAN TipMatic® is the 12-AS-TCTronic with WSK 440 torque converter clutch for gross combination weights up to 250 tons.

ENGINES AND COMPONENTS

- Highlights at a glance:
  - Highly efficient Euro 2, 3, 4 and 5 engines with low fuel consumption
  - Flame start system
  - Powerful EVB engine brake
  - Automated 12-gear MAN TipMatic® gearbox for maximum operating comfort and low fuel consumption
  - Stone guard grill for radiator protection
  - TCTronic for WSK 440

Stone guard grill to protect the radiator.

MAN TipMatic® 12-gear transmission.

Off-road transmission software for off-road operation.

Common rail in line 6-cylinder engine.
Suspension counts.
For vehicles used predominantly on the road, the hypoid axle with mainte-
nance-free HUB-unit wheel bearings is the answer. It distinguishes itself with a
high load-bearing capacity, low weight, running efficiently and quiet. The leaf
spring front suspension also convinces with an excellent weight to load capa-
city ratio. For high driving comfort, gentle transport and safer driving, the ECAS
(Electronically Controlled Air Suspension) maintenance-free suspension is the
ideal solution.
When the going gets tough, the first choice is a vehicle with planetary axles,
convincing through their high efficiency and ground clearance. Standard equip-
ment for all MAN planetary axles are differential locks.
Two types of heavy-duty suspensions are available: parabolic springs for high
driving comfort with or without a load. Trapezoidal springs for even tougher
conditions.
All-wheel drive for everyday.
Wherever maximum traction is demanded, the MAN TGS with permanent or
selectable all-wheel drive is the answer. Power is distributed through a 2-speed
MAN transfer case with one gear ratio for on-road and one gear ratio for off-
road driving. Furthermore our all-wheel drive vehicles are equipped with planeta-
ry axles with high ground clearance, differential locks and stabilizers.

Planetary axle
Planetary axle with high ground clearance.
Hypoid axle
Transfer case with gear ratios for on- and off-road.
ECAS air suspension.
Parabolic suspension.
Transfer case with gear ratios for on- and off-road.
No matter what the destination: Arriving safely is the goal. Which is why the MAN TGS boasts innovative driver assist and safety systems based on cutting edge electronics. These features assist the driver, facilitate his work and significantly contribute to his comfort and safety in traffic. Accident prevention always implies cost prevention.

**ESP – Electronic Stability Programme.**

ESP protects you against unpleasant surprises for example when suddenly evading obstacles, entering bends too fast or on changing road surfaces. The ESP sensors continuously monitor the dynamic driving conditions. Individual wheels of the vehicle may be braked to counter incipient danger of slipping or tipping over and engine torque is reduced if necessary. ESP thereby stabilises the vehicle, keeping it safely on track.

**Highlights at a glance:**
- Driver assist and safety systems ESP, ACC and LGS
- MAN BrakeMatic® electronic brake management system
- Innovative headlight concept for increased vision and safety

**Increased safety, increased efficiency.**

Adaptive Cruise Control ACC.

Automatic distance control measures the distance to the vehicle ahead and the difference in speed in order to then control the distance by electronic actuation of the brake and/or throttle. ACC operates at speeds above 25 km/h. The system reduces and releases the driver by smoothly integrating the vehicle into the flow of the traffic.

**MAN BrakeMatic®**

The most important distance is the breaking distance. To spare you unpleasant surprises, the MAN BrakeMatic® with the EBS electronic braking system including ABS and ASR will shorten your breaking distance. Regulation of the coupling force for optimal coordination of the trailer or semitrailer brakes ensures perfectly coordinated pulling force, shorter breaking distances and harmonised brake pad wear across the entire train, ensuring extremely long brake pad service life.

**Lane-Guard-System LGS.**

The electronic lane guard continuously surveys the road surface ahead. An acoustic warning sounds should the driver deviate from his present traffic lane without activating the indicators. The appropriate left or right speaker will sound a rumble strip noise which immediately alerts the driver of lane deviation. By increasing the awareness of the driver to staying in his lane, LGS prevents many dangerous situations.

**See and be seen.**

The MAN TGS headlight concept is a true highlight. Free form reflectors and H7 lamps with a particularly long service life ensure wide illumination of the lane. The clue: fog and auxiliary headlights are bundled in one enclosure. The static turning lights automatically switch on when the indicator is activated at speeds up to 30 km/h. Safety is further enhanced through daytime running lights, the manoeuvring light in the co-driver access space and the LED parking and side marker lights.

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Our goal is that you may reach your goal.

Man offers you more in all respects. More power. More performance. More support and more service. This includes comprehensive solutions for vehicle fleets and transport. But we are also way ahead in terms of maintenance and repairs. And, last but not least, we major in quality. Take the road to high performance.

Everything that’s support.
Cost reduction, performance increases, rise in the effectiveness and profitability of the vehicle fleet. Any these phrases decisive for you? We are sure that they are decisive for you.

Maintenance and repairs.
We are way ahead in terms of maintenance and repairs. We are major in quality. Take the road to high performance.

Quality made by MAN.
We accept only one standard when developing and manufacturing our products: The highest. This is why the MAN quality management system is certified according to DIN ISO 9001 in all factories. MAN is also the first German vehicle manufacturer to comply with the demanding VDA 6.1 standard.

MAN ProfiDrive® – definitely more economical.
How to get more optimum performance out of your MAN TGS? MAN ProfiDrive® will show you. The detailed driver instructions covering all the functionalities and operating facilities of the truck are at the core of maximum safety and economic operation. Individual support of the driver by a trainer in the course of a joint trip is particularly effective. In this way the driver will receive specific instructions on operation of the vehicle and equipment in his field of application and no down-time costs arise. Safety driving more economically is the motto of MAN ProfiDrive training. Fuel-saving is the primary objective of the Economy training. Safety training focuses on how to confidently keep the vehicle under control in critical situations.

Services
As far as you concern us, we do not make compromises in the manifestation of our services. Your success is our success – in this conviction we stand for you. We offer you services and support, which allows you to increase the efficiency of your company.

Impressionen
Driver's cabs and engines at a glance.

Common Rail engines, Euro 2, 3, 4 and 5

### Euro 2 Displacement Torque Output

- **Engine D2066**
  - 10.5 l
  - 1,800 Nm at 1,000 – 1,400 1/min
  - **265 kW (360 HP)**
  - 1,900 Nm at 1,000 – 1,400 1/min
  - **294 kW (400 HP)**

- **Engine D2676**
  - 12.4 l
  - 2,100 Nm at 1,000 – 1,400 1/min
  - **324 kW (440 HP)**
  - 2,300 Nm at 1,000 – 1,400 1/min
  - **353 kW (480 HP)**

### Euro 3 Displacement Torque Output

- **Engine D2066**
  - 10.5 l
  - 1,800 Nm at 1,000 – 1,400 1/min
  - **265 kW (360 HP)**
  - 1,900 Nm at 1,000 – 1,400 1/min
  - **294 kW (400 HP)**
  - 2,100 Nm at 1,000 – 1,400 1/min
  - **324 kW (440 HP)**

- **Engine D2676**
  - 12.4 l
  - 2,300 Nm at 1,000 – 1,400 1/min
  - **353 kW (480 HP)**

### Euro 4 Displacement Torque Output

- **Engine D2066**
  - 10.5 l
  - 1,800 Nm at 1,000 – 1,400 1/min
  - **265 kW (360 HP)**
  - 1,900 Nm at 1,000 – 1,400 1/min
  - **294 kW (400 HP)**
  - 2,100 Nm at 1,000 – 1,400 1/min
  - **324 kW (440 HP)**

- **Engine D2676**
  - 12.4 l
  - 2,300 Nm at 1,000 – 1,400 1/min
  - **353 kW (480 HP)**

### Euro 5 Displacement Torque Output

- **Engine D2066**
  - 10.5 l
  - 1,600 Nm
  - **235 kW (320 HP)**
  - 1,800 Nm
  - **256 kW (345 HP)**
  - 1,900 Nm
  - **294 kW (400 HP)**

- **Engine D2676**
  - 12.4 l
  - 2,300 Nm
  - **353 kW (480 HP)**
  - 2,500 Nm
  - **397 kW (540 HP)**

M cab

L cab

LX cab