The MAN TGA.
High performance.
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Customised Trucknology®.

What makes a truck a supertruck? What makes the TGA the king of its class? It’s the unique combination of innovation and reliability, comfort and driving dynamics. But, above all, it’s the exceptional flexibility and variability which makes it the ideal truck for every task. We configure and specify the TGA precisely so that it can give you optimal service in every conceivable transport assignment. They’re vehicles that exactly meet the requirements made of them – that’s what we mean by customised Trucknology®.
The TGA in action.

When it glides across the asphalt with its unprecedented composure and ease it’s clear to see that the TGA is at one with the road. The motorway is its territory and the long haul its passion. As a thoroughbred long-haul truck it carries the day with high average speeds, a low fuel consumption and superior driving comfort.

When, as in the tank and silo sector, every kilo payload counts the TGA TS tips the scales with weighty advantages. And when maximum capacities are required the TGA high-cube tractors win hands down. These are just three of the many faces of the TGA. You can find out about the others by turning the page.

Some of the equipment illustrated or described in this brochure is not a standard feature.
A MAN of many talents.

High payload and load capacity, good manoeuvrability, a favourable overall height, powerful engines and a spacious cab. These may sound like the specifications for the development of the perfect distribution vehicle but in the TGA they are reality since we have incorporated everything that the distribution segment needs. For example, exceptionally high reliability and robustness – qualities which are in great demand in the construction industry too. And this too shows that the TGA is one that gets down to the heavy work in over-ground, underground and civil construction work. Ex works it is already ideally prepared for every kind of body – tipping bodies, loading cranes, mixer drums, set-down and roll-off systems. In the TGA construction product segment almost everything is possible.
Whatever your job the TGA pulls its weight. It’s truly a MAN of many parts. As a public-utility vehicle the TGA tackles the dirty work. Nevertheless, with its low-emission engines it treats the environment with respect. And its overall economic concept isn’t a burden your finances either – which, all told, must give it a clean edge.

And when the heat is on TGA fire trucks are just burning for action – always ready for off, robust and reliable. In the heavy transport sector the TGA makes light work of every assignment too. The tough guys for heavy-duty work are ready for service as complete solutions ex works. You can rest assured of the quality of your vehicle since the testing engineers have already put the entire system through its paces – guaranteed without risks or side effects.
One look is enough to see that this is a class truck. The design of the TGA excites attention with its dynamic elegance and striking lines which even today can already be called classic. Form and function blend in a sensational synthesis. But, more than anything else, it’s rationality that characterises all TGA cabs. It’s good to see that utility can be so aesthetic.
The road is its catwalk.

TGA cabs – each and every one a top model.

Up front on long hauls.
Any TGA will give you perfected functionality, kilometre for kilometre. Its ergonomics, comfort and space will convince anyone who’s at home on the road, because its XXL, XLX or XL format cabs create the ideal working environment for the longest trip.

XLX.
A generously sized interior with full standing height throughout – the XLX cab offers a dream space. In terms of comfort, this alternative to the XXL leaves nothing to be desired, although the emphasis is more on functionality. The lower external height caters for over-cab body extensions. Practical stowage compartments create space above the low windscreen, which cuts out the glare from the sun.
2,280 mm long, 2,440 mm wide, one bed, or two on request.

XXL.
The XXL cab with a raised roof and 2,100 mm standing height is the most spacious cab in Europe. It includes an extra-high windscreen, unequalled interior climate and a bed size to satisfy the highest demands for comfort, stowage space and exclusiveness. An XXL solution for use on international long hauls.
2,280 mm long, 2,440 mm wide, raised roof, two beds

XXLXXXL
Long haul. Up front on long hauls.
Any TGA will give you perfected functionality, kilometre for kilometre. Its ergonomics, comfort and space will convince anyone who’s at home on the road, because its XXL, XLX or XL format cabs create the ideal working environment for the longest trip.

LX.
With its balanced synthesis of comfort and functionality the LX high-roof cab represents the new standard in national long-haul transport. Ergonomically speaking it is perfect. Its 170 mm lower floor makes for a low entry height and thus comfortable access for the driver.
2,280 mm long, 2,240 mm wide, raised roof, one bed, or two if desired.
Just right for distribution.

Distances are relative if you cover them in an XL, L or M cab. They are optimally adapted to drivers’ requirements. Their serene elegance allows for concentrated driving, and their controls are simple to follow. And the working atmosphere is so pleasant.

### XL

Top-class comfort for short-haul and distribution work – that’s the strength of the XL cab. Its wide design creates an impressive amount of space inside – the low engine tunnel helps here. The almost level cab floor makes for space and comfortable cross-cab access.
2,280 mm long, 2,440 mm wide, one bed, multifunction stowage box on request.

### L

Equipped with one bed and a versatile range of stowage possibilities the L cab is predestined for distribution and for the transport of timber, refrigerated goods and building material or for tank and silo vehicles. It also offers a high level of comfort, a very favourable entry height and a low overall height.
2,280 mm long, 2,240 mm wide, one bed, multifunction stowage box on request.

### M

The M cab sets the standard in short-haul and distribution transport, in the construction industry and the public-utility sector. Drivers and co-drivers will particularly appreciate the convenient entry height.
1,880 mm long, 2,240 mm wide

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**Stepping up into a higher class.**

**Boarding has never been so easy.**

Going up in the world of MAN cabs means making a step or two lower. In distribution in particular, where the driver often has to get in and out, a comfortable entry is very important. For long-haul assignments too, however, MAN makes access easy. The 87° door opening angle already offers you ample freedom of movement. Three illuminated steps lead you up to the spacious wonderland inside the TGA. Two long handrails give you a firm hold and make boarding even easier. The optional door extension is more than just a visual feature – it improves the aerodynamics and protects the entry from soiling.

**Enjoy exceptional suspension comfort.**

The air-sprung 4-point bearing, which largely decouples the cab from troublesome vibrations and jolts, is a standard fitting in the long-haul semitrailer tractors. We haven’t, of course, forgotten safety: crash elements on the bearing points permit a defined cab movement to the rear in the event of a head-on collision and thus increase passive safety.
Feel-good driving.

The ergonomics in the cockpit of the TGA open up a completely new dimension. You'll immediately find your way around and get to know all the switches and instruments. It won't be the functionality of all the controls or the outstanding all-round comfort alone which will win you over but the unique harmony of the cockpit as a whole. You'll discover this from the start and experience it to the full on the road too.
The best is yet to come.

Broaden your horizons.

Get to know one of the most fascinating places around – the TGA cockpit. Overwhelmingly spacious with a uniquely roomy feeling, model ergonomics and superb comfort. The dazzle-free displays are easy to read; the controls logically arranged and within easy reach. The gearshift, hand brake and pedals are ideally positioned. The height and inclination of the steering wheel can be infinitely variably adjusted with a foot button. It can also be folded up with a flick of the wrist to make boarding, alighting and crossing over even more convenient. Everything in the cab shows you how much thought has been given to each individual detail. The numerous practical storage spaces and storage compartments through to the combination box with a space for a mobile, the sunblinds on the windscreen and side windows, the multifunction module on the driver’s door – all this creates an atmosphere of intelligent functionality.

All information at a glance.

As you can see, it looks good: the central instrument with exclusive chrome rings and the combined display available as the basic version “Baseline” and, in conjunction with the multifunction steering wheel, as the “Highline” version with a larger display area and extended functions. “Baseline” gives the driver all the latest important information at a glance. Information is presented in LCD displays with easy-to-understand symbols or text messages. You’ll be even more in the picture with the “Highline” instrument. The axle load display is a particularly useful feature for transporting high payloads. It means that you can make use of the complete payload capacity without any risk of overloading. In addition “Highline” integrates information and communication components such as a telephone and radio.

Multifunction steering.

You’ll love it – the TGA’s multifunction steering wheel. Call up vehicle information, take telephone calls or set the radio without taking your hands off the wheel. A tap from the driver’s thumb is enough and there’s a response in the Highline display. With your right hand you can use cruise control functions, ACC, road speed limiter and road speed regulator. With the left radio, telephone and vehicle menu. MAN safety and comfort at your fingertips while you’re in motion.

Your advantages

- Ergonomic controls for more reliable understanding and operation
- Multifunction steering wheel infinitely variable with a foot knob
- Multifunction steering wheel can be folded forward for convenient boarding/alighting
- Sunblinds for windscreen and side windows
- Driver’s display for monitoring the system and servicing
- High degree of information with automatic system to keep checks on the entire vehicle
- Maximum operational reliability due to early information
- Exact co-ordination of maintenance owing to display of remaining times to next service
- Round instruments in chrome (standard) and dashboard with bun-walnut trims (optional) creating a fascinating ambiance
A seat in the front row.

In the TGA everyone sits to perfection.

Even the comfort seat meets high demands. Versatile features such as a pneumatic height adjustment and rapid lowering system and a vertical damper setting mean that the driver can adjust his sitting position to meet his own individual requirements. The adjustments of the co-driver’s seat even extend to a resting position – ideal for short breaks en route. And drivers who like it really warm and cozy can treat themselves to a seat heater, a pneumatic lumbar support, side shaping and shoulder adjustment, hydraulically damped horizontal suspension and an adjustable seat upholstery depth. But the air-conditioned seat is the ultimate in comfort. It has a flow of air at a pleasant temperature in the seat cushion and backrest to create a warm and comfortable atmosphere. In warm weather the flow of air is not heated. All air-sprung seat variants have multifunctional backrests with an integrated headrest and a three-point belt system with belt tensioner. Handling of the seats is ingeniously simple too with controls arranged so that there can be no mistakes. You’ll not waste any time looking for them – they’re ready at hand.

Room to move.

A major characteristic of TGA cabs with their perfected use of space is the optimal freedom of movement. The low engine tunnel has created a fascinating feeling of space with practical advantages – you can cross over from one side to the other with ease and you can also get straight through to the sleeping compartment.

Settle in.

Always an agreeable atmosphere.

Efficient heating systems ensure that it is always agreeably warm on board the TGA – and you can modulate the atmosphere as you wish with the air conditioner with automatic temperature control. There are diesel air and gas heaters, each with a thermostat function. An auxiliary air-conditioner which keeps a preset temperature even if the vehicle’s engine is not running can also be supplied.

Your advantage.

- Anatomic, air-sprung swivel seats for top sitting comfort
- Air-conditioned seat for maximum comfort in every weather
- Numerous adjustment possibilities for individual ergonomics
- Leather covers optional
- Co-driver’s seat with resting position
- Multifunction backrest with integrated headrest, three-point belt
- Extremely convenient controls on all seats
- Free cross-over
- Efficient heater and air-conditioner
- Independent air-conditioners for uniform climate even when the engine is not running
The road lies before you.

And in the TGA there’s a comfortable bed to lie in too. The TGA provides excellent driving comfort to make your long hauls just that bit shorter. It has everything to keep your life on the road agreeable. The long-haul cabs will delight you with their superior size and spaciousness, fascinating atmosphere and the great attention to detail. The large beds also ensure de luxe comfort for a good night’s sleep at the end of a long day.
Wide awake on the road.

Pull-out coolbox with folding table.

A time for dreaming.
The beds with a wooden frame and 5-zone cold foam mattresses are just as comfortable as at home. You’ll sleep just as soundly on long trips too since the beds were developed in collaboration with a Munich institute for ergonomics (Ergonomie-Institut München GmbH) and have been awarded a quality certificate for “ergonomic sleeping comfort” by the Bavarian trade supervisory board. The washable, highly elastic fabric covers on the replaceable mattress are made of breathable materials and are very hygienic. In surface area f the beds are simply unbeatable. As told, we offer you comfort that other drivers can just dream of. So sleep well so that you’re wide awake when you set off tomorrow.

Comfort to live in.
As an alternative to the upper bed a multifunction stowage box can be fitted. Pulled out it can be used as a temporary bunk for short rests while the vehicle is not in use and two drivers are on board. Half-way out it can be used for storing bedding, clothes and bags up to a capacity of about 200 l. Folded away it open us the maximum space above the driver’s bed. It’s a further highlight of living comfort in the TGA’s space wonderland.

And sound asleep in your bed.

Your advantage.
- Excellent sleeping comfort with large beds with wooden frames and 5-zone cold foam mattresses
- Two folding beds in the XXL, XLX and LX cab (optional), one fold-up bed in both the XL and L cab, optional bunk system in the M cab
- All-round and cross curtain to screen off and darken the sleeping compartment
- Intelligent storage and stowage concept with lots of room
- Large luggage compartment accessible from inside and out
- DIN inserts for the retrofitting of electronic equipment
- Pull-out insulated box with folding table as special equipment
- Folding multifunctional storage system, optional

Shipshape.
On board the TGA there are numerous practical storage spaces and stowage compartments for all the odds and ends you need for life on the road. The modular storage system above the windscreen is particularly clever. In the storage compartment above the driver there are two DIN inserts for the easy retrofitting of different electronic equipment. How about an insulated box that doesn’t take up too much room? In the TGA that’s easy – you can just pull the box out from under your bed. It is also equipped with a practical folding table which is ideal as a bedside table too. Your personal luggage can be stowed away in the large illuminated luggage compartment accessible from inside and out. Another stowage box, accessible only from outside, can be used for workwear or diverse equipment.

Bunk function for short stops.

Multifunction stowage box – halfway out for use as an ideal storage facility.

Bunk system in M cab for restful breaks.

Pull-out coolbox with folding table.
Mobility with nobility.
The exclusive TGA 5Star.

Exterior.
- Chrome trims on the radiator grille and bumper
- 5 exclusive 5Star metallic paintwork alternatives, beside the standard colours
- White flasher glasses

Forget your everyday concerns.
Immerse yourself in the fascination of a cab with a unique form and class. Experience the TGA 5Star and enjoy the stylish and exclusive fittings both outside and in. The superlative comfort of the seats and beds is just sensational. The high-tech luxury seat with air-conditioning and the resting seat, which can be lowered through to a reclining position, offer unheard of comfort and ergonomics. The same applies to the sleeping compartment with a bed design, like a dream come true, with a wooden bed frame and 9 cm thick 7-zone cold-foam mattress. If you now take another look at the elegant cockpit with Highline instrument and burr-walnut trims all you can say is – just perfect!

Interior.
- Highline instrument with a large central display
- Burr-walnut features
- High-tech luxury seat with air conditioning
- Optional leather covers
- Developed in collaboration with the Munich institute for ergonomics, Ergonomie-Institut München GmbH
- Ergonomic bed with wooden frame
- 7-zone cold-foam mattress, 9 cm thick, replaceable
- Resting seat with inclination adjustment through to a reclining position
- Awarded a certificate of quality by the Bavarian trade supervisory board
- Practical folding table, also suitable as bedside table
Built for the road and all eventualities.

With its large payload and high loading capacity the TGA guarantees leading-edge transport performance on the road. But this also involves handling, ride stability, comfort and safety in every situation. Anyone who has experienced the self-assured ride behaviour of semitrailer tractors and chassis on the motorway, on twisting country roads, steep mountain passes and off the beaten track too will know just what we’re talking about.
Well-hitched.

Hitching up to TGA.

As a professional in your branch you know just what you want. Neither too much nor too little of anything – but solutions tailored exactly to your line of business. Find out about the TGA tractors “Made for Europe” which meet your requirements completely. In each product segment the Euro tractors offer tailored vehicle concepts for greater effectiveness and economy.

Completely new on the long-haul scene is the Euro tractor optimised for long hauls – with tank capacities up to 1490 l, a compressed-air system integrated in the rear and batteries one above the other. At MAN you’ll find what you’re looking for: it’s called Truckology®.

Choose your customised semitrailer tractor.

The programme.

- Thoroughbred long-haul semitrailer tractors with 4x2 and 6x2 configurations – the latter with a lifting loading axle – with hitching heights of 1,062 mm to 1,263 mm. Large stowage box attached to the frame.
- 4x2 semitrailer tractor for optimal manoeuvrability in distribution transport.
- The ultra-light TGA TS 4x2 with an extremely favourable unladen weight of 5,855 kg and ample payload capacity for the tank and silo branches.
- The TGA tractor for high-cube transport as a 4x2 with a hitching height of 980 mm for high-cube semitrailers with a 3 m clear loading height and volume of 100 m³.
- Semitrailer tractors for construction work with 4x2, 6x4 in a medium-high build for high ground clearance and as all-wheel-drive versions with 4x4 and 6x6. Equipped with robust steel bumpers.
- Special purpose vehicles with 6x4 or 8x4 through to the heavy-duty transporter TGA 41.660 8x4/4 8L with a V10 engine and 485 kW (660 hp) the most powerful series semitrailer tractor in Europe.
- MAN HydroDrive® – selectable front-wheel-drive for TGA on-road vehicles.

Super wide tyres in size 495/45 R 22.5 for reduced fuel consumption and more payload, in conjunction with ESP and tyre pressure monitoring system RDK.

Lifting loading axle

Retracted frame for an extremely low hitching height.

Lifting bellows

Large stowage box attached to the frame.
Which chassis would you like?

Moving mountains with the TGA.
For long-haul or distribution transport, in the tank and silo branch or in the construction industry, high-cube transport assignments or special transport tasks – whatever your job the TGA has the right solution. A major factor here is its frame construction – with tubular cross members for maximum rigidity and the completely level upper edge of the frame to ensure that all types of bodies can be mounted quickly and cost-effectively. But why not see for yourself just how versatile TGA chassis are?

The TGA has the widest choice.

The programme.

- The bestseller TGA 4x2 – for high-performance in national and international long-haul transport
- TGA payload champion with a 6x2 formula – with twin tyres on the lifting trailing axle, a steered trailing axle or a hydraulically steered leading axle
- TGA 8x2 with a rigid trailing axle
- TGA 6x4 and 8x4 for heavy duty – equipped with a weight-optimised tandem axle and parabolic, trapezoidal or air suspension
- TGA 8x6 – the perfect combination of action and traction
- The all-wheel-drive versions of the TGA: 4x4, 6x6 and 8x8 with MAN transfer case for permanent all-wheel drive, two-speed with on- and off-road reduction
- TGA chassis with 4x2 and 6x2 for high-cube transport, with an extremely low frame upper edge of less than 900 mm (laden) for an inside height of 3 m
- MAN HydroDrive® – selectable front-wheel-drive for TGA on-road vehicles.
Safe delivery is the goal – a goal you can count on reaching.

Unique – the air-sprung front axle.
A design displaying top technical expertise. On the one hand the air-sprung axle reacts like a torsion bar – the axles are thus located and stabilised without any additional stabilisers and control arms. On the other hand the air springs and shock absorbers form a unit, the air spring – damper system (LDS). This results in outstanding ride stability and safety – even with a high body centre of gravity – at the same time as first-rate suspension comfort.

Ingenious – X control arm on the rear axle.
The X control arm for 4x2 semitrailer tractors is a very special technical refinement. It’s a four-point rear axle location system in which the A-frame and the stabiliser have been combined in one component. The advantages of this system are the exceptional ride stability and tracking ability and a lower vehicle weight which, in turn, means more payload.

Strong – the drive axle.
Whether you opt for the hypoid or the planetary axle, with the TGA you’ll have made a good choice. The advantageous features of the hypoid axle are its weight, high load capacity, wide performance range and long intervals between oil changes of 500,000 km owing to the integrated oil filter. The planetary axle with drum brakes is a good alternative for particularly heavy service. Its characteristics are a high ground clearance, high tractive force on the wheels and great stability and durability.

MAN’s speciality – the hub unit.
All the hypoid and non-driven axles are fitted with disk brakes, a lubrication system for their entire service life and a hub unit for simple and rapid disk changes. This saves not only downtime but also cuts workshop costs.

High in traction – HydroDrive®.
The new optional hydrostatic front-wheel drive from MAN gives TGA on-roaders more traction and full drive power. The decisive benefit of this innovative front-wheel drive system: selectable increase in traction as required, without the extra weight and consumption that come with conventional all-wheel-drive systems.

On the safe side – MAN BrakeMatic.
The TGA can be braked just as smoothly as it can be driven. This is achieved with the MAN BrakeMatic with the EBS electronic brake system and integrated ABS and ASR. The advantages: short braking distances and rapid response and release times. At the same time the brake pad wear equalisation system means that the pads have a long useful life. A highlight in itself is the continuous-brake management with a sustained-action brake and constant braking system designed to act in the course of the brake pedal travel. The graded response of the sustained-action braking system makes it possible to meter its application on the road. In this way the braking can be initiated smoothly without any jolting.

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In good control – ECAS air suspension.

The ECAS electronic control guarantees a uniform ride height, irrespective of the load. Its big advantage is brought into play in the rapid mounting of swap platforms. The chassis can be lowered 90 mm and raised by 190 mm from the driving level. Here the ECAS control system makes it possible to adjust the frame height precisely. It is equipped with a memory function from which the two heights can be accessed and it can be very easily operated at the tap of the finger. Building-site air suspension on the rear axle is a MAN speciality available for construction vehicles with medium-high-build and all-wheel drive. This system is ideal for the tough going on building sites (overload reserve) and on difficult terrain.

Maintenance-free – MAN leaf suspension.

Good roll stability and tracking combined with top self-steering properties are the main qualities of the robust und low-weight leaf suspension – realised with parabolic suspension and specially matched shock absorbers and stabilisers. The springs, kingpin bearings and rubber eye bearings are maintenance-free. MAN supplies tandem axle units with parabolic springs for high suspension and ride comfort and trapezoidal suspension for maximum load capacity.
Power and dynamics coupled with efficiency.

The engines – sheer dynamics.
You notice it when you start. You feel it on the motorway and in the mountains. You enjoy every kilometre of it: the unique dynamics of the new D20 and D28 Common Rail engines fill you with the thrill of movement. Both engine series set standards with their superb torques, long service lives and top efficiency.

All systems go.
MAN’s D20 Common Rail engines are regarded as the most modern in Europe. They ensure more flexibility for less consumption, more power for less noise, a longer life and easier maintenance than ever before – and all that despite being 100 kg lighter and consuming up to 5 % less diesel than their predecessors. Their cultured running and performance at ratings from 228 kW (310 hp) to 316 kW (430 hp) will thrill you. D20 engines, which are fitted with the maintenance- and clog-free particulate filter MAN PM-KAT®, already fulfill the pollutant limits to Euro 4 – and this with the same low fuel consumption as before. With the system consisting of exhaust-gas recirculation (EGR) and MAN PM-KAT® MAN offers a futuristic exhaust-gas technology – and currently exploring ways of using this unique technology for Euro 5 too. To optimise particulate reduction in the combustion process even now, MAN will be putting SCR technology into series production in the 249 kW (400 hp) and 321 kW (436 hp) engines in the first quarter of 2006. This array of power is backed up by the D28 engines. Rated at a powerful 353 kW (480 hp) and 390 kW (530 hp), these high-displacement in-line sixes will excite you with their unbelievable power development. To top it all there’s the V10 with a mighty 485 kW (660 hp).

Pressure controlled – EVBec engine brake.
At each speed it regulates exactly at the temperature limit range and thus makes use of the full power potential without risk of overloading. This results in increased braking power at curves and considerably higher continuous brake performance. It also brings service advantages from its diagnostics possibilities beside a longer service life.

The TGA – born to move.

Braking with water – MAN PriTarder.
Progress made by Trucknology® – the first primary retarder integrated in the water circuit is a prime example of this. MAN PriTarder proves its value with a high braking power at low road speeds and high engine speeds. It also has a low weight and eases the burden on the service brake. It can be easily operated via the brake pedal into the bargain.

All geared up – MAN ComfortShift.
The 16-speed gearbox with the ServoShift system is definitely a good choice for low shifting forces and short lever travel. It is fitted with hydrostatic gearshifting (HGS) and designed as a single-H shift pattern. The 16 speeds can be conveniently shifted via a splitter unit and a range-change group. The highlight of the system is that you just press the button on the gearshift knob and the shifting procedure is carried out without activation of the clutch pedal and without releasing the accelerator.

Absolutely Trucknology® – MAN TipMatic.
The fully automated 12-speed MAN TipMatic gearbox is the ultimate in shifting comfort. It can be operated both fully automatically and also manually via a stalk switch on the steering wheel. All declutching and shifting is electronically controlled and carried out pneumatically – the clutch pedal has been dispensed with. MAN TipMatic can certainly hold its own economically with its low weight and reduced fuel consumption. At the same time it makes the driver’s work easier and thus increases road safety generally.

Your advantages.
- New D20 engines with second-generation common rail injection
- 4-valve technology
- External, cooled exhaust gas recirculation (EGR)
- MAN PriTarder, the innovative sustained-action brake technology
- EVBec pressure-controlled engine brake with increased braking performance
- Raised air intake for long useful life of filters
- Long battery service life owing to alternator with dynamic charging characteristics
- MAN ComfortShift for comfortable manual shifting
- MAN TipMatic for the ultimate operating comfort and increased economy
- Longer clutch service lives
- Versatile power take-offs for all requirements
- In the first quarter of 2006 SCR technology will be going into series production – for premature optimisation of particulate reduction
The software for the hardware.

The latest electronics monitors the pulse of the TGA. MAN Tronic, the digital CAN bus network, regulates, controls and monitors all the vehicle functions for rapid and precise on and off-board diagnostics. The display, information and assistance systems for the driver increase active safety. But you’ll also be electrified by the new impulses which we offer with our customised solutions for every aspect of mobility, fleet management and logistics. Find out more about the attractive services offered by MAN Service, MAN Support and MAN Finance and you’ll soon see that they’re worth your while.
Guardian angels used to have wings.

ESP electronic stability program.
The ESP control system, first used by MAN in semitrailer tractors, increases active safety for avoiding sudden obstacles and when corners are misjudged or taken too quickly. ESP constantly monitors the driving dynamics of the vehicle and intervenes in the engine management and brake system if there is an imminent risk of skidding or overturning. By effectively braking individual wheels and if necessary reducing the engine torque the ESP stabilises the vehicle and keeps it reliably on track.

Lane Guard System LGS.
The electronic lane guard system constantly monitors the lane ahead of the vehicle. If the driver strays across the lane markings without flashing he is alerted by an acoustic signal. On the side he crosses the line the warning sound of nails rattling sounds from the right or left-hand loudspeaker, which the driver intuitively understands. LGS increases the driver’s awareness for keeping to his lane and thus prevents many dangerous situations.

Adaptive Cruise Control ACC.
The adaptive cruise control system monitors the distance from the vehicle ahead and the difference in speeds. By intervening electronically in the accelerator and brake pedal it keeps the vehicle at a safe distance. ACC can be used from a driving speed of 40 km/h. It eases the burden on the driver and helps him to adopt a more relaxed style of driving so that he can move his vehicle harmoniously in the traffic flow.

Your advantages.
- ESP electronic stability program for greater driving stability in semitrailer trains
- ACC regulates the distance from the vehicle ahead for greater ride comfort
- LGS lane guard system for safer driving by preventing unintentional straying from the lane

Today they have bits and bytes.
Facts and figures.

<table>
<thead>
<tr>
<th>Engines</th>
<th>Displacement</th>
<th>Torque</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Euro 3 and Euro 4 engines</strong></td>
<td></td>
<td></td>
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<tr>
<td>6-cylinder</td>
<td>D2066 CR*</td>
<td>10,518 cm³</td>
<td>1,550 Nm at 1,000–1,400 1/min</td>
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<td>D2066 CR*</td>
<td>1,750 Nm at 1,000–1,400 1/min</td>
<td>257 kW (350 hp)</td>
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<td>D2066 CR*</td>
<td>1,900 Nm at 1,000–1,400 1/min</td>
<td>287 kW (390 hp)</td>
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<td>D2066 CR*</td>
<td>2,100 Nm at 1,000–1,400 1/min</td>
<td>361 kW (430 hp)</td>
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<tr>
<td>Euro 3 engines</td>
<td>D2876 CR*</td>
<td>12,816 cm³</td>
<td>2,300 Nm at 1,000–1,300 1/min</td>
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<tr>
<td></td>
<td>D2876 CR*</td>
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<td>390 kW (530 hp)</td>
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<td>D2840 CR*</td>
<td>18,273 cm³</td>
<td>2,700 Nm at 1,000–1,600 1/min</td>
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<td><strong>Euro 5 engines</strong>*</td>
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<tr>
<td>6-cylinder</td>
<td>D2060 CR*</td>
<td>10,518 cm³</td>
<td>1,900 Nm at 1,000–1,400 1/min</td>
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<td></td>
<td>D2060 CR*</td>
<td>2,100 Nm at 1,000–1,400 1/min</td>
<td>321 kW (436 hp)</td>
</tr>
</tbody>
</table>

*CR Common Rail.
**Only for heavy-duty tractors.
***Available in first quarter 2006.
Added value included.

Everything a MAN needs.

**MAN | Service**

If mobility is your business we’ll help to keep you on the right track. With over 1,200 centres throughout Europe MAN Service guarantees the availability and serviceability of MAN vehicles. We offer an efficient programme to ensure that you always stay on course.

- **Comfort System** with tailored solutions for maintenance and repair through to the flexible complete ComfortEuro service, for which you can go to any MAN workshop in Europe.
- **Mobile24** – you’ll probably never need it but it’s still good to know that Mobile 24 is at your service round the clock. MAN’s expert staff will do everything in their power to get you back on the road as quickly as possible.
- **ServiceCard and RepairCard** – for greater mobility and independence. With the RepairCard you can make non-cash payments for repairs, maintenance and parts. The ServiceCard also covers the costs of refuelling and toll, tunnel and bridge charges.

**MAN | Finances**

We do the groundwork to help you get your MAN. Our attractive services give you more financial scope. They relieve the strain on your credit lines and make your costs more transparent while at the same time making your planning and calculation completely dependable.

- **Credit** gives you greater flexibility during the credit period. And at the end of this period you are free to do what you want with your vehicle.
- **Lease** eases the burden on your balance sheet. And at the end of the leasing term you simply return the vehicle.
- **Rental** keeps you trucking. If your vehicle is not available or you need extra vehicles you just take ours.
- **CombiContract** lets you combine services as you need them. Just choose the services you want from our range.

Increasing performance, cutting costs, optimising success. If these are your main concerns too then MAN Support has a lot to offer you. Our flexible range of services is tailored to meet your needs.

- **TeleMatics**, the MAN internet service for integrated fleet management – for greater profitability and transport quality. With individual service packages TeleMatics opens up unique opportunities for fleet control, fleet management and logistics.
- **Communication** links you up with the best connections whether for mobile phones, fixed phones, navigation systems or CB radio.
- **ProfisDrive** is the driver training system offering greater safety and economy from which even professional drivers benefit.
- **FleetManagement** offers you efficient individual packets or takes care of your entire fleet management so that you can concentrate on your core business.
Progress and responsibility.

Cutting-edge solutions pro environment.

Keeping ahead of the rest means thinking ahead in terms of innovative exhaust-gas technologies and developing alternative drive systems. When the Euro 4 limits are introduced in October 2006 the share of oxides of nitrogen must be reduced by approx. 30 % and the share of particulates by approx. 80 %.

Even today MAN has a convincing solution for this: a system consisting of common-rail injection, cooled exhaust-gas recirculation (EGR) and the MAN PM-KAT® particulate filter. Cooled exhaust-gas recirculation makes it possible to reduce the proportion of oxides of nitrogen (NOx) in the exhaust gas to extremely low levels inside the engine. This system offers numerous advantages: it eliminates an above-average share of the ultra-fine particles in the MAN PM-KAT® particulate filter, requires no maintenance and does not restrict either space or payload in any way.

From October 2009, when the Euro 5 standard will come into force, the regulations on exhaust gas will be even stricter. MAN already has an economically convincing solution for this today too: MAN SCR technology, which is predestined for use in long-haul transport. Here the reducing agent MAN AdBlue®, a non-toxic and odourless urea solution, is injected into the exhaust-gas flow. After this a ceramic SCR catalytic converter decreases the emissions of oxides of nitrogen by about 80 %. The engine’s full power output is thus retained, and there is even a significant reduction in fuel consumption too.

Quality signed and sealed.

Throughout the world “Made by MAN” stands for absolutely top technology, since in the development and manufacture of our products we have just one standard – the very best. And we have this in black and white. MAN’s quality management system at all its plants is certified to meet the high requirements of DIN EN ISO 9001. And we at MAN have also taken a pioneering role in fulfilling the strict VDA 6.1 standard for suppliers to the vehicle industry – we were in fact the first German vehicle manufacturer to do so. Our subsidiaries and all the German service centres also have certified quality management systems.
The MAN TGA.

High performance.