



MAN CLA Evolution.

Rugged, reliable, functional.

MAN kann.





**EFFICIENCY ALL
ALONG THE ROAD.**



The MAN CLA Evolution.

There is more focus on cost aspects
in the transport sector than ever before.

**Businesses want to boost their productivity and profitability.
Pushing ahead of the competition means reducing costs while optimizing
performance.**

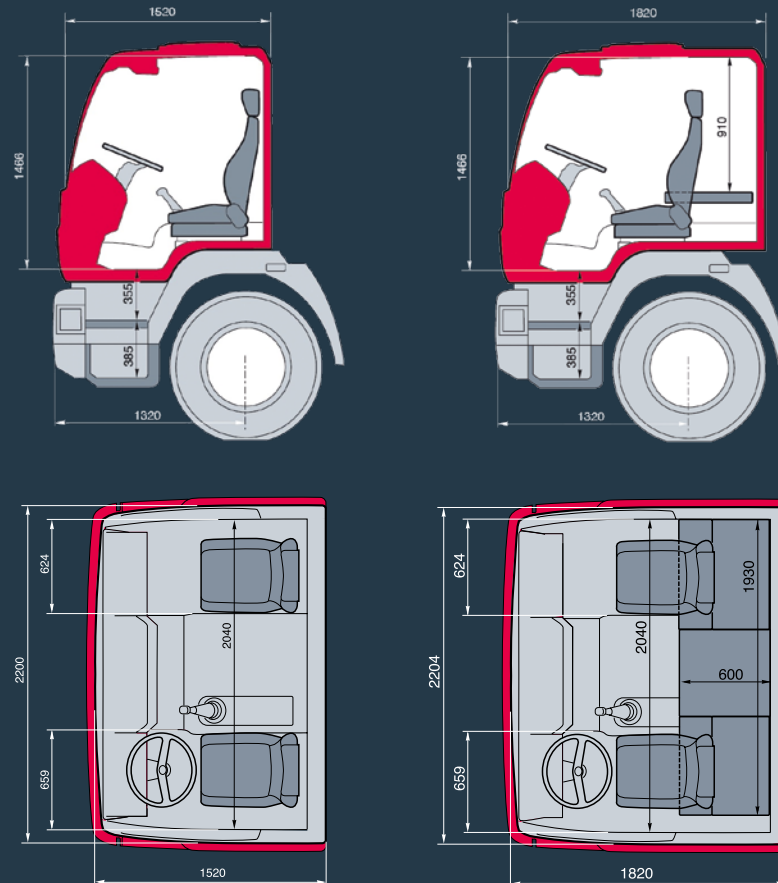
There are two central questions. First, how to improve cost-effectiveness. Second, how to increase efficiency of fleets. The MAN CLA Evolution is the right answer for the road ahead. A truck that satisfies the highest demands for reliability, ruggedness and long service life and that opens up a new dimension in transport efficiency. Integrating proven and tested MAN technology, the MAN CLA Evolution delivers superior driving performance combined with excellent comfort and safety. The MAN CLA Evolution is a truck engineered for easy handling and easy maintenance. Climb in and drive away is the order of the day.

www.truck.man

Some of the equipment illustrated in this brochure is not included in the series-production scope.

First-class in functionality and comfort.

Ergonomic seats with 3-point
seatbelts and headrests.



Air-conditioning system.

→ Take the best seat.

The MAN CLA comes dynamic and elegant, but with a powerful profile. A truck that sets accents. With the compact day cab and equally with the comfortable sleeper cab. Just imagine you are climbing in and taking your seat in the cockpit. What you find is a workplace exactly as you wanted it: ergonomic seats, a steering wheel adjustable in height and inclination, a clearly arranged dashboard, controls that are easy to reach and an excellent panoramic view. All these convenient functions contribute to a very comfortable work environment. MAN CLA cabs also feature numerous compartments, shelves and stowage spaces for utensils of every kind. Last but not least, the sleeper cab is equipped with a comfortable bunk, assurance of restful sleep.

Attractive interior with a clearly arranged
cockpit and practical storage facilities.



Storage compartments and blank slots for electronic devices such as radio units or tachograph.



Steering wheel adjustable in height and angle.



Comfort bunk in the long cab.

Ideally configured for tough to toughest use.

Feel the performance.

Excellent driving dynamics is one of the outstanding features of the MAN CLA Evolution. Fuel efficiency, excellent running performance, high dependability, long life time and minimal maintenance effort characterize the engines. Torquey 6-cylinder Euro 2, Euro 3 and Euro 4 engines produce the power demanded for better transport performance. Smooth-running 6-speed and 9-speed gear-boxes transmit the power to the driving axle. MAN CLA Evolution are equipped with stable and durable AP axles, designed for tough continuous use or, depending on the application, with low-friction hypoid axles intended for maximum payload in short- and long-haul applications.



Driving axles are available as AP axle or hypoid axle.

Transport good, feel good.

The straight ladder frame of the MAN CLA is optimized in weight, extremely stable and designed to carry all types of truck bodies. No parts obstruct the area above the frame, providing for easy attachment of body parts. Whether 15 tonnes or 37 tonnes with a twin-tyred trailing axle with a tandem unit, the MAN CLA stands out because it manages even the biggest loads without difficulty. The rugged trapezoidal springs, easy to maintain, also play their part.





MAN CLA with emission class Euro 3 and Euro 4 are equipped with an enhanced version of MAN's D08 engine with common-rail injection technology.

Quality made by MAN.

The MAN CLA is manufactured by MAN in accordance with the highest quality standards.

MAN uses different manufacturing concepts. In case of the completely knocked down concept, the MAN CLA is dismantled into parts and transported as a “truck in the box” to the destination, where it is then assembled. In case of the fully built up concept, the chassis is equipped with bodies of well-known body manufacturers and sold as a complete vehicle. MAN employs the latest technologies and processes. One highlight is cathodic dip painting, a manufacturing process that guarantees excellent coating quality. So you can be sure that your MAN CLA lives up to the name on the radiator grille: **first-class quality by MAN.**



A multi-purpose truck.



You can rely on the MAN CLA to handle all your jobs. On-road or off-road, the MAN CLA is as much at home on asphalt as it is on dust, gravel and mud – as a chassis, tipper or tractor.

Further information under: www.truck.man

Reliability.
Made by MAN technology.

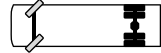
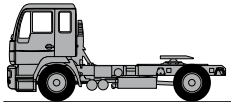
The MAN CLA is a MAN from head to toe –
from the cab to the drive.

MAN CLA product quality corresponds 100% to the high MAN standards.

You may rest assured that you will find MAN on the inside wherever it says MAN on the outside. This means you can be sure to have made the right investment decision when you purchase a MAN CLA.

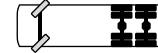
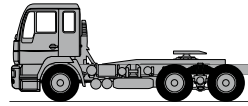
No matter what you do, the MAN CLA always performs up to the mark. It is in excellent shape on roads and away from the paved track too. It really feels at home driving on asphalt. It takes to dust, gravel and mud like a duck to water. Whether you choose a left- or right-hand drive vehicle, as a chassis, tipper or semitrailer tractor: the MAN CLA gets things moving in every sector. This is accompanied by attractive fuel consumption figures, low wear and tear, low maintenance costs, reduced downtimes and sustained value. **Transport efficiency that more than pays its way.**

4x2 Tractor, gvw: 18t, gcw: 40t



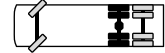
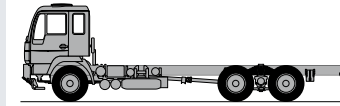
- 18.280 4x2 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3600mm, long cab
- 18.300 4x2 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 3600mm, long cab
- 18.280 4x2 / RHD, 206 kw / 280 hp Euro 3 CR, ZF 9S 1110 TO, WB 3600mm, long cab

6x4 Tractor, gvw: 26t, gcw: 44t



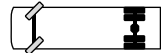
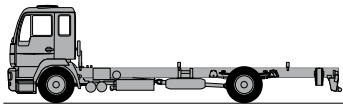
- 26.280 6x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3175, long cab
- 26.300 6x4 / LHD, 206 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 3175, long cab
- 26.280 6x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3175, long cab

6x2 Chassis, gvw: 26t*



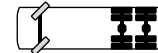
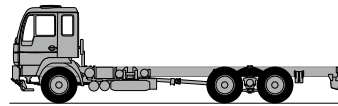
- 26.280 6x2-2 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 5900mm, day cab
- 26.280 6x2-2 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 5900mm, day cab
- 26.280 6x2-2 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 5900mm, day cab

4x2 Chassis, gvw: 15t/16t/20t



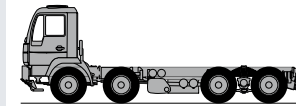
- 15.220 4x2 / RHD, 162 kw / 220 hp, Euro 2, Eaton 6S ESO 9306, WB 5200mm, day cab
- 16.220 4x2 / LHD, 162 kw / 220 hp, Euro 2, Eaton 6S ESO 9306, WB 5200mm, day cab
- 18.280 4x2 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 4200/5200mm, day/long cab
- 18.300 4x2 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 4200/5200mm, day/long cab
- 18.280 4x2 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 4200/5200mm, day/long cab
- 20.280 4x2 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 4200mm, day cab
- 20.300 4x2 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 4200mm, day cab

6x4 Chassis, gvw: 26t*



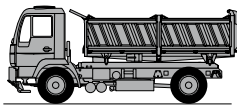
- 26.280 6x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3175, day cab
- 26.300 6x4 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 3175, day cab
- 26.280 6x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3825, long cab
- 26.300 6x4 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 3825, long cab
- 26.280 6x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3175, day cab
- 26.280 6x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3825, long cab

8x4 Chassis, gvw: 31t**



- 31.280 8x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 2750/3175/3425, day cab
- 31.280 8x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 2750/3175/3425, day cab

4x2 Tipper, gvw: 20t



- 20.280 4x2 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 4200mm, day cab
- 20.300 4x2 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 4200mm, day cab

6x4 Tipper, gvw: 26t*



- 26.280 6x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3175, day cab
- 26.300 6x4 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 3175, day cab
- 26.280 6x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3825, long cab
- 26.300 6x4 / LHD, 221 kw / 300 hp, Euro 4 CR, ZF 9S 1110 TO, WB 3825, long cab
- 26.280 6x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3175, day cab
- 26.280 6x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 3825, long cab

8x4 Tipper, gvw: 31t**



- 31.280 8x4 / LHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 2750/3175/3425, day cab
- 31.280 8x4 / RHD, 206 kw / 280 hp, Euro 3 CR, ZF 9S 1110 TO, WB 2750/3175/3425, day cab

*) also available with 31 t gvw homologation

**) also available with 37t gvw homologation

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