



MAN TGS for global applications.
Tailor-made for your business.

MAN kann.



The global challenge: Transport efficiency.



This brochure may show or describe customised equipment which is not part of the standard package.

→ The global challenges facing all companies and national economies are becoming more alike as the world gets smaller and market internationalization rises.

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 cost. 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 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 TGS with the EfficientLine package design ensures consistent top economy. It offers transport efficiency par excellence 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 TGS offer you the complete package.



Perfect synthesis of dynamics and reliability.

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.

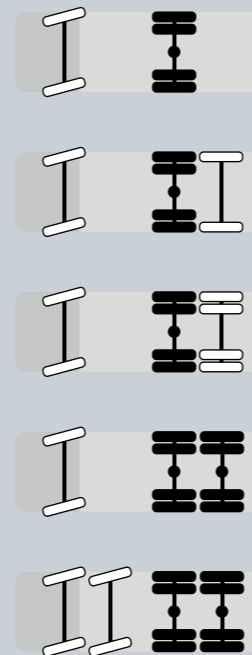
The TGS is the logical consequence of our experience. A robust, premium truck designed for the most demanding of duties and for all types of transport. A vehicle boasting innovative technologies and high functionality, without compromise on quality and safety and setting trends for environmental friendliness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

The 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 TGS for overseas markets introduces you to a new dimension in transport efficiency.



TGS for short- and long-haul

Axles	permissible GVW (kg)	Suspension
4x2	19,000 / 21,000	Leaf/leaf
4x2	19,000 / 21,000	Leaf/air
6x2-2	26,000	Leaf/air, Trailing axle with single tyres
6x2-2	28,000	Leaf/air, Trailing axle with dual tyres
6x4	26,000	Leaf/air
6x4	33,000	Leaf/leaf
8x4	32,000	Leaf/leaf



Built for the road to success.

Transport efficiency non-stop.

Excellent reliability and economy, impressive driving performance, highly comfortable working and sleeper cab, exemplary safety – these are the main characteristics rendering the TGS the ideal all-terrain all-rounder. With its elegant synthetic bumper, the powerful and fuel-saving Common Rail engines and low-friction hypoid axles, the standard TGS is ideally suited for any task. With its remarkably low fuel consumption, high reliability, low wear and high value retention, the 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 TGS on all overseas markets, with and without Aero package, therefore 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
- 85 km/h limiter
- Daytime running lights
- Compressed air cylinder, aluminium
- Heated air dryer
- Differential lock

Designed for a hard day's work.

Deployment without limits.

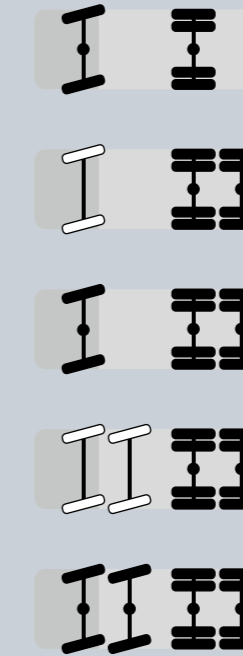
Come what may, the TGS configured for heavy duty will stay with you – no matter what.

It is optimally equipped for this: The three-part steel bumper with towing coupling and shackle, the high strength outer planetary axles and dual axle units 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 gearbox, differential lock with electronic control and MAN TipMatic® gearbox with off-road mode are a class apart. Irrespective of which drive technology suits your specific needs, the TGS design guarantees top transport performance and optimal efficiency. The 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.

TGS for traction tasks

Axles	permissible GVW (kg)	Suspension
4×4	18,000	Leaf/leaf
6×4	33,000	Leaf/leaf
6×4	40,000	Leaf/leaf
6×6	33,000	Leaf/leaf
6×6	40,000	Leaf/leaf
8×4	41,000	Leaf/leaf
8×4	50,000	Leaf/leaf
8×8	41,000	Leaf/leaf





Heavy load. Light work.

MAN TGS 6x6 heavy-duty semitrailer tractor.

Special transport tasks require special solutions. The TGS for heavy loads moves big things – and heavy things, long things and high things. Whenever a really powerful athlete is called for, this all-wheel-drive three-axle vehicle is the MAN you want. It's designed for a gross train weight of up to 250 tonnes, which the six-cylinder in-line Euro 4 or Euro 5 SCR engine propels off the starting blocks with its 397 kW (540 hp) output and 2,500 Nm 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: s/he 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, which provides adequate engine / transmission cooling even in continuous operation under maximum load. In addition, there is a t-case-cooler.

→ Available options:

- Heavy-duty version with front register coupling and heavy haulage trailer coupling for fifth-wheel operation or operation as tractor with ballast on the fifth wheel.
- Sliding device for fifth-wheel coupling
- Hydraulic system with two 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 TGS 8x4 rear tipper.

The challenges posed by mining are big ones: hard multi-shift operation with maximum daily outputs, heavy loads, unpaved roads and gravel tracks, all under extremely dusty conditions, make this a tough job. That's why mining vehicles have to be outstandingly rugged, able to take heavy payloads, equipped with powerful engines and at the same time economical and highly reliable. The truck that meets all these requirements to a T: the new MAN TGS 50.440 8x4.

This 50-tonne payload giant was designed especially for transporting ore and seams from opencast mines. A reinforced sub-frame allows loading to the maximum permissible. Powerful propulsion comes from the high-torque six-cylinder in-line Euro 4 SCR engine with up to 480 PS (353 kW). The automated MAN TipMatic® Offroad gearbox, optionally with a gearshift strategy for off-road operation, transmits power to the planetary tandem axles with their 24-inch twin tires. Active safety is very important, so the truck is fitted with MAN BrakeMatic® electronic brake management and the powerful MAN PriTarder® continuous brake. The electronic stability programme (ESP) is available as an option.





Innovation finds a home.

Striking design, innovative features, trend-setting ergonomics:

The driver's cabs demonstrate a new dimension of functionality and effectiveness. Their elegant exterior contouring is particularly aerodynamic, the intelligent interior layout and selected materials engender a unique premium feeling with sophisticated electronic systems ensuring safety and comfort.

These driver's cabs know only one yardstick: the driver.

M driver's cab.

Compact and comfortable. Predestined for short haul for regional and local distribution transport and in the building industry. Ideally dimensioned, maximum payload, generous racks and stowage compartments, folding bunk bed with storage space. 1,880 mm long, 2,240 mm wide.

L driver's cab.

Workplace with sleeper cab 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 comfortable bunk bed or multi-function stowage compartments. 2,280 mm long, 2,240 mm wide.

LX driver's 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.

L driver's cab.



LX driver's cab.



Convenient access, ideal for regional and local distribution transport.



Ergonomics as never before.

Premium in every detail.

High-tech, wherever you look. Take a seat in the 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 door lining, from the multifunction module in the driver's door to the many practical racks and stowage compartments.

→ Highlights at a glance:

- Multifunctional steering wheel
- BasicLine radio
- Air conditioning with automatic temperature control
- Additional hot air heating
- Electric lift-and-sliding roof
- Multifunction door module
- Washable door lining



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 to move when traversing the driver area.

Everything at a glance.

This is the principle of the central dashboard design. The displays show the driver all the important information in context. 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 payload can be utilised without overloading. Particularly advantageous: The service intervals which, depending on the operation, may also be displayed. This enables down time in workshops to be better planned and shortened.

Perfect climate.

No matter the weather – the TGS climate remains pleasant. Thanks to the powerful heater or the air conditioning system with automatic temperature control. Fresh air fans will welcome the easy to operate roof hatch or the electric lift-and-slide roof.

Multifunction steering wheel, LCD display.



Ergonomically designed controls and multifunction door module.



Basic-Line Radio with MP3 capable CD player and spectacle compartment.



Washable door lining, Controls for air conditioning system and easy to operate 2-stage roof hatch





As you are seated, so you shall drive.

Although the static standard seat is highly comfortable already, the air-sprung shock cushioning seats are a class apart. There are models to satisfy all demands: with pneumatic height adjustment, fast lowering and vertical damping adjustment, with pneumatic lower back support, lateral contour adjustment, hydraulically dampened horizontal suspension and adjustable seat depth. The choice extends all the way to electrically adjustable shock cushioning with memory function for three seat positions.

→ Highlights at a glance:

- Air-sprung shock cushioning seats with lower back support for exceptional seating comfort
- Multifunction storage rack
- Control unit for various functions from the bunk bed
- Sound system with subwoofer
- Extensible cooler box under the bunk
- Rack and TV table on the dashboard
- Folding table on the centre storage box
- Drawer in the centre console

Bed in L cab.

On the road, yet at home.

No matter how many kilometres are lying ahead – the TGS is your companion. The bunk bed with slatted frame and cold-cure foam mattress in the LX driver's cab offers you homely sleeping comfort. It entices through its unrivalled spaciousness – which is also true for the comfortable bunk bed in the L cab. A clever detail: The multifunction rack in the L and LX cab may be used for approx. 200 litres stowage or as day bed.

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 driver's cabs, accessible from inside and outside. A further storage box is available for various tools, accessible from the outside only.

Slatted frame and cold-cure foam mattress in the LX driver's cab.



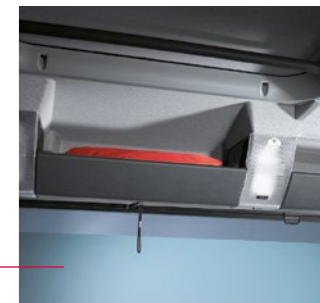
Multifunction storage – stowage and day bed in one.



Cabinets above the windscreen of the LX driver's cab.



Racks above the windscreen of the M and L driver's cab.



Drawer in centre console.



Stowage space accessible from outside and inside.





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 TGS offers practical solutions to all challenges. Such as sturdy radiator protection with seamless transition to the bumper. Damage to the radiator can be prevented with an additional stone guard grill.

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 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 ramp mirror with particularly wide field of vision and a front mirror. Virtually all dead zones have been eliminated. Rear windows, also with protective grills, are available to improve the view to the back.

→ Highlights at a glance:

- Stone guard grill to protect the radiator
- Tinted front and side windows
- Electric roller blinds for the windscreen, hinged glare shield for the side windows
- Electrically adjustable and heated mirrors
- Rear window, also with protective grid
- Working searchlight on driver's cab
- Flexible access
- Window in cab rear bulkhead

Mirror concept for optimal view and safety.



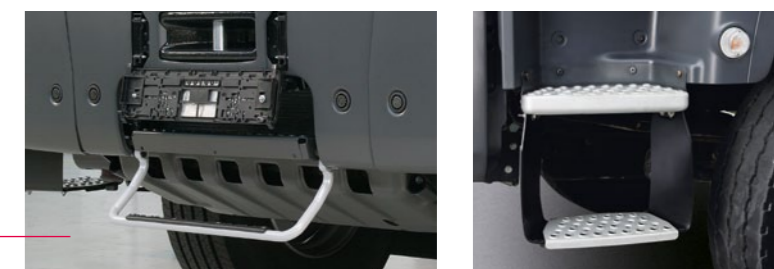
Window in cab rear bulkhead.



Search light and rear light with swivelling stone guard.



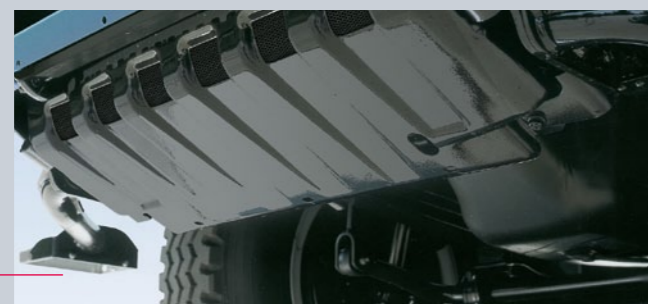
Three-part steel bumper with centre towing coupling and flexible access step for medium height construction.



Synthetic bumper.



Radiator protection, stone guard grid.



Raised air inlet.



Finding clean air.

The raised air inlet 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 in the air inlet system. The exhaust is another clever design, with its raised end pipe with either a bend or a hinged lid.

Raised exhaust.



→ 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
- Mudguard step and roof rail for climbing over
- Hazardous goods version for tankers

Fuel tank versions for all applications.

The TGS has many fuel tank versions for specific use, made of steel or aluminium with volumes from 220 to 780 litres and with optional guard against stones.

780 litre aluminium fuel tank

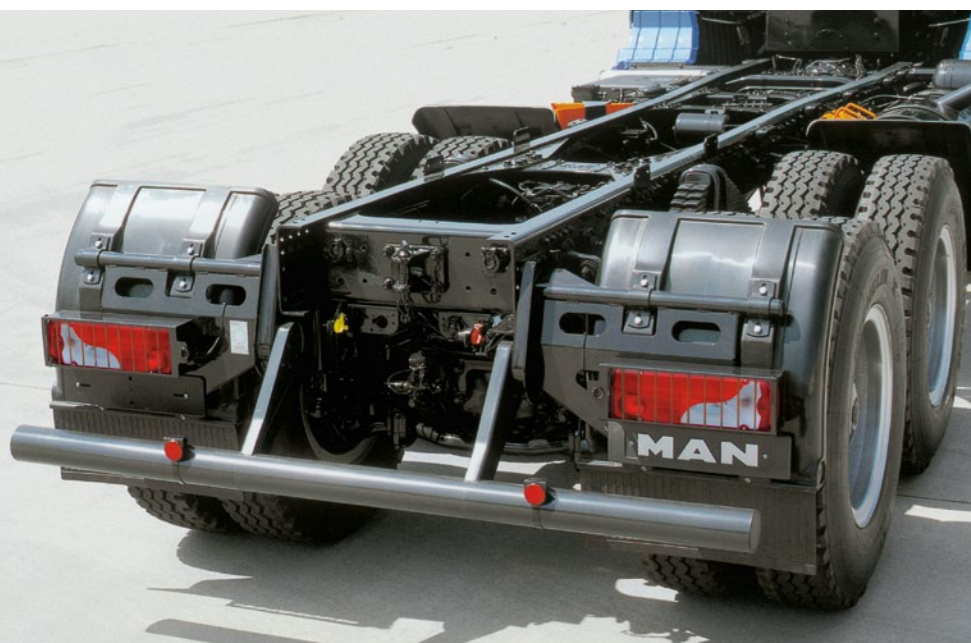


Ideal for high climbers.

The TGS makes climbing up or over to the tipping loading platform or the superstructure as comfortable as climbing into the driver's cab. With a non-slip step on the mudguard, for instance, and a roof rail. For semi-trailer tractors, there is a working platform with access on the right-hand side.

Roof rail on driver's side, and access for building vehicles, driver's side.

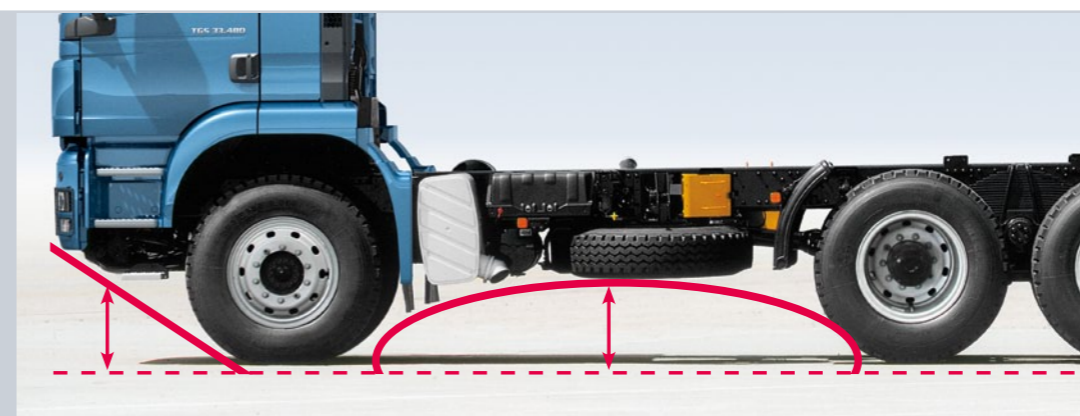




A sturdy frame for a good base.

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 raster of holes 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.

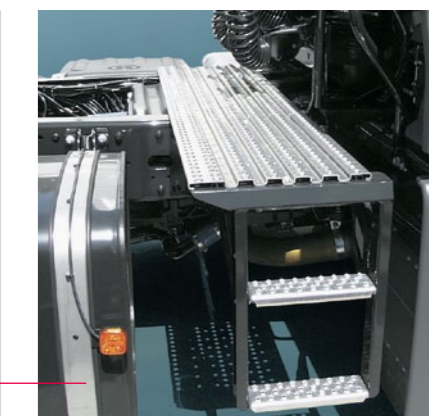


High ground clearance.

Even in the version with dropped front axles, and normal construction height, the TGS boasts a convincing angle of driving slope. The angle of driving slope is clearly higher for the medium high and high models.

This, together with the high ground clearance, translates to excellent off-road capability.

Access and working platform for semi-trailer tractors.



Test connections for the pneumatic braking system.



Tubular cross-beam..

- **Highlights at a glance:**
- Adjustable rear underride protection
 - Working platform for semi-trailer tractors
 - Medium high and high design for optimised approach angle and high off-road capability
 - Service package with central test connections and sensors for fill levels

Efficiency is a strong drive.

More power, less fuel.

More dynamic, yet less consumption, higher service life, yet less frequent servicing: The innovative D20 and D26 engines with Common Rail technology impress with the highest power to weight ratio in their class and enthuse 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 versions with cooled exhaust gas feedback deliver 265 kW (360 HP) to 353 kW (480 HP); the Euro 4 SCR engines also have the 397 kW (540 HP) model. 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 standard. Deployment in very cold conditions also poses no challenge.

With EVB engine brake for safety.

All engines have the non-wearing EVB engine brake as 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 regular brake, longer brake lining life, clearly higher sustained action braking power and therefore increased active safety.

Always the proper gear selection.

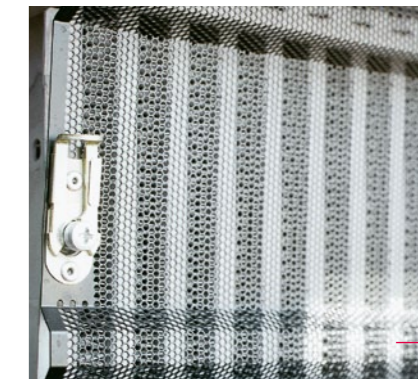
The 16-gear transmission with the ServoShift system for low gear-shifting force, short travel gear change is comfortable and precise to operate. The 16 gears are easy to change via a split group and a range group. For maximum gear change comfort, select the fully automatic 12-gear transmission MAN TipMatic®. No more manual clutch operation and gear change, the clutch pedal falls away.

Driving with automatic transmission is more economical, saving fuel. Depending on preference, gears may also be selected manually, via the TipMatic® lever. When traction is paramount, the optional off-road mode enables deployment of comfortable automatic transmission off-road as well. The most powerful TipMatic® is the 12-AS-TCTronic with WSK 440 torque converter clutch for gross combination weights up to 250 tons.

→ Highlights at a glance:

- Highly efficient Euro 2-3 and Euro 4 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

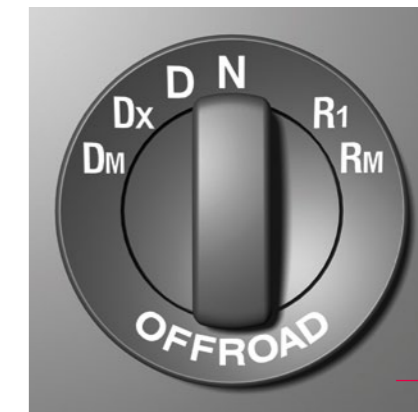
Common Rail engine, Euro 2 version.



Stone guard grid to protect the radiator.



MAN TipMatic® 12-gear transmission..



Off-road mode for traction priority.

Suspension counts.

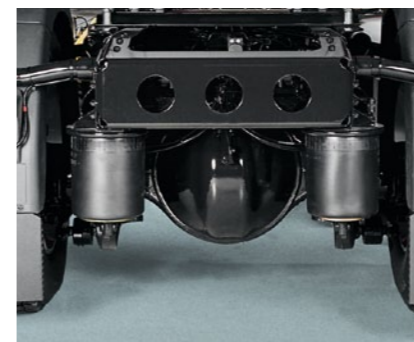
For vehicles used predominantly on the road, the hypoid axle with maintenance-free HUB-unit wheel bearings is the answer. It distinguishes itself by high load bearing ability at low own weight, also running quietly and efficiently. Leaf spring front axle suspension is also convincing, given its very low tare weight compared to maximum axle load. For high driving comfort, gentle transport and safer driving, the ECAS maintenance-free rear axle air suspension is the ideal solution.

When the going gets tough, first choice is for a vehicle with outer planetary axles, convincing through their high efficiency and ground clearance. Chassis with AP dual axle unit (13 and 16 tonnes axle load) also have a differential lock.

Two types of suspension are available for heavy duty vehicles: parabolic suspension for high driving comfort with or without a load. Trapezoidal suspension is available for extreme duty.

All-wheel drive for everyday.

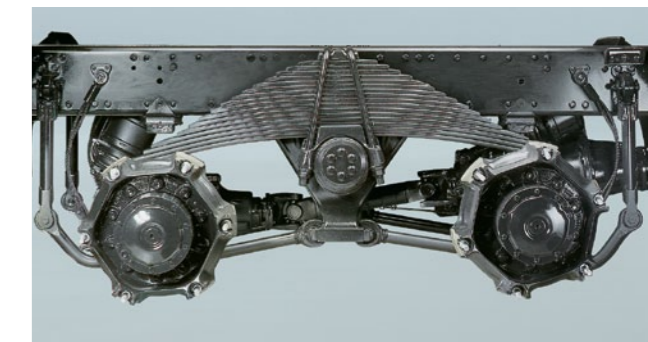
Wherever maximum traction is demanded, the TGS with permanent or selectable all-wheel drive is the answer. Power is distributed through two-speed MAN transfer gearboxes with gear ratios for on and off-road. Additional equipment for the all-wheel drive vehicles includes AP axles with high ground clearance, differential locks, drum brakes and stabilisers.



ECAS air suspension.



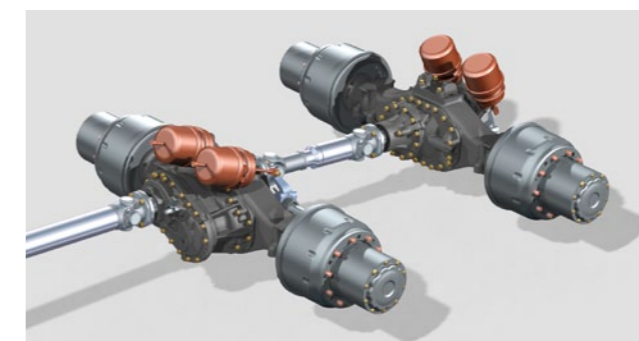
Parabolic suspension Hypoid.



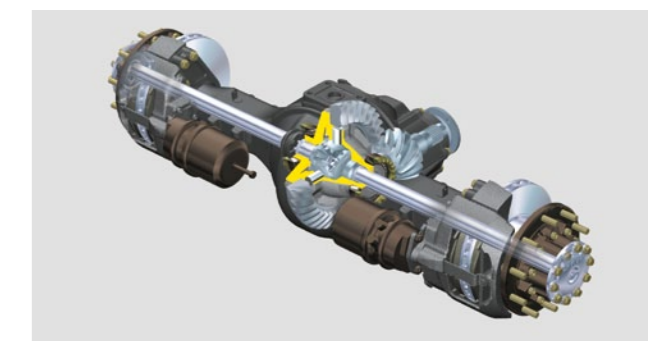
Trapezoidal suspension.



Outer planetary axle.



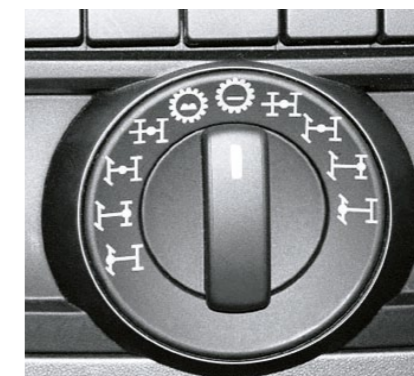
Outer planetary axle with high ground clearance.



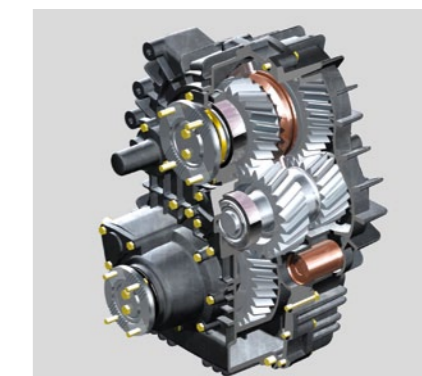
Hypoid axle.



Extreme axle displacement.



Rotary switch for differential locks prevents wrong selection by pre-setting switching sequence.



Transfer gearbox with gear ratios for on- and off-road.



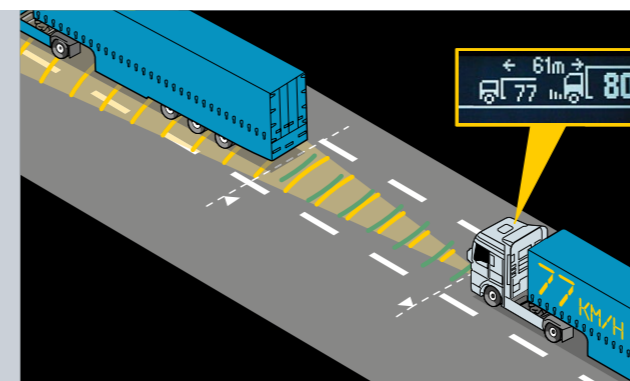
ESP – Electronic Stability Programme.

ESP protects you against unpleasant surprises such as sudden evasion of 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. The Electronic Stability Programme is also available for 8x4 solo vehicles.

Increased safety, increased efficiency.

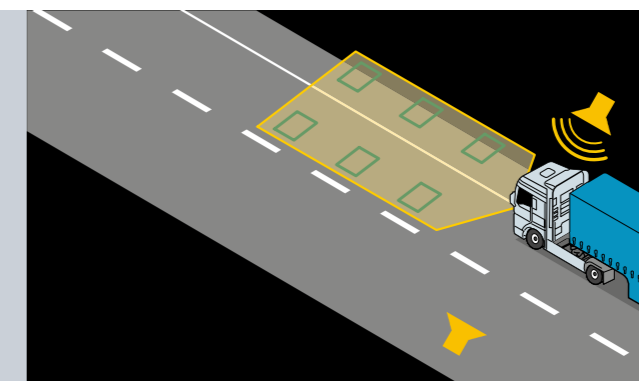
No matter what the destination: Arriving safely is the goal. Which is why the TGS boasts innovative driver assist and safety systems based on cutting edge electronics. These features assist the driver, facilitate his work and significantly contribute to his comfort and safety in the traffic. Accident prevention always implies cost reduction as well.

- **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



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 or accelerator pedals. ACC may be activated from a speed of 25 km/h. The system relieves and relaxes the driver by smoothly integrating the vehicle into the flow of the traffic.

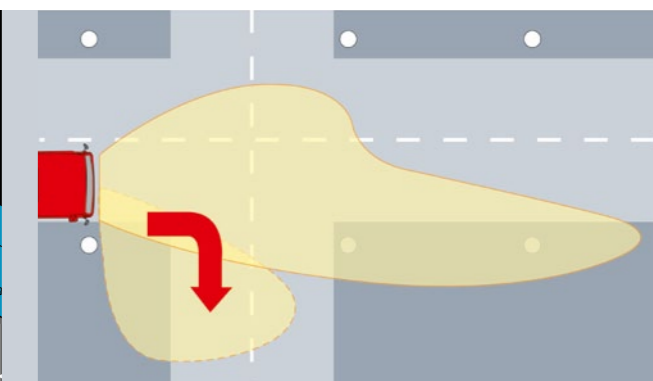


Lane-Guard-System LGS.

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 a dangerous situation.

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.



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 headlight are bundled in one enclosure. The static turning light, which automatically switches on when the indicator is activated at speeds up to 30 km/h, is new. Safety is further enhanced through daytime running lights, the shutting light in the co-driver access space and the LED parking and side marker light.



LED parking light.



Headlight with free form reflectors.



Into the future with MAN TeleMatics®.

Direct voice and data communication between company, drivers and customers opens up an infinite range of opportunities. Whether by digital telephony, data transfer or SMS. The spectrum ranges from innovative order management systems, via satellite based tracking of goods, to satellite navigation. Take off into the future with the MAN TeleMatics® service portfolio.

Everything in the line of support.

Cost reduction, performance increases, rises in the effectiveness and profitability of the vehicle fleet. Are these phrases not also your mantra? MAN service centres are equipped with the latest technology and have qualified staff with up to date "know-how". Original parts are generally at hand. In case they are not, MAN rapid parts service will deliver a.s.a.p.

Our goal is that you should reach your destination.

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 to the road to high performance all round.

MAN ProfiDrive® – assuredly more economical.

How to get optimum performance with the 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 deployment. Individual support of the driver by a trainer in the course of a joint trip is particularly effective. The driver will in this way receive specific instructions on operation of the vehicle and equipment in his field of application and no down-time costs arise. Reliably driving more economically is also the MAN Profi-Drive® training slogan. 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.

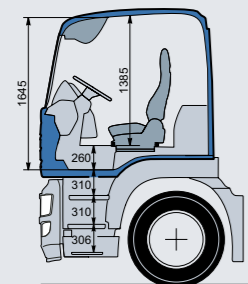
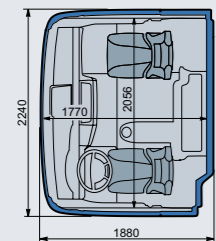
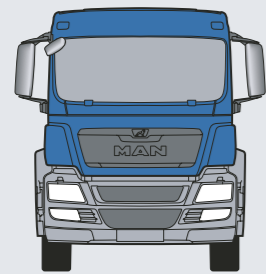
Quality made by MAN.

We recognise only one claim in respect of the development and manufacture of our products: the highest. This is why the MAN quality management system in all works is certified compliant with the high demands of DIN EN ISO 9001. MAN is also the first German vehicle manufacturer to comply with the demanding VDA 6.1 standard.

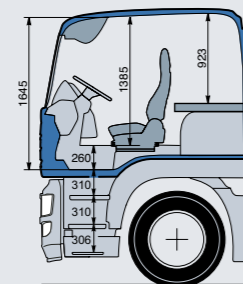
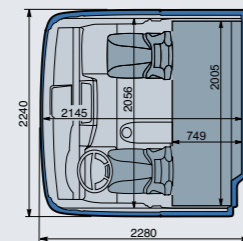
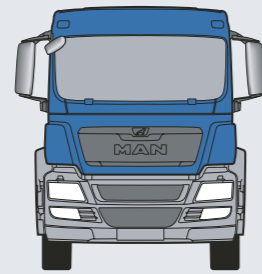


Driver's cabs and engines at a glance.

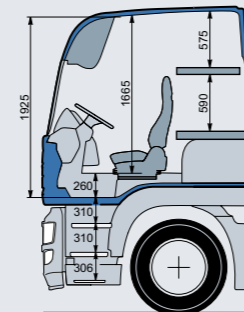
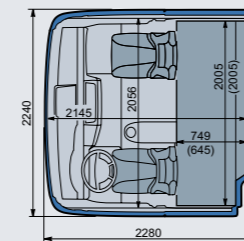
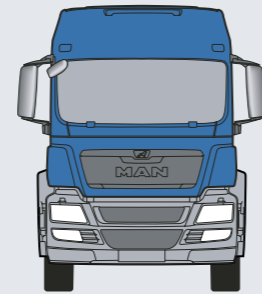
M driver's cab



L driver's cab



LX driver's cab



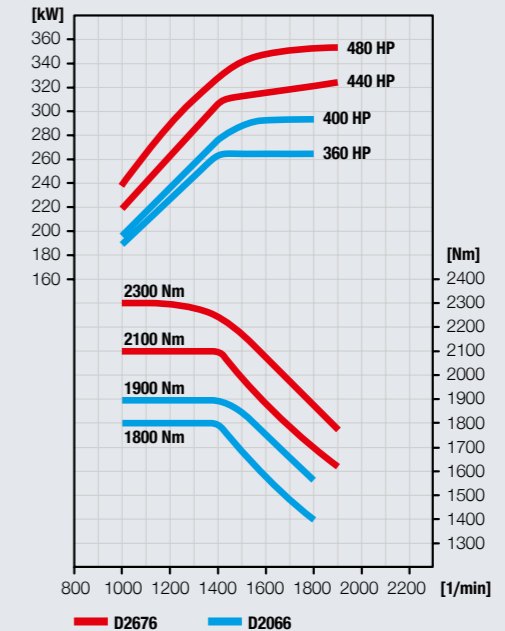
Common Rail engines, Euro 2, Euro 3 and Euro 4

Euro 2	Displacement	Torque	Output
6-cylinder D2066	10.5 l	1800 Nm at 1000 – 1400 1/min	265 kW (360 HP)
		1900 Nm at 1000 – 1400 1/min	294 kW (400 HP)
6-cylinder D2676	12.4 l	2100 Nm at 1000 – 1400 1/min	324 kW (440 HP)
		2300 Nm at 1000 – 1400 1/min	353 kW (480 HP)

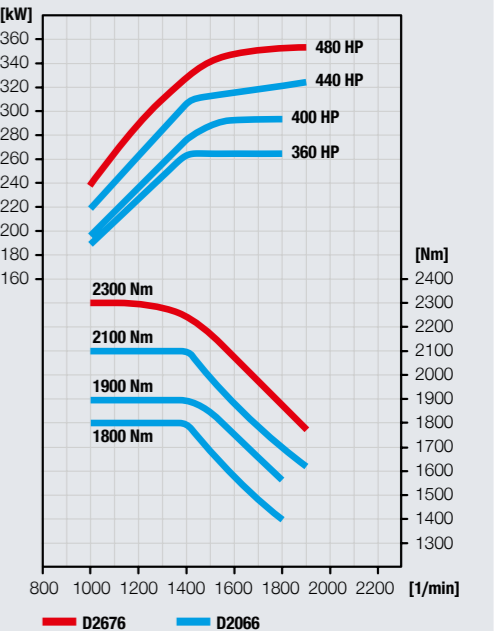
Euro 3	Displacement	Torque	Output
6-cylinder D2066	10.5 l	1800 Nm at 1000 – 1400 1/min	265 kW (360 HP)
		1900 Nm at 1000 – 1400 1/min	294 kW (400 HP)
		2100 Nm at 1000 – 1400 1/min	324 kW (440 HP)
6-cylinder D2676	12,4 l	2300 Nm at 1000 – 1400 1/min	353 kW (480 HP)

Euro 4	Displacement	Torque	Output
6-cylinder D2066	10.5 l	1800 Nm at 1000 – 1400 1/min	265 kW (360 HP)
		1900 Nm at 1000 – 1400 1/min	294 kW (400 HP)
		2100 Nm at 1000 – 1400 1/min	324 kW (440 HP)
6-cylinder D2676	12.4 l	2300 Nm at 1000 – 1400 1/min	353 kW (480 HP)
		2500 Nm at 1000 – 1400 1/min	397 kW (540 HP)

Euro 2



Euro 3



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