

CONSISTENTLY EFFICIENT 



MAN TGX.

Efficiency in long-haul transport.



Efficiency to standard. The MAN TGX.

The MAN TGX is the expression of a convincing idea. One that launches maximum efficiency on Europe's roads, a benchmark for international long-haul transport – best in class. Its profile is dynamic. Its lines are aerodynamic. The streamlined design reduces fuel consumption by a profitable 3%. But efficiency is not just a matter of form. It depends very much on what goes into it. And that's where the MAN TGX demonstrates its superiority. It's a truck that sets standards in long-haul transport. A truck that fascinates the driver through the ergonomics of its space and comfort. And with exceptional productivity to delight operators. The MAN TGX appeals to your senses. Especially your sense for good business. Enter the unique MAN dimension of transport efficiency.



Some of the equipment illustrated or described in this brochure is not standard.

Save fuel, not performance.

More efficiency out of every drop of diesel. That's the principle behind the torquey MAN common-rail engines. They combine powerful dynamics and the best of running performance with attractive service costs and low fuel consumption. How well power and driving ease can work together is underscored in the automated MAN TipMatic® gear change, with which you can move up in terms of comfort and economy. The efficient development of power in the MAN TGX lends you reliability in keeping to tight schedules. That way you're sure of reaching every destination. Especially the operating profit you target.



Efficiency is nothing without reliability.

The way to maximum efficiency in transport is absolute reliability. From the cab through the drive train to the innovative safety systems and attractive services, in the MAN TGX all aspects fit and work perfectly. The result is satisfaction. The drivers are satisfied because they enjoy working at the wheel of their trucks. The operators are satisfied because their consignments can be transported more efficiently. And customers are naturally satisfied because deliveries get to their door as planned: just-in-time.





Drivers who cover 150 000 or more kilometres in long-distance transport a year have a lot of stories to tell. We listened attentively to just what truckers say and our findings went into the development of the new Trucknology® range MAN TGX. The result is a truck predestined for the world's highways. A truck for entrepreneurs with a vision, and for drivers with a passion. A vehicle that puts reliability in a whole new perspective.

In the new MAN TGX one highlight follows the next: striking design, maximum comfort, ergonomic functionality, powerful dynamics, top safety and environmental compatibility. With its innovative technology and perfected quality it is the new benchmark for international long-distance transport and demonstrates its superb capability in heavy transport too. Last but not least, with one of its cab variants for local and distribution transport it demonstrates quality that sets it apart from all other competitors: Reliability and efficiency made by MAN.

The driver gets efficiency into gear.

A truck driver's job is tough enough. Which is why we do everything to make their workplace as pleasant as possible. Because we know that comfort and convenience in a truck need not be a luxury. TGX cabs are designed throughout to enable

effortless, concentrated driving and restful recreation. After all, only a driver in the best of shape can produce the best performance at the wheel – and so contribute to maximum transport efficiency and reliability.



XL cab.

Compact size. A wealth of comfort. Impressive feeling of space, convenient cross-cab access. Including a comfortable bunk bed.



XLX cab.

Full standing height, all-round comfort. The XLX cab is optimally tailored to the fleet segment – a long-distance cab par excellence. A generous interior, pleasant ambience, practical stowage compartments. Fitted with a standard comfort bed, second bed on request.

Unhindered cross-over,
practically level cab floor.



XXL cab.

Large, larger, XXL. The XXL cab with the most space going anywhere in Europe. For maximum comfort and optimal freedom of movement in international long-haul transport. 2 100 mm standing height, two comfort beds, versatile shelving and stowage.

When you have to keep your eyes on the road you need to find your way about blindfold.

A fascinating place: the TGX driver's cockpit.

The cockpit of the MAN TGX – the most stylish demonstration that ergonomics can also have aesthetic qualities. An interior design with perfectly laid out space, setting elegant contrasts and featuring a premium ambience that creates a top-of-the-range impression. With high-grade materials, two-tone dashboard and attractive decorative trims, in burr walnut too. Let your eyes go on a journey of discovery and you quickly recognise

that here everything is in the right place. Displays are clearly arranged, controls logically laid out and easy to reach. Height and inclination of the steering wheel can be adjusted, and the steering wheel itself folded up. From the operating module in the driver's door through to the numerous practical stowage spaces and compartments, each detail is a model of ergonomic perfection.





Ergonomically designed door control module for mirrors and windows.



TopLine radio with integrated navigation system and colour display.

Everything under control at the helm.

Almost as if you had four hands – with the button in the multifunctional steering wheel you can access vehicle information, take calls or change radio settings. At a tip of your thumb you operate the radio, phone and vehicle menu, as well as the different cruise control functions. You can even operate your cellphone with hands-free talking in several languages without taking your hands off the wheel.

Sounds good too.

Whether entertainment or traffic news, the standard BaseLine radio with MP3-compatible CD player ensures the right onboard sound. The following options can be selected as alternatives: the HighLine radio with navigation system and traffic message channel, and the TopLine radio with the same functionality plus a large colour display and sound system with integrated subwoofer. Infrared remote control comes as special equipment for all radios. For a bargain price you can order the optional package with TopLine radio, sound system, remote control and an electrical Bluetooth connection ready for a hands-free cellphone.



Central instrument panel.

Nothing distracts the driver.

Just a quick glance and the driver knows what is going on. That is the principle behind the central instrument panel. Analogue and digital displays behind antidazzle real glass show drivers the information they need to know. The focus is the LCD display. User-friendly menu guidance allows fast and simple retrieval of a vehicle's operating data and a variety of service information. The optional axle load display, for instance, lets the driver make use of the full payload without overloading. Beside this, components such as phone and radio are integrated in information management.



High-grade materials creating a top-of-the-range impression highlight the premium ambience at the same level as an upmarket car.



Ready connection for a hands-free cellphone.



High-grade velour seat covers.



Air-conditioned seat.

A trucker needs a strong back.

After a long hard day they should not feel it in their back. That is why the TGX treats the driver to a seat with exceptionally high ergonomic quality. They can match the seat to individual needs with pneumatic height adjustment and vertical damper settings, for instance. To be even more comfortable they can relax with the seat heater, a pneumatic lumbar support, side contour and shoulder adjustment, hydraulically damped horizontal suspension and adjustable seat cushion depth. The ultimate luxury is the air-conditioned seat, which produces an agreeably tempered flow of air in the seat cushion and the backrest to create a pleasant feeling of warmth. In hot weather it generates a flow of unheated air. The co-driver's seat can be adjusted through to the resting position – ideal for a short break en route.

All seat variants have a multifunctional backrest with integrated headrest and three-point belt. It is ingeniously simple to handle the seats by means of clearly arranged controls. You can choose between black velour and leather seat covers too.

A good working climate, in a literal sense.

The air-conditioner with automatic temperature regulation provides for a pleasant atmosphere on board the MAN TGX. It runs agreeably quietly and the flow of air is distributed uniformly without creating any draughts. As auxiliary heating there are air heating units and water heating, each with a thermostat function. Also obtainable is an independent air-conditioner to maintain a preset temperature even when the vehicle engine is not running.

Lockable deposit with ashtray.



Glasses compartment.



Controls for the air-conditioner, heater and ventilation. Switch panel with function displays.





The image shows the interior of a MAN TGX truck cab, specifically the sleeping area. A bunk bed is visible at the top, with a black strap and buckle. Below it, a black seat is positioned next to a window. A table is in the foreground, and a book is open on it. The interior is white and clean.

Important for long-distance drivers: comfort is close at hand.

The MAN TGX makes your life on long-distance routes just as comfortable as possible. Fitted out for long hauls, it gives you the ultimate in room comfort down to the last detail, and ergonomics that leave nothing to be desired. You can bet on having a good night's sleep in the bunks. Regardless of how far you still have to go, with the MAN TGX you will be on the right track.

How you drive reflects how you slept.

The day simply gets off to a better start if you slept well. After all, you need to be wide awake for the demanding job behind the wheel. And with that in mind the MAN TGX wishes you a good night. Its high-quality bunks with a slatted frame, five hardness zones and cold foam mattress, optionally with seven hardness zones, are the promise of sleeping comfort that truckers dream of. The elastic fabric covers of the replaceable mattresses can be washed and are made of breathable, hygienic materials. The bunks are also amply dimensioned, the bottom bunk with an area of 1.71 sqm and 80 cm wide, the top bunk offering 1.5 sqm. Space to feel at home.

Luggage rack and bunk all in one.

The multifunctional stowage unit, available as an alternative to the upper bunk, serves as practical stowage space with approximately 200 litres capacity for clothing and bags. Fully folded out, a second driver can use it to take a rest when the vehicle is parked. By completely folding back the multi-functional stowage unit you gain maximum space above the bunk.

Stowage compartments? All part of our job.

Making it easy to keep things in order. That is the idea of the stowage and binning system on board the MAN TGX. Large cupboards above the wind-screen in the XXL and XLX cabs and four DIN drawers in the stowage compartment above the driver offer a lot of space for luggage and other equipment. The middle console provides a host of stowage possibilities, such as a glasses compartment, pencil and beaker holder and generous drawers.



For personal items there is a large, illuminated stowage compartment, accessible from outside and the inside. A further stowage box only accessible from outside can be used for working clothing or diverse pieces of equipment.

How about a pull-out insulating or refrigerator box for food and bottles? In the MAN TGX the box can be quite simply pulled out from under the bunk. If wished it comes with a practical folding table, which is also ideal as a bedside table.

Bunk with a slatted frame and cold foam mattress.



Multifunctional stowage unit.



Folding compartment in the door armrest..



Drawers in the middle console, second drawer as an option.



Large stowage compartment, accessible from inside and outside.



Refrigerator box.





The safe way to drive more efficiently.

The motto in the MAN TGX is "safety first". Optimal protection of drivers and other road users is a major focus. Also, accidents always cause costs. Damage to vehicles and their load, repairs and down-times can hit hard financially. The innovative safety systems of the TGX reduce the risk of accidents, contributing further to more transport efficiency. More safety is a safe bet.

Seeing and being seen.

The mirror concept of the MAN TGX is designed for better vision and more safety. Besides electrically adjustable and heatable main and wide-angle mirrors, a ramp mirror with a particularly large field of vision and a front mirror on the offside all feature. It is also possible to view the areas right in front of vehicle and the potentially dangerous area when turning off to the nearside. Now there is practically no longer a blind spot. The housing design very much reduces soiling of mirror surfaces and side windows.

With its headlight system the MAN TGX casts a new light on the road. Free-form reflectors and especially long-lived H7 lamps or xenon light as special equipment produce optimally wide illumination of the lane. An advantage when cornering is the optional static turning-off light, which automatically comes on if a flasher is activated at speeds up to 30 km/h. For even more safety there is the daytime driving light, and a manoeuvring light in the co-driver's entry, something only MAN offers. Parking and corner-marker lights, designed in LED technology to last as long as the vehicle, satisfy the highest demands.

Sustained-action brake as option.

The unique MAN EVBec engine brake makes use of the full performance potential without the risk of overloading. The effect: increased braking power in one-time braking operations and very much higher sustained braking power. To really be on the safe side, you can add the compact Intarder. This is integrated in the gearbox case, is low in weight, maintenance-free and quiet-running, and offers economical advantages such as less load on the service brake and higher average transport speed.

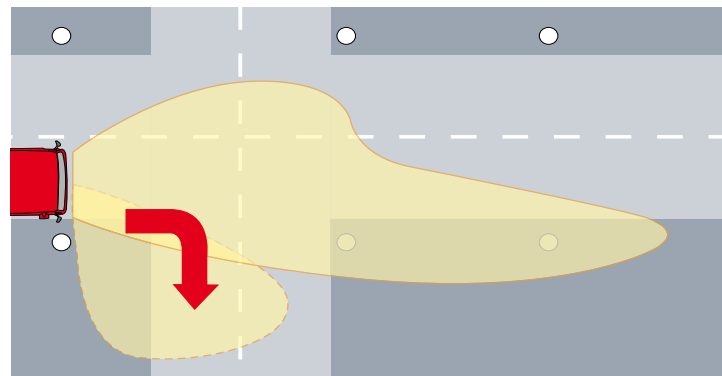
Brake management by MAN BrakeMatic®.

To guard against unpleasant surprises MAN BrakeMatic® with the EBS electronic braking system, including ABS and ASR, provides for shorter braking distances. Coupling force control ensures perfect interaction between the trailer brake and that of the tractor. The advantages are shorter stopping distances and harmonization of brake lining wear for the entire tractor/trailer combination, with extremely long lining service life. One highlight of particular significance is the brake management with a sustained-action brake and constant braking function integrated in brake pedal travel.

Headlights with free-form reflectors, Xenon dipped light.



Innovative turning-off light.

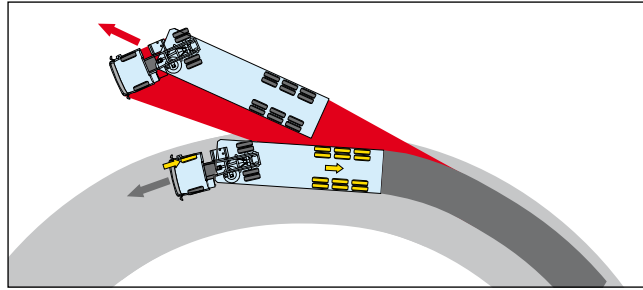


LED parking light.

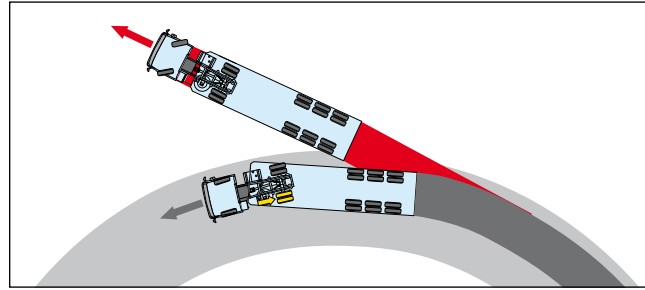


Manoeuvring light in co-driver's entry lights up the visible area of the ramp mirror.





Compensatory braking if a tractor is oversteered.



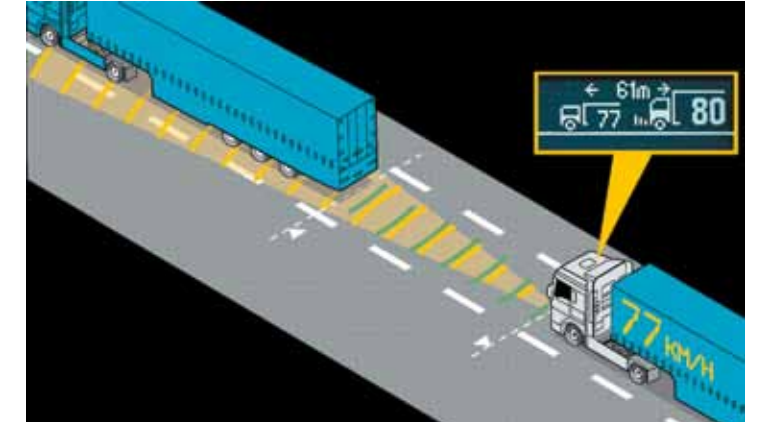
Compensatory braking if a tractor is understeered.

Electronic stability program ESP.

ESP, standard* on TGX semitrailer tractors and optional on solo and articulated trucks, is an effective way of guarding against nasty surprises. For example, when suddenly avoiding obstacles, when rapidly cornering or if there are changes in the road surface. ESP sensors constantly monitor the driving dynamics. If there is a risk of skidding

or overturning individual wheels of semitrailer tractor are efficiently braked and if necessary engine torque is reduced. In this way ESP stabilises the train and keeps it safely on track. The electronic stability program is now also available as an option for solo vehicles.

* Fitted with MAN TipMatic® and intarder.



Lane guard system LGS.

The electronic lane guard system permanently monitors the lane ahead of the vehicle. If the driver strays from the lane without activating a flasher, they are warned by an acoustic signal. It makes the sound of rattling nails in the loudspeaker on the particular side and is intuitively correctly understood by the driver. LGS increases a driver's awareness so that they stay in line, and thus prevents many a dangerous situation.

Active roll stabilisation CDC.

Active roll stabilisation will certainly make your driving more comfortable. It aligns your vehicle perfectly with the driving situation, load and road. Damper control is carried out automatically by CDC (continuous damping control). When cornering, quickly changing lane or during sharp brake manoeuvres the harder damper adjustment prevents the development of rolling or pitching movements, creating greater driving safety.

Adaptive cruise control ACC.

Automatic cruise control determines the distance to and difference in speed of a vehicle ahead, and ensures a safe distance by electronic intervention in the accelerator or brake pedal. ACC can be used from a driving speed of 25 km/h. It eases the burden on the driver and helps them to be more relaxed by integrating the vehicle harmoniously in the traffic. ACC minimizes the risk of a rear-end collision.

Brake assistant.

The brake assistant registers the speed and pressure of brake pedal operation, and optimizes the applied brake pressure through to full braking force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

Tyre pressure monitoring system TPM.

This system ensures that you are always driving safely on tyres of the right pressure. If pressure drops below what is minimally permissible, you are warned of this by a message on the display. Tyre pressure is easily checked from the driver's seat. Optimal tyre pressure minimizes rolling resistance, reduces fuel consumption and increases the kilometrage per tyre. So TPM improves both safety and economy.

More kilometres per hour. More punctually at each delivery point.

From Madrid to Paris, from Berlin to Lisbon or from Vienna to Rome: en route with the MAN TGX is a new experience. You have a different perception of distance. With its impressive power development and superb running the TGX makes international long-haul distances seem far shorter. And all of this with a reliability you can count on, kilometre for kilometre. Experience the power of the new dynamics.





Driving efficiency.

The innovative D20 and D26 engines with outputs of 235 kW (320 hp) through to 397 kW (540 hp) move more than just wheels. They are a motor of progress. The modern common-rail diesel engines to Euro 5 and EEV develop more power for less fuel consumption and longer service life.

Their performance convinces operators, with the lowest power/weight ratio in their class. And designed to run at least 1.5 million kilometres with maintenance intervals of 120,000 kilometres, they set standards in both reliability and service costs.



MAN TipMatic® rotary switch.



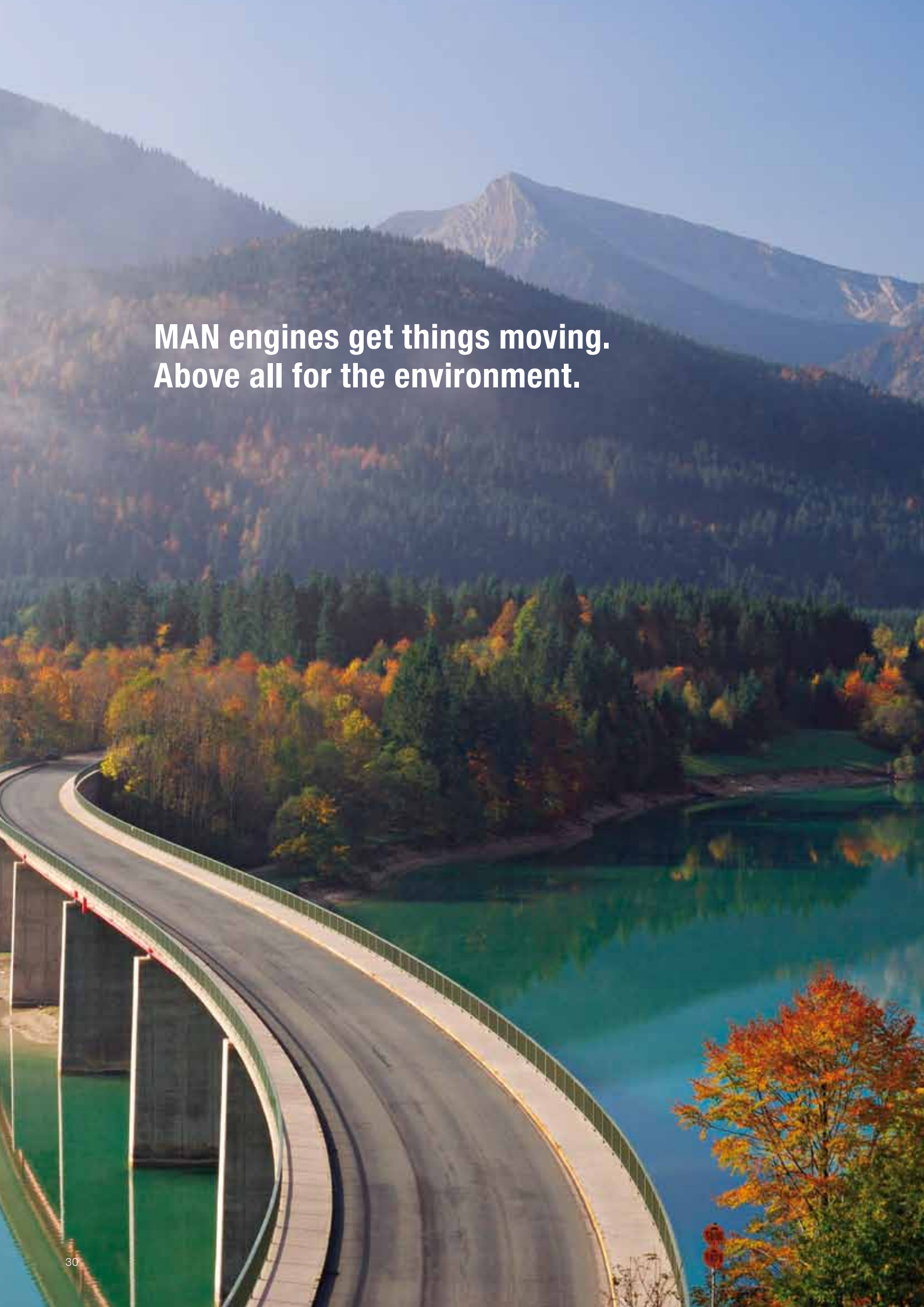
The new top-performer is the V8 from the D28 series, one of the most fascinating engines in the truck world with impressive 500 kW (680 hp). At low rpm already it develops its excellent potential up to 3 000 Nm.

How efficiency gets into gear.

For the MAN TGX you have a choice of first-class gearbox alternatives. There is a manual gearbox with 16 speeds and servo shift for low gear change force and short stick travel as overdrive and direct drive gearbox. For road vehicles there is optionally MAN ComfortShift, where the clutch can be operated while driving by a button on the gear stick knob. That means efficient gear changing without working the clutch pedal. The cruise control remains active when operating ComfortShift.

Efficiency changed up: MAN TipMatic® with MAN EasyStart.

Driving without distraction. Operation of the MAN TipMatic® is so effortless, fully automatic or manual by a toggle lever on the steering wheel. The clutch pedal is done away with, there is no longer a gear stick. The driver is not distracted and can concentrate fully on the traffic. A kickdown function produces high dynamic performance. To eliminate any possibility of mistakes when shifting gear, MAN TipMatic® Fleet only offers an automatic mode. The MAN TipMatic® gearboxes featured in direct drive and overdrive versions are supremely economical, reducing fuel consumption and the load on the driveline, besides enabling about 70 kg more payload than comparable gearboxes. For less stress on the driver there is the integrated MAN EasyStart drive-off assistant. It automatically maintains full braking pressure after the brake pedal is released until the driver works the accelerator. That prevents any unintentional rolling backwards on gradients and reduces the risk of accidents, plus it means less wear and tear on the clutch and gearbox.



**MAN engines get things moving.
Above all for the environment.**

Economy meets ecology: MAN AdBlue®.

Less nitrogen oxide, fewer particulates, lower consumption: SCR technology MAN AdBlue® makes it possible. Central to MAN AdBlue® are innovative common-rail engines with high peak pressure for improved combustion, which reduces fuel consumption and particulate mass. To reduce nitrogen oxide downstream of the engine to stipulated Euro 5 limits, the reducing agent AdBlue® is used, a non-toxic and odourless urea solution. This converts the nitrogen oxide into harmless nitrogen and water vapour.

MAN AdBlue® cuts fuel consumption, reduces the CO₂ footprint, and satisfies Euro 5 limits as well as, optionally for almost all engines of the heavy series, the even stricter EEV exhaust standard. Unique among all producers of SCR technology: MAN AdBlue® means no change in exhaust silencer dimensions compared to Euro 3 on all D20 and D26 engines. The space available on the chassis and payload figures of the vehicles are better than competing solutions. That is efficiency the way we understand it.

AdBlue® is a registered brand of the German Association of the Automobile Industry VDA.



Combination tank for diesel and AdBlue®.



**Transport isn't always the same.
And one TGX isn't always the same as the next.**



Range-optimized 4x2 semitrailer tractor with maximum tank volume for long haul.



Compact battery box.



Compressed air tanks situated at the rear.



Weight-saving X control arm on the rear axle takes over the stabiliser and control arm functions.

International long-distance transport is many-faceted – the MAN TGX too. It's a vehicle that offers the whole spectrum of solutions for all demands and purposes. TGX semitrailer tractors come as 2-axle models with two wheelbases, variable front-axle loads, leaf or air suspension, and with different fifth-wheel heights for Euro and high-volume trailers. There are also 3-axle TGX semitrailer tractors of course, with different wheelbases and structural heights, with a leading and trailing axle.

The MAN TGX EcoLion is tailored to maximum economy. This 4x2 semitrailer tractor comes with expanded series equipment including MAN TipMatic® Fleet, ESP and power steering MAN DirectSteering for unparalleled, sportive and direct

handling. Exclusive equipment packages are optionally available for maximum efficiency. A Value Package increases resale value, a Safety Package enhances transport safety, and a Trucker Package produces higher driver motivation and performance.

Ideal for long haul is the configuration with maximum tank volume, achieved by a compact battery box and an air tank located at the rear. The X control arm is a true technical refinement. This combines the A-arm and stabiliser in one component. The advantages: outstanding driving and tracking stability, lower vehicle weight and so more payload capacity. The MAN TGX is ready to go. Objective: more economy and profitability for you.

A good frame, a stable basis.

Manufactured from high-strength fine-grain steel, the frame combines high torsional rigidity and flextional strength with a low unladen weight and bodyworking ease. The completely level frame upper edge means that all type of bodies can be easily and quickly mounted. The close-knit matrix of holes means that later additions and conversions can be made without any further time-consuming boring. The modern paint system with environmentally friendly water-soluble paints guarantees reliable corrosion protection for all frame and chassis parts.

Vehicle height times three.

MAN produces the TGX as a version of normal height, of middle height with good ground clearance, and as an ultra-low version with extremely low frame upper edge for volume transport.

Comfort with safety.

All components of the TGX running gear are designed for comfort and optimal economy. The winning features of the hypoid drive axle are its low unladen weight, high capacity load and the long interval of 500 000 km between oil changes. All axles are equipped with the hub unit for easy and rapid brake disk changes. You thus save downtime and workshop costs.

A question of suspension.

The MAN TGX offers a wide variety of suspension possibilities from leaf/leaf through leaf/air to full air. Rugged and weight-saving leaf suspension with parabolic springs and specially attuned shock absorber and stabilizer scores high through good roll stabilization and track-keeping.

Electronic air suspension control ECAS ensures a uniform driving level, regardless of the load. For precise adjustment of frame height the chassis can be lowered by 90 mm from the driving level and raised by 190 mm. A memory function makes it possible to call up two heights. It can be quite easily operated with the tap of your finger.

A top technical feature is the design of the air-sprung front axle. Air spring and shock absorber form a unit – the air sprung absorber system LDS with very wide spring track. This results in superb driving stability and safety, even if the centre of gravity of the body is high, and first-class suspension comfort. Exclusive in semitrailer tractors – the front axle with weight-saving single-leaf spring for substantial payload benefits.



MAN HydroDrive® wheel hub motor.

MAN HydroDrive® – more traction, more benefits.

More traction, more flexibility, more payload, more safety: MAN HydroDrive® creates genuine added value. This engageable hydrostatic front-axle drive masters critical situations by producing traction beyond the capability of trucks with rear-axle drive alone. MAN HydroDrive® is ideal for road vehicles with occasional offroad operation, and for situations in which extra traction is needed on the front axle. Compared to conventional allwheel drive, the HydroDrive® weighs up to 400 kg less, and fuel consumption is lower too. Plus, it enlarges the operating range of a vehicle while producing more driving safety. MAN HydroDrive® is a reliable system, multiply tried and tested, for more traction and efficiency in transport.

Efficiency means partnership.

Transport efficiency starts at MAN with competent consulting when a customer purchases. MAN services range from bodywork advice through financing and leasing to flexible rental proposals, complete fleet management and qualified driver training. Whether a sole operator or international logistics enterprise, you receive full service from a single source, and individual transport solutions that are tailored precisely to your requirements. Because on the bottom line we want to help you keep your overall operating costs as low as possible.

MAN Service comprises everything to ensure that your vehicles are on the road with no problems, and that your freight, whatever it is, reaches its destination reliably. Whether MAN Service contracts, MAN ServiceCard, MAN Mobile24 or MAN Service Complete: as far as your mobility is concerned, you make the right choice when you opt for MAN. MAN Support presents customized proposals to optimize operation of your vehicles – for greater profitability and more efficiency. Whether MAN TeleMatics at a mouse click, MAN ProfiDrive® driver training or FleetManagement, find out all we can do for you. Our full range of services covers every aspect of efficiency. MAN Finance helps you to stay mobile financially, and MAN Rental enables you to respond at short notice and work for extra profit.



MAN Service at a glance:

MAN Service		
	Comfort	Maintenance contract (regular maintenance in accordance with the manufacturer)
	ComfortPlus	Maintenance contract with the mandatory inspections
	ComfortRepair	Maintenance contract incl. wear-and-tear repairs and Mobile24 services
	ComfortSuper	Maintenance and repair contract at comprehensive flatrate
	ServiceCard	European-wide non-cash payments
	Mobile24	European-wide 24-hour service
	MillionMobility	European-wide mobility
	Complete*	Complete service for truck including semitrailer, trailer and body

MAN Support		
	TeleMatics*	Mobile tracking and vehicle management
	Communication	Mobile communication
	ProfiDrive®	Driver training
	FleetManagement*	Vehicle/fleet management

MAN Finance		
	Credit	Financing models
	Lease	Leasing models
	CombiContract	Combined contract with modules from MAN Service and/or MAN Support

MAN Rental		
	Truck and trailer rental	<ul style="list-style-type: none">- Vehicles, trailers for all transport needs- Various weight categories with system and body variants- Flexible rental periods- Full service with 24-hour hotline

*Not fully available in all European countries.

Advantages for you:

Local

Dense service network with over 1 200 outlets throughout Europe

Rapid

A 24-hour service in 6 languages, on a uniform phone number

Reliable

MAN Genuine Parts®

Individual

Effective maintenance and repair contracts through to complete service and individual financing models

Independent

Non-cash payments in Europe

Economical

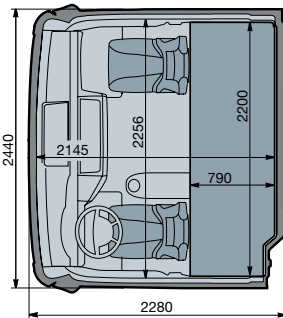
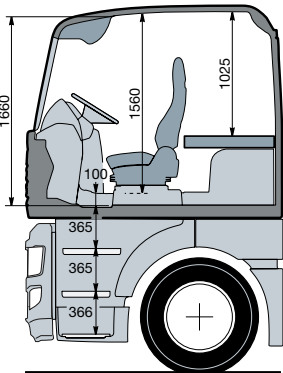
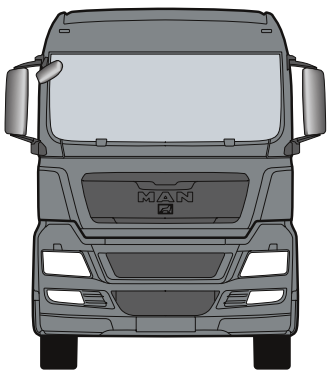
Training on the job: MAN safety and economy training for drivers

Efficient

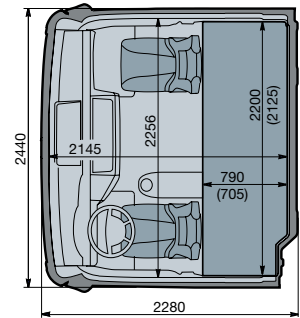
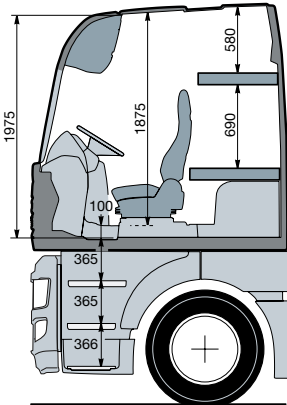
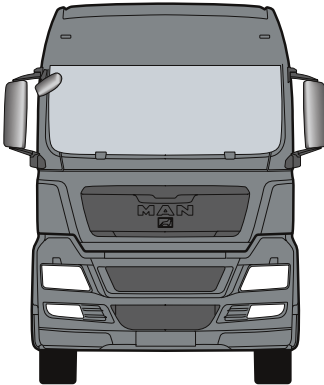
Optimise your processes and reduce your fuel consumption, tyre and brake wear with MAN TeleMatics.*

Small overview of big possibilities.

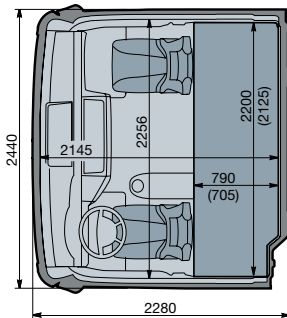
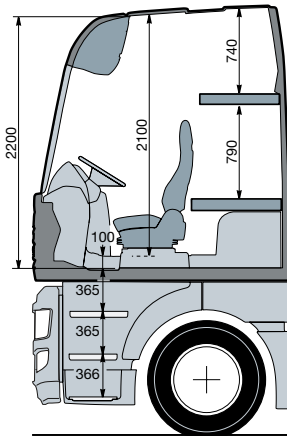
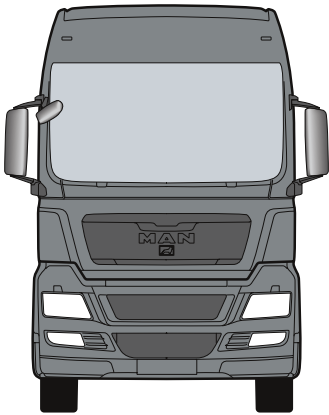
XL cab



XLX cab



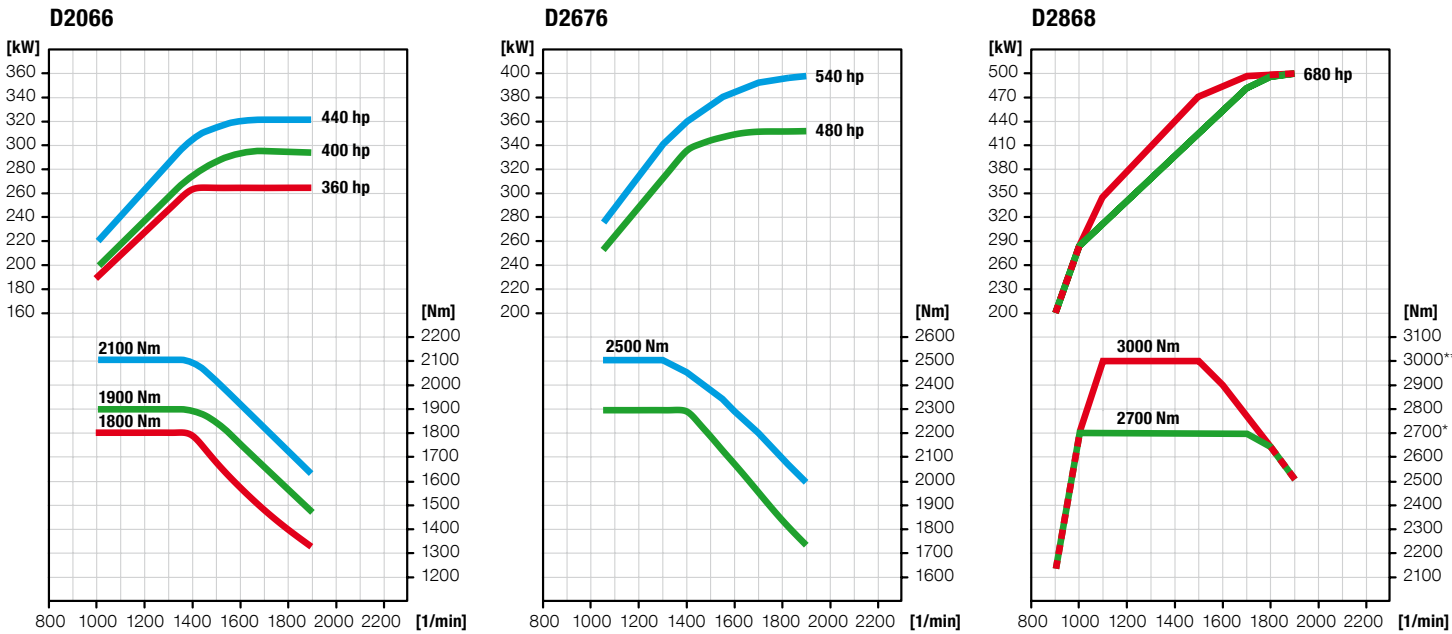
XXL cab



Engine model

	Design	Capacity	Euro 5	EEV
D2066	R6	10,5 l		
235 kW (320 hp), 1 600 Nm			x	x
256 kW (360 hp), 1 800 Nm			x	x
294 kW (400 hp), 1 900 Nm			x	x
324 kW (440 hp), 2 100 Nm			x	x
D2676	R6	12,4 l		
353 kW (480 hp), 2 300 Nm			x	x
397 kW (540 hp), 2 500 Nm			x	
D2868	V8	16,2 l		
500 kW (680 hp), 2 700 Nm *			x	
500 kW (680 hp), 3 000 Nm **				x

* For 8x4/4 tractors for heavy haulage.
** For long-haul semitrailer tractors with top-of-the-range outfit.



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