

CONSISTENTLY EFFICIENT 



MAN TGS.

Efficiency in traction and
heavy-duty distribution.



**Efficiency means moving more and better.
The MAN TGS.**



The MAN TGS demonstrates like no other truck how less can be more. Less fuel, more power – that's the motto behind the torquey common-rail engines, combining enhanced dynamic performance with low fuel consumption. Less effort, more effect – the automated MAN TipMatic® gear change reduces the pressure on the driver, eases the load on the drive train, both helping to cut diesel consumption. Fewer standstills, more readiness – the TGS is also convincing proof of the ruggedness and reliability that MAN builds into its trucks. It gets you to your destination securely and punctually. Even if it's off the beaten track. With its unmatched, versatile drive configurations through to 8x8 all-wheel, it offers you the whole range of mobility, both onroad and offroad. Less showiness, more ability – that is efficiency in transport the MAN TGS way.

A brake that speeds up efficiency: the MAN PriTarder®.

A wear-free retarder that also puts the brakes on costs? Here comes an innovative and high-efficiency, primary braking system for the MAN TGS. Unique of its kind, the MAN PriTarder® produces immense braking power of 600 kW to enhance driving safety at low speeds already. Something you benefit from especially in heavy-duty distribution transport, on construction sites and on gradients. The MAN PriTarder® can handle up to 90 percent of all your braking. The fully maintenance-free system increases payload by as much as 64 kg compared to an intarder, it doubles the life of service brake linings, thus reducing operating costs. You also benefit from a higher average

transport speed. Additionally, with up to 80 percent fewer brake dust emissions, it makes a convincing contribution to protection of the environment.

The MAN PriTarder® is integrated in the electronic BrakeMatic® sustained-action brake management, and is easy to operate by a switch on the steering column. On all-wheel and HydroDrive® vehicles in particular, optimal use can be made of the braking force because here it acts on all driven wheels – an advantage especially on slippery surfaces. And incidentally, the MAN PriTarder® means no space restrictions for a power takeoff or parts of the bodywork.



Efficiency that gets you further: the MAN HydroDrive®.

The TGS goes its way, wherever it takes you. Even on unsurfaced tracks through forest and fields, on slopes and on slippery roadways, you can be sure it will stay on course. Fitted with the MAN HydroDrive® it produces the kind of traction it takes to master critical driving situations, even where it is the end of the road for a truck with mere rear-wheel drive.

With the development of this engageable front-axle drive, MAN again demonstrates its innovative ability, creating a transport solution that sheds new light on mobility. MAN HydroDrive® offers you substantially more traction, and produces optimal propulsion – forward and reverse. This innovative technology expands the radius of action of your TGS, makes you more flexible in where you use it, adds to your

reliability. Plus, you save fuel and up to 400 kg in weight compared to conventional all-wheel drive. On the bottom line you are rewarded with a great deal more transport efficiency. And something else the user will appreciate – the height of the vehicle remains unchanged. That means: easy access, low overall height, low centre of gravity and thus optimum driving stability. Even if your driving is virtually

restricted to the road, the HydroDrive® is very useful in certain situations. When you pull away on a slippery gradient or you are driving on wintry roads, possibly with the usual snow and ice, the engageable extra traction gives you more mobility and safety.



The MAN TGS is not just a truck but many trucks. In heavy local and distribution transport, in service on building sites, for public-utility transport and as the specialist for special assignments: the MAN TGS is a truck perfectly tailored for diversity. With its powerful propulsion, unbeatable payload capacity and unique ergonomics it sets the standard for work on any kind of road.

The expectations of a truck are always high. Of a MAN they're a lot higher. Better driving performance, greater comfort, maximum transport capacity, top quality and a long service life, exemplary safety and environmental compatibility. The MAN TGS fulfils all the expectations. It offers far greater value at far less cost. Or as we also say: reliability with efficiency. Look forward to a truck with a service performance which is just as persuasive as its accounting.

Efficiency takes on various forms. Here are three especially attractive ones.

The 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. The TGS 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.



L cab.

Flexible. Ideal above all for tank / bulk vehicles, timber, building material and refrigerated transport. Low overall vehicle height, low weight for high payloads. With a comfortable bunk and versatile stowage facilities. On request with a multifunctional stowage system.



LX cab.

A place to work, with living comfort. Low cab weight for high payload. Fitted with a comfortable bunk, multifunctional stowage or second upper bunk on request. Generous stowage spaces, standing height in front of the co-driver's seat.

M cab.

Compact and comfortable. Predestined for short hauls in local and distribution transport, in the building sector and for public-utility assignments. Favourable dimensions, maximum payload, generous stowage facilities and compartments. On request folding standby bunk.



Low entry, ideal for heavy-duty local and distribution transport.



Take your opportunity. Start with the steering wheel.

A fascinating place: The TGS driver's workplace.

The finest illustration that ergonomics can also be aesthetically pleasing is the MAN TGS cockpit. An interior design which sets the tone with high-grade cladding materials, two-tone dashboard and attractive decorative trims. 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. The height and inclination of the steering wheel can be adjusted. From the multifunctional control module in the driver's door through to the numerous practical stowage spaces and compartments, each detail is a model of ergonomic perfection.

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 mobile with handsfree talking and a choice of six languages without taking your hands off the wheel. The multi-function steering wheel is part of the series equipment in the L and LX cab; for the M cab it is available as an option.



High-grade materials create the car-like ambience.

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. The analogue and digital displays give the driver the information that he needs 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

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.

Ergonomically styled door control module for locking, mirror adjustment and window lifters.



TopLine radio with integrated navigation system.



Ready connection for a hands-free cellphone.





Lockable deposit with ashtray.

A trucker needs a strong back.

After a long hard day they should not feel it in their back. That's why the driver is spoiled with a seat with an exceptionally high ergonomic sitting 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 of the air-sprung seat variants have a multifunctional backrest with an 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 anthracite-grey flat woven fabric for the seat covers.

A good working climate, in a literal sense.

Efficient heating systems with an optimized air stream provide agreeable warmth on board the MAN TGS. The quiet air conditioner with automatic temperature regulation ensures a pleasant climate. As auxiliary heating there are air heating units and water heating, each with a thermostat function.

Washable door cladding if desired. Series for the M cab.



Folding compartment in the door armrest.



Glasses compartment.



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





Stowage compartments? All part of our job.

Making it easy to keep things in order. That's the idea of the stowage space and compartment system on board the MAN TGS. Large cupboards above the windscreen in the LX and a three-section roof stowage unit in the M and L cab provide ample space for luggage and other equipment.

Luggage rack and bunk all in one.

The optional multifunctional stowage space in the L and LX cabs serves as a resting bunk for a second driver when the vehicle is parked. Half extended it offers practical stowage space with approximately 200 litres capacity for bedding, clothes and bags. Push the multi-functional stowage compartment all the way back for maximum space above the bunk.

The central console provides numerous stowage facilities, compartment for glasses, a pen and beaker holder and a large drawer.

In the L and LX cab the illuminated stowage compartment, accessible from the outside and inside, provides an abundance of space for personal gear. 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? There you go! In the MAN TGS 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.

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 TGS 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 have generous dimensions to give you space to feel at ease.

Large stowage compartment, accessible from inside and outside.



Drawer in the central console as an option.





Travelling efficiently to get there safely.

Seeing and being seen.

The mirror concept of the MAN TGS is designed for better vision and more safety. Besides one electrically adjustable and heated main and wide-angle mirror on each side, a front ramp mirror with a particularly large field of vision and a front mirror are all available. Now it is possible to view the areas right in front of the vehicle and the potentially dangerous offside area when turning. There is virtually no blind spot any more. The functional housing design very much reduces soiling of mirror surfaces and side windows.

The headlight concept of the MAN TGS puts the road in the right light. Free-form reflectors and especially long-lived H7 lamps or xenon light as special equipment produce optimally wide illumination of the lane. The optional static turn-off light automatically comes on when the flasher is activated at a speed of 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.

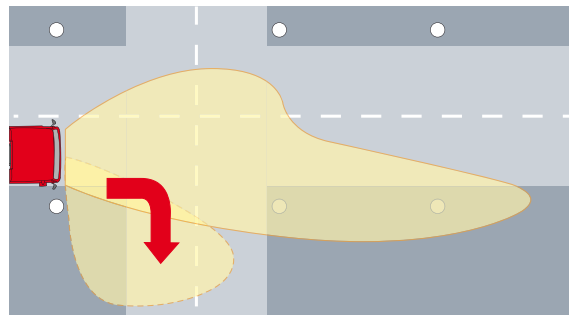
Headlights with free-form reflectors, Xenon dipped headlight.



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



Innovative turning-off light.



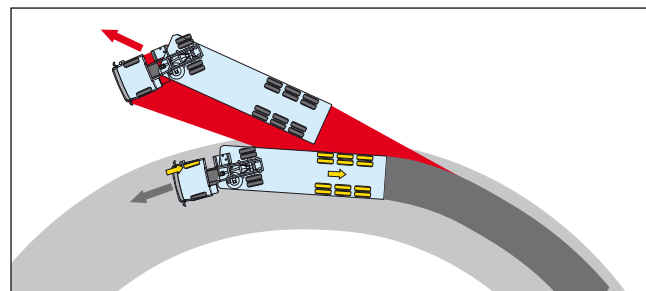
MAN PriTarder® – braking the safe and efficient way.

The world's first primary retarder that brakes with water, the MAN PriTarder® makes a key contribution to more active driving safety. Flanged direct on the engine and integrated in its cooling circuit, it requires no further operating resource. The combined system of water retarder and EVBec engine brake impresses with high braking force of up to 600 kW that it produces at low driving speeds already. The MAN PriTarder® has low dead weight, is maintenance-free and offers further economies such as higher transport speed and less wear and tear on the service brake.

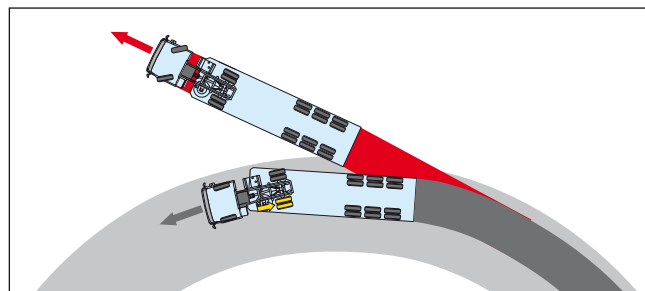
Brake management by MAN BrakeMatic®.

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: shorter stopping distances and harmonisation of brake lining wear on 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.





Compensatory braking when tractor oversteers.



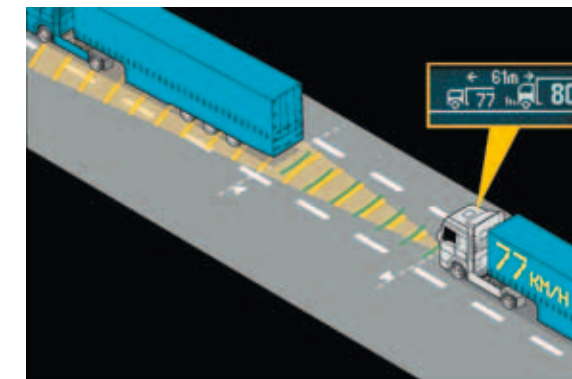
Compensatory braking when tractor understeers.

Electronic stability program ESP.

ESP, standard* on TGS 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 cornering too fast, or if there are changes in road surface. ESP sensors constantly monitor the

driving dynamics. If there is a risk of skidding or overturning, individual wheels of a semitrailer unit are specifically braked, and if necessary engine torque is reduced. In this way ESP stabilizes the vehicle train and keeps it safely on track.

* 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 the turn indicator, an acoustic warning sounds. It makes the sound of rattling nails in the loudspeaker on the particular side, and is intuitively correctly understood by the driver. LGS increases the driver's awareness of staying in the lane, thus preventing many a dangerous situation.

Active roll stabilisation CDC and high-load roll stabilisation.

Active roll stabilisation will certainly make your driving more comfortable. It matches the vehicle perfectly to 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 rolling or pitching movements, creating greater driving safety. For vehicles with high centres of gravity, high-load roll stabilisation with additional X control arms is ideal. That effectively reduces sideward inclination in corners.

Adaptive cruise control ACC.

Automatic ranging determines the distance from the vehicle ahead and the difference in relative speed and maintains a safe distance by electronic intervention at 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 speed and pressure when the brake pedal is operated and increases 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 kilometerage per tyre. So TPM improves both safety and economy.

The all-roader among the trucks. Off-road as good as on.

If you want to get where you are going, you need a truck that can take anything. So the MAN TGS is outfitted not only for town and country roads but also for terrain off the beaten track. It really feels at home driving on asphalt. It takes to dust, gravel and mud like a duck to water. A truck that will take you everywhere so you can do whatever you have to. Its axle configurations, suspension variants, engine/gearbox combinations are designed for performance in tough continuous service. And for efficient transport with high payloads, little down-time, great economy and maximum reliability.





MAN TipMatic® rotary switch.



MAN ComfortShift.

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 drive progress. The modern common-rail diesels in Euro 5 and EEV (enhanced environmentally friendly vehicle) technology develop more power for less fuel consumption and longer lifetime. They convince operators with the lowest power/weight ratio in their class. And designed to last 1.5 million kilometres with intervals between maintenance of 120 000 kilometres they set standards in both reliability and service costs.

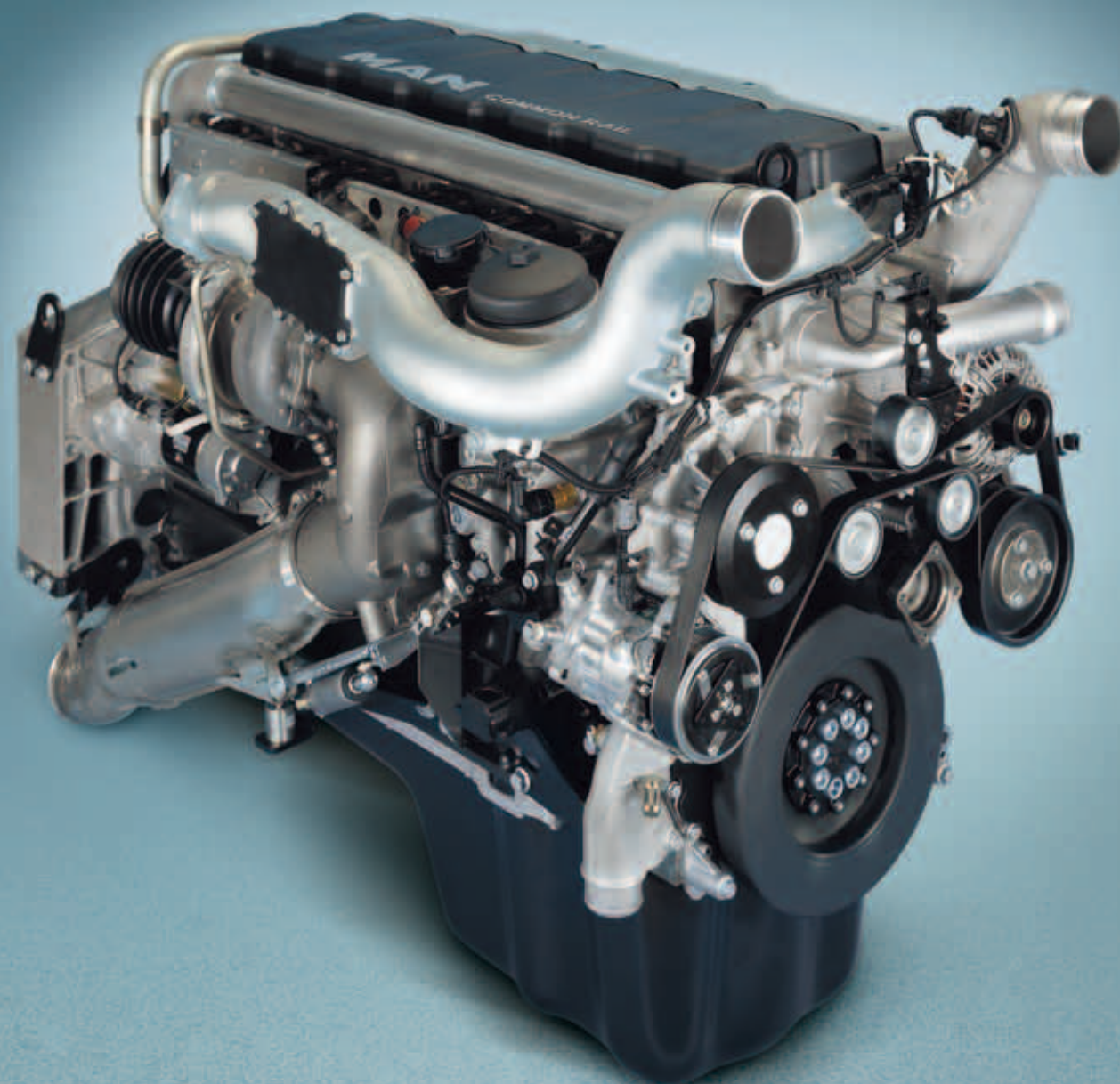
How efficiency gets into gear.

For the MAN TGS you have a choice of gearbox between first-class alternatives. There is a manual gearbox with 16 speeds and servo shift for low gear change force and short stick travel as over-drive 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® offroad too.

The automated 12-speed MAN TipMatic® gearbox is a perfect blend of convenience and efficiency. Its operation is 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 in direct drive and over-drive 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.

The MAN TipMatic® with offroad mode, enabling convenient automatic gear shifts offroad too, is especially tailored for work on construction sites. The key factor is the shifting strategy with faster gear changes. The gear which is engaged is retained as long as possible to avoid any unnecessary shifting up and down at a practically constant speed. A higher torque is available when moving off in the „Dx“ position. The more rapid releasing and closing of the clutch also makes it possible to rock vehicles free if they get stuck.



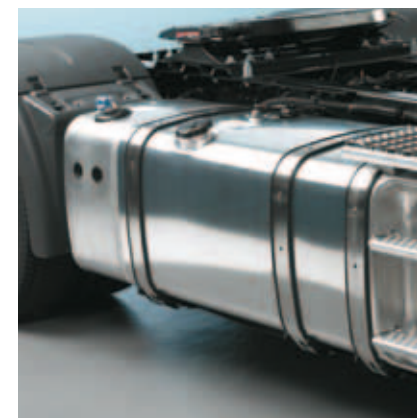
MAN engines get things moving. Above all for the environment.

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. 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®.



Separate AdBlue® tank for construction vehicles.



There's a lot to do. MAN TGS gets down to business.

Built for diversity of purpose.

The MAN TGS is not just a truck. It is just the truck you need. As a 2-, 3- and 4-axle variant it tackles any job and does it really well. Tailored individually to your tasks and the requirements of building-site transport, drinks logistics, refrigerated transport, the disposal sector, for timber transport, for fire brigades or for the transport of hazardous goods.

The super-lightweight TGS-TS is really cutting a dash on the tank and silo markets. The 4x2 tractor, equipped for the job, weighs in at 360 kg less than a standard tractor fitted for the same purpose.

A big benefit in terms of payload.

A good frame, a stable basis.

Manufactured from high-strength fine-grain steel, the frame combines high torsional rigidity and flexional strength with a low unladen weight and body-working 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 four.

The TGS comes as a version of normal height, of middle height with good ground clearance, in all-wheel height, and as an ultra-low version with extremely low frame upper edge for volume transport.



Reliability on axles.

For the drive axles you can choose between hypoid and planetary hub reduction depending on the transport task and service profile

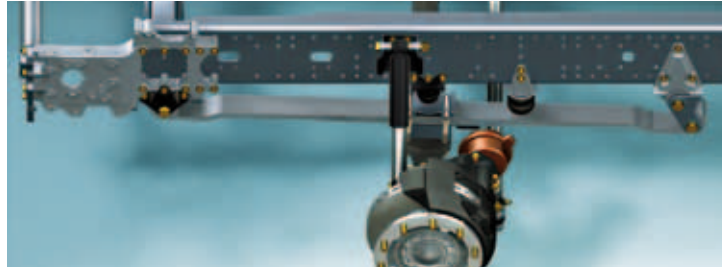
Low-friction hypoid axles with disc brakes are convincing for low unladen weight, high load capability, a wide performance range and long intervals between oil changes of 500,000 km. They come as a single axle or tandem with parabolic or air suspension. They are equipped with the HUB unit for simple and speedy brake disc changes. You thus save downtime and workshop costs.

Planetary hub reduction axles with drum brakes and extra ground clearance are used for heavy-duty service. These come as a single axle or tandem with parabolic springs for high suspension and driving comfort, and with trapezoidal springs for maximum loading.

Leading and trailing axles in rigid, steered and lifting versions and twin-tyred trailing axles with axle lifts are available to increase the payloads.

Weight-optimized X control arm with stabilizer and control arm function for semitrailer tractors and high-load roll stabilization for 6x2 vehicles.





Weight-saving single-leaf suspension.



MAN HydroDrive®
wheel hub motor.



Sperrenschalter beim Allrad.

A question of suspension.

The MAN TGS 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. For maximum loading and a high degree of driving comfort there is trapezoidal suspension. For semitrailer tractors, on the front axle the single-leaf suspension has an advantage with regard to the payload capacity. Quite generally – suspension, kingpin bearings and rubber eye bearings are maintenance-free.

The air suspension with ECAS electronic control ensures that the driving level remains the same, regardless of the load. The main advantages are the rapid mounting of swap platforms. The chassis can be lowered by 90 mm from the driving level and raised by 190 mm. Here the ECAS control system permits precise adjustment of the frame height. It has a memory function for two heights which can be recalled and it can be quite easily operated with the tap of your finger.

On the air-sprung front axles the air suspension and shock absorber form a compact 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 in first-class suspension comfort.

One of MAN's specialities is construction air suspension on the rear planetary axles – available for construction vehicles with medium-high build and all-wheel-drive height. This is ideal for the tough work on building sites and on difficult terrain. It is designed for a load capacity of 13 tonnes per axle, outstanding for an air-sprung axle unit.



All-wheel drive for everyone.

TGS allwheel-drive versions enter the scene wherever maximum traction is called for. On vehicles with a 4x4, 6x6, 8x6 and 8x8 configuration engageable allwheel drive is standard for the necessary extra traction. Permanent allwheel drive with pneumatically engaged inter-axle differential is an option on these vehicles. On the 8x8 it is standard. Power distribution is handled by MAN transfer cases with onroad and offroad ratio. The standard electronic transfer case differential management helps the driver to operate a vehicle according to traction conditions, and eases the strain on the power train. Planetary axles with large ground clearance, drum brakes and stabilizers are also fitted on allwheel-drive vehicles.

MAN HydroDrive® – more traction, more benefits.

More traction, more flexibility, more payload, more safety: MAN HydroDrive® creates genuine added value. Turning the switch is enough to engage the hydrostatic front-axle drive while travelling. MAN HydroDrive® is ideal for road vehicles with occasional offroad operation, and for situations in which extra traction is needed. Ingenious, robust and maintenance-friendly HydroDrive® technology is comparable in terms of fuel consumption with conventional rear-wheel drive, and compared to classic allwheel drive adds only 300 kg.

Efficiency means partnership.

Efficiency in transport 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 chose well when you opted for MAN. MAN Support presents customized proposals to optimize operation of your vehicles – for greater profitability and more transport 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 (routine servicing stipulated by manufacturer)
	ComfortPlus	Maintenance contract incl. legally prescribed tests
	ComfortRepair	Maintenance contract incl. wear-and-tear repairs and Mobile24 services
	ComfortSuper	Maintenance and repair contract at comprehensive flatrate
	ServiceCard	European-wide cashless payment
	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	- Vehicles, trailers for all transport needs - Various weight categories with system and body variants - Flexible rental periods - Full service with 24-hour hotline
--------------------------	---

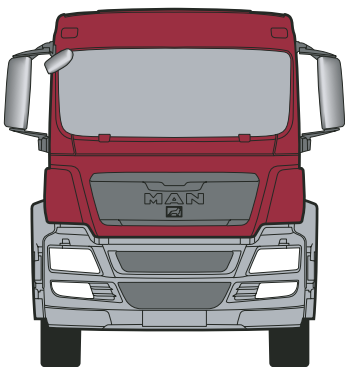
*Not fully available in all European countries.

Advantages for you:

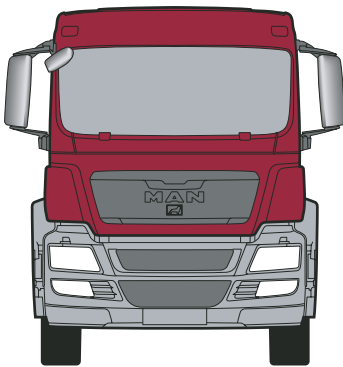
Local Dense service network with over 1 200 outlets throughout Europe	Independent Non-cash payments in Europe
Rapid A 24-hour service in 6 languages, on a uniform phone number	Economical Training on the job: MAN training courses for safe and economical driving
Reliable MAN Genuine Parts®	Efficient Optimise your processes and reduce your fuel consumption, tyre and brake wear with MAN TeleMatics.*
Individual Effective maintenance and repair contracts through to complete service and individual financing models	

Small overview
of big possibilities.

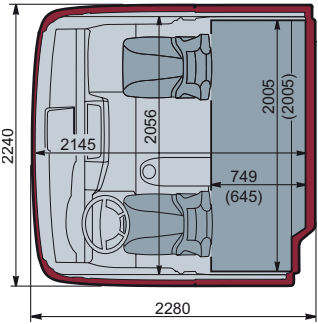
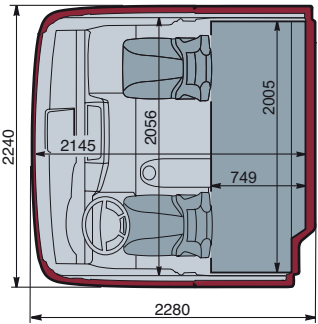
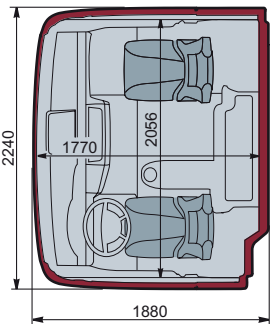
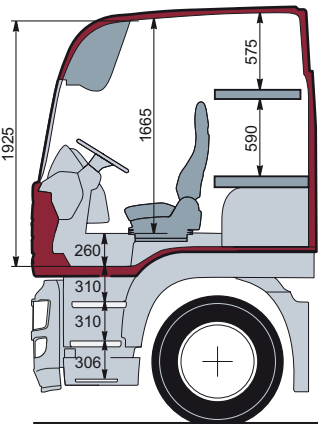
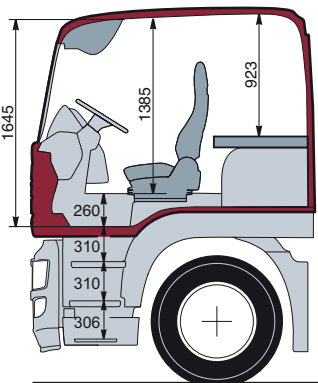
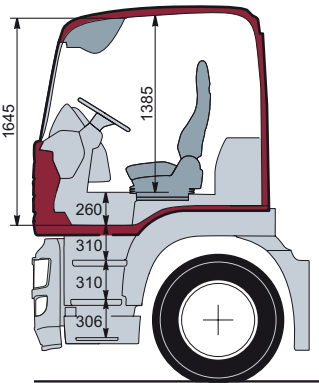
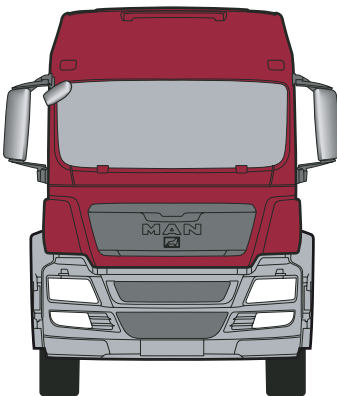
M cab



L cab

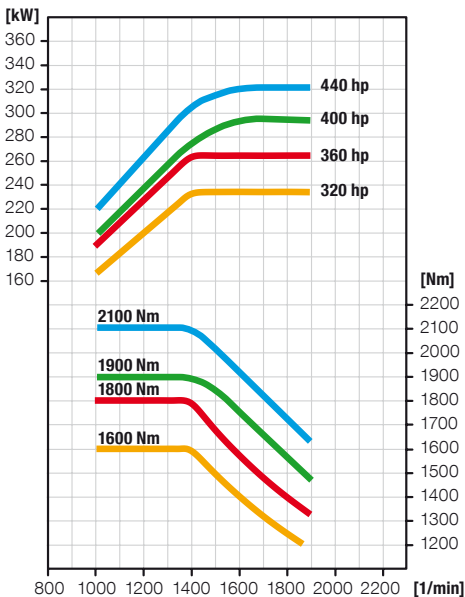
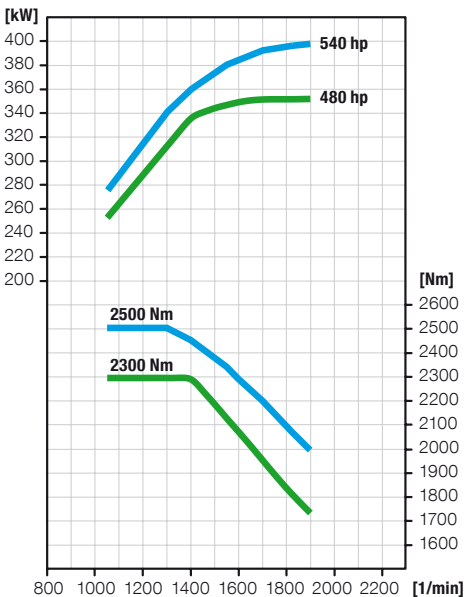


LX cab



Engine model

	Type	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	



D 111.3444/E · mu 08105 · Printed in Germany

Text and illustrations not binding.

We reserve the right to make changes in the course of technical progress.

MAN Nutzfahrzeuge Group

Postfach 50 06 20

D-80976 Munich

www.man-mn.com

A member of the MAN Group

