



# MAN TGX.

The new benchmark for long-distance transport.



## Reliability en route. The new MAN TGX.

The lines are striking and elegant – the design dynamic and powerful. With its new TGX range MAN is launching a supremely attractive newcomer on the roads of Europe. A truck with a profile and character which adds that distinctive bonus to driving and living – and which is the new benchmark for driving dynamics and economy. A unique synthesis of reliability and

innovation. With impressive aerodynamics to reduce fuel consumption by 3 %. With ergonomic space and comfort to give the driver greater freedom to develop his own style. And with exceptional productivity to delight operators. All of this makes the MAN TGX a truck which appeals to all your senses. Above all to your sense for good business.



Some of the equipment illustrated in this prospectus is not included in the standard fittings

A grey MAN TGX truck with a blue trailer is driving on a bridge. The truck is in the foreground, moving towards the right. The bridge has a large steel arch structure. In the background, there are other vehicles on the bridge and a blue sky with clouds. The text "Reliability means keeping to deadlines, not just promising to." is overlaid in the top right corner.

**Reliability means keeping to deadlines,  
not just promising to.**

The route is from Paris to Rome, the distance 1 413 kilometres and the driving time 20.5 hours. The delivery time is 16.45 p.m. MAN TGX is on time since its innovative technology helps the driver to reliably keep to a tight schedule. The powerful dynamics of its fuel-saving common-rail engines, the perfect

arrangement of the driveline and running gear and the intelligent systems for more active safety ensure mobility which simply moves more. With MAN TGX you'll achieve every goal – above all your profit goal.



**Reliability means making satisfaction  
a real experience.**

Satisfaction results if expectations are fulfilled, if each component performs with extreme precision and if everything runs perfectly in every way. The driver is satisfied if he enjoys working at the wheel of his truck, the operator if his transport assign-

ments can be carried out more efficiently and economically and the final customer if the deliveries really are just-in-time as planned. And everyone is satisfied since the MAN TGX makes a new dimension of reliability a real experience.



Drivers who cover 150,000 or more kilometres in long-distance transport a year have a lot of stories to tell. We've listened attentively to just what the truckers say and our findings have been included in the development of the new Trucknology® range MAN TGX. The result is a thoroughbred driving machine programmed for long hauls. A truck for truckers for whom driving is a passion. A truck for operators with a vision. A vehicle which 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 capacity in heavy transport too. Last but not least with one of its cab variants for local and distribution transport it demonstrates the quality which sets it apart from all other competitors – reliability made by MAN.

We now have pleasure in inviting you to explore the full details of the MAN TGX. On the following pages you will find out everything that you should know about its design, engineering and MAN's comprehensive services.

# You don't find the most attractive homes along the road but on it.

A driver who is used to long-distance routes feels at home in a MAN cab. Here he finds ample room, exclusive comfort, perfect ergonomics and numerous intelligent solutions which make all aspects of work easier and thus make living especially agreeable.



## **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.

2 280 mm long, 2 440 mm wide.



## **XL cab.**

Compact size. First-class comfort. The XL cab for heavy local and distribution transport. Impressive feeling of space, comfortable cross-over from door to door. Including a comfort bed.

2 280 mm long, 2 440 mm wide.

## **XXL cab.**

Large, larger, XXL. The XXL cab is the cab which offers the largest amount of space in Europe. For maximum comfort and optimal freedom of movement in international long-haul transport. 2 100 mm standing height, two comfort beds, versatile shelves and stowage possibilities.

2 280 mm long, 2 440 mm wide.

*Free cross-over, practically level cab floor.*



# When you're keeping 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 a perfectly laid out space, which sets elegant contrasts and features a premium ambience which 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'll

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



**Nothing distracts the driver.**

Just a quick glance and the driver knows what's going on. That is the principle behind the central instrument panel. The analogue and digital displays behind antidazzle real glass show the driver the information that he needs to know. The focus is the LCD display. The user-friendly menu guidance makes it possible to quickly and simply call up the different operating conditions of the vehicle and diverse service information. The axle-load display, for example, permits the driver to make use of the full payload capacity without overloading. Beside this, components such as the phone and radio are integrated in the information management.



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

**Everything under control at the helm.**

It's almost as if you had four hands: With the button in the multifunctional steering wheel you can access vehicle information, take calls or change the radio settings. By just tapping your thumb you can operate the radio, phone and vehicle menu on the left-hand side. On the right-hand side you control the different cruise-control functions. And all of this without taking your hands off the steering wheel.

**The sound is good.**

Whether for entertainment or traffic news, the series Basic Line radio with an MP3-compatible CD player ensures that the sound on board is good. The following options can be selected as alternatives: The High Line radio with a navigation system, traffic-message channel (TMC) and the Top Line radio with the same functions, plus a large colour screen and a sound system with an integrated subwoofer. An infrared remote control is available as special equipment for all radios.



*Ergonomically designed door control module for mirrors and windows.*



*Top Line radio with integrated navigation system and colour display.*





High-grade velour seat covers.



Air-conditioned seat.

**A trucker needs a strong back.**

If he's had a long hard day he shouldn't feel it in his back. That's why the TGX treats the driver to a seat with an exceptionally high ergonomic sitting quality. He can adjust the seat to his individual needs with, for example, pneumatic height adjustment and vertical damper settings. If he wants to be even more comfortable he 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 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 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. Diesel air heaters, auxiliary water heater and gas heaters, each with a thermostat function, are available as auxiliary heaters. An independent air conditioner which maintains a preset temperature even if the vehicle engine is not running is also available.

Lockable deposit with ashtray.



Glasses compartment.



New controls for the air conditioner, heater and ventilation. New switch field with function displays.



## 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 which leave nothing to be desired. You can bet on it that you will have a good night's sleep in the bunks. Regardless of how far you still have to go, with the MAN TGX you'll 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-grade beds with cold-foam mattresses in a slatted frame with 5 hardness zones promise the sleeping comfort truckers dream of. The elastic fabric covers of the replaceable mattresses can be washed and are made of breathable, hygienic materials. The lying area of the lower bed is a comfortable 1.71 square metres, that of the upper bed 1.50 square metres. Space to feel at home.

**Luggage rack and bunk all in one.**

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

Multifunctional stowage unit.



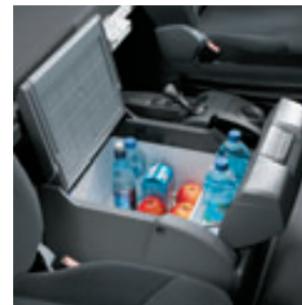
Folding compartment in the door armrest.



Drawers in the central console.



Large luggage compartment.



Refrigerated box.

**Stowage compartments? That's 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 TGX. Large cupboards above the windscreen 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 central console provides a host of stowage possibilities, such as a glasses compartment, pencil and beaker holder and generous drawers.

The large illuminated luggage compartment, accessible from outside and inside, provides room for personal equipment.

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 TGX the box can be quite simply pulled out from under the bunk. It is also fitted with a practical folding table which is ideal as a bedside table.



# Wishing you a safe trip.



Headlights with free-form reflectors, Xenon dipped light.

## Seeing and being seen.

With its headlight system the MAN TGX casts a new light on the road. Free-form reflectors and H7 lamps with a service life four times longer or Xenon light as special equipment illuminate a wide area of the road. A new feature in a truck is the optional static turning off light which automatically switches on when the flasher is activated at a speed of up to 30 km/h. Further highlights are the day-driving lights and the manoeuvring light, which is available only at MAN. The parking and corner-marker lights, designed in LED technology to last as long as the vehicle, satisfy the highest demands.

LED parking light.

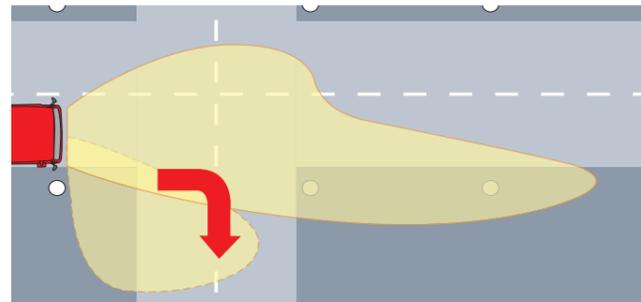


Manoeuvring lights in the co-driver's entry.



The new mirror concept of the MAN TGX has also been designed for better vision and greater safety. Beside one adjustable and heatable main and wide-angle each, a front ramp mirror each a ramp mirror with a particularly large field of vision and a front mirror on the nearside as an innovation are all available. It is thus now also possible to view the areas right in front of vehicle and the potentially dangerous are when turning off to the nearside. Now there is practically no longer a blind spot. The innovative design of the housing considerably reduces the contamination of the mirror surface and the side windows.

Innovative turning-off light.

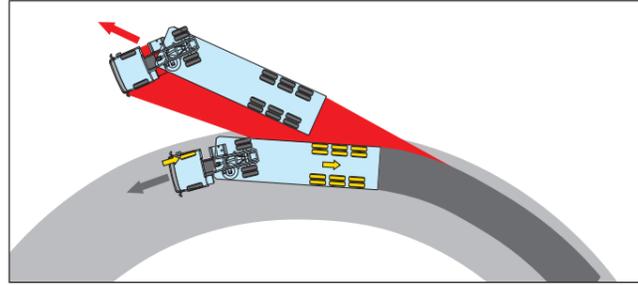


## Brake management by MAN BrakeMatic.

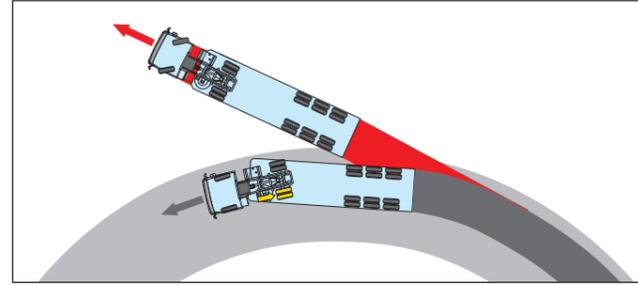
If you drive long journeys you should pay attention to short braking distances. To ensure you that you don't have any unpleasant surprises MAN BrakeMatic with the EBS electronic braking system, including ABS and ASR, provides for shorter braking distances. The coupling force control to guarantee optimal matching of the trailer and semitrailer brakes leads to a perfectly harmonious train, shorter braking distances and equalisation of the brake pad wear of the entire train combination with extremely long pad service lives. One highlight of particular significance is the sustained-action brake management with a sustained-action brake and constant braking function which is integrated in the brake-pedal travel.

## Wear-free sustained-action brakes if desired.

The compact intarder integrated in the gearbox housing is the economical choice for long-haul use. It has a low weight, is maintenance free and offers such economical advantages as less impact on the service brake and higher average transport speeds. Fuel is also saved since the losses due to air flow are minimised. On request the MAN PriTarder®, the world's first primary retarder integrated in the water system for high braking efficiency even during slow driving is available for special assignments.



Compensatory braking if the tractor is oversteered.



Compensatory braking if the tractor is understeered.

### Electronic Stability Programme ESP.

The standard ESP\* in the TGX semitrailer tractors protects you from any unpleasant surprises. For example, when suddenly avoiding obstacles, when rapidly cornering or if there are changes in the road surfaces. The ESP sensors constantly monitor the situation of the driving dynamics.

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

\* if fitted with MAN TipMatic® and MAN PriTarder® or Intarder.

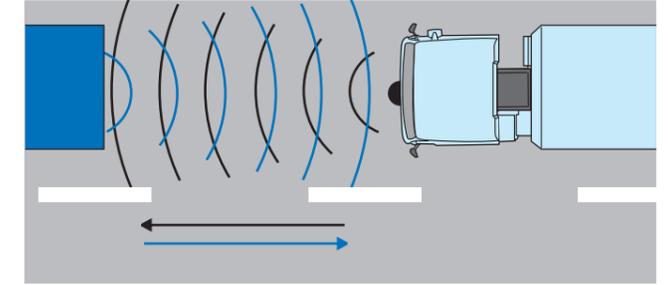


### Lane Guard System LGS.

The electronic lane guard system permanently monitors the track ahead of the vehicle. If the driver strays from the track without activating his flasher he is warned by an acoustic signal. It makes the sound of nails rattling from the loudspeaker on the relevant side and is intuitively correctly understood by the driver. LGS increases the driver's awareness so that he keeps to the track and it 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. The damper control is carried out automatically by the 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 and hence leads to greater driving safety.



### Adaptive Cruise Control ACC.

Automatic ranging determines the distance from and the differential speed of the 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 him to be more relaxed when driving by integrating the vehicle harmoniously in the traffic.

### Brake assistant.

The brake assistant registers the speed and pressure with which the brake pedal is operated and optimises the brake pressure supplied 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.

The tyre pressure monitoring system (TPM) makes creeping pressure losses in the tyres visible before damage can arise. If pressures drop below the minimum permissible level a check lamp warns the driver. This results in increased transport safety and higher payload capacities since the spare tyre is not necessary. At the same time you save the time necessary to check the tyre pressure on all of the wheels. Available for 4x2 semi-trailer tractors.

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

From Madrid to Paris, from Berlin to Lisbon or from Vienna to Rome: If you're en route with the MAN TGX it will be a new experience. You'll have a different perception of the distances. Since with its impressive power development and superb

running the TGX makes international long-haul distances appear to be far shorter. And all of this with a reliability you can count on, kilometre for kilometre. Experience the power of the new dynamics.





MAN TipMatic® rotary switch.

**Performance teams up with new top rating.**

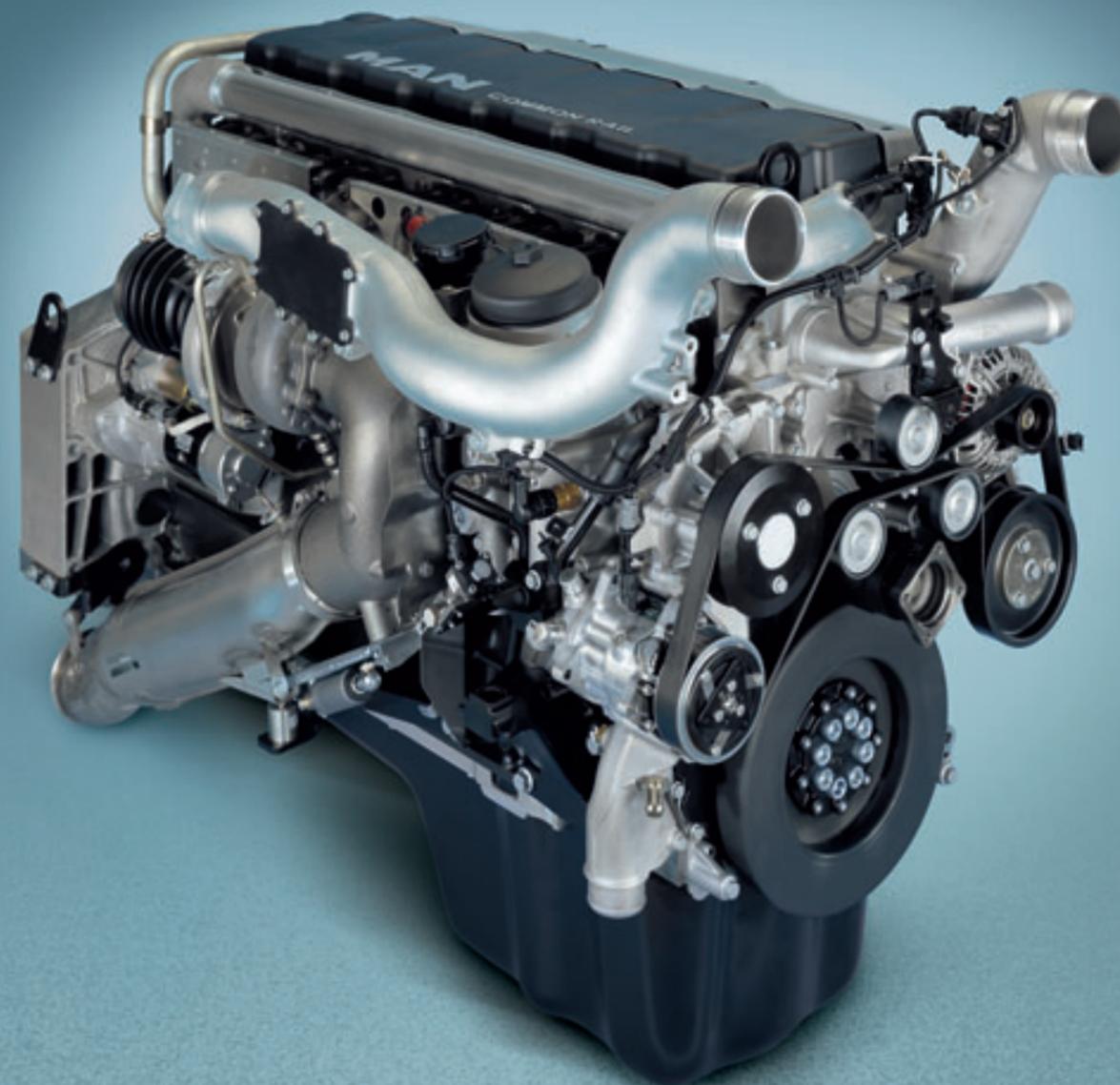
The innovative D20 and D26 engines with outputs of 235 kW (320 hp) through to 397 kW (540 hp) move more than just wheels. They are a motor of progress. The modern common-rail diesel engines in Euro 4 and Euro 5 develop more power with a lower fuel consumption and longer service life. They convince operators with the lowest power-to-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.

The V8 engine from the D28 range, one of the most fascinating drive units in the truck world, is the new top power pack for 6x4 and 8x4 heavy transport tractors. Already at low speeds it develops a phenomenal potential: A mighty maximum torque of 2 700 Nm and an output of a unique 500 kW (680 hp). The most powerful engine in Europe in a series built truck.

**Your personal gearshift selection.**

For the MAN TGX you have a choice of first-class gearbox alternatives. On the one hand you can choose the manual gearbox with 16 speed and a servo shift system for easier shifting and short lever travel. Both are available as overdrive and as direct drive gearboxes.

As far as comfort and economy is concerned you can shift up a gear. The automated 12-speed TipMatic® gearbox can be operated by the driver fully automatically or manually via a push lever on the steering wheel. The gearbox, which is available as a direct-drive and overdrive version, is exceptionally economical since it reduces fuel consumption and eases the burden on the driveline. The MAN TipMatic® Fleet promises that even inexperienced drivers will drive without making mistakes. Since solely the automatic mode is available here operator error is ruled out. Manual intervention is possible only when the vehicle is moving off and overrun conditions.



# At MAN you're free to choose. The others don't even offer an alternative.

The development of the static limits for the pollutant emissions of commercial vehicles presents long-distance transport with major challenges. Today Euro 4 is mandatory; Euro 5 will be from 2009. At MAN not only environmental protection has the best prospects: you too benefit from economically acceptable solutions. Decide in line with your requirements for the unique EGR + MAN PM-KAT<sup>®</sup> solution or the SCR technology MAN AdBlue<sup>®</sup>.



## Clean without an additive: EGR + MAN PM-KAT<sup>®</sup>.

With the innovative system consisting of common-rail injection, cooled exhaust-gas recirculation EGR and PM-KAT<sup>®</sup> filter MAN has a technically and economically advantageous system to fulfil the Euro 4 limits. This solution doesn't require any AdBlue<sup>®</sup>. There are no costs for maintenance or operating agent. You don't need to waste time with any extra stops to refuel and you save weight too. Last but not least MAN's engineering does not lead to higher fuel consumption, no additional space on the chassis is necessary and the costs of purchase, operation and maintenance are reasonable. That is why MAN is further developing the EGR + PM-KAT<sup>®</sup> system for Euro 5 and will make it available in good time for the statutory date of introduction.

## Euro 5 built in: MAN AdBlue<sup>®</sup>\*

Today the SCR technology MAN AdBlue<sup>®</sup> already fulfils the Euro 5 limits. In order to reduce the nitrogen oxides downstream of the engine to the stipulated limits this technology requires the reducing agent AdBlue<sup>®</sup>, a non-toxic and odourless urea solution. With the MAN AdBlue<sup>®</sup> solution too the dimensions of the exhaust silencer remain unchanged so that no extra space is necessary. The SCR solution is being subsidised by the state in Germany (motorway toll) and in Switzerland in view of the premature fulfilment of Euro 5. It can therefore be worthwhile for customers in long-distance transport with high annual kilometrages on German motorways and on the roads in Switzerland.

*Silencer with MAN PM-KAT<sup>®</sup> for Euro 4.*



*Silencer with an SCR catalyst for Euro 5.*



*Combination tank for diesel and AdBlue<sup>®</sup>.*



\* AdBlue<sup>®</sup> is a registered brand of the German Association of the Automobile Industry VDA.

# Transport is not always the same. And one TGX is not always the same as the next.

International long-distance transport is many-faceted – the MAN TGX too. The optimised 4x2 semitrailer tractor with a maximum tank volume, achieved by means of the compact battery box and the air tanks located at the rear, proves to be a driving machine par excellence. The X control arm is a true technical refinement. It combines the A-arm and stabiliser in one component. The advantages are outstanding driving and tracking stability, low vehicle weight and thus more payload capacity.

A really impressive version is the 3-axle truck offered as a semitrailer tractor with a leading axle and as a chassis with a trailing or leading axle. The MAN TGX is ready for off with the goal of achieving greater economy and profitability for you.

*New single-leaf suspension with direct steering for 4x2 semitrailer tractors.*



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



*Compact battery box.*



*Compressed air tanks situated at the rear.*



### **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 great body friendliness. 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.

### **A passion for driving.**

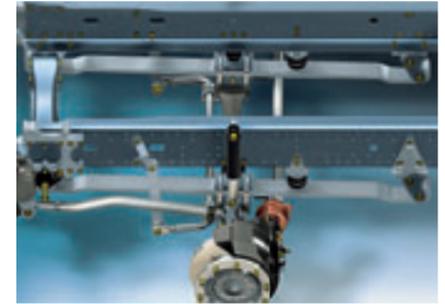
All of the components of the TGX running gear are designed for comfort and optimal economy. The winning features of the hypoid drive axle are its low unladen weight, high capacity load and the long interval of 500 000 km between oil changes. All axles are equipped with the hub unit for easy and rapid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

### **MAN HydroDrive® – more traction as required.**

There is now an alternative between conventional rear-wheel and classic all-wheel drive: MAN HydroDrive®, the engageable hydrostatic front-axle drive for more traction and full drive power for on-road vehicles. It is ideal for assignments with an occasional off-road share and for situations in which additional traction is needed on the front axle. It keeps you safely and reliably mobile. With MAN HydroDrive® the overall vehicle height and the fuel consumption remain unchanged. In this way you increase your safety and mobility without forfeiting economy.



MAN HydroDrive®  
wheel hub motor



Weight-saving single-leaf suspension.

### **Good suspension for better driving.**

Two suspension variants are available in the MAN TGX: maintenance-free leaf/air and full-air suspension. The electronic air suspension control ECAS ensures a uniform driving level, regardless of the load. For the precise adjustment of the 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 which locates the axles and stabilises the vehicle without any additional stabilisers and control arms. Beside this air spring and shock absorber from a single unit – the air-spring damper system LDS. This results in superb driving stability and safety, even if the centre of gravity of the body is high, and first-class suspension comfort. The front axle is now also available with the new single-leaf springs, which brings weight advantages and hence also extra payload capacity.

## Services to let you move more.



All-round transport solutions are the result if the top technology of the Trucknology® Generation is coupled with the tailored MAN mobility services. Clever all-round service in one-stop shopping. With the MAN service packets, which are especially orientated to branch requirements, the customer, regardless of whether he is an owner-driver or an international logistics company, obtains a ready-to-use vehicle for which all the services from A, for instance for advice, through to Z, as for zero emissions, are covered – in other words 100 % Trucknology®

MAN mobility services add extra value for economical vehicle deployment, by no means least by their flexibility, cost transparency and planning reliability. Figures, data and facts: You can succeed on the tough market only if you know the figures in your cost management – the Total Costs of Ownership.

The choice is yours. You can put together your own “all-round carefree packet” since the services of MAN Finance, MAN Service and MAN Support are available internationally and can be combined to suit individual requirements in a modular system.

You can count on it – Mobility made by MAN:

- **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**  
Genuine MAN spare 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.\*

<b>MAN   Finance</b>	Credit	Financing models
	Lease	Leasing models
	Rental*	Vehicle rental
	CombiContract	Combined contract with modules from MAN Service and/or MAN Support
<b>MAN   Service</b>	Comfort	Maintenance contract (regular maintenance in accordance with the manufacturer)
	ComfortPlus	Maintenance contract with the mandatory inspections
	ComfortSuper	Maintenance and repair contract
	ComfortEuro	Europe-wide maintenance and repair contract
	RepairCard/ ServiceCard	Europe-wide non-cash payments
	Mobile 24	Europe-wide 24-hour service
<b>MAN   Support</b>	TeleMatics*	Mobile tracking and vehicle management
	Communication	Mobile communication
	ProfiDrive	Driver training
	FleetManagement*	Vehicle / fleet management

\* Not fully available in all European countries!

# Small overview of big possibilities.

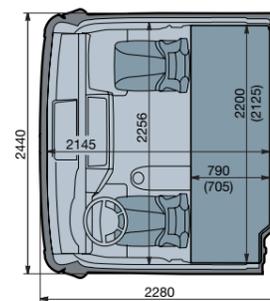
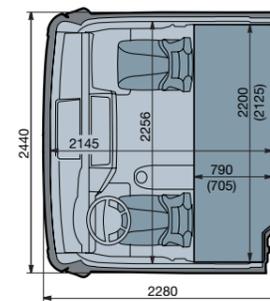
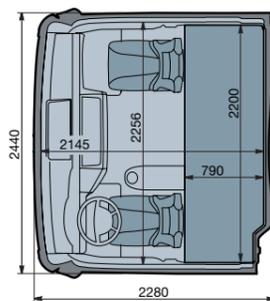
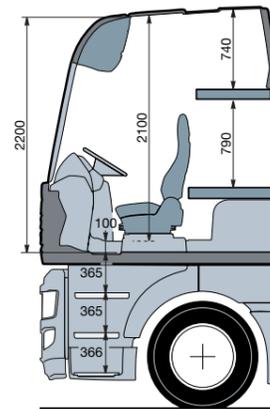
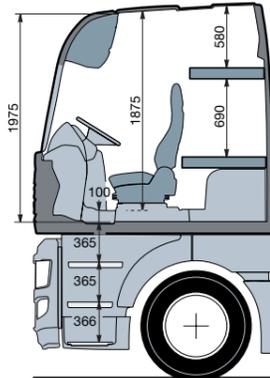
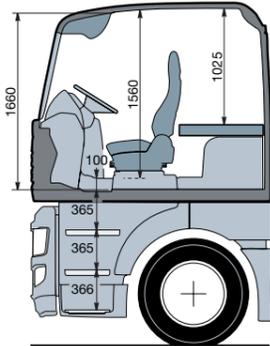
XL cab



XLX cab

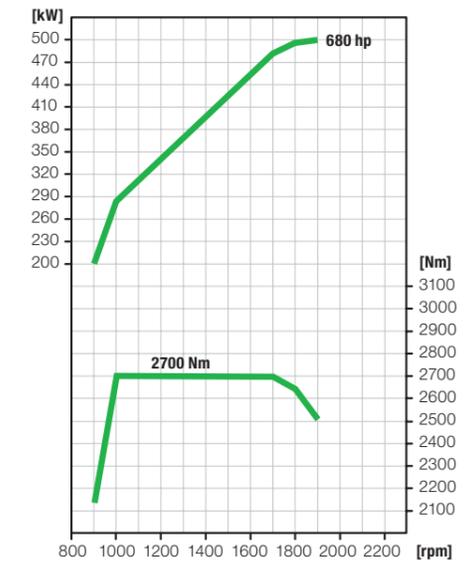
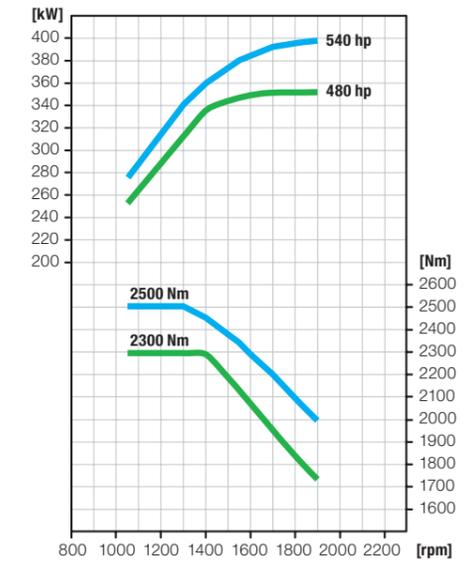
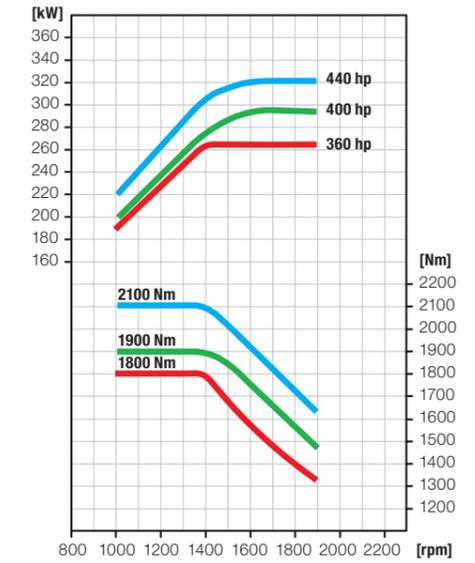


XXL cab



Engine model	D2066	D2676	D2868
Design	R6	R6	V8
Capacity	10,5 l	12,4 l	16,2 l

Euro 4 or Euro 5	
<b>D2066</b>	
265 kW (360 hp) at 1500 – 1900 rpm	1800 Nm at 1000 – 1400 rpm
294 kW (400 hp) at 1500 – 1900 rpm	1900 Nm at 1000 – 1400 rpm
324 kW (440 hp) at 1500 – 1900 rpm	2100 Nm at 1000 – 1400 rpm
<b>D2676</b>	
353 kW (480 hp) at 1900 rpm	2300 Nm at 1050 – 1400 rpm
<b>Euro 5</b>	
<b>D2676</b>	
397 kW (540 hp) at 1900 rpm	2500 Nm at 1050 – 1350 rpm
<b>D2868</b>	
500 kW (680 hp) at 1900 rpm	2700 Nm at 1000 – 1700 rpm



**MAN Nutzfahrzeuge Group**  
**Postfach 50 06 20**  
**D-80976 München**

**[www.man-mn.com](http://www.man-mn.com)**

**A member of the MAN Group**

