



The MAN TGA

High performance.



Customised Trucknology®.



What makes a truck a great truck? What makes the TGA perform at such high standards? It's the unique combination of innovation and reliability; comfort and driving dynamics. But, above all, it's the exceptional flexibility and variability which makes it the ideal truck for every task. We configure and specify the TGA precisely so that it can give you optimal service in every conceivable transport assignment. They're vehicles that exactly meet the requirements made of them – that's what we mean by customised Trucknology®.



The TGA in action.

When it glides across the bitumen with its unprecedented composure and ease it's clear to see that the TGA is at one with the road. The motorway is its territory and the long haul its passion. As a thoroughbred long-haul truck it carries the day with high average speeds, a low fuel consumption and superior driving comfort.

The TGA offers a light tare weight and the TGA cab conforms to ECE-R29 crash test standards. The TGA is available with a Front Underrun Protection System (FUPS) that conforms to the ECE-R93 standard. What does all this mean? The TGA is perfectly suited for single trailer applications and for 26 metre B-double applications, where weight, dimensions and fuel economy are critical factors.



A MAN of many talents.

High payload and load capacity, good manoeuvrability, a favourable overall height, powerful engines and a spacious cab. These may sound like the specifications for the development of the perfect distribution vehicle but in the TGA they are reality since we have incorporated everything that the distribution segment needs. For

example, exceptionally high reliability and robustness, and the TGA is already ideally prepared for most bodies – tipping bodies, loading cranes, set-down and roll-off systems. In the TGA heavy-haul, construction, mining, logging and drilling segments, almost everything is possible.



Trucknology® - now you see it.



One look is enough to see that this is a class truck. The design of the TGA excites attention with its dynamic elegance and striking lines which even today can already be called classic. Form and function blend in a sensational synthesis. But, more than anything else, it's rationality that characterises all TGA cabs. It's good to see that utility can be so aesthetic.

TGA cabs – each and every one a top model.

Up front on long hauls.

Any TGA will give you perfected functionality, kilometre for kilometre. Its ergonomics, comfort and space will convince anyone who's at home on the road, because its XLX, LX or XL format cabs create the ideal working environment for the longest trip.

Just right for distribution.

Distances are relative if you cover them in an XL, L or M cab. They are optimally adapted to drivers' requirements.

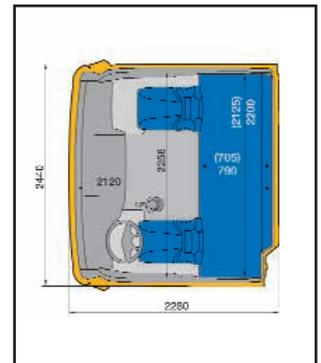
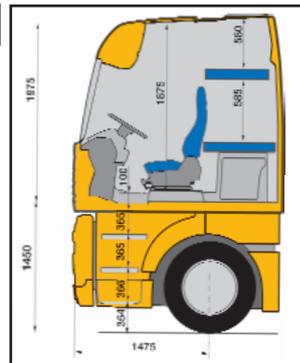
Their serene elegance allows for concentrated driving, and their controls are simple to follow. And the working atmosphere is so pleasant.

XLX - Long haul.

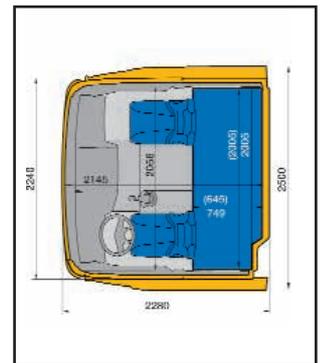
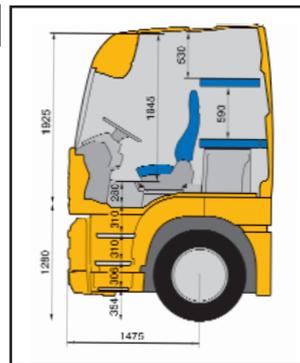
A generously sized interior with full standing height throughout – the XLX cab offers a dream space. In terms of comfort, it leaves nothing to be desired, although the emphasis is more on functionality. Practical storage compartments create space above the windscreen, which cuts out the glare from the sun.

2,280 mm long, 2,440 mm wide, one bed, or two on request.

XLX



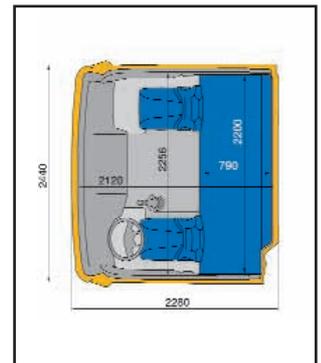
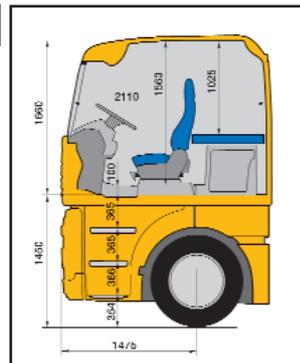
LX



LX - Long haul.

With its balanced synthesis of comfort and functionality the LX cab represents the new standard in longhaul transport. Ergonomically speaking it is perfect. Its 170 mm lower floor makes for a low entry height and thus comfortable access for the driver. 2,280 mm long, 2,240 mm wide, raised roof, one bed, or two if desired.

XL

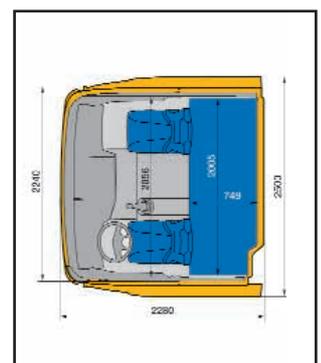
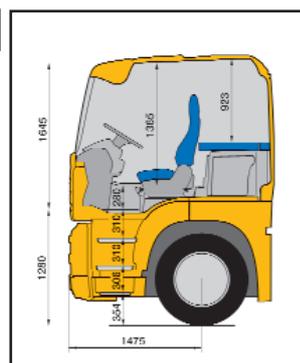


XL - distribution.

Top-class comfort for short-haul and distribution work – that's the strength of the XL cab. Its wide design creates an impressive amount of space inside – the low engine tunnel helps here. The almost level cab floor makes for space and comfortable cross-cab access.

2,280 mm long, 2,440 mm wide, one bed, multifunction storage box on request.

L

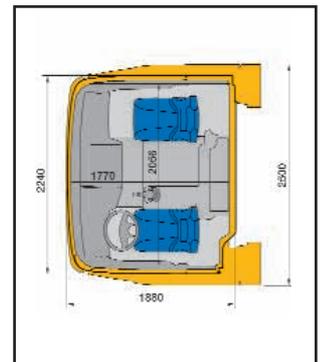
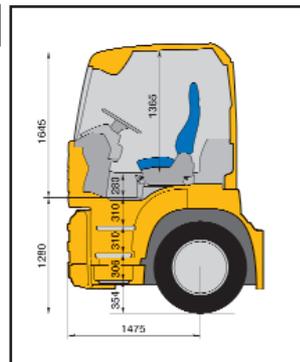


L - distribution.

Equipped with one bed and a versatile range of storage possibilities the L cab is predestined for distribution and for the transport of timber, refrigerated goods and building material or for tank and silo vehicles. It also offers a high level of comfort, a very favourable entry height and a low overall height.

2,280 mm long, 2,240 mm wide, one bed, multifunction storage box on request.

M



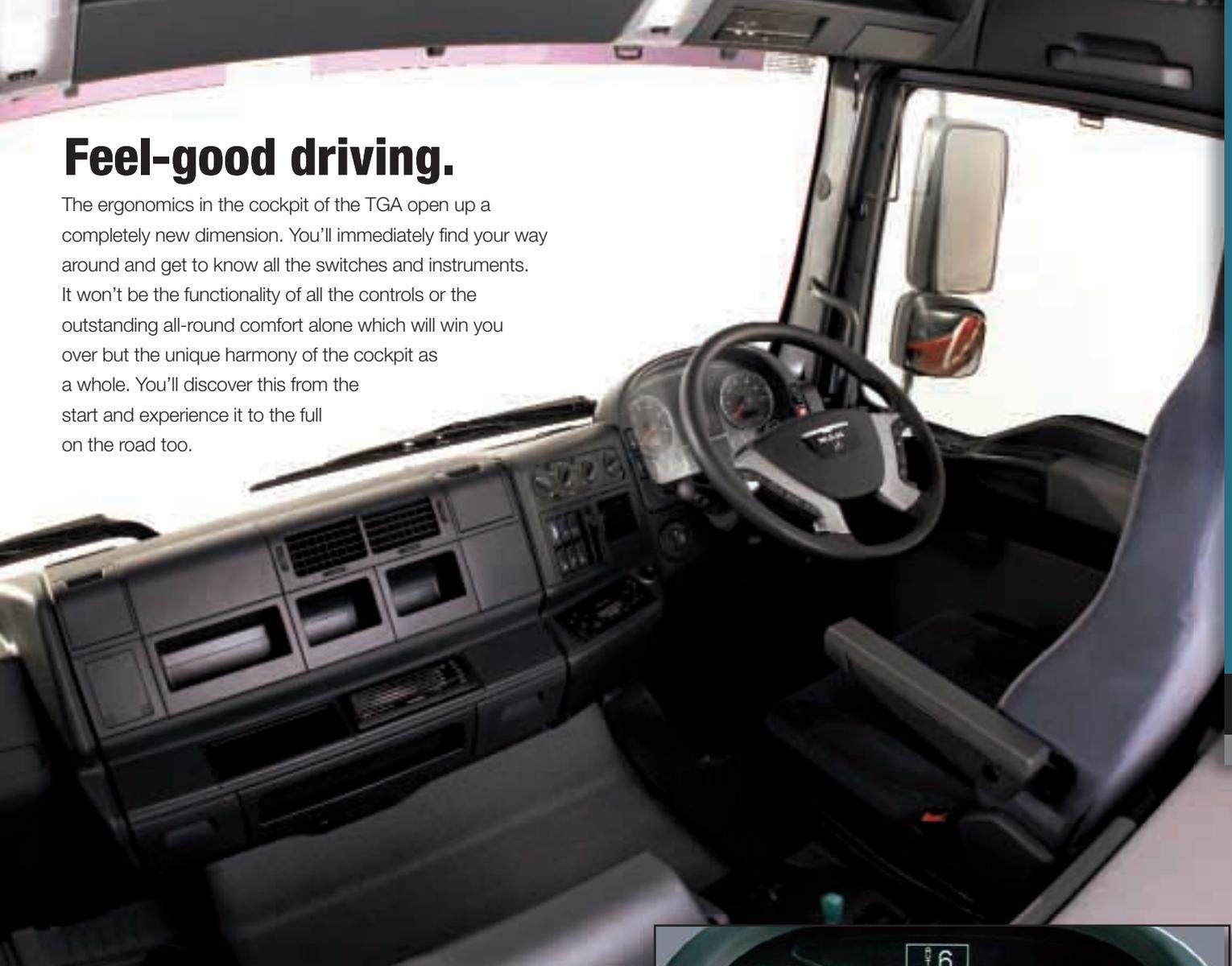
M - distribution.

The M cab sets the standard in short-haul and distribution transport, in the construction industry and the public-utility sector. Drivers and co-drivers will particularly appreciate the convenient entry height.

1,880 mm long, 2,240 mm wide

Feel-good driving.

The ergonomics in the cockpit of the TGA open up a completely new dimension. You'll immediately find your way around and get to know all the switches and instruments. It won't be the functionality of all the controls or the outstanding all-round comfort alone which will win you over but the unique harmony of the cockpit as a whole. You'll discover this from the start and experience it to the full on the road too.



The best is yet to come.

Broaden your horizons.

Get to know one of the most fascinating places around – the TGA cockpit. Overwhelmingly spacious with a uniquely roomy feeling, model ergonomics and superb comfort. The dazzle-free displays are easy to read; the controls logically arranged and within easy reach. The gearshift, hand brake and pedals are ideally positioned. The height and inclination of the steering wheel can be infinitely variably adjusted with a foot button. It can also be folded up with a flick of the wrist to make boarding, alighting and crossing over even more convenient. Everything in the cab shows you how much thought has been given to each individual detail. The numerous practical storage spaces and compartments through to the combination box with a space for a mobile, the sunblinds on the windscreen and side windows, the multifunction module on the driver's door – all this creates an atmosphere of intelligent functionality.

All information at a glance.

As you can see, it looks good: the central instrument with exclusive chrome rings and the combined display available as the basic version "Baseline" and, in conjunction with the multifunction steering wheel, as the "Highline" version with a larger display area and extended functions. "Baseline" gives the driver all the latest important information at a glance. Information is presented in LCD displays with easy-to-understand symbols or text messages. You'll be even more in the picture with the "Highline" instrument. The optional axle load display is a particularly useful feature for transporting high payloads. It means that you can make use of the complete payload capacity without any risk of overloading. In addition "Highline" integrates information and communication components such as the radio.

Just wait until you drive it.

Multifunction steering.

You'll love it – the TGA's multifunction steering wheel. Call up vehicle information or set the radio without taking your hands off the wheel. A tap from the driver's thumb is enough and there's a response in the Baseline display. With your right hand you can use cruise control functions, road speed limiter and road speed regulator. With the left hand, radio, and vehicle menu. MAN safety and comfort at your fingertips while you're in motion.



Multifunction steering wheel (special equipment in the M cab).



Storage system with mobile compartment and removeable waste bin.



Sunblinds on the windscreen and side windows.

Your advantages

- Ergonomic controls for more reliable understanding and operation.
- Multifunction steering wheel infinitely variable with a foot knob.
- Multifunction steering wheel can be folded forward for convenient boarding/alighting.
- Sunblinds for windcreens and side windows.
- Driver's display for monitoring the system and servicing.
- High degree of information with automatic system to keep checks on the entire vehicle.
- Maximum operational reliability due to early information.
- Round instruments in chrome (standard) and dashboard with burr-walnut trims (optional) creating a fascinating ambience.

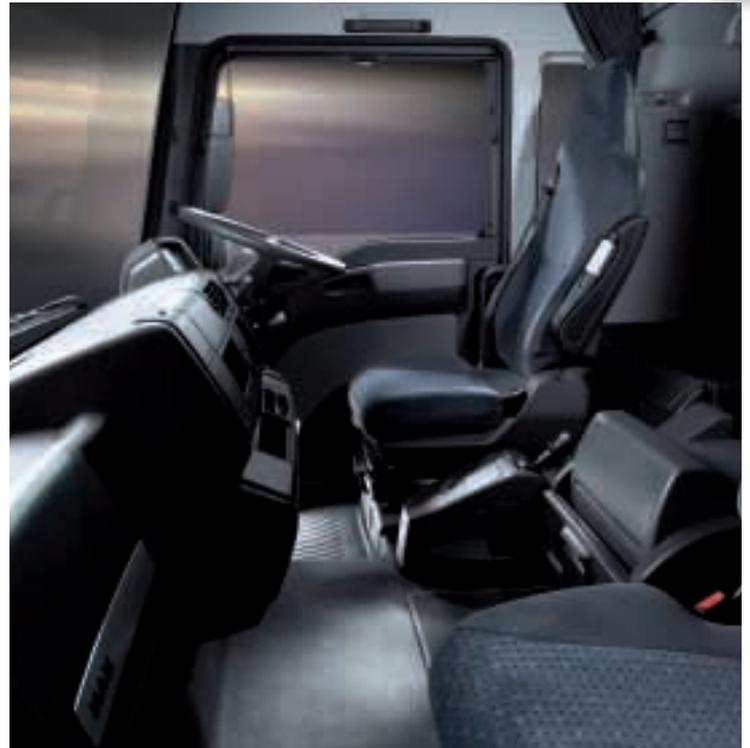
A seat in the front row.

In the TGA everyone sits to perfection.

Even the comfort seat meets high demands. Versatile features such as a pneumatic height adjustment and rapid lowering system and a vertical damper setting mean that the driver can adjust his sitting position to meet his own individual requirements. The adjustments of the co-driver's seat even extend to a resting position – ideal for short breaks en route. And drivers who like it really warm and cosy can treat themselves to a seat heater, a pneumatic lumbar support, side shaping and shoulder adjustment, hydraulically damped horizontal suspension and an adjustable seat upholstery depth. But the air-conditioned seat is the ultimate in comfort. It has a flow of air at a pleasant temperature in the seat cushion and backrest to create a warm and comfortable atmosphere. In warm weather the flow of air is not heated. All air-sprung seat variants have multifunctional backrests with an integrated headrest and a three-point belt system with belt tensioner. Handling of the seats is ingeniously simple too with controls arranged so that there can be no mistakes. You'll not waste any time looking for them – they're ready at hand.

Room to move.

A major characteristic of TGA cabs with their perfected use of space is the optimal freedom of movement. The low engine tunnel has created a fascinating feeling of space with practical advantages – you can cross over from one side to the other with ease and you can also get straight through to the sleeping compartment.



Your advantages

- Anatomic, air-sprung seats for top sitting comfort.
- Air-conditioned seat for maximum comfort in every weather.
- Numerous adjustment possibilities for individual ergonomics.
- Leather covers optional.
- Co-driver's seat with resting position.
- Multifunction backrest with integrated headrest, three-point belt.
- Extremely convenient controls on all seats.
- Free cross-over.

The road lies before you.

And in the TGA there's a comfortable bed to lie in too. The TGA provides excellent driving comfort to make your long hauls just that bit shorter. It has everything to keep your life on the road agreeable. The long-haul cabs will delight you with their superior size and spaciousness, fascinating atmosphere and the great attention to detail. The large beds also ensure deluxe comfort for a good night's sleep at the end of a long day.



Single bed option.

Wide awake on the road.

A time for dreaming.

The beds with a wooden frame and 5-zone cold-foam mattresses are just as comfortable as at home. You'll sleep just as soundly on long trips too since the beds were developed in collaboration with a Munich institute for ergonomics and have been awarded a quality certificate for "ergonomic sleeping comfort" by the Bavarian trade supervisory board. The washable, highly elastic fabric covers on the replaceable mattress are made of breathable materials and are very hygienic. In surface area, the beds are simply unbeatable. All told, we offer you comfort that other drivers can just dream of. So sleep well so that you're wide awake when you set off tomorrow.

Comfort to live in.

As an alternative to the upper bed a multifunction storage box can be fitted. Pulled out it can be used as a temporary bunk for short rests while the vehicle is not in use and two drivers are on board. Half-way out it can be used for storing bedding, clothes and bags up to a capacity of about 200 L. Folded away, it offers the maximum space above the driver's bed. It's a further highlight of living comfort in the TGA's space wonderland.



Double bed option.



Multifunction storage and temporary bunk.

And sound asleep in your bed.

Your advantages

- Excellent sleeping comfort with large beds with wooden frames and 5-zone cold-foam mattresses.
- Two folding beds in the XLX and LX cab (optional), one fold-up bed in both the XL and L cab, optional bunk system in the M cab.
- All-round and cross curtain to screen off and darken the sleeping compartment.
- Intelligent storage concepts with lots of room.
- Large luggage compartment accessible from inside and out.
- DIN inserts for the retrofitting of electronic equipment.
- Pull-out insulated box with folding table as special equipment.
- Folding multifunctional storage system, optional.

Shipshape.

On board the TGA there are numerous practical storage spaces and compartments for all the odds and ends you need for life on the road.

The modular storage system above the windscreen is particularly clever. In the storage compartment above the driver there are two DIN inserts for the easy retrofitting of different electronic equipment. How about an insulated box that doesn't take up too much room? In the TGA that's easy – you can just pull the box out from under your bed. It is also equipped with an optional folding table which is ideal as a bedside table too. Your personal luggage can be stowed away in the large illuminated luggage compartment accessible from inside and out. Another storage box, accessible only from outside, can be used for workwear or other equipment.

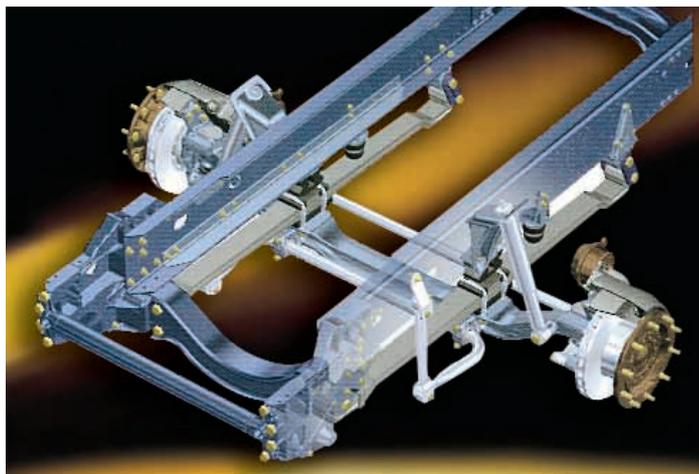


Which chassis would you like?

Moving mountains with the TGA.

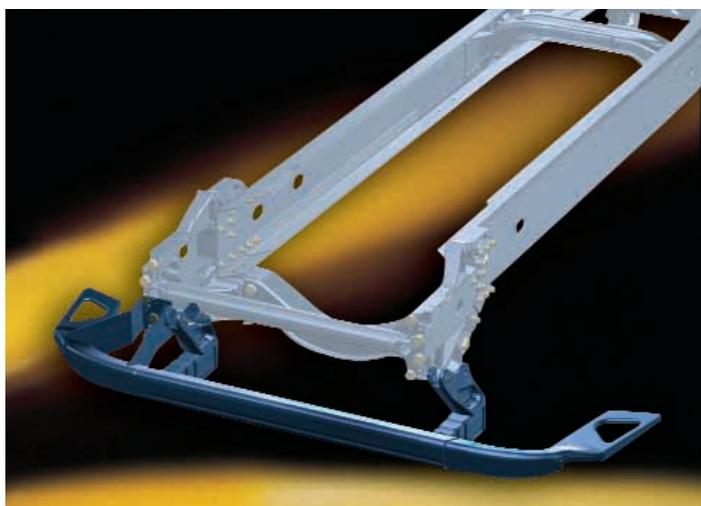
For long-haul or distribution transport, in the bulk haul or in the construction industry, high-cube transport assignments or special transport tasks – whatever your job the TGA has the right solution. A major factor here is its frame construction – with tubular cross members for maximum rigidity and the completely level upper edge of the frame to ensure that all types of bodies can be mounted quickly and cost-effectively. But why not see for yourself just how versatile TGA chassis are?

The TGA has the widest choice.



The programme

- TGA 6x4 – equipped with a weight optimised tandem axle and parabolic, trapezoidal or air suspension.
- The all-wheel-drive versions of the TGA: 6x6 and 8x8 with MAN transfer case for permanent or engageable all-wheel drive, two-speed with on-and off-road reduction.



Frame front end and front guard (FUPS).



Tandem axle.

Safe delivery is the goal...

Unique – the air-sprung front axle.

A design displaying top technical expertise. On the one hand the air-sprung axle reacts like a torsion bar – the axles are thus located and stabilised without any additional stabilisers and control arms. On the other hand the air springs and shock absorbers form a unit, the air spring – damper system (LDS).

This results in outstanding ride stability and safety – even with a high body centre of gravity – at the same time as first-rate suspension comfort.

Strong – the drive axle.

Whether you opt for the hypoid or the planetary axle, with the TGA you'll have made a good choice. The advantageous features of the hypoid axle are its weight, high load capacity, wide performance range and long intervals between oil changes of 500,000 km owing to the integrated oil filter. The planetary axle with drum brakes is a good alternative for particularly heavy service. Its characteristics are a high ground clearance, high tractive force on the wheels and great stability and durability.

...a goal you can count on reaching.

MAN's speciality – the hub unit.

All the hypoid and non-driven axles are fitted with disc brakes, a lubrication system for their entire service life and a hub unit for simple and rapid disc changes. This saves not only downtime but also cuts workshop costs.

On the safe side – MAN BrakeMatic.

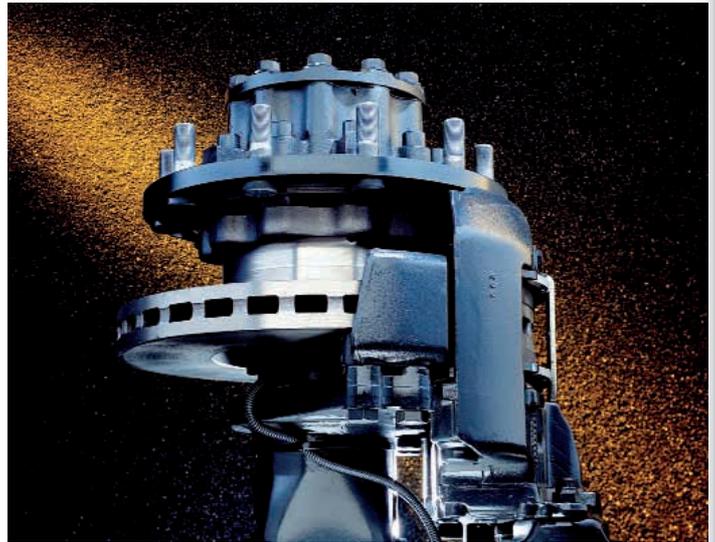
The TGA can be braked just as smoothly as it can be driven. This is achieved with the MAN BrakeMatic with the EBS electronic brake system and integrated ABS. The advantages: short braking distances and rapid response and release times. At the same time the brake pad wear equalisation system means that the pads have a long useful life. A highlight in itself is the continuous-brake management with a sustained-action brake and constant braking system designed to act in the course of the brake pedal travel. The graded response of the sustained-action braking system makes it possible to meter its application on the road. In this way the braking can be initiated smoothly without any jolting.

In good control – ECAS air suspension.

The ECAS electronic control guarantees a uniform ride height, irrespective of the load. Its big advantage is brought into play in the rapid mounting of swap platforms. The chassis can be lowered up to 90 mm and raised by up to 190 mm from the driving level. Here the ECAS control system makes it possible to adjust the frame height precisely. It is equipped with a memory function from which the two heights can be accessed and it can be very easily operated at the tap of the finger. Building-site air suspension on the rear axle is a MAN speciality available for construction vehicles with medium-high-build and all-wheel drive. This system is ideal for the tough going on building sites (overload reserve) and on difficult terrain.

Maintenance-free – MAN leaf suspension.

Good roll stability and tracking combined with top self-steering properties are the main qualities of the robust and low-weight leaf suspension – realised with parabolic suspension and specially matched shock absorbers and stabilisers. The springs, kingpin bearings and rubber eye bearings are maintenance-free. MAN supplies tandem axle units with parabolic springs for high suspension and ride comfort and trapezoidal suspension for maximum load capacity.



Power and dynamics coupled with efficiency.

The engines – sheer dynamics.

You notice it when you start. You feel it on the freeway and in the hills. You enjoy every kilometre of it: the unique dynamics of the new D20, D26 and proven D28 Common Rail engines fill you with the thrill of movement. Each engine series set standards with their superb torques, long service lives and top efficiency.

All systems go.

MAN's D20 and D26 Common Rail engines are regarded as the most modern in World. They ensure more flexibility for less consumption, more power for less noise, a longer life and easier maintenance than ever before – and all that despite being 100 kg lighter and consuming up to 5 % less diesel than their predecessors. Their cultured running and performance at ratings from 228 kW (310 hp) to 352 kW (480 hp) will thrill you. D20 and D26 engines, which are fitted with the maintenance- and clog-free particulate filter MAN PM-KAT®, already fulfil the pollutant limits to

Euro 4 – and this with the same low fuel consumption as before. With the system consisting of exhaust gas recirculation (EGR) and MAN PM-KAT® MAN offers a futuristic exhaust-gas technology – and currently exploring ways of using this unique technology for Euro 5 too.

This array of power is backed up by the D28 engines. Rated at a powerful 352 kW (480 hp) and 390 kW (530 hp), these high displacement in-line sixes will excite you with their unbelievable power development

Pressure controlled – EVBec engine brake.

At each speed it regulates exactly at the temperature limit range and thus makes use of the full power potential without risk of overloading. This results in increased braking power at curves and considerably higher continuous brake performance. It also brings service advantages from its diagnostics possibilities beside a longer service life.



Engines

Euro 3		Displacement	Torque	Rating
6-cylinder	D2066 CR*	10,518 cm ³	1,550 Nm at 1,000-1,400 rpm	228 kW (310hp)
	D2066 CR	10,518 cm ³	1,750 Nm at 1,000-1,400 rpm	257 kW (350hp)
	D2066 CR	10,518 cm ³	1,900 Nm at 1,000-1,400 rpm	286 kW (390hp)
	D2066 CR	10,518 cm ³	2,100 Nm at 1,000-1,400 rpm	361 kW (430hp)
6-cylinder	D2876 CR	12,816 cm ³	2,300 Nm at 1,000-1,300 rpm	352 kW (480hp)
	D2876 CR	12,816 cm ³	2,400 Nm at 1,000-1,300 rpm	390 kW (530hp)
Euro 4		Displacement	Torque	Rating
6-cylinder	D2066 CR	10,518 cm ³	1,600 Nm at 1,000-1,400 rpm	235 kW (320hp)
	D2066 CR	10,518 cm ³	1,800 Nm at 1,000-1,400 rpm	265 kW (360hp)
	D2066 CR	10,518 cm ³	1,900 Nm at 1,000-1,400 rpm	294 kW (400hp)
	D2066 CR	10,518 cm ³	2,100 Nm at 1,000-1,400 rpm	324 kW (440hp)
6-cylinder	D2676 CR	12,419 cm ³	2,300 Nm at 1,050-1,400 rpm	352 kW (480hp)

*CR = Common Rail.

The TGA - born to move.

Absolutely Trucknology® – MAN TipMatic.

The fully automated 12-speed MAN TipMatic gearbox is the ultimate in shifting comfort. It can be operated both fully automatically and also manually via a stalk switch on the steering column. All declutching and shifting is electronically controlled and carried out pneumatically – the clutch pedal has been dispensed with. MAN TipMatic can certainly hold its own economically with its low weight and reduced fuel consumption. At the same time it makes the driver's work easier and thus increases road safety generally.



Rotary switch of MAN TipMatic.

All geared up – MAN ComfortShift.

The optional 16-speed gearbox with the ServoShift system is definitely a good choice for low shifting forces and short lever travel.

It is fitted with hydrostatic gearshifting (HGS) and designed as a single-H shift pattern. The 16 speeds can be conveniently shifted via a splitter unit and a range-change group. The highlight of the system is that you just press the button on the gearshift knob and the shifting procedure is carried out without activation of the clutch pedal and without releasing the accelerator.



Steering Column Stalk. (MAN TipMatic)



MAN ComfortShift.

Your advantages

- New D20 and D26 engines with second-generation common rail injection.
- 4-valve technology.
- Optional EVBec pressure-controlled engine brake with increased braking performance.
- Long battery service life owing to alternator with dynamic charging characteristics.
- MAN TipMatic for the ultimate operating comfort and increased economy.
- Longer clutch service lives.
- External, cooled exhaust gas recirculation (EGR).



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