



# The TGA LowEntry.

A vehicle for public utilities.



# Just one small step for the driver. A giant leap for ergonomics and economy.

## The TGA LowEntry – it's all in the name.

The more often the driver and crew have to get in and out of the cab each day the more they'll appreciate the TGA LowEntry. We've developed a vehicle that makes things a lot more convenient for all users. The first step is now just 345 mm from the ground and from here it's just a short stride into the cab. The pneumatically activated single-wing inward-swinging door on the passenger side opens over a width of 750 mm into a space with that bit extra class.



With the completely level floor it's so easy to cross over from one side to the other. The generous interior standing height and the numerous stowage compartments above the windscreen and on the rear wall are very convenient too. Beside the driver there is ample space for three loaders to sit comfortably on the

co-drivers' bench. The nearside co-driver's seat is folding so that it's not an obstacle to boarding and alighting. As you can see, the TGA LowEntry isn't just for collecting refuse; it also sweeps the board in comfort and efficiency.

# Professional standard.



## Dumping poor compromises.

The TGA LowEntry is a vehicle ideally suited to the increased demands of the waste disposal industry. Its design with the low entry, level floor and easy crossover makes the manoeuvrable

3-axle vehicle with a permissible gross weight of 28 tonnes into something really special.



## Optimal handling, maximum manoeuvrability.

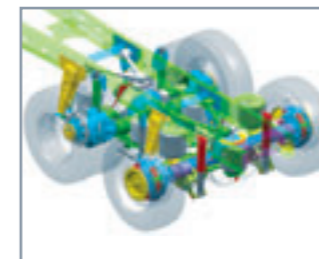
With standard full air suspension the TGA LowEntry has a lot of advantages. The electronic control system ECAS ensures a uniform driving level irrespective of the load and increases driving comfort. The integrated lifting and lowering device makes it possible to lift and lower the chassis by up to 190 mm and thus to precisely adjust the chute height. The TGA LowEntry can offer even more since a steered trailing axle is included in the standard equipment too. It offers a synthesis of a good maximum load capacity and superb manoeuvrability. Over and above this it improves vehicle handling, reduces the wear of the tyres and eases the impact on the road. The combination of the steered 9-tonne trailing axle and the rear axle load matched to it ensures an optimal distribution of the overall load on all 3 axles in every load condition.



Frame front section



Rear axle with hydraulically steered 9-tonne trailing axle



Dirt deflectors help to keep the cab sides clean

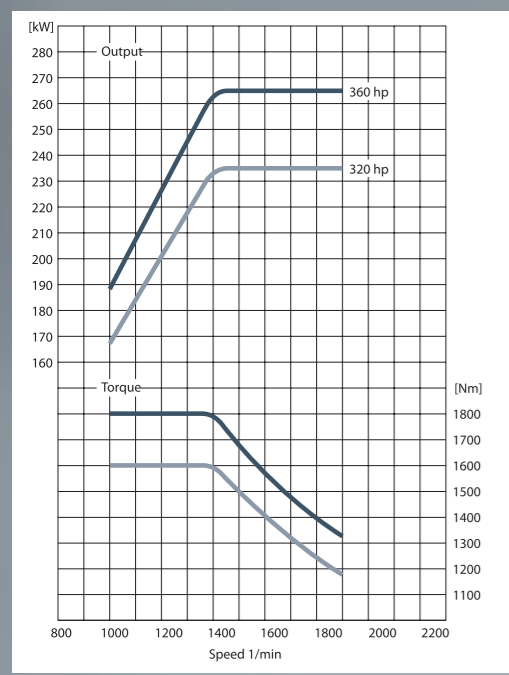


### Your advantages:

- Comfortable and safe boarding/alighting for greater efficiency
- Extremely low, wide entry, first step 345 mm high
- Cab height above the road 700 mm
- Entry width of 750 mm on the co-driver's side
- Level interior floor throughout with wide and unimpeded crossover area
- Generous interior standing height
- Numerous stowage compartments and shelves
- Powerful, environmentally friendly common-rail engines for stop-and-go operation
- MAN TipMatic gearbox for easier operation and low consumption
- Hydraulically steered 9-tonne trailing axle
- Full air suspension
- Integrated priority lights
- Dirt deflectors for cleaner cab sides
- Ease of operation at the highest level of TGA technology

# Engine of progress.

Engine	Bore	Stroke	Displacement
D2066	120 mm	155 mm	10 518 cm <sup>3</sup>



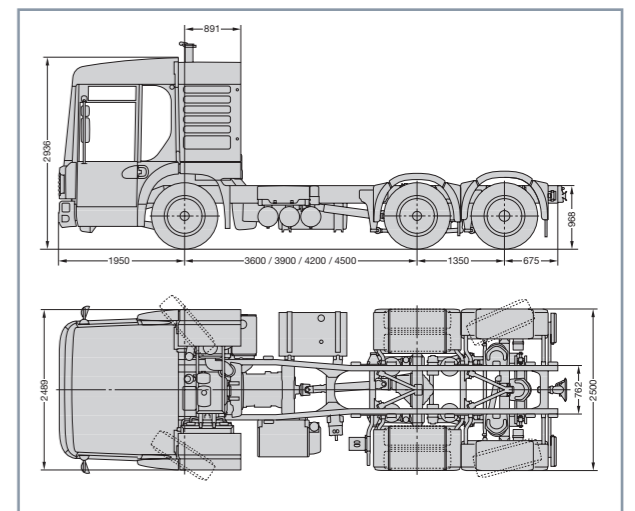
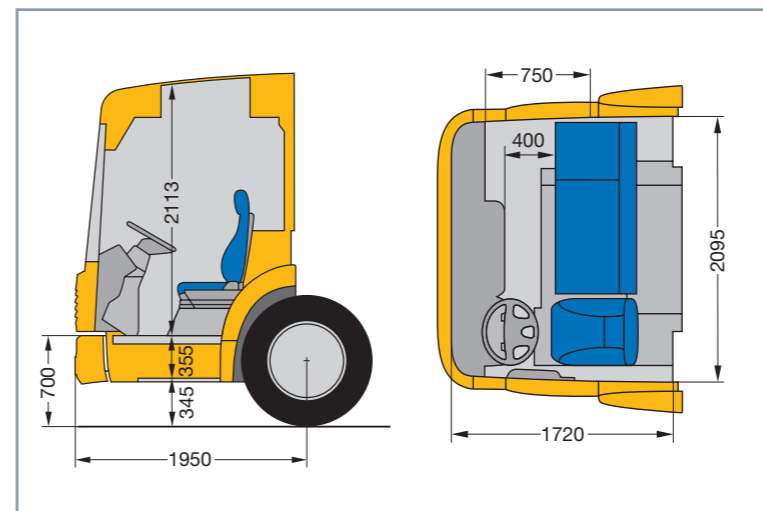
## Poised performance.

The propulsion comes from powerful engines. Customers can choose between two high-torque D20 common-rail engines with 235 kW (320 hp) and 265 kW (360 hp). These are just predestined for the constant stop-and-go operation of refuse trucks, reaching their high maximum torques of 1,550 and 1,750 Nm respectively at only 1,000 rpm and retaining them over a wide speed range. The result is superb power development coupled with enormous pulling power in any situation. Driving is possible without much gearshifting. The engines transfer their power to the automated 12-speed MAN TipMatic gearbox. The advantages of this innovative drive solution are considerably reduced fuel consumption and less wear. Classic ZF automatic gearboxes with converter are available as an option.



## Cleaner solution for Euro 4.

The innovative system including cooled exhaust-gas recirculation EGR combined with the MAN PM-KAT<sup>®</sup> is a unique solution with winning technical and economic advantages. It does not require any extra additives, is absolutely maintenance free, weight neutral and its purchase and operation is cost effective. Beside this the MAN system does not require any additional space on the chassis – a true advantage especially for vehicles for public-utility assignments.



**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**

