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A member of the MAN Group



# MAN TGX.

The benchmark in long-haul transport.




## Reliability en route. The 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 profile and character to add a distinctive bonus to driving and living - and that's 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 their own style. And with exceptional productivity to delight operators. All of this makes the MAN TGX a truck that appeals to all your senses. Above all to your sense for good business.




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

A large MAN TGX truck is driving across a steel arch bridge. The truck is grey with a blue tarp covering the cargo area. The license plate reads 'M AN 400'. The sky is blue with some clouds. The bridge has a complex steel truss structure. In the background, other vehicles are visible on the bridge.

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

The route is Paris - Rome, the distance 1 413 kilometres and the driving time 20 1/2 hours. Delivery time is 16:45 h. 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 that simply moves more. With MAN TGX you'll achieve every target – especially the profit you target.



**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 they enjoy working at the wheel of their truck, the operator if their transport

assignments can be carried out more efficiently and economically and the final customer if 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 listened attentively to just what truckers say and our findings went into the development of the new Trucknology® range MAN TGX. The result is a truck predestined for the world's highways. A truck for entrepreneurs with a vision, and for drivers with a passion. A vehicle that puts reliability in a whole new perspective.

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

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

# The most attractive homes are not along the road but on it.

A driver who is used to long-distance routes feels at home in a MAN cab. Here they find ample space, exclusive comfort, perfect ergonomics and numerous intelligent solutions that 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.



## **XL cab.**

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

## **XXL cab.**

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

Unhindered cross-over, practically level cab floor.



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

## A fascinating place: the TGX driver's cockpit.

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

nise that here everything is in the right place. Displays are clearly arranged, controls logically laid out and easy to reach. Height and inclination of the steering wheel can be adjusted and the steering wheel itself folded up. From the 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's the principle behind the central instrument panel. Analogue and digital displays behind antidazzle real glass show drivers the information they need to know. The focus is the LCD display. User-friendly menu guidance allows fast and simple retrieval of a vehicle's operating data and a variety of service information. The optional axle load display, for instance, lets the driver make use of the full payload without overloading. Beside this, components such as phone and radio are integrated in information management.



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

**Everything under control at the helm.**

Almost as if you had four hands - with the button in the multi-functional 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.

**Sounds good too.**

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



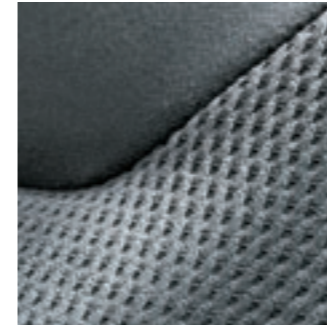
Ergonomically designed door control module for mirrors and windows.



TopLine radio with integrated navigation system and colour display.







High-grade velour seat covers.



Air-conditioned seat.

**A trucker needs a strong back.**

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

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

**A good working climate, in a literal sense.**

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

Lockable deposit with ashtray.




Glasses compartment.



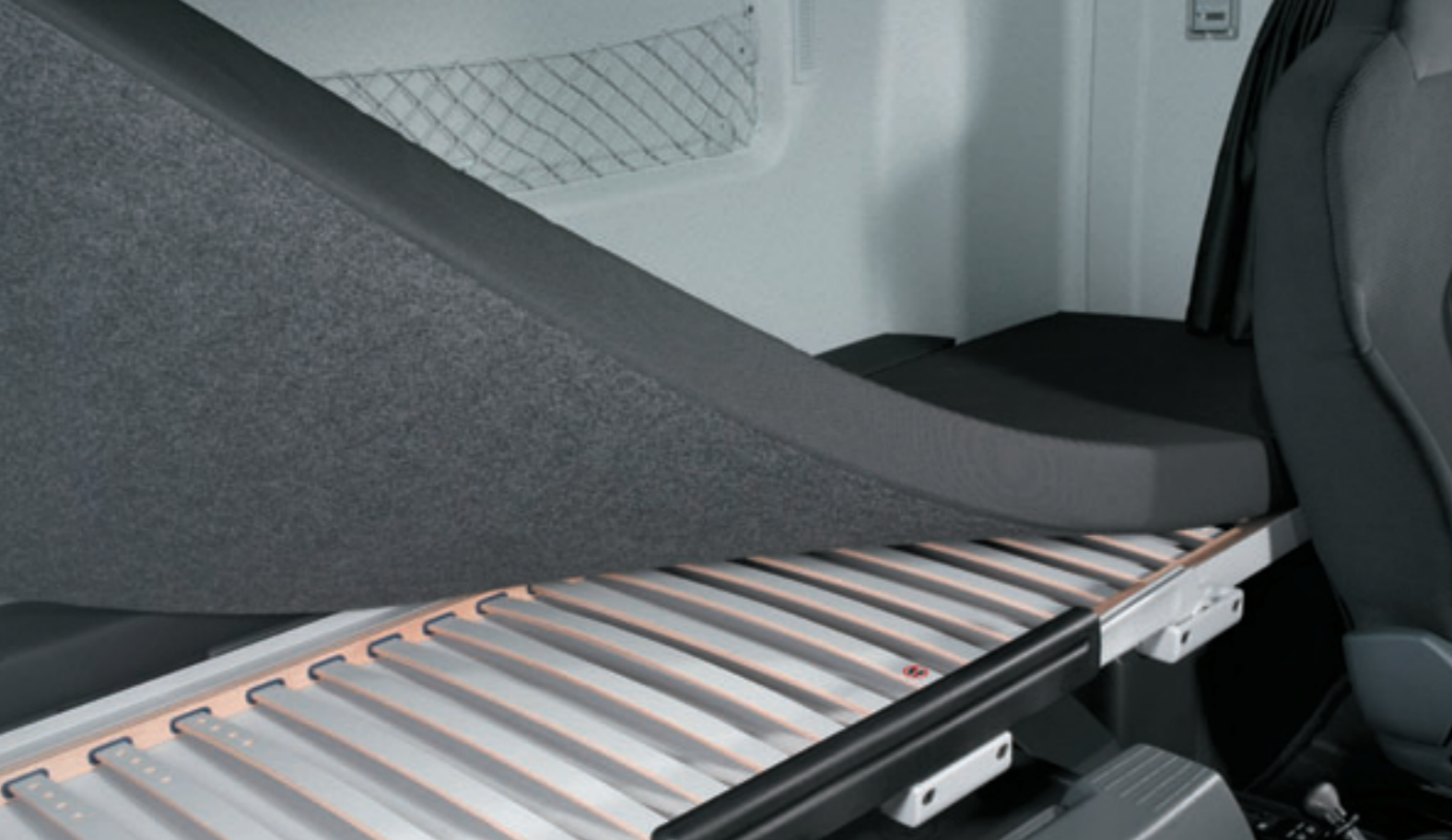
Controls for the air-conditioner, heater and ventilation. Switch field with function displays.



The image shows the interior of a truck cab. In the foreground, there is a black upholstered seat with a seatbelt. Behind the seat is a bunk bed with a black mattress and a grey pillow. A black blanket is folded on the bunk. To the left, there is a window with a white mesh screen. The walls are light-colored with some controls and vents. The overall atmosphere is clean and functional.

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

The MAN TGX makes your life on long-distance routes just as comfortable as possible. Fitted out for long hauls, it gives you the ultimate in room comfort down to the last detail, and ergonomics that leave nothing to be desired. You can bet on having a good night's sleep in the bunks. Regardless of how far you still have to go, with the MAN TGX you'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-quality bunks with a slatted frame, five hardness zones and cold foam mattress, optionally with seven hardness zones, are the promise of sleeping comfort that truckers dream of. The elastic fabric covers of the replaceable mattresses can be washed and are made of breathable, hygienic materials. The bunks are also amply dimensioned, the bottom bunk with an area of 1.71 sqm and 80 cm wide, the top bunk offering 1.5 sqm. Space to feel at home.

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

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

Multifunctional stowage unit.



Folding compartment in the door armrest.



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



Large stowage compartment, accessible from inside and outside.



Refrigerated box.

**Stowage compartments? All part of our job.**

Making it easy to keep things in order. That's the idea of the stowage and binning 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 middle console provides a host of stowage possibilities, such as a glasses compartment, pencil and beaker holder and generous drawers.

For personal items there's a large, illuminated stowage compartment, accessible from outside and the inside. A further stowage box only accessible from outside can be used for working clothing or diverse pieces of equipment. How about a pull-out insulating or refrigerator box for food and bottles? In the MAN TGX the box can be quite simply pulled out from under the bunk. If wished it comes with a practical folding table, which is also ideal as a bedside table.



# 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 especially long-lived H7 lamps or Xenon light as special equipment produce optimally wide illumination of the lane. A new feature in a truck is the optional static turning-off light, which automatically comes on when the flasher is activated at a speed of up to 30 km/h. For even more safety there's 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.

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



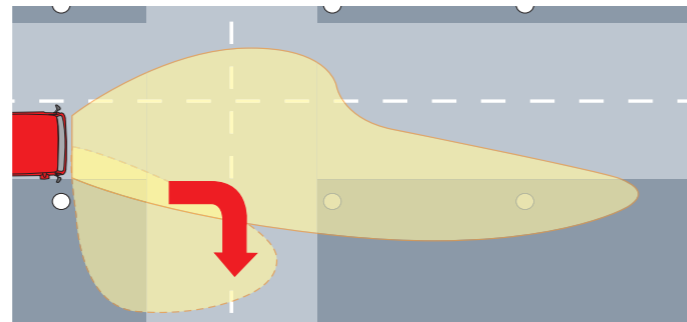
LED parking light.



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



Innovative turning-off light.

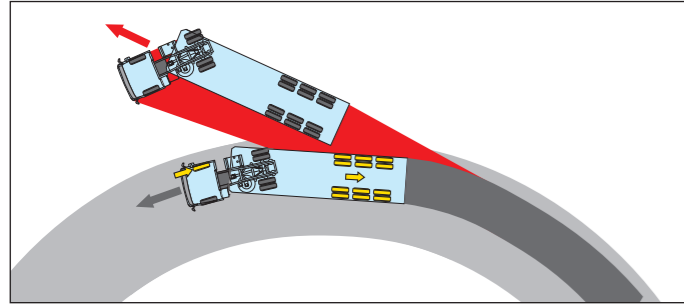


## Brake management by MAN BrakeMatic.

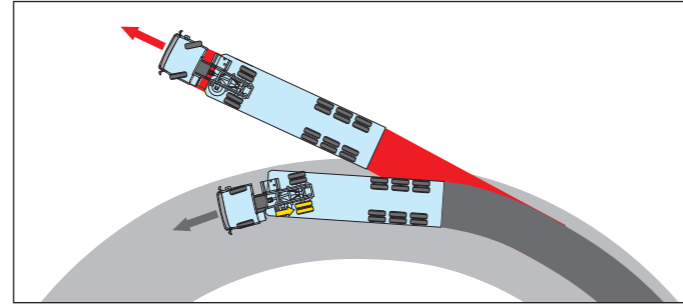
To guard against unpleasant surprises MAN BrakeMatic with the EBS electronic braking system, including ABS and ASR, provides for shorter braking distances. Coupling force control ensures perfect interaction between the trailer brake and that of the tractor. The advantages are shorter stopping distances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

## Sustained-action brake as option.

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



Compensatory braking if a tractor is oversteered.



Compensatory braking if a tractor is understeered.

### Electronic stability program ESP.

The standard ESP\* in TGX semitrailer tractors is a sure help in unexpected situations. For example, when suddenly avoiding obstacles, when rapidly cornering or if there are changes in the road surface. ESP sensors constantly monitor the driving dynamics. If there's a risk of skidding or overturning individual

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

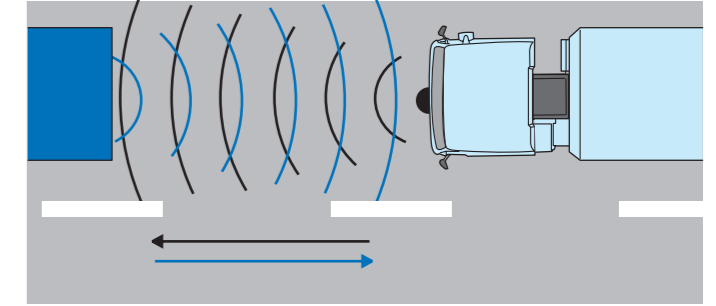
\* Fitted with MAN TipMatic® and Intarder.

### Lane guard system LGS.

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

### Active roll stabilisation CDC.

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



### Adaptive cruise control ACC.

Automatic 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 them to be more relaxed by integrating the vehicle harmoniously in the traffic. ACC minimises the risk of a rear-end collision.

### 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's initiated and immediately develops the largest possible brake pressure.

### Tyre pressure monitoring system TPM.

This system ensures that you're always driving safely on tyres of the right pressure. If pressure drops below what's minimally permissible, you're warned of this by a message on the display. Tyre pressure is easily checked from the driver's seat. Optimal tyre pressure minimizes rolling resistance, reduces fuel consumption and increases the kilometrage per tyre. The TPM available for 4x2 semitrailer tractors consequently improves both safety and economy.



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

From Madrid to Paris, from Berlin to Lisbon or from Vienna to Rome: en route with the MAN TGX is a new experience. You have a different perception of distance. With its impressive power development and superb running the TGX makes

international long-haul distances seem far shorter. And all of this with a reliability you can count on, kilometre for kilometre. Experience the power of the new dynamics.





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're a motor of progress. The modern common-rail diesels in Euro 4 and Euro 5 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.

The new top-performer is the V8 from the D28 series, one of the most fascinating engines in the truck world. At low rpm already it develops its excellent potential of 3 000 Nm for 4x2 and 6x4 vehicles and 2 700 Nm for 8x4/4 tractors in heavy transport. With its impressive 500 kW (680 hp) this V8 is the most powerful engine in Europe in a series-manufactured truck.

**Your personal gearshift selection.**

For the MAN TGX you have a choice of first-class gearbox alternatives. There's a manual gearbox with 16 speeds and servo shift for low gear change force and short stick travel as overdrive and direct drive gearbox. For road vehicles there's 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.

**Twice the best - MAN TipMatic® Profi and MAN TipMatic® Fleet.**

As far as comfort and economy is concerned you can shift up a gear. The automated 12-speed MAN TipMatic® Profi gearbox can be operated by the driver fully automatically or manually by a lever on the steering wheel. For high dynamic performance there's a kick-down function. To eliminate any possibility of mistakes when shifting gear, the MAN TipMatic® Fleet only offers an automatic mode. Manual intervention is possible only when the vehicle is moving off and in overrun conditions. The MAN TipMatic® gearboxes in direct drive and overdrive versions are supremely economical, reducing fuel consumption and sparing the driveline.



D28 Euro 5 with EGR.

# At MAN you're free to choose. 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 according to your requirements for additive-free EGR engines in Euro 4 and Euro 5 versions or for SCR technology.

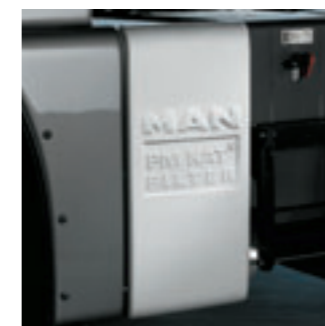
#### **Clean without additives – EGR engines.**

To satisfy Euro 4 and Euro 5 limit values, MAN has developed innovative exhaust systems that combine technical sophistication with economical benefits for the user. For Euro 4 there's common-rail injection with cooled exhaust recirculation and PM-KAT® filter. Euro 5 standard is achieved by a high-tech solution with oxidation catalytic converter and dual-stage supercharging with intercooling. Neither technology requires AdBlue®. There are no costs for maintenance or the additive. You waste no 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, operation and maintenance are reasonable.

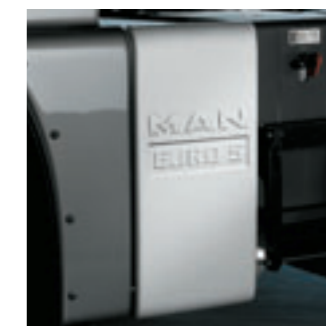
#### **Better than Euro 5 requires – SCR engines.**

The SCR technology MAN AdBlue® securely maintains Euro 5 limit values even at the highest engine rating. To reduce nitrogen oxides downstream of the engine to the stipulated limits this technology requires the reducing agent AdBlue®, a non-toxic and odourless urea solution. With the MAN AdBlue® solution the dimensions of the exhaust silencer remain unchanged so that no extra space is necessary.

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



Silencer with MAN PM-KAT® for Euro 4.



Silencer with SCR catalyst for Euro 5.



Combination tank for diesel and AdBlue®.



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



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

Compact battery box.



Compressed air tanks situated at the rear.



MAN TGX-EL: the economical semitrailer tractor for long-haul transport.

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

The MAN TGX EcoLion is tailored to maximum economy. This 4x2 semitrailer tractor comes with expanded series equipment including MAN TipMatic® Fleet, ESP and power steering MAN DirectSteering for unparalleled, sportive and direct handling. Exclusive equipment packages are optionally available for maximum efficiency. A Value Package increases resale value, a Safety Package enhances transport safety, and a Trucker Package produces higher driver motivation and performance.

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

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



New single-leaf spring and innovative power steering MAN DirectSteering for TGX-EL.



### **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 bodyworking ease. The completely level frame upper edge means that all type of bodies can be easily and quickly mounted. The close-knit matrix of holes means that later additions and conversions can be made without any further time-consuming boring. The modern paint system with environmentally friendly water-soluble paints guarantees reliable corrosion protection for all frame and chassis parts.

### **Vehicle height times three.**

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

### **Comfort with safety.**

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

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

The alternative to the classic all-wheel drive and only from MAN: HydroDrive®, the engageable hydrostatic front-axle drive for more traction and full driving power for on-road vehicles. It's ideal for assignments with an occasional off-road share and for situations in which additional traction is needed on the front axle. In semitrailer tractors with a 4x2H and 6x2H wheel configuration – H stands for HydroDrive® – vehicle height and fuel consumption remain unaltered. In this way you increase your safety and mobility without forfeiting economy.



MAN HydroDrive® wheel hub motor.

### **A question of suspension.**

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

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

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



## Services to let you move more.

All-round transport solutions are the result of combining the Trucknology® Generation with tailored MAN mobility services. Clever all-round service in one-stop shopping. With MAN service packets especially orientated to branch requirements, the customer, from an owner-driver through to 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 cost of ownership.

The choice is yours: compose your "Carefree Package", because the internationally offered services from MAN Service, MAN Support, MAN Finance and MAN Rental are combined by a building block principle.

You can count on it – Mobility made by MAN:

- **Local**  
Dense service network with over 1 200 outlets throughout Europa
- **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.\*

MAN   Service		
Comfort		Maintenance contract (regular maintenance in accordance with the manufacturer)
ComfortPlus		Maintenance contract with the mandatory inspections
ComfortSuper		Maintenance and repair contract
ComfortEuro		European-wide maintenance and repair contract
RepairCard/ServiceCard		European-wide non-cash payments
Mobile24		European-wide 24-hour service

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

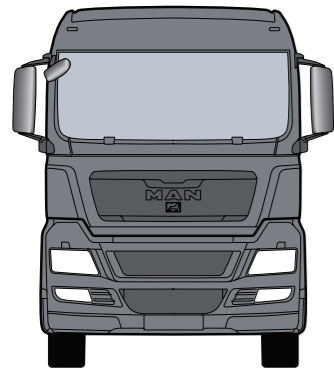
MAN   Finance		
Credit		Financing models
Lease		Leasing models
CombiContract		Combined contract with modules from MAN Service and/or MAN Support

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

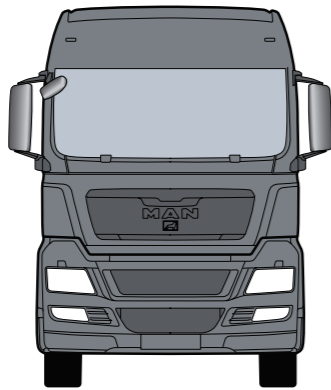
\*Not fully available in all European countries.

# Small overview of big possibilities.

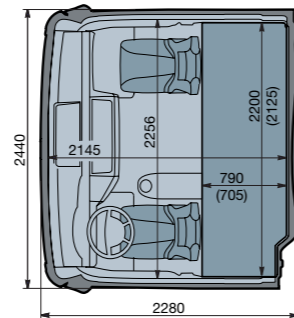
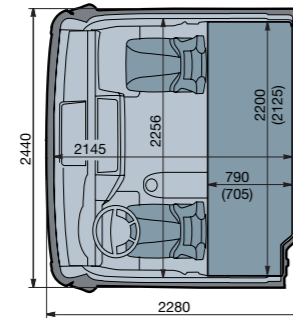
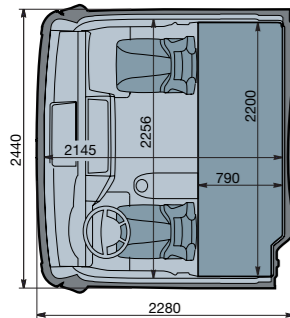
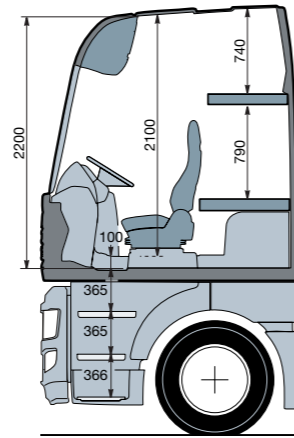
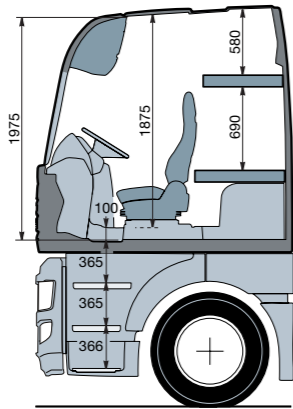
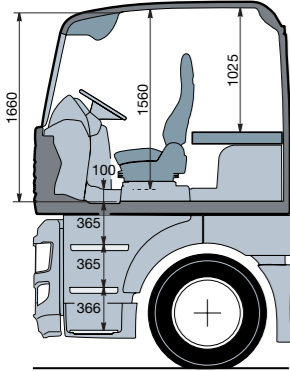
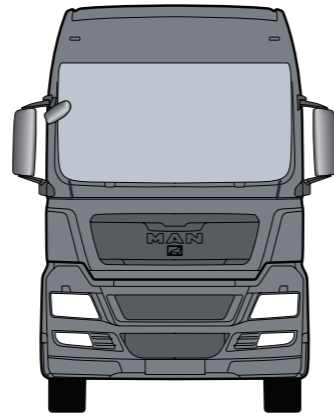
XL cab



XLX cab



XXL cab



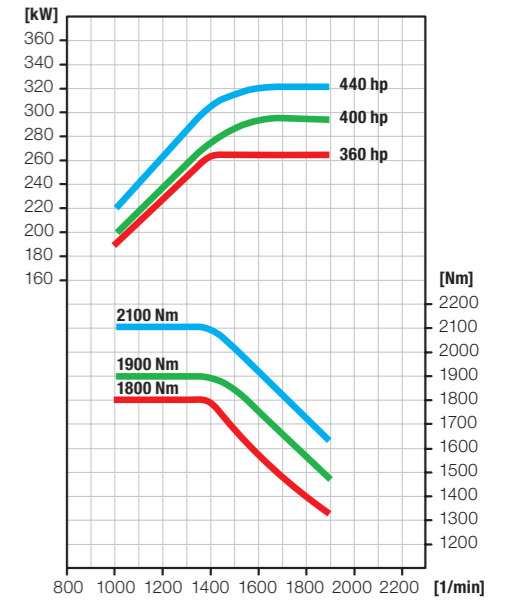
Engine model	D2066	D2676	D2868
Design	R6	R6	V8
Capacity	10,5 l	12,4 l	16,2 l

Euro 4 or Euro 5	Euro 4 or Euro 5		
	Euro 4 EGR	Euro 5 EGR	Euro 5 SCR
<b>D2066</b>			
265 kW (360 hp), 1 800 Nm	x	x	x
294 kW (400 hp), 1 900 Nm	x	x	x
324 kW (440 hp), 2 100 Nm	x		x
<b>D2676</b>			
324 kW (440 hp), 2 100 Nm		x	
353 kW (480 hp), 2 300 Nm	x		x
397 kW (540 hp), 2 500 Nm			x
<b>D2868</b>			
500 kW (680 hp), 2 700 Nm*			x
500 kW (680 hp), 3 000 Nm**			x

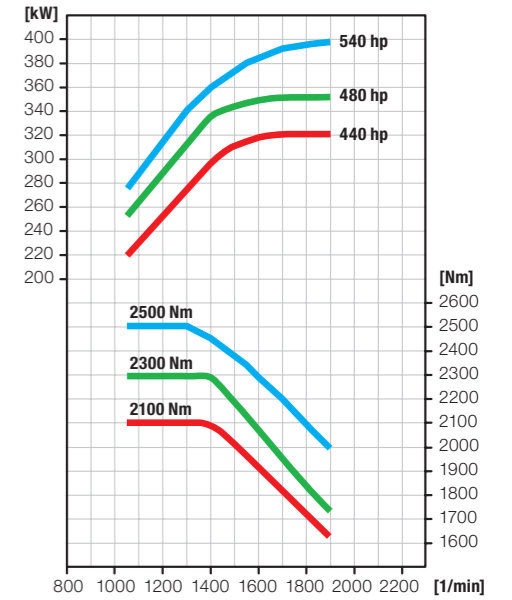
\*For 8x4/4 tractors for heavy haulage.  
\*\*For 4x2 and 6x4 vehicles.



D2066



D2676



D2868

