



**MAN PURE DIESEL®
Euro5 EGR
and EEV.**

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Take a clean lead.

The new MAN TGL and TGM.

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A member of the MAN Group



New good looks. New efficiency.

Innovation means driving progress and generating sustainable added value for customers. Just glance at the Trucknology® TGL and TGM trucks and you'll see innovation; drive them to experience innovation every trip. The striking front in typical MAN style is elegant and its aerodynamic lines cut down on drag to reduce fuel consumption. State-of-the-art common-rail engines mated to new manual gearboxes or the efficient MAN TipMatic® provide

dynamism and agility. The high-tech driveline combines power with economy, so there is added value for the environment as well. MAN PURE DIESEL® – all TGL and TGM engines can be ordered Euro-5 compliant with EGR or to meet the EEV standard for Enhanced Environmentally Friendly Vehicles, the most stringent emissions-control standard enacted to date, with no additive needed.

TGL and TGM are a whole new experience for drivers who want even more comfort and even better ergonomics behind the wheel. The cabs offer high-grade interiors on a par with the TGS series – Truck of the Year 2008. The new seat covers, the multifunctional steering wheel, the Baseline instrument panel, the new bunks in the L and LX cabs – it all contributes to in-cab comfort.

The best idea would be for you to try it out and find out for yourself what MAN progress can do for you. You'll find that the TGL is a truck that stands for professionalism and productivity in the 7.49 to 12 tonnes class. You'll find that the TGM is the star among the 12- to 26-tonners that sets standards for payload and dynamism. Come and have a look at two trucks that open up excellent prospects for you to utilise.



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

Entry to the Trucknology® class: MAN TGL.



The TGL is a lightweight, but it's all truck from cab to axles. As a 7.5- or 8-tonner its low tare weight means more payload and it combines spirited handling with excellent manoeuvrability. Equipped with the spacious C cab, it's the champion in classic freight distribution. Lightness, dynamism, strength – these are the properties to take on the road. Be it in the construction sector, in local-authority services, in trade or in commerce.

With the L or LX cab in the 8-tonne sector, the TGL convincingly demonstrates its fine qualities on longer tours as well. And the 10- and 12-tonners show what they can do in any sector. The roomy crew cab on the TGL brings an entire team up to speed, no matter what the job might be.

Truck of all trades: MAN TGM.



Can a truck be designed for high payload and large load volume at one and the same time? The TGM as a 15-tonner proves that this trade-off works brilliantly. It's a truck of all trades. There are virtually no limits to its capabilities in local distribution or long-haul transport.

A highlight: full air suspension available as an option. MAN Tronic and ECAS (Electronically Controlled Air Suspension) maintain the highest levels of ride comfort and protect the load against rough treatment. The 15-tonner can be run at the reduced 11.99-tonne load limit, and is then for instance not liable for German road tolls. Fitted with 19.5-inch tyres it has no difficulty in demonstrating its supremely economical performance.



Higher payloads, higher efficiency.

A truck that weighs less carries more. This is the principle underlying the design of the 18-tonne model in the TGM series. Its extremely low unladen weight makes it the payload champion in its class. A weighty argument indeed, since higher payloads generally mean higher earnings. Equipped with the supremely spacious LX cab, and with full air suspension available as an option, this 18-tonner with its long-distance capability represents tempting value for money. And when the going really gets tough, the 13- and 18-tonners with all-wheel drive are really going to get the job done. The 13-tonner has rear-axle air suspension.

And if something really different is needed there's the 22-tonner with externally mounted, steered trailing axle. And here are its strengths: a very low frame, great manoeuvrability, high payload. The TGM series is rounded off by the 26-tonner; it comes as a 6x2-4 with trailing axle or with a tandem-axle unit. As a rear dumper or with a mixer body the 6x4 solo offers maximum payload in its class.

Outstanding: the economical powertrain with its 12-speed MAN TipMatic transmission and massive power from the 250 kW (340 hp) 6-cylinder engine with two-stage turbocharging. The perfect synthesis of power, performance and transport quality.





A great place to work.

Motivation is an art form, and we have the concepts that will maximise your prospects of success. The C, L and LX cabs and the crew cab are all designed to meet the needs of the driver and accompanying personnel. Practical and ergonomically effective features can be seen in every detail as well as in the overall concept of all these cabs. It's hardly surprising that truckers fall in love with their job all over again.



C-cab.

Making space in four sizes. The cabs for the TGL and TGM.

Comfort with safety.

Whichever Trucknology® cab you choose, you'll enjoy a spacious interior and optimum comfort and ergonomics. And of course safety. All these cabs comply with the most demanding crash safety standards and are in accordance with the ECE-R29 directive. Versions with reinforced cab structure compliant with the Swedish testing requirements are available on request. The safety cell combined with special controlled-deformation elements ensures the highest possible level of occupant protection.

As an option, a steel bumper closely matching the normal plastic part is available for all cab versions. MAN received the iF Design Award for outstanding industrial design for its Trucknology® generation.

C cab.

With its compact dimensions, the C design is the first choice for daily delivery work. Particularly convenient: the extremely low entry height, the wide door-opening angle and the ease with which the cab can be crossed to the passenger's side. Cab: 1,622 mm long, 2,240 mm wide, with two-man passenger seat as an option.

L cab.

Convincing in its comfort, convenience and access height, the L cab has a large bunk bed and plenty of storage space to make it ideal for medium-length journeys. Cab: 2,280 mm long, 2,240 mm wide, with full-size bunk bed.

LX cab.

With its effective blend of comfort and functionality, the high-roof LX cab sets the standards for long-distance work. It is trimmed and equipped to a high standard, has a large bunk bed and is conveniently accessible. Cab: 2,280 mm long, 2,240 mm wide, with multifunction stowage shelf or second bunk bed as option.

Crew cab.

The four-door crew cab means first-class travel in the second row as well. With the four-person rear bench seat occupied, seven people (driver + 6) can be carried. 3-point seat belts are standard for all seats. Cab: 2,785 mm long, 2,376 mm wide, with many large, practical storage spaces and compartments.



L cab.



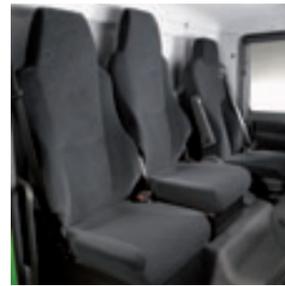
LX cab.



Crew cab.



You'd never think we would sink so low for your comfort.



Double passenger seat as optional extra.



Convenient cross-cab access in trucks with 110 kW (150 hp) and 135 kW (180 hp).



Second row of seats in crew cab, all seats with three-point belts.



Crew cab with four doors opening to a wide angle.

A small step for the driver.

If you can't even remember how often you board and leave the truck every day, then you'll put a very high value on the convenience of low access to the cab. And it's just as easy to step through from the off side to the near side of the cab. The L and LX cabs with two steps still have a very moderate access height. The doors open wide though almost 90 degrees, and the door and grab handles are ergonomically located to make boarding and leaving these cabs that much easier.

Listen to what your back tells you.

How good are the seats in your TGL or TGM? Part of your body already knows the answer: Your back. There is a wide range of seats, and all of them take the latest findings of health and safety research into account. The standard seat is static, with position adjustment; the comfort seat has air suspension, the luxury seat also features a lumbar support and is heated. And that's not all: the innovative climate-controlled seat has heating and a fan that directs a temperature-controlled airflow through the seat cushion and seat back for unsurpassed comfort. In hot weather the virtually imperceptible current of unheated air is most refreshing.

A pleasant working atmosphere in the cab.

In winter, highly efficient heating systems keep the occupants warm and prevent the windows of the TGL and TGM from misting up. The optional air-conditioning with automatic temperature control keeps conditions inside the cab close to ideal. A diesel-fuelled auxiliary heater with thermostat can be specified for engine-independent heating.



Air-sprung driver's comfort seat with integrated belt system and optional armrests.



Button in footwell for stepless adjustment of steering-wheel height and angle.



Multifunction steering wheel with controls for functions including MAN radio and cruise control, standard in the L and LX cabs.



No spinning your wheels here.

A cockpit with ergonomics and style.

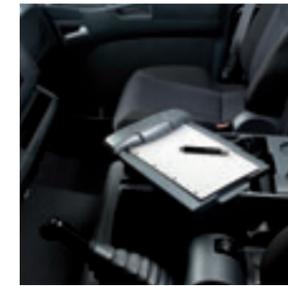
It's easy to sum up the virtues of this well laid-out, ergonomically planned cockpit: everything is exactly where it should be. The glare-free instruments provide instant information, the controls are logically positioned and easy to reach. With the optional multifunction steering wheel you have everything under control. Without taking your hands off the wheel you can call up on-board status information, receive telephone calls and adjust the radio settings.

Press the foot-operated button in the footwell to adjust height and angle. And it can be released and swung up in a single easy movement for convenient access to the cab. The stylish "Baseline" instrument panel with a chrome-finish ring round each instrument keeps you informed of vehicle status at all times: this is a state-of-the-art driver information management system with intuitive menu guidance and visual and acoustic belt warning.

Multifunction steering wheel with controls for functions including MAN radio and cruise control.



**You want to take a lot with you?
No problem.**



Storage box with removable desktop.



Storage system in crew cab.



Storage space under the second row of seats in the crew cab.



Storage compartment in C cab.



Large storage compartment in L and LX cabs, accessible from inside and outside the cab.



Storage compartment above windscreen and roof skylight in C cab.



Storage compartment above windscreen and electric sliding/tilt sunroof in LX cab.

Coat? Hat? Kitchen sink? Well almost ...

Tidiness in the cab is a most desirable thing, and so we've built in four standardised storage compartments above the windscreen and bins and pockets in both doors. A very useful feature for delivery work is the ingenious storage box with integral but detachable desktop; it's available as an optional extra.

In the centre of the dashboard are cup holders and several compartments for small items. Larger objects go into the centre-tunnel console and the storage compartment on the rear wall of the cab. For your personal gear the L and LX cabs have a large, illuminated luggage compartment accessible from both inside and outside the cab. Another storage space accessible from outside houses the tools and other items of equipment. The LX cab even has a spacious, modular-element storage system above the windscreen for a total storage volume of 540 litres.



Bunk bed with grid base for 7-zone cold-foam mattress.



Insulated box, with cooling if required.



Convenience module with alarm clock.



Optional multifunction storage compartment in LX cab.

“Good night.” That has such a welcome sound.

A good day starts after a good night’s sleep.

The comfortable bunk beds in the L and LX cabs (second, upper bunk can be installed in the LX cab as an optional extra) can present a problem: getting up in the morning. With a grid base for the 7-zone cold-foam mattress, the standard of comfort is something that others can only dream of. The washable, highly elastic mattress cover is breathable and very hygienic. Another impressive feature of these bunks is their spaciousness. The full-size curtain keeps out prying eyes. It all goes to show: MAN looks after your creature comforts.

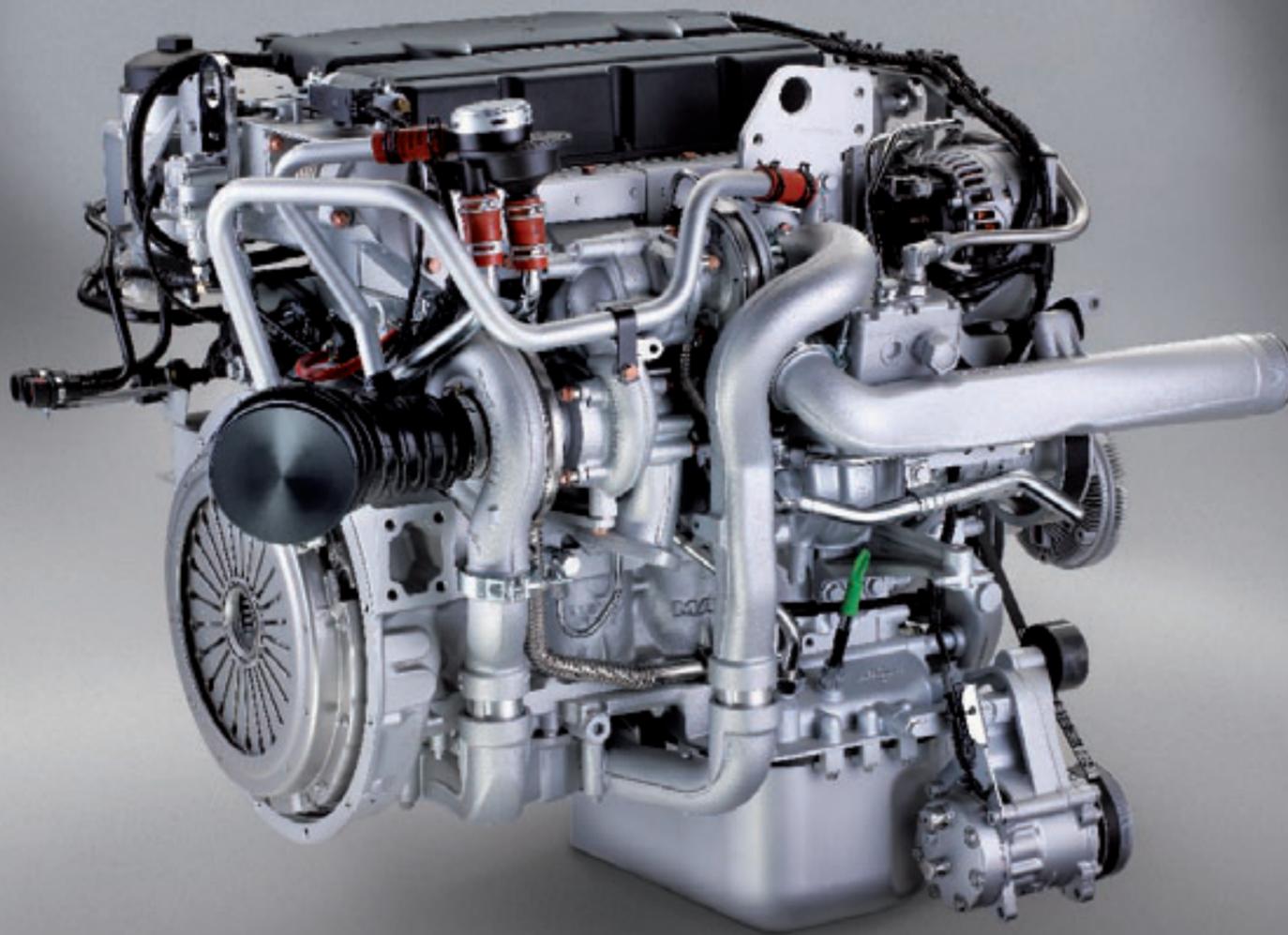
Sleep on it.

The multifunctional stowage compartment available as an alternative to the upper bunk in the LX cab allows the co-driver to stretch out for a good rest while the truck is parked up. Half extended it offers practical stowage space with approximately 200 litres capacity for bedding, clothes and bags. Push the multi-functional stowage compartment all the way back for maximum space above the bunk.

Comfort in every detail.

In the high-roof LX cab we’ve thought of everything. Standing height, freedom of movement and cab suspension quality are in a class all their own. There are two extra illuminated storage compartments with lids over the windscreen with plenty of space for travel bags and clothing. But it’s often the smaller details that add enormously to comfort, for example the MAN sound system and the red-and-white interior lights that provide pleasant lighting where it’s needed and can be dimmed. Another ingenious optional extra is the insulated storage box with swivel tabletop, also available with cooling – an ideal way of making a long-distance run more pleasant.

More power, less pollution.



Common rail for everyone.

The innovative MAN common-rail engines drive more than wheels. The state-of-the-art D08 propulsion units with Euro 4, Euro 5 and EEV compliance develop more power and burn less fuel, have a compellingly low power/weight ratio and built-in durability, and dispense with the additive other engines need to achieve compliance. The 4- and 6-cylinder engines have superb torque and develop outstanding pulling power right from the low end and through the full engine-speed range.

Power from four or six cylinders.

You'll notice that power every time you drive off and accelerate, on every hill, in fact over every mile you travel. These Euro 5 common-rail diesels have the ideal torque band for economical driving with the minimum number of shifts, and that holds true whichever engine you choose. The TGL series is powered by 4- and 6-cylinder engines with plenty of pulling power and ratings of 110 kW (150 hp) through to 184 kW (250 hp). The 6-cylinder engines for the TGM range from 184 kW (250 hp) to 250 kW (340 hp). Except for the 150 hp unit, they all have two-stage turbocharging for ample pulling power right across the rpm range.

High-torque 4-cylinder diesel with two-stage turbocharging, 162 kW (220 hp).



MAN PM-KAT® filter, EEV.

Automatically in the green zone.

Economical driving calls for a practiced hand on the gear lever. The easiest and most convenient way to shift is with the MAN TipMatic®, with fully automatic or touch-action lever control. If the exhaust brake takes effect, this automated gearbox selects the most suitable gear for maximum engine braking – an obvious safety bonus. MAN TipMatic® is also extremely economical: it minimises fuel consumption and avoids excessive strain on the driveline. It is available with six speeds for 4-cylinder engines and as a twelve-speed version for 6-cylinder engines.

For those who prefer to select their own gears, easy-action gearboxes with five, six or nine speeds are available; the 9-speed versions are always specified for TGM-series vehicles. The current gear always shows in the driver's display.



**MAN stays ahead in many ways.
Environmental protection is one.**



Euro 5 and EEV without additive.

When you opt for a TGL or TGM you have another choice too, between clean and even cleaner. MAN PURE DIESEL® – all the engines are Euro 5 compliant with EGR and you have the choice of going one step further to Enhanced Environmentally Friendly Vehicle (EEV). Both configurations need no additive, both are significantly lighter than SCR systems with the extra tank for reduction agent, and both are completely maintenance-free. Additional advantages include the space freed up at the frame, plus inherent dependability.

Euro-5 compliance is achieved by a combination of common-rail injection, cooled exhaust-gas recirculation (EGR) and an oxidising catalytic converter. The EEV engines feature the MAN PM-KAT® filter, which achieves over-proportional separation of the ultrafine particulates that cause fine dust. The innovative common-rail and EGR technology avoids high fuel consumption and reduces CO₂ emissions.

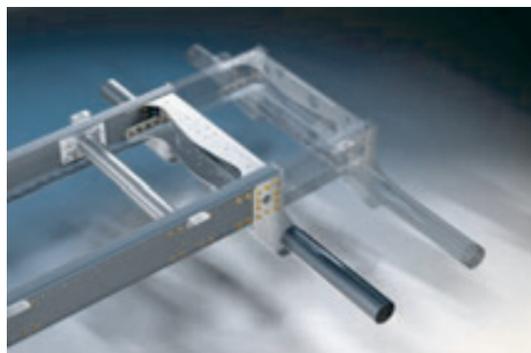
Clean machine.

At our manufacturing plants we pursue a clean-air policy and use water and electricity economically. To avoid squandering valuable resources our vehicles are designed from the start to be suitable for recycling and built to a large extent from materials that can be re-used. All parts that can be recycled are specially marked to identify the material from which they are made. We have greatly increased the proportion of water-soluble paints we use. State-of-the-art paintshops produce far less wastewater, avoid paint waste and recover a proportion of the process water and the waste heat. In accordance with ISO 14001 and EMAS standards, we invest a lot of energy in environmental management and introduce improvements wherever possible. All of which helps open up good perspectives for the environment.

MAN PURE DIESEL®



Framed in the best possible way.



Frame with variable rear end.

Maximum strength. Minimum weight.

Although designed for maximum strength and load capacity, the chassis frames for TGL and TGM are extremely light. After all, unnecessary deadweight cuts down on payload and costs money. This frame design with its flat top surface means that bodies and equipment can be easily and quickly attached.

So there is no need to drill extra holes that could affect the corrosion-proofing. And thanks to MAN Tronic, the well-proven electronic structure based on CAN bus technology, and the external data exchange interface (KSM) the way is clear for an extensive range of vehicle and body functions.

A perfect fit every time.

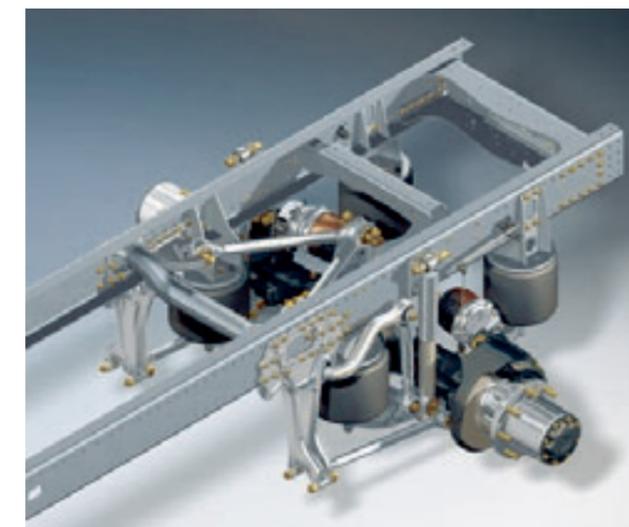
So that TGL and TGM chassis can be matched to any body length, we came up with a neat idea: a frame with a variable rear end. The holes are closely spaced so that the frame overhang can be matched to the body without any additional drilling. One neat cut and the job's done. The end cross-member is bolt-on, so repositioning presents no problems.



Strong steel bumper with the same looks as the standard plastic bumper.



Rear-axle air suspension.



To the power of four: the TGM 4x4.

The TGM 4x4 can make up a lot of ground when the going is tough and optimum traction is called for. On building sites, for municipal road tending and snow-clearing applications and off-road. Driver-engaged all-wheel drive is standard or, as an optional extra, permanent all-wheel drive with a pneumatically engaged inter-axle differential lock.

A new top-class feature of MAN's all-wheel-drive technology: the MAN TGM can be ordered with optional electronic transfer case and lock management system. It supports the driver on the road and off, helping him to operate the vehicle according to the traction required, and it also minimises wear and tear on the driveline.

Planetary-hub axles for more ground clearance are also fitted in the all-wheel-drive vehicles. Disc brakes on the 13-tonner, drum brakes for the 18-tonner, and anti-roll bars. As far as the cab is concerned, the choice is yours. Four different cab concepts can be fitted to the TGM 4x4, and another option is the sturdy steel bumper for tough operating conditions.

4x4 chassis are available as 13-tonners with combined leaf and air suspension – a combination unique in this class – and as 18-tonners with all-leaf suspension; single or twin tyres are options for both. A low version of the TGM 4x4 13-tonner is available specifically for firefighting applications.



Built for strength: TGM 6x4 26-tonner.

Running gear designed for comfort and dynamism.

All power to the axles.

A high-performance driveline needs efficient driven axles. On the TGL and TGM these are the evolved hypoid bevel axles for road vehicles, notable for their low weight, high load capacity, wide performance range and extended oil-change intervals. Hypoid bevel rear axles cause very little noise and friction. In a nutshell: They're as kind to your ears as they are to your wallet.

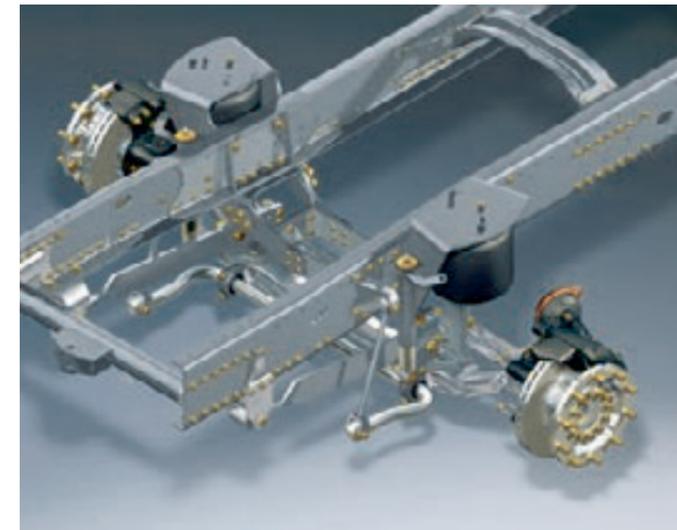
A big choice of axle ratios enables you to configure the driveline for maximum power transmission at all engine speeds. And as an option these hypoid-bevel axles can be equipped with pneumatically actuated differential locks for reliable drive-off and traction on low-grip surfaces such as ice, slush or snow.



2-bellows rear-axle air suspension for the TGL.



4-bellows rear-axle air suspension for the TGM.
Optional heavy-duty rear axle, load capacity 11.5 tonnes.



Front-axle air suspension for the TGM.



Steered trailing axle with air suspension for the TGM.

Leaf or air springs: the choice is yours.

Standard on the TGL and TGM, the tried-and-tested parabolic-leaf springs with maintenance-free rubber bushings assure a high standard of ride comfort and stability. It's just about the best system around. That is, unless you opt for MAN's air suspension, which is similarly maintenance-free and ideal for transporting easily damaged goods. By means of ECAS (Electronically Controlled Air Suspension), MAN Tronic maintains the vehicle at a constant ride height, regardless of load.

Platform height can easily be varied at a convenient manual control unit to suit loading ramps of different heights, for example. For road-going models, the lifting/lowering ranges are 110 mm/70 mm (TGL) and 190 mm/90 mm (TGM).

**You never can tell what's coming.
So it's good to be prepared.**



Headlight cleaning system.



Comparison of road illumination: Left: H7; right: xenon.



Front mirror system.



See more, be safer.

The new mirror concept gives the driver a line of sight into the notorious blind spot, so cyclists or pedestrians close to the sides of the truck can be seen. Every nearside area that could be endangered as the truck corners is visible. For greater safety at night the headlights throw a broad beam and have clear glass covers, free-form reflectors and H7 halogen bulbs. As an optional extra low-beam headlights using D2R xenon gas-discharge bulbs can be specified; complete with a headlight cleaning system.

Right on track: the electronic stability program ESP.

ESP is an option for TGL and TGM solo trucks; it guards against nasty surprises. 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 is a risk of skidding or overturning, individual wheels are braked and if necessary engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely on track.

Distance really matters: especially stopping distance.

The shorter the stopping distance the better. To keep stopping distances to a minimum, the Trucknology® family has an electronic brake system (EBS) with Brake Assistant and ventilated discs on all wheels. Useful support is provided by the exhaust brake (EVB) that goes into action automatically when you depress the brake pedal. The intelligent MAN BrakeMatic system coordinates the functions of EBS, the exhaust brake and the optional Bremsomat. For instance, it keeps the vehicle at a constant speed when running downhill. Hub units are a standard feature: these wheel bearing assemblies with life-long lubrication are fitted front and rear and make the job of replacing brake discs much more simple.



100 % Trucknology® means 100 % dependability.

MAN TGL and TGM trucks are famous for their tremendous dependability. There are lots of good reasons why. Reasons like the exhaustive computer simulations that supply important data for blocking in and then fine-tuning the design specifics. Reasons like the relentless trials and tests that the trucks had to endure, until they emerged as what they are now: perfect. One of the most important factors in this dependability goes by the name of MAN Tronic. That means: all the computer systems, sensors and control units on board are linked by CAN bus technology instead of plugs. The digital CAN bus system processes large volumes

of information in a few thousandths of a second so that control units and regulating devices react almost instantly. MAN Tronic also monitors all the vehicle systems in the network and is used for rapid and accurate on-board and off-board diagnosis. Minor faults are identified at an early stage before more serious damage can occur.

The electronic systems used on the TGL and TGM reduce outages and maintenance times, and boost economy in this way too. This directly implements the logic of the ProFit-Check maintenance system. Servicing information can be called up in good time at the driver information display so that the maintenance schedules can be planned in advance, an important feature of this concept. Not that servicing is a very frequent event: engine oil change intervals for the TGL and TGM can be as long as 80,000 km in long-distance haulage. That's yet another example of how MAN trucks help you save time and money.



Services to let you move more.

Linking the top technology of the Trucknology® generation with MAN's tailor-made mobility services gives you a complete range of solutions to transport needs. It adds up to a well-planned full-service offering from a single source. MAN service packages are configured for the needs of specific trades and business sectors, for owner-drivers or large international logistic companies, so each vehicle is "ready to run" and complete with supporting services for everything from choice of body system to road licensing – the 100% Trucknology® service.

MAN mobility services add value to truck operation by maximising economic benefit factors such as flexibility, cost clarity and planning security. Facts and figures: Unless you know the facts and figures of your cost management situation and can quantify your total cost of ownership (TCO), you'll find it difficult to succeed in the face of tough competition.

The choice is yours: put together a "don't worry" package that suits your specific needs from the individual, internationally available services offered by MAN Finance, MAN Rental, MAN Service and MAN Support, which are organised according to a building-block system.

You can rely on mobility made by MAN:

- **Near at hand**
A closely meshed service network with 1,200 outlets throughout Europe
- **Fast**
A 24-hour service in six languages, reached by calling a single number
- **Reliable**
Genuine MAN spare parts
- **Individual**
Well-planned maintenance and repair or full service contracts, individual financing
- **Independent**
No cash needed for payments in Europe
- **Economical**
Training on the job: MAN training courses for safe and economical driving

MAN Service	
Comfort	Maintenance contract (routine servicing as stipulated by manufacturer)
ComfortPlus	Maintenance contract with 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- und Trailermiete	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.



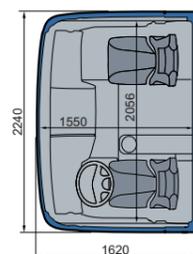
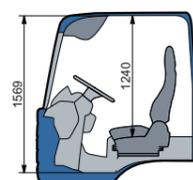
Two series, one glance: The TGL/TGM Trucknology® range.

TGL

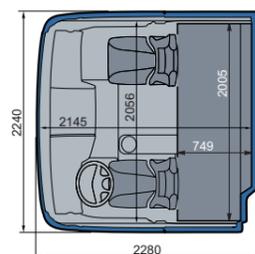
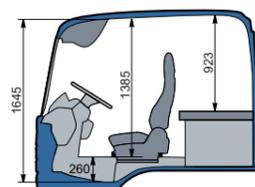
Type	(7.49 t) 8.0 t	(10.0 t) 12.0 t
Suspension	LL, LA	LL, LA
Drive formula	4x2	4x2
Tyres	17.5"	17.5"
Engine	4-/6-cylinder in-line	4-/6-cylinder in-line
Power output	110 kW (150 hp)	132 kW (180 hp)
	132 kW (180 hp)	162 kW (220 hp)
	162 kW (220 hp)	184 kW (250 hp)
Transmission	5-/6-/9-speed*, MAN TipMatic® (6-/12-speed)	6-/9-speed, MAN TipMatic® (6-/12-speed)
Cab	C, L, LX, crew cab	C, L, LX, crew cab
Wheelbase	3,050 – 5,550 mm	3,050 – 6,700 mm

* Some additions to the product range will not be available until 2009.

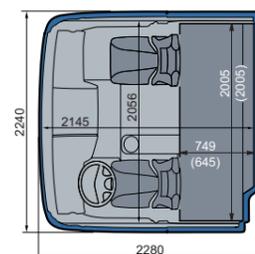
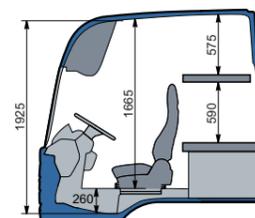
C cab



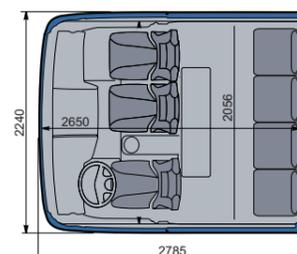
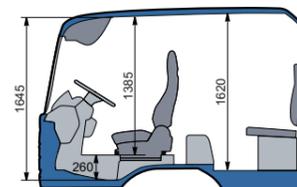
L cab



LX cab



Crew cab



TGM

Type	13.0 t	15.0 t	18.0 t	18.0 t	26.0 t*	26.0 t
Suspension	LA	LA, AA	LL, LA, AA	LL	LL	LA
Drive formula	4x4	4x2 (6x2)**	4x2	4x4	6x2-4	6x4
Tyres	22.5"	19.5"	22.5"	22.5"	22.5"	22.5"
Engine	6-cylinder in-line					
Power output	184 kW (250 hp)	213 kW (290 hp)				
	213 kW (290 hp)	250 kW (340 hp)	250 kW (340 hp)			
Transmission	9-speed, MAN TipMatic® (12-speed)					
Cab	C, L, crew cab	C, L, LX, crew cab	C, L, LX, crew cab	C, L, crew cab	C, L, LX	C
Wheelbase	3,050 – 4,250 mm	3,525 – 5,475 mm	3,575 – 6,975 mm	3,600 – 4,500 mm	3,875 – 4,775 mm	3,875, 4,125 mm

* Some additions to the product range will not be available until 2009.

** Supplied ex-works with extended overhang to accommodate a steered trailing axle for 22 tonnes gross weight; axle to be installed by certified modifier.