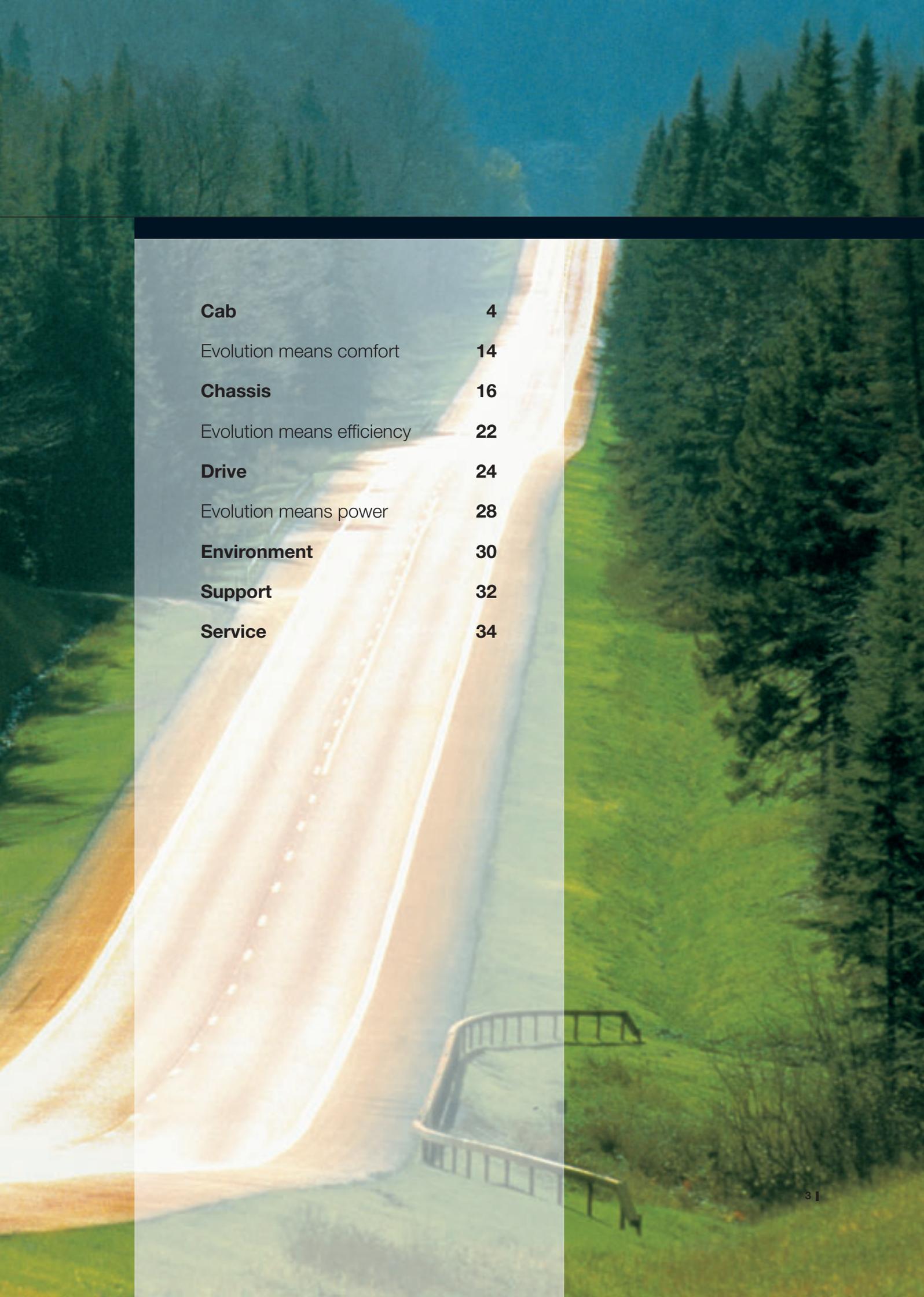




The all-round truck.

M 2000 Evolution. It's got the lot.





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CAB





On the road to success.

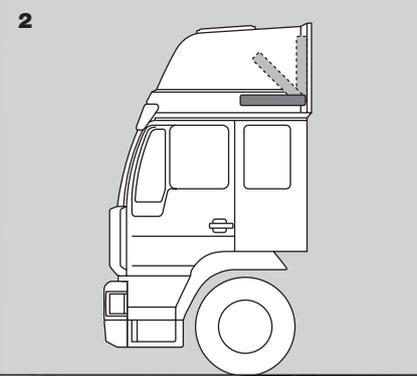
Our middle range of vehicles has an extremely good reputation in the 14 to 25 t category. As a haulage vehicle for short-haul and delivery transport as well as for use on building sites, in light, long-distance traffic or in all different types of municipal work. The M 2000 has set the standards. Now it is even more modern than ever. Under the model designation LExxx and MExxx, the M 2000 Evolution gives you comfort, reliability and economy. L stands for four cabs from the Light Range, M for two cabs from the Heavy Range, while E signals Evolution. So put yourself in the fast lane and experience the M 2000's success for yourself.

THE L CABS – FOUR OF A KIND



TRUCK FEELING – CITY STYLE. Renowned for its functionality, safety and comfort, the compact cab will woo you from the word go with its elegant, aerodynamics. Cutting a dynamic figure, the cab is now even more attractive thanks to its newly designed front end and the modern bumper with integrated headlights. Specially designed for city use, the compact cab has a number of convincing features:

Amongst them are the low entrance and free cross-cab access from one door to the other as well as the low – reaching side windows at the front making for optimum visibility onto the pavement. The low height of the cab is also an advantage, as are the small tilt radius and good angles of approach. Last not least, the lightweight of the cab is also a bonus since this makes for high load reserves on the front axle.



- 1 Modern technology in the headlights
- 2 Medium-length cab with high roof
- 3 Medium-length cab

VARIATIONS ON A THEME. Moving on from the compact cab, the success story repeats itself with the other L cabs: The medium length cab (extended by 300 mm) and the medium-length cab with high roof built at the MAN centre in Wittlich have been constructed in like fashion – both fitted for practical use over long-distances. Whenever a full team is called for, the double cab is the one to choose, available on the 14 and 18 tonne M2000 Evolution. This spacious cab comfortably sits six to seven people and, depending on fittings, has either a single or twin co-driver's seat.

YOU SEE MORE HERE. You'll be delighted with the new twin headlight system with its freeform reflector technology and H7 bulbs. The modern headlight technology means the truck lights up the road much better, significantly improving safety for both you and all other road users. The low beam is improved by 60%, the high beam some 50% brighter and the fog lights no longer scatter their light. Broad and long-range lights are available as optional extras and feature amongst the enhanced lighting technology. Electrical headlight beam adjustment as well as a high-pressure cleaning system are available on request – guaranteeing you light and good visibility at all times. You'll also be pleased to hear that the H7 bulbs have an approx. 40% longer life. And when the lamp needs changing then things couldn't be easier: Simply pull out the main and ancillary headlights.



Some of the equipment illustrated and described in this brochure is not part of the standard extent of delivery.



ERGONOMIC AND

PRACTICAL. From the word go, climbing aboard is made easy through wide-opening doors, with illuminated, non-slip steps and carefully positioned grab handles, fulfilling the highest expectations of the L cabs. The tidy dashboard with easy-to-read, driver-oriented gauges, clear symbols and logically arranged, easily accessible functional control arrangements is a role model. The steering wheel, which can be adjusted for height and inclination, has an easy grip and is crash resistant with a large horn button.

TAKE A SEAT. The anatomic seats with three-point seatbelts and headrests help keep the driver fit – even on long hauls. Those wanting to do even more for their health will feel good on the air-suspended luxury seat with lumbar support and its own heating, all available on request, as is a second passenger seat. Condition and concentration are paramount when driving. That's where the high-powered air-conditioning and heating system with clean air filters play a big role. And the useful roof hatch emergency exit also helps keep the air fresh, as and when required.





1 Plenty of storage space
below the windscreen

2 Bunk in medium-length cab



A THOUSAND KILOMETERS STILL TO GO. That's when it's good to know you've got a bunk on board that highlights the importance of a good night's sleep. That's why the medium-length cab has a bunk measuring 1930 x 600 mm – just the thing for a quick nap or proper sleep. Big storage boxes under the bunk help keep things tidy. So you need more sleeping space? Then the medium-length cab with a high roof is just what you're looking for. In addition to the lower bunk it has a foldaway bunk, making for a true two-man berth. Of course you can always leave out the bunks in both cabs, giving you more than enough space for everything you need.

DON'T LOOK, JUST FIND. This saying goes for the wide range of places available for putting things in each of the four L cabs. Numerous compartments in the doors, the dashboard and on the rear wall of the cab make for plenty of storage space. Exemplary: The large and easily accessible luggage racks over the windscreen. Additionally, directly next to the radio, there are two DIN-sized compartments, readily usable for CD/radio equipment or tachographs, for instance.

M CABS TOP THE BILL



CHOOSE BETWEEN TWO TOP PERFORMERS.

Whether delivery, regional or long-distance transport, one thing counts: If peak performance is what you're after, then only the best in spaciousness and cab comfort is good enough. After all, condition and concentration are prerequisites for forward-looking driving. This is what makes short and long haul-cabs top class, helping the M2000 Evolution to meet exacting requirements.

GOOD FOR SHORT HAUL. Timelessly elegant in design, exemplary in ergonomics, outstanding in terms of comfort and safety – this is what gives the short-haul cabs the edge. Thanks to their many qualities – amongst them the optional folding bunk – short-haul cabs are the first-class alternative to the compact cab: A cab which has been refined and enhanced over the years making it what it is today – sheer perfection.



GOOD FOR LONG HAUL. When it comes to long-distance overland travel, the long-haul cab (2.165 mm long) is ideal. A cab in true trucker style, series-produced with a bunk and underneath storage space with a capacity for 400 l. Almost identical to its little brother, the long-haul cab profile is unmistakably MAN-made. With the aid of the aeropackage it can be shaped even more strikingly. Whilst both spoiler and streamlined side panels highlight the cab's style, their prime function is to reduce air drag and hence fuel consumption.



All good things come in groups of five – that's the slogan of M 2000 Evolution. It's not by chance that MAN offers the most varied cab programme in this range of vehicle. After all, the M 2000 Evolution is one of the most flexible and versatile trucks available worldwide in the 14 to 25 tonne class. Based on two different designs, five tried and tested cabs are available, each a class apart, custom-made for individual requirements. So climb aboard!



ALL SET TO GO. The easy-to-read instrument displays and functionally arranged control elements go 100% hand in hand with the highly praised cockpit set-up of the MAN Heavy Duty Range. Since everything has its own place there's nothing to distract the driver. That's particularly true of all the shelves and supports. The middle panel is fitted out with the installation of a stereo system in mind, whilst mobile telephone, fax and on-board computer can also be fitted

without difficulty. A powerful ventilation system with recirculation vent and fine dust filter makes for fresh air and a clear all-round view. The heating responds quickly, spreading its warmth cosily around the cabin. As for the long-distance cab, MAN offers gas heating ex works as an alternative to the usual diesel-powered heating. An integrated automatic air-conditioning system is also optionally available on short and long haul trucks.



SITTING COMFORTABLY. The seats, as developed exclusively for MAN and together with Isringhausen, are altogether in their own league. Even in the static version they offer excellent seating comfort with super lateral support. The top model in this range – outstanding even by international standards – is the air-suspended comfort seat with pneumatically adjustable side supports, lumbar support, continuous heights and automatic weight adjustment as well as seat heating. This all comes with three-point safety belts, which make for optimal belt fit regardless of seating position. As an optional extra there is a foldaway middle seat for both short and long-haul cabs.

WHEN IT COMES TO A GOOD NIGHT'S SLEEP.

Then the long-haul cab is the right choice. If desired it can be fitted with a second bunk – both have all the comforts of a real bed. The 100 mm thick foam mattress rests on a lavish MAN innovation – a stable tube frame with an elastic rubber covering. So, having had a good night's sleep, drivers are in good all-round form, relaxed and quick to react. Of course drivers can also make themselves comfortable on short-haul stretches too. A foldaway bunk (1,900 x 600 mm) is available on request.



- 1 Generous storage space above the windscreen
- 2 Centre seat on request
- 3 Comfortable bunk in long-haul cab

FOR YOUR BENEFIT:



- ▮ **Six cabs for every type of use**
- ▮ **Compact cab, ideal for the city**
- ▮ **Medium-length cab either with bunk or plenty of space**
- ▮ **Medium-length cab with high roof for two bunks**
- ▮ **Double cab with space for up to seven persons**
- ▮ **Short-haul cab, with optional fold-away bunk**
- ▮ **Long-haul cab with bunk, second bunk optional**
- ▮ **Ergonomic seats with three-point safety belts, headrests**



EVOLUTION MEANS COMFORT

- **Air-suspended seat with lumbar support and seat heating**
- **Wide range of compartments, shelves and storage spaces**
- **Greater light and visibility with twin headlights in freeform reflector technology and long-life H7 bulbs**
- **Air-conditioning and heating system with clean air filters**
- **Four-point mounting for cab**
- **Hydraulic tilt mechanism**



CHASSIS





Whichever way you take. The M 2000 Evolution will help you reach your goal a whole lot easier. For a start, the chassis is perfectly designed for maximum ride comfort and optimum safety – all-important when it comes to reaching your destination safely. Secondly, over 50 chassis lengths with wheelbases between 3,200 and 6,300 mm open up all kinds of opportunities to tailor a vehicle exactly to your needs – with either two compact axles or three axles with leading or trailing axle and geared to carrying maximum loads. So having fixed your goal, nothing can stand in your way when you opt for the M2000 Evolution.

EVEN HEAVY LOADS ARE NO BURDEN



THE IDEAL FRAMEWORK. Level from back to front, the ladder-type frame is a role model in body-friendliness and stable – no components jut out over the upper edge. It has optimised weight and is highly robust thanks to tubular cross members, which protects the body whilst ensuring excellent ride stability. For safety, the series M2000 Evolution is fitted with underride protection at the rear as well as on the sides, if necessary. A similar device at the front is available as an optional extra.



- 1 Steered trailing axle
- 2 Steered leading axle
- 3 Air suspension
- 4 Frame with tubular cross members



NEED MORE PAYLOAD? Then go for the M2000 Evolution with a leading or trailing axle. You'll benefit from a higher payload, lower frame height, excellent manoeuvrability and low wear and tear on the tyres. The programme features vehicles with a steered trailing axle (20 tonne) and compact cab. Two of their most convincing features are an optimal clearance circle and easy handling. Alternatively, there are the 25 tonners – which come either with a lifting trailing axle or a steered leading axle – each with a short or long haul cab. The leading axle especially lends itself to road trains with a high drawbar load on the drive axles, for instance with a tail-lift or a low- coupled central-axle trailer.

SUSPENSION FOR EVERY PURPOSE. The progressive parabolic springs with low-abrasive rubber spring bearing sleeves and stabilisers are series-fitted with shock absorbers on the rear axle. Trapezoidal springs are available as an optional extra. Whilst leaf suspension guarantees excellent ride comfort, maintenance-free air-suspension – available as leaf/air or full air suspension – is even more attractive. It offers exceptional roadholding quality,

maximum protection for the load and a high level of efficiency. The electronic ECAS control system, load-dependent, guarantees precise level control, making for a swift change of semi-trailer or body as well as ideally adapting to diverse loading heights or ramp angles. With the aid of a memory function, programmed levels in the air-suspension travel can be called up by the flick of a switch.





RIDE SAFELY, BRAKE SAFELY. When it comes to braking distance, the M2000 Evolution's motto is "a little is more." That's why it has air-actuated and internally ventilated disk brakes on the front axles. Low-abrasive s-cam and/or wedge drum brakes with automatic brake shoe readjustment make for reliable performance at the rear. On all-wheel drive versions, drum brakes are used on every axle.

ABS is a standard feature on all models, whilst ASR is designed for maximum driving stability and acceleration.



DRIVING PERFORMANCE IS PARAMOUNT. Helping to keep you on the road the front axle of the M2000 Evolution has a dropped stub axle with wheel hubs made of nodular graphite cast iron. It's designed to take a large amount of pressure. The high load reserves on the front axle come into their own for example when the central focus point moves as goods are taken off such as on vehicles with cooling units and loading cranes behind the cab. Next in line comes the single-reduction hypoid axle, its key features being its high load capacity, a large performance range area and its light net weight – all of which make it ideally suited to transmitting high engine power at top speeds and guarantee a full power thrust from behind.

COMFORTABLE STEERING. Easy action and direct steering are the bonuses of power steering. They mean extra safety and comfort. It has a variable transmission ratio, is lightweight and maintenance-free, optimally matched in each case to the specific front axle load. This, coupled with the large steer angle of up to 50° – depending on tyres – makes for easy manoeuvring in the town or on building sites.

One of the most decisive points in favour of the M2000 Evolution is the large payload it can carry. This is the result of the lightweight construction policy together with high levels of safety pursued by MAN with logical consistency. The highly stable, yet lightweight frame and reduced-weight powered axle are role models in the quest to cut the vehicle's net weight and enhance its load capacity. Another outstanding feature: the 15 and 18 tonners now have a weight advantage of around 700 kg. Another champion in this league is the 18 tonne tractor unit – without competition – designed to pull a full 36 tonnes.

FOR YOUR BENEFIT:



- **Lightweight, highly stable ladder frame with tubular cross members**
- **High body friendliness**
- **Over 50 chassis lengths with wheelbases between 3,200 and 6,300 mm**
- **Three-axle units with steered lifting trailing axle or with steered leading axle**
- **Good manoeuvrability, high payload**
- **Electronic, maintenance-free air-suspension**

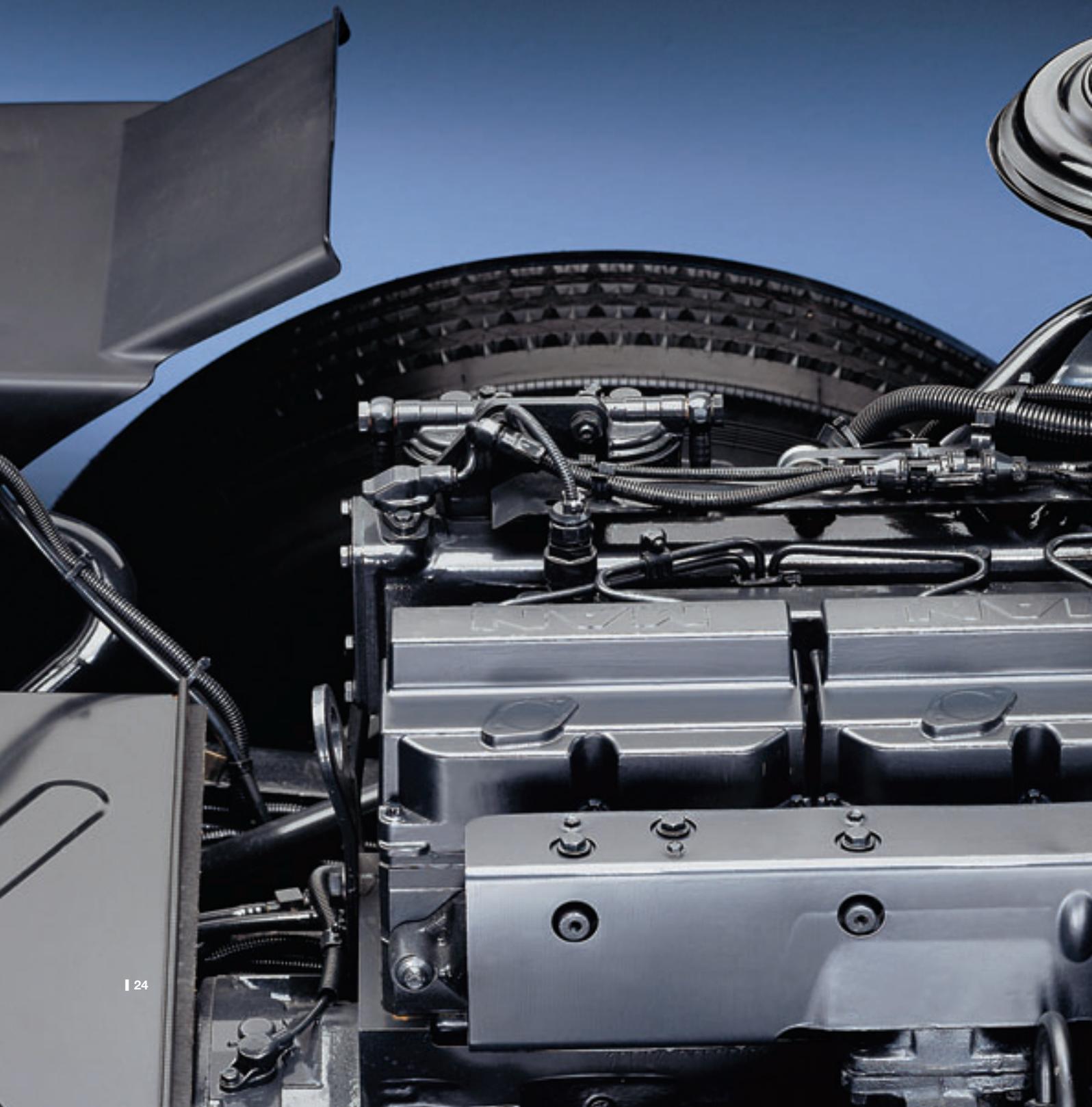


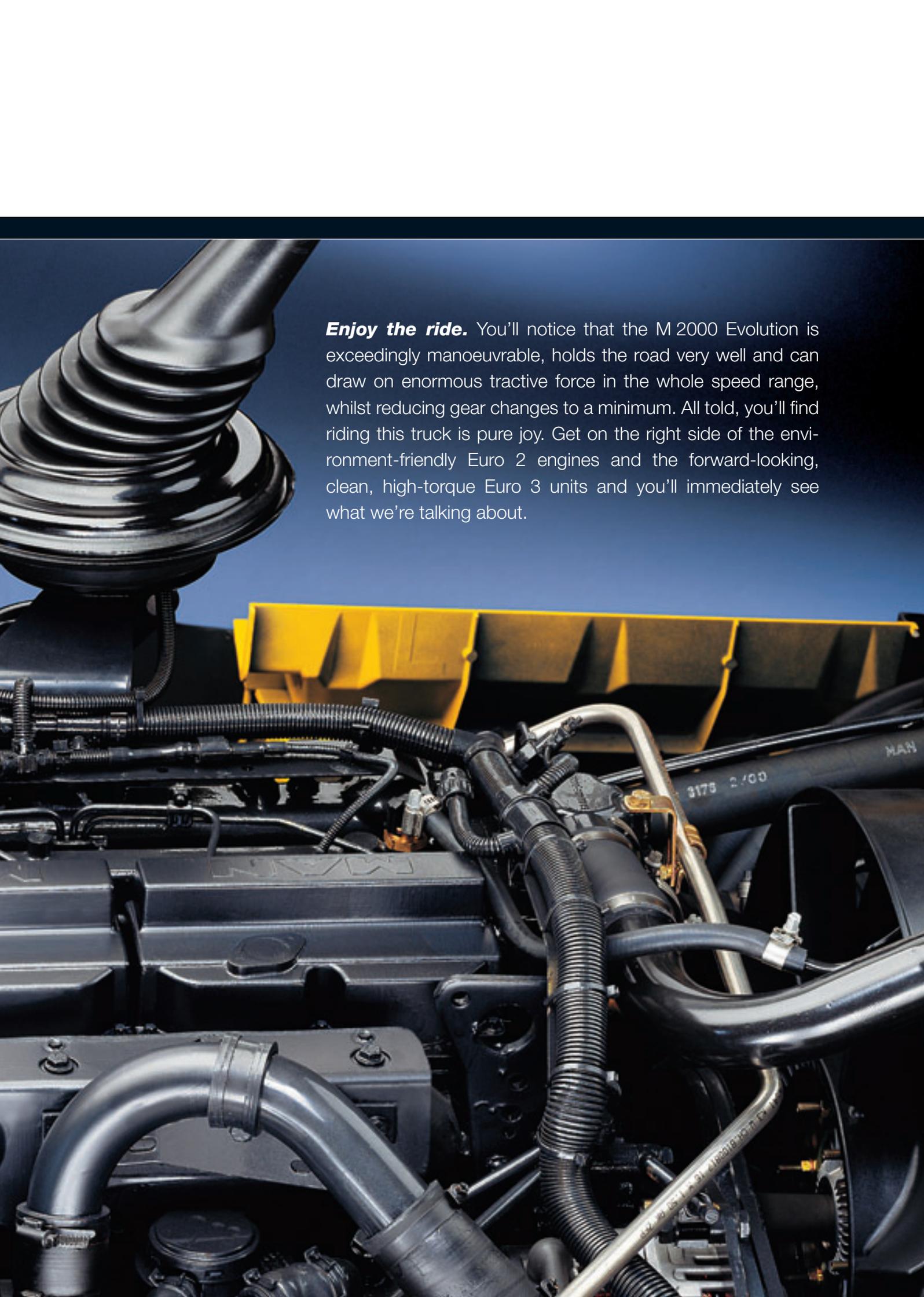
EVOLUTION MEANS EFFICIENCY

- **Large air-suspension adjustment range**
- **Rear axle with shock absorbers as standard**
- **Disc brakes on front axle**
- **ABS and ASR**
- **Underride protection systems for all requirements**



DRIVE



A detailed close-up photograph of a truck's engine compartment. The image shows various mechanical parts, including a large black suspension component in the upper left, a yellow-painted metal structure in the background, and a complex network of hoses and pipes in the foreground. The engine block is dark grey with 'MAN' branding. A black pipe with '3178 2/00' and 'MAN' markings is visible on the right. The background is a clear blue sky.

Enjoy the ride. You'll notice that the M 2000 Evolution is exceedingly manoeuvrable, holds the road very well and can draw on enormous tractive force in the whole speed range, whilst reducing gear changes to a minimum. All told, you'll find riding this truck is pure joy. Get on the right side of the environment-friendly Euro 2 engines and the forward-looking, clean, high-torque Euro 3 units and you'll immediately see what we're talking about.

POWER AND PERFORMANCE

FEEL THE CLEANLINESS. With the M2000 Evolution power programme you have the choice between clean and even cleaner, between Euro 2 and Euro 3. The outstanding high-torque Euro 3 engines are forward-looking in terms of the environment are four and six-cylinder power packs rated at 132 kW (180 hp) up to 206 kW (280 hp). Internal exhaust recirculation and the EDC system guarantee extremely low exhaust pollutant levels. Additionally, the standard factory fitted cruise control makes for low consumption – not only good for the environment but also good for your finances. On top of all that, further vehicle functions such as speed limiter, intermediate control and ASR interface are also integrated.

The Euro 2 engines are also charged with the power you need to keep your business moving: They come with four cylinders and 114 kW (155 hp) or six cylinders and 162 kW (220 hp) or 206 kW (280 hp). The latter engines are complete with EDC electronic engine control and integrated series functions as on all the Euro 3 engines.



	EURO 3				EURO 2		
KW/HP	132/180	162/220	180/245	206/280	114/155	162/220	206/280
MAX. NM	650	850	975	1.100	580	825	1.100

EVB FOR EVERYONE. All engines are fitted as standard with the MAN exhaust valve brake – EVB for short. This engine brake gives you high brake performance, takes the pressure off the service brakes, reduces wear and gives you additional safety. This means that in many cases a retarder is no longer necessary.





QUICK CHANGE OF GEAR. Changing gear is as equally fast as it is precise. The six and 16 speed gearboxes from ZF as well as the nine-speed gearbox from Eaton can be operated effortlessly. That's what gives you full power on the road and makes driving such a pleasure. Incidentally: All gearboxes are designed with the installation of a retarder in mind. Those wishing to make things even easier for themselves can choose the highly comfortable automatic gearbox which is offered as an optional extra on the M2000 Evolution.

OFF-ROAD TRAVEL. Off the road and into the open country – nothing could be easier for the M2000 Evolution all-wheel version. It comes with the MAN factory fitted transfer case for true all-wheel-drive, either permanently activated or selectable. Add to that the pneumatic differential locks front and rear and you have a true King off the Road.

FOR YOUR BENEFIT:

- █ **Sparkling clean Euro 3 engines with internal exhaust recirculation and EDC**
- █ **Series cruise control on all Euro 3 engines**
- █ **Euro 2 engines, likewise with four or six cylinders**
- █ **High reliability, long service life**
- █ **Long maintenance intervals of 60,000 km with Euro 3 engines as well**
- █ **Precise and comfortable six, nine and sixteen-speed gearboxes**
- █ **Automatic gearbox as optional extra**
- █ **Off-road all-wheel-drive versions – either permanently activated or selectable**



EVOLUTION MEANS POWER



ENVIRONMENT



EURO 3 – A MILESTONE. The M2000 Evolution satisfies the Euro 3 limits. This was made possible by innovations such as internal exhaust-gas recirculation together with EDC management in our modern 4- and 6-cylinder engines. But progress hasn't stopped yet, and further environmental relief is in focus.



IT'S WHAT COMES OUT THAT COUNTS

It's not big words but a thousand small steps which keep us moving. It's with deeds and not theories that MAN has based its common practice for decades now. This has constantly helped reduce pressure on the environment from trucks during their whole service life. We develop concepts for new and better solutions, which do not solely target the reduction of fuel consumption, exhaust emissions and operating noise but also incorporate recycling and environmental protection in the production. Whilst much has been achieved we are not prepared to rest on our laurels. We are going to great lengths to secure a good future for trucks.

WE'VE CUT OUT A LOT.

Thanks to efficient measures towards noise reduction, the trucks in our Medium Range run almost as quietly as motor cars. They even fulfil the strictest of international noise limits. It's our policy to use safe materials, for the sake of man and environment. And last not least – after the last journey we make sure that as many metals as possible are retrieved and plastics recycled.

ECOLOGY IN PRODUCTION.

In our factories we keep the air clean, save water and electricity and put a lot of energy into how we treat the environment. We have increased the proportion of water-based paint to 85% of everything painted. Over the years, the amount of refuse has been drastically reduced with the proportion of recyclable waste being significantly increased. These are but a few of our proven services to the environment, whereby we voluntarily comply with the EU Eco-audit regulations. Four of our factories are already certified to Norm ISO 14001. This all testifies to our forward-looking commitment to the environment.

SUPPORT

A blue-tinted photograph of a classic service bell. A hand is visible at the top, about to ring the bell. The bell is in the foreground, and the background is a soft, out-of-focus blue.

WE'RE AT YOUR SERVICE. With over 1,200 service outlets throughout Europe we practise what is second nature at MAN: proximity to our customers – and not just at the usual hours of business. More and more MAN service outlets are keeping their doors open until well into the night. And there's EuroService 24 to get you on your way again if the worst comes to the worst. The call centre is manned round the clock by experts who speak your language.



RELY ON US

The high level of reliability of our Medium Range is perhaps the most important reason for our greatest success with you – our customers the world over.

That stands to reason, given the one thing a vehicle has to do above all else, which is run. From the word go it has to run totally problem-free.

It's along these lines that the L2000 Evolution will convince you, thanks to its robustness and easy maintenance. Just as you will be equally taken by our attractive services which we offer you for all aspects of the M2000 Evolution.



GOOD CARDS. The MAN ServiceCard opens up to you what is currently the largest range of services available for the transport industry and guarantees you optimum mobility at all times. With the MAN ServiceCard you can make non-cash payments for many fleet-related services – from workshop costs via fuel to tolls and much more besides. You'll see that it's worth it. The same applies to the MAN RepairCard for non-cash repairs, servicing and parts.

IT ONLY TAKES A CALL. Wherever you're travelling in Europe, help is never far away in an emergency. Simply call our EuroService 24, and a MAN service vehicle comes out to you immediately. You can reach EuroService 24 under the emergency call number of the respective country. The emergency service centre is staffed with experts round the clock, and there is always some one there who speaks your language. The MAN ServiceCard and all its benefits guarantee you swift, no-nonsense service from our team of experts. Non-bureaucratic assistance is what counts.

SERVICE





AND EVERYTHING RUNS LIKE CLOCKWORK.

Increasing pressure of time, rising costs and ever tougher competition bring new challenges for transport operators. In the face of this MAN offers you effective services so that you can optimise management of your fleet and improve the efficiency of your transport business. What do we have? FleetServices, Communication and MAN TeleMatics. In other words, everything to give you a better ride with MAN.

FLEETSERVICES. You concentrate on your core business and we concentrate on ours. At MAN this is called FleetServices, by which we understand management of your fleet or of parts of it, with or without leasing. We do this with a range of full-service modules: leasing, contract maintenance, tank card management, road tax, insurance, replacement vehicles, vehicles for peak demand, deployment analysis and fines management. In fleet administration procurement management, project management and return management are the main considerations. Cutting costs by means of targeted fleet management and exploiting purchasing potential is part of FleetServices

too. So are transfer of the risk to MAN, outsourcing of fleet handling to MAN and evaluation of data from the fleet.

COMMUNICATION. With a fixed or mobile 'phone from our range of mobile radio solutions you will always have the state of the art to hand. And you'll be available wherever you are. Apart from mobile 'phones and cards for mobile radio for communication Europe-wide we offer low-cost CB radios, the ideal systems for urban and short-haul transport. And we point the way with navigation systems for diversion-free guidance to your destination, with dynamic guidance if required. With car navigation you save costs through more efficient

deployment of your vehicles and better use of your fleet's capacity. A clear benefit that you shouldn't ignore.

MAN TELEMATICS.

Combining digital telecommunications with modern information technology opens up some very interesting prospects. The new term for this is telematics. Or, to be more precise: MAN TeleMatics. Under this heading MAN offers you trail-blazing service packages dealing with all aspects of fleet management and logistics. The Starter, Classic, Business and Premium packages are tailored to your individual requirements, with services ranging from technical vehicle deployment analysis via messaging and guidance to address ad-

ministration and order management. The future has begun at MAN. So climb aboard!

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A member of the MAN Group.

