

D 111.3409/E · kr 07085 · Printed in Germany  
Text and illustrations not binding.  
We reserve the right to make changes in line with technical progress.

## MAN TGA WorldWide. Tailormade for you.

MAN Nutzfahrzeuge AG  
Postfach 50 06 20  
D-80976 München  
[www.man-mn.com](http://www.man-mn.com)  
A member of the MAN Group



## New dynamics.

The geographical expansion of markets has led to comprehensive structural modifications within the framework of a global economy. In many world regions a new economic dynamism is arising that places high challenges on the logistics and transport sector, as rapid economic development requires flexible, high-performance and reliable transport of goods to retail outlets, the consumers and the markets.

As a leading international provider of transport solutions, MAN Nutzfahrzeuge AG is present on the global markets and makes an important contribu-

tion to the enhancement of economic performance and growth. Trucks like the MAN TGA WorldWide form the crux, combining reliability and operating efficiency while fusing comfort and functionality. Its variety of axle configurations, engine power outputs and optional equipment give it the optimal configuration for transport tasks: tailor-made to your requirements. The TGA WorldWide rises to the occasion for all tasks be it as a chassis cab, tipper or tractor unit. Both on long hauls as well as off the beaten track: The TGA WorldWide excels in haulage performance fully in line with the motto of "Transport worldwide. Powered by MAN".



Some of the equipment illustrated or described in this brochure may not be included in the series version.



Semitrailer tractor 4x2, leaf/air suspension.

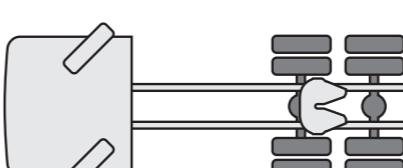
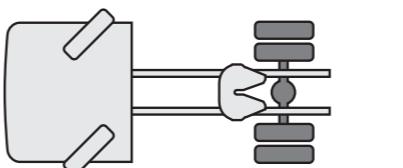
Semitrailer tractor 6x2, leaf suspension, 6x2 and 6x4, leaf/air suspension.

## Built for the roads to success.

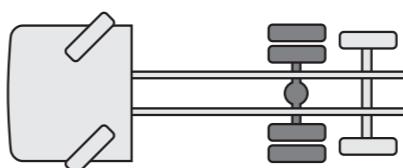
### Long-haul operations.

Long-haul routes are their domain. The TGA WorldWide tractor units with 4x2 and 6x4 drive deliver high speeds – after all, you have to arrive punctually and dependably. That's a challenge that the innovative D20 Common Rail diesels (Euro 2 or Euro 3 available) overcome with ease: torquey, dynamic and thrifty. The TGA WorldWide provides sterling performance on the tarmac; from the elegant

synthetic bumper through to the low-friction hypoid axles and the extensive range of safety equipment they're perfectly trimmed for long-haul operation, and for the highest economic efficiency. You'll be convinced not only by the ergonomics and reliability of the vehicles but above all by their amazingly attractive price/performance ratio. Can there be a better reason for driving a MAN?



Only semitrailer tractor.



Semitrailer tractor/Chassis.

### TGA WorldWide for on-road use

4x2	leaf/air suspension	19 t
6x2-2	leaf/air suspension single-tyred trailing axle	26 t
6x2-2	leaf/air suspension twin-tyred trailing axle	28 t
6x4	leaf/air suspension	26 t
6x4	leaf/leaf suspension	33 t
6x4	leaf/air suspension	33 t



Semitrailer tractor 4x2 with leaf suspension.



Chassis 6x4 with leaf suspension.

## Developed for heavy duty.

### **Limitless applications.**

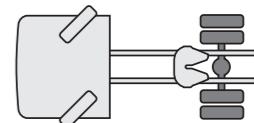
TGA WorldWide trucks configured for heavy duties will go through thick and thin for you. Arriving from the factory with the necessary equipment as standard: the three-piece steel bumper with towing jaws, the high-strength planetary axles with high ground clearance, a power output of up to 353 kW (480 hp) – and those are just a few of the highlights.

The TGA WorldWide is built for maximum transport efficiency and optimum success. You save on running and maintenance costs, thus gaining efficiency and productivity.

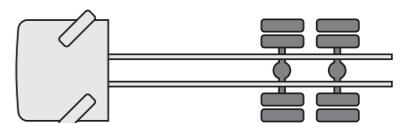
### **The choice is yours.**

The trucks that MAN is now launching are certainly heavy calibre. The programme includes 4x2 two-axle semitrailer tractors of 19 tonnes and semitrailer tractors and chassis as three-axle trucks of 33 and 40 tonnes, in 6x4 and 6x6 drive configurations. The heavyweight four-axle 8x4 weighing in at 41 tonnes tops the range.

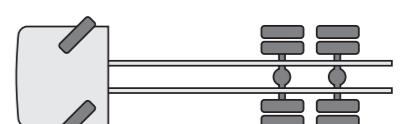
Low-consumption but high-torque engines with ratings from 257 kW (350 hp) to 352 kW (480 hp) are as much of the package as the fast and precisely shifting gearboxes. Whichever TGA WorldWide is the right one for you, there's no better way of driving.



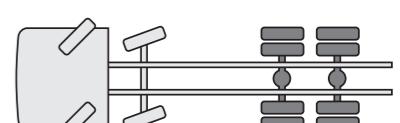
Only semitrailer tractor.



Semitrailer tractor/tipper/chassis cab.



Semitrailer tractor/tipper/chassis cab.



Only chassis cab and tipper.

### **TGA WorldWide for heavy-duty applications**

4x2	Leaf suspension	19 t
6x4	Leaf suspension	33 t
6x4	Leaf suspension	40 t
6x6	Leaf suspension	33 t
6x6	Leaf suspension	40 t
8x4	Leaf suspension	41 t



## Fit for high performance?

The optimal performance of a truck is gauged by the perfect interplay between man and machine. Only once the driver feels content in his surroundings can he muster the reserves and concentration required for the competent fulfillment of his trans-

port tasks. Thus the MAN TGA WorldWide provides three attractive cab options, providing the professional driver with space and ergonomics to give him what he wants most: safety, comfort and functionality.

## Comfort and ergonomics to the power of three.



### M cab.

Short, light and competitively priced, the M cab sets benchmarks in many sectors. Among its benefits are spaciousness, low weight and a compactness which makes for excellent handling.

Particularly enticing features are the low access height and the wide door-opening angle. Dimensions: 1,880 mm long, 2,240 mm wide.



### L cab.

Higher comfort, low access height and low overall height are the characteristics of the L cab. It is furnished with a generously sized bed and provides lots of storage space and pockets for all manner of items. Dimensions: 2,280 mm long, 2,240 mm wide.



### LX cab.

With its exemplary balance of comfort and functionality the compact LX cab with top sleeper is just what's needed on long hauls. It features an extremely practical workplace and a comfortable living area with one bed. A second bed is available as an option. The LX also boasts low access height, and the standing room in front of the co-driver's seat is approximately 190 cm. Dimensions: 2,280 mm long, 2,240 mm wide.



M Design.

L Design.

LX Design.



## A desirable commanding position behind the wheel.

The cockpit of the TGA WorldWide is distinguished by the sensible and clear layout of all items. You will immediately feel at home and acquainted with the controls. You will be impressed not only by the

functionality of the controls and the surrounding comfort, but also by the overall harmony that it inspires. You will discover this from the start and experience it on the road.



## One glance is enough for you to know the score.

### No distractions.

When you take your seat behind the wheel of the TGA WorldWide you'll find everything just as you want it – without having to look! All the controls are clearly arranged and easy to reach, so you can concentrate on the traffic. Rotary switches for the lights and differential locks, for instance, embody the right logic for switching, so you won't have to think long about what to do. Rocker switches have large pictograms and search and function lighting so that you can be sure you're doing the right thing.

The gear lever, the parking brake and the pedals are in ideal positions. The four-spoke steering wheel is simple to adjust – in height and inclination – by means of a foot-operated button. It can also be folded up to make for even more space for boarding, leaving and moving around inside. Excellent soundproofing and many other practical details such as the washable interior panelling on the doors show you that professionals were at work here – making drivers' wishes come true.

### On the road but in the know.

TGA WorldWide drivers know more, because they have important information in view at all times. The main instrument shows road speed, engine speed, fuel reserves, coolant temperature and battery voltage. Other trip data such as range, average consumption, average speed and outside temperature can be called up too. The displays use easily comprehensible symbols; text is available in two

languages (there are 20 languages to choose from). A central LED warning lamp and a buzzer draw the driver's attention to anything out of the ordinary. Another big advantage is that suggested service intervals can be accessed too – with these you can plan workshop stopovers better and reduce down-times.



Washable door-interior cladding.

### Optional equipment

- Door interior panelling covered in fabric
- Tachograph
- Cruise control
- Multifunction door module



# Everything seated perfectly.

## Sit better, drive better.

Even the standard seat is extremely comfortable, but the air-sprung rocking seats are in a class on their own. They come in variants for any requirement: with pneumatic height adjustment, fast lowering and vertical damper adjustment, with pneumatic lumbar support, side contour adjustment, hydraulically damped horizontal suspension and adjustable seat cushion depth. The ultimate is the electrically adjustable rocking seat with memory for three seat positions. Again that's typical MAN for you. There are specially reinforced cab mounts to absorb even the hardest bumps in the road, thereby minimising lumbar jolts to the driver.



16

## Make room.

All TGA WorldWide cabs offer lots of space to move around in. In the LX cab, for example, you can stand upright, but there's no lack of space in the L or M cab either. All of them have the low engine tunnel for good cross-cab access. And getting into the bunks in the LX and L cabs is no problem either.



## The climate is right.

Whatever the weather outside, the climate inside the TGA WorldWide is always good - thanks to the powerful heater or to the air-conditioner with automatic temperature control. Both diesel and gas auxiliary heaters are available too; these can be continuously controlled via the time switch with thermostat function. Fresh air addicts will appreciate the roof hatch.

## Optional equipment

- Air-sprung rocking seats with lumbar support for high comfort
- Centre seat for the M cab
- Air-conditioner with automatic temperature regulation
- Diesel and gas auxiliary heaters
- Electric lifting/sliding roof



Air-conditioner with automatic temperature regulation.

## The big M.

Here's a cab that's among the best in its class: the M cab. It's compact, ergonomically designed and low in weight – which is of course good for the payload. Plenty of space inside, even for a three-man crew (a centre seat is available as optional equipment). You will find ample storage facilities for all manner of items too. The well matched four-point coil spring mounting is effective and reliable. And the price is one that you'll like.



Two-stage, easy-to-use roof hatch.



Bed in L cab.



Bunk system in M cab.



#### Optional equipment

- Control unit for remote control of various functions from the bunk
- Remote control for radio
- Pull-out insulated cool-box under the bunk
- Desk and TV table on the instrument panel
- Folding table on central storage box
- Mobile phone holder

#### On the road, but somehow still at home.

However far you have to go, you'll get there in comfort in the TGA WorldWide, since the standard bed with wooden frame and 5-zone cold-foam mattress in the LX cab offers sleeping comfort just like at home. A second bed is available as a special option. The washable, highly elastic fabric cover of the exchangeable mattress is made of breathable materials and is very hygienic. The bed provides an unbeatable amount of space – and this applies to the comfortable bed in the L cab too.

To ensure that absolutely nothing disturbs your rest an all-round curtain and a curtain before the bunks, both made of light-tight fabric, darken the cab and keep prying eyes out. A new guard to prevent falling out and easy-action bunk catches are just some of the details designed to make life on the road that little bit more pleasant.

#### Everything under one roof.

There are lots of practical storage and stowage facilities for personal effects or other things you need en route. The luggage rack system above the windscreens, for example, is an intelligent solution: it's a modular design to fit all cabs and divided into compartments. The open ones are designed for a load of 85 kg each. There are additional large enclosed storage lockers in the LX high-roof cab.

#### Invitation to load up.

There's always room for a bit more luggage. The large luggage compartment in the LX and L cabs is accessible from inside and out has room for more, a crate of mineral water for example. A further stowage container, accessible only from the outside, can be used to house overalls or other items of equipment.

## Sets few demands, yet fulfills the highest requirements.

Robust, strong and economical - you can tell a mile away that the TGA WorldWide is built for hard work. Its striking appearance suggests power and dynamics. You won't believe how easily it copes with even the most difficult haulage jobs.

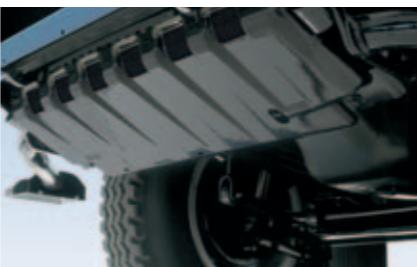
You'll appreciate the many ingenious features that make it second to none in robustness and reliability. You'll see: the TGA WorldWide is just what you've been looking for.



# Come what may, the TGA WorldWide is well prepared.



Three-piece steel bumper with central towing coupling.



Stable radiator guard.



Headlights and rear lights with swivel-mounted stone-chip protection.



Synthetic bumper.



Flexible access step  
for medium-high build.



Rear window.



Stone-chip protection grille for radiator.

- | Optional equipment |  |
|--------------------|--|
| ■                  | Stone-chip protection grille for radiator                                |
| ■                  | Tinted windscreens and side windows                                      |
| ■                  | Electric sun-blind for windscreens, foldable sun-blinds for side windows |
| ■                  | Electrically adjusted and heated mirrors                                 |
| ■                  | Rear window, also with protection grille                                 |
| ■                  | Spotlight on cab   |
| ■                  | Flexible access step   |

## All-round perfection.

If design is the body language of things, then the TGA WorldWide speaks its own language. The steep panoramic windscreens widening out towards the top, the hallmark rectangular grille and the one-piece side windows make their own marks. Another striking feature is the synthetic bumper or – if required – the robust, three-part steel bumper (standard on all tippers) with fold-up step to the windscreens and towing coupling in the centre.

Clever solutions too in the stable radiator guard with smooth transition to the bumper. An additional stone-guard to protect the radiator is available as a special option.

## A better view.

Through the large panoramic windscreens, the low-contour side windows and the large mirrors with optimum fields of vision the driver has an excellent view of the traffic at all times. And he can look behind as well, as all TGA WorldWide cabs have rear windows as optional equipment (with grille if required).

## More light.

The stone-chip-protected, free-form reflector headlights with H7 bulbs are true highlights. They cast a wide, homogeneous beam on the road. But the real showstoppers are the foglamps and auxiliary driving lights integrated in the same housing. In this attractive solution, a single H4 bulb fulfils both functions.

The headlights swing open to facilitate easy bulb changes; and to round the package there is a reversing light, unrivalled with its triply bright luminous capacity (285 Lux), integrated in the 7-chamber rear light cluster – also with stone-chip protection.

#### Climb aboard.

The TGA WorldWide opens its doors to you. Three very wide and deep non-slip steps take you up to the cab; the first step is folding. Two long grab handles give you a good grip as you ease yourself in. The door extension is not just a visual improvement – it betters the aerodynamics too and guards against soiling. And getting across from the cab to the tipper or other body is just as simple as getting in: two other items of optional equipment on the TGA WorldWide are a non-slip step on the mudguard and a railing on the roof. And for tractors – also as optional equipment - there's a platform with step on the right-hand side.

#### Rounding off.

The standard steel tank for the TGA WorldWide has a capacity of 400 litres. To cope with tough assignments in which the tank has to have high torsional rigidity, a round and thus more stable tank with 315 or 450 litre capacity is available. For greater safety it has a plate to protect it from stones. A large number of other tank variants are available as special options.



Elevated air intake.



Roof railing on drivers' side.



Construction-site step on front mudguard, driver's side.



780 litre tank with integrated step.



Tank protection.



Vertical exhaust pipe.

#### A clean sweep.

The new position for the upswept air intake fitted as standard is in the top left-hand section of the cab rear wall – and there are good reasons for this. The air taken in there is cleaner, which means that the air filter does not clog up as quickly and thus does not need to be changed as often. This elegant positioning of the air filter and intake does not restrict the possibilities of attaching machinery or bodies in any way. Pre-cleaning systems can be integrated without difficulty. The exhaust with raised tail pipe that can either have a flap or be curved is another clever solution.

#### Optional equipment

- Passage with step on mudguard and railing on roof
- Working platform for tractors
- Cyclonic pre-separator integrated in air filter
- Elevated exhaust
- Tank combinations for large operating range and high transport performance
- Aluminium tank to save weight and avoid corrosion
- ADR-approved tanker fittings

#### **Within the framework.**

Weight-optimised and extremely stable, the frame of the TGA WorldWide is exemplary when it comes to fitting bodies. The preparations and brackets for this can be supplied ex-works. Holes are present in the main members, closely spaced for subsequent attachment of bodies or for conversions. Time-consuming drilling of other holes, which also impair the protection against corrosion, is thus unnecessary. The combination of tubular cross members and K cross member with the high-strength TM 500 tempering steel ensures high rigidity and a favourable frame web height for all TGA WorldWides. The outcome is a low frame top edge for a low centre of gravity for the body. In other words, the modern frame design also contributes to higher driving safety and stability.

#### **Everything's mounted.**

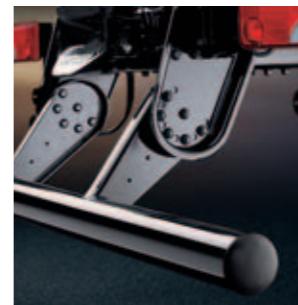
The front end integrates the front cab mounts, the steering gear, the front springs, the cooling system, the front underride guard and the bumper. All this makes repairs much easier in the event of damage. It also allows for a large radiator surface, which cuts the fan running times and reduces fuel consumption.

#### **High ground clearance.**

Even with the dropped front axle – this is the normal-height version – the TGA WorldWide has a convincingly large angle of approach. But in the medium-height and high versions this angle is considerably larger. Together with the high ground clearance this makes for excellent off-road capability.



Tubular cross member.



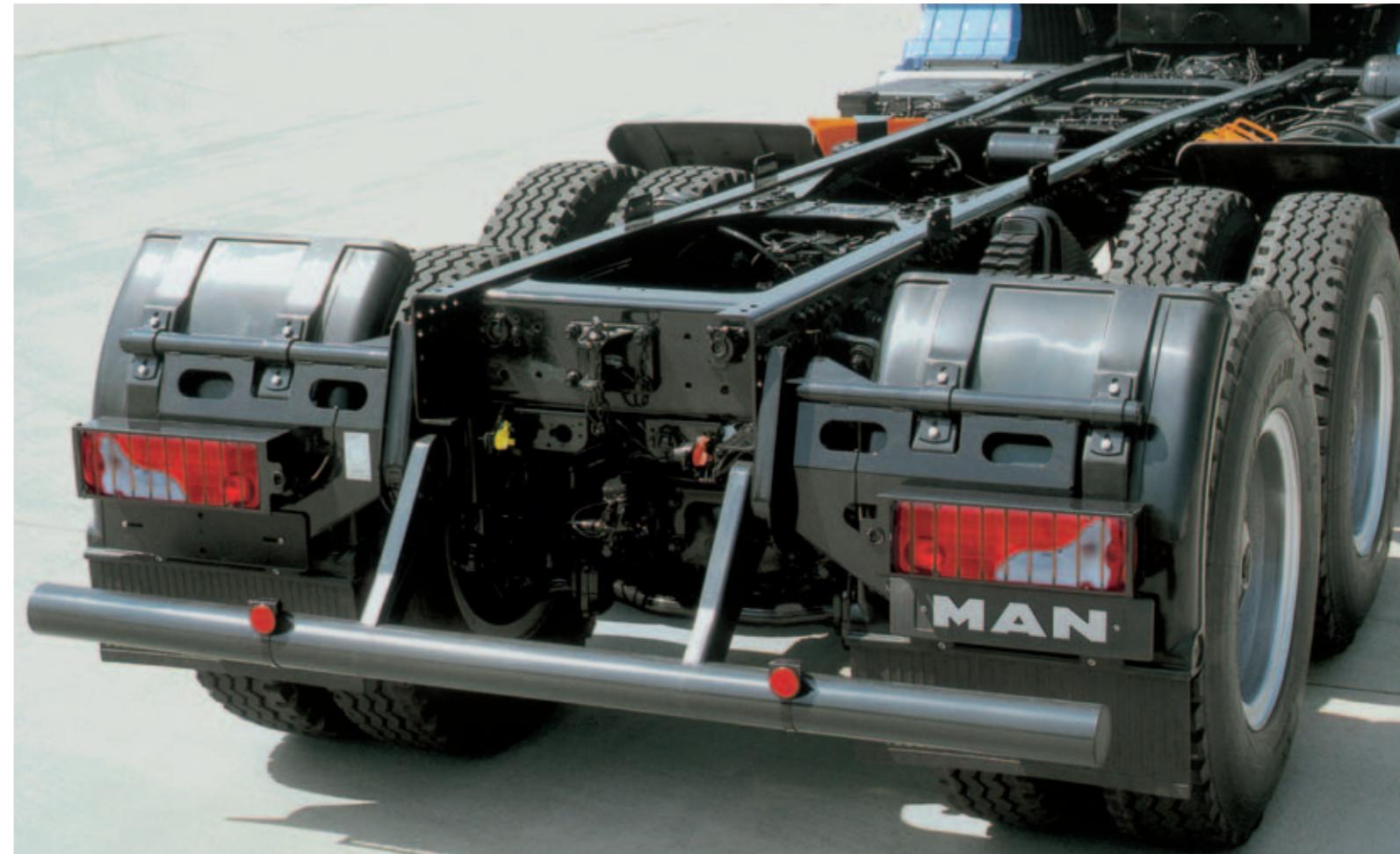
Rear underride guard.



Test connections on compressed-air brake system.



Step and working platform on tractors.



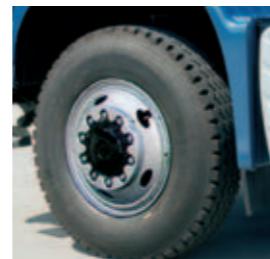
Stable body-friendly frame made of high-strength fine-grain steel.

#### **Optional equipment**

- Adjustable rear underride guard
- Medium-height and high versions for optimised angle of approach and high off-road capability
- Service package with central test connections and sensors for fluid levels



Trilex wheels.



Steel wheels.



Parabolic suspension.



Trapezoidal suspension.



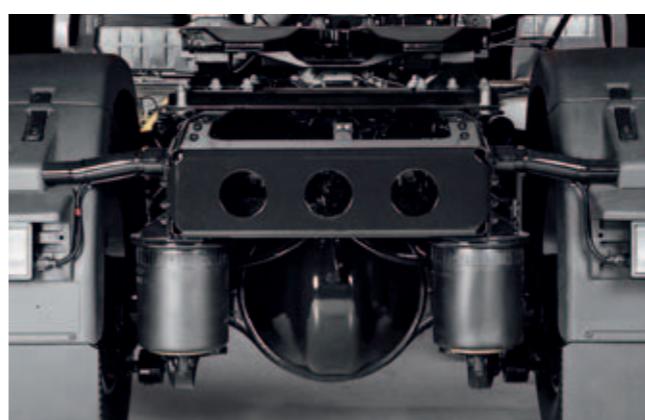
Front axle parabolic suspension.



Planetary axle with high ground clearance.



Disc brakes with hypoid and steering axles.



ECAS air suspension.



Rotary switch for differential locks.



Differential lock display.



Hub unit with disc brakes.

### The TGA WorldWide provides a solution for everything.

On the road to success the 4x2 tractor can really get going. It has the maintenance-free ECAS air-suspension system on the rear axle with advantages such as higher ride comfort (for the load too) and flexible level control. Or is it more weight that you need to move? For top performance on the roads there's the 33 t 6x4 tractor with leaf springs all round.

When the going gets tough, there is the choice of the robust three- and four-axle chassis (6x4, 6x6, 8x4) with the tandem planetary axle unit (13 and 16 axle load) with differential lock as a standard feature. There are two suspension variants available

for heavy-duty vehicles: the parabolic springs providing comfort while under load and while running empty and the maintenance-friendly trapezoidal springs with layered auxiliary springs for trucks seldom running empty and requiring supplementary reserves. The leaf-sprung front axle is impressive in its minimal comparative weight in comparison to maximum axle load.

When it comes to wheels you can choose between Trilex or steel disc rims and sizes of 8.5-20, 8.5-24 and 10.00-20 for tyre sizes 12.00 R20, 12.00 R24 and 14.00 R20, the latter also available as single tyres.

### Safe braking.

On the front and hypoid axle(s) internally ventilated disc brakes with automatic adjustment are reliably at work. Drum brakes are available as an option. The planetary tandem axle unit has S-cam drum brakes with automatic brake lining/shoe adjustment and an electrical wear display. ABS and ASR are of course standard.

### Only from MAN: the hub unit.

Front axles with disc brakes have hub units facilitating fast changing of the discs. The wheel bearing does not need to be stripped down, and the factory setting of the bearing play remains unchanged. That cuts downtimes and saves workshop costs.

### Optional equipment

- Drum brakes on the front axle
- MAN BrakeMatic brake system with EBS, wear equalisation for the brake pads and selectable continuous brake management for short braking distances and low wear



D20 Euro 2



D20 Euro 3 with cooled exhaust-gas recirculation

## Power mated with efficiency.

### **Sheer dynamics.**

The MAN D20 and D26 common rail power plants set benchmarks. Whilst offering more agility and less consumption, more quiet power and more freedom from maintenance than before; all within a weight gain of 100 kg and up to a 5 % leaner diesel consumption in comparison with earlier generations.

The robust Euro 2 engines provide an output of between 265 kW (360 hp) and 353 kW (480 hp). The Euro 3 configuration with turbo-cooling provide between 257 kW (350 hp) to 353 kW (480 hp) on the crankshaft.

All engines are equipped for the tropics. This is largely thanks to the expansive radiator, standardly equipped with a stone-chip guard. Colder regions provide no operational drawbacks.

### **More than an engine brake.**

All engines are serially equipped with an EVB engine brake, but nothing on the market approximates to the EVBec. It enables the entire performance potential of whichever engine speed at the correct temperature threshold without the risk of overloading. The noticeable advantage: more brake power with initial braking and perceptibly higher performance with continuous braking.

### **Charged with energy.**

A new feature of all engines is the alternator with dynamic charging characteristics. Driven by a poly-V belt, it regulates the charging voltage according to temperature, battery charge and current power consumption. The battery is charged even as the engine idles, and its service life is thus increased considerably.

### **Engines**

Euro 2	Displacement	Torque	Rating
6-cylinder D2066	10,5 l	1,800 Nm at 1,000-1,400 1/min	265 kW (360 hp)
		1,900 Nm at 1,000-1,400 1/min	294 kW (400 hp)
D2676	12,4 l	2,100 Nm at 1,000-1,400 1/min	324 kW (440 hp)
		2,300 Nm at 1,000-1,400 1/min	353 kW (480 hp)

Euro 3	Displacement	Torque	Rating
6-cylinder D2066	10,5 l	1,750 Nm at 1,000-1,400 1/min	257 kW (350 hp)
		1,900 Nm at 1,000-1,400 1/min	287 kW (390 hp)
		2,100 Nm at 1,000-1,400 1/min	316 kW (430 hp)
D2676	12,4 l	2,300 Nm at 1,000-1,400 1/min	353 kW (480 hp)

### **All geared up.**

The 16-speed gearbox with ServoShift for low forces and short lever travel is comfortable to use and a neat shifter. Its 16 speeds are accessed conveniently via a splitter box and a range-change group.

The fully automatic 12-speed TipMatic provides the greatest ease; there is no clutchwork or gear-shifting - and no clutch pedal. Economical driving in automatic mode leads to lower fuel consumption rates in the fleet. Here, the driver may manually select gears as desired.

### **A variety of power take-offs.**

A wide variety of engine-, clutch- or speed-dependent versions is available for different output speeds and torques. A corresponding symbol appears in the display when a power take-off is activated.

### **Optional equipment**

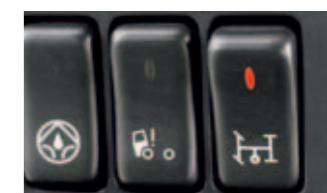
- Euro 3 engines with exhaust-gas recirculation
- Flame-start system
- EVB engine brake
- Automated 12-speed MAN TipMatic gearbox for maximum shifting convenience and low fuel consumption



A Separ fuel filter is part of the standard delivery, while a heated version is an option



PTO, shown in display.



**Transport worldwide. Powered by MAN.**



Libya.



United Arab Emirates.



United Arab Emirates.



Russia.





South Africa.



Oman.



South Korea.



New Caledonia.



China.



Ecuador.



## Our aim is that you achieve your target.

In a MAN you receive more: more power, more support and more service. Comprehensive solutions for the fleet and for transport in general are integral. But we keep you ahead in servicing and repairs too. And we're doing a great deal in the field of quality. Take a look at our services.

### It's all about support.

Costs sink. Performance increases. Efficiency and profitability of the truck pool are enhanced. Are these not also keywords for you? MAN support stations utilise the newest methods and qualified personnel trained in the latest technology. Genuine parts are usually on hand, and in the event that they are not, MAN will deliver them within the fastest time possible.

### Into the future with Telematics.

Direct language and data communication between company office, driver and customer opens up almost unlimited possibilities, whether a digital telephone or SMS data transfer is being used. MAN offers everything from satellite-assisted shipment tracing via innovative order management to navigation systems. With MAN's telematic services you can get in gear for the future.

### Quality – signed, sealed and delivered.

"Made by MAN" is recognised throughout the world as a sign of top-flight technology. After all, in developing and building our products we have only one standard: the highest. And we can prove it: the MAN quality management system has been certified in all plants to the stringent requirements of ISO 9001. And MAN was also the first German vehicle manufacturer to satisfy the demanding VDFA 6.1 standard. MAN quality knows no limits.