

CONSISTENTLY EFFICIENT 



MAN beverage and refrigerator vehicles.

Solutions that will appeal to your taste.



MAN beverage vehicles. Pure transport efficiency.

Whether it's mineral water, fruit juice, beer or wine, MAN beverage vehicles deliver the highest level of transport efficiency in every case. They combine big payload and capacity with ease of loading, offer optimum manoeuvrability in the city and full power over long distances. Their great economy and eco-friendliness are absolutely convincing. The torque common-rail engines comply not only with

the „purity laws“ as expressed in Euro 5 but also with the even stricter EEV standard. The MAN PURE DIESEL® system for the TGL and TGM series is unique in the market in that it fulfils the most stringent emissions standards without the use of additives. Regardless of which series you select, MAN beverage vehicles provide high productivity at low cost. Transport efficiency that pays off.



Beverage distribution transport.



The MAN TGM.
If in addition to manoeuvrability and a convenient unloading height you also need big payloads and loading capacities, you will find the MAN TGM to be the optimum synthesis. The 15-tonner with 19.5-inch tyres and low frame concept is a winner with its convenient unloading height. As far as payload is concerned, the only vehicle that beats the 18-tonner with 22.5-inch tyres and lion-hearted 250 kW (340 hp) is the 22-tonner with trailing axle and 19.5-inch tyres. This truck carries an outstanding payload of up to 13 tonnes: top-class in its class. The 26-tonner with trailing axle (22.5-inch tyres) rounds off the TGM series. One obvious advantage they all have is full-air suspension which can be lowered by as much as 90 mm from the normal height.



The MAN TGL.
When it comes to delivering beverages house-to-house to the end customer, the MAN TGL has all the advantages on its side. The 7.5 to 12-tonners are extremely manoeuvrable, are conveniently low for loading and unloading purposes, possess excellent handling and driving characteristics and are lively and economical. The TGL is designed throughout for door-to-door deliveries, from the compact C cab to the economical drive with MAN TipMatic® to the optimised chassis components. An added plus that the air-sprung rear axle brings with it is consistent driving and suspension comfort with automatic height adjustment – an active contribution to increased road safety under all load conditions.



MAN TGL/TGM in beverage transport

Requirements profile:

- Low unloading height
- High manoeuvrability
- High payload and loading capacity
- Easy handling

Your benefits – added value included:

- Big payloads thanks to low unladen weights
- Gross train weights of up to 36 tonnes
- Generous front-axle load reserves for partial loads
- High manoeuvrability
- Low height of loading platform thanks to 17.5- or 19.5-inch tyres (on the 15-tonners) and low frame concept
- C and L cabs with low entrances for city operation and/or spaciousness for intercity trips.
- Wheelbases for all conventional body lengths
- Compliance with Euro 5 and EEV without additives due to MAN PURE DIESEL® technology
- 15- and 18-tonners with optional full-air suspension for optimum goods delivery



Heavy-duty distribution transport of beverages.

The MAN TGS.

Whether it's the low entrance to the M and L cab, the low weight and convenient overall height or the spaciousness of the LX cab, the comfort and the equipment of the TGS cabs are perfect for operation in heavy-duty distribution transport. The TGS also has a lot to offer in terms of loading capacity and payload. In particular, the three-axle 26-tonner with steered trailing axle combines a big payload with great manoeuvrability. For really good trans

port performance: the TGS in trailer operation. Powerful Euro 5 and EEV engines supply the dynamics, precisely coordinated gearboxes and drive trains get that power on the road. The low frame allows the high bodies necessitated by PET containers. In order to still comply with the statutory overall height and realise a low unloading height, low-section tyres with an aspect ratio of 60 are recommended.



Carry-along forklift for optimised transport logistics.

MAN TGS in beverage transport

Requirements profile:

- High payload
- High loading capacity
- Trailer operation

Your benefits – added value included:

- High axle-load reserves
- Gross train weight up to 40,000 kg
- Frame highly rigid for rear loads
- Low unloading heights and low frame with 60-series tyres and low frame concept
- M and L cabs with compact dimensions, spacious LX cab
- Euro 5 and EEV engines are also suitable for longer distances
- MAN AdBlue® technology with unchanged silencer dimensions
- Good manoeuvrability of 26-tonner with steered trailing axle

Long-haul beverage transport.



The MAN TGX.

Loading capacity and payload are the crucial factors in long-haul transport. This is why the MAN TGX is in a class of its own. The 26-tonner with trailing axle offers a whole load of efficiency. Powerful but economical engines produce dynamic drive, most of all the V8 engine with its impressive 500 kW (680 hp). The driver's cabs are particularly inviting: the XL and XLX cabs stand out with their pleasant atmosphere and practical fittings. The XXL cab is the most spacious in Europe – for maximum comfort and optimum freedom of movement.



The big advantages of semi-trailers are the full-length cargo bay provided by the trailer and the fact that tractors are free to pick up and drop off their trailers, maximising transport performance and minimising downtime.

When it comes to loading volumes, the articulated train leads the way. Statutory regulations permit an overall loading length of 15,600 mm, which is fully two metres longer than that permitted for a semi-trailer (13,600 mm). Two concepts have become established with regards to the articulated train:

firstly, the operation of turntable trailers, where body lengths of 2 x 7,450 mm are possible. Secondly, the operation of rigid-axle trailers with body lengths of 2 x 7,820 mm, the greater loading length more than compensating for the more complex equipment.

The MAN TGS in beverage transport

Requirements profile:

- High payload
- High loading capacity
- Trailer operation

Your benefits – added value included:

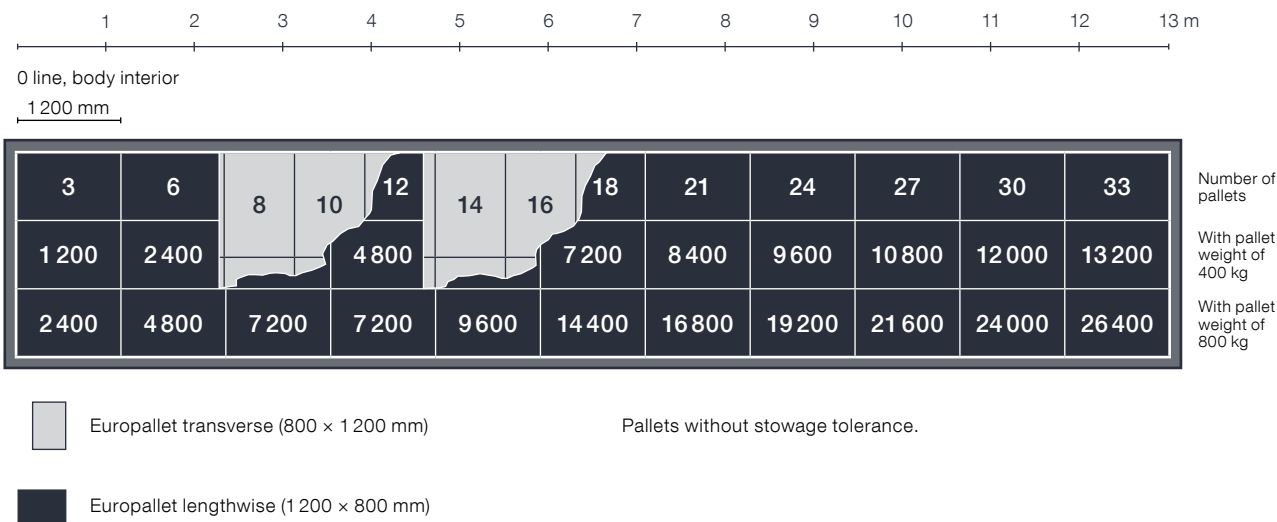
- High axle-load reserves
- Gross train weight up to 40,000 kg
- Frame highly rigid for rear loads
- XL, XLX and XXL cabs are spacious and very comfortable
- Torque Euro 5 and EEV engines with outputs up to 500 kW (680 hp)
- MAN AdBlue® technology with unchanged silencer dimensions

Important issues in the branch.

Loading according to layout plan.

Loading aids help to transport the cargo safely, efficiently and arranged in such a way that the available volume is used to its maximum. The Europallet (1,200 x 800 mm) and the water

pallet (1,100 x 1,070 mm) have established themselves as the norm in the beverage industry throughout Europe. The table gives you some orientation as to how many pallets can be loaded into bodies of particular lengths.



Example: securing of loads on body complying with VDI 2700.

Beverage bodies – fast, safe and comfortable.

There are three things you want from an efficient beverage body: you must be able to open and close it quickly so as to save valuable time. Loading and unloading must be particularly straightforward and comfortable for the driver. The body must be stable and robust for loading with a forklift truck and for safe transport. The lowest possible unladen weight is an additional aspect, enabling as it does the maximum payload. Many innovative body systems meet these requirements. The market offers bodies with hinged and folding walls designed to fold up above or below the roof, tarpaulin systems realised as tautliners, roll tarps or curtain-siders as well as bay bodies in various different forms of frame. The system you choose depends completely on your particular requirements.



Example: fold-over roof.



Example: fold-up roof.

Playing it safe.

Securing the cargo by means of webbing, shoring beams or clamping systems is an important issue in all European countries. It is important not only for reasons of safety but also from a commercial point of view. After all, damaged cargo can result in high costs. Operating a vehicle with its cargo secured inadequately or not at all can have legal consequences for driver, loader (the person responsible for the loading) and operator of the vehicle (the haulage company) alike.

In Germany, VDI Directive 2700 is the legally binding basis for the securing of cargo. Many body builders have had their body- and cargo-securing systems certified. These should take preference when a decision to purchase is made. MAN demonstration and consignment vehicles for the beverage sector are equipped with certified bodies.

MAN food vehicles. Reliable and efficient.

Whenever you think of food you think of freshness and quality. When it comes to guaranteeing freshness and quality at all times and ensuring that the cooling chain remains unbroken, safe and reliable transport is particularly important. Whether it's for transporting fresh or refrigerated food on long, international hauls, short hauls or in distribution, MAN has the right vehicles for the job. With their economical common-rail engines, their comfortable to operate gearboxes and their robust chassis they are a byword for dependability and efficiency on the road. If you want to find a way to get away from cost pressures and go straight to your profit targets, there are only four ways of doing it: the TGX, TGS, TGM and TGL series from MAN. Transport efficiency fitted as standard.



Food distribution transport.



The MAN TGL and TGM.

The optimum vehicle in distribution transport combines maximum payload and loading capacity with great manoeuvrability, low overall height and exemplary eco-friendliness. What could this truck look like? Just like the MAN TGL and TGM. As both 7.5- and 12-tonner with short wheelbase, the TGL is extremely manoeuvrable. You will be convinced by its good payload, its high front-axle load reserves when partly unloaded and its low overall height with 17.5-inch tyres. What makes it especially comfortable is the C cab with its extremely low entrance and first-class comfort.

The 15-tonne TGM is in a class of its own – this is a truck that brings together payload and big volumes. Choice of wheelbases creates latitude for capacity. Optional full-air suspension provides stability when the load is unevenly distributed. When it's a question of optimum payload and low unladen weight, that's the moment to call for the TGM 18-tonner. On the other hand, the TGM 26-tonner with steered trailing axle packs a giant payload with big body length for maximum capacity. In the TGL and TGM series, efficient engines in conjunction with MAN TipMatic® give you distinct advantages in terms of fuel consumption. Unique: thanks to MAN PURE DIESEL® technology, no additives are required in order to comply with the Euro 5 and the even more stringent EEV emission standard.

The MAN TGL and TGM in refrigerated transport

Requirements profile:

- High manoeuvrability
- High payload
- Low overall height

Your benefits – added value included:

- Best payload ratios
- Generous front-axle load reserves for partial loads
- Low height of loading platform due to 17.5-inch tyres and low frame concept
- Small turning circle
- Low entrance due to C cab
- 100% clearance on frame with MAN Pure Diesel technology
- 12-tonner and load-reduced 15-tonner (11.99 t) toll-free in Germany
- Stability package with reinforced shock absorbers and anti-roll bars on front and rear axles for vehicles with a high centre of gravity (TGL)

Heavy-duty distribution transport of food.

The MAN TGS.

The 18-tonner is the TGS series' tough guy for refrigerated transport. But it's the three-axle chassis that really plays the most important part. And so, for instance, the solo vehicle with its body length of over eight metres has a big capacity. Equipped with a steered trailing axle, its small turning circle is an eye-opener. In combination with a tandem trailer, the three-axle tractor meets the requirements for maximum volume and a high degree of flexibility for throughloading trains.

Just made for the city: the city semitrailer tractor, whose semitrailer with steered axle makes for great manoeuvrability. And when we're talking payload, the similarly manoeuvrable semitrailer tractor with two-axle semitrailer goes one better. The semitrailer's second axle is also steered.

The MAN TGS in refrigerated transport

Requirements profile:

- High payload
- High loading capacity
- Good manoeuvrability
- Throughloading train as well as semitrailer

Your benefits – added value included:

- Best payload ratios
- Special solutions for the branch to optimise manoeuvrability and overall height, e.g. steered trailing axle
- Comfortable driver's cabs (M or L cab)
- A recess in the roof of the driver's cab enables lower mounting of the refrigerating unit and thus lower overall body height
- Euro 5 and EEV engines are also suitable for longer distances
- MAN AdBlue® technology with unchanged silencer dimensions
- Variable hitching heights realised by possible combinations of various tyre sizes, different fifth-wheel couplings and plates



Long-haul food transport.



The MAN TGX.

Where the objective is efficiency, dependability is the way. The MAN TGX blends both of them ideally. The semitrailer has the advantages in long-haul transport. You will appreciate its big payload and high capacity, the trailer's throughloading cargo area and the flexible way in which tractors can be exchanged. The standard tractor is the 4x2. In order to avoid overloading the rear axle after partly unloading, 6x2 semitrailer tractors will possibly also be necessary.

As an articulated train, the TGX puts economical transport performance on the road with its high pallet capacity. By contrast with the semitrailer, two refrigerating units are required here. Operators have to decide for themselves which concept is most profitable for them.



Refrigerated transport with the MAN TGX

Requirements profile:

- High payload
- High loading capacity
- Good manoeuvrability

Your benefits – added value included::

- Best payload ratios
- Spacious cabs in XL, XLX and XXL design
- Roof recess in XL cab by qualified modifiers
- Powerful engines of up to 500 kW (680 hp), Euro 5 and EEV compliant
- MAN AdBlue® technology with unchanged silencer dimensions
- Variable hitching heights realised by possible combinations of various tyre sizes, different fifth-wheel couplings and plates



Construction for attachment of extra units.

Close cooperation with the manufacturers.

MAN works closely with all leading manufacturers of refrigerating machinery, which means that even special customer requirements can be implemented quickly and economically. No matter whether it's a diesel- or compressor-powered front-wall unit, an underfloor unit or nitrogen cooling - there's always a cool solution at hand. This provides a defined interface (bracket) for the installation of additional units, while MAN decides where the connections to the engine are to be. The respective unit can then be mounted on the bracket with the help of an adapter provided by the unit's manufacturer. This fitting is not suitable for the installation of a FRIGOBLOCK generator.

Efficient refrigerated transport solutions.

Preparation for FRIGOBLOCK generator.

Many of the vehicle variants are delivered ex works already prepared for the installation of a FRIGOBLOCK generator. The installation variant developed for the TGS and TGX permits generators of any size. Installation does not impose any restriction on auxiliary units and is available with the D20 engine series. The electrical components on the driver's cab side are already integrated in the vehicle so that the installation of the generator is straightforward and unproblematic. Different sizes of generator can be installed on the TGL and TGM, depending on the type of vehicle.



Roof recess – an elegant solution.

Because of the necessity of driving through entrance gateways, deliveries in urban and residential areas are often only possible with vehicles that have been optimised for height. Delivery areas similar to underground garages also have height restrictions. The cooling unit on the front wall is then so low that the cab can no longer be tilted for maintenance work. Cutting a recess in the cab in the area of the cooling unit provides an elegant solution. This external measure is carried out by qualified modifiers from MAN Nutzfahrzeuge AG who have decades of experience with such modifications.



The MAN cockpit.

Top comfort for top performance.

MAN driver's cabs always focus on the needs of the driver. Drivers who take their place here are not just extremely comfortable but can also immediately find their way around. All the controls are clearly arranged and easy to reach. The height and inclination of the steering wheel are adjustable and the steering wheel itself swings up to provide more space for getting into, out of or across the cab. The extremely low entry height of the C cab, for example, is great for short-haul and distribution transport.

Cab	Vehicle series			
	TGL	TGM	TGS	TGX
C cab	•	•		
M cab			•	
L cab	•	•	•	
LX cab	•	•	•	
XL cab				•
XLX cab				•
XXL cab				•



All under one roof.

To keep everything neat and tidy MAN cabs have a clever system of trays and stowage compartments. For instance, the optional storage box with removable desktop is helpful in distribution transport. Another convenient feature is the multifunction stowage shelf in the LX cab, which serves both as stowage space and as a resting bunk when the vehicle is parked. To ensure that drivers stay in shape over long hauls, MAN has designed berths that have become famous for the comfort they offer.



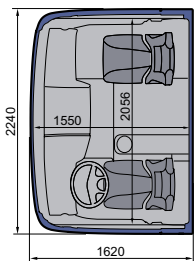
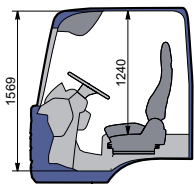
Good all-round visibility.

The mirror concept with main and wide-angle mirrors, big ramp mirror and front mirror is designed for optimum vision and safety. The driver has a view of the areas right in front of vehicle and the potential danger zone when turning off to the nearside.

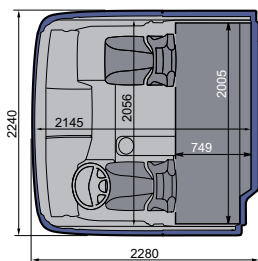
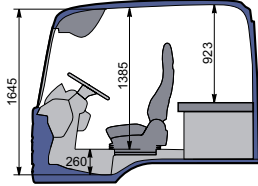


The MAN cabs.

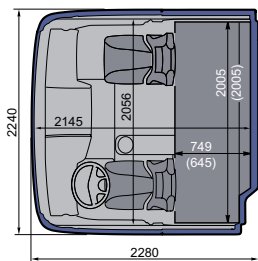
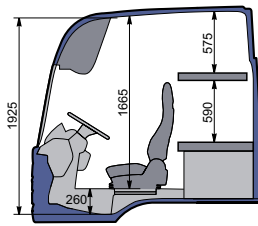
C-cab



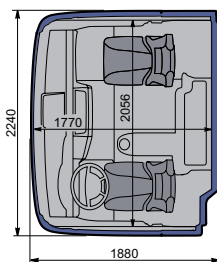
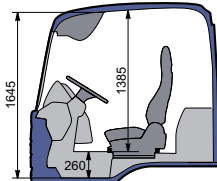
L-cab



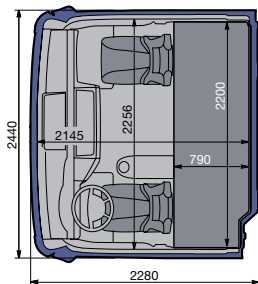
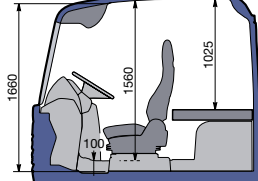
LX-cab



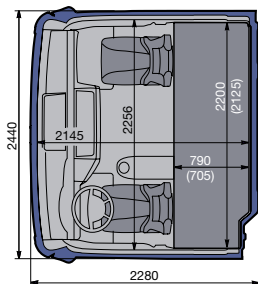
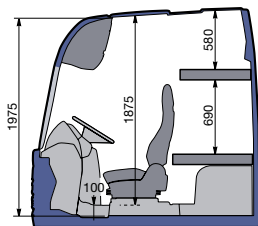
M-cab



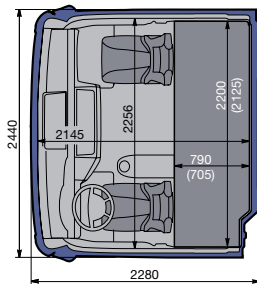
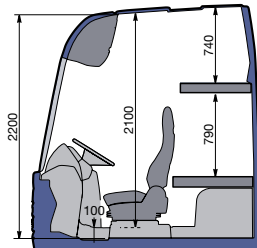
XL-cab



XLX-cab



XXL-cab



The MAN common-rail engines.

Dynamically economical.

The innovative MAN common-rail engines move more than just wheels. They drive progress. The state-of-the-art 4-, 6- and 8-cylinder propulsion units develop more power and burn less fuel, have a compellingly low power/weight ratio and built-in durability. They offer outstanding torque and superb pulling power, right from the low end of the rpm range. If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need.

Cleaner than Euro 5 requires.

The innovative MAN exhaust systems safely and reliably comply with the statutory limit values of the Euro 5 standard, as well the even more stringent EEV values. The MAN PURE DIESEL® system with cooled exhaust gas recirculation, oxidising catalytic converter or PM-KAT® filter and two-stage turbocharging with intercooling is available for this purpose. This technology does not need AdBlue®, saves on weight and frees up additional space at the chassis. Nor does the SCR technology MAN AdBlue® mean any enlargement of exhaust silencer dimensions compared to Euro 3. The space available on the chassis and payload figures of the vehicles are better than competing solutions.

MAN AdBlue®

MAN PURE DIESEL®

EEV

enhanced environmentally friendly vehicle

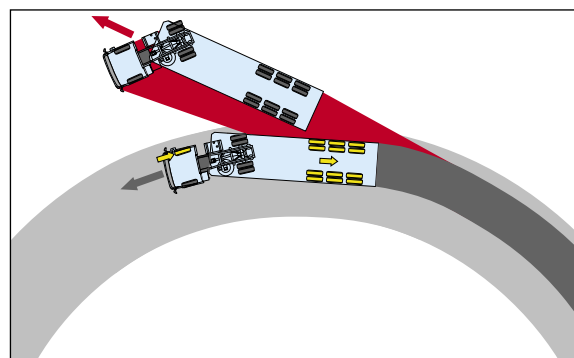
Overview of the Euro-5 and EEV engines

	MAN PURE DIESEL®		MAN AdBlue®	
	Euro 5	EEV	Euro 5	EEV
D0834				
110 kW (150 hp)	•	•		
132 kW (180 hp)	•	•		
162 kW (220 hp)	•	•		
D0836				
184 kW (250 hp)	•	•		
213 kW (290 hp)	•	•		
250 kW (340 hp)	•	•		
D2066				
235 kW (320 hp)			•	•
265 kW (360 hp)			•	•
294 kW (400 hp)			•	•
324 kW (440 hp)			•	•
D2676				
353 kW (480 hp)			•	•
397 kW (540 hp)			•	
D2868				
500 kW (680 hp)				•*

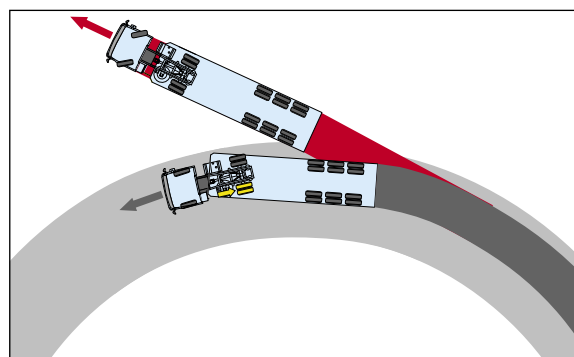
* with 3000 Nm for semitrailer tractors for long-haul transport..



The MAN safety systems.



Compensatory braking when tractor oversteers



Compensatory braking when tractor understeers

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 the turn indicator, an acoustic warning sounds. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits a rumble-strip noise, which the driver intuitively understands correctly. LGS increases the driver's awareness of staying in the lane, thus preventing many a dangerous situation.

Electronic stability program ESP.

ESP protects you from unpleasant surprises. 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 in the lane. The electronic stability program is available as special equipment for solo vehicles. MAN offers the electronic stability program for vehicles with leading or trailing axles, even for vehicles with four-axles and articulated road trains.

Active roll stabilisation CDC and high-load roll stabilisation.

With active roll stabilisation, dampers are automatically regulated by means of CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with additional X control arms is ideal. This ensures that side inclination is effectively reduced.

Brake system MAN BrakeMatic® with ABS and ASR.

The most important distance is the braking distance. To guard against unpleasant surprises, the electronic brake system MAN BrakeMatic®, which includes ABS and ASR, ensures shorter braking distances. Coupling force control, which guarantees optimal matching of the trailer or semitrailer's brakes, leads to a perfectly harmonious train, shorter braking distances and equalisation of the brake pad wear of the entire train combination with extremely long pad service lives.

Brake assistant.

The brake assistant registers the speed and pressure of brake pedal operation, and optimizes the applied brake pressure through to full braking force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.



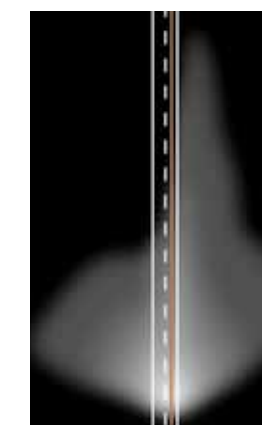
Vehicle behavior with CDC.



Vehicle behavior without CDC.



Illumination with light H7.



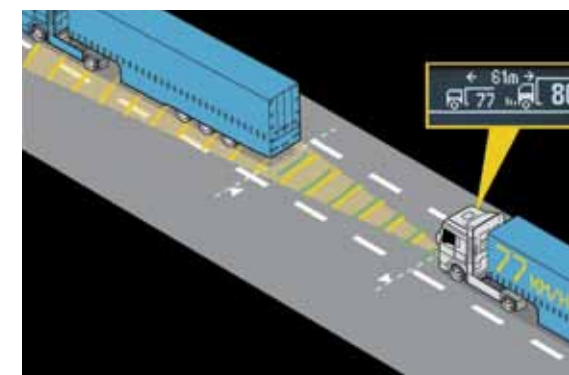
Illumination with Xenon light.

Xenon light for better vision.

The combination of Xenon light and free-form reflectors shines a whole new light on the road. The luminance of the long-lasting xenon bulbs results in a wide stretch of road being illuminated. Illumination in this area is bright and homogeneous without dazzling oncoming traffic.

Adaptive cruise control ACC.

Automatic ranging determines the distance from the vehicle ahead and the difference in relative speed and maintains a safe distance by electronic intervention at the accelerator or brake pedal. ACC can be used at speeds of 25 km/h and above, and helps the driver to stay relaxed while driving.



Useful MAN equipment.

MAN TeleMatics® also with Cool module.

Fewer empty trips, shorter downtimes and increased profitability thanks to greater efficiency – these are good reasons for innovative fleet management by mouse click. MAN TeleMatics® supplies you with essential data to optimise vehicle usage and make your transport process transparent. Its capabilities range from tracking and tracing, vehicle deployment analysis and trip history to the exchange of text messages all the way to complete order management. TeleMatics® Cool - available especially for the transport of refrigerated food. This module documents the unbroken cooling chain and thus fully complies with legislation regarding food-stuffs and the EU quality standards. Data is collected by a black box connected to the interface of the cooling unit or temperature recorder. Door contacts can also be integrated.

Preparation for liftgate.

MAN offers various options for easy and convenient liftgate installation:

- **Electrical preparation.**
Purposely restricted to the electrical parts required in the driver's cab, so the body builder has full latitude to respond to different customer requirements. The wiring harness for the liftgate terminates in a generous loop at the end of the frame. The defined interface (7-pole receptacle) ensures a secure connection.
- **5-chamber taillight unit.**
It allows for the movement of the hydraulic cylinder of the liftgate.
- **Stromversorgung für Batterien im Anhänger mit Ladebordwand**
Power supply for batteries in trailer with liftgate.
- **Without rear underride guard.**
Removal and disposal by body builder not necessary.
- **Heavy-duty batteries and uprated alternator.**
For failsafe operation when liftgate is frequently lifted and lowered on short-run trips with multiple stops.

Switch and wiring for cargo bay lighting

The preparation consists of a switch in the driver's cab, the electrical installation in the on-board network and a cable harness. Since all electrical elements are pre-mounted on the chassis, the body builder does not have to tap into the on-board wiring. Only the cable harness has to be adapted to suit the size of the body. Maximum electrical consumer power draw: 150 W.



The MAN TipMatic® gearbox.

Changing at the right time is important in driving really economically. The simplest and most convenient way is with the optional MAN TipMatic®Profi, which can be operated both in automatic mode and manually by a toggle lever on the steering column. The crawling gear for manoeuvring to the millimetre is a special highlight. For high dynamic performance there's also a kick-down function. The MAN TipMatic® Profi makes an important contribution to increased transport efficiency: it increases payload by saving weight, reduces fuel consumption and takes the strain off the clutch. The fully automatic MAN TipMatic® Fleet is available especially for operation in fleets: no more shifting into the wrong gear now.



The MAN Pritarder® for the TGS.

Only from MAN: The combination of EVBec engine brake with a water retarder operating in conjunction with the cooling circuit achieves the enormous braking power of up to 600 kW even at low driving speeds. The completely maintenance-free system increases the payload by up to 64 kg while decreasing the workload of the service brake, doubling the life of its brake linings. Conveniently operated by the steering-column switch, the MAN PriTarder® provides maximum transport safety.

MAN air suspension

MAN's maintenance-free air suspension is a real boon for vehicles operating in distribution transport. ECAS, the electronic control system for raising and lowering, has a memory function enabling the retrieval of two different levels and is easy to operate at just the press of a button. This makes it quick to adjust for loading ramps and it also has advantages for driving through low entrance gates and making deliveries to underground garages. With full-air suspension, the combination of raised rear axle and lowered front axle is ideal for compensating for the slope of a steep road: this makes unloading so much easier and safer. More ride comfort, better protection of the load against rough treatment and a constant ride and load height regardless of the load are further advantages of leaf/air or full-air suspension.



The steered trailing axle.

The steered trailing axle available for special types of vehicles in the TGM, TGS and TGX series provides a synthesis of high payload and outstanding manoeuvrability: it enables a turning circle smaller than that of a two-axle vehicle of the same body length. Moreover, it reduces tyre wear and is easy on the road surface.



MAN solutions for beverage and food vehicles at a glance.

MAN semitrailer tractors for semitrailers

Type				Wheelbase
TGX/TGS	18.XXX	4×2	BLS	3 600
TGX/TGS	18.XXX	4×2	LLS	3 600
TGX/TGS	26.XXX	6×2/2	BLS	2 600

MAN semitrailer tractors for high-capacity semitrailers and special semitrailers

Type				Wheelbase
TGM	15.XXX	4×2	BL	2 975 ¹⁾ , 3 525
TGM	18.XXX	4×2	BL	3 575
TGX/TGS	18.XXX	4×2	LLS-U	3 500

MAN semitrailer tractors for tanker and silo semitrailers

Type				Wheelbase
TGS	18.XXX	4×2	BLS-TS	3 600, 3 900

MAN chassis for standard fixed bodies

Type				Wheelbase
TGL	8.XXX ²⁾	4×2	BL	3 300, 3 600, 3 900, 4 200, 4 500
TGL	10.XXX	4×2	BL	3 300, 3 600, 3 900, 4 200, 4 500
TGL	12.XXX	4×2	BL	3 900, 4 200, 4 500, 4 850, 5 200
TGM	12.XXX	4×2	BL	4 425, 4 775, 5 125
TGM	15.XXX	4×2	BL, LL	4 425, 4 775, 5 125
TGM	18.XXX	4×2	BL, LL	4 425, 4 725, 5 075, 5 425, 5 775, 6 175
TGX/TGS	18.XXX	4×2	BL, LL	4 800, 5 100, 5 500, 5 900
TGX/TGS	26.XXX	6×2-2	BL, LL	4 500, 4 800, 5 100, 5 500

MAN chassis for volume swap bodies

Type				Wheelbase
TGX/TGS	18.XXX	4×2	LL-U	5 500, 5 900
TGX/TGS	25.XXX	6×2-2	LL-U	4 500, 4 800

MAN chassis for standard swap bodies

Type				Wheelbase
TGX/TGS	18.XXX	4×2	LL	5 500, 5 900
TGX/TGS	26.XXX	6×2-2	LL	4 500, 4 800

¹⁾ Only with C cab.
²⁾ Can be reduced to 7.49 t.

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