

CONSISTENTLY EFFICIENT 



## Fire-fighting MAN.

Vehicles for handling fires and disasters.





# MAN Trucknology – faster, better, more efficient.

Efficiency in action means equipping fire fighters with advanced, high-performance technology, enabling them to speed to the assistance faster, extinguish, safeguard and rescue better. That's what MAN fire-fighting and disaster relief vehicles are built to do. Their particular strength is their exceptional reliability. Meaning they're always on the spot when things get hot. MAN chassis of the Trucknology® series TGL, TGM and TGS, ready adapted ex works, are a competent foundation for both standard and special-purpose vehicles. MAN military chassis with coil suspension and superior off-road capability are a solid basis for large-tender fire-extinguishing trucks at airports.

Ergonomic cabs, low-consumption but powerful common-rail engines, the automated MAN TipMatic® gearbox plus innovative technologies such as MAN HydroDrive® add reliability to exemplary environmental compatibility to meet Euro 5 or EEV standards. That sums up to MAN efficiency you can rely on.





# Our solution when the heat is on.

**Small-tender fire-extinguishing trucks.**  
Compact in size, expansive in action. With an integrated pump and rapid deployment device and/or portable pump, the trucks render valuable service in flexible but effective fire fighting. The MAN TGL comes with the right power and the right ruggedness. Adding to its suitability – the low weight and high reserves for extra payload. And when it comes to size: the MAN crew cab comfortably seats as many as 7 persons, with ample space for stowing equipment.



TGL 12.220 4x2 BB



TGL 8.180 4x2 BL rapid intervention fire-fighting truck



TGL 8.220 4x2 BB rapid intervention fire-fighting truck



TGL 8.180 4x2 BB rapid intervention fire-fighting truck



### Rescue unit crew fire-fighting trucks.

Signal or flame red is the colour of fire-fighting trucks. When you see this colour it means help is on the way. The crew fire-fighting trucks of the 7.5 to 18 tonne class are vehicles that go through thick and thin. With 600 to 3000 liters of extinguishing agent onboard and a tail-mounted pump, the MAN TGL and TGM can also successfully tackle big fires.



TGM 18.340 4x2 BL rescue unit fire-fighting truck



TGM 13.290 4x4 BL tender fire-fighting truck



TGM 18.290 4x4 BB



**Rescue unit crew fire-fighting trucks.**

Rescue unit fire-fighting trucks with their extensive equipment are genuine allrounders, with a technical payload to match local needs and situations. To make sure they get where they're intended to go, the MAN chassis also come in an allwheel version with single tying – for excellent mobility.



TGM 13.290 4x4 BL rescue unit fire-fighting truck



TGM 18.340 4x4 BB rescue unit fire-fighting truck



TGM 18.340 4x4 BB





#### Tender fire-fighting trucks.

When the crew of a tender fire-fighting truck hears „Water on!“ it lets loose with all it's got. But well aimed with a jet or rapid deployment device. Tender fire-fighting trucks are designed to transport water, technically equipped for rescue and recovery, and often carry extra aids and special extinguishing agents for specific risks. As versatile as their missions are the MAN chassis of the TGS, TGM and TGL series. Each comes with the right cab for its unit or crew.

TGS 18.360 4x2 LL rescue, recovery and fire-fighting truck/turbo model with roof and front jet



TGS 26.400 6x2-2 BL industrial fire-fighting truck with roof monitor



TGS 33.480 6x6 BB



TGS 32.400 6x6 BB tender fire-fighting truck 16000





TGS 18.360 4x4 BL heavy-duty rescue and recovery truck



TGM 18.340 4x4 BB rescue and recovery truck with lift gate



TGM 18.340 4x4 BB logistical gear truck

## Equipped for every need.

### Rescue, recovery and gear trucks.

When a situation starts getting precarious, it often has nothing to do with fire. For technical assistance in accidents involving automobiles and trucks, oil and dangerous goods, it's time for rescue, recovery and gear trucks to appear on the scene, to save lives and avert harm to the environment.

Depending on the mission they may carry a whole variety of gear for rescue and recovery, shears, spreaders and jaws, power generators and winches. The rugged frame of MAN vehicles is perfectly suited to this kind of purpose.



TGL 12.250 4x2 BL rescue and recovery truck



# Rescue where the need is highest.

## Turntable ladders and hoisting platforms.

When trucks with a turntable ladder or telescopically hoisted platform appear on the scene, you can be sure people will be brought down safely. Dependable MAN chassis play a big part in this. In fire fighting and rescuing trapped people and property they play a leading role.

If all escape routes are cut off by fire and smoke, the turntable ladder or hoisted platform is the way to safety. Extending to a height of 50 meters and more, they reach to where no other help could be expected.



TGS 18.400 4x2 BL hoisting escape platform



TGM 15.290 4x2 BL turntable ladder 23/12



TGS 18.400 4x2 BL hoisting escape platform



TGM 15.290 4x2 BL turntable ladder 23/12



# Flexibility clinches it.

## Swap-body trucks.

These are the allrounders in the vehicle pool of modern fire-fighters. Swap-body trucks offer maximum flexibility, are suitable for a whole variety of purposes. In no time at all the basic MAN vehicle can take on swap bodies of every kind – a command centre for controlling an operation, a tender for water or foam, gear for breathing protection, a container for collecting oil, decontamination or environmental protection apparatus. These trucks only have one hitch – the one they need to pull on and roll off a container.



TGA 26.400 6x4H-2 BL swap-body truck with crane



TGL 8.180 4x2 BL swap-body truck



TGS 41.480 8x6 BB swap-body truck



# Landing safely means landing where MAN is.

## Airport fire-fighting trucks.

Their radius of action covers every aspect of fire-fighting, from buildings through rescue and recovery, standby and patrols to flight operations, calling for specialists in their own right. The whole variety of trucks is consequently called for: rescue unit fire-fighting trucks and tender fire-fighting trucks, swap-body trucks, turntable ladders and hoisting platforms, rescue, recovery and gear

trucks as well as escape staircases. Rapid deployment fire-fighting trucks like the MAN SX offer power of as much as 735 kW (1000 hp). And a top speed of more than 130 km/h, taking it to the furthest point of an airport in a matter of minutes.



Basis SX 43.1000 8x8 BB



Basis SX 43.1000 8x8 BB



Basis SX 43.1000 8x8 BB



Basis SX 43.1000 8x8 BB



# Other irons in the fire.

## Special-purpose trucks.

What is special about a special-purpose truck is the job facing it. Sometimes it's a matter of maximum payload and capacity, sometimes the emphasis is on offroad capability and speed, or it might be a mix of all of them. The selection of concepts from MAN ranges from narrow versions through vehicles with rail running capability to a turbo extinguisher.

MAN is also a system partner for extreme solutions such as twin-head trucks with two cabs for operation as a fire-extinguishing and recovery vehicle in tunnels. Not forgetting MAN buses as mobile mission control or command centres.



TGM 18.290 4x4 BB gear truck



Basis TGM 18.340 4x4 BB



TGS 26.400 6x2-2 BL



TGM 13.250 4x4 BL fire-extinguishing truck KatS



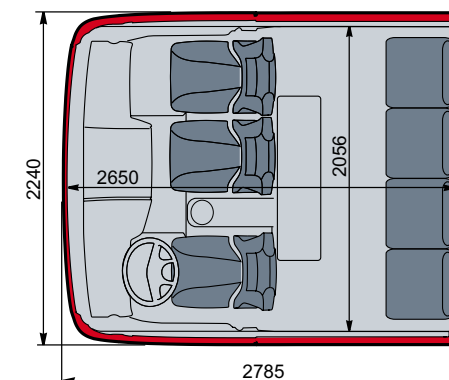
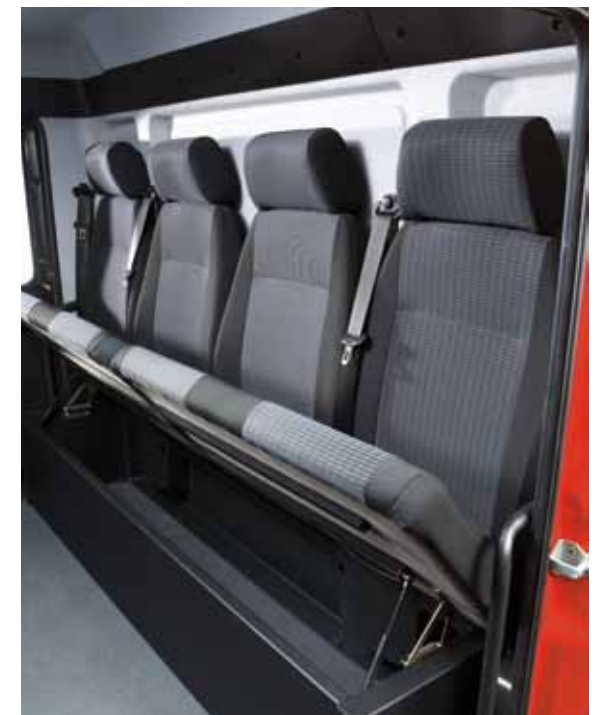
## The MAN crew cab.



### Ready, steady, go for 7.

Here's space in all operations for a whole crew. The crew cab for the MAN TGL and TGM series is in a class of its own when it comes to space. With a comfortable row of 4 seats in the rear plus the optional second co-driver's seat, it can hold up to 7 people (6+1).

The entry to the crew compartment is well-thought-out, with wide, non-slip and – optionally – illuminated steps. The interior satisfies just about every wish. The well-organized, driver-oriented cockpit features clear, legible, non-dazzle displays and easily operated instruments. In its ergonomics, comfort and convenience the crew cab matches the high standards of the attractive C and L cabs.





# MAN common-rail engines.

### Efficiency is impetus.

Innovative MAN common-rail engines move more than just wheels. They drive progress. Modern MAN engines 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, MAN engines are exactly the right way to move them.

### Cleaner than Euro 5 requires.

MAN has developed innovative exhaust systems to meet statutory Euro 5 limits, and to offer engines that meet the even stricter EEV standard. MAN PURE DIESEL® is the system with cooled exhaust gas recirculation, oxidizing catalytic converter and two-stage turbocharging with intercooling. This technology needs no AdBlue®, saves on weight and frees up space on 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 common-rail engines.

	MAN PURE DIESEL® Euro 5 AGR	Euro 5 SCR	EEV AGR	EEV SCR
<b>D0834</b>				
110 kW (150 PS)	x		x	
132 kW (180 PS)	x		x	
162 kW (220 PS)	x		x	
<b>D0836</b>				
184 kW (250 PS)	x		x	
213 kW (290 PS)	x		x	
250 kW (340 PS)	x		x	
<b>D2066</b>				
235 kW (320 PS)		x		x
265 kW (360 PS)		x		x
294 kW (400 PS)		x		x
324 kW (440 PS)		x		x
<b>D2676</b>				
353 kW (480 PS)		x		x
397 kW (540 PS)		x		

MAN PURE DIESEL®



TGS 18.400 4x4 BB



MAN HydroDrive®

### MAN allwheel trucks.

Wherever maximum traction is needed, that's where MAN vehicles with permanent or selectable allwheel drive go into action. They come in 4x4, 6x6 and 8x8 configurations. Power is distributed by MAN transfer cases with on-road and off-road ratios. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilizers are also fitted in allwheel-drive vehicles. A new feature on the MAN TGM is the optional electronic transfer case and lock management. This assists the driver in operating the vehicle on-road and off-road as the conditions for traction require and takes some of the load off the power train. In the TGS too, the engaging and disengaging of differential locks is electronically monitored.

### MAN HydroDrive®.

There is now an alternative between conventional rear-wheel and classic allwheel drive: HydroDrive®, the engageable hydrostatic front-axle drive for more traction and full driving power in on-road vehicles. A technology exclusive to the MAN TGS, it's ideal for assignments with an occasional off-road share and situations where extra traction is needed on the front axle. In normal operation TGS trucks equipped with MAN HydroDrive® drive as usual with rear-wheel drive. MAN HydroDrive® has a hydraulic pump that sits at the gearbox output shaft and supplies wheel hub motors on the front axle. This genial, simple, rugged and easily maintained technology keeps fuel consumption and vehicle height at the attractive level of conventional rear-wheel drive.



The latest from the MAN range.



	Model	Permissible gross weight (kg)	Wheelbases (mm) in mm
Small fire-extinguishing tankers	TGL 8.150 - 220 4x2 BB, BL	7 490 <sup>1)</sup>	3 300 / 3 600
Fire-brigade vehicles/ fire-fighting tankers	TGL 8.150 - 250 4x2 BB, BL	7 490 <sup>1)</sup>	3 300 / 3 600 / 3 900
	TGL 10.180 - 250 4x2 BB, BL	10 000	3 600 / 3 900
	TGL 12.180 - 250 4x2 BB, BL	11 990	3 600 / 3 900
	TGM 13.250 - 290 4x4 BL	13 000 <sup>2)</sup>	3 650 / 3 950 / 4 250
	TGM 15.250 - 340 4x2 BL	15 000 <sup>3)</sup>	3 525 / 3 825 / 4 125 / 4 425
	TGM 18.250 - 340 4x2 BB, BL	18 000	3 875 / 4 125 / 4 425
	TGM 18.250 - 340 4x4 BB	18 000 <sup>7)</sup>	3 600 / 3 900 / 4 200 / 4 500
	TGS 18.320 - 480 4x2 BB, BL	18 000	3 900 / 4 200 / 4 500
	TGS 18.320 - 480 4x4 BB, BL	18 000	3 900 / 4 500
Auxiliary fire-fighting vehicles	TGM 13.250 - 290 4x4 BL	13 000 <sup>2)</sup>	3 650 / 3 950 / 4 250
	TGM 15.250 - 340 4x2 BB,BL	15 000 <sup>3)</sup>	3 525 / 3 825 / 4 125 / 4 425
	TGM 18.250 - 340 4x2 BB, BL	18 000	3 875 / 4 125 / 4 425
	TGM 18.250 - 340 4x4 BB	18 000 <sup>7)</sup>	3 600 / 3 900 / 4 200 / 4 500
	TGS 18.320 - 480 4x2 BB, BL	18 000	3 900 / 4 200 / 4 500
	TGS 18.320 - 480 4x4 BB, BL	18 000	3 900 / 4 500
Equipment tenders	TGM 13.250 - 290 4x4 BL	13 000 <sup>2)</sup>	3 650 / 3 950 / 4 250
	TGM 18.250 - 340 4x4 BB	18 000 <sup>7)</sup>	3 600 / 3 900 / 4 200 / 4 500
Implement trucks	TGL 8.150 - 220 4x2 BB, BL	7 490 <sup>1)</sup>	3 300 / 3 600 / 3 900
	TGL 10.180 - 250 4x2 BB, BL	10 000	3 600 / 3 900 / 4 200 / 4 500
	TGL 12.180 - 250 4x2 BB, BL	11 990	3 600 / 3 900 / 4 200 / 4 500
	TGM 13.250 - 290 4x4 BL	13 000 <sup>2)</sup>	3 650 / 3 950 / 4 250
	TGM 15.250 - 340 4x2 BB, BL	15 000 <sup>3)</sup>	3 650 / 3 825 / 4 125 / 4 425
	TGM 18.250 - 340 4x2 BB, BL	18 000	3 875 / 4 125 / 4 425
	TGM 18.250 - 340 4x4 BB	18 000 <sup>7)</sup>	3 600 / 3 900 / 4 200 / 4 500
	TGS 18.320 - 480 4x2 BB, BL	18 000	3 600 / 3 900 / 4 200 / 4 500
Turntable ladders	TGM 15.250 - 340 4x2 BB, BL	15 000 <sup>3)4)</sup>	4 125 / 4 425 <sup>8)</sup>

	Model	Permissible gross weight (kg)	Wheelbases (mm)
Telescopic elevating rescue platforms	TGM 15.250 - 340 4x2 BB,BL	15 000 <sup>4)</sup>	4 425 / 4 725 / 5 125 <sup>5)</sup>
	TGM 18.250 - 340 4x2 BB, BL	18 000	4 425 / 4 725
	TGS 18.320 - 480 4x2 BB, BL	18 000	4 500 / 4 800 / 5 100
	TGS 26.320 - 480 6x2-2 BL	26 000	4 200 / 4 500 / 4 800 + 1 350
	TGS 28.320 - 440 6x2-4 BL <sup>6)</sup>	28 000*	4 200 / 4 500 + 1 350
	TGS 26.320 - 480 6x4 BB, BL	26 000	4 500 / 5 100 + 1 400
	TGS 35.400 - 480 8x4-4 BL	35 000*	3 900 / 4 200 + 1 350 + 1 450
Container trucks	TGL 8.150 - 220 4x2 BB	7 490 <sup>1)</sup>	3 300 / 3 600 / 3 900
	TGM 18.250 - 340 4x2 BB, BL	18 000	4 425 / 4 725
	TGM 18.250 - 340 4x4 BB	18 000 <sup>7)</sup>	4 500
	TGS 18.320 - 480 4x2 BB, BL	18 000	4 500 / 4 800
	TGS 26.320 - 480 6x2-2 BL	26 000	4 200 / 4 500 + 1 350
	TGS 28.320 - 440 6x2-4 BL <sup>6)</sup>	28 000*	4 200 / 4 500 + 1 350
	TGS 26.320 - 480 6x4 BB, BL	26 000	4 200 / 4 500 + 1 400
	TGS 33.320 - 440 8x6 BB	33 000	2 980 / 3 200 + 1 400
	TGS 41.480 8x6 BB	41 000	2 980 / 3 200 + 1 400
Airport fire engines	TGM 18.290 - 340 4x4 BB	18 000 <sup>7)</sup>	3 900 / 4 200 / 4 500
	TGS 18.320 - 480 4x4 BB, BL	18 000	3 600 / 3 900 / 4 200 / 4 500
	TGS 26.320 - 480 6x4 BB, BL	26 000	3 600 / 3 900 / 4 200 / 4 500 + 1 400
	TGS 26.320 - 480 6x6 BB	26 000	3 600 / 3 900 / 4 200 / 4 500 + 1 400
	TGS 33.320 - 480 6x4 BB, BL	33 000*	3 600 / 3 900 / 4 200 / 4 500 + 1 400
	TGS 33.320 - 480 6x6 BB	33 000*	3 600 / 3 900 / 4 200 / 4 500 + 1 400
Large fire-extinguishing tankers SX	SX 33.685 6x6	33 000*	4 250 + 1 500
	SX 43.1000 8x8	43 000*	1 930 + 3 570 + 1 500

1) Also available in load variants from 5,990 – 8,800 kg.  
2) Also available in load variants from 10,000 – 15,500 kg.  
3) Also available in the 11,99 t load variant.  
4) Available as turnable ladder or elevating rescue platform 16 t.  
5) Only available with leaf/air suspension.  
6) With steered trailing axle 9 t.  
7) Upweighting to 18,600 kg possible for fire fighting assignments.  
8) In special cases wheelbase up to 5125 mm.  
\*Technically permissible gross weight.



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