

CONSISTENTLY EFFICIENT 



MAN TGL and TGM.

Efficiency in the light
and middle class.



Efficiency to the power of 2.

What is better than one MAN? Answer: two MAN. The Trucknology® series TGL and TGM combine professionalism with productivity. They come onto the road with all the qualities that have made the name MAN synonymous worldwide with innovative and dependable mobility. No matter with which of the two trucks you are on the road, maximum efficiency is onboard with you. It starts with the typical design of the brand, elegant lines that even channel the head wind ideally past. The aerodynamic shape reduces drag for lower fuel consumption. Efficiency really

gets into stride with the modest common-rail engines and the highly praised MAN TipMatic® gearbox: a drive train that also pays its dues to the environment. Because with their smart MAN PURE DIESEL® technology, the TGL and TGM are also benchmarks for ecology and economy. Ergonomic and comfortable cabs plus the safety of MAN BrakeMatic and optional electronic ESP stability control round off the high standard. Right through to the excellent choice of payload, the TGL and TGM are a solid implementation of maximum efficiency in transport.





**Efficiency can be neat and clean:
Euro 5 and EEV without additives.**

One step up from environment-friendly is MAN PURE DIESEL®. With this unique technology in the light and middle class, the TGL and TGM offer you a choice between Euro 5 and the even stricter EEV exhaust standard – and entirely without additives. At the core of the highly efficient exhaust technology are the fuel-thrifty MAN common-rail engines with lambda-controlled, cooled exhaust gas recirculation. Teamed with an oxidation catalytic converter for Euro 5 or the maintenance-free MAN PM-KAT® filter for EEV, the exhaust management system produces optimal emission figures besides being supremely economical.

MAN PURE DIESEL® technology requires no AdBlue®. So you save the cost of the additive, need no extra tank for AdBlue®, are independent of the AdBlue® infrastructure, and are also rewarded by a payload benefit of about 100 kg compared to conventional SCR. Plus, the space on the vehicle frame is still available for use – an important gain in vehicle service on construction sites or in a municipality. It all adds up to efficiency – but without the additive.



MAN performance starts with the MAN TGL. .

Elegant, ergonomic, efficient – a combination only the TGL offers in this form. Whether en route with the spacious C cab in conventional distribution transport, on a building site or working in municipal services, or making a long-haul trip with the L or LX cab. The TGL is an impressive demonstration of confident dynamic response, good handling and ample manoeuvrability. Perfectly matched to the demands of the transport sector, it satisfies all expectations for dynamics and comfort, safety and environmental friendliness, for economy and efficiency. Best of all, find out for yourself how easy it is to get on and along with one of these 7.5-through 12-tonners. Just climb in and drive away. It is as simple as that with the TGL.





The MAN TGL is here to get things done.

Just like you.

And there is a lot to do. The TGL gets down to business. Powerful engines, robust chassis, high load capacity: exactly what you need, and more. In the building business, in municipality services too, for foodstuff deliveries or furniture transport, in trade and commerce. Whether as a solo vehicle or an 8- and 12-tonne semitrailer tractor – the TGL has a solution for everything. The roomy crew cab gets an entire team to where it is going, no matter what the job might be. With their short wheelbases the 7.5- through 12-tonners are highly manoeuvrable, and combine maximum payload with high load capacity and dynamic response. In every sector, for every kind of job, and every day: the TGL is an efficient partner you can rely on allround.



Whatever you intend to do, the MAN TGM will do it with you.

Can you design a truck for high payload and large load volume at the same time? MAN can. The TGM 15-tonner proves that the trade-off works excellently. It is the perfect allrounder with a broad range. You want every driving comfort and maximum cushioning of your load? The optional full air suspension with the electronically controlled ECAS system makes it possible. For precise

adjustment of frame height the chassis can drop by 90 mm from driving level and rise by 190 mm. With the MAN TGM you can also expect maximum profitability. The 15-tonner with 19.5-inch tyre is especially economical on the road for example. You can even download it to 11.99 tonnes for reduced highway tolls.





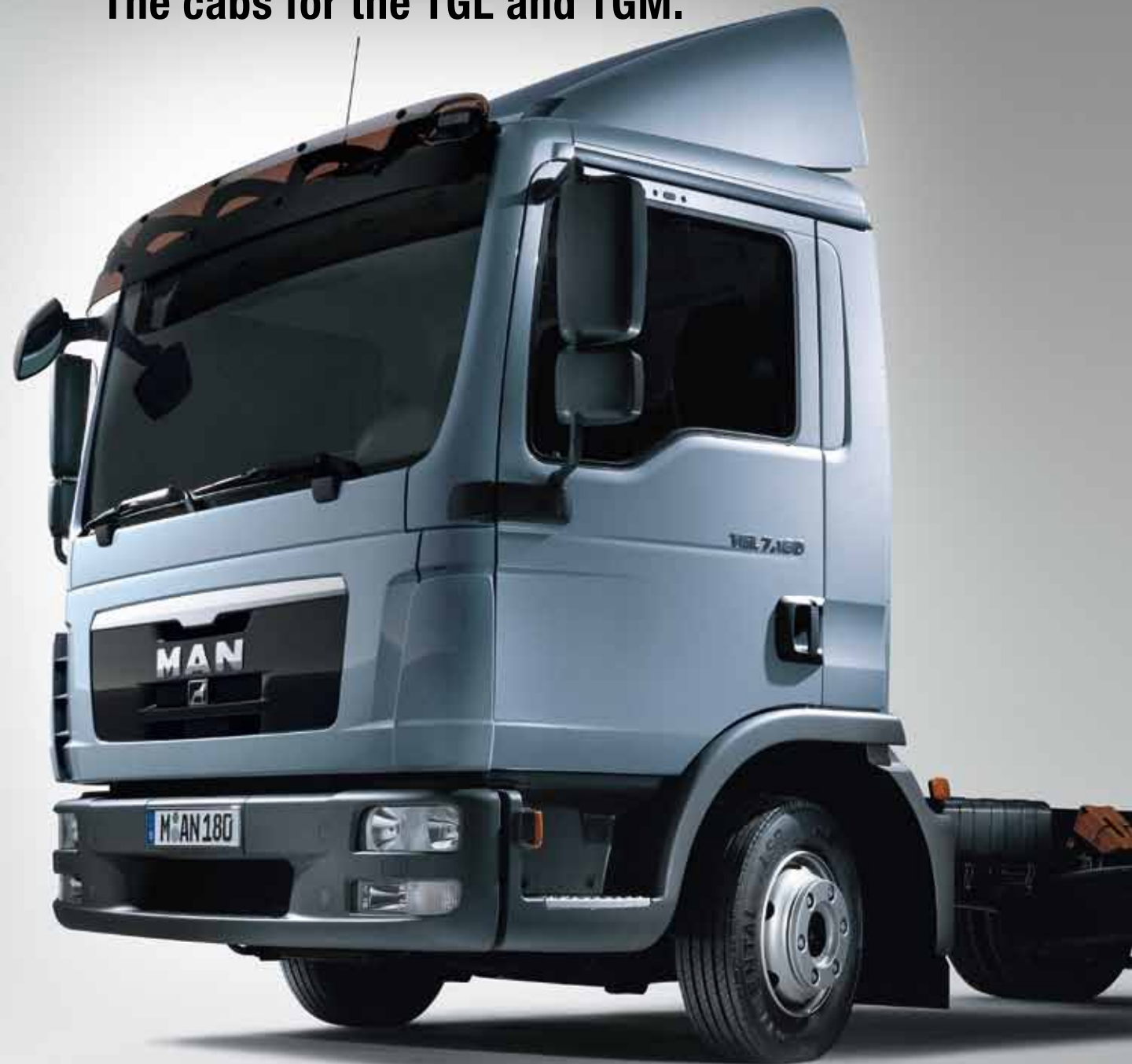
A load full of efficiency.

A truck that weighs less can load more. This principle went into the design of the 18-tonne TGM model. With its extremely low unladen weight, it is the payload highlight of its class. With an LX cab, unbeaten for spaciousness, and optional full air suspension, it presents attractive price/performance and the best of cab comfort.

When performance needs really climb, the 13- and 18-tonners with allwheel drive and air suspension on the rear axle are just right for the job. The 22-tonner with steered trailing axle for low frame

height, high manoeuvrability and large payload does an impressive job. The TGM series is rounded off by a 26-tonner, which comes as a 6x2-4 with trailing axle or with a tandem axle unit. As a rear dumper or concrete mixer the solo 6x4 offers maximum payload in its class. Outstanding: the economical drive train with its 12-speed MAN TipMatic® and an impressive 250 kW (340 hp) 6-cylinder engine with two-stage turbocharging. The perfect synthesis of power, driving performance and superb efficiency.

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



Efficiency steers the right course.

It is the driver who ultimately brings the profits home. So TGL/TGM cabs are designed throughout for effortless driving with high concentration. After all, only a driver in the best of shape can produce the best performance at the wheel – and so contribute to maximum transport efficiency and reliability. In every MAN cab the driver finds maximum comfort and ergonomics. And of course

safety. All cabs comply with the most demanding crash safety standards, and satisfy the ECE-R29 directive, offering optimal protection of occupants. Especially for construction site vehicles, a virtually identical steel fender is available for all cabs. The Trucknology® generation received the iF award for excellent industrial design.

C cab.

With its compact dimensions, the C design is the first choice for daily delivery work. Especially comfortable: the extremely low entry height, the wide opening doors and the ease of cross-cab access. Dual co-driver seats as option.

L cab.

Convincing in its comfort, convenience and access height. With a large bunk bed and ample stowage space. On request with a multifunctional stowage system.

LX cab.

The high-roof LX cab – an effective blend of comfort and functionality. Equipped to a high standard, it offers a large bunk bed and comfortable access. On request with a second upper bunk or a multifunctional stowage system.

Crew cab.

The four-door crew cab means first-class travel in the second row as well. With the additional row of four seats in the rear it offers space for up to seven persons (6+1). Three-point belts are standard for all seats. With flexible and generous stowage space.



L cab.



LX cab.



Crew cab.

C cab.



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



Double passenger seat as optional extra.



Especially comfortable cross-cab access.



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



Crew cab with four doors opening to a wide angle.

A small step for the driver.

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

Listen to what your back tells you.

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

A pleasant working atmosphere in the cab.

In winter, highly efficient heating systems keep the occupants warm and prevent the windows of the TGL and TGM from misting up. The optional air-conditioning with automatic temperature control keeps conditions inside the cab close to ideal. An air heater unit with a thermostat function can be specified as auxiliary heating.



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



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

No spinning your wheels here.

A cockpit with ergonomics and style

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

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



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



Standard steering wheel in C cab.

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



Storage box with removable desktop.



Storage system in crew cab.



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



Storage compartment in C cab.



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



Storage compartment above windscreen and roof skylight in C cab.



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

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

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

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



Bunk bed with 5-zone slatted frame and cold-foam mattress..



Insulated box, with cooling if required.



Convenience module with alarm clock.



Optional multifunction storage compartment in LX cab.

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

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

The comfortable bunk beds in the L and LX cabs (for LX optional a second upper bunk available) can present a problem – you might not feel like getting up in the morning. With the 5-zone slatted frame and the cold-foam mattress, the standard of comfort is something that others can only dream of. The washable, highly elastic mattress cover is breathable and very hygienic. Another impressive feature of these bunks is their spaciousness. The full-size curtain keeps out prying eyes. It all goes to show: MAN looks after your creature comforts.

Sleep on it.

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

Comfort in every detail.

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

More power, less pollution.



Common rail for everyone.

Innovative MAN common-rail engines drive more than wheels. They drive progress. Modern D08 engines in Euro 5 and EEV develop more power and burn less fuel, have a compellingly low power/weight ratio and impressively high durability. The 4- and 6-cylinder engines have superb torque and develop outstanding pulling power right from the low end and through the full engine-speed range.

Power from four or six cylinders.

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

Efficiency changed up:

MAN TipMatic® with MAN EasyStart.

Efficiency is a good argument for the automated MAN TipMatic® gear change. Another is all the convenience: driving without distraction. Operation of the MAN TipMatic® is so effortless, fully automatic or manual by a toggle lever on the steering wheel. The driver can concentrate fully on what is happening on the road ahead. For high dynamic performance there is also a kick-down function. If the engine brake is operated, this automated gearbox selects the best gear for maximum engine braking. An obvious safety bonus. Plus, the MAN TipMatic® is extremely economical, reducing fuel consumption and avoiding stress and strain on the drive train.

To make things even easier for the driver, there is the integrated MAN EasyStart pull-away assistant, which automatically maintains full braking pressure after the brake pedal is released and until the driver works the accelerator. The MAN TipMatic® comes as a six-speed version for 4-cylinder engines and as a twelve-speed version for 6-cylinder engines.

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

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



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

MAN PURE DIESEL®

Efficiency also means sustainability.

Green environmental zones and bans on driving, rising fuel prices and road tolls are challenges for the future to which MAN provides answers. For example with its innovative and uncomplicated MAN PURE DIESEL® concept. MAN is the only commercial vehicle producer in Europe to offer an exhaust technology for lightweight and middle-weight trucks that, based on controlled exhaust gas recirculation, satisfies the strict Euro 5 emission standard, and optionally the even tougher EEV standard too, and without the need for additives. This, in addition to economic advantages such as lower operating costs and higher payload, obviously means valuable spin-off for the environment. The maintenance-free, non-clogging MAN PM-KAT® filter integrated in the silencer, for instance, produces more than proportional elimination of superfine particulates to reduce pollution in urban centres.

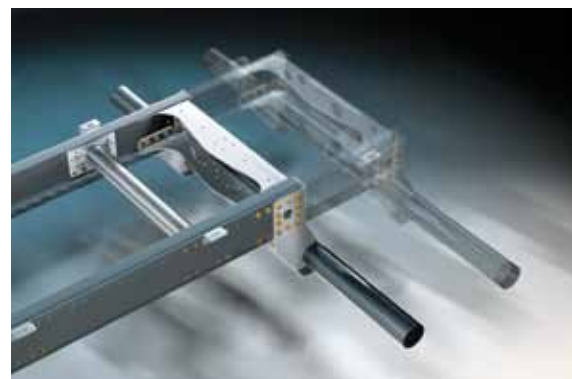
Protection of the environment starts on your own doorstep.

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



MAN PM-KAT® filter, EEV

Framed in the best possible way.



Frame with variable rear end.

Maximum strength. Minimum weight.

Although designed for maximum strength and load capacity, the chassis frames for TGL and TGM are extremely light. After all, unnecessary deadweight cuts down on payload and costs money. This frame design with its flat top surface means that bodies and equipment can be easily and quickly attached. So there is no need to drill extra holes that could affect the corrosion-proofing. And thanks to MAN Tronic, the well-proven electronic structure based

on CAN bus technology, and the external data exchange interface (KSM) the way is clear for an extensive range of vehicle and body functions.

A perfect fit every time.

So that TGL and TGM chassis can be matched to any body length, we came up with a neat idea: a frame with a variable rear end. The holes are closely spaced so that the frame overhang can be

matched to the body without any additional drilling. One neat cut and the job's done. The end cross-member is bolt-on, so repositioning presents no problems.



To the power of four: the TGM 4x4.

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

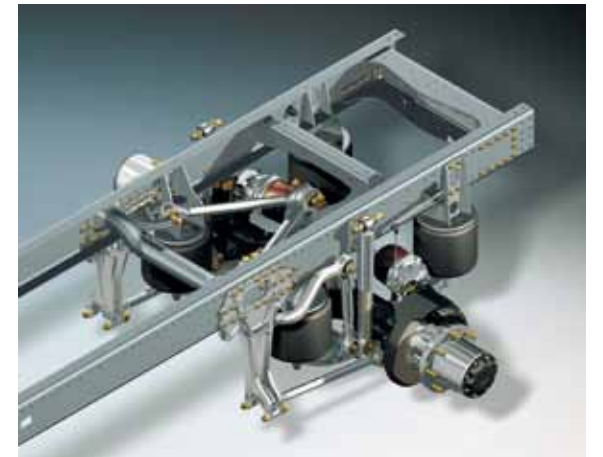
A prime achievement of MAN allwheel technology is the optional electronic transfer case and differential management. It supports the driver on the road and off, helping him to operate the vehicle according to the traction required. It also protects the driveline. The benefits are a lot more mobility and safety when driving away from the beaten track or when the surface is poor and traction problems would otherwise occur.

Planetary-hub axles for more ground clearance are also fitted in the allwheel-drive vehicles. Disc brakes on the 13-tonner, drum brakes for the 18-tonner, and anti-roll bars. Available for the TGM 4x4 is a hill-holding brake for easier pulling away on gradients. It acts pneumatically on all four wheels, holding a truck reliably when halting and moving off on gradients and is controlled by the driver by a switch.

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



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



Rear-axle air suspension.





TGM 6x2-4 26-tonner.

Running gear designed for comfort and dynamism.

All power to the axles.

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

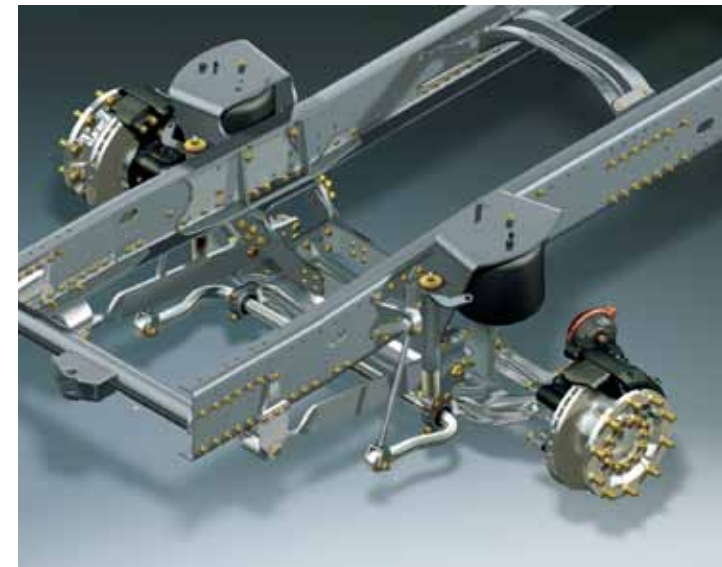
A big choice of axle ratios enables you to configure the driveline for maximum power transmission at all engine speeds. And as an option these hypoid-bevel axles can be equipped with pneumatically actuated differential locks for reliable drive-off and traction on low-grip surfaces such as ice, slush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



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



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



Front-axle air suspension for the TGM.



Steered trailing axle with air suspension for the TGM.

Leaf or air springs: the choice is yours.

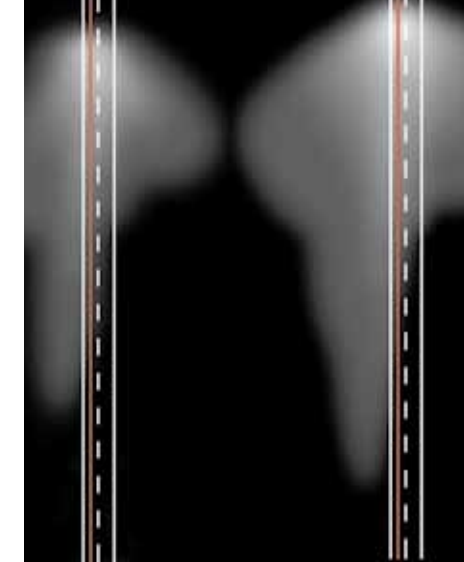
Standard on the TGL and TGM, the tried-and-tested parabolic-leaf springs with maintenance-free rubber bushings assure a high standard of ride comfort and stability. It's just about the best system around. That is, unless you opt for MAN's air suspension, which is similarly maintenance-free and ideal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

Platform height can easily be varied at a convenient manual control unit to suit loading ramps of different heights, for example. For road-going models, the lifting/lowering ranges of the rear axle are 110 mm/70 mm (TGL) and 180 mm/90 mm (TGM).

**Safety is the most efficient way of arriving
in one piece.**



Headlight cleaning system.



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



Front mirror system.

See more, be safer.

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

Right on track:

the electronic stability program ESP.

ESP is an option for TGL and TGM solo trucks; it guards against nasty surprises. For example, when suddenly avoiding obstacles, when rapidly cornering or if there are changes in the road surface. ESP sensors constantly monitor the driving dynamics. If there is a risk of skidding or overturning, individual wheels are braked and if necessary engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely on track.

Distance really matters:

especially stopping distance.

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

Efficiency means partnership.

Transport efficiency starts at MAN with competent consulting when a customer purchases. MAN services range from bodywork advice through financing and leasing to flexible rental proposals, complete fleet management and qualified driver training. Whether a sole operator or international logistics enterprise, you receive full service from a single source, and individual transport solutions that are tailored precisely to your requirements. Because on the bottom line we want to help you keep your overall operating costs as low as possible.

MAN Service comprises everything to ensure that your vehicles are on the road with no problems, and that your freight, whatever it is, reaches its destination reliably. Whether MAN Service contracts, MAN ServiceCard, MAN Mobile24 or MAN Service Complete. As far as your mobility is concerned, you chose well when you opted for MAN. MAN Support presents customized proposals to optimize operation of your vehicles – for greater profitability and more transport efficiency. Whether MAN TeleMatics at a mouse click, MAN ProfiDrive® driver training or FleetManagement, find out all we can do for you. Our full range of services covers every aspect of efficiency. MAN Finance helps you to stay mobile financially, and MAN Rental enables you to respond at short notice and work for extra profit.



MAN Service at a glance:

| MAN Service | | |
|---------------|-----------------|--|
| | Comfort | Maintenance contract (routine servicing as stipulated by manufacturer) |
| | ComfortPlus | Maintenance contract with mandatory inspections |
| | ComfortRepair | Maintenance contract incl. wear-and-tear repairs and Mobile24 |
| | ComfortSuper | Maintenance and repair contract at comprehensive flatrate |
| | ServiceCard | European-wide cashless payment |
| | Mobile24 | European-wide 24-hour service |
| | MillionMobility | European-wide mobility |
| | Complete* | Complete service for truck including semitrailer, trailer and body |

| MAN Support | | |
|---------------|------------------|--|
| | TeleMatics* | Mobile tracking and vehicle management |
| | Communication | Mobile communication |
| | ProfiDrive® | Driver training |
| | FleetManagement* | Vehicle/fleet management |

| MAN Finance | | |
|---------------|---------------|--|
| | Credit | Financing models |
| | Lease | Leasing models |
| | CombiContract | Combined contract with modules from MAN Service and/or MAN Support |

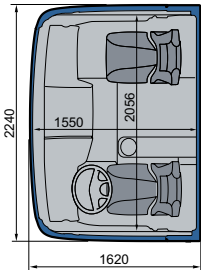
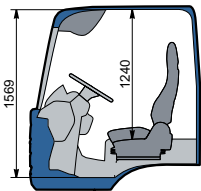
| MAN Rental | | |
|--------------|--------------------------|--|
| | Truck and trailer rental | <ul style="list-style-type: none">- Vehicles, trailers for all transport needs- Various weight categories with system and body variants- Flexible rental periods- Full service with 24-hour hotline |

*Not fully available in all European countries.

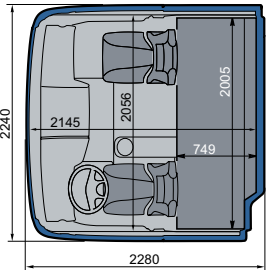
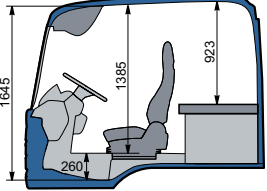
| Advantages for you: | | | |
|---|--|---|--|
| Local Dense service network with over 1 200 outlets throughout Europe | | Independent Non-cash payments in Europe | |
| Rapid A 24-hour service in 6 languages, on a uniform phone number | | Economical Training on the job: MAN safety and economy training for drivers | |
| Reliable MAN Genuine Parts® | | Efficient Optimise your processes and reduce your fuel consumption, tyre and brake wear with MAN TeleMatics.* | |
| Individual Effective maintenance and repair contracts through to complete service and individual financing models | | | |



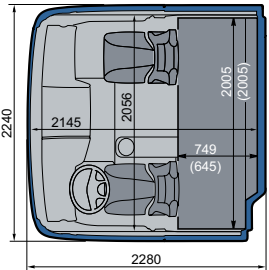
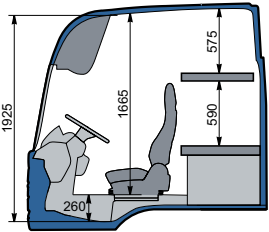
C cab



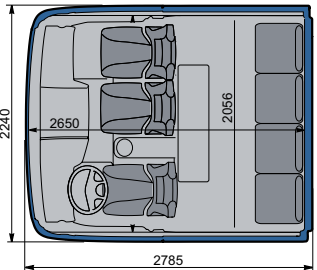
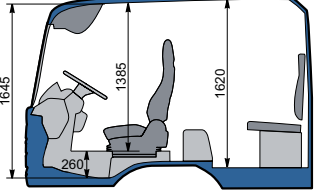
L cab



LX cab



Crew cab



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

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

| TGM | | | | | | | | | |
|---------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|--|--|
| Type | 13,0 t | 15,0 t | 18,0 t | 18,0 t | 22,0 t | 26,0 t | 26,0 t | | |
| Suspension | LA | LA, AA | LL, LA, AA | LL | LL | LA, AA | LA | | |
| Drive formula | 4x4 | 4x2 (6x2)* | 4x2 | 4x4 | 6x2-4 | 6x2-4 | 6x4 | | |
| Tyres | 22.5" | 19.5" | 22.5" | 22.5" | 19.5" | 22.5" | 22.5" | | |
| Engine | 6-cylinder in-line | 6-cylinder in-line | 6-cylinder in-line | 6-cylinder in-line | 6-cylinder in-line | 6-cylinder in-line | 6-cylinder in-line | | |
| Power output | 184 kW (250 hp) | 184 kW (250 hp) | 184 kW (250 hp) | 184 kW (250 hp) | 184 kW (250 hp) | 250 kW (340 hp) | 213 kW (290 hp) | | |
| | 213 kW (290 hp) | 213 kW (290 hp) | 213 kW (290 hp) | 213 kW (290 hp) | 213 kW (290 hp) | 250 kW (340 hp) | | | |
| | 250 kW (340 hp) | | 250 kW (340 hp) | | | | | | |
| | | | | | | | | | |
| Transmission | 9-speed, MAN TipMatic® (12-speed) | 9-speed, MAN TipMatic® (12-speed) | 9-speed, MAN TipMatic® (12-speed) | 9-speed, MAN TipMatic® (12-speed) | 9-speed, MAN TipMatic® (12-speed) | 9-speed, MAN TipMatic® (12-speed) | 9-speed, MAN TipMatic® (12-speed) | | |
| Cab | C, L, crew cab | C, L, LX, crew cab | C, L, LX, crew cab | C, L, crew cab | C | C, L, LX | C | | |
| Wheelbase | 3,050 – 4,250 mm | 3,525 – 5,475 mm | 3,575 – 6,975 mm | 3,600 – 4,500 mm | 4,125 – 4,725 mm | 3,875 – 4,775 mm | 3,875, 4,125 mm | | |

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Subject to modifications in the course of technical progress.

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