

EFFICIENCY MEETS PERFORMANCE.

The MAN TGX with MAN D38 engines.



TOP-TIER PERFORMANCE.

Some of the equipment shown in this brochure is not included as standard.



PURE ENERGY.

→ **Dynamics to the power of six.** The new MAN D38 engines combine superior power with efficiency. MAN presents an extremely reliable and highly efficient engine series for challenging transport needs, featuring 15.2-litre six-cylinder engines. With power output values of 397 kW (540 hp) to 471 kW (640 hp) and powerful torques of 2,700 to 3,000 Nm, these engines are at the forefront of the MAN Euro 6 vehicle series. MAN engineers have developed an array of technical features to set new standards when it comes to output, reliability and efficiency. The driveline is among the best in its class thanks to its comprehensive design, while improved weight, superior running properties and excellent fuel consumption ensure that the power units give you a vital and more powerful edge on your road to success. Discover efficiency combined with very high power in the MAN TGX.

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High ignition pressures of up to 250 bar for high torque values at low engine speeds and reduced fuel consumption

Two-stage turbocharger for improved torque and a high level of reliability

Disengageable air compressor to reduce fuel consumption (optional)

Common Rail injection at 2,500 bar for improved torque and low fuel consumption

Two-stage exhaust gas recirculation (EGR) with high EGR rates of up to 40%

Top-down cooling system for low wear and a long engine service life

Improved belt drive for high reliability

Thermal management cooling system reduces noise emissions and consumption

Low AdBlue® consumption

Arc valves are used in truck engines to maximise the service life of the valves and valve seats

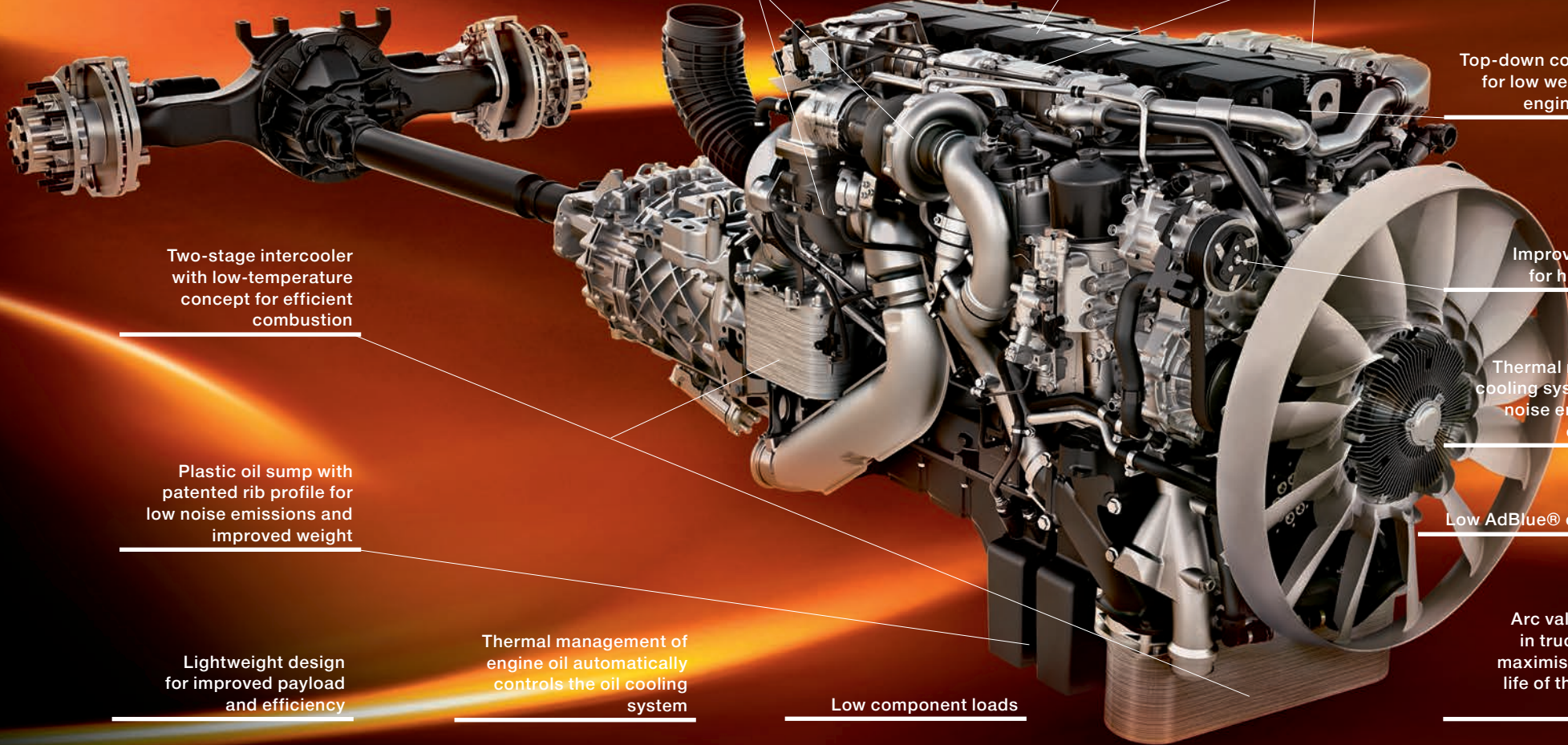
Low component loads

Thermal management of engine oil automatically controls the oil cooling system

Lightweight design for improved payload and efficiency

Plastic oil sump with patented rib profile for low noise emissions and improved weight

Two-stage intercooler with low-temperature concept for efficient combustion





EFFICIENCY IS EVEN MORE POWERFUL.

High output and high torque, with low fuel and AdBlue® consumption: the excellent energy efficiency of the MAN D38 engine brings major benefits for you.

The MAN D38 engines are in a supreme class. Incorporating technologically sophisticated details, such as enhanced common rail technology with extremely high injection pressures up to 2,500 bar, high ignition pressures up to 250 bar and two-stage turbocharging with a two-stage intercooler, they set standards in terms of tractive power, fuel consumption and CO₂ emissions. The engines also harness high-tech for increased reliability: even in the low engine speed range, between 930 and 1,350 rpm, the engine produces maximum torque output of between 2,500 and 3,000 Nm, and it maintains this performance over a wide engine speed range. Result: The MAN TGX is bursting with tractive power, reaching high average speeds even on hilly terrain while permanently running in “efficient mode” – which the disengageable air compressor also contributes to effectively.



→ Performance meets efficiency:

- Low fuel consumption and CO₂ emissions
- Common rail injection up to 2,500 bar
- High ignition pressures up to 250 bar
- Two-stage turbocharging
- Two-stage intercooling with low-temperature concept
- Disengageable air compressor to reduce fuel consumption
- Cruise control MAN EfficientCruise® with EfficientRoll
- Long, fuel-saving rear-axle ratio $i=2.53$ (optional)

EFFICIENCY IS EVEN MORE ECONOMICAL.

MAN TGX D38 vehicles are designed for maximum reliability and low service costs. What's more, they enable considerably higher payloads thanks to their particularly lightweight design.

In long-haul transport, annual mileages in excess of 130,000 km are not uncommon. This is a challenge that the MAN TGX D38 vehicles will comfortably meet for many years to come. The top-down cooling system is used in truck diesel engines to achieve maximum reliability and durability. It ensures particularly effective cooling of all cylinders to reduce the load on components under high thermal stress. The arc valves are designed to ensure a long valve and valve seat ring service life. A significant additional benefit is the payload advantage: MAN D38 engines are among the lightest in the 397 kW (540 hp) and 471 kW (640 hp) engine categories.



Top-down cooling system



Arc valves



Plastic oil sump to save weight

→ Reliability is a question of technology:

- Top-down cooling system for low wear and a long engine service life
- Arc valves to maximise the service life of valves and valve seats
- Optimised belt drive for high reliability
- Plastic oil sump to save weight and ensure optimum flow
- Low service costs with same parts concept
- Lightweight design for improved payload and efficiency





DRIVING IS EVEN MORE ENJOYABLE.

The MAN TGX D38 vehicles are not only masters of efficiency; they also provoke real excitement in drivers. Alongside dynamics and running properties that ensure a unique driving experience, the MAN TurboEVBec® engine brake also makes travel safer than ever.*

The road feels like a runway. A light tap on the accelerator of the MAN TGX delivers pure driving dynamics like you have never experienced them before. Superior on gradients and powerful when accelerating, the MAN TGX with MAN D38 engine helps reduce journey times. And in the MAN TGX 6x4 the immense power in its traction distribution can be clearly felt as it tackles heavy-duty transport with unrivalled ease.

Can a brake increase driving pleasure? With vast brake output ranges of up to 600 kW, the MAN TurboEVBec® engine brake can. A very high degree of brake output is available even at medium engine speeds, to enable higher vehicle speeds while descending hills.

* With retarder only in conjunction with two driven axles, series with 4-axle heavy-duty transporter

→ Safe and superior deployment:

- High average speeds in long-haul transport on challenging roads
- Powerful traction distribution with the MAN TGX 6x4
- MAN TipMatic® with new gearbox functions
- Retarder with up to 3,500 Nm braking torque
- The MAN TurboEVBec® engine brake with higher brake output for quick and safe descending of hills, even with heavy loads

MAN Truck & Bus AG

Dachauer Straße 667

80995 München

www.truck.man

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