

CONSISTENTLY EFFICIENT 



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A member of the MAN Group



MAN TGS.

Simply reliable – off- and on-road.



The MAN TGS demonstrates like no other truck how less can be more. Less fuel, more power – that's the motto behind the torque common-rail engines, combining enhanced dynamic performance with low fuel consumption. Less effort, more effect – the automated MAN TipMatic® gear change reduces the pressure on the driver, eases the load on the drive train, both helping to cut diesel consumption. Fewer standstills, more

readiness – the TGS is also convincing proof of the ruggedness and reliability that MAN builds into its trucks. It gets you to your destination securely and punctually. Even if it's off the beaten track. With its unmatched, versatile drive configurations through to 8x8 all-wheel, it offers you the whole range of mobility, both onroad and offroad. Less showiness, more ability – that's transport efficiency the MAN TGS way.



**Efficiency means moving more and better.
The MAN TGS.**

Some of the equipment illustrated or described in this brochure is not standard.

Transport efficiency en route.

The MAN TGS runs with the precision of a Swiss watch: everything goes like clockwork. Above all your transport assignments for local transport and on building sites will run better than ever. After all, it has everything it takes for transport efficiency: fuel-saving design, economical powering, optimized weight, the biggest payload in its class, sophisticated running gear engineering, innovative safety and assistant systems. Not forgetting efficient MAN services with attractive products like Comfort maintenance or the TeleMatics fleet management system. This is efficiency with a reliability that follows you from front to finish. Besides ensuring that you meet your cost and profit targets.



Efficiency you can feel with every kilometre.

Among all the goods transported by the MAN TGS the driver is the most important. That's why we have done our utmost to make his working life as easy as possible. The comfortable cabs focus on the requirements of the trucker down to the last detail. The space, seats, fittings and instruments have been designed in accordance with ergonomic findings. Here professional drivers not only feel at home but immediately find their way about. What has that got to do with transport efficiency? A perfect workplace improves the driver's motivation and concentration, promoting the kind of performance that means success.





The MAN TGS is not just a truck but many trucks. In heavy local and distribution transport, in service on building sites, for public-utility transport and as the specialist for special assignments: the MAN TGS is a truck perfectly tailored for diversity. With its powerful propulsion, unbeatable payload capacity and unique ergonomics it sets the standard for work on any kind of road.

The expectations of a truck are always high. Of a MAN they're a lot higher. Better driving performance, greater comfort, maximum transport capacity, top quality and a long service life, exemplary safety and environmental compatibility. The MAN TGS fulfils all the expectations. It offers far greater value at far less cost. Or as we also say: reliability with efficiency. Look forward to a truck with a service performance which is just as persuasive as its accounting.

We now have pleasure in inviting you to explore the full details of the MAN TGS. On the following pages you can learn everything you should know about its design, engineering and MAN's comprehensive services.

The safest workplaces are also the most comfortable.

The winning argument for professional drivers is a workplace which combines safety with comfort and functionality. Drivers who get into the MAN TGS quickly recognise that it's just the right place for them. The low entry height, large interior with

an optimised layout, the ergonomic design of the cockpit and the well-conceived rest area in the long cabs create the right conditions for relaxed working and top performance.



L cab.

Flexible. Ideal above all for tank / bulk vehicles, timber, building material and refrigerated transport. Low overall vehicle height, low weight for high payloads. With a comfortable bunk and versatile stowage facilities. An optional second bunk or multi-function stowage space.



LX cab.

A workplace with the comfort of a living room. Low cab weight for a high payload capacity. Fitted with a comfortable bunk or on request a multifunctional stowage system, generous stowage spaces, standing height in front of the co-driver's seat.

M cab.

Compact and comfortable. Predestined for short hauls in local and distribution transport, in the building sector and for public-utility assignments. Favourable dimensions, maximum payload, generous stowage facilities and compartments. On request folding standby bunk.

Low entry, ideal for heavy-duty local and distribution transport.



Take your opportunity. Start with the steering wheel.

A fascinating place: The TGS driver's workplace.

The finest illustration that ergonomics can also be aesthetically pleasing is the MAN TGS cockpit. An interior design which sets the tone with high-grade cladding materials, two-tone dashboard and attractive decorative trims. Let your eyes go on a journey of discovery and you quickly recognise that here everything is in the right place. Displays are clearly arranged, controls logically laid out and easy to reach. The height and inclination of the steering wheel can be adjusted. From the multifunctional control module in the driver's door through to the numerous practical stowage spaces and compartments, each detail is a model of ergonomic perfection.

Nothing distracts the driver.

Just a quick glance and the driver knows what's going on. That's the principle behind the central instrument panel. The analogue and digital displays give the driver the information that he needs to know. The focus is the LCD display. User-friendly menu guidance allows fast and simple retrieval of a vehicle's operating data and a variety of service information. The optional axle load display, for instance, lets the driver make use of the full payload without overloading. Beside this, components such as phone and radio are integrated in information management.



Everything under control at the helm.

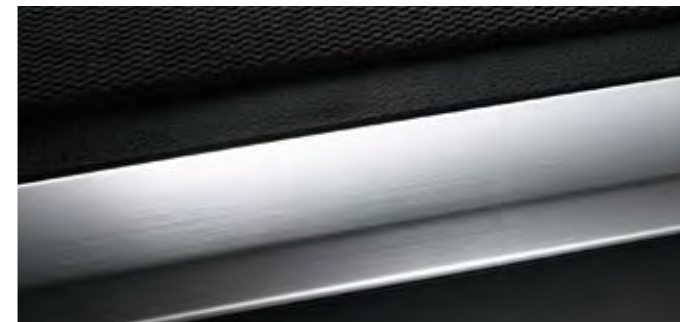
Almost as if you had four hands - with the button in the multifunctional steering wheel you can access vehicle information, take calls or change radio settings. At a tip of your thumb you operate the radio, phone and vehicle menu, as well as the different cruise control functions. You can even operate your mobile with hands-free talking and a choice of six languages without taking your hands off the wheel. The multi-function steering wheel is part of the series equipment in the L and LX cab; for the M cab it is available as an option.

Sounds good too.

Whether for entertainment or traffic news, the standard BaseLine radio with an MP3-compatible CD player ensures that the sound on board is good. The following options can be selected as alternatives: the HighLine radio with a navigation system, traffic-message channel (TMC) and a sound system with integrated subwoofer, and the TopLine radio with the same functions plus a large colour display. Infrared remote control is available as special equipment for all radios.



HighLine radio with integrated navigation system.



Ergonomically styled door control module for locking, mirror adjustment and window lifters.



High-grade materials create the car-like ambience.





A trucker needs a strong back.

After a long hard day they should not feel it in their back. That's why the driver is spoiled with a seat with an exceptionally high ergonomic sitting quality. They can match the seat to individual needs with pneumatic height adjustment and vertical damper settings, for instance. To be even more comfortable they can relax with the seat heater, a pneumatic lumbar support, side contour and shoulder adjustment, hydraulically damped horizontal suspension and adjustable seat cushion depth. The ultimate luxury is the air-conditioned seat, which produces an agreeably tempered flow of air in the seat cushion and the backrest to create a pleasant feeling of warmth. In hot weather it generates a flow of unheated air. The co-driver's seat can be adjusted through to the resting position – ideal for a short break en route.



Lockable deposit with ashtray.

All of the air-sprung seat variants have a multifunctional backrest with an integrated headrest and three-point belt. It's ingeniously simple to handle the seats by means of clearly arranged controls. You can choose between black velour and anthracite-grey flat woven fabric for the seat covers.

A good working climate, in a literal sense.

Efficient heating systems with an optimized air stream provide agreeable warmth on board the MAN TGS. The quiet air conditioner with automatic temperature regulation ensures a pleasant climate. As auxiliary heating there is air heating and water heating, each with a thermostat function.

Washable door cladding if desired. Series for the M cab.



Glasses compartment.



Folding compartment in the door armrest.



Controls for the air-conditioner, heater and ventilation. Switch panel with function displays.





Stowage compartments? All part of our job.

Making it easy to keep things in order. That's the idea of the stowage space and compartment system on board the MAN TGS. Large cupboards above the windscreen in the LX and a three-section roof stowage unit in the M and L cab provide ample space for luggage and other equipment.

Luggage rack and bunk all in one.

The multifunctional stowage space inside the L and LX cab, available as an alternative to the upper bunks serves as a resting bunk for the second driver when the vehicle is parked. Half extended it serves as a practical stowage space with approximately 200 litres capacity for bedclothes, clothing and bags. If you completely fold back the multi-functional stowage space you gain maximum space above the bunk.

The central console provides numerous stowage facilities, compartment for glasses, a pen and beaker holder and a large drawer.

In the L and LX cab the illuminated stowage compartment, accessible from the outside and inside, provides an abundance of space for personal gear. A further stowage box only accessible from outside can be used for working clothing or diverse pieces of equipment.

How about a pull-out insulating or refrigerator box for food and bottles? There you go! In the MAN TGS the box can be quite simply pulled out from under the bunk. If wished it comes with a practical folding table, which is also ideal as a bedside table.

Large stowage compartment, accessible from inside and outside.



Drawer in the central console as an option.



How you drive reflects how you slept.

The day simply gets off to a better start if you slept well. After all, you need to be wide awake for the demanding job behind the wheel. And with that in mind the MAN TGS wishes you a good night. Its high-quality bunks with a slatted frame, five hardness zones and cold foam mattress, optionally with seven hardness zones, are the promise of sleeping comfort that truckers dream of. The elastic fabric covers of the replaceable mattresses can be washed and are made of breathable, hygienic materials. The bunks have generous dimensions to give you space to feel at ease.

Play safe. Drive the MAN TGS.



Seeing and being seen.

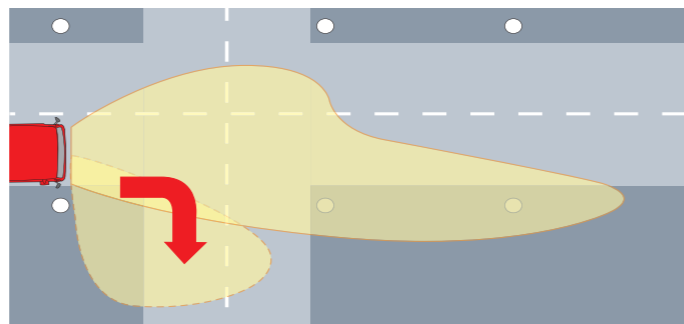
With its headlight system the MAN TGS casts a new light on the road. Free-form reflectors and especially long-lived H7 lamps or Xenon light as special equipment produce optimally wide illumination of the lane. A new feature in a truck is the optional static turning-off light, which automatically comes on when the flasher is activated at a speed of up to 30 km/h. For even more safety there's the daytime driving light, and a manoeuvring light in the co-driver's entry, something only MAN offers. Parking and corner-marker lights, designed in LED technology to last as long as the vehicle, satisfy the highest demands.

The mirror concept of the MAN TGS is designed for better vision and greater safety. Beside one adjustable and heatable main and wide-angle each, a frontramp mirror with a particularly large field of vision and a front mirror are all available. So now it's also possible to view the areas right in front of vehicle and the potentially dangerous area when turning off to the nearside. Now there's practically no longer a blind spot. The innovative design of the housing considerably reduces soiling of the mirror surface and the side windows.

Manoeuvring light in co-driver's entry lights up the visible area of the ramp mirror.



Innovative turning-off light.



LED parking light.



Retarder braking – sure and efficient.

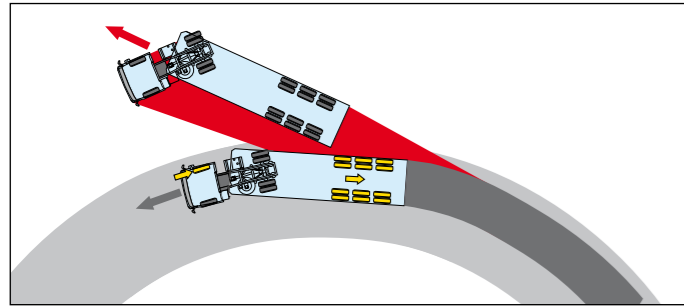
In the innovative MAN PriTarder® the TGS comes with a highly efficient primary braking system that is unique of its kind. The combination of EVBec engine brake and water retarder means that enormous braking power of up to 600 kW is already produced at low driving speeds. The MAN PriTarder® really shows its benefits in distribution or traction: The fully maintenance-free system increases payload by up to 64 kg while doubling the service life of the service brake linings. The MAN PriTarder® is integrated into the electronic retarder management BrakeMatic® integriert and easily operated by a steering column switch.



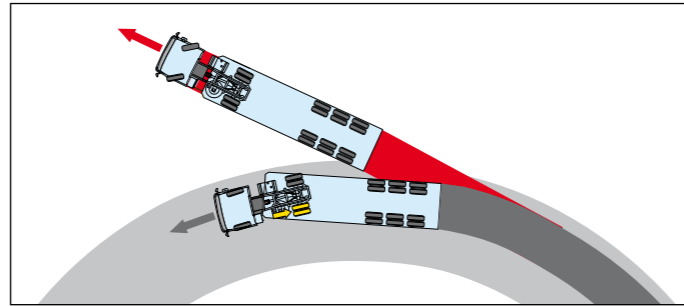
Brake management by MAN BrakeMatic.

To guard against unpleasant surprises MAN BrakeMatic with the EBS electronic braking system, including ABS and ASR, provides for shorter braking distances. Coupling force control ensures perfect interaction between the trailer brake and that of the tractor. The advantages are shorter stopping distances

and harmonization of brake lining wear for the entire tractor/trailer combination, with extremely long lining service life. One highlight of particular significance is the brake management with a sustained-action brake and constant braking function integrated in brake pedal travel.



Compensatory braking if a tractor is oversteered.



Compensatory braking if a tractor is understeered.

Standard: Electronic stability program ESP.

The standard ESP* in the TGS semitrailer tractors protects you from any unpleasant 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's a risk of skidding or overturning

individual wheels of semitrailer tractor are efficiently braked and if necessary engine torque is reduced. In this way ESP stabilises the train and keeps it safely on track. The electronic stability program is now also available as an option for solo vehicles.

* Fitted with MAN TipMatic® and MAN Intarder.

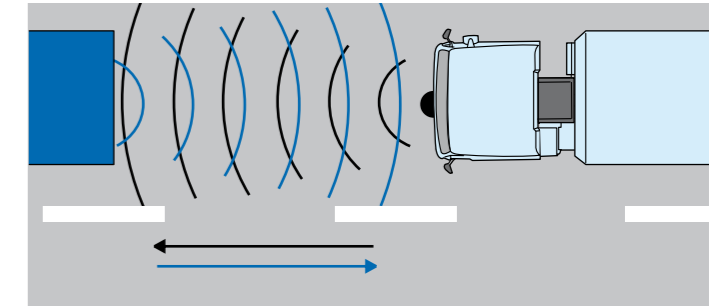


Lane guard system LGS.

The electronic lane guard system permanently monitors the lane ahead of the vehicle. If the driver strays from the lane without activating a flasher, they're warned by an acoustic signal. It makes the sound of rattling nails in the loudspeaker on the particular side and is intuitively correctly understood by the driver. LGS increases a driver's awareness so that they stay in line, and thus prevents many a dangerous situation.

Active roll stabilisation CDC and high load roll stabilisation.

Active roll stabilisation will certainly make your driving more comfortable. It aligns your vehicle perfectly with the driving situation, load and road. Damper control is carried out automatically by CDC (continuous damping control). When cornering, quickly changing lane or during sharp brake manoeuvres the harder damper adjustment prevents the development of rolling or pitching movements, creating greater driving safety. For vehicles with high centres of gravity high-load roll stabilisation with an additional X control arm is ideal. That effectively reduces sideward inclination in corners.



Adaptive cruise control ACC.

Automatic ranging determines the distance from and the differential speed of the vehicle ahead and ensures a safe distance by electronic intervention in the accelerator or brake pedal. ACC can be used from a driving speed of 25 km/h. It eases the burden on the driver and helps them to be more relaxed by integrating the vehicle harmoniously in the traffic. ACC minimizes the risk of a rear-end collision.

Brake assistant.

The brake assistant registers speed and pressure when the brake pedal is operated and increases 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.

Tyre pressure monitoring system TPM.

This system ensures that you're always driving safely on tyres of the right pressure. If pressure drops below what's minimally permissible, you're warned of this by a message on the display. Tyre pressure is easily checked from the driver's seat. Optimal tyre pressure minimizes rolling resistance, reduces fuel consumption and increases the kilometrage per tyre. The TPM available for 4x2 semitrailer tractors consequently improves both safety and economy.

The all-roader among the trucks. Off-road as good as on.

If you want to reach your destination you shouldn't be held up by restrictions en route. That's why the MAN TGS has been made fit not only for city and main roads but also for terrain off the beaten track. It feels at home on asphalt and on dust and gravel and it is in its element on mud. A truck that will take you everywhere so you can do whatever you have to. Its axle configurations, suspension variants, engine/gearbox combinations are designed for performance in tough continuous service. And for rational transport with high payloads, little downtime, great economy and maximum reliability.





MAN TipMatic® rotary switch.



MAN ComfortShift.

Modern performance society.

The innovative D20 and D26 engines with outputs of 235 kW (320 hp) through to 397 kW (540 hp) move more than just wheels. They are a motor of progress. The modern common-rail diesels Euro 4, Euro 5 and EEV (enhanced environmentally friendly vehicle) technology develop more power for less fuel consumption and longer lifetime. They convince operators with the lowest power/weight ratio in their class. And designed to last 1.5 million kilometres with intervals between maintenance of 120 000 kilometres they set standards in both reliability and service costs.

Your personal gearshift selection.

For the MAN TGS you have a choice of gearbox between first-class alternatives. There's a manual gearbox with 16 speeds and servo shift for low gear change force and short stick travel as overdrive and direct drive gearbox.

For road vehicles there is optionally MAN ComfortShift, where the clutch can be operated while driving by a button on the gear stick knob. That means efficient gear changing without working the clutch pedal. The cruise control remains active when operating ComfortShift.

MAN TipMatic® with an off-road mode.

As far as comfort and economy is concerned you can shift up a gear. The automated 12-speed MAN TipMatic® Profi gearbox can be operated by the driver fully automatically or manually by a lever on the steering wheel. For high dynamic performance there's a kick-down function. The gearbox, which is available as a direct-drive and overdrive version, is outstandingly economical since it reduces fuel consumption and eases the burden on the driveline.

With the MAN TipMatic® Fleet gearbox you only have an automatic mode, eliminating the possibility of shifting into the wrong gear. The automated 12-speed gearbox is easy on the driveline, and helps inexperienced drivers in particular learn to reduce fuel consumption.

The MAN TipMatic® Offroad with an off-road mode, which permits comfortable gearshifts off-road too, is especially tailored for building-site service. The decisive factor is the gear shift strategy and the faster times to shift. The gear which is engaged is retained as long as possible to avoid any unnecessary shifting up and down at a practically constant speed. A higher torque is available when moving off in the "Dx" position. The more rapid releasing and closing of the clutch also makes it possible to rock vehicles free if they get stuck.



We're not offering one exhaust-gas system for everyone. But two to meet your requirements.



Clean without any additive: EGR + MAN PM-KAT®.

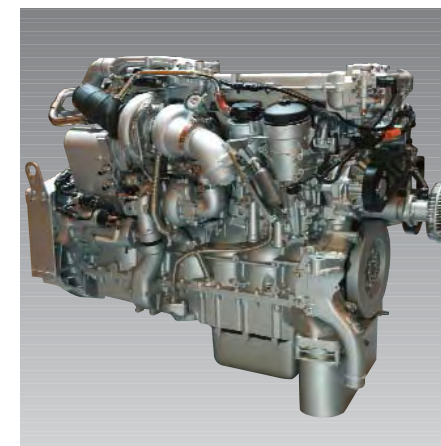
The innovative MAN system, consisting of common-rail injection, cooled exhaust-gas recirculation (EGR) and PM-KAT® filter is a technically and economically advantageous system to meet the Euro 5 limits. MAN's EGR solution does not require any AdBlue®; there are no costs for maintenance or any operating agent. You don't need to waste time with any extra stops to refuel and you save weight too. Last but not least, MAN's EGR engineering doesn't lead to a higher fuel consumption, no additional space is necessary on the chassis.

Better than Euro 5 requires - SCR engines.

SCR technology MAN AdBlue® securely maintains Euro 5 limit values, even at the highest engine ratings. MAN's SCR solution offers an even stricter EEV exhaust standard as an option. In order to reduce nitrogen oxides to the stipulated limits, this technology downstream of the engine requires the reducing agent AdBlue®, a non-toxic and odourless urea solution. The MAN AdBlue® solution means no change in exhaust silencer dimensions compared to that of a Euro 3 version.



Silencer with MAN PM-KAT® for Euro 5.



D2066 Euro 5 EGR engine.



Combination tank for diesel and AdBlue®.

AdBlue® is a registered brand of the German Association of the Automobile Industry VDA.

There's a lot to do. MAN TGS gets down to business.

Built for diversity of purpose.

The MAN TGS isn't just a truck. It's just the truck you need. As a 2-, 3- and 4-axle variant it tackles any job and does it really well. Tailored individually to your tasks and the requirements of building-site transport, drinks logistics, refrigerated transport, the disposal sector, for timber transport, for fire brigades or for the transport of hazardous goods.

The super-lightweight TGS-TS is really cutting a dash on the tank and silo markets. The 4x2 tractor, equipped for the job, weighs in at 200 kg less than a standard tractor fitted for the same purpose. A big benefit in terms of payload.

A good frame, a stable basis.

Manufactured from high-strength fine-grain steel, the frame combines high torsional rigidity and flexional strength with a low unladen weight and bodyworking ease. The completely level frame upper edge means that all type of bodies can be easily and quickly mounted. The close-knit matrix of holes means that later additions and conversions can be made without any further time-consuming boring. The modern paint system with environmentally friendly water-soluble paints guarantees reliable corrosion protection for all frame and chassis parts.

Vehicle height times four.

The TGS comes as a version of normal height, of middle height with good ground clearance, in all-wheel height, and as an ultra-low version with extremely low frame upper edge for volume transport.



Reliability on axles.

For the drive axles you can choose between hypoid and planetary hub reduction depending on the transport task and service profile.

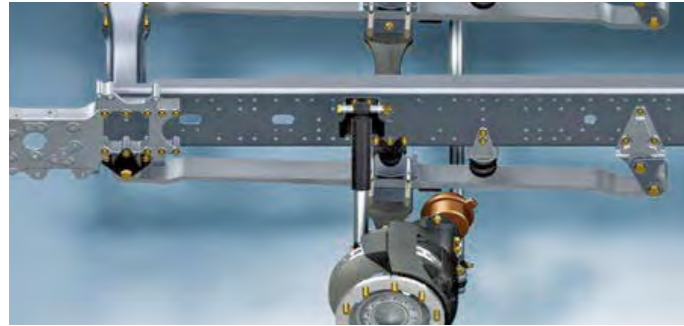
Low-friction hypoid axles with disc brakes are convincing for low unladen weight, high load capability, a wide performance range and long intervals between oil changes of 500,000 km. They come as a single axle or tandem with parabolic or air suspension. They're equipped with the HUB unit for simple and speedy brake disc changes. You thus save downtime and workshop costs.

Planetary hub reduction axles with drum brakes and extra ground clearance are used for heavy-duty service. These come as a single axle or tandem with parabolic springs for high suspension and driving comfort, and with trapezoidal springs for maximum loading.

Leading and trailing axles in rigid, steered and lifting versions and twin-tyred trailing axles with axle lifts are available to increase the payloads.

Weight-optimised X control arm with stabiliser and control arm function for semitrailer tractors and high-load roll stabilisation for 6x2 vehicles.





Weight-saving single-leaf suspension.



MAN HydroDrive® wheel hub motor.



Differential lock switch for all-wheel drive.

A question of suspension.

The MAN TGS offers a wide variety of suspension possibilities from leaf/leaf through leaf/air to full air. Rugged and weight-saving leaf suspension with parabolic springs and specially attuned shock absorber and stabiliser scores high through good roll stabilization and track-keeping. For semitrailer tractors, on the front axle the single-leaf suspension has an advantage with regard to the payload capacity. The general rule is that the suspension, kingpin bearings and rubber eye bearing are maintenance-free.

The air suspension with ECAS electronic control ensures that the driving level remains the same, regardless of the load. The main advantages are the rapid mounting of swap platforms. The chassis can be lowered by 90 mm from the driving level and raised by 190 mm.

Here the ECAS control system permits precise adjustment of the frame height. It has a memory function for two heights which can be recalled and it can be quite easily operated with the tap of your finger.

On the air-sprung front axles the air suspension and shock absorber form a compact unit – the air-sprung absorber system LDS with very wide spring track. This results in superb driving stability and safety, even if the centre of gravity of the body is high, and in first-class suspension comfort.

One of MAN's specialties is construction air suspension on the rear planetary axles – available for construction vehicles with medium-high build and all-wheel-drive height. This is ideal for the tough work on building sites and on difficult terrain. It's designed for a load capacity of 13 tonnes per axle, outstanding for an air-sprung axle unit.

All-wheel drive for everyone.

The TGS all-wheel-drive versions get into action wherever optimal traction is necessary – on building sites, for municipal road and snow-clearing applications and off-road. On vehicles with a 4x4, 6x6 and 8x6 configuration there's a selectable all-wheel drive to standard for the necessary extra traction. Permanent all-wheel drive with pneumatically engaged inter-axle differential is an option on these vehicles, on the 8x8 it comes to standard. Power distribution is handled by transfer cases with an on-road and off-road ratio. Planetary axles with greater ground clearance, drum brakes and stabilisers are also fitted in the all-wheel-drive vehicles.

MAN HydroDrive® – more traction as required.

There is now an alternative between conventional rear-wheel and classic all-wheel drive: HydroDrive®, the engageable hydrostatic front-axle drive for more traction and full driving power for on-road vehicles. It's ideal for assignments with an occasional off-road share and for situations in which additional traction is needed on the front axle. It keeps you safely and reliably mobile. With MAN HydroDrive® the overall vehicle height and the fuel consumption remain unchanged. In this way you increase your safety and mobility without forfeiting economy.





Services to let you move more.

All-round transport solutions are the result of combining the Trucknology® Generation with tailored MAN mobility services. Clever all-round service in one-stop shopping. With MAN service packets especially orientated to branch requirements, the customer, from an owner-driver through to an international logistics company, obtains a ready-to-use vehicle for which all the services from A, for instance for advice, through to Z, as for zero emissions, are covered – in other words 100 % Trucknology®.

MAN mobility services add extra value for economical vehicle deployment, by no means least by their flexibility, cost transparency and planning reliability. Figures, data and facts: you can succeed on the tough market only if you know the figures in your cost management – the total cost of ownership.

The choice is yours: compose your "Carefree Package", because the internationally offered services from MAN Service, MAN Support, MAN Finance and MAN Rental are combined by a building block principle.

You can count on it – Mobility made by MAN:

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

MAN Service		
Comfort		Maintenance contract (regular maintenance in accordance with the manufacturer)
ComfortPlus		Maintenance contract with the mandatory inspections
ComfortSuper		Maintenance and repair contract
ComfortEuro		European-wide maintenance and repair contract
RepairCard/ServiceCard		European-wide non-cash payments
Mobile24		European-wide 24-hour service

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

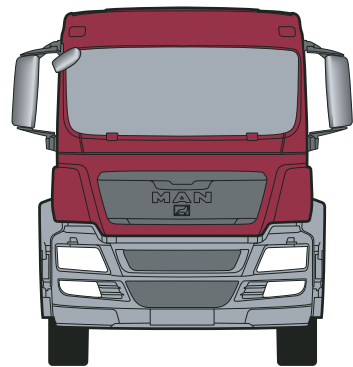
MAN Finance		
Credit		Financing models
Lease		Leasing models
CombiContract		Combined contract with modules from MAN Service and/or MAN Support

MAN Rental		
Truck and trailer rental		Vehicles, trailers for all transport needs
		Various weight categories with system and body variants
		Flexible rental periods
		Full service with 24-hour hotline

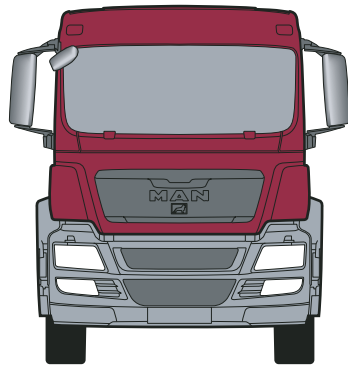
*Not fully available in all European countries.

Small overview of big possibilities.

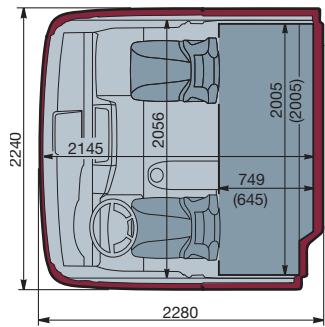
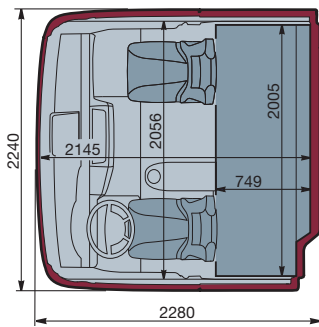
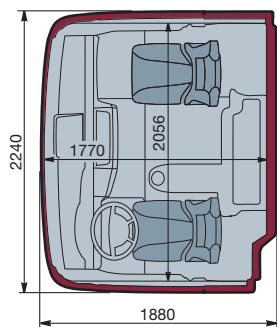
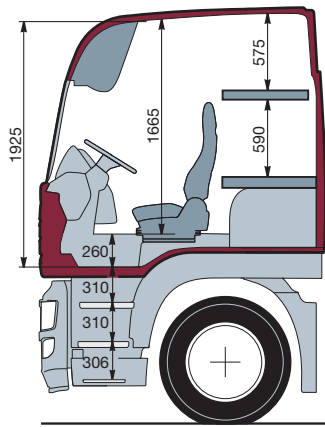
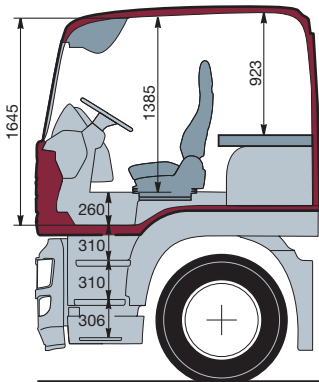
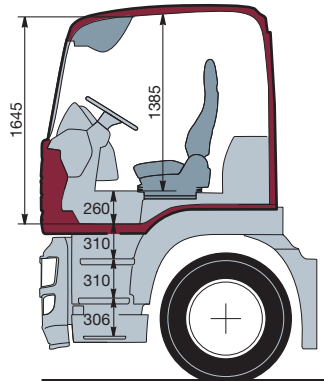
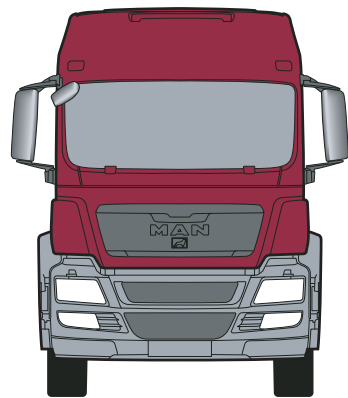
M cab



L cab



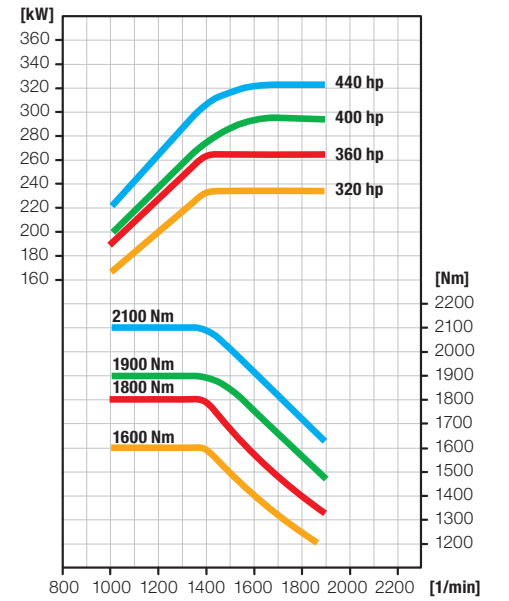
LX cab



Engine model	D2066	D2676
Design	R6	R6
Capacity	10,5 l	12,4 l

Euro 5 or EEV	Euro 5 or EEV		
	Euro 5 EGR	Euro 5 SCR	EEV SCR
D2066			
235 kW (320 hp), 1 600 Nm		x	x
265 kW (360 hp), 1 800 Nm	x	x	x
294 kW (400 hp), 1 900 Nm	x	x	x
D2676			
324 kW (440 hp), 2 100 Nm	x	x	x
353 kW (480 hp), 2 300 Nm		x	x
397 kW (540 hp), 2 500 Nm		x	

D2066



D2676

