



The new MAN TGE – bespoke industry solutions at the IAA

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- **Vans to Go: industry-specific vehicles provided 'ex works'**
- **A wealth of models: three different bodies with bespoke fittings**

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Munich/Hanover, 8 September 2016: At this year's Commercial Vehicles IAA in Hanover (22 to 29 September 2016), MAN will be presenting the new TGE to the general public for the first time. Crested with the brand's insignia, the new TGE takes up position in the traditional category of light commercial vehicles with a gross weight rating between 3 and 5.5 tonnes among the range of models produced by the Munich-based truck manufacturer. The TGE will in future be MAN's primary solution for everyday light transport tasks in the transport and haulage sector. This is demonstrated in impressive fashion by the three different vehicle body solutions presented at the MAN stand in Hall 12.

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Made for trade and commerce – at the beginning of next year, MAN will launch the sale of a new vehicle in the transporter class. Its name? TGE. With two wheelbases, three roof heights and three vehicle lengths on offer, chassis configurations include closed van models, vans with windows as well as open single and crew cab variants. In addition to its varied range of standard vehicles, MAN will also be presenting three vehicle body solutions for applications in construction, CEP and the service sector at this year's IAA Commercial Vehicles. MAN thus yet again affirms its leading position when it comes to customised industry solutions – always in close collaboration with MAN-certified body manufacturers.

Parallel to the numerous body solutions on display, MAN has also developed the new sales module 'Vans to Go' for the transporter van sector: The concept involves bespoke industry vehicles fitted with MAN-

MAN Truck & Bus is one of Europe's leading manufacturers of commercial vehicles and supplier of transport solutions, with revenues of approximately €9 billion a year (2015). The product portfolio includes trucks, buses and diesel engines, as well as services related to passenger and cargo transport. A subsidiary of Volkswagen Truck & Bus GmbH, MAN Truck & Bus employs more than 35,500 people worldwide.



certified bodies and attachments available for 'instant sale'. The underlying idea is that since the vehicle is readily available, the customer can immediately fulfil their original order (48 hours from receipt of the order to delivery of the product). In addition, the customer no longer has to undertake time-consuming configurations for additional options. These industry vehicles ensure that all the equipment features required for immediate deployment are already built in as standard, meaning that only a small amount of customisation is required by the trader on-site or at the depot. The 'Vans to Go' vehicles will be marketed almost Europe-wide via a dedicated internet platform. Another advantage is that MAN will also be taking over the servicing of the relevant body structures and offering financing facilities for complete vehicles.

At the IAA, MAN will be demonstrating the versatility of the MAN TGE by introducing three different body types. Starting things off is a three-way tipper from the company Scattolini, which has a loading bed and sub-structure made entirely of high strength steel (HSS). The loading bed can either be tipped backwards or to the side by manually adjusting the pivot. The modular construction of the 400 mm high aluminium drop sides features easily replaceable catches and facilitates repairs. In addition, the rear drop side automatically unlatches during tipping. The sliding components and internal guides made of reinforced Nylon and Teflon are self-lubricating, thus limiting wear and tear and ensuring a longer lifespan. A ladder rack and cab protection with reinforced fastening holes serve to protect and secure long items and heavy loads. A rear ladder rack can also be included as an optional extra. There are of course plenty of fastening points available around the tipping floor in form of retractable lashing eyes. Maximum resilience to wear and tear as well as weather conditions is guaranteed by the chrome-plated and lapped pistons of the hydraulic system. The system is operated using an analogue push-button panel with a spiral cable. PVC toolboxes with a gravity lock system complete the design.

Using a closed delivery van with a short wheelbase and medium high roof, the Swabian company from Zusmarshausen demonstrates how the load securing systems FlexRack and ProSafe allow for an innovative load securing concept. The large cargo compartment of the van, which measures approximately 11.3 cubic metres, contains extremely functional cargo fittings as they are required by traditional courier, express delivery and parcel services, but which are far from being standard in other vehicles. On the left-hand side of the hold, a unit from Sortimo's FlexRack



range made of high-quality fibre composite is installed for systematically storing and correctly securing parcels and other transport goods. This rack comes with an exceptionally high load bearing capacity of 120 kilograms per unit. If the racks are not in use during transport, they can be folded away and secured. The right-hand side wall is fitted with lashing rails which allow for fast securing of any other bulky cargo using Sortimo ProSafe lashing straps. The SoboGrip ProSafe floor is equipped with a range of built-in lashing eyes that can be used with both lashing straps and tie rods. Thanks to the built-in lashing eyes in the floor, cargo can be optimally positioned and secured in accordance with axle load distribution regulations. Four additional square-shaped tie rods ensure that even large deliveries are always kept well in place.

Based on a six-metre long utility wagon with windows, a joint project with the company Bott has yielded a service vehicle that leaves little to be desired when it comes to working off-site. Inside the walk-in interior of the vehicle, a mini workshop has been installed atop an epoxy-resin-coated, anti-slip floor panel made of 9-ply plywood. Including the additional drawer units, under-floor folding compartments, racks and work surfaces, it provides a usable area of roughly 3.4 square metres. Fitted with a fold-up access ramp with a load-bearing capacity of 450 kilograms and a workbench top with a rotating vice, this vehicle was designed first and foremost with motorcycle racing in mind. Completing the equipment are carry cases with numerous compartments for small parts, soft-rubber-trimmed storage trays with specialised brackets and both open and closed floor compartments with a range of load securing systems for tasks such as transporting replacement parts. Bott's constant focus on lightweight construction also ensures that the MAN TGE retains its ability to handle high payloads. Including hold protection components, such as flooring, roof lining and side panel cladding as well as the sturdy access ramp, this brightly-lit mobile workshop with its five LED lights weighs in at only 320 kg. This leaves plenty of space for replacement parts and equipment.

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Caption:

The loading bed and the entire sub-structure of this three-way tipper are made of high strength steel (HSS).

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P_Van_EOD_TGE_2

Caption:

MAN is the first port of call for bespoke industry solutions – always in close collaboration with MAN-certified body manufacturers.