



MAN TGM 4x4: Specialist for forest firefighting

Munich, 24.09.2026

- **New MAN TGM 18.320 4x4 for demanding firefighting operations in forest and vegetation fires off paved roads**
- **Up to 11.5 tons of payload make superstructures with 6000 liters of extinguishing water and 500 liters of foam concentrate possible**
- **Chassis meets the highest terrain category according to DIN EN 1846-1**
- **Tire pressure control system, heat protection and mechanical protective measures for difficult operating conditions**
- **First vehicles with bodies from Schlingmann, ITURRI and Schmitz Feuerwehrtechnik**

MAN Truck & Bus
Dachauer Straße 667
80995 Munich

If you have any questions, please contact:

Gregor Jentzsch
Phone: +49 89 1580-2001
Presse-man@man.eu
<https://press.mantruckandbus.com/>

More and more summers with record heat and weeks of drought: forest and vegetation fires pose special challenges for fire brigades worldwide. Emergency vehicles must reach their scene reliably and safely, even in the event of large-scale fires in difficult terrain. With the new MAN TGM 18.320 4x4, MAN is offering a chassis for firefighting applications in the highest off-road category in accordance with DIN EN 1846-1 for the first time. The 18-tonne chassis with permanent all-wheel drive is specially designed for operations off paved roads. Special protective measures and equipment prepare the vehicle specifically for operations in forest and vegetation fires. With its high payload of up to 11.5 tonnes, tank firefighting vehicles with up to 6000 litres of extinguishing water and 500 litres of foam concentrate plus standard equipment can be built on the MAN TGM 4x4 chassis.

The vehicle is powered by a 320 hp engine. Power is transmitted by the MAN PowerMatic automated transmission. The individual 14.00 R20 tyres on the front and rear axles support off-road capability. Depending on the body and cab variant as standard or double cab, different wheelbases and crew concepts can be implemented.

"With the new MAN TGM 18.320 4x4, we are offering fire brigades and disaster control organisations around the world a vehicle that has been specially developed for demanding operations under the most difficult conditions. Its high

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and provider of transport solutions, with annual sales of around 14.1 billion euros (2025). The product portfolio includes trucks and buses with diesel and zero-emission drives, vans, diesel and gas engines, as well as services for passenger and freight transport. MAN Truck & Bus is a company of the TRATON GROUP and employs around 32,000 people worldwide.



off-road mobility and wide range of configuration options make it the ideal basis for forest and vegetation firefighting. At the same time, the chassis is also suitable for numerous other tasks in civil protection and disaster control, wherever emergency services need to provide fast, safe and reliable support off paved roads," says Martin Zaindl, Head of Sales Body Builder & Strategic Partners.

Protection against heat and mechanical impacts

For operations near sources of fire, the chassis has a special heat protection device. Air, electrical, AdBlue and fuel lines are designed in such a way that they can withstand a temperature of up to 130 degrees Celsius for a period of ten minutes. In addition, there are mechanical protective measures for particularly exposed vehicle components.

A hinged roof hatch between the driver's and front passenger's seats opens up additional application possibilities. A height-adjustable tread surface makes it easier to use the hatch and supports the crew when observing the surroundings or working from the cab. Even with the roof hatch, the cab meets the latest ECE R29-3 crash test standard in order to provide the occupants with the best possible protection, even in the event of serious accidents.

The vehicle concept also enables extinguishing while driving according to the "pump and roll" principle. This allows the crew to fight fire areas along paths or during slow off-road driving.

Adjust tire pressure to the ground

One of the key features is a tyre pressure control system that can be controlled from the driver's workplace. This allows the driver to adapt the tyre pressure to different surfaces and operating conditions. The system is supplemented by a tyre pressure monitoring system and run-flat tyres. These make it possible to move the vehicle out of a hazardous area in a controlled manner, even if the tyre is damaged. With its water passage capacity of up to 950 millimetres, the vehicle can also be used on flooded roads and farm roads.

The high level of off-road capability is supported by further technical adjustments. These include a mechanical protective cover for the transfer case and an exhaust tailpipe raised behind the driver's cab. At the same time, the optimised entrance situation makes it easier to access the crew compartment. The extensive modifications to the TGM 4x4 were implemented by MAN



Individual in cooperation with ESTEPE, the specialist for cab modifications and chassis adjustments.

First body variants for different application requirements

During initial test drives on the MAN ProfiDrive test track in Simmelsdorf near Nuremberg, firefighting journalists were able to get to know the off-road characteristics and technical features of the new vehicle under realistic operating conditions. Three MAN TGM 18.320 4x4 with different firefighting bodies were used. They show the range with which the new chassis can be adapted to different body, crew and deployment concepts.

The TLF 4000-V from Schlingmann is based on a MAN TGM 18.320 4x4 BB CH with a TN cab and a wheelbase shortened to 3,300 millimetres. The cab is designed for a squad crew of three people and has a middle seat from MAN Individual. The equipment includes chassis adaptation for off-road category 3, heat protection, mechanical self-protection, swing roof hatch, tyre pressure control system, tyre pressure monitoring system and run-flat tyres.

The TLF 4000-V from ITURRI has a DN cab and a wheelbase of 3,900 millimetres. It offers space for a squadron crew of six people. In addition to the protective and off-road functions, this variant has an exhaust tailpipe pulled up behind the cab.

The vehicle from Schmitz Feuerwehrtechnik is also based on the MAN TGM 18.320 4x4 BB CH. It combines a TN cab with a wheelbase of 3,600 millimetres and a crew of three, including a centre seat, from MAN Individual. This variant also has adaptation to off-road category 3, heat protection, mechanical self-protection, a raised exhaust tailpipe and a revolving roof hatch.

With the new MAN TGM 18.320 4x4, bodybuilders and fire brigades have a versatile basis for vehicles for forest and vegetation firefighting. The concept combines a high level of off-road capability with special protective measures and flexible options for cab, crew and body.