



Climate-friendly and economical: MAN Lions with new PowerLion driveline

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- **MAN semitrailer tractors with up to 4 per cent lower fuel consumption and CO₂ emissions from model year 2025**
- **Economical and low CO₂ toll: new D30 engine, new transmission, optimised aerodynamics, new brakes**
- **User comfort: Improved acoustic insulation, new display functions, new interior colours**
- **Optimised for use: Simplified vehicle configuration and over-the-air programming of body functions**
- **SimplePay: Clear cost transparency for the entire fleet**

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At the IAA Transportation 2024, the MAN Lion is taking a mighty leap into model year 2025 - with even greater efficiency and driving comfort. At the centre of the innovations is a reduction in fuel consumption of up to 4 per cent. The MAN engineers have realised this primarily with the help of the new D30 PowerLion drivetrain and aerodynamic measures.

This offers double savings potential: in view of the CO₂ -based toll classification that has been in force in Germany, Austria and Denmark since 1 January 2024, for example, a correspondingly reduced toll rate for a fuel-efficient vehicle can mean savings of several thousand euros over its lifetime.

"Our new, highly efficient PowerLion driveline with the new D30 engine and the new MAN TipMatic 14 gearbox is the key to the profitability of our customers' transport business. It is based on the TRATON GROUP's joint component platform and is the tangible result of intensive collaboration between our development departments. Because even if we see electric drive as the main technology in road freight transport in the long term, diesel will continue to play an important role on the way there. Every litre of fuel we save reduces CO₂ emissions and costs for transport companies. This in turn makes it easier for our customers to convert their fleets to zero-emission technologies," says Friedrich Baumann, Executive Board Member for Sales & Customer Solutions at MAN Truck & Bus.

D30 engine: top marks for economy

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of about 14,8 billion euros (2023). The company's product portfolio includes vans, trucks, buses/coaches and diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON GROUP and employs approx. 33,000 people worldwide.

The new D3066 (D30 engine for short) with a maximum efficiency of over 50% and best-in-class fuel consumption is one of the most advanced commercial vehicle engines in the world. The completely newly developed engine benefits from the combined engineering expertise of the TRATON GROUP and will replace the previously available D26 and D15 engine series in all MAN 4x2 semitrailer tractors in normal and low heights. The D30 is available in six power levels from 380 to 560 hp (2,100 to 2,800 Nm).

The harmonious interplay between XPI common rail injection with an injection pressure of up to 1,800 bar and 10-hole injection nozzles on the one hand and optimised turbocharging with two power range-dependent charging geometries on the other contributes significantly to achieving the high engine efficiency of the D30.

The new diesel engine with double SCR exhaust gas aftertreatment is always combined with the MAN TipMatic 14 gearbox, which has also been newly developed, and the new hypoid roof portfolio. Exclusive options for the D30 PowerLion driveline include the high-performance CRB (Compression Release Brake) engine brake with up to 355 kW, the 47 retarder with up to 4700 Nm braking force, which can be decoupled to further reduce fuel consumption, as well as an extensive engine and transmission-side power take-off portfolio for a wide range of additional applications such as hydraulic pumps or compressors.

MAN TipMatic 14: Smart gearshifts

The new MAN TipMatic 14 gearbox also benefited from the combined technological expertise of the TRATON GROUP during its development and will replace the previous MAN TipMatic 12 gearbox in all standard MAN semitrailer tractors in the heavy series in future. Compared to this, the new generation is around 60 kg lighter.

The new TipMatic transmission has 14 forward gears and two reverse gears, with six additional reverse gears that can be activated over the air via MAN Now if required. This means that higher reversing speeds are also possible if required. At the same time, the MAN TipMatic 14 offers very sensitive manoeuvring at low speeds with the clutch closed. The automated manual gearbox automatically takes over clutch actuation and gear changes. Software-controlled, the system always determines the optimum starting and shifting strategy in conjunction with load and tilt detection. The new MOTION gear oil (SAE classification: 75W) saves fuel thanks to its optimised lubrication properties and also keeps wear to a minimum. The new MAN EasyStart anti-roll bar with creep function provides additional support for smooth progress.

The innovative SmartShifting function enables particularly fast gear changes with minimal interruptions in tractive force if required, thereby increasing efficiency. Another major game changer for the potential fuel savings is the move away from the direct-drive design and towards an over-drive gearbox instead - especially in combination with the MAN EfficientCruise GPS cruise control and the Predictive Drive function, which is particularly predictive.

With the new MAN TipMatic 14 transmission, customers also benefit from a long service life, low maintenance costs and a high continuous braking torque of up to 4700 Newton metres with the Retarder 47.

New disc brakes and optimised aerodynamics

At the IAA, MAN is also presenting a new brake version with lower friction loss for the truck variants with a gross vehicle weight of 18 tonnes or more. The internally ventilated brake discs of the pneumatically actuated disc brakes provide optimum heat dissipation for long-lasting high braking performance. With the new brake pad return system, the brake pads are automatically pressed away from the brake disc again with the aid of spring elements after the brake is released, so that no residual grinding torque is generated. This further reduces wear, noise and fuel consumption.

Also in favour of low fuel consumption, the MAN development team has given the heavy lions a new look for the frame and floor: The rubber lips of the new optional frame panelling for TGX and TGS semitrailer tractors on the right and left sides reduce the air gaps on the upper and lower sides. This reduces turbulence and air resistance and, as a result, fuel consumption. The new aerodynamic underbody panelling in front of the front axle also improves the airflow around D30 semitrailer tractors in the TGX series. For vehicles without underbody panelling, the extended spoiler lip on the front underride guard ensures better airflow around the underbody. A new radiator guard is also available as an option.

Interior care: updates for ergonomics, functionality and design

In model year 2025, the fully digital main instrument offers new functions such as the gross train weight display. The 12.3-inch colour display of the Professional instrument cluster also comes with a new pointer design. Also new: the startup info sequence provides the most important information as soon as you get in - without having to switch on the ignition. Thanks to the new calmed display mode with a reduced information display, you can concentrate even better on the traffic at the wheel.

In addition, the improved sound insulation brings even more peace and quiet to the cab: the sound-insulating windscreen reduces the noise level inside thanks to the 0.81 mm thick acoustic interlayer, while the encapsulation of the D30 PowerLion drivetrain reduces the noise emitted by the engine both inside and out. Last but not least, new colour combinations and accents have been introduced inside the cab in Desert Beige, Tuscan Red and Moon Grey with Silver.

Standardised frame: Standards for the arrangement of add-on parts

From model year 2025, 16 standardised basic layouts will also be available for uniform structuring of the components on the frame, based on the typical applications of a 4x2 tractor unit in normal height and low design. This makes configuration, maintenance, repair, tank arrangement and retrofitting even easier. The new combination tanks with internally separated areas for 690 litres of diesel and 165 litres of AdBlue also make optimum use of the installation space. Another design innovation: from model year 2025, a re-designed front underride guard and the robust pendulum suspension of the lowest entry level, which was previously reserved for the traction series, will be available for vehicles with a normal-height design and bumper.

Application Fit: Body integration over the air with MAN PAL

Switching the engine on and off, activating and deactivating the power take-off or activating the rotating beacons and rear flashers of a tipper during operation: up to 10 specific body functions can be assigned to the new body keypad in the centre console or the Easy Control keypad in the driver's door, which can simply be loaded onto the vehicle over the air using MAN PAL. The body manufacturer can simply adapt the parameters and functional logic of the electronic body interfaces and control panels to the respective body function themselves, without the need for a diagnostic tool or a time-consuming visit to the workshop. MAN PAL can be accessed quickly and directly via the ABBI bodybuilder portal from MAN.

SimplePay: Simple handling and transparency of fleet costs

With SimplePay, fleet managers have the costs of a MAN or mixed fleet under control by digitally storing the fuelling and charging cards on the platform and assigning them to each vehicle (emission standards 5 and 6). The service, which is available in numerous countries, provides a user-friendly overview in the RIO platform. From the IAA 2024, the services refuelling, parking, washing, tank cleaning and a digitally stored credit limit in the event of a breakdown will be available. With SimplePay, refuelling pro-

cesses can be authorised via the MAN Driver App or the MAN media system, and parking spaces and car washes can be pre-booked and paid for via the Driver App. In the event of a breakdown, SimplePay can also be used to store a digital budget allocation to cover any repair costs incurred.

The individual equipment options for the 2025 model year will be available to order in stages from October 2024.