



MAN fire-fighting vehicles at RETTmobil 2019

Fulda, 17/05/2019

MAN will be showcasing three fire service vehicles at the RETTmobil trade fair in Fulda from 15 to 17 May 2019. At a second stand, MAN will be presenting two ambulances on the basis of the TGE van for the first time.

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- **MAN is the market leader for fire service vehicles in Germany**
- **Emergency services vehicles available in Euro 5 and Euro 6 versions**
- **The MAN TGL will be exhibited as an “MLF” type vehicle; the MAN TGM as an “HLF 20” and as an “LF-Logistik” vehicle**

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Fire service vehicles on MAN chassis have been a familiar sight at the body manufacturer stands at the RETTmobil trade fair for years. This year, the commercial vehicle manufacturer from Munich is exhibiting with two stands of its own in Fulda for the first time. In hall 6 stand 603, the focal point will be on the new MAN TGE as an ambulance. Outside at stand 93, MAN will be presenting three emergency services vehicles for the fire service:

- Medium-sized firefighting truck (MLF) on the MAN TGL 8.180 4x2 BB Euro 6 with MAN crew cab as standard. Body from Schlingmann
- Support vehicle/group firefighting truck (HLF 20) on the MAN TGM 13.290 4x4 BL Euro 6. Body from Rosenbauer
- Logistics vehicle with pump (LF-Logistik) on the MAN TGM 18.340 4x4 BB Euro 5 with MAN Individual group cab with nine seats. Body from Freytag

MAN is the market leader for the fire service in Germany

For several years, MAN has been at the forefront when it comes to the number of fire service vehicle registrations in Germany. MAN is also very successful on the market in several European countries. The MAN vehicles in the series TGL (7.5 – 12 tons permissible gross weight), TGM (12 – 18

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of some 11 billion euros (2018). 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 SE and employs more than 36,000 people worldwide.



tons) and TGS (from 18 tons) are available for the wide range of bodies required to master the challenges of the fire service. MAN provides its chassis and engines in line with the Euro 5 and Euro 6 emissions regulations. This means the manufacturer of commercial vehicles also has a range for the Euro 5 exemption that exists in Austria and certain German federal states.

The MAN TGL 8.180 or TGL 8.220 with on-road drive form the basis of the MLF. MAN constructs the crew cab, which is available as standard, for a six-person crew on the same assembly line as all the other cabs for the TGL and TGM series; this cab therefore has the same level of manufacturing and paint quality.

The product portfolio from the MAN TGM series for the exhibited HLF 20 and LF-Logistik vehicles, is more diverse. On-road and all-wheel drive is available, along with chassis for 13 to 18 tons permissible gross weight. The engine output of the MAN D08 engine, a 6-cylinder in-line engine is – depending on the model – 250 hp (184 kW), 290 hp (213 kW) or 320 hp (235 kW) for Euro 6, or 340 hp (250 kW) for Euro 5. The LF-Logistik vehicle, which was constructed by Freytag using a centrifugal firefighting pump FPN 10-2000 from PF Johstadt and equipped with a 1500-litre water tank for firefighting, was provided with the group cab with nine seats made from glass fibre-reinforced plastic (GRP) by MAN Individual. The doors are raised to the edge of the roof for safe entry and exit. MAN put this crew cab through comprehensive crash tests before letting it go into mass production. It has been awarded the ECE R29 test certificate for protection of cab occupants.

With MAN, the selection of Euro 5 is advantageous as the D08 engine installed in the TGL and TGM series manages to clean exhaust gases without the additive AdBlue fluid. This results in advantages when it comes to the installation space and weight in comparison to the Euro 6 engine, which uses cleaning technology involving AdBlue fluid. This is particularly important for fire service vehicles as they have specific space requirements for the lower equipment areas that are often to the sides of the frame, along with their payload requirements for the comprehensive loads on board.

From the numerous equipment details, the MAN TipMatic Emergency is particularly noteworthy. MAN has optimised the automated manually operated gearbox specifically to the requirements of fire service deployment situations. The automatic gear selection provides fast acceleration and targeted downshifting when braking in order to move off quickly following a turn or after crossing a junction. As an alternative, MAN can install a converter automatic gearbox from Allison with an optional retarder in the MAN TGM in the Euro 6 version.



MAN TGE for the fire service

The new MAN van in the weight class from 3 to 5.5 tons is suitable for multiple fire service applications due to its range of variants. Box-type vehicles can be upgraded to become equipment vehicles; small buses can be equipped as team transport vehicles and command vehicles. Chassis with crew cabs are provided with box bodies which are used as pumping appliance vehicles, equipment vehicles or logistics vehicles. Patient transport vehicles and ambulances can be used for both emergency medical services as well as fire services. A completely new diesel engine generation is in operation in the MAN TGE which is characterised by its durability and reliability. The engines, with their 1,968 cm³ capacity, are offered with 102 hp (75 kW), 122 hp (90 kW), 140 hp (103 kW) and 177 hp (130 kW). Depending on the permissible total weight, front, rear or all-wheel drive options are possible, together with either a 6-speed manually operated gearbox or an 8-speed automatic gearbox. When it comes to the chassis, a choice can be made between single or crew cabs with two to seven seats.

The driver is supported by a comprehensive range of driver assistance systems. This means the driver can concentrate on the traffic and the reaction of other road users particularly whilst driving to the place of deployment. With Emergency Brake Assist (EBA) as standard, MAN pays considerably into road safety. The integrated city emergency brake function automatically brakes the vehicle at low speeds. The reversing assistant, which is optionally available, provides support when reversing out of a parking space. The electromechanical power steering compensates for counter-steer forces, such as those experienced during side winds, for example. Fatigue detection and the multi-collision brake serve to provide safety for everyone; the latter helps to prevent further collisions with other obstacles or road users.

Captions:

P_TGM_EOT_18340_E6_Fire-44.jpg

MAN exhibits an MAN TGM as a fire service vehicle at the RETTmobil trade fair.

P_TGE-TGM_EOT_Rettmobil_01

MAN presented at the RETTmobil 2019 trade fair the new MAN TGE als Ambulance and fire-fighting trucks on MAN TGM.



P_TGE_IOT_Rettmobil_02

MAN presented at fair RETTmobil 2019 two ambulances on the basis of the TGE van for the first time.

P_TGM-TGL_EOT_Rettmobil_03

MAN presented at fair RETTmobil 2019 fire trucks on MAN TGL and MAN TGM basis.

P_TGE_IOT_6180_Command_01

Command Car on MAN TGE 6.180 at fair RETTmobil 2019.

P_TGL_EOT_8180_Command_01

A brand new Command Car on MAN TGL 8.180 for the Bavarian Red Cross

P_TGM_EOT_18340_E5_Fire_45

Logistics vehicle with pump (LF-Logistik) on the MAN TGM 18.340 with MAN Individual group cab with nine seats. Presented at RETTMOBIL 2019.

P_TGM_EOT_13290_E6_Fire_46

P_TGM_EOT_13290_E5_Fire_48

Fire-fighting truck on MAN TGM 13.290 attending at fair RETTMOBIL 2019.

P_TGM_EOT_132920_E5_Fire_47

Fire-fighting truck on MAN TGM 13.290 and MAN TGM 18.340 presented at fair RETTMOBIL 2019.