



TGA 19.360 4x2 BLS

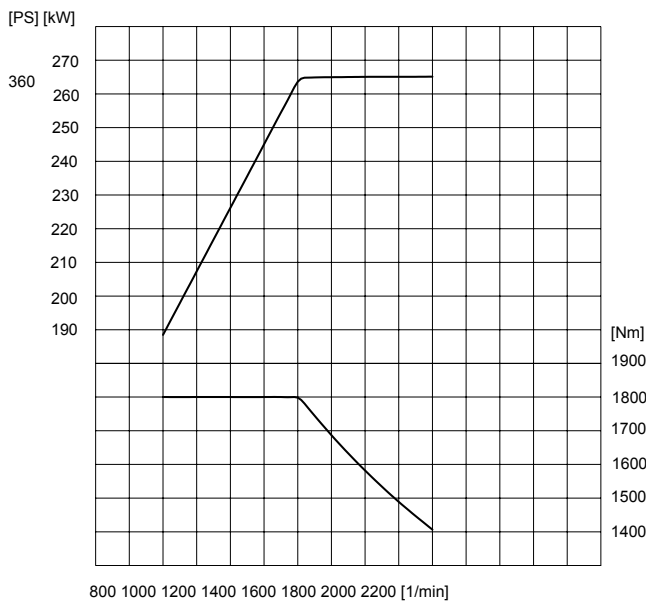
4 x 2 Truck Tractor Single Sleeper Cab
D20 Common Rail Engine
Air Suspension Hypoid Rear Axle

100% Trucknology®



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Engine



Engine Model	D2066LF07 (Euro 2)
Configuration	6-cylinder in-line
Displacement	10.518 litre
Output	360 hp/265 kW at 1800 rpm
Torque Nm	1800 Nm, at 1000 – 1400 rpm
Green Band	1200 – 1500 r/min
Fuel System	Common rail EDC (Electronic Diesel Control) Twin fuel filter with Separ water separator
Cooling System	Radiator & intercooler for over 35°C ambient temperature Visco fan with high cooling output Stone protection grille in front of radiator
Engine Air Supply System	Mann Ø 268 mm, 470 mm long filter Safety filter element Pre-cleaner integrated in air intake duct Turbo charger with intercooler
Engine Brake	EVb exhaust valve brake
Air Compressor	Single cylinder 360cc

Intake System

Raised air intake in cab rear wall. Dry air filter with safety element and pre-cleaner for heavy-duty operation. The intake duct contains a pre-silencer (Helmholz resonator) for the intake air

Clutch

- Model:** • F&S MFZ 430
- Description:** • Single-plate controlled electro-pneumatically
• Friction Area 2 000 cm²

Steering

- Model:** • ZF power steering type 8098
- Operation:** • Lock to Lock = 4.8 turns
• Pneumatic steering wheel adjustment for height and inclination
• Steering wheel lock with immobilizer

Automated Gearbox without clutch pedal

- Model:** • ZF ASTRONIC 12 AS 2330 OD TipMatic Gearbox
• 12 forward speeds, 2 reverse. Ratios 12.33 – 0.78
• Suitable for gross combination mass up to 65 tons
- Description:** • Automated constant-mesh gearbox with twin layshaft & one planetary gearset
- Operation:** • MAN TipMatic: shifting and clutching are controlled electro-pneumatic (no clutch pedal)
• Automatic or manual shifting with fingertip lever, simple operation, no operator error possible
• Outstanding shifting quality with reduced wear on driveline and relief for driver
• Driving with engaged PTO only in gears 2, 4, 6
• For off-road driving, shifting in manual (TipMatic) mode

Propeller Shafts

- Operation:** • Maintenance Free

Speed Table – with 315/80R22.5 tyres at 1800 r/min

Forward gears	1	2	3	4	5	6	7	8	9	10	11	12
Transmission ratio	12.33	9.59	7.44	5.78	4.57	3.55	2.70	2.10	1.63	1.27	1.00	0.78
Speed (km/h) with 4.11 axle ratio	7	9	12	15	19	24	32	41	53	68	86	111

Top gear grade-ability on paved road at 80 km/h

Axle Ratio	Tyre Size	5th Wheel Height Laden/Unladen	Engine r/min	Tri-axle Trailer 40 000 kg
4.11	315/80R22.5	1155/1185	1301	1.45 %

Moving off behaviour (Skid point on dry tar with 9 000 kg on driving axle) : 18 % (40 000 kg gross mass)

PTO

- Model:** • ZF NH/4C PTO, clutch dependent
- Operation:** • Output speed = 1.22 x engine speed
• Anti-clockwise rotation (same as engine)
• Maximum output torque 430 Nm
• Suitable for prolonged operation up to 60 minutes
• Situated on right hand side of gearbox
• Direct pump connection

Front Axle & Suspension

- Model:** • MAN VOK-07 Dropped front axle
- Description:** • Axle rating 7 500 kg
• Parabolic front springs rating 7 500 kg
• Progressive spring characteristics
• Shock absorbers and stabiliser fitted as standard

Rear Axle & Suspension

- Model:** • MAN HY1350 hypoid axle
- Description:** • Axle Rating: 13 000 kg
• Air suspension: 13 000 kg
• Axle Ratio: 4.11
• Inter-axle and inter-wheel differential lock
• X-Type stabiliser or rear axle

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Brake System

- Description:**
- The MAN BrakeMatic electronic brake system regulates the pressure in the brake cylinders of the individual wheels. The electronic modules are permanently linked to the central control unit via the CAN data bus. In the control unit a host of actual inputs are evaluated and the optimum brake pressures calculated. Systems such as trailer control, brake pad wear regulation, ABS and constant braking function (triggering of continuous brake functions) are integrated in the control unit. Automated engagement of the engine brake by continuous brake management system
 - Air dryer included as standard
 - ABS & anti-jackknife (trailer) brake
- Configuration:**
- Front axle: Disc brakes Ø 410 mm
 - Rear axle: Disc brakes Ø 410 mm
- Aux. brakes:**
- EVB (Engine Valve Brake), maximum output 270 kW at 2500 r/min

Wheels

- Tyres:**
- Standard Size: 315/80R22.5 Tubeless Radial
 - Front: Goodyear LHS, tyre capacity 8 000 kg
 - Rear: Goodyear LHD tyre capacity 13 000 kg
- Rims:**
- Steel disc wheels 10-hole 9.00-22.5
- Electrical System:**
- 24 Volt
- Batteries:**
- 2 x 12V 175Ah
- Alternator:**
- 28V 80A 2240 W
- Battery Isolation:**
- Mechanical battery main switch

MAN Tronic

- CAN (Controller Area data Network) serial bus system, connecting computer systems, sensors & actuator units, without the need for complex wiring harness. High operational reliability with double contact security, fewer sensors, less wire length (10 % shorter than on F2000), and fewer plug connections (170 less than in F2000)
- Computers optimize driveline & brake efficiency, fuel economy, vehicle reliability, ease of use, and safety
- Comprehensive diagnostic functions resulting in reduced maintenance & repair times

Fuel Tank

- Size:**
- 600 litre steel fuel tank
- Position:**
- Right hand side of chassis
- Additional:**
- Fuel strainer & lockable cap included

Customer-specific control module for external data exchange (KSM)

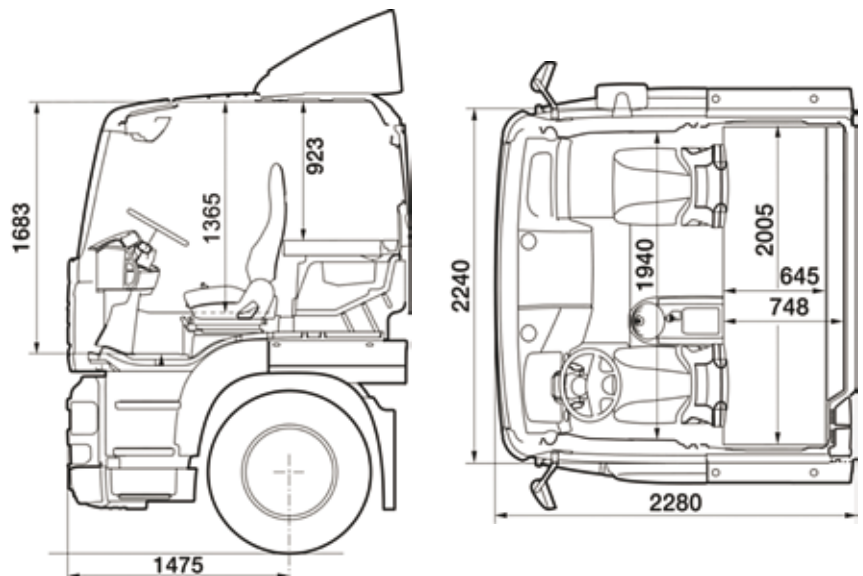
- Provision for information on operational status of vehicle
- Setting and saving variable intermediate speeds from outside the vehicle
- Communication with a CAN-capable control unit in the body

Chassis Frame

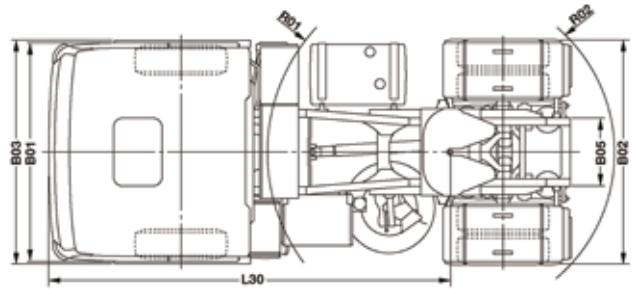
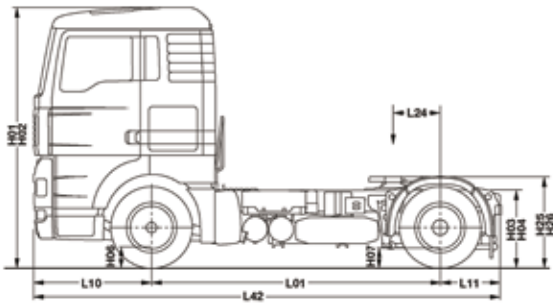
- Material:**
- U section main members of high strength TM500 tempered steel with riveted & bolted cross members
- Dimensions:**
- 270 x 85 x 8 mm
- Chassis Design:**
- Normal height design with dropped front bogie
- 5th Wheel:**
- Jost JSK 36DS DV3 pressed steel fifth wheel on pivot bearings
 - 2" pin, D-value 152kN
 - Imposed load 20 000 kg, weight 124 kg
- Features:**
- Catwalk & grab handle
 - Reverse buzzer

L – Cab (single sleeper cab)

- Width:**
- 2 240 mm
- Length:**
- 2 280 mm
- Suspension:**
- Heavy duty coil suspension
- Features:**
- Mechanical sliding roof
 - Electric door window lifters
 - Electric mirror adjustment
 - Air conditioning system
 - 24V MAN radio/CD player
 - Air sprung high-comfort driver's seat
 - Tinted windscreens all-round
 - Sun shade in front of windscreen
- Corrosion Protect:**
- Extensive protection against corrosion. Panels fully galvanized, GFRP elements, plastic cladding for areas subject to stone impact
- Bumper:**
- Synthetic bumper, mounted on tubular steel frame, with integrated air dam reducing aerodynamic drag. Easily replaceable bumper corners are fitted



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Vehicle	MAN Chassis Type	TGA 4x2	19.360 BLS
	Cab Type	L-Cab	1 bunk
Mass Data Combination Mass	GCM	G60	45 000 kg
	D/T	G53	45 000 kg
C.C.C.	Permissible Chassis carrying capacity in RSA		9 243 kg
Tare Mass	Tare Mass excluding Driver & Fuel:		6 678 kg
	– Front Axle		4 685 kg
	– Rear Axle		1 994 kg
	Tare Mass including Driver & 600 litre Fuel:	G50	7 257 kg
	– Front Axle	G51	5 012 kg
	– Rear Axle	G52	2 246 kg
Manufacturer's Gross Vehicle Mass	GA Front	G01	7 500 kg
	GA Rear	G02	13 000 kg
	GVM	G09	19 000 kg
Legal Gross Vehicle Mass	A Front		7 500 kg
	AU Rear		9 000 kg
	V – Rating		16 500 kg
Lengths	Wheelbase From 1st to 2nd Axle	L01	3 600 mm
	Front Overhang	L10	1 475 mm
	Rear Overhang	L11	800 mm
	Kingpin Position Forward of Rear Axle Centreline – Factory Fitment	L24	635 mm
	Overall Length	L42	5 875 mm
	Cab to Rear Axle Centreline	C/A	2 795 mm
Heights	Overall Height Unladen	H01	3 109 mm
	Overall Height Laden	H02	3 033 mm
	Chassis Frame Height Unladen	H03	985 mm
	Chassis Frame Height Laden	H04	955 mm
	Ground Clearance Front	H06	251 mm
	Ground Clearance Rear	H07	240 mm
	5th Wheel Height – Laden	H25	1 155 mm
	5th Wheel Height – Unladen	H26	1 185 mm
Width	Chassis Cab Width	B01	2 240 mm
	Width Across Rear Tyres	B02	2 466 mm
Turning Circle	Kerb to Kerb (m)	K01	13.2 m
	Swept Circle (m)	K02	14.9 m