

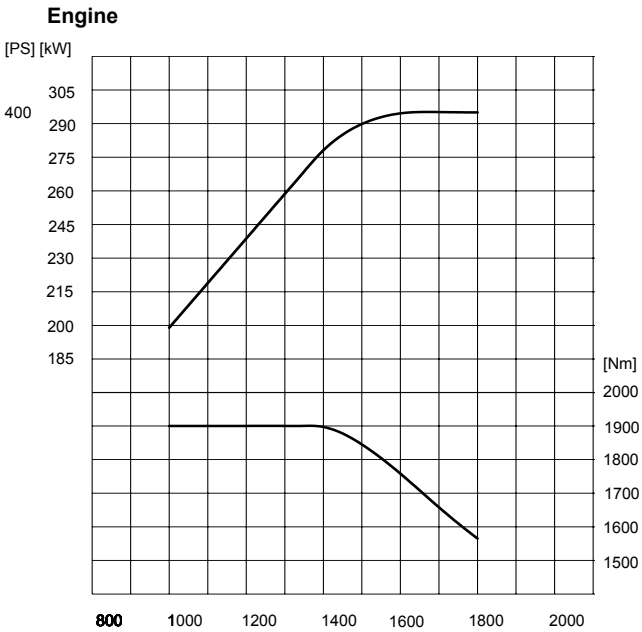


TGS 33.400 6x4 BBS

6 x 4 Truck Tractor - TipMatic with Intarder
Single Sleeper Cab
D20 Common Rail Engine
Steel Suspension Hub Reduction Rear Axles

100% Trucknology®

MAN



Engine Model	D2066LF06 (Euro 2)
Configuration	6-cylinder in-line
Displacement	10.518 litre
Output	400 hp/294 kW at 1600 - 1800 rpm
Torque Nm	1900Nm, at 1000 – 1400 rpm
Green Band	1350 – 1455 r/min
Fuel System	Common Rail EDC (Electronic Diesel Control) Twin fuel filter with Donaldson water separator
Cooling System	Radiator & intercooler for over 35°C ambient temperature Visco fan Stone protection grill in front of radiator
Engine Air Supply System	Turbo charger with intercooler
Engine Brake	EVB exhaust valve brake
Air Compressor	Single cylinder 360cc
Engine Protection	In-house developed engine protection system fitted as standard

Intake System

Raised air intake on cab rear wall. Single large cyclonic pre-filter. Waterproof element paper. 30 % larger filtration area than TGA.

Clutch

- Model:
- F&S MFZ 430 Reinforced
- 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 2331 OD TipMatic gearbox with intarder
- Description:
- 12 forward speeds, 2 reverse, ratios 12.33 – 0.78 Suitable for gross combination mass up to 65 tons
 - 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

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
- ABS
- Air dryer included as standard

Configuration:

- Front axle: Disc brakes
- Rear axle: Drum brakes Ø 410 mm (extra wide 220 mm)

Aux. brakes:

- EVB (Engine Valve Brake), maximum output 270 kW at 2500 r/min
- Intarder with 420 kW brake power

Wheels

Front tyres:

- Standard Size: 315/80R22.5 Tubeless Radial
- Long-haul steer tyre, capacity 8 000 kg Steel disc wheels 10-hole 9.00-22.5

Rear tyres:

- Standard Size: 315/80R22.5 Tubeless Radial
- Long-haul drive tyre, capacity 13 000 kg
- Steel disc wheels 10-hole 9.00-22.5

Batteries:

- 2 x 12V 175Ah

Alternator:

- 28V 80A 2240 W

Battery Isolation:

- Mechanical battery main switch

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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:
- 400 litre aluminium fuel tank
- Position:
- Right hand side of chassis with guard plate
- 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:
- Medium height design with straight front axle and high bogie

- 5th Wheel:
- Jost JSK 38C-1 3.5" cast steel fifth wheel on maintenance free rubber cushions 190 mm height, D-value 260kN (with central lubrication)
 - Imposed load 36 000 kg, weight 190 kg

- Features:
- Hub reduction drive axles with extra ground clearance

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 4.33 axle ratio	7	9	12	15	19	24	32	41	53	67	86	110

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 49 700 kg	Interlink 56 000 kg
4.33	315/80R22.5	1401/1445	1440	1.5 %	1.2 %

Moving off behaviour 30 %, (Skid point on dry tar with 18 000 kg on driving axles, 49 700 kg GCM)

PTO

- Electrically prepared for retro fitment of PTO

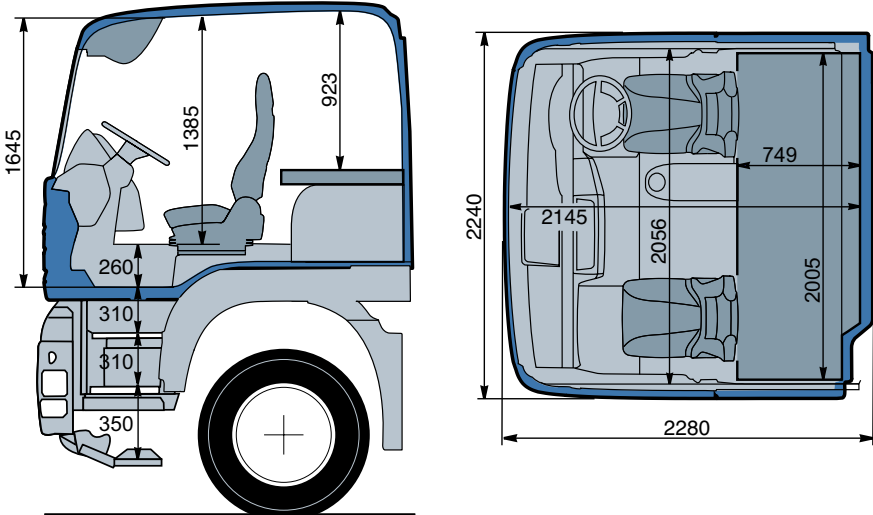
Front Axle & Suspension

- Model:
- MAN VO-09 Straight front axle
- Description:
- Axle rating: 9 200 kg
 - Parabolic front springs rating: 9 500 kg
 - Progressive spring characteristics
 - Shock absorbers and stabiliser fitted as standard

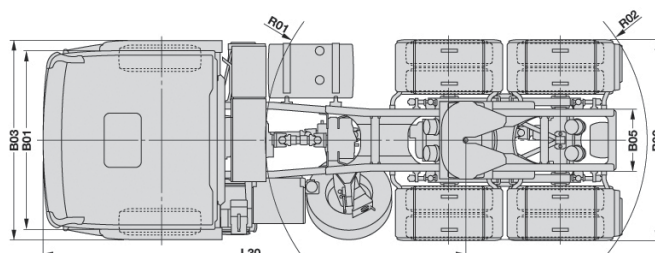
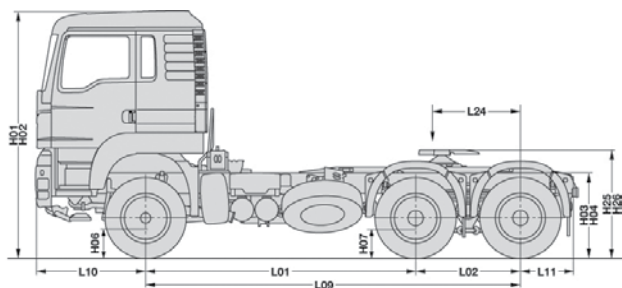
Rear Axle & Suspension

- Model:
- MAN AP HPD-1382/HP-1352 hub reduction axles
- Description:
- Axle rating: 13 000 kg per axle
 - Parabolic suspension: 16 000 kg x 2
 - Axle ratio: standard: 4.33
 - Inter-axle and inter-wheel differential lock
 - Stabiliser and shock absorbers on both rear axles
 - Electronic differential lock protection

L Cab (TrendLine)	
Width:	• 2 240 mm
Length:	• 2 280 mm
Suspension:	• Coil spring cab mounts
Features:	• Single sleeper bunk • Mechanical sliding roof • Electric door window winders • Electric mirror adjustment • Diagonal curtain • 24V MAN radio/CD player • Air sprung high-comfort driver's seat • Tinted windscreens all-round • Sun shade in front of windshield
Corrosion Protect:	• Extensive protection against corrosion. Panels fully galvanized, GFRP elements, plastic cladding for areas subject to stone impact
Bumper:	• Steel bumper with protective grill for headlights • 3 piece with radiator guard and metal fly-screen in front of radiator



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TGS 33.400 6x4 BBS



Vehicle	MAN Chassis Type	TGS 6x4	33.400 BBS
	Cab Type	L-Cab	1 bunk
Mass Data Combination Mass	GCM	G60	65 000 kg
C.C.C.	5th Wheel Load (G09 - E50)		23 417 kg
Tare Mass	Tare Mass excluding Driver & Fuel		9 007 kg
	– Front Axle		4 594 kg
	– Rear Axle		4 413 kg
	Tare Mass including Driver & Fuel	G50	9 583 kg
	– Front Axle	G51	4 894 kg
	– Rear Axle	G52	4 689 kg
Manufacturer's Gross Vehicle Mass	GA Front	G01	9 000 kg
	GAU Rear	G02	26 000 kg
	GVM	G09	33 000 kg
Lengths	Wheelbase From 1st to 2nd Axle	L01	3 200 mm
	Rear Axle Spacing	L02	1 400 mm
	Front Overhang	L10	1 475 mm
	Rear Overhang	L11	700 mm
	Chassis Length Behind Cab	L14	4 495 mm
	Kingpin Position Forward of Rear Axle Centreline	L23	525 mm
	Overall Length	L42	6 775 mm
	Cab to Rear Axle Centreline	C/A	3 070 mm
Heights	Overall Height Unladen	H01	3 260 mm
	Overall Height Laden	H02	3 190 mm
	Chassis Frame Height Unladen	H03	1 140 mm
	Chassis Frame Height Laden to GVM (33 000 kg)	H04	1 070 mm
	Chassis Frame Height Laden to V Rating (25 700 kg)	H04	1 096 mm
	Ground Clearance Front	H06	364 mm
	Ground Clearance Rear	H07	305 mm
	5th Wheel Height – Laden (33,000 kg)	H25	1 375 mm
	5th Wheel Height – Laden (25 700 kg)	H25	1401 mm
	Kingpin Height – Unladen	H26	1 445 mm
Width	Chassis Cab Width	B01	2 240 mm
	Width Across Rear Tyres	B02	2 466 mm
Turning Circle	Kerb to Kerb (m)	K01	14.4 m
	Swept Circle (m)	K02	16 m

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