



## **MAN Van is extremely well-suited for 4th-generation (BF4) heavy-duty escort vehicles.**

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**With its 300 kg roof load, the MAN TGE is predestined to be converted into a BF4 escort vehicle for bulk and heavy-duty transport. Thanks to comprehensive special equipment, the vehicle can easily be adjusted to the needs of escort drivers.**

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- **MAN will exhibit the TGE with BF4 conversion by kustech Systeme in the outdoor area in front of Hall 4 at bauma 2019 in Munich (8th – 14th April 2019).**

**Should any questions arise, please contact:**  
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The people who work to keep us safe on motorways, dual carriageways and country roads every night need the best equipment they can get. This statement summarises precisely what MAN TGE stands for in the heavy-duty escort segment. At the bauma trade fair (Munich, 8th – 14th April), the commercial vehicle manufacturer MAN Truck & Bus will exhibit a TGE with a BF4 conversion by company kustech Systeme, from Techau near Lübeck, Germany.

BF4 stands for the 4th generation of support vehicles – these vans are designed to secure bulk and heavy-duty transport from the front, primarily on country roads and in cities, and to warn traffic approaching from the side. For this reason, the variable traffic sign system that will be installed on the roof of the vehicle must swivel by 360 degrees. At junctions, this allows the BF4 driver to warn intersecting traffic with one of the eleven available traffic signs. On motorways, heavy-duty transports are secured by BF3 and BF3plus vans; the two versions are differentiated primarily by the number of available traffic signs. They secure the transport towards the rear. Thanks to the swivelling variable traffic sign system, a BF4 vehicle can be used as a BF3plus on the motorway.

Since 2015, the specification sheet issued by the German Federal Ministry of Transport and Digital Infrastructure has specified that the vehicles may not feature any company or product advertising. In addition, BF4s must always

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.



be sulphur yellow and have four side marker lights on each side. The escort vehicles must be equipped for additional wind loads when the BF4 traffic sign system is erect at speed of at least 80 km/h. Kustech equips the MAN TGE so that the standard driving properties of the vehicle are guaranteed – for example, via monitoring of the driving dynamics and the standard speed warning. With the BF4 Premium variable traffic sign system, it can even achieve 120 km/h.

The MAN TGE is especially well-suited for conversion into a BF4. For example, the roof is strong enough to support the approx. 200 kg variable traffic sign system. With 300 kg of roof load, the TGE is part of an elite group: Only three models on the market currently achieve this value.

What's more, the MAN TGE offers a wide range of special equipment, enabling the customer to tailor their heavy-duty escort vehicles to their exact requirements. For example, the suspension and stabilization can be reinforced, and the front axle load increased to 1,800 kg. The crosswind assistant and emergency brake assistant ensure safety on board. MAN can also supply a powerful cycle stable secondary battery for frequently used interior fittings, such as the monitor, microwave and refrigerator. The vast majority of BF4 vehicles will be supplied with interior fittings for the driver. This includes a place to sleep, so that support drivers can rest immediately after the arrival of the heavy-duty transport, which usually takes place at night or in the early morning hours.

In addition to powerful 2.0-litre TDI engines with up to 177 hp and an optional 8-speed automatic gearbox, the TGE also offers the choice between front, rear or all-wheel drive, as well as a tight-knit service network.