



New engine family for MAN trucks in 2019 model year

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The new, Euro 6-compliant MAN engine range for the 2019 model year includes 15 power stages ranging between 160 hp and 640 hp.

- **New: D15 engine series to replace successful D20 series**
- **10 hp and 100 Nm more power added to D26 engine series**

MAN Truck & Bus produces four engine series for use in its trucks at its engine plant in Nuremberg. The common rail injection system is common to all MAN engines.

The D08 series spans the 160 hp to 320 hp range. The "08" in the type designation indicates a bore of 108 mm. Its stroke is 125 mm. Each of the three power stages are covered by the in-line 4-cylinder and in-line 6-cylinder engines. These engines are intended exclusively for the TGL and TGM series in the truck range.

The D15 engine series, newly added to the truck in 2019, is named for its bore of 115 mm. Its stroke is 145 mm. The three versions – 330 hp, 360 hp and 400 hp – are available in the TGS and TGX series.

The D26 engines series is receiving a new range of power stages for the 2019 model year, with 10 hp and 100 Nm more power. These will increase to 430 hp, 470 hp and 510 hp. The bore measures in at 126 mm, while the stroke is 166 mm. These engines are available in series including the TGS and TGX.

The D38 in-line 6-cylinder engines are reserved exclusively for the MAN TGX series. These cover the power class above 500 hp and, at 640 hp, are the most powerful engines offered by MAN for trucks. The figures for the stroke and bore are 170 mm and 138 mm respectively.

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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.



Table showing the new MAN engine family for Euro 6-standard trucks for the 2019 model year:

Series	Cylinders	Displacement	Output	Torque
D08	4	4,580 cc	160 hp (118 kW) @ 2,300 rpm	600 Nm @ 1,000–1,850 rpm
	4	4,580 cc	190 hp (140 kW) @ 2,300 rpm	750 Nm @ 1,200–1,400 rpm
	4	4,580 cc	220 hp (162 kW) @ 2,300 rpm	850 Nm @ 1,300–1,400 rpm
	6	6,871 cc	250 hp (184 kW) @ 2,200 rpm	1,050 Nm @ 1,200–1,600 rpm
	6	6,871 cc	290 hp (213 kW) @ 2,200 rpm	1,150 Nm @ 1,200–1,700 rpm
	6	6,871 cc	320 hp (235 kW) @ 2,200 rpm	1,250 Nm @ 1,200–1,700 rpm
D15	6	9,037 cc	330 hp (243 kW) @ 1,800 rpm	1,600 Nm @ 1,000–1,400 rpm
	6	9,037 cc	360 hp (265 kW) @ 1,800 rpm	1,700 Nm @ 1,000–1,400 rpm
	6	9,037 cc	400 hp (294 kW) @ 1,800 rpm	1,800 Nm @ 1,000–1,500 rpm
D26	6	12,419 cc	430 hp (316 kW) @ 1,800 rpm	2,200 Nm @ 930–1,350 rpm
	6	12,419 cc	470 hp (346 kW) @ 1,800 rpm	2,400 Nm @ 930–1,350 rpm
	6	12,419 cc	510 hp (375 kW) @ 1,800 rpm	2,600 Nm @ 930–1,350 rpm
D38	6	15,256 cc	540 hp (397 kW) @ 1,800 rpm	2,700 Nm @ 900–1,380 rpm
	6	15,256 cc	580 hp (427 kW) @ 1,800 rpm	2,900 Nm @ 900–1,380 rpm
	6	15,256 cc	640 hp (471 kW) @ 1,800 rpm	3,000 Nm @ 900–1,400 rpm