

# TRACTION IN ACTION.

Simply my truck.



# MAKING MORE OUT OF LESS.

Increasing performance and reducing costs – that's the effective, the efficient way to leave competitive pressure standing. MAN construction site vehicles do an excellent job in getting you there. They're dependable, rugged and hard-wearing, their payload is optimal, they perform more than well on the road, and with optimal traction they make sure you safely encounter any off-road situation. Innovative solutions play a big part in the enhanced efficiency of MAN trucks. Best of all, find out for yourself.





Find out more:  
[www.man.eu/mantg](http://www.man.eu/mantg)





# MAN TRUCKS

From tippers to truck mixers – the entire range and flexibility offered by our trucks.

**PAGE 06–25**



# MAN TGE

The star amongst light commercial vehicles is a dynamic all-rounder designed for all types of tasks.

**PAGE 26–33**



# EXCELLENT DRIVER FIT

The cockpit design ensures maximum driving performance coupled with perfect ergonomics, intuitive operation and a high level of comfort.

**PAGE 34–47**



**CONNECTED**



## GREAT EFFICIENCY AND ECONOMY

MAN trucks combine innovation with reliability – to achieve maximum transport efficiency.

**PAGE 48–57**



## OPTIMISED UPTIME

Intelligent fleet and maintenance management, financing and mobility services to keep business reliably rolling along.

**PAGE 58–61**



## STRONG PARTNER

Thanks to a variety of digital solutions and close to 1,700 MAN dealerships worldwide, MAN is there for you – any time, any place.

**PAGE 62-63**

# IT'S THE VERSATILITY THAT DOES IT.

**Construction without a tipper? Impossible. Whether they've loaded bulk material, excavated material or asphalt or are carrying equipment, without the versatile carrier, literally nothing on the site would run.**

The MAN TGL Tipper is a lightweight vehicle which performs exceptionally in the weight classes of 7.5 to 12 tonnes. The MAN TGL, as a tipper or crane-tipper, is ideal for main construction and subconstruction works as well as garden, landscaping and many other applications. MAN also offers this truck ex works as a complete three-way tipper, ready for operation right away, and optionally with preparation for a crane. With the powerful torque of its common-rail diesel engine, its reliable gearbox designed for construction site and distribution transport, and its stable yet lightweight frame, the MAN TGL has everything a tipper vehicle requires.

Top class in the medium class, that's the MAN TGM in the segment from 12 to 18 tonnes as 4x2 for 12, 15, 18 and 19 tonnes, and also as 4x4 with 13 and 18 tonnes and 6x4 with 26 tonnes. It carries a high payload, is flexible and stable, just made to be a tipper that can take it away. The 13-tonne and 18-tonne models with permanent or selectable all-wheel drive will convince you with their outstanding traction and off-road ability. The differential lock is electronically managed, while electronic transfer case management can be fitted as special equipment. Unique technology for a vehicle in this class, the air-sprung rear axle is electronically controlled to maintain a constant ground clearance level, regardless of the load.

The crew cab for the MAN TGL and MAN TGM series is in a class of its own in terms of size. With its row of four seats in the rear plus the optional second co-driver's seat, it offers space for up to seven people (6+1).











# THE TRUCK FOR ALL CASES.

**As a solo vehicle, as a tractor for trailer operation or as a semitrailer tractor, the MAN TGS provide the answers in every case.**

With a high degree of reliability, the 18 to 44-tonners master just about every transport job you could think of in the construction industry. If rear-wheel drive is not enough, there are variants with MAN HydroDrive®, permanent or selectable all-wheel drive right up to 8x8. MAN is the first manufacturer of commercial vehicles to introduce selectable hydrostatic front-wheel drive: MAN HydroDrive® for more flexibility and traction for vehicles operated mainly on paved roads. MAN's long experience in this field, the great reliability of the MAN HydroDrive® and the availability of a wide range of variants, from two-axle to four-axle vehicles, are unrivalled. MAN HydroDrive® is available in combination with MAN TipMatic® or manually operated gearboxes.

Technologies that make sense, such as EasyStart, give the driver some useful assistance. And speaking of the driver: the narrow driver's cabs for the MAN TGS are ideal for construction sites, a particular advantage being that their low weight allows a high payload.

TGS vehicles are available with two, three, four and five axles, with the required load-bearing capacities, wheelbases and frame overhangs and with economical high-torque engines.

Maximum performance thanks to MAN TipMatic® with special off-road driving program, higher gearshift speeds, rock-free mode as well as slope and load detection distinguish the TGS in off-road operation. Operation of the gearbox using the right control stalk is a completely new development. Both driving mode and driving program are selected by means of the stalk switch. Controls located in easy reach near the steering wheel and electric parking brake make for certainty in operation.







# BIG ON COMFORT, BIG ON POWER.

**Perfect ergonomics, high productivity and low transport costs are the hallmarks of our TGX series tippers.**

The MAN TGX is built to impress. It redefines workplace comfort with wide cabs. With ample interior space and an assortment of practical details, it makes the driver's job a good deal easier. In operation, the high-traction, dynamic MAN TGX 4x2, 4x4H, 6x4 and 8x4-4 demonstrate why they occupy an efficiency class of their own. The MAN Common Rail engines produce high power with low fuel consumption. As a result, the MAN D38 power units with 397 kW (540 hp), 427 kW (580 hp) and 471 kW (640 hp) are setting records in terms of performance and efficiency.

The MAN TipMatic® gearbox therefore fits perfectly with the integrated EasyStart moving-off aid, MAN EfficientCruise® with EfficientRoll, speed shifting, optimised manoeuvring feature, idle speed driving, and rock-free mode. It reduces the pressure on the driver, eases the load on the driveline and saves diesel. The intelligent assistance and safety

systems increase transport safety, reduce fuel consumption and reduce wear. In terms of safety, the EVBec® engine brake with Pritarder in the MAN D26 engine produces an enormous braking power of up to 630 kW even at medium engine speeds, which enables safe and wear-free downhill travel.

The MAN D15 engine has very good dynamic handling thanks to its optimal turbocharger configuration, and offers more payload as compared with the MAN D20. The weight of the engine has been reduced by approx. 230 kg, and fuel efficiency has been increased. Even at low engine speeds, the maximum torque is available. The MAN TurboEVBec in conjunction with the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW. In addition, numerous optimisations of the MAN D26 engine concept result in greater power for the same low fuel consumption and a weight reduction of around 80 kg.



Construction-site rise with support rail on roof



Protective headlight grilles



Steel bumper with centred towing eye and hinged front step. Particularly robust protective grille in front of radiator



Protective guard in front of radiator



Lowest step fitted with a swing-type function made out of an especially elastic plastic



Partially raised exhaust system



Exhaust system, side, right



Rear underride protection



# PERFECT IN EVERY DETAIL.

**Just how much practical experience is packed into every MAN tipper can be seen by the many ingenious solutions for every task.**

Whether it's the convincing axle and suspension systems for all requirements, the powerful engines or the variety of drive formulae, at MAN you get the tipper you want, perfectly equipped from its robust steel bumper to its fold-back rear underride guard, the reference level for functionality and efficiency.

## **Vehicle configuration (partly optional):**

- Planetary hub or hypoid axles, light MAN TGS tandem hypoid axle
- Parabolic, trapezoidal, air or construction air suspension with internal stabilisers
- High-torque engines up to 471 kW (640 hp)
- MAN D15 engines with up to 294 kW (400 hp) for weight-optimised vehicles
- Air intake directed upwards with or without pre-filter for the engine
- Permanent and selectable all-wheel drive, differential lock and transfer case management
- Weight-saving MAN HydroDrive® (MAN TGS, MAN TGX) for a range of deployments right up to the construction site
- MAN TipMatic® Offroad (MAN TGM, MAN TGS, MAN TGX), MAN TipMatic® for the MAN TGL
- Robust three-part steel bumper with centred towing eye
- Robust radiator protection
- Solidly secured frame attachments (battery boxes, tanks)
- Fold-back or rigid rear underride guard
- Raised or partly raised exhaust or side exit exhaust
- Construction-site hinged step unit
- Construction-site rise with support rail on roof
- Equipment for snow clearing, standardised attachment plate
- Electronic braking system MAN BrakeMatic®
- Electronic driver assistance systems ABS, ASR, ESP, LGS, EBA, ACC Stop&Go and Lane Return Assistant, depending on vehicle type
- MAN TGS 5-axle truck from MAN Individual
- MAN ComfortSteering for low steering forces and good tracking
- 10-tonne front axle for special bodies on three- and four-axle trucks (6x4, 8x4)
- Digital axle load indicator on vehicles fitted with air suspension
- Paver brake
- Turning brake

# MAN IS THE SOLUTION.

**MAN chassis with interchangeable systems – that which belongs together comes together.**

The range includes chassis from 7.5 to 44 tonnes for set-down and roll-off skip loaders, tippers, containers and silo erectors of every size and type. You can get them as two-, three-, four- or five-axle versions with the load capacities, wheelbases and overhangs you require, with economical engines delivering high torques, and ergonomic driver's cabs for every purpose. The range of drive formulae runs from 4x2 to 8x8 to 10x4. One of these powerful types is the MAN TGM 18-tonner, with its record-breaking payload. A unique idea, and one that will keep you moving, is the selectable hydrostatic front-wheel drive MAN HydroDrive® for MAN TGS and MAN TGX. Particularly when combined with steered leading or trailing axles, this brings unbeatable manoeuvrability, weight and traction.

For optimal traction, regardless of loading height we offer the variable axle load ratio for vehicles with a leading or trailing axle. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is therefore not fixed but rather distributed variably between the rear axles, so that the drive axle has sufficient traction in any loading condition and the legally prescribed minimum axle load is not fallen short of whatever the load. The system does not have to be switched on separately; it is always active.

MAN ComfortSteering system helps the driver to steer and forms the basis of other assistance systems such as Lane Return Assist (LRA). Because the steering forces are adapted to the road speed, the strain is taken off the driver and there is ease of movement when manoeuvring and ability to stay in a lane at high speed.







# FLEXIBILITY IS TRUMPS.

**When all-round transport solutions with the highest degree of flexibility are required, then interchangeable systems are exactly what you need.**

You operate vehicles for demolition materials and site waste as well as scrap or recyclable waste, also with interchangeable systems for transporting building equipment or other devices. Minimised downtimes mean that roll-off and set-down skip loaders produce high transport performance. They are easy to load and unload, they make transfer-handling superfluous, and in addition to all versions, they can also be used for interim storage. Last but not least, they are able to carry out widely-differing transport tasks, thanks to the compatibility of various containers. These are some of the positive points that enable roll-on and set-down skip loaders to render services that are quickly recognised as outstanding.

## **Vehicle configuration (partly optional):**

- Two-, three-, four- and five-axle versions with trailing axle, leading axle and/or tandem axle unit
- Parabolic or air suspension, depending on the operating requirements
- Springs/dampers adjusted for the roll-off and set-down skip loaders' high centre of gravity
- CDC (Continuous Damping Control) roll stabilisation as special equipment
- Construction-site version in medium height with steel bumper and planetary axles
- Primarily for road deployment in normal design, also with hypoid axle or lightweight hypoid tandem axle
- Complete range of engines from 118 kW (160 hp) to 471 kW (640 hp)
- Sector-specific parameterisation of the intermediate speeds
- Gear ratio spread as required by type of operation and corresponding rear axle ratio
- Optimal, branch-related driving programme with the MAN TipMatic® Offroad
- Automatic lowering of air suspension on rear axle ex works
- The right power take-offs for all requirements
- Variable axle load ratio for chassis with a trailing or leading axle for optimum traction
- MAN ComfortSteering for low steering forces and good tracking
- Adaptive Cruise Control ACC with Stop&Go function
- The Lane Guard System (LGS) with Lane Return Assist (LRA) helps keep the vehicle in its lane and actively prevents it straying from the lane, depending on the wheel configuration
- On vehicles equipped with MAN HydroDrive®, a power take-off at the flywheel end is available for body manufacturers
- MAN HydroDrive® for an expanded range of operations







# MAN KNOWS WHAT MAKES THE WORLD GO AROUND.

**When it comes to transporting concrete from the mixing plant to the construction site, speed, reliability and a maximum of payload are crucial: after all, the concrete has to be delivered just in time if the construction work is going to progress.**

If you're looking for a safe bet, go with MAN. Whether it's an extremely light chassis with optimum payload that you want, a truck with high load reserves, or a heavy-duty vehicle with maximum transport capacity, we have the solution you're looking for.

## **Solutions for all requirements.**

Truck mixer chassis from MAN combine innovative technology with high economy – a winning mixture wherever you are. The classic European vehicle has to be the 8x4 in the MAN TGS series, a truck that fulfils the customers' most important requirements to a T. As a 32-tonner optimised in terms of weight and fitted with the MAN D15 engine and light hypoid tandem axle, it provides the biggest payload advantages in its class. Despite weight optimisation, MAN truck mixers are suitably equipped for the sector. For special requirements MAN offers the 8x4H-6, which combines efficiency and traction as required with maximum manoeuvrability. The MAN TGS 4x4H semitrailer tractor with MAN HydroDrive® for mixer trailers is a concept for special requirements. The MAN range is rounded off by the three-axle version with 26 tonnes gross vehicle weight, which is available as 6x4 in the MAN TGS range.

## **Getting right up there with MAN.**

They have made building more rational and more economical, they have reduced the physical labour, they have rendered special feeder equipment superfluous. Concrete pumps are worth their weight in gold, even though the investment costs for the core pump and the distribution mast are high, but that is precisely the reason why the base has to be right. What is required here are absolutely reliable chassis that are prepared for the most economical fitting of bodies possible.

There's still no place on a construction site that can't be reached by the concrete pumps on MAN's 6x4, 8x4 and 10x4 chassis. The MAN TGS three-axle version can take concrete pumps with a mast length of up to 39 metres, the four-axle up to 48 m and the 5-axle up to 60 m. Components such as battery compartments, air tanks and exhaust systems are arranged so that the mounting of the concrete pump is straightforward. MAN offers this concrete pump preparation feature ex works.

Ergonomic driver's cabs for short journeys are available. The development effort that we at MAN have invested in these vehicles, highlights our claim that we provide our customers with the optimal transport solutions. And that includes service: there are 1,700 support outlets worldwide, ready to serve you.







#### Vehicle configuration (partly optional):

- Preparation ex works for straightforward, economical mounting of drum
- Springs and stabilisers adjusted for high centre of gravity
- Extremely resilient planetary drive axles with good ground clearance, alternatively hypoid axles or light MAN TGS tandem hypoid axle with ground clearance almost as large as planetary axles
- High-torque engines with EDC control for stable engine speeds when mixing
- Preparation for switching engine on/off externally
- External selection of engine speed for various mixing tasks
- Engine-dependent power take-offs for mixer hydraulics, designed for high torque load
- Low frame top edge
- Bleeding of compressed air to pressurise the water tank
- ESP as special equipment for 8x4 as solo vehicle version
- Exhaust system for two- and three-axle versions: standard or raised; for four-axle version: standard or partially raised
- Lateral underride guard included in scope of delivery
- Thrust plate for attaching the superstructure subframe
- Window in rear wall of driver's cab is special equipment and provides an angled rearward field of vision
- MAN ComfortSteering for low steering forces and good tracking
- Adaptive Cruise Control ACC with Stop&Go function
- Lane Guard System (LGS) including Lane Return Assist (LRA) helps keep the vehicle in its lane and actively prevents it straying from the lane, depending on the wheel configuration
- Meets the off-road vehicle (N3G) criterion at normal design height
- MAN D15 engine with a weight advantage of approx. 230 kg as compared to the MAN D20 engine
- Special truck mixer chassis for 8x4 (weight optimised)

# THE PERFECT CHOICE FOR THE JOB.

Within the broad scope of construction-site applications, there is really nothing that our vehicles cannot do. Wherever there is a need for reliable services, a MAN is on the scene.

The comprehensive MAN vehicle range, which includes the MAN TGL, TGM, TGS and TGX series, ranges from 7.49 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.

## Tipper chassis

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BL, BB
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB
TGM	26.xxx	6x4	BB
TGS	18.xxx	4x4H	BL
TGS	18.xxx	4x2	BB, BL
TGS	18.xxx	4x4	BB
TGS	18.xxx	4x4	BL
TGS	26.xxx	6x6H	BL
TGS	26.xxx	6x4	BB, BL
TGS	26.xxx	6x6	BB
TGS	26.xxx	6x6	BL
TGS	35.xxx	8x4-4	BL
TGS <sup>1)</sup>	50.xxx	10x4-6	BL

1) on the basis of 8x4 with trailing axle

## Truck chassis for crew cab

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	12.xxx	4x2	BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB

Type			
TGS	26.xxx	6x4-4	BL
TGS	33.xxx	6x4	BB, BL
TGS	33.xxx	6x6	BB
TGS	33.xxx	6x6	BL
TGS	35.xxx	8x6H	BL
TGS	35.xxx	8x4	BB, BL
TGS	35.xxx	8x6	BB
TGS	35.xxx	8x8	BB
TGS	37.xxx	8x4	BB
TGS	41.xxx	8x4	BB
TGS	41.xxx	8x6	BB
TGS	41.xxx	8x8	BB
TGX	18.xxx	4x4H	BLS
TGX	26.xxx	6x4	BB, BL
TGX	33.xxx	6x4	BB, BL
TGX	35.xxx	8x4-4	BL



#### Chassis for three-way tipper body, ex works

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BL, BB
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB
TGS	18.xxx	4x4H	BL
TGS	18.xxx	4x2	BB, BL
TGS	18.xxx	4x4	BB, BL
TGS	26.xxx	6x6H	BL
TGS	26.xxx	6x4	BB, BL
TGS	26.xxx	6x6	BB, BL
TGS	35.xxx	8x4	BB, BL
TGS	35.xxx	8x6	BB
TGS	35.xxx	8x8	BB
TGX	26.xxx	6x4	BB, BL
TGX	33.xxx	6x4	BB, BL

#### Roll-off skip loader chassis

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGS	18.xxx	4x2	BB, BL
TGS	26.xxx	6x2-2	BL <sup>1)</sup>
TGS	28.xxx	6x2-4	BL <sup>2)</sup>
TGS	28.xxx	6x2-2	BL <sup>2)</sup>
TGS	26.xxx	6x4	BB
TGS	26.xxx	6x4	BL
TGS	26.xxx	6x4H-4	BL
TGS	35.xxx	8x4-4	BB, BL
TGS	35.xxx	8x4H-6	BL
TGS <sup>4)</sup>	50.xxx	10x4-6	BB, BL
TGX	18.xxx	4x2	BL
TGX	26.xxx	6x2-2	BL <sup>1)</sup>
TGX	28.xxx	6x2-2	BL <sup>3)</sup>
TGX	35.xxx	8x4-4	BL

1) Also available with steered trailing axle

2) With steered trailing axle 9 t

3) With twin-wheel trailing axle 9 t

4) on the basis of 8x4 with trailing axle

#### Set-down skip loader chassis

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGS	18.xxx	4x2	BB, BL
TGS	26.xxx	6x2/4	BL
TGS	26.xxx	6x4	BB
TGS	26.xxx	6x4	BL
TGX	18.xxx	4x2	BL
TGX	26.xxx	6x4	BL

#### Chassis for TM type vehicle (truck mixer)

Type				Recommended drum size (m³)
TGM	26.xxx	6x4	BB	6, 7
TGS	26.xxx	6x4	BB	6, 7
TGS	32.xxx	8x4	BB	8, 9
TGS	35.xxx	8x4	BB	9
TGS	35.xxx	8x4H-6	BL	8, 9
TGS	41.xxx	8x4	BB	9, 10 (12)
TGS <sup>1)</sup>	41.xxx	10x4-6	BB, BL	10, 12

1) on the basis of 8x4 with trailing axle







# TRUCKS TO SUIT YOUR EVERY NEED.

**Special requirements call for special solutions. MAN Individual delivers customers' special requests that cannot be implemented in series production.**

MAN Individual takes your individual requests and implements them in a professional manner with technical perfection. The range of potential vehicle modifications is almost unlimited. Whether in terms of the cab, chassis, driveline, electronics or body, tailored solutions are implemented not only for specific individual requirements but also for the entire vehicle.

Contact your seller to let them know your individual requests. Working together with MAN Individual, they will find the best solution for you. Our specialists will handle your specific requirements, providing the high standard of quality you expect from MAN.

## **Examples of modifications for construction uses:**

- Preparation for skylifters
- Preparation for crane body
- Preparation for concrete pump
- Terraces for extension booms (concrete pump, skylifters, crane)
- Space for support
- Relocation of frame attachments as is typical for the sector
- High degree of flexibility and quality in the design
- Vehicles comply with standards following conversion
- Five-axle vehicle ex works
- Brake system for concrete pumps
- Sector-specific parameter setting
- Wheelbase and overhang modifications
- MAN After Sales provides global support and supply of spare parts

# AND HERE ARE YOUR ASSISTANTS.

## **Lane Change Collision Prevention Assist**

The MAN Lane Change Collision Prevention Assist uses radar sensors to monitor the areas to the left and right of the vehicle's lane. If the sensors detect that changing lanes would result in a dangerous situation, the driver is warned in good time. If the vehicle nevertheless leaves the given lane – also if the turn indicator has been actuated – the Lane Change Collision Prevention Assist steers it back into the lane by means of a corrective steering torque.

## **Lane departure warning (LDW)**

An acoustic signal warns the driver if they drift out of their lane. Available on demand in a version that cannot be switched off.

## **Lane change support (LCS)**

Lane Change Support LCS monitors the lanes on the right and left next to the vehicle with the aid of radar sensors from a driving speed of 50 km/h – up to approx. 30 m towards the front and up to approx. 80 m towards the rear. If the sensors detect a dangerous situation when the vehicle is changing lanes, the driver is warned in good time so that they can prevent a potential collision with other vehicles.

## **Lane return assist (LRA)**

If the truck departs from its lane, corrective steering guides the vehicle back. The vehicle is automatically steered until it reaches the normal lane position; it is not kept in its lane continuously.

## **Turn Assist**

Turn Assist monitors the difficult-to-see side area next to the vehicle (co-driver's side) with the help of radar sensors at road speeds of up to 30 km/h. If the sensors detect a dangerous situation when the vehicle is turning off, the driver is warned in good time so that they can intervene and prevent a possible collision with other road users.

## **Emergency brake assist (EBA)**

The driver is warned of an imminent collision and the vehicle brakes automatically in an emergency. Available on demand in a version that cannot be switched off.

## **MAN AttentionGuard**

MAN AttentionGuard is an attention assistant based on the principle of lane monitoring. Within the limits of the system, starting at a speed of 60 km/h it detects reduced driver alertness in good time. A visual as well as acoustic warning supports the driver in refocusing their concentration on the road – thus we help reduce a possible accident due to lane departure.

## **Traffic jam assist**

On motorways or other well-constructed major roads, the traffic jam assist can independently operate the vehicle's drivetrain, brakes and steering. It slows behind a stopping vehicle ahead until coming to a stop and moves the truck forward again by itself.

## **ACC Stop&Go**

The ACC with Stop&Go feature automatically controls speed and the distance from the vehicle in front. The desired speed is maintained without the driver having to operate the accelerator. The truck automatically brakes until it comes to a standstill and moves away again after short stops.



### Driver's airbag

The airbag integrated into the steering wheel and the seat belt tensioner incorporated into the belt lock on the driver's side are activated in the event of a collision via a joint trigger: if a critical deceleration of the truck is detected, the activators for the airbag and belt tensioner launch in parallel.

### High-beam assist

Depending on the driving situation, high-beam assist optimises use of the main beam. It prevents the drivers of oncoming vehicles or vehicles in front from being dazzled by automatically dipping the headlights.

### Side camera system (SCS)\*

The side camera system is an integrated camera system for assisting in turn-off procedures. It makes it easier for the driver to observe those areas next to the vehicle that are difficult to see (co-driver's side). The video feed is transmitted to an optional additional monitor (only for vehicles with conventional mirrors) on the co-driver A-pillar or to the media display.

### Video Turn Assist (VTA)\*

Video Turn Assist expands object recognition by comparison with the side camera system (SCS): Objects are detected in an area of 2.5 m x 6 m to the right of the vehicle and the monitor display is supplemented by a warning to the driver in the form of an acoustic signal from the loudspeaker built into the vehicle. The video feed is transmitted to an additional monitor (only for vehicles with conventional mirrors) on the co-driver A-pillar. In addition, an optical display lights up and an acoustic signal is emitted.

### 360° view assistant BirdView\*

The camera system for a 360° live view 'from above' seamlessly displays an area of up to four metres around vehicles with fixed bodies (e.g. fire-fighting, beverage or waste-disposal vehicles). Stitch-and-blend technology combines four camera views (front, rear, left and right, in full-HD quality) to a single image from the bird's-eye perspective.

A special feature of the system is – depending on the driving situation – self-adjusting image sections at manoeuvring speed ( $\leq 40$  km/h), when the turn indicator is set (lane change) and when reversing.

\* MAN Individual package











# BUILDING ON RELIABLE FOUNDATIONS.

**The compact powerhouse in the van segment. A wide range of applications mean building companies using MAN TGE vehicles really hit the nail on the head.**

High load outlay, loading work within a small space – strong performances are needed in every weight class at the construction site. One of our top performers is the MAN TGE; it helps you to achieve great things, even in smaller construction projects.

This little powerhouse can be delivered ex works configured for a tipper, with a rear window, reinforced suspension, damping system and stabilisation as well as with a trailer coupling. We can also equip the MAN TGE with a 3-sided tipper or a robust platform body by request.

The vehicle can even come with the required equipment for a roll-off skip loader.

The powerful PTO and an additional oil cooler, which can be delivered ex works, allow for a continuously high performance of up to 40 kW. Thanks to the 4x4 all-wheel drive, uneven terrain is no longer an issue either.

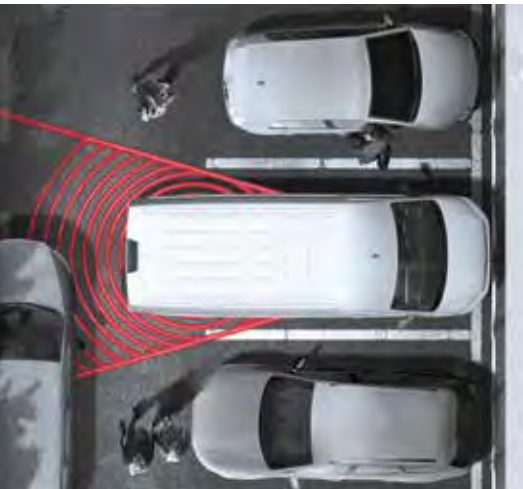


# SAFETY RAISES PERFORMANCE.

You need a team you can rely on. That's why the MAN TGE doesn't come on its own, but comes equipped with numerous innovative safety systems that help you concentrate even more effectively on your work. At the same time, they help avoid damage to the vehicle and therefore costs for you.

## **Park steering assist<sup>1</sup>**

When activated, park steering assist takes over the steering of the vehicle during parking, slipping the MAN TGE smoothly and accurately into the narrowest of spots. The driver continues to operate the accelerator and the brakes manually, remaining in full control of the vehicle. The system makes parking easier than ever in the MAN TGE and prevents damage from parking mistakes.

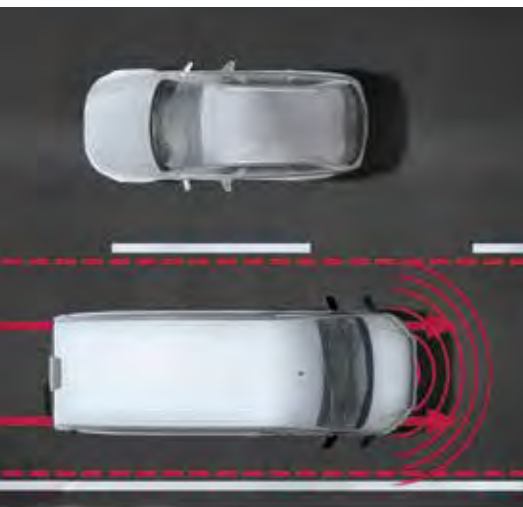


## **Emergency brake assist (EBA) as series-standard**

If the MAN TGE is approaching an obstacle and the driver doesn't react, the series-standard emergency braking system warns the driver and then activates the brakes in the event of an emergency. In combination with the automatic transmission, the system automatically brings the vehicle to a complete stop to prevent a collision.

## **Park out assist<sup>1</sup>**

A part of lane change assist, park out assist helps the driver to back out of a parking place and brakes the MAN TGE automatically if there is a risk of collision with traffic coming from either side.



<sup>1</sup> Optional equipment at extra cost.



**Active lane assist<sup>1)</sup>**

If the vehicle unintentionally strays from the lane, active lane assist automatically compensates and steers the vehicle back into the lane. The system automatically activates at speeds over 65 km/h and functions reliably even in poor weather conditions or with low visibility.

**Lateral protection assist<sup>1)</sup>**

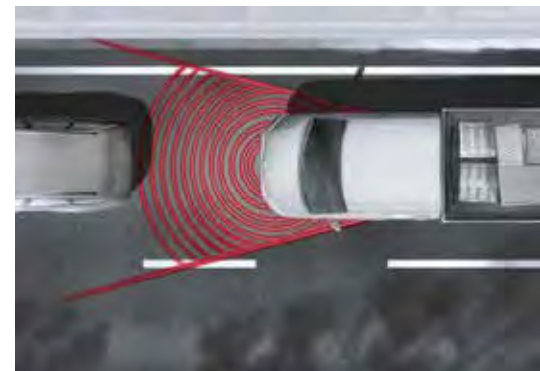
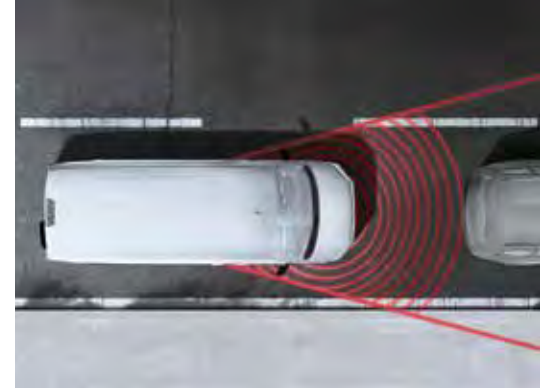
Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. A convenient display provides a 360° view all around the vehicle from the driver's seat, indicating potential collision risks when changing lanes. An acoustic signal also warns the driver of collision risks.

**Trailer assist<sup>1)</sup>**

Activated as needed: when reversing with a trailer, the MAN TGE automatically follows a previously set turning angle. The driver only operates the accelerator and the brakes, while the vehicle steers automatically.

**Adaptive cruise control (ACC)<sup>1)</sup>**

Convenient and practical adaptive cruise control with a speed limiter that in combination with an automatic transmission can brake the vehicle down to a full stop.



# DRIVE TYPES AND ENGINES.

Specially developed for the tough demands of utility vehicle use, these engines combine a long service life with impressive power and low fuel consumption. No matter what transmission or drive type you choose, they deliver outstanding performance, efficiency and reliability under extreme driving conditions.

2.0 l (75 kW, 300 Nm)<sup>1)</sup>:

Front-wheel drive

Average consumption: from 7.4 l/100 km

CO<sub>2</sub> emissions: from 193 g/km

2.0 l (90 kW, 300 Nm)<sup>2)</sup>:

Rear-wheel drive with twin-tyre configuration

2.0 l (103 kW, 340 Nm)<sup>3)</sup>:

Front-, rear- or all-wheel drive 4x4

Average consumption: from 7.4 l/100 km

CO<sub>2</sub> emissions: from 193 g/km

2.0 l (130 kW, 410 Nm):

Front-, rear- or all-wheel drive 4x4

Average consumption: from 7.5 l/100 km

CO<sub>2</sub> emissions: from 196 g/km

<sup>1</sup> For models with standard wheelbase and high roof.

<sup>2</sup> Data not available at the time of printing.

<sup>3</sup> Not available in conjunction with dual tyres.





# VEHICLE MODELS.<sup>1)</sup>

The MAN TGE panel van



The MAN TGE combi van<sup>2</sup>



The MAN TGE crew cab



The MAN TGE chassis cab









Models with super-high roof will be available at a later date.

<sup>1</sup> The dimensions shown refer to vehicles with front-wheel drive and factory-original chassis with platform body.

<sup>2</sup> Available at a later date.

# VEHICLE LINE-UP.

MAN TGE Panel van			
	Standard	Long	Extra-long
	Length:	Length:	Length:
	■ Total: 5,986 mm	■ Total: 6,836 mm	■ Total: 7,391 mm
	■ Loading compartment: 3 450 mm <sup>1</sup>	■ Loading compartment: 4,300 mm <sup>2</sup>	■ Loading compartment: 4,855 mm <sup>3</sup>
	Wheelbase: 3,640 mm	Wheelbase: 4,490 mm	Wheelbase: 4,490 mm
<b>Normal roof</b>			
Height: 2,355 mm			
Interior height: 1,726 mm			
<b>High roof</b>			
Height: 2,590 mm			
Interior height: 1,961 mm	  		
<b>Super-high roof</b>			
Height: 2,798 mm			
Interior height: 2,189 mm	 		

Dimensions refer to models with front-wheel drive, except for vehicles with extra-long chassis.

<sup>1</sup> Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall.

Loading length in the upper area of the loading compartment: 3,201 mm.

<sup>2</sup> Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall.

Loading length in the upper area of the loading compartment: 4,051 mm.






<sup>3</sup> Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall.

Loading length in the upper area of the loading compartment: 4,606 mm.






<sup>4</sup> Data not available at the time of printing.



## MAN TGE Chassis

	Standard	Long	Extra-long
	Length: 5,996 mm Wheelbase: 3,640 mm Max. body length: ■ Chassis cab: 3,750 mm ■ Crew cab: 2,700 mm	Length: 6,846 mm Wheelbase: 4,490 mm Max. body length: ■ Chassis cab: 5,570 mm ■ Crew cab: 4,300 mm	Length: 7,211 mm Wheelbase: 4,490 mm Max. body length: ■ Chassis cab <sup>4</sup>
<b>Chassis cab</b> Height: 2,305-2,327 mm			
<b>Crew cab</b> Height: 2,321-2,352 mm			

## MAN TGE Chassis with platform body

	Standard	Long	Extra-long
	Length: 6,204 mm Wheelbase: 3,640 mm Platform length: ■ Chassis cab: 3,500 mm ■ Crew cab: 2,700 mm	Length: 7,004 mm Wheelbase: 4,490 mm Platform length: ■ Chassis cab: 4,300 mm ■ Crew cab: 3,500 mm	Length: 7,404 mm Wheelbase: 4,490 mm Platform length: ■ Chassis cab: 4,700 mm
<b>Chassis cab</b> Height: 2,305-2,327 mm			
<b>Crew cab</b> Height: 2,321-2,352 mm			





# ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the MAN Truck Generation ensures a pleasant start to the day. As the entrance is positioned in the middle of the door area, the driver can get into the vehicle in an upright position. The access ladder is designed as a stair so you have all steps in view. On entering the vehicle, the design ensures extra comfort, and it offers better safety, too. Thanks to entry lighting, the steps and surroundings are visible at any time of day and in any weather conditions as soon as you open the door. For all this, we didn't forget the little things either: an entrance optimised especially for off-road work and that features steps with a non-slip surface and a lattice structure, washable interior door panelling and a compressed air supply. This way sand, mud and gravel can quickly be shown back out the door. In addition to ensuring your truck makes a positive impression visually, breaks feel all that much better, too.

That said, we developed the MAN EasyControl system specifically to help you avoid getting in and out when you don't have to. Within the driver-side door there are four controls that can be easily accessed from outside the vehicle. Depending on your configuration, they come pre-programmed with the key functions or can even be implemented according to individual needs.

Once in the cab, you have a variety of driver's seats to choose from, each ready to welcome your particular build. There is a larger range of backrest adjustment options for drivers of all sizes. The passenger seat as well features highly ergonomic design and its own range of individual adjustment possibilities. The Vario seat is especially space-saving: when it's not needed, thanks to its Cinema function, it can simply be folded away.

Even the steering wheel has been given greater flexibility: for the resting position, the steering wheel can be tilted forward to a horizontal position by the driver, and in action as well, it can be given as steep an angle as that of an average passenger car. The result is a workplace that bends over not only backwards, but forwards and sideways as well, to suit. So the driver doesn't have to.



The lowest step, which is prone to damage when driving off-road, is now movable. Its mounting brackets are made from flexible plastic, meaning that they can change shape if they come into contact with the ground and return to their original shape again afterwards.

**Redesigned air vents:  
optimal positioning  
to achieve ideal  
air distribution and ensure  
a clear view is achieved  
again quickly if the  
windscreen is fogged up  
or icy.**

**Midsection and armrest  
of inside door panel:  
depending on configuration  
made of fabric or  
washable plastic**

**MAN EasyControl: four  
control buttons reachable  
from outside the vehicle  
for maximum comfort**







# TOP-CLASS DRIVER'S CAB.

The driver's cab is the heart of the MAN Truck Generation. We've reimagined the cab from floor to ceiling, because comfort in the cab means easier workflows and faster completion of your transport jobs. Ideal conditions for higher driver motivation, and that translates into an investment that pays you daily returns. The gear shift controls situated directly on the steering column stalk are a prime example. This redesign creates a lot of extra space.

With this redesign, there's now all kinds of free space, for you to use whichever way suits you. Because our customers' requirements are as diverse as our trucks, we attach great importance to wide-ranging configuration options – such as stowage spaces, pull-out drawers or storage compartments, all sorts of boxes, and built-in cupboards for the back walls of our cabs.

One feature is even an absolute first: the trailblazing MAN SmartSelect system, which was developed together with our customers, makes using the multimedia system child's play even in demanding driving situations. Here, too, comfort was our inspiration for eliminating the touchscreen. With MAN SmartSelect, functions such as maps, music, cameras and more can be selected via a user-friendly dial with hand rest. There's so much more to discover in our driver's cabs. To ensure optimum relaxation between journeys, the rest area is now equipped with an independent air conditioning system for temperature regulation. So get in, get comfortable and enjoy all the possibilities.



Innovative MAN SmartSelect multimedia controls

■ **The MAN Truck Generation offers exactly the support you and your drivers are looking for: Lane Change Collision Prevention Assist, Lane return assist (LRA), turn support, lane change support (LCS), the traffic jam assist, ACC Stop&Go, lane departure warning (LDW) and many other safety and assistance systems can prevent or lessen the consequences of accidents, which can in some cases entail expensive repairs and major losses of time. Read more in the chapter SAFETY AND ASSISTANCE SYSTEMS.**





**MAN OptiView  
digital mirror-replacement  
system**

**Fully digital instrumentation  
with a 12.3-inch colour display**

**Driver-centric,  
ergonomic cockpit**

**Media system with a  
12.3-inch colour display**

**Multifunction steering  
wheel with integrated airbag**

**MAN SmartSelect –  
the infotainment control  
optimised for trucks**



Centred in the driver's view is the fully digital combi-dashboards that shows driving data, data from assistance systems, warnings, alerts and more. It is flanked by a secondary display for navigation via the infotainment module.

Displays placed at ideal reading height and distance

Controls within perfect reach





# EVERYTHING IN ORDER.

The traffic situation is becoming ever more demanding and complex. And when off-road, you're always facing new challenges that call for a driver's full concentration. It was all the more important to us then to make the cockpit as driver-friendly and organised as possible. Displays and controls are now separated from one another spatially. Reading distances and reachability are thus ergonomically optimised: data is set at a farther distance, making it easier to grasp, functions are colour-coded, and buttons and switches are within easy reach. The focus is clearly set on the most important areas. The driver's view can easily go between the road and the instruments, without fear of distraction. Just another MAN contribution to making drivers' lives less complicated and less tiring.

The controls for the MAN media system and MAN SmartSelect are simple to use. All of the displays and controls throughout the vehicle follow a single concept. Symbols, colours, usage, alert and warning sounds as well as design are consistent throughout the cockpit. The quick-selection keys are individually programmable and accelerate workflows. Not to mention notices can be played in any of 30 different languages. For voice command operation, a choice of six languages is offered. All of it intuitive to use. After all, the controls – and especially the cutting-edge digital components – were developed by drivers for drivers. This way the driver can see to the truly important things: the cargo and the transport, whatever the terrain.

## **DNR selection for MAN TipMatic® on stalk switch**

Operation of the gearbox using the right control stalk is a completely new development. Both driving mode and driving program are selected by means of the stalk switch. Controls located in easy reach near the steering wheel and electric parking brake make for certainty in operation.

**Theory times experience:**  
the controls for the MAN trucks are the result of combining the latest scientific analyses with insights from intensive on-road tests with drivers.

Freely programmable direct access buttons fitted with touch sensors







# WITH MAN YOU CAN TAKE A LOAD OFF.

Everything has to come to rest at some point. A good atmosphere. A cosy environment. In the sleeping area of the MAN trucks that's exactly what you'll find. In the extended cab models, a multizone cold-foam mattress and a slatted frame ensure comfort for well-deserved shut-eye and peaceful dreams. Personal items have their spot too in the many, customisable stowage compartments.

The bed is so comfy, you might want to stay just where you are. And you can, too, since all important functions can be operated and monitored right from the remote control. Lights, locks, heating, windows – all a simple push of a button away. Just like the radio, music, the perimeter camera and important data on the battery's current status or driving times. The infotainment system can also be conveniently operated via the MAN Driver app. Breaks and sleeping times can therefore be used optimally so that you're well rested and ready to take on upcoming challenges.

In our cabs an auxiliary water heater provides pleasant temperature and air condition. For the MAN GX, GM, GN, TM and TN cabs electrical auxiliary air-conditioning system (as an option) is ready for use. The electric air conditioner works without a cold reservoir, which would have to be charged during vehicle operation, and is thus ready for use at any time. Even in summer it can keep things refreshingly cool for up to 11 hours.

While the truck is on the road, MAN Climatronic maintains the chosen temperature fully automatically. Comfortable temperature zones in the cab are assured as well, as the foot area and the head area are controlled separately. Perfect for keeping your head cool but your toes toasty. Noise and lights are kindly asked to stay away, however. To create the perfect feel-good environment, the entire interior can be tailored to suit you down to the ground. From the colour scheme (Desert Beige or Moon Grey) to the storage space in the cab and even the interior lighting, everything can be customised to your needs – while maintaining a clear focus on the functionality which will never let you down.

## **Lion emblem on partial leather seats and new curtains.**

With the expressive lion emblem on the partial leather seats and the new, practical curtains, stays in the cab are even more pleasant.

The new curtain fabric is more hard-wearing and is in the same colour for both interior colour schemes. The cross-cab curtain is designed as a single piece. This makes it easier for handling, cleaning and subsequent new orders. The bunk area can now be made even darker.



- 1 Perfect for independent types: on-board coolbox/fridge
- 2 Lion emblem and new curtains

# MAN PUTS SAFETY FIRST, EVERY TIME.

MAN has the right cab for every need – and maximum safety, comfort and ergonomics travel with you wherever you go. Our cabs are designed for fatigue-free, focussed driving, relaxing breaks and maximum passenger protection.

All of the cabs offer optimum safety thanks to a range of features, including the mirror system comprising main and wide-angle mirror, large kerb mirror and front mirror. Or the innovative MAN OptiView digital mirror-replacement system which provides the driver with the optimal overview of the traffic situation. The heated windscreen (as an option) ensures an unobstructed view even at the coldest times of the year.

## EIGHT TIMES EXCEPTIONAL.



**CAB GX:**  
**THE MAXIMUM ONE**  
(wide, long, extra height)



**CAB GM:**  
**THE GENEROUS ONE**  
(wide, long, medium height)

<b>W x L (mm)</b>	2,440 x 2,280	2,440 x 2,280
<b>SLEEPING FACILITIES</b>	2	2
<b>AVAILABLE FOR</b>	TGX	TGX
<b>SEGMENT</b>	Long-haul transport	Long-haul transport
<b>BENEFITS AT A GLANCE</b>	<ul style="list-style-type: none"><li>■ One of the most capacious in Europe</li><li>■ Even more standing height: 2,100 mm</li><li>■ 2 comfortable beds</li></ul>	<ul style="list-style-type: none"><li>■ Full standing height</li><li>■ Spacious interior</li><li>■ 2nd bed possible</li></ul>





**CAB GN:  
THE ROOMY ONE**

(wide, long, standard height)

**CAB TM:  
THE COMFY ONE**

(narrow, long, medium height)

**CAB TN:  
THE FLEXIBLE ONE**

(narrow, long, standard height)

**CAB NN:  
THE PRACTICAL ONE**

(narrow, medium length, standard height)

**CAB CC:  
THE COMPACT ONE**

(narrow, short, standard height)

**CAB DN:  
THE CREW CAB**

2,440 x 2,280	2,240 x 2,280	2,240 x 2,280	2,240 x 1,880	2,240 x 1,620	2,240 x 2,790
1	2	1	-	-	-
TGX	TGL, TGM, TGS	TGL, TGM, TGS	TGS	TGL, TGM	TGL, TGM
Special uses in local transport (e.g. building materials, wood)	Heavy-load special uses in national long-haul transport	Local and distribution transport, off-road transport	Local and distribution transport, off-road transport, municipal services	Local and distribution transport, off-road transport	Construction transport, municipal
<ul style="list-style-type: none"> <li>■ Compact size</li> <li>■ Convenient through access</li> <li>■ Comfortable bed as standard</li> </ul>	<ul style="list-style-type: none"> <li>■ 2 sleeping spaces</li> <li>■ Capacious exterior storage compartment</li> <li>■ Expanded standing space in through access</li> </ul>	<ul style="list-style-type: none"> <li>■ 1 sleeping space</li> <li>■ Capacious exterior storage compartment</li> <li>■ Expanded standing space in through access</li> </ul>	<ul style="list-style-type: none"> <li>■ Space behind seats for work clothes, etc.</li> </ul>	<ul style="list-style-type: none"> <li>■ Comfortable height</li> <li>■ 3rd seat possible</li> <li>■ Additional storage spaces in midsection</li> </ul>	<ul style="list-style-type: none"> <li>■ 6 (optionally 7) seats</li> <li>■ Comfortable height</li> </ul>

# NEW VIEWING ANGLE.

With the innovative MAN OptiView digital mirror-replacement system, enhanced safety takes to the road. This is not only because MAN does away with mirror arms and depicts the statutorily required fields of vision, but also because in critical driving situations such as manoeuvring, turning off and changing lanes, the extended views provide the driver with the optimal overview of the traffic situation.

MAN OptiView does far more than conventional mirror systems. Besides the statutorily required fields of vision, the digital mirror-replacement system also shows views specifically adapted for various driving situations (e.g. turning off, manoeuvring, driving on motorways). The functional principle and display concept of MAN OptiView are thus optimally matched to natural human perception, enabling the driver to visually grasp the vehicle surroundings and traffic activity quickly, evaluate them reliably and deal with them safely.

## Components of the system

- Five cameras: Two cameras (near range and wide-angle) on each side of the vehicle above the door frame replace the external rear-view, wide-angle and kerb mirrors. A camera on the A-pillar on the co-driver's side replaces the front mirror.
- Additional displays in the cab on the left and right sides, near the A pillars
- Door control modules for manual settings and changing the views

## Camera systems

- Manual fold-in arms (side cameras)
- Filtering of glare (e.g. when the sun is low or there is traffic behind the vehicle)
- Protection by guided airflow against splashing water for continuously high image quality, even in the rain
- Automatically heated side cameras (depending on the ambient temperature) for clear pictures even under frosty conditions

## Displays

- HD quality (resolution 1,920 x 1,080 pixels)
- Display 1 (driver's side): 12 inches  
Display 2 (co-driver's side): 15 inches
- Brightness and contrast of displays 1 and 2 adjust automatically to the ambient brightness. In addition, the display brightness can be adjusted manually, for example for night trips.
- 12-inch display of the MAN infotainment system (3): Automatic display of front-camera image up to a road speed of approx. 10 km/h (split-screen display mode possible)

- 1 Display driver's side
- 2 Display co-driver's side
- 3 Automatic display of front-camera image up to a road speed of approx. 10 km/h (split-screen display mode possible)













# POWER FROM START TO FINISH.

If you want to get to the top, you need drive and efficiently deployed strength. For the MAN trucks, we have a full four on offer: the MAN D38, our engine for heavy-duty tasks for the MAN TGX, the MAN D26, the D15 and the D08. Each one is a high performer and brings efficiency and trusted MAN reliability to make your new truck a strong and cost-transparent member of your business for a long time to come.

Strong on performance and light on emissions? Enhancing motor efficiency was the top priority. With the current truck generation, MAN proves you can in fact have it both ways. However, at the end of the day, what really counts is how much cargo can be transported from A to B.

So that you can get the most out of our high-performance engines at all times, we also have a variety of digital tools ready and waiting.

The digital service Perform assists drivers in optimising the economy of their driving styles. There are now more functions and information available for evaluating the efficiency of the vehicle deployment. Perform evaluates all the relevant vehicle data with respect to the economic efficiency of the driving style. The service expands the deployment analysis data of Essentials (e.g. average fuel consumption), additionally providing important vehicle data about utilisation of cruise control or the service brake, for example.

As support for every journey, we also offer the MAN EfficientCruise® service. This GPS-based speed control system analyses the route and automatically determines the most cost-effective driving style and speed. An aspect is the fact that it can now take into consideration the route selected in the navigation system as well as applicable speed limits. Just one of the many MAN ideas to help you get your business where it wants to be.



# PROVEN PERFORMANCE REVVED UP: THE MAN D08, D26 AND D38 ENGINES.

## **MAN D26 and D38:**

- improved common rail injection system
- optimised thermal management

With the MAN D26, our motto was “We can do better.” Its continuous low consumption notwithstanding, performance clearly shoots for the sky: it offers 80 kg more load capacity, an increase of 10 hp more and a higher torque of +100 Nm, all in order to drive your business forward.

The MAN D38 for the MAN TGX is still the powerhouse among the MAN engines and feels particularly at home on long-haul routes and in off-road use. With its three output levels of 397 kW (540 hp), 427 kW (580 hp) and 471 kW (640 hp), it takes even the heaviest load and the biggest incline in its stride.

Both variants are ready for the new limits as well, since in addition to their EGR (exhaust gas recirculation) they also feature an SCR (selective catalytic reduction) system for off-engine neutralisation of NOx emissions. On-engine measures include their common rail injection system and optimised thermal management. Our comprehensive solution equips you for future driving.

The MAN D08, too, has been upgraded in terms of thermal management and thanks to its SCR is ideally prepared for the future even without EGR. As a lightweight with a high load capacity, it's a particular favourite for distribution transport.





The MAN strategy for Euro 6: highly efficient exhaust cleaning thanks to precise dovetailing of on-engine and off-engine technology.

# MAKING LIGHT WORK OF PROGRESS: THE MAN D15.

Like the MAN D08, the MAN D15-series engines also manage perfectly well without EGR. Our enhanced SCR technology and the wide availability of AdBlue® enable exclusively off-engine emissions neutralisation via the SCR system, while the MAN CRT (continuously regenerating trap) filter system ensures clean and, in particular, legally compliant performance.

Plus, it's as gentle on service costs as it is frugal with emissions. Its simplified construction means maintenance work is performed even faster, which translates into lower costs. Even visually the MAN D15 has slimmed down and is significantly more compact. When paired with the optimised axle drive, weight was reduced, thereby increasing load capacity. With MAN, less really is more – way more cargo, that is.

Efficiency is always what comes first when it comes to MAN engines. You can count on it. Finally, there was only one component left for us to improve: the driver. And we took that on, too: first via efficiency data displays and assistance systems like the GPS-based speed control system MAN EfficientCruise®, which analyses the route and automatically adjusts speed to the most cost-effective driving style. Then we added tailored driver training using the data from your specific MAN truck, continuously digitally recorded and ready for evaluation. Together it's the ideal basis for the perfect interplay of human and MAN.

## Euro 6 engines

	Type	Capacity	Rated output	Max. torque
D0834	R4	4.6 l	118 kW (160 hp)	600 Nm
	R4	4.6 l	140 kW (190 hp)	750 Nm
	R4	4.6 l	162 kW (220 hp)	850 Nm
D0836	R6	6.9 l	184 kW (250 hp)	1,050 Nm
	R6	6.9 l	213 kW (290 hp)	1,150 Nm
	R6	6.9 l	235 kW (320 hp)	1,250 Nm
D1556	R6	9.0 l	243 kW (330 hp)	1,600 Nm
	R6	9.0 l	265 kW (360 hp)	1,700 Nm
	R6	9.0 l	294 kW (400 hp)	1,800 Nm
D2676	R6	12.4 l	316 kW (430 hp)	2,200 Nm
	R6	12.4 l	346 kW (470 hp)	2,400 Nm
	R6	12.4 l	375 kW (510 hp)	2,600 Nm
D3876	R6	15.2 l	397 kW (540 hp)	2,700 Nm
	R6	15.2 l	427 kW (580 hp)	2,900 Nm
	R6	15.2 l	471 kW (640 hp)	3,000 Nm

### The MAN D15:

- with SCR and without EGR system
- lower weight
- more load capacity

■ **The D15 Euro 6 engine is a trailblazing series designed to comply with the updated legal requirements via SCR and completely without EGR.**





# THE MAN DRIVETRAIN.

## **MAN HydroDrive® – more traction at the touch of a button**

You never know what to expect on the job, so it's best to be prepared for anything – like slippery terrain, mud and gravel. MAN was the first manufacturer of utility vehicles to launch the engageable hydrostatic front-wheel drive HydroDrive onto the market and has extensive experience with this system. The MAN HydroDrive® easily copes with any situation where traction is crucial – even scenarios where a truck with rear-wheel drive only would have to give up and go home. The system is available with the semi-automatic MAN TipMatic® transmission or with a manual transmission, so the choice is always yours. MAN also makes downhill gradients safer by transferring the engine braking torque to the front axle (known as “support”). What is more, the combination of MAN HydroDrive® with a PriTarder extends the life of the service brake. This enhances safety and improves directional stability on unpaved surfaces, even when travelling downhill – the perfect solution for your driving jobs. You only need to press a button to access considerably better traction. This allows your MAN to tackle a much wider range of jobs. In addition to using less fuel than a conventional all-wheel drive, it reduces the weight by as much as 400 kg. Even if you do almost all of your driving on the road, the additional traction boosts mobility and safety, especially for unladen trips on slippery surfaces.

## **All-wheel drive for everyone**

Wherever maximum traction is needed, that's where MAN vehicles with permanent or selectable all-wheel drive go into action. They're available as 4x4, 6x6, 8x6 and 8x8 versions. The power is distributed by two-speed MAN transfer cases with on-road and off-road ratios. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all-wheel drive vehicles. A feature on the MAN TGM is the optional electronic transfer case and lock management. This helps the driver to operate the vehicle on- and off-road as the conditions in terms of traction require and takes some of the load off the power train. In the MAN TGX and MAN TGS too the engaging and disengaging of differential locks is electronically monitored.

## **Continuous braking**

EVBec®: As a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, e.g. an improved braking effect by controlling the exhaust gas back pressure, significantly increased brake output especially in the lower engine speed range, overheating protection during long braking operations and constant brake output whether the engine speed is rising or falling. Three brake output stages are available. The retarder is a hydrodynamic continuous brake integrated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation.

This increases driving safety during long descents by relieving the load on the service brake system.

With the innovative MAN PriTarder®, the MAN TGS comes with a highly efficient primary brake system that is one of a kind. The TurboEVBec® engine brake with PriTarder in the MAN D26 engine produces an enormous brake output of up to 630 kW even at a moderate engine speed, enabling safe and wear-free downhill driving. The MAN TurboEVBec® in the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW. The MAN PriTarder® really demonstrates its strengths in distribution or traction: the completely maintenance-free system increases the payload by up to 64 kg while doubling the lining life of the service brake. The MAN PriTarder® is integrated into the MAN BrakeMatic® electronic continuous brake management and is easy to operate via the stalk switch.

## **MAN TipMatic®**

MAN has taken efficiency to the next level with the MAN TipMatic®. This system enables the vehicle to automatically recognise the load and incline conditions and optimise the gear-changing strategy to match. Whether the truck is unladen or fully loaded, MAN TipMatic® automatically selects the ideal gear for pulling away. Moreover, the wide gear spread and software which recognises inclines guarantee outstanding performance when moving off. “SmartShifting” is a further evolution of the well-known “SpeedShifting” and minimises traction interruptions when changing gear while travelling uphill, for instance. “Idle Speed Driving” enables comfortable



moving off and driving at idling speed. This feature allows the driver to manoeuvre the truck with precision and sensitivity or “just go with the flow” in slow-moving traffic on the motorway. And should the truck get stuck in snow or in wet, loose ground, the rocking-free function makes it easier to drive off, especially due to the ability of the clutch to rapidly open and closing. In addition, MAN TipMatic® also contains pre-programmed driving settings for various driving situations, such as the fuel-saving Efficiency program, Manoeuvre mode, programs for heavy loads and Performance mode for a more agile driving style. This ensures that your truck will always perform to the max, anytime, anywhere.

MAN TipMatic® with Idle Speed Driving, Speed Shifting<sup>1)</sup> and EfficientRoll<sup>1)</sup> functions is also available for MAN TGL and TGM. These moving-off and gearshift strategies improve driving comfort and reduce fuel consumption.

#### **MAN EfficientCruise®**

Because no road is completely level: the GPS-supported cruise control MAN EfficientCruise® detects the characteristics of the road with its upward and downward gradients and now also takes the selected navigation route into account. In this way, the system is able to adapt the selected gear and road speed even better to an economical driving style. Downshifts are suppressed whenever sensible. This ensures fewer traction interruptions and saves fuel. In doing so, the MAN EfficientCruise® makes use of dynamic changes in kinetic energy, e.g. to avoid changing down a gear unnecessarily when travelling uphill. If the feature “Include infrastructure” is activated, additional map data relating to transport

infrastructure (bends, roundabouts, exits and speed limits) are used to calculate an energy-efficient driving style. Furthermore, if the speed regulation option is activated, the system reduces the drive output to suit the situation – earlier than the majority of drivers would – to slow down as fuel-efficiently as possible, for example when approaching a roundabout. The MAN EfficientCruise® has even more intelligent, efficiency-enhancing features: On level terrain, dynamic coasting alternates automatically between accelerating and coasting. This way, the most fuel-efficient operating ranges of the engine are used instead of the comparatively inefficient lower partial-load ranges. There is even more concrete support for the driver too: in “Variable Top Speed” mode, the driver can manually set the speed by pressing the drive pedal – but the MAN EfficientCruise® will still work out the most fuel-efficient driving modes in the background. Based on this, notifications and small symbols are displayed on the instrument panel which recommend actions the driver should take to perform even more cost-effectively.

1) Speed Shifting and EfficientRoll only available with 12-speed version



# THE RUNNING GEAR.

## Axle and suspension systems

Whether planetary or hypoid axle – both axle systems are available with various transmissions and parabolic or air suspension. The planetary axle is also available with trapezoidal suspension. Parabolic suspension makes driving the loaded or the empty vehicle very comfortable and is beaten into second place only by air suspension. The available weight-optimised hypoid axle results in a weight saving of 180 kg compared to the normal hypoid axle and 280 kg for the planetary axle. The ground clearance is similar to a planetary axle. Vehicles with leaf springs are available with simple tandem hypoid axles in normal and medium-high design height. Vehicles with air suspension are available in normal design.

## Construction air suspension

One of MAN's specialities is construction air suspension on the rear planetary axles – available for construction vehicles of medium height and all-wheel drive height. With lifting and lowering equipment fitted as standard, it has a load-carrying capacity of up to 13 t per rear axle. This is ideal for the tough work on building sites (overload reserve) and on difficult terrain. Advantages: a smooth ride in any load condition, thanks to the electronic levelling system ECAS easier on the vehicle, the body, the load and the road. For use with road finishers there are internal stabilisers.



1



2



3



4

- 1 Planetary axle
- 2 Hypoid axle
- 3 Light tandem hypoid axle
- 4 Construction air suspension



### **Vehicle heights**

MAN delivers vehicles in normal, medium and all-wheel drive heights, corresponding to increased requirements in terms of ground clearance and angle of approach.

### **Steel bumper**

The strikingly designed three-part steel bumper gives the front of the vehicle muscular and rugged appearance. The headlights with their two-part protective guards fit harmoniously into the overall look. Suited to the tough conditions experienced in the traction segment, the steel bumper is very rugged and has a correspondingly extremely long service life.

### **MAN EasyStart**

Problems with hill starts are a thing of the past thanks to MAN EasyStart. The MAN EasyStart hill-holding brake automatically holds the vehicle using the service brake until the engine torque reaches the level to move off. The system is now enabled by default and is therefore always available.

### **10-tonne front axle<sup>1</sup>**

Depending on country-specific requirements, particularly powerful body concepts that require a bearing load of 10 tonnes on the front axle can be implemented.

### **Steering brake**

Take the sharpest bends. With the steering brake function activated, the rear wheels on the inside of the bend are braked depending on how far the steering wheel is turned. This considerably decreases the turning circle. The steering brake, which is available for the 6x4 and 8x4 vehicles with tandem axles, is activated by pressing a button and functions at speeds of up to 30 km/h.

### **Hill-climbing brake**

The hill-climbing brake for MAN all-wheel vehicles acts pneumatically on all wheels, holding the truck reliably when stopping and moving off, and is controlled by the driver on hills. As opposed to systems that use spring reservoirs to brake only the rear axle, a MAN all-wheel truck equipped with the hill-climbing brake can't slip.

### **Tyres with various profiles ex works**

You receive your vehicle from the works fitted with tyres in the profile of your choice. You can also select your brand of tyre from various well-known manufacturers.

### **Modifications to cab and chassis**

Special axle configurations and modifications to the driver's cab can be individually retrofitted for specific customers or branches.

### **MAN ComfortSteering<sup>2</sup>**

MAN ComfortSteering helps the driver to steer and forms the basis of other assistance systems such as Lane Return Assist (LRA). Because the steering forces are adapted to the road speed, the strain is taken off the driver and there is ease of movement when manoeuvring and ability to stay in a lane at high speed.

### **Variable axle load ratio**

With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is therefore not fixed but rather distributed variably between the rear axles, so that the drive axle has sufficient traction in any loading condition and the legally prescribed minimum axle load is not fallen short of in any loading condition. The system does not have to be switched on separately; it is always active.

1) Availability depending on the wheel configuration

2) Availability depending on the vehicle type

# WORKING NON-STOP.

Only a truck that runs is a good truck. Unplanned downtime and the associated loss of time and earnings are something we'd all like to do away with for good. The MAN Truck Generation has got your back there too. Right from day one, it brings the ultimate quality synonymous with MAN to its work. So much so that it's hard to get it to stop. If you need us, however, we're ready and waiting. When you're at a standstill, we will get you back on track as quickly as possible. We will move heaven and earth to keep you mobile. In short, where there's a MAN employee, there's a way.

MAN ServiceCare, for instance, impresses with its forward-looking planning and smart bundling of service appointments. Proactive servicing management is part of MAN DigitalServices and informs the workshop ahead of time if vehicle analyses indicate action is needed. You are then contacted by email and can arrange a service appointment even before downtime occurs. When it comes to financing, too, you can rely on MAN: MAN Financial Services supports your needs and makes sure you stay mobile. You can even cover bottlenecks and react flexibly to higher demand thanks to truck leasing from MAN Rental. We've got it covered, so that your head stays clear for the road in front.







## RELIABLE, AGAIN.

This news bears repeating: the TÜV report on utility vehicles has again confirmed that the MAN trucks offer impressively high quality. In particular when it comes to long-term reliability, our fleet of four- and five-year-old trucks occupied top spots. Our previous awards have only served to whet our appetite to do even better. Successfully so, too, as the share of defect-free vehicles in the main inspections rose yet again. Our reliability rests on many components. The first is our continuously growing LED range for the lighting systems of the vehicle.

Another is our dedication to the little things. For instance, when it comes to the electricity supply of the MAN Truck Generation we pride ourselves on laying not one wire more than your configuration needs. The wires themselves are now protected by even more flexible and elastic materials, and the number of joints has been cut. We also reduced the wire thickness overall, which in turn means less weight and more available load capacity.

The modular wiring concept offers additional advantages by allowing customer requests to be easily incorporated and enabling quick repairs thanks to prefab sets. Together, the result is shorter downtimes and a vehicle electrical system with higher performance overall.

# THE FASTEST WAY IS THE INFORMATION HIGHWAY.

Regular servicing is the alpha and the omega. Repairs can be completed faster, and optimally configured vehicle technology even enables fuel consumption to be decreased. We'd be glad to take care of the organisation details for you with MAN ServiceCare. To start with, your vehicles' data is transferred online to the MAN servicing data portal in accordance with the digital services you have booked. Using this as a basis, your service point plans all required maintenance, informs you via telephone of upcoming appointments and coordinates implementation together with you. That way, you can concentrate on your core business and we make sure all your vehicles are ready for anything.

When you're on the move, fast and easy communication is the best way to keep your business running. Here our MAN Driver app is your partner. Thanks to its MAN service point search and its control lamp and switch direct identification function via visual symbol recognition (quick manual), you have a MAN professional in your pocket wherever you go.

Before departure, the driver can use the app's checklist to document, sign and save a record of vehicle damage and other defects. The damage noted in the pre-departure check can be viewed on the RIO platform by the fleet manager, downloaded as a PDF and – via MAN ServiceCare – sent directly to the correct MAN service point. If the worst comes to the worst, all information and images can be sent directly to the fleet manager and the MAN Mobile24 mobility service can be activated. Via our mobility service, you can communicate your exact location and track arrival of assistance.

For those who would like even more service, MAN also offers service agreements. Depending on your package, we take on maintenance or even additionally repairs for you – at a fixed price you can count on.







# OPEN ROADS AHEAD FOR WHATEVER YOU NEED.

The roads have enough congestion as it is. At MAN, your needs have a fast-lane pass. We keep our availability high so that you always have all your options open. Appointments are scheduled quickly and flexibly, your MAN service partner is available from early until late and via the MAN Mobile24 mobility service, you can reach us round the clock in 28 different countries. Your customers don't wait: which is why we're there for you whatever you need, whenever you need us.

**80% of all relevant replacement parts are available at all times in our workshops, and 95% at the latest on the following day. Special parts can be supplied within a week. If it's long waits you're looking for, however, we can't help you there.**

# NEXT EXIT: MAN.

Wherever the road takes you, our solutions are just around the corner. We're available at 1,700 service points worldwide, from early until late. We are always up to date and know what's driving you: with systematic analysis of vehicle data and customer enquiries as our basis we're always striving to develop new future-oriented digital solutions. Continually transmitted vehicle data and intelligent data analyses are the foundation for the ever expanding range of exclusive and customer-tailored digital solutions: solutions that enable you to get the most out of your new MAN truck no matter whether you're the driver, fleet manager or business partner!

In short, your challenges are our challenges and we're always working on modern and tailored answers to your questions even before you've asked them. Personal, competent and according to your priorities.



# SERVICE AS YOU LIKE IT – PERSONAL AND DIGITAL.

Could your company also benefit from the increasing digitalisation taking place in logistics? We are convinced it can. That's why we would like to give you a brief insight into how you can better master the **most pressing challenges of your industry with smart digital solutions.**

Above all, the high cost and time pressure make the working environment in the logistics industry particularly challenging. Every vehicle in your fleet must be operated as economically as possible. This requires economical driving behaviour as well as effective maintenance management. With a networked truck, an overview of all relevant data directly accessible from your desk and useful digital services, you free up capacity to concentrate fully on your core business. You benefit from:

- **more efficiency,**
- **simplified work processes and**
- **lower costs.**

The best part: it's already a reality.

**With MAN DigitalServices, you can begin straightaway.**

Here's how to get started in the digital world: The free Essentials basic package comprises key basic elements from many of our services to get you off to an easy start. Once your fleet vehicles have been set up and are visible in our administration area, you can get going with Essentials. You now have access to the fleet monitor and the deployment analysis with many useful functions such as the current vehicle location on a map, driving history covering the last ten days and a deployment analysis at vehicle level.

**All other digital services support you in the economical and efficient management of your fleet in the following areas:**

- **Vehicle tracking**
- **Maintenance and repair management**
- **Tachograph and time management**
- **Economical driving**
- **Driver assistance**
- **Over-the-air upgrades**

The latest information on MAN DigitalServices can be found on our website: [www.digital.man](http://www.digital.man)



Some of the features illustrated in this brochure are not part of the production series generally described here.

Both the vehicle's air conditioning system and refrigerator contain fluorinated greenhouse gases (R134a / GWP 1430 with up to 1.15 kg; 1.6445 t CO<sub>2</sub> accordingly).

**MAN Truck & Bus SE**

Dachauer Straße 667

80995 München

Germany

[www.truck.man.eu/mantg](http://www.truck.man.eu/mantg)

D111.3653/E · ms 07213 · Printed in Germany

The text and illustrations are not binding. We reserve the right to make changes based on technical progress. All the specifications in this publication were correct at the time of going to press.

---

**MAN Truck & Bus – a member of the MAN Group**