

EFFICIENCY EN ROUTE.

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GREATER EFFICIENCY IN TRANSPORT.

MAN concepts matched to their sector, for solo vehicles, semi-trailer combinations and articulated trains, face the challenges of our time: they combine maximum operating efficiency with exemplary reliability and safety. Innovative MAN technologies keep your costs to a minimum while boosting your benefits. Experience MAN, experience transport efficiency at its very best.

MAN TRUCKS

From semi-trailer tractors to articulated lorries – the entire range and flexibility offered by our trucks.

PAGE 06–37



EXCELLENT DRIVER FIT

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

PAGE 38–47



GREAT EFFICIENCY AND ECONOMY

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

PAGE 48–53



CONNECTED



OPTIMISED UPTIME

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

PAGE 54-57



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 58-59

Find out more:

www.truck.man.eu/tgx-360

www.truck.man.eu/tgs-360

www.truck.man.eu/tgm-tgl-360



SECURE IN THE SADDLE WITH MAN.

There is a lot in favour of the Euro semi-trailer.

The full-length cargo bay in the semi-trailer is a major advantage. Semi-trailer tractors, moreover, can pick up and drop their semi-trailers, increasing flexibility and transport throughput while minimising stoppages. It is worth bearing in mind, too, that semi-trailer combinations are also used for intermodal transport.

So there are many advantages you can now utilise to even better effect. Because in terms of drive dynamics, reliability and cost-effectiveness, MAN semi-trailer tractors come complete with everything necessary for success.

LAYING DOWN THE LAW.

Chassis heights for Euro-standard semi-trailers and high-capacity semi-trailers

Because the dimensions for the semi-trailer combination are statutory, the coupling height is the most important starting point for flexible load volume in the semi-trailer. In theory, the following is true: the lower the coupling height, the greater the load volume. In practice, two types of semi-trailer dominate the highways:

- Euro-standard semi-trailer with a coupling height of 1,100 mm for up to 95 m³ load volume.
- High-capacity semi-trailer with a coupling height of 930 mm for up to 3 m load loading height.

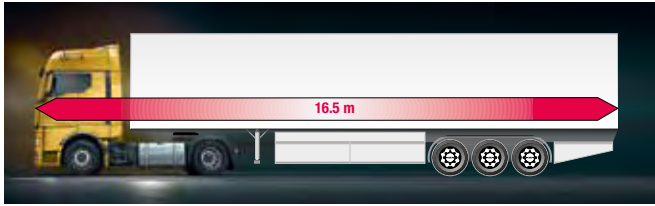
MAN semi-trailer tractors for all purposes

With practice-oriented concepts, MAN meets all requirements:

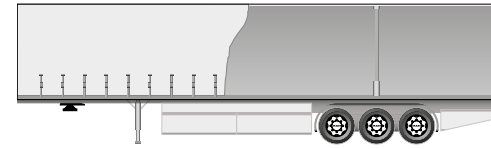
- Long-haul semi-trailer tractors as 4x2 or 6x2 for Euro-standard semi-trailers, for example semi-trailer with box or tarpaulin body (up to 2.80 m loading height) or for ISO container (up to 2.90 m external height).
- Semi-trailer tractors for high-capacity semi-trailers. With the extremely low semi-trailer top edge, the MAN TGX and TGS Ultra have the ideal dimensions many customers want to allow for a loading height of approx. 3 m for 100 m³ load volume in the semi-trailer.

DIN ISO 1726 angle of inclination

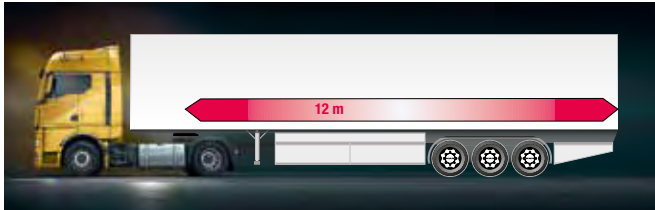
Frame overhang is short, so there is ample clearance for the semi-trailer. The DIN-ISO-1726 values for the front and rear angles of inclination are met.



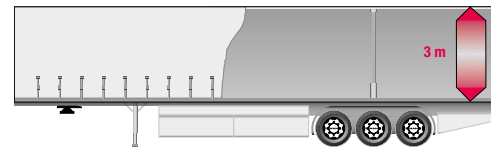
Overall length of semi-trailer tractor + semi-trailer



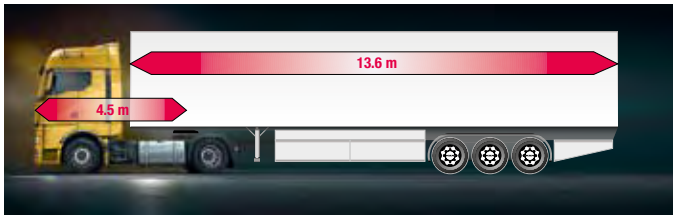
Euro chassis height 1,100 mm



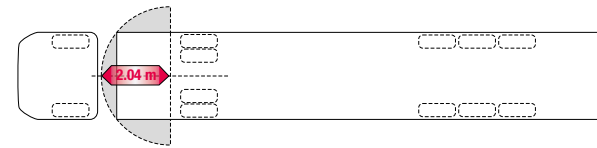
Middle of kingpin to end of semi-trailer



High-capacity coupling height starting from 930 mm



Derivative dimensions



Front slew radius



Angle of inclination of fifth-wheel coupling at 150 mm height and tyres 315/70 R 22.5

CHAMPIONS IN THE EUROPEAN LEAGUE.

Euro-standard semi-trailers for 90 m³ to 95 m³ volume.

With the help of different tyre sizes, fifth-wheel couplings and plates, MAN TGX and TGS with air suspension allow for chassis heights ranging from 1,047 to 1,281 mm.

Chassis heights depending on equipment configuration¹⁾

		295/60 R 22.5		305/60 R 22.5		315/60 R 22.5		275/70 R 22.5		305/70 R 22.5	
Tyres											
Fifth-wheel coupling height	Fifth-wheel pick-up plate	Laden	Unladen	Laden	Unladen	Laden	Unladen	Laden	Unladen	Laden	Unladen
150 mm	12 mm	1,055	1,080	1,060	1,085	1,065	1,090	1,065	1,095	1,083	1,113
	40 mm	1,083	1,108	1,088	1,113	1,093	1,118	1,093	1,123	1,111	1,141
185 mm	12 mm	1,090	1,115	1,095	1,120	1,100	1,125	1,100	1,130	1,118	1,148
	40 mm	1,118	1,143	1,123	1,148	1,128	1,153	1,128	1,158	1,146	1,176
250 mm	12 mm	1,155	1,180	1,160	1,185	1,165	1,190	1,165	1,195	1,183	1,213
	40 mm	1,183	1,208	1,188	1,213	1,193	1,218	1,193	1,223	1,211	1,241
162 mm ¹⁾	–	1,055	1,080	1,060	1,085	1,065	1,090	1,065	1,095	1,083	1,113

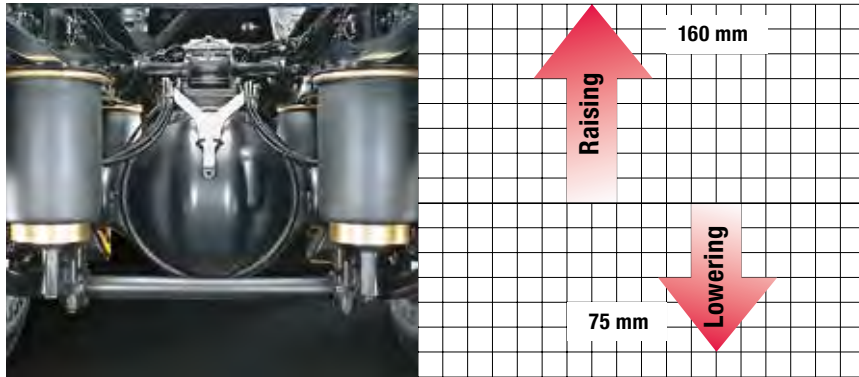
1) Weight-optimised fifth-wheel coupling with integrated 22 mm fifth-wheel pick-up plate (weight saving up to 25 kg).

Information on coupling height always refers to loaded vehicle. Attention should be paid, however, to the coupling height of the unladen vehicle, which is determined by tyre rebound. Rebound depends on the tyre's aspect ratio and can vary from manufacturer to manufacturer, so only approximate values are stated here.

60% tyre (e.g. 305/60 R 22.5) 25 mm

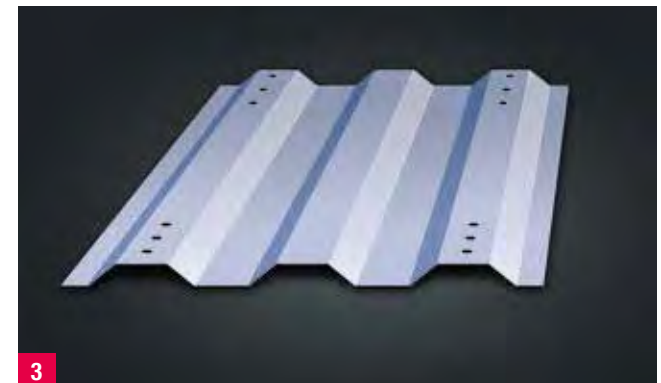
70% tyre (e.g. 315/70 R 22.5) 30 mm

80% tyre (e.g. 315/80 R 22.5) 35 mm



Easy coupling and uncoupling due to long air-suspension travel of 235 mm

315/70 R 22.5		295/80 R 22.5		315/80 R 22.5	
Laden	Unladen	Laden	Unladen	Laden	Unladen
1,088	1,118	1,107	1,142	1,120	1,155
1,116	1,146	1,135	1,170	1,148	1,183
1,123	1,153	1,142	1,177	1,155	1,190
1,151	1,181	1,170	1,205	1,183	1,218
1,188	1,218	1,207	1,242	1,220	1,255
1,216	1,246	1,235	1,270	1,248	1,283
1,088	1,118	1,107	1,142	1,120	1,155



- 1 Tyres
- 2 Fifth-wheel coupling
- 3 Fifth-wheel pick-up plate



MAN

M-AN 640

MAXIMUM VOLUME. OPTIMUM SOLUTION.

100 m³ volume in semi-trailer

With a coupling height of approx. 930 mm, the MAN TGX and TGS allow for a semi-trailer load volume of up to 100 m³ with a loading height of approx. 3 m. The low frame concept is made possible due to the narrowed frame at the rear axle.

Low semi-trailer top edge, high ride comfort

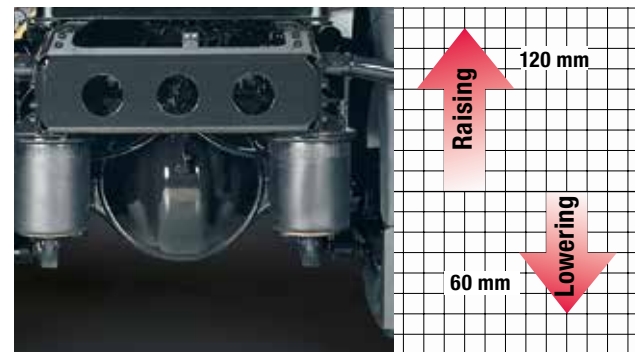
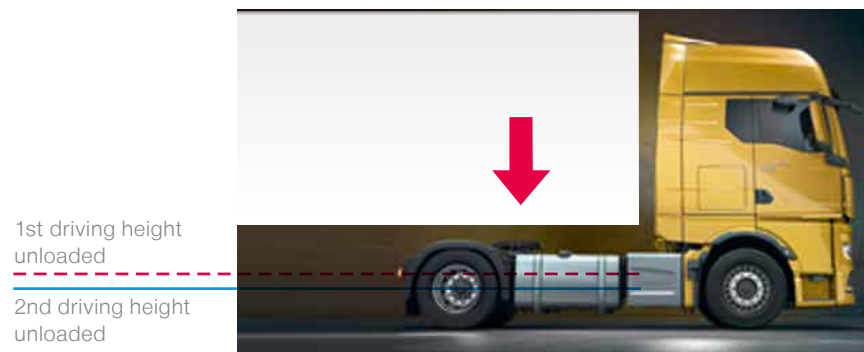
The air suspension guarantees a comfortable ride and safe driving characteristics. The air suspension travel of 180 mm (120 mm raising, 60 mm lowering) allows for fast coupling and uncoupling.

Two driving heights

A switch on the dashboard enables the driver to switch between two driving heights even while the vehicle is in motion. This means that the same driving height can always be maintained – loaded or unloaded with tyres at full rebound. The permissible overall height limit of 4 m can be observed.

Adjustable lifting fifth-wheel coupling with integrated lubrication.

Elevating semi-trailer coupling with two pneumatically adjustable accommodation heights for Euro-standard and high-capacity semi-trailers. From MAN with integrated lubrication. Of course, MAN also offers conventional fifth-wheel couplings.



The air suspension travel of 180 mm allows for fast pick-up and disconnection.

Coupling heights depending on equipment configuration¹⁾

Tyres	295/55 R 22.5		295/60 R 22.5		305/60 R 22.5		315/45 R 22,5		315/60 R 22.5	
	Laden	Unladen ²⁾	Laden	Unladen ²⁾	Laden	Unladen ²⁾	Laden	Unladen ²⁾	Laden	Unladen ²⁾
Fifth-wheel coupling height	947	967	964	989	971	996	930	960	970	995
150 mm with 12 mm fifth-wheel pick-up plate	952	972	969	994	976	1,001	935	965	975	1,000
167 mm elevating semi-trailer coupling ³⁾ , normal position	947	967	964	989	971	996	930	960	970	995
162 mm fifth-wheel coupling with integrated fifth-wheel plate										

1) Based on tyres which currently have the lowest static radius.

2) Second driving height minus 25 mm during unladen journeys

3) Lifting fifth-wheel coupling has two mounting heights: normal position and stroke 148 mm

4) Lifting fifth-wheel coupling has two mounting heights: normal position and stroke 198 mm can only be obtained through a MAN service outlet.
Operation of Euro-standard and high-capacity semi-trailers with one vehicle is thus possible.

Tyre aspect ratio/rebound. Information on chassis height always refers to loaded vehicle and the tyre brand with the currently smallest static radius. Attention should be paid, however, to the coupling height of the unladen vehicle, which is determined by tyre rebound:

55% tyre (e.g. 295/55 R 22.5) 20 mm

60% tyre (e.g. 305/60 R 22.5) 25 mm

70% tyre (e.g. 315/70 R 22.5) 30 mm





MAN SOLUTIONS FOR REAL-LIFE SITUATIONS.

Almost anything is possible

MAN supplies your vehicle just the way you want it, perfectly matched to your requirements. Here are a few examples of the practical equipment we offer: tyre pressure monitoring (TPM), electronically controlled steering system MAN ComfortSteering, electronically controlled CDC (Continuous Damping Control) roll stabilisation.

If you have very special requirements, MAN Individual offers you custom solutions. The extensive portfolio of modifications meets virtually all customer requirements. The most important modules are “driver’s cab”, “chassis” “driveline”, “electronics” and “body”. The result is a tailor-made concept every time, such as single driver equipment including additional stowage compartments, kitchen and TV.

WE BRING YOUR WISHES TO LIFE.

Solo vehicles and articulated trains are key players in long-haul transport. In addition to the vehicles with fixed bodies, swap-body platforms play an important role in today's transport industry due to their logistic advantages and multi-use options. MAN trucks take the lead in this sector. High flexibility, high cost-effectiveness and exemplary reliability are always on board.

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 in any loading condition. The system does not have to be switched on separately; it is always active.



MAN

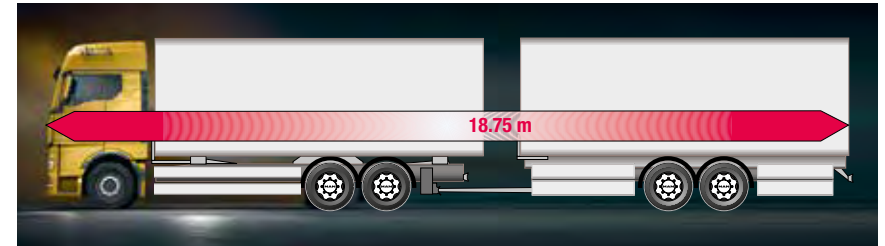
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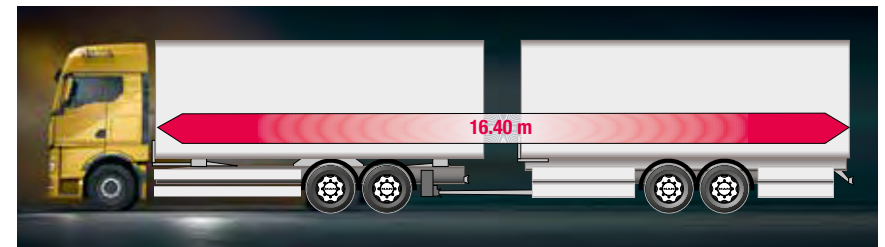
THE MEASURE OF ALL THINGS.

Directive 85/3/EEC defines permissible dimensions for articulated trains. It limits total train length to 18,750 mm, and stipulates a maximum system length of 16,400 mm and an overall loading length of 15,650 mm. In accordance with this regulation and in consequence of the diverse transport tasks, a number of different swap containers are available for freight forwarding. They differ firstly in container length, ranging from 7,150 mm to 7,820 mm swap-body platform, and secondly in set-down height, ranging from 970 mm to 1,320 mm. MAN swap-body platform chassis can transport all swap containers, which are particularly common in Germany.

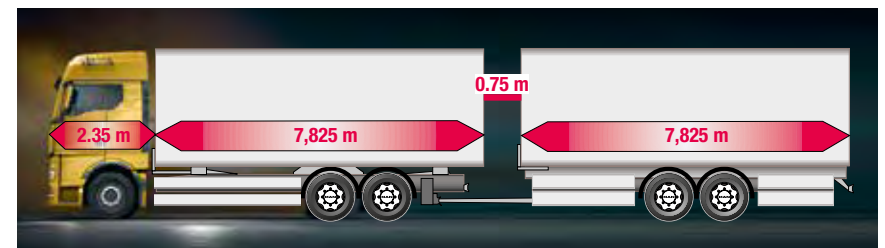
EU dimensions for articulated trains



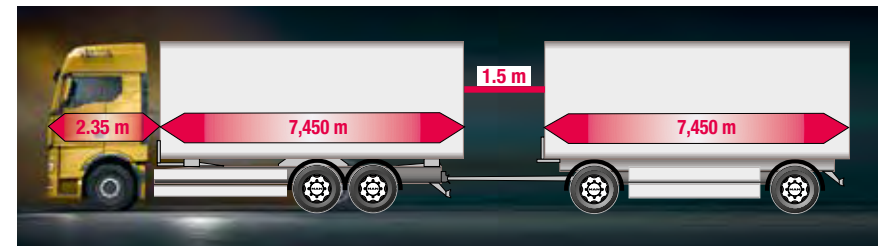
Total train length



System length



Derivative dimensions for rigid drawbar trailers with an overall loading length of 15.65 m



Derivative dimensions for pivot plate trailers with an overall loading length of 14.90 m



ROOM FOR A FULL LOAD.

MAN chassis with fixed body

Today, optimum load volume is essential for competitiveness and success in the haulage industry. A cargo-hold height of three metres is the accepted standard for volume transport. The basis is a chassis with an extremely low top frame edge. After all, each centimetre shaved off chassis height adds additional usable height to the body and increases capacity accordingly.

The ex-works MAN chassis for high-capacity transporters are indeed superb – from the two-axle MAN TGL to the three-axle MAN TGX and TGS with lifting trailing axle.





MAN

N AN 430

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MAN

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A CLEVER SOLUTION.

MAN chassis for swap bodies

With a variety of wheelbases and overhangs, the MAN TGX and TGS chassis cover all swap container sizes and the various articulated train combinations within the 40 to 44-tonne class. Suitable swap body carriers for all standard container lengths and storage height, as well as a pneumatically actuated deep coupling, are available ex works.

In addition to the C-745 swap bodies traditionally used in large quantities with a storage height of 1320 mm, the C-782 swap bodies with a storage height of 1120 mm have become increasingly established. This poses a challenge for the versatility of the carrier unit. MAN takes this into account with a fuel tank relocated at the factory, which makes it possible to set up a swap body carrier with height adjustment without great effort. This allows different swap containers to be transported by the same vehicle. Stops for pick-up and set-down are minimised while transport throughput is increased. Increased flexibility and effectiveness are the result.

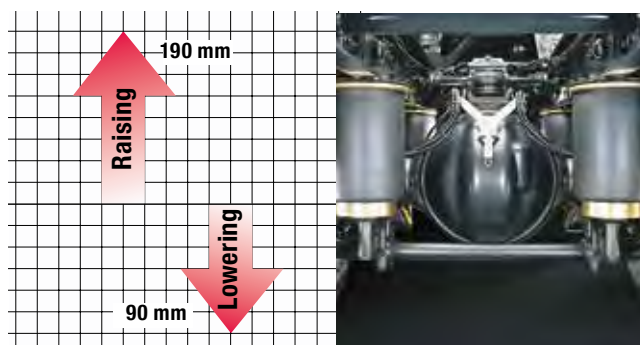


STRONG STANDARDS FOR SWAP BODIES.

Practical mounts for swap-body platforms

[mm] Tyres	295/60 R 22.5		305/60 R 22.5		315/60 R 22.5		275/70 R 22.5		305/70 R 22.5		315/70 R 22.5	
	Max. clearance	Max. retraction ¹⁾	Max. clearance	Max. retraction ¹⁾	Max. clearance	Max. retraction ¹⁾	Max. clearance	Max. retraction ¹⁾	Max. clearance	Max. retraction ¹⁾	Max. clearance	Max. retraction ¹⁾
Set-down height: 1120 mm Rack height: 160 mm	120	135	115	140	110	145	105	145	87	163	82	168
Set-down height: 1220 mm Rack height: 160 mm	-	-	215	40	210	45	205	45	187	63	182	68
Set-down height: 1220 mm Rack height: 260 mm	120	135	115	140	110	145	105	145	87	163	82	168
Set-down height: 1320 mm Rack height: 260 mm	-	-	215	40	210	45	205	45	187	63	182	68

1) Calculation with fully loaded swap container
Additional tyre sizes available ex works on request

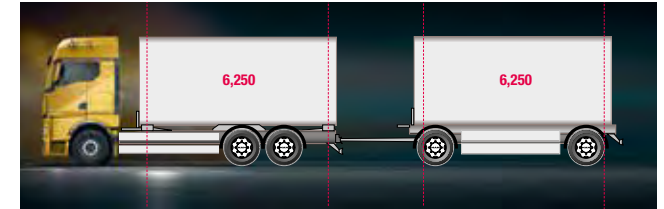


Air suspension: the long air suspension travel of 280 mm allows for quick and easy pick-up of very different kinds of standard swap-body containers.

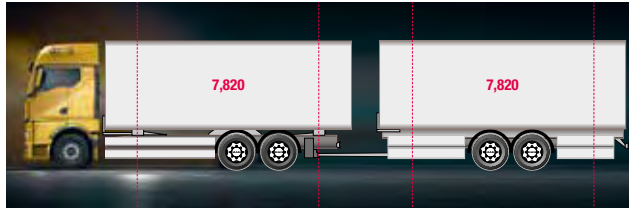
295/80 R 22.5		315/80 R 22.5	
Max. clearance	Max. retraction ¹⁾	Max. clearance	Max. retraction ¹⁾
-	-	-	-
-	-	-	-
58	187	45	200
158	87	145	100



Wheelbase/overhang: 4,800 + 1,350/2,150 mm



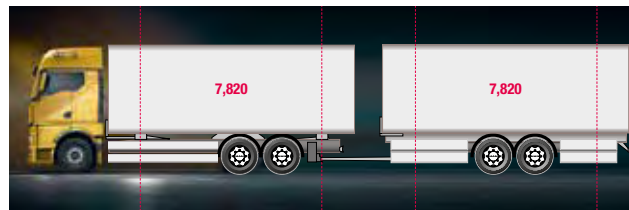
Wheelbase/overhang: 4,500 + 1,350/2,050 mm



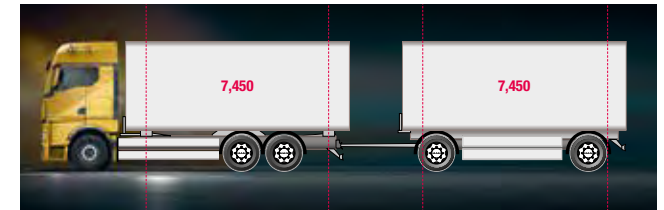
Wheelbase/overhang: 4,800 + 1,350/2,150 mm
for solo operation and operation with trailer



Wheelbase/overhang: 4,500 + 1,350/2,050 mm



Wheelbase/overhang: 5,100 + 1,350/1,850 mm
for permanent operation with trailer



Wheelbase/overhang: 4,500 + 1,350/2,050 mm

ROOM FOR A GOOD DEAL MORE.

MAN vehicles for maximum volume.

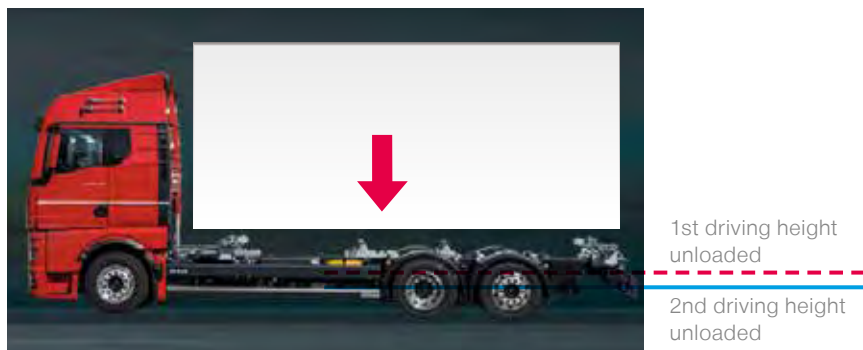
Small tyres plus low top frame edge equals maximum load volume with 3 m loading height inside the swap body container. As a 4x2 with 18 t or a 6x2 with 25 or 26 t and a trailing axle, a MAN TGX or TGS is perfect for volume transport.

Feeder in volume transport.

With set-down heights of 970 mm and 1,020 mm, the swap body platforms C 745 and C 782 are the benchmark for volume transport. Just like the MAN TGX and TGS chassis with the matching wheelbases and overhangs.

Two driving heights.

A button on the dashboard enables the driver to switch between two driving heights even while the vehicle is in motion. This means that the same driving height can always be maintained – loaded or unloaded with tyres at full rebound. The permissible overall height limit of 4 m is not exceeded.



Adapters for volume swap body platforms¹⁾

Height-optimised series chassis for volume bodies

Height-optimised series chassis	Tyres	Max. gross weight
TGX/S 18.XXX 4x2 LL	315/70 R 22.5	18,000
TGX/S 18.XXX 4x2 LL	295/60 R 22.5	18,000
TGX/S 18.XXX 4x2 LL	315/60 R 22.5	18,000
TGX/S 26.XXX 6x2 LL	315/70 R 22.5	26,000
TGX/S 26.XXX 6x2 LL	295/60 R 22.5	24,900
TGX/S 26.XXX 6x2 LL	315/60 R 22.5	25,700

Ultra chassis with lateral rack for volume bodies

	Tyres	Max. gross weight
TGX/S 18.XXX 4x2 .LL-u	295/55 R 22.5	18,000
TGX/S 18.XXX 4x2 .LL-u	295/60 R 22.5	18,000
TGX/S 18.XXX 4x2 .LL-u	315/60 R 22.5	18,000
TGX/S 26.XXX 6x2 .LL-u	295/55 R 22.5	25,000
TGX/S 26.XXX 6x2 .LL-u	295/60 R 22.5	25,000
TGX/S 26.XXX 6x2 .LL-u	315/60 R 22.5	25,000

Top frame edge [mm]		Wheelbase/overhang for body overall length [mm]		Air suspension lowering travel [mm]	Adapters for volume swap body platforms [mm] ³⁾			
Laden	Unladen				Set-down height 970 mm		Set-down height 1,020 mm	
					Max. clearance [mm]	Max. retraction [mm]	Max. clearance [mm]	Max. retraction [mm]
		7,150/7,450	7,820					
938	968	5,500/2,400	5,900/2,400	90	-	-	137	68
875	900	5,500/2,400	5,900/2,400	60 ²⁾	125	55	80 ⁴⁾	145 ⁴⁾
885	910	5,500/2,400	5,900/2,400	60 ²⁾	115	65	70 ⁴⁾	155 ⁴⁾
938	968	4,500 + 1,350/2,050	4,800 + 1,350/2,150	90	-	-	137	68
875	900	4,500 + 1,350/2,050	4,800 + 1,350/2,150	60 ²⁾	125	55	80 ⁴⁾	145 ⁴⁾
885	910	4,500 + 1,350/2,050	4,800 + 1,350/2,150	60 ²⁾	115	65	70 ⁴⁾	155 ⁴⁾

Top frame edge [mm]		Wheelbase/overhang for body overall length [mm]		Air suspension lowering travel [mm]	Adapters for volume swap body platforms [mm] ³⁾			
Laden	Unladen				Set-down height 970 mm		Set-down height 1,020 mm	
					Max. clearance [mm]	Max. retraction [mm]	Max. clearance [mm]	Max. retraction [mm]
		7,150/7,450	7,820					
844	864	5,300/2,600	5,900/2,400	50	151	69	-	-
861	886	5,300/2,600	5,900/2,400	50	129	86	-	-
867	892	5,300/2,600	5,900/2,400	50	123	92	173	42
844	864	4,500 + 1,350/2,050	4,800 + 1,350/2,150	50	151	69	-	-
861	886	4,500 + 1,350/2,050	4,800 + 1,350/2,150	50	129	86	-	-
867	892	4,500 + 1,350/2,050	4,800 + 1,350/2,150	50	123	92	173	42

1) All values refer to unloaded swap containers

2) Equipped with 2nd driving height or after reprogramming of driving height in MAN service outlets

3) Possible with lateral bearer frame for swap-body platforms (swap-body platforms sit level with frame edge), mounted by MAN service outlets or body manufacturer, shock absorbers for volume bodies on rear axle. For volume chassis including 5 mm anti-wear protective covering and rack ex works

4) Possible with rack for swap body platforms with 100 mm height, mounted by MAN service outlets or body manufacturer, standard shock absorbers on rear axle



Easily operated swing-back under-ride protection with an operating lever at each side with low trailer coupling

Equipment for volume swap body platforms:

- Trailer coupling on low coupling mount with compressed-air-assisted actuation
- Specific clearance for front receiving points of the swap body frame (front axle load reduction)
- Contour marking for swap body rack, reflective, white sides, yellow rear
- Rack, swap body, for 7,450 mm body
- Rack, swap body, for 7,820 mm body
- Compressed-air tank, on vehicle frame, additional (e.g. for fast adjustment to loading ramps)

SPECIALITIES À LA CARTE.

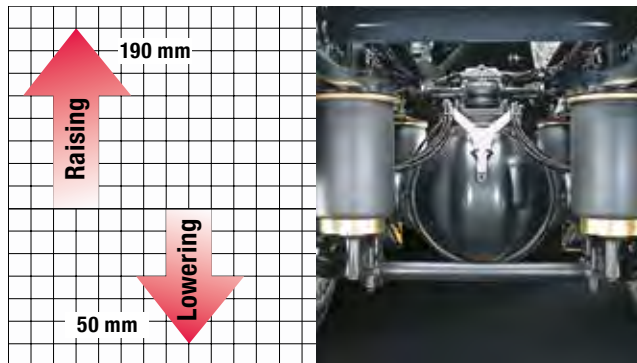
Preparation for liftgate

MAN offers various options for easy and convenient liftgate attachment:

- Electrical preparation. Purposely restricted to the electrical parts required in the driver's cab, so the body manufacturer has full latitude to respond to different customer requirements. The wiring harness for the liftgate terminates in a generous loop at the end of the frame. The defined interface (7-pole receptacle) ensures a secure connection.
- Five-chamber or LED tail light unit. They allow for the movement of the hydraulic cylinder of the liftgate.
- Power supply for batteries in trailer with liftgate. Three-pole socket at end of frame, battery charge 24 V.

Switch and wiring for load space lighting for additional spotlights

The preparation consists of a switch in the driver's cab, the electrical installation in the on-board network and a cable harness. Since all electrical elements are pre-mounted on the chassis, the body manufacturer does not have to intervene in the vehicle electrical system. The cable harness only has to be adapted to the body. Maximum consumer power draw: 150 W.



Air suspension with ample raising and lowering travel of 240 mm.



Low coupling mount with trailer coupling. Return 1,400 mm (standard) or 1,600 mm (volume). Brake and electrical connections to customer specification on driver's or co-driver's side, behind trailing axle.

THE PERFECT CHOICE FOR THE JOB.

Within the broad scope of 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.

MAN chassis for volume fixed bodies

Type				Wheel base [mm]
TGL	8.XXX2)	4x2	BL	5,200, 5,550
TGL	10.XXX	4x2	BL	5,200, 5,550
TGL	12.XXX	4x2	BL	5,200, 5,550
TGM	12.XXX	4x2	BL	5,125, 5,475
TGM	15.XXX	4x2	BL	5,125, 5,475, 6,175
TGM	15.XXX	4x2	BL	5,125, 5,475, 6,175
TGM	26.XXX	6x2-4	BL	4,125, 4,425, 4,725, 5,075, 5,425, 5,775
TGX/TGS	18.XXX	4x2	BL, LL	5,500, 5,900
TGX/TGS	26.XXX	6x2-2	BL, LL	4,800, 5,100
TGX/TGS	18.XXX	4x2	LL-u	5,500, 5,900
TGX/TGS	24.XXX	6x2-2	LL-u	4,500, 4,800

MAN chassis for standard fixed bodies

Type				Wheel base [mm]
TGL	8.XXX2)	4x2	BL	4,200, 4,500, 4,850, 5,200, 5,550
TGL	10.XXX	4x2	BL	4,200, 4,500, 4,850, 5,200, 5,550, 6,700
TGL	12.XXX	4x2	BL	4,200, 4,500, 4,850, 5,200, 5,550, 6,700
TGM	12.XXX	4x2	BL	4,425, 4,775, 5,125, 5,475
TGM	15.XXX	4x2	BL	4,425, 4,775, 5,125, 5,475, 6,175, 6,575
TGM	18.XXX	4x2	BL	5,075, 5,425, 5,775, 6,175, 6,575
TGX/TGS	18.XXX	4x2	BL, LL	5,500, 5,900, 6,300, 6,700
TGX/TGS	26.XXX	6x2-2	BL, LL	4,500, 4,800, 5,100, 5,500, 5,900

MAN chassis for standard swap bodies

Type				Wheel base [mm]
TGX/TGS	18.XXX	4x2	LL	5,500, 5,900
TGX/TGS	24.XXX	6x2-2	LL	4,500, 4,800, 5,100

MAN semi-trailer tractors for Euro-standard semi-trailers

Type				Wheel base [mm]
TGX/TGS	18.XXX	4x2	BLS	3,600
TGX/TGS	18.XXX	4x2	LLS	3,600
TGX/TGS	18.XXX	4x2	BLS	3,900
TGX/TGS	18.XXX	4x2	LLS	3,900
TGX/TGS	24.XXX	6X2/2	BLS	2,800, VLA 19,5"
TGX/TGS	26.XXX	6X2/2	BLS	2,600
TGX/TGS	26.XXX	6X2/4	BLS	2,600

MAN semi-trailer tractors for high-capacity semi-trailers

Type				Wheel base [mm]
TGL ¹⁾	8.XXX ²⁾	4x2	BL	3,050 ³⁾ , 3,600, 3,900
TGL ¹⁾	10.XXX	4x2	BL	3,050 ³⁾ , 3,600, 3,900
TGL ¹⁾	12.XXX	4x2	BL	3,050 ³⁾ , 3,600, 3,900
TGM ¹⁾	12.XXX	4x2	BL	2,975 ³⁾ , 3,525
TGM ¹⁾	15.XXX	4x2	BL	2,975 ³⁾ , 3,525
TGM ¹⁾	18.XXX	4x2	BL	3,575
TGX/TGS	18.XXX	4x2	LLS-u	3,600

1) MAN Modification

2) Can be reduced to 7.49 t

3) Only with CC cab

MAN chassis for volume swap bodies

Type				Wheel base [mm]
TGX/TGS	18.XXX	4x2	LL-u	5,300, 5,500, 5,900
TGX/TGS	24.XXX	6x2-2	LL-u	4,500, 4,800





Examples of modifications for local and long-haul transport:

- MAN individual cab interior fittings
- Exterior style package
- Individual cab adhesions
- Hydraulic, height-adjustable BDF (Federal association of German long-distance haulage) interchangeable frames
- Wheelbase alterations
- Fuel tank conversions
- Seating benches as well as seating/bunk arrangements

TRUCKS TO SUIT YOUR EVERY NEED.

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.



- 1 Lounger with hammock for relaxing
- 2 Perfect for independent types:
on-board kitchenettes

AND HERE ARE YOUR ASSISTANTS.

Turn support

Turn support monitors the area on the passenger side of the vehicle. Its three-step warning cascade enables the driver to prevent an accident in time, e.g. by aborting the turn.

Lane change support (LCS)

With the help of radar sensors, lane change support monitors the areas to the left and right of the vehicle's lane when it is travelling at speeds over 50 km/h. If the sensors identify a hazard when changing lane, the driver receives an early warning, enabling them to prevent a possible collision with other road users.

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 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.

Emergency brake assist (EBA)

Warns the driver of an impending collision and brakes automatically if necessary. Available on demand in a version that cannot be switched off.

MAN AttentionGuard

The number of lane departures and steering interventions is continually analysed and conclusions are drawn about whether the driver is fit to drive. AttentionGuard is based on the assumption that the driver's ability to keep the vehicle well within the lane falls when their attention wanes.

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 case of a collision via a joint trigger: if critical deceleration of the truck is detected – for instance in a collision – 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.





ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the new 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 new 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 optimised entrance that features steps with a non-slip surface and a lattice structure, washable interior door panelling and a compressed air supply (as options). This way dirt 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 preprogrammed 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. The backrest can also be folded and converted to a table. With the TGX, the whole seat can even be rotated 90° to enjoy maximum legroom during breaks.

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 new parking brake can optionally be engaged by means of an electric switch, which is located on the right-hand side of the instrument panel next to the main display. Under certain circumstances, both actuation (engagement) of the parking brake when parking the vehicle as well as its release when moving off can be carried out automatically.

**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 new generation of MAN trucks. 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 completely new gear shift controls situated directly on the steering column stalk are a prime example. This redesign creates a lot of extra space.


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 new driver's cabs. To ensure optimum relaxation between journeys, the rest area is now equipped with an electrical air conditioning system for temperature regulation. So get in, get comfortable and enjoy all the new possibilities.



Innovative MAN SmartSelect multimedia controls

The new generation of MAN trucks offers exactly the support you and your drivers are looking for: the traffic jam assist, turn support, lane change support (LCS), ACC Stop&Go, lane departure warning (LDW), lane centring 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 on the page SAFETY AND ASSISTANCE SYSTEMS.



Fully digital combi-dashboard
with 12.3-inch colour display

Driver-centric,
ergonomic cockpit

Media system
with 12.3-inch
colour display

Multifunctional
steering wheel with
integrated airbag

MAN SmartSelect – the
infotainment control
optimised for trucks

Discover more:

1. Scan the QR-Code or enter this URL in your mobile browser: www.truck.man.eu/mantg-ar
2. Follow the weblink and enable access to your camera
3. Hold your smartphone over this image
4. Discover the MAN TGX together with Ben!



Centred in the driver's view is the fully digital combi-dashboard 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 new MAN TGS 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



DRIVING WITH ALL YOUR SENSES.

The new generation of MAN trucks offers an inviting work atmosphere in a total of eight different sizes. No matter if it's our compact models for off-road transport, the large range for local and distribution transport, or our "big guys" for long-haul jobs: we have the perfect cab for whatever task you've got.

You'll find the greatest possible space usage in all the variants, with safety being given plenty of room. Thanks to reinforcements made of high-strength materials, the driver's cab withstands even more than law requires – without taking on extra weight. The larger view area – which has been created by slightly lowering the entire cockpit frame – clears the way for greater direct visibility in all directions. That goes for the new mirror arrangement, too. The heatable windscreen available as an optional extra ensures a clear view of the road regardless of the weather conditions.

Once you've settled in, the newly designed living area is sure to catch your eye and you sense right away how it makes relaxation in breaks and rest times easy to find. Thanks to the redesigned stowage system, the driver and co-driver have even more storage spaces available. With their practical removable rubber mats, they minimise noise levels when you're on the road. On top of all this, all of the cabs feature a whole range of thoughtful details to discover, making your decision easier than ever.

EIGHT TIMES EXCEPTIONAL.



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



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

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



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"> ▪ Compact size ▪ Convenient through access ▪ Comfortable bed as standard 	<ul style="list-style-type: none"> ▪ 2 sleeping spaces ▪ Capacious exterior storage compartment ▪ Expanded standing space in through access 	<ul style="list-style-type: none"> ▪ 1 sleeping space ▪ Capacious exterior storage compartment ▪ Expanded standing space in through access 	<ul style="list-style-type: none"> ▪ Space behind seats for work clothes, etc. 	<ul style="list-style-type: none"> ▪ Comfortable height ▪ 3rd seat possible ▪ New additional storage spaces in midsection 	<ul style="list-style-type: none"> ▪ 6 (optionally 7) seats ▪ Comfortable height

HIGH PERFORMERS.

If you want to get to the top, you need drive and efficiently deployed strength. For the new MAN Truck Generation, MAN has a full four on offer: the MAN D38, our engine for heavy-duty tasks, the MAN D26, the D08 and the new MAN D15. 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. Of course, they are also flexible enough to handle any job: the exhaust silencer with integrated CRT filter system and SCR catalytic converter has a compact design that provides enough space for bodies to be fitted on the chassis, especially in the vertical version.

In particular, thanks to SCR and optimised thermal management, all the MAN engines are ideally prepared for the stricter emissions limits of Euro 6d. Strong on performance and light on emissions? The performance update for the MAN D26 focused primarily on a reoriented combustion concept as well as reducing engine power loss. Here, enhancing motor efficiency was the top priority. With the new 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. With the new MAN D15, that can be considerably more than you might think. This MAN engine is weight-optimised and lighter than its predecessor, the MAN D20, which means you can afford to add a little extra on top.

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. With MAN Perform, we provide you with driver-specific data you can use to assess and improve driving performance, for instance with regard to cost-effectiveness. 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. A brand-new 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.



THE PATH IS CLEAN AND CLEAR: EURO 6D.

The Euro 6 emissions standard has significantly lowered the limit for harmful emissions. Starting with Euro 6d, the conditions required by law for using portable emissions measurement (PEMS) on utility vehicles will also change. Our answer to these new requirements was to rework the MAN D38, D26 and D08 engines and to introduce the all-new MAN D15. With the new vehicles from MAN, you'll be far ahead of the pack in terms of environmental and health protection as well.

Thanks to the cutting-edge technology of the new MAN TG vehicles, you can breathe freely as all the MAN engines are ideally prepared for Euro 6d.



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

New in the 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 new 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 6d:
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 new 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 new 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 – compared to its predecessor, the MAN D20.

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 new MAN D15:

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

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

MAN D15



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 new MAN TGS 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 new 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 new 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.

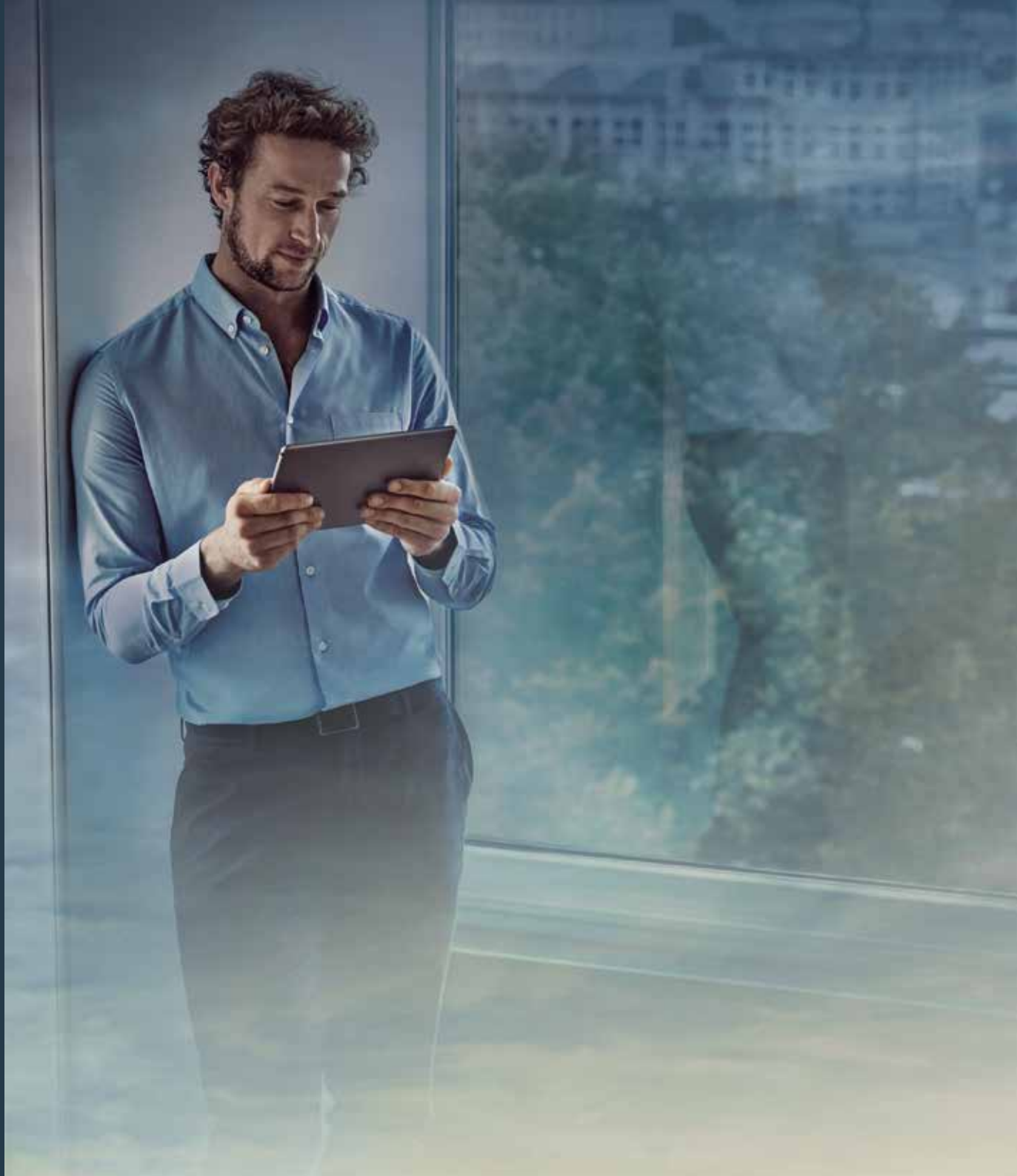
The roads have enough congestion as it is. At MAN, your needs have a fast-lane pass. We keep our availability high so that you always have all your options open. Appointments are scheduled quickly and flexibly, your MAN service partner is available from early until late and via the MAN Mobile24 mobility 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 our 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

Update March 2021

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 CO₂ accordingly).

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