

MOVING LARGE OBJECTS.

Simply my truck.



A REAL POWERHOUSE.

Cranes are indispensable in many sectors of industry and commerce, facilitating loading and unloading of platform trailers for example. Truck-mounted cranes are deployed for transporting timber and building materials, can be used as crane tippers to make work easier, and can be put to work for heavy-duty lifting in many situations.

MAN offers efficient industry- and customer-oriented solutions with suitable chassis for front- and rear-mounted cranes. Experience MAN transport efficiency for yourself ex works.

Trucks to suit your every need.

MAN Individual takes your individual requests and implements them professionally and with technical perfection. The range of vehicle modifications achievable 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. Solutions include for example flat-roof designs to position cranes over the cab. The exhaust system or battery box can also be relocated ex works, saving on both time and cost, compared to having them moved by a body manufacturer at a later date.

Contact your salesperson to let them know your individual requests. They will work together with MAN Individual to find the best solution for you; our specialists will handle your specific requirements to the high quality standard that you expect from MAN.

Find out more:

www.man.eu/mantg



MAN TRUCKS

From building material transporters to crane tippers – the entire range and flexibility offered by our trucks.

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MAN TGE

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

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EXCELLENT DRIVER FIT

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

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GREAT EFFICIENCY AND ECONOMY

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

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OPTIMISED UPTIME

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

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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.

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CONNECTED TRUCK

CONTENTS

A GREAT WAY TO SEE THE SITES.

The MAN chassis and tractor units combine dynamic pulling power with superb driving characteristics and exemplary safety.

As solo trucks, articulated trains, tippers, platform trucks or tractor-semitrailers: a truck with front- or rear-mounted crane makes easy work of handling the A to Z of construction materials, from abutment sections and windows, through to zinc-phosphate cement and Z-section steel. The specific weights and volumes of the different materials vary widely, and pallet sizes and stacking heights also vary; and the reality of everyday construction sites is that they often include cramped spaces. MAN vehicles offer increased manoeuvrability when in tight spaces, thanks to steered leading and trailing axles. These considerations mean that the truck must be optimised in terms of payload and body dimensions, and taking into account the space that the material to be moved requires. MAN offers leaf-air or air-air suspension for chassis depending on the requirements. With MAN you can rest assured: the solution is right.

Well on the way in construction logistics:

- Perfect for the job, with reliable chassis and tractor units
- Unique ECAS air-suspension control for safer stabilisation with crane operations
- MAN HydroDrive® for more traction on demand
- Normal, medium, and high all-wheel drive design height
- Digital axle-load display in the driver's cab for air-sprung axles
- Powerful gearbox- and engine-side PTOs for high hydraulic power and speedy crane work
- High-load roll stabilisation for excellent driving stability and even more when transporting loads with a high centre of gravity
- Air deflector plate to prevent dust turbulence
- Chassis with full air suspension (depending on the vehicle type)
- Variable axle-load ratio for chassis with a trailing or leading axle for optimum traction
- Turning brake for optimised turning circle
- Construction air suspension for comfortable and safe handling
- MAN D15 engine for weight-optimised deployment
- MAN ComfortSteering
- Lightweight hypoid axle tandem for weight-optimised usage



HIGH-TECH CAN BE HIGHLY PROFITABLE.

Whether for telescopic top-mounted cranes or for articulated-arm cranes with high loads and lifting heights, MAN provides optimum vehicle solutions for all applications.

The range includes dependable 2-, 3-, 4- and 5-axle models that combine highly economical operation with practical sturdiness and reliability. The MAN TGX and TGS chassis come with spaces for the outriggers ex works, so the crane can easily be mated to the frame, simplifying installation and reducing costs.

In addition, MAN offers a front plate for crane support and frame reinforcements ex works for crane chassis. Equipped in this way, the truck offers even more versatility for the crane to operate through its entire slewing range.

Electronically controlled air suspension (ECAS) ensures that vehicles with air suspension are operated safely. In the large-crane segment, MAN offers 10-tonne front axles for three- and four-axle vehicles (6x4 and 8x4) as well as a front support ex works.

Intelligent assistance and safety systems increase transport safety, reduce fuel consumption and decrease wear. When it comes to safety the TurboEVBec® engine brake with retarder, in the MAN D26 engine, produces 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 conjunction with the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW.

Vehicle configuration:

- Common rail diesel engines up to 471 kW (640 hp), 640 hp only for MAN TGX
- MAN HydroDrive® for more traction on demand (manual shifting or with MAN TipMatic®)
- Interface for data interchange with superstructure
- Unique ECAS controlling (control of the air spring) for safer stabilisation with crane operations
- Preparation for external engine start/stop
- Front plate for crane support and frame reinforcements ex works
- Crane plates ex works (depending on the vehicle type)
- Strong PTOs ex works for powerful crane operation
- Digital axle-load display in cab for air-sprung axles
- Worklights
- High-load roll stabilisation
- Variable axle-load ratio for chassis with a trailing or leading axle for optimum traction
- Turning brake for optimised turning circle
- 10-tonne front axle for large-crane bodies on three- and four-axle vehicles (6x4 and 8x4)
- MAN ComfortSteering for low steering forces and good tracking
- MAN D15 engine for weight-optimised deployment
- Construction air spring for comfortable and safe handling



JUST GO AHEAD AND LOAD.

MAN chassis and tractor units are perfect for quick and inexpensive installation of front-mounted loading cranes.

MAN actually builds a specific type of truck known as a crane tipper. Trucks with tipper bodies are supplied ex works with extended auxiliary frame and the spaces for crane, outriggers and shackle attachment. The front-axle loads are optimised within the weight aggregate for the various truck weight categories and crane sizes. MAN has 2-, 3- and 4-axle trucks for rear-mounted loading cranes, with wheelbase, overhang and rear-axle load specifics that meet customer requirements. Electronically controlled air suspension (ECAS) automatically lowers to the buffer when the PTO is engaged. Control can be suppressed. Whether you equip them with clam-shell buckets, lifting hook, fork or gripper system, loading cranes are always a worthwhile investment.

Vehicle configuration:

- Common rail diesel engines up to 471 kW (640 hp), 640 hp only for MAN TGX
- Lighter and more efficient engines in the MAN TGL and TGM series
- MAN HydroDrive® for more traction on demand (manual shifting or with MAN TipMatic®)
- Interface for data interchange with superstructure
- Unique ECAS controlling (control of the air suspension) for safer stabilisation with crane operations
- Preparation for external engine start/stop
- Three-way tipper bodies ex works for crane tippers
- Ex works front plate for crane support and frame reinforcements

- Digital axle-load display in cab for air-sprung axles
- Worklights
- Crane tipper with optimised space for outriggers etc.
- High-load roll stabilisation
- Variable axle-load ratio for chassis with a trailing or leading axle for optimum traction
- Turning brake for optimised turning circle
- Construction air suspension for comfortable and safe handling
- MAN ComfortSteering for low steering forces and good tracking
- MAN D15 engine for weight-optimised deployment
- Lightweight hypoid axle tandem for weight-optimised usage



THE PERFECT CHOICE FOR THE JOB.

Within the broad scope of traction 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 50 tons. 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.

Chassis for transport of construction materials

Type			Suspension
TGM	18.xxx	4x2	BB, BL
TGS/TGX	26.xxx	6x2-2	BL
TGS/TGX	26.xxx	6x2-4	BB, BL
TGS/TGX	35.xxx	6x4	BB, BL
TGS/TGX	35.xxx	8x2-6	BL
TGS/TGX	35.xxx	8x4-4	BL

Chassis for crane tippers, with ex works tipper body optional

Type			Suspension
TGL	8.xxx	4x2	BB, BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB
TGS	18.xxx	4x2	BL
TGS	18.xxx	4x4	BB, BL

Chassis for heavy-duty cranes

Type			Suspension
TGS / TGX	26.xxx	6x2-4	BL
TGS	26.xxx	6x4H-4	BL
TGS / TGX	26.xxx	6x4	BB, BL
TGS	28.xxx	6x4-4	BL
TGS	35.xxx	8x2-6	BL
TGS	41.xxx	8x4	BB
TGS	35.xxx	8x4	BL
TGS / TGX	35.xxx	8x4-4	BL
TGS	35.xxx	8x4H-6	BL
TGS	35.xxx	8x4H	BL
TGS	41.xxx	8x6	BB
TGS	41.xxx	8x8	BB
TGS	50.xxx	10x4-6	BL



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 (≤ 40 km/h), when the turn indicator is set (lane change) and when reversing.

* MAN Individual package





DON'T LET WEIGHT BE A BURDEN.

Individual loading and transport solutions for the MAN TGE won't leave you hanging.

Transport efficiency requires intelligent application possibilities. Thanks to tailored loading and crane bodies, MAN really takes you up a gear in terms of light commercial vehicles.

The driver's cab can be a single or crew cab. An ex-works platform body with folding aluminium sides and slide-resistant surface allows for safe loading. Reinforced chassis suspension and damping on both axles ensure top driving characteristics in any weather, and stabilises the vehicle in the event of high loading weight.

Thanks to the broad selection of crane drives, you can carry out every loading task efficiently and reliably – be it short applications in urban areas or for continuous operation. The electrohydraulic drive is suited to quiet, quick work. Strong outputs during continuous operation are guaranteed by the PTO (28 kW or 40 kW), to which the crane is connected by means of a hydraulic pump. The desired output can be freely pre-configured for optimum operation.

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 assist¹⁾

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. The system automatically brings the vehicle to a complete stop to prevent a collision.

Park out assist¹⁾

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.

Active lane assist¹⁾

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 assist¹⁾

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.

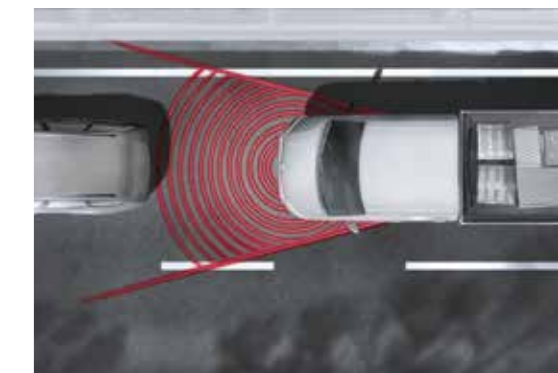
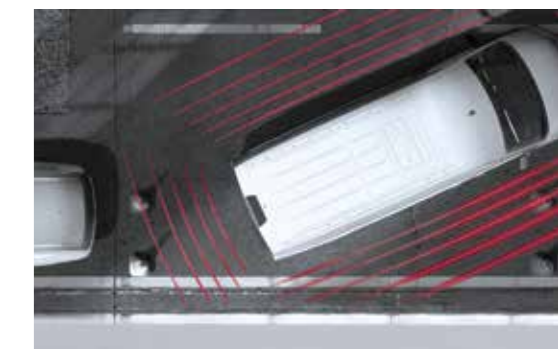
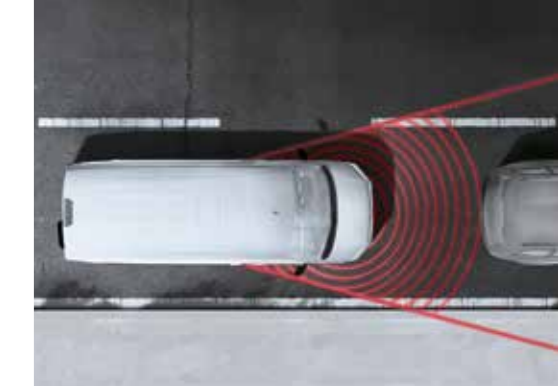
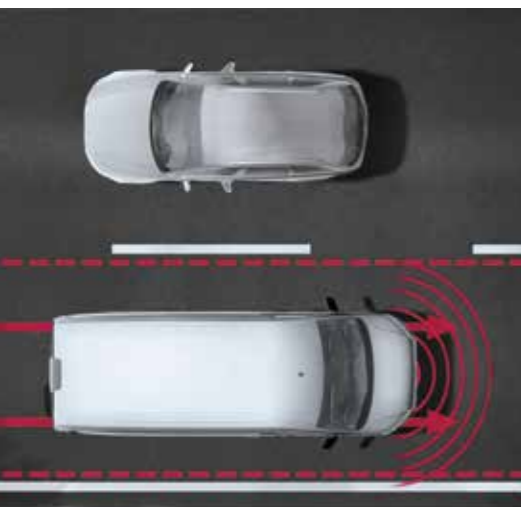
Trailer assist¹⁾

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)¹⁾

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

¹ Optional equipment at extra cost.



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 I (75 kW, 300 Nm)¹⁾:
Front-wheel drive
Average consumption: from 7.4 l/100 km
CO₂ emissions: from 193 g/km

2.0 I (90 kW, 300 Nm)²⁾:
Rear-wheel drive with twin-tyre configuration

2.0 I (103 kW, 340 Nm)³⁾:
Front-, rear- or all-wheel drive 4x4
Average consumption: from 7.4 l/100 km
CO₂ emissions: from 193 g/km

2.0 I (130 kW, 410 Nm):
Front-, rear- or all-wheel drive 4x4
Average consumption: from 7.5 l/100 km
CO₂ emissions: from 196 g/km

¹⁾ For models with standard wheelbase and high roof.
²⁾ Data not available at the time of printing.
³⁾ Not available in conjunction with dual tyres.



VEHICLE MODELS.¹⁾

The MAN TGE panel van



The MAN TGE combi van²⁾



The MAN TGE crew cab






The MAN TGE chassis cab



Models with super-high roof will be available at a later date.
¹⁾ The dimensions shown refer to vehicles with front-wheel drive and factory-original chassis with platform body.
²⁾ Available at a later date.

VEHICLE LINE-UP.

MAN TGE Panel van

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

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



¹ 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.

² 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.



³ 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.

⁴ 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 ⁴
Chassis cab Height: 2,305-2,327 mm			
Crew cab 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
Chassis cab Height: 2,305-2,327 mm			
Crew cab 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.



1 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.

2 With its significantly extended adjustment range, the steering wheel offers drivers of different heights and statures an individual steering position suited to their physical characteristics.

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

Multifunctional steering wheel with integrated airbag

MAN SmartSelect – the infotainment control optimised for trucks

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 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



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)

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 Additional storage spaces in midsection 	<ul style="list-style-type: none"> 6 (optionally 7) seats Comfortable height

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 Shifting¹⁾ and EfficientRoll¹⁾ 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.

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.

Modifications to cab and chassis

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



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

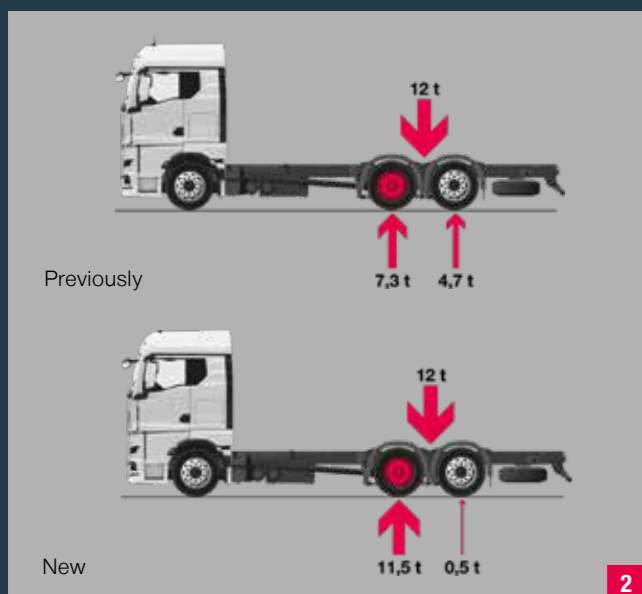


Steering brake

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.



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.

10-tonne front axle¹

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

MAN ComfortSteering²

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.

- 1 Functional principle steering brake
- 2 Variable axle load ratio

- 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

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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