

EFFICIENCY EN ROUTE.

Simply my truck.





Find out more:
www.man.eu/mantg

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 06–35



EXCELLENT DRIVER FIT

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

PAGE 36–49



GREAT EFFICIENCY AND ECONOMY

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

PAGE 50–57



OPTIMISED UPTIME

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

PAGE 58–61

STRONG PARTNER

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

PAGE 62–63



CONNECTED TRUCK



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



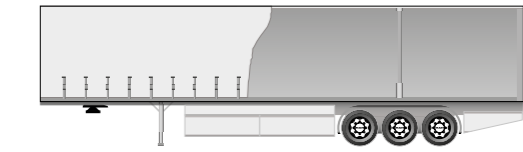
Middle of kingpin to end of semi-trailer



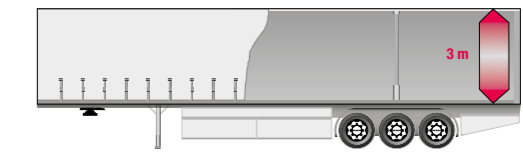
Derivative dimensions



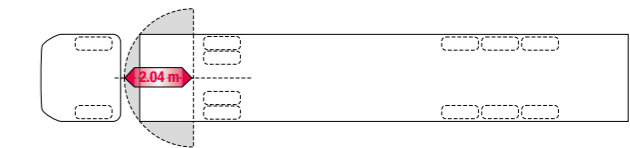
Angle of inclination of fifth-wheel coupling at 150 mm height and tyres 315/70 R 22.5



Euro chassis height 1,100 mm



High-capacity coupling height starting from 930 mm



Front slew radius

CHAMPIONS IN THE EUROPEAN LEAGUE.

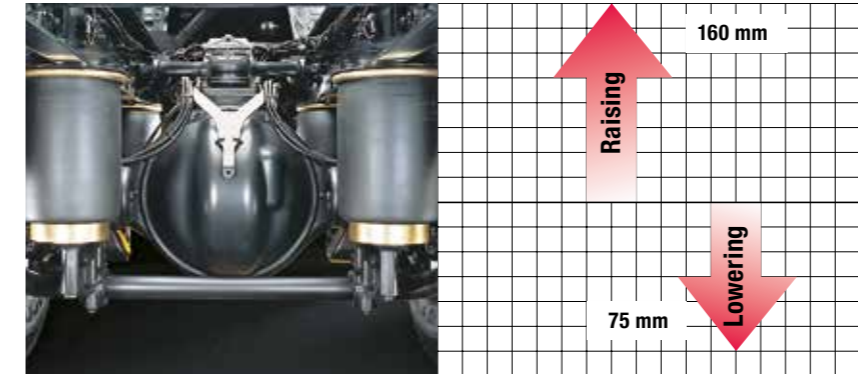
Euro-standard semi-trailers for 90 m³ to 95 m³ volume

With the help of different tyre sizes, fifth-wheel couplings and plates, MAN TGX and TGS with air suspension offer a wide range of chassis heights.

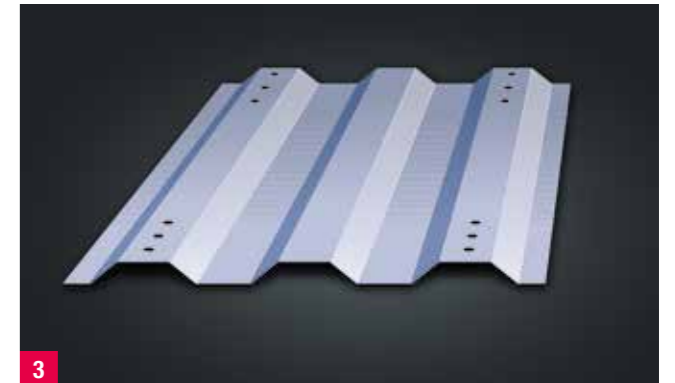
Chassis heights depending on equipment configuration¹⁾

Tyre size rear axle		295/60R22,5		315/60R22,5		315/70R22,5		315/80R22,5	
Fifth-wheel coupling height	Fifth-wheel pick-up plate	Laden	Unladen	Laden	Unladen	Laden	Unladen	Laden	Unladen
150 mm	12 mm	1,059	1,089	1,072	1,102	1,100	1,130	1,131	1,161
150 mm	40 mm	1,087	1,117	1,100	1,130	1,128	1,158	1,159	1,189
185 mm	12 mm	1,094	1,124	1,107	1,137	1,135	1,165	1,166	1,196
185 mm	40 mm	1,122	1,152	1,135	1,165	1,163	1,193	1,194	1,224
250 mm	12 mm	1,159	1,189	1,172	1,202	1,200	1,230	1,231	1,261
250 mm	40 mm	1,187	1,217	1,200	1,230	1,228	1,258	1,259	1,289
162 mm ¹⁾		1,059	1,089	1,072	1,102	1,100	1,130	1,131	1,161
203 mm		1,100	1,130	1,113	1,143	1,141	1,171	1,172	1,202
263 mm		1,160	1,190	1,173	1,203	1,201	1,231	1,232	1,262

1) Weight-optimised fifth-wheel coupling with integrated 22 mm fifth-wheel pick-up plate (weight saving up to 25 kg). Heights relate to 4x2 semitrailer tractors of normal height specification with leaf/air suspension. Figures for semitrailer tractors of normal height specification with air/air suspension +15 mm. The maximum value of the respective tyre size was applied for the static tyre radius. The hitch heights are subject to a tolerance of -25 mm.



Easy coupling and uncoupling due to long air-suspension travel of 235 mm
For semitrailer tractors of normal height specification with air/air suspension lift 145 mm and lowering 90 mm.



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



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

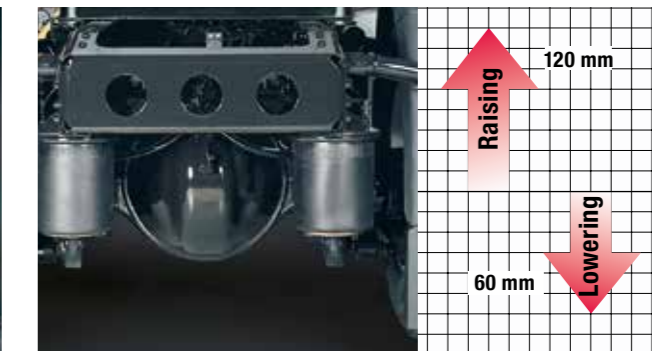
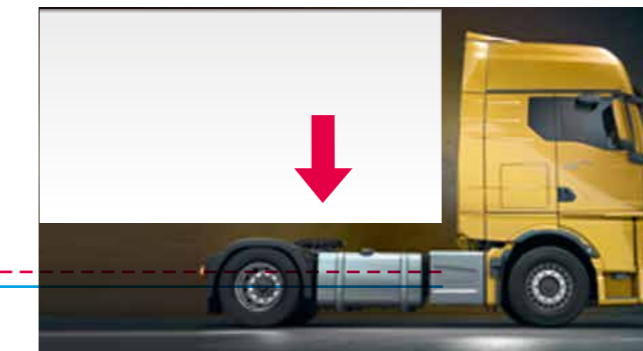
A switch on the dashboard enables the driver to switch between two driving heights even while the vehicle is in motion. This means that the same driving height can always be maintained – loaded or unloaded with tyres at full rebound. The permissible overall height limit of 4 m can be observed.

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.

1st driving height
unloaded

2nd driving height
unloaded



The air suspension travel of 180 mm allows for fast pick-up and disconnection. With rear tyre size 315/60R22.5 lift 100 mm.

Coupling heights depending on equipment configuration

Tyre size rear axle		295/55R22,5		295/60R22,5		315/45R22,5		315/60R22,5	
Fifth-wheel coupling height	Fifth-wheel pick-up plate	Laden	Unladen	Laden	Unladen	Laden	Unladen	Laden	Unladen
150 mm	12 mm	954	984	974	1,004	934	964	1,007	1,037
167 mm bis 317 mm:									
Unterste Stellung		959	989	979	1,009	939	969	1,012	1,042
Oberste Stellung		1,109	1,139	1,129	1,159	1,089	1,119	1,162	1,192
162 mm		954	984	974	1,004	934	964	1,007	1,037

The maximum value of the respective tyre size was applied for the static tyre radius.
The hitch heights are subject to a tolerance of -25 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.

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.

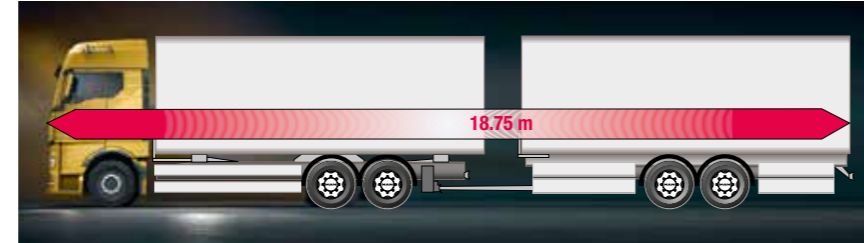
For optimal traction, regardless of loading height we offer the variable axle load ratio for vehicles with a leading or trailing axle. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive 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.



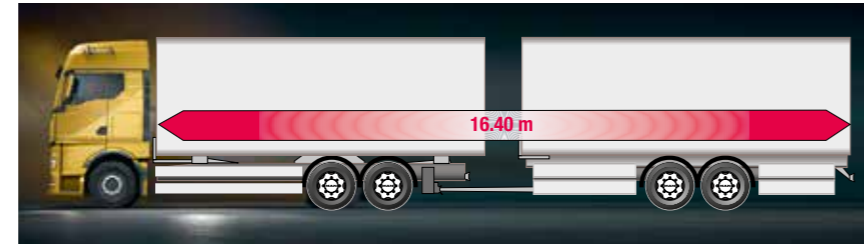
THE MEASURE OF ALL THINGS.

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.

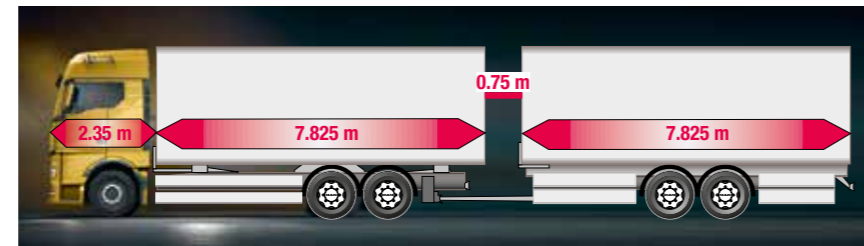
EU dimensions for articulated trains



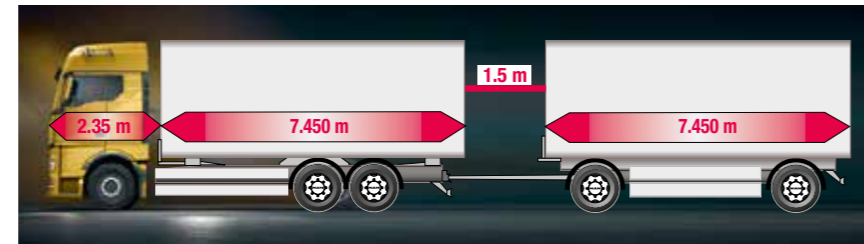
Total train length



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.

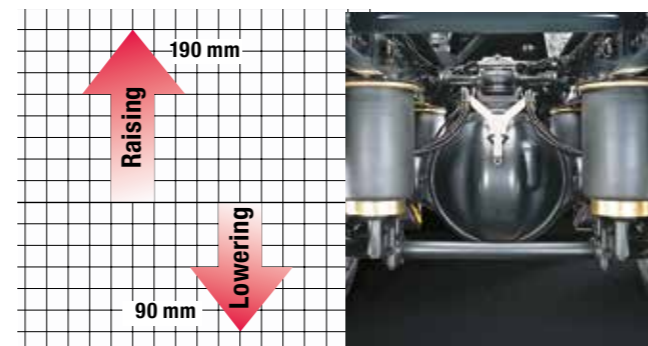


A CLEVER SOLUTION.

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 1,320 mm, the C 782 swap bodies with a storage height of 1,120 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.



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.



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



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



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: 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.



1st driving height unloaded
2nd driving height unloaded

Chassis with attached rack overall height 160 mm

	Tyres	Top frame edge [mm]	
		Laden	Unladen
TGX/S 18.XXX 4x2 LL	295/60R22,5	909	939
TGX/S 18.XXX 4x2 LL	315/60R22,5	922	952
TGX/S 18.XXX 4x2 LL	315/70R22,5	950	980
TGX/S 26.XXX 6x2 LL	295/60R22,5	909	939
TGX/S 26.XXX 6x2 LL	315/60R22,5	922	952
TGX/S 26.XXX 6x2 LL	315/70R22,5	950	980

Chassis with attached rack overall height 260 mm

	Tyres	Top frame edge [mm]	
		Laden	Unladen
TGX/S 18.XXX 4x2 LL	295/60R22,5	909	939
TGX/S 18.XXX 4x2 LL	315/60R22,5	922	952
TGX/S 18.XXX 4x2 LL	315/70R22,5	950	980
TGX/S 26.XXX 6x2 LL	295/60R22,5	909	939
TGX/S 26.XXX 6x2 LL	315/60R22,5	922	952
TGX/S 26.XXX 6x2 LL	315/70R22,5	950	980

Ultra chassis with lateral rack for volume bodies

	Tyres	Top frame edge [mm]	
		Laden	Unladen
TGX/S 18.XXX 4x2 LL-u	295/55R22,5	841	871
TGX/S 18.XXX 4x2 LL-u	295/60R22,5	861	891
TGX/S 18.XXX 4x2 LL-u	315/60R22,5	874	904
TGX/S 24.XXX 6x2 LL-u	295/55R22,5	841	871
TGX/S 24.XXX 6x2 LL-u	295/60R22,5	861	891
TGX/S 24.XXX 6x2 LL-u	315/60R22,5	874	904

Air suspension lift/lowering mm	Set-down height 1,120 mm		Set-down height 1,220 mm		Set-down height 1,320 mm	
	Min. clearance mm	Max. retraction [mm]	Min. clearance mm	Max. retraction [mm]	Min. clearance mm	Max. retraction [mm]
190/90	111	139	-	-	-	-
190/90	98	152	198	52	-	-
190/90	70	180	170	80	-	-
190/90	111	139	-	-	-	-
190/90	98	152	198	52	-	-
190/90	70	180	170	80	-	-

Air suspension lift/lowering mm	Set-down height 1,120 mm		Set-down height 1,220 mm		Set-down height 1,320 mm	
	Min. clearance mm	Max. retraction [mm]	Min. clearance mm	Max. retraction [mm]	Min. clearance mm	Max. retraction [mm]
190/90	-	-	111	139	-	-
190/90	-	-	98	152	198	52
190/90	-	-	70	180	170	80
190/90	-	-	111	139	-	-
190/90	-	-	98	152	198	52
190/90	-	-	70	180	170	80

Air suspension lift/lowering mm	Set-down height 970 mm		Set-down height 1,020 mm	
	Min. clearance mm	Max. retraction [mm]	Min. clearance mm	Max. retraction [mm]
190/50	144	66	-	-
190/50	124	86	-	-
190/50	111	99	161	49
190/50	144	66	-	-
190/50	124	86	-	-
190/50	111	99	161	49

With rear axle shock absorbers below frame top edge option (e.g. for set-down skip loader or high-volume body) air suspension stroke 145 mm.

The maximum value of the respective tyre size was applied for the static tyre radius.

The frame top edge heights are subject to a tolerance of -25 mm.

With very low clearance and lift, the values should be determined on the basis of the actual configuration.

SPECIALITIES À LA CARTE.



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)

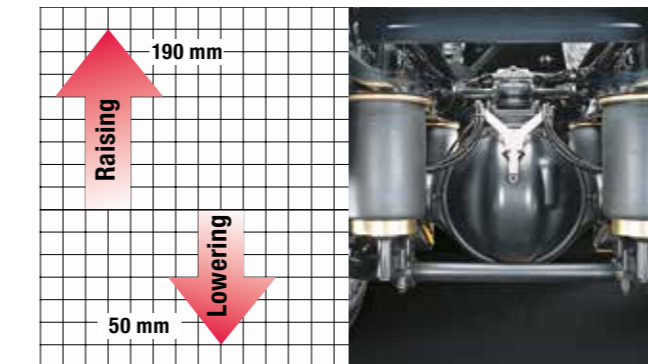
Preparation for liftgate

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 transport 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





TRUCKS TO SUIT YOUR EVERY NEED.

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

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.

Long-haul transport assistant MAN CruiseAssist

Across the entire permitted speed range on motorways and main roads similar to motorways with structural separation of lanes, the long-haul transport assistant MAN CruiseAssist – automatically controls the driveline, brakes and steering, if necessary decelerating to a full stop behind a vehicle that is stopping and, in the case of brief stops, automatically moving off again. MAN CruiseAssist guides the vehicle continuously by means of gentle steering interventions. The system uses the detected lane markings as orientation.

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





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 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 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. 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 leg-room 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 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 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: MAN CruiseAssist, 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-dashboards that shows driving data, data from assistance systems, warnings, alerts and more. It is flanked by a secondary display for navigation via the infotainment module.



Displays placed at ideal reading height and distance

Controls within perfect reach

EVERYTHING IN ORDER.

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

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

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

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

Freely programmable direct access buttons fitted with touch sensors





WITH MAN YOU CAN TAKE A LOAD OFF.

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

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

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

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

Lion emblem on partial leather seats and new curtains

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

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



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

MAN PUTS SAFETY FIRST, EVERY TIME.

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

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

New, aerodynamically optimised sun visor for MAN GX and GM cabs.

The new design sun visor in dark grey adds a touch of class to the front of the GX and GM cabs. It prevents the driver from being dazzled when the sun is at a steep angle. The new design has been optimised for aerodynamics, resulting in better airflow around the A-pillar at the roof and preventing separation of the air stream which is unfavourable for fuel consumption. This improvement of the drag coefficient (cd value) reduces fuel consumption.



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
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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
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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 rearview, 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.

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

The outstanding efficiency of the MAN Truck Generation is reflected in press tests and the your experiences. But standing still means going backwards: for this reason, the MAN TGX for example sees new fuel-saving measures for long-haul transport vehicles.

Dynamic torque control

Depending on the torque and engine speed, there are certain ranges in the engine-specific consumption characteristic map in which the engine can be operated most efficiently, i.e. with the lowest fuel consumption per output kilowatt-hour. MAN's intelligent dynamic torque control automatically brings the operating parameters of the engine within these ranges. In this context, the Efficiency Plus driving program dynamically reduces torque. The pre-requisite is that the reduction does not result in a gearshift. The function can be used with and without MAN EfficientCruise® – both in cruise-control operation and when driving freely.

Additional reduction of engine speed by 50 rpm with MAN EfficientRoll gearbox function

The MAN EfficientRoll gearbox function automatically shifts the gearbox to neutral position N on slight downhill gradients, thus helping to reduce fuel consumption. During rolling phases, the engine is disconnected from the gearbox and continues running at only 550 rpm, instead of the usual idling speed of 600 rpm. Fewer revolutions consume less fuel!

Economical driving style – expanded functionality of Perform

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.



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.





MAN TRUCKS ARE PRE-PROGRAMMED FOR EFFICIENCY.

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 preprogrammed 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® 12 for MAN 26 engine now also available for 4x2 standard semitrailer tractor.

In future, for all standard semitrailer tractors in the heavy series the MAN TipMatic® shift system is based exclusively on the twelve-speed gearbox. The MAN TipMatic® 12 offers significant added value for applications in which payload and consumption play decisive roles.

The twelve-speed TipMatic gearbox has twelve forward and two reverse gears. There are two versions of the gearbox: direct drive and overdrive. The automated manual gearbox independently performs clutch actuation and gearshifts. The MAN TipMatic® shift system uses software control functions to determine the optimum moving-off and gearshift strategy in all situations in conjunction with the load and slope detection function.

The innovative SmartShifting function permits particularly fast gear changes with minimum interruptions in tractive force as required and thus increases efficiency. Due to its three-shaft design, the gearbox has a low weight with high transmission efficiency.

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

Vous trouverez dans cette brochure certaines fonctionnalités qui ne font pas partie de l'équipement de série.

Le système de climatisation et le réfrigérateur du véhicule contiennent des gaz à effet de serre fluorés (R134a / PRP 1430 avec jusqu'à 1,15 kg correspondant à 1,6445 t de CO₂).

Nos sites

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