

GO AHEAD AND LOAD.

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.

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.

PAGES 06–15



EXCELLENT DRIVER FIT

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

PAGES 16–31



GREAT EFFICIENCY AND ECONOMY

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

PAGES 32–37



CONNECTED



STRONG PARTNER

Thanks to a variety of solutions, MAN is there for you – any time, any place.

PAGES 38–43



MAN TGE

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

PAGES 44–51



OPTIMISED UPTIME

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

PAGES 52–59

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 VASC (Vehicle Air Suspension Control) for safer stabilisation with crane operations
- MAN HydroDrive® for more traction
- 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
- Second rear axle relievable (moving-off aid with speed limitation) – see page 37



MAN

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MAN

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 preparation for a front plate for crane support and frame reinforcements ex works for crane chassis. The preparation at the front of the vehicle at the level of the bumper allows the subsequent installation of a front attachment plate. The frame inserts in the front area provide the necessary stiffening of the frame structure. For crane superstructures, a front support is necessary depending on the type of construction. MAN offers special equipment that enables the connection of support feet for defined force application. Equipped in this way, the truck offers even more versatility for the crane to operate through its entire slewing range.

Electronically controlled air suspension (VASC) 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 625 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 (in conjunction with the power level 400 hp, otherwise max. 330 kW.).

Vehicle configuration:

- Common rail diesel engines up to 471 kW (640 hp), 640 hp only for MAN TGX
- MAN HydroDrive® for more traction
- Unique VASC (Vehicle Air Suspension Control) for safer stabilisation with crane operations
- Preparation for external engine start/stop
- Preparation for front plate for crane support and frame reinforcements ex works up to 20 t
- 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
- Second rear axle relievable (moving-off aid with speed limitation) – see page 37



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 (VASC) 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. You gain more flexibility and efficiency through significantly shorter loading and unloading times and lower Staff deployment.

MAN works tipper range

From the MAN factory gate directly and without detours to the construction site – that is the MAN works tipper range. The two-, three- and four-axle chassis with tipper body can be used directly ex-works. This means that everything comes from a single source.

All MAN works tippers are designed as complete vehicles by the MAN engineering departments, have passed the relevant strength calculations and have been validated by the standard MAN driving test processes. The interaction between chassis and body is therefore particularly efficient and reliable.

The product range for crane tippers was extended.

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
- Interface for data interchange with superstructure
- Unique VASC (Vehicle Air Suspension Control) for safer stabilisation with crane operations
- Preparation for external engine start/stop
- Three-way tipper bodies ex works for crane tippers
- Preparation for front plate 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
- Second rear axle relievable (moving-off aid with speed limitation) – see page 37



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 crane tippers, with ex works tipper body optional

Type			Suspension
TGL	7/8.xxx	4x2	BB, BL
TGL	10/12.xxx	4x2	BB, BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BB, BL
TGM	18/19.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB
TGS	18.xxx	4x2	BB, BL
TGS	18.xxx	4x2H	BL
TGS	18.xxx	4x4	BB, BL
TGS	26.xxx	6x4	BB, BL
TGS	26.xxx	6x4H	BL
TGS	28.xxx	6x4-4	BL
TGS	26/33.xxx	6x6	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

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





TAILOR-MADE TRUCK.

Life is all cakes and ale – at least with MAN Individual. We can upgrade your truck to suit your wishes and requirements. This will make it exclusively unique – from a first glance at the design right up to a feeling of well-being throughout the entire driver's cab. You have the choice when it comes to the cab, chassis, driveline, electronics and body – and we have the right solutions.

Precisely as with the standard chassis, with MAN Individual you are building upon excellent MAN quality excelling in outstanding reliability and safety. And what's more: After delivery of the modified chassis, you benefit from our guarantee and warranty.

One-stop service

You get everything from one source, thus always having an overview of the costs. From order preparation and design right up to production, quality assurance and delivery, your personal contact partner will ensure that you receive your desired vehicle or your ideal chassis rapidly and straightforwardly. Completely individually. MAN Individual.

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.

For use with crane vehicles, we offer, for example, a front support and frame reinforcements ex works up to 20 t in combination with frame main member 9.5 mm and reinforcement in front. Flat roof variants to position cranes over the cab are also available.



1 Preparation for front support

2 Flat roof



- 1 Language recognition via driver card
- 2 Preparation for Alcohol Interlock
- 3 Sensor system for the fifth-wheel coupling

DRIVING IN COMFORT.

Language recognition via driver card

With automatic language recognition via driver card, activated via MAN Now, the language saved on the card is automatically adopted as the “vehicle language” after inserting the driver card into the tachograph (when the ignition is switched on) and does not have to be set or selected manually via the vehicle menu. Manual language setting via the vehicle menu remains available, so that a language other than the one stored on the driver card can be subsequently selected.

28 languages are available. The languages German and English are available in every vehicle. In countries where RIO is offered, additional languages are also available subsequently free of charge via MAN Now.

Preparation for Alcohol Interlock

Traffic accidents caused by alcohol are particularly annoying because they are absolutely preventable. The driver must react in a fraction of a second even in a sober state, e. g. to avoid an impending accident. Under the influence of alcohol, this is impossible. With the preparation for connecting a device for determining the alcohol content in the breath, the engine can only be started if a maximum permissible alcohol content (may vary from country to country) is measured in the air tested.

The electronic blocking of the engine start by the alcohol tester can be cancelled or bypassed (depending on the version, for example in emergencies) by pressing a secured button. Please note: This is only permissible for certain countries.

Sensor system for the fifth-wheel coupling

The sensor system of the fifth-wheel coupling enables safe and convenient sensor-supported monitoring of the coupling and uncoupling operation from the driver's workplace. This prevents damage due to incorrect coupling processes. For a controlled and guided coupling process between the semitrailer tractor and semitrailer, displays and text messages are shown to the driver on the instrumentation display as a sub-item of the air suspension menu. If a coupling process has been completed correctly, this is also confirmed by an acoustic signal. Please note: The pre-departure check remains mandatory despite the indication of the locking status in the driver's display.

INCREASED SAFETY.

Front Detection

Whether in the delivery zone of a supermarket, when leaving the workshop or in hectic inner-city traffic: people may be located directly in front of the vehicle where they are difficult to see. **When moving off and at speeds of up to 10 km/h**, Front Detection monitors the close range in front of the vehicle, which is difficult or impossible for the driver to see, and warns the driver in two stages if it has detected particularly vulnerable, “weaker” road users, such as pedestrians or cyclists. Front Detection thus helps to increase safety and prevent accidents. It relieves the strain on the driver, in particular during urban driving.

Front Detection supplements the Emergency Brake Assist EBA Plus, which includes a comparable protective function for particularly vulnerable road users, but only becomes active at speeds above 10 km/h.

Emergency Brake Assist EBA Plus

In an emergency, automatic brake intervention until full braking – this has previously saved lives in the event of an impending collision with other vehicles. But what happens if pedestrians or cyclists suddenly enter the driving area? The enhanced Emergency Brake Assist warns and now reacts to these more vulnerable road users as well. The Emergency Brake Assist EBA Plus warns the driver of an impending collision **at road speeds of 10 km/h and above**. In the event of an emergency, if a collision hazard is detected, automatic braking intervention takes place even to the point of standstill – also for vulnerable, weaker road users such as pedestrians or cyclists. Available on demand in a version that cannot be switched of.



- 1 Front Detection
- 2 Emergency Brake Assist EBA Plus



FURTHER ASSISTANCE SYSTEMS.

Direct call-up of central operating menu for assistance systems

A new button directly opens the central operating menu for configuring the assistance systems available in the vehicle. This simplifies switching on and off as well as configuration of all the available assistance systems – especially with frequently changing drivers. Depending on the equipment, the button for central operation of the assistance systems is located either on the multifunction steering wheel or in the assistance system key panel on the instrument panel (for vehicles without multifunction steering wheel). There is also a button for temporary switching off the acoustic signals of the assistance systems.

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.

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

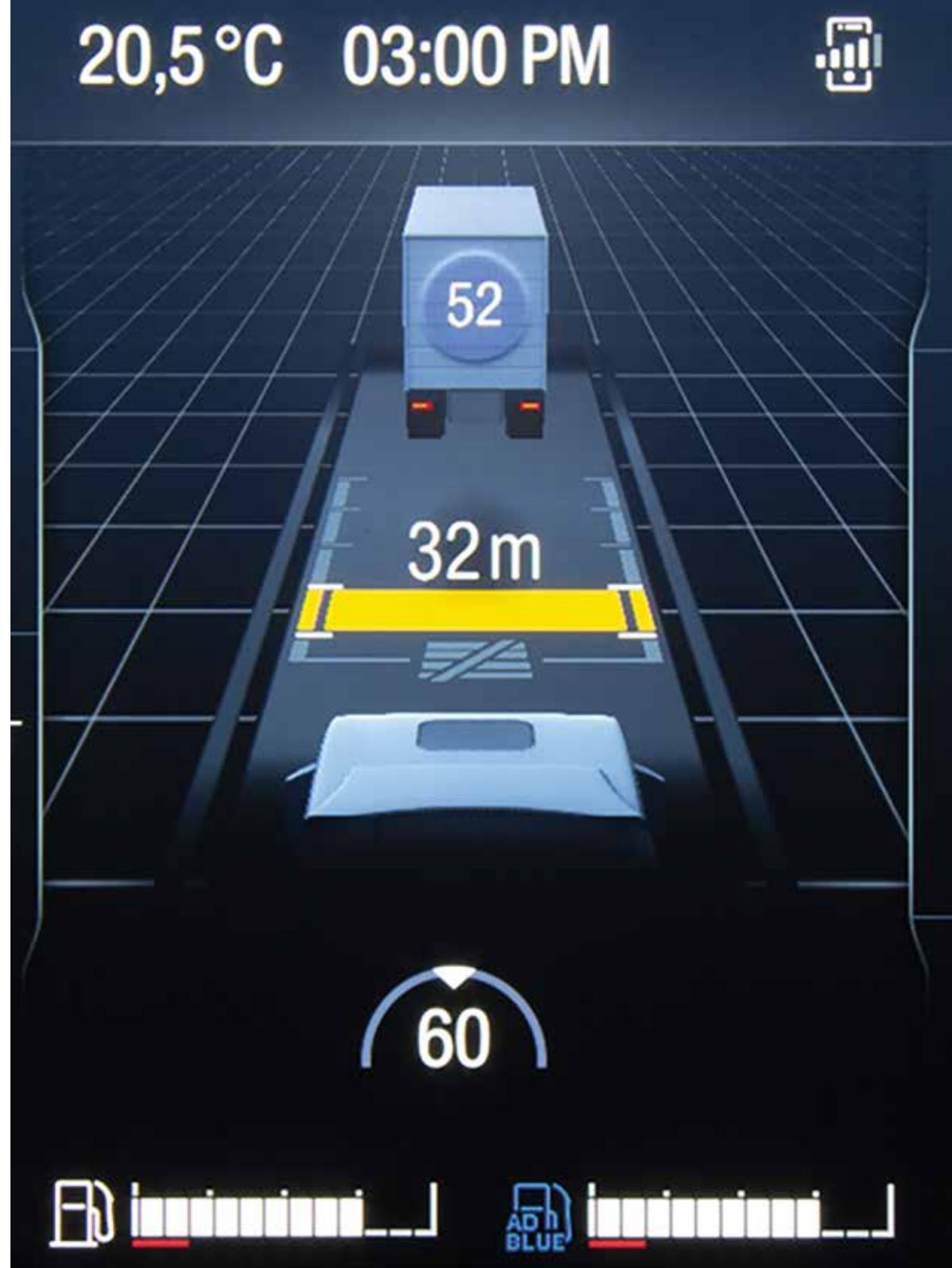
The ACC with Stop&Go feature automatically controls speed and the distance from the vehicle in front. The desired speed is maintained without the driver having to operate the accelerator. The truck automatically brakes until it comes to a standstill and moves away again after short stops.

Distance warning system

The distance warning system helps to maintain the required, generous safety distance to the next vehicle. After an acoustic or visual warning, the driver can correct the distance so that more reaction time remains for unforeseen situations.

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 approx. 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. Compared with the previous version, the enhanced MAN AttentionGuard continuously evaluates the driver's directional accuracy, steering interventions and other parameters. The uniformly specified, scientifically recognised rating scale (Karolinska Sleepiness Scale, KSS) is used to calculate and estimate the driver fatigue level. The driver is warned when a specific stage on this rating scale has been reached.



FURTHER ASSISTANCE SYSTEMS.

Traffic sign recognition system

The traffic sign recognition system uses the new video camera on the windscreen to detect road signs on the route in front of the vehicle and displays the permitted maximum speed on the instrumentation display. This applies to both traffic signs that show a specific speed limit, as well as town boundary or motorway signs. If the permitted maximum speed is exceeded, the system warns the driver visually and, if necessary, also acoustically.

For vehicles with navigation system, the system combines the optically recorded data with stored navigation data. This means that the system can also react accordingly to current changes in signs – which are not shown in the existing navigation data. Other country-specific and vehicle-specific restrictions such as no-overtaking or no-entry restrictions can also be shown on the display.

Tyre pressure monitoring system

The tyre pressure monitoring system (TPM) with display of tyre temperature uses sensors to determine and monitor the air pressure and temperature in the vehicle tyres – including the spare wheel (here only air pressure). If the air pressure is too low/too high in comparison to the nominal pressure or the tyre temperature is too high, the driver is warned by means of a display in the instrumentation. As standard available for the entire range up to and including 4-axle vehicles. The function autolearn/autolocate automatically learns the sensors and their position so that the wheels no longer have to be fitted in the same position; there is no need for a workshop visit to re-initialise the sensors with the correct position.

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)**

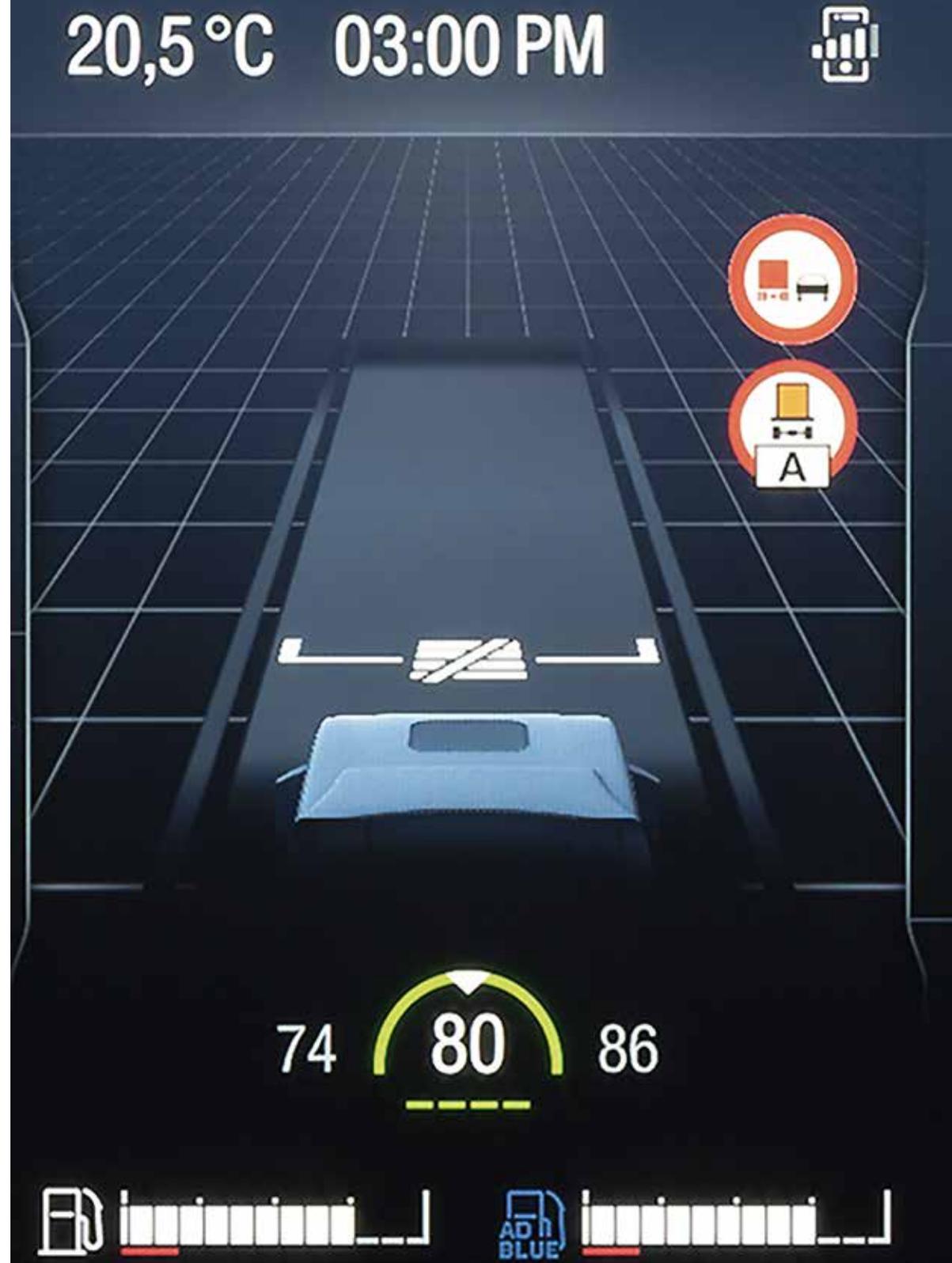
Video Turn Assist expands object recognition by comparison with the side camera system (SCS): Objects are detected in an area of 2.5 m x 6 m to the right of the vehicle and the monitor display is supplemented by a warning to the driver in the form of an acoustic signal from the loudspeaker built into 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.

* For MAN TGX and TGS

**MAN Individual package



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. A heated wind-screen ensures an unobstructed view even at the coldest times of the year.

Aerodynamically optimised sun visor for MAN GX and GM cabs

The 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 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.

MAN OptiView.

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.



Cab	W x L (mm)	Sleeping facilities	Available for	Segment	Benefits at a glance
Cab GX: The maximum one (wide, long, extra height)	2,440 x 2,280	2	TGX	Long-haul transport	<ul style="list-style-type: none"> ■ One of the most capacious in Europe ■ Even more standing height: 2,100 mm ■ 2 comfortable beds
Cab GM: The generous one (wide, long, medium height)	2,440 x 2,280	2	TGX	Long-haul transport	<ul style="list-style-type: none"> ■ Full standing height ■ Spacious interior ■ 2nd bed possible
Cab GN: The roomy one (wide, long, standard height)	2,440 x 2,280	1	TGX	Special uses in local transport (e.g. building materials, wood)	<ul style="list-style-type: none"> ■ Compact size ■ Convenient through access ■ Comfortable bed as standard
Cab TM: The comfy one (narrow, long, medium height)	2,240 x 2,280	2	TGS, TGM, TGL	Heavy-load special uses in national long-haul transport	<ul style="list-style-type: none"> ■ 2 sleeping spaces ■ Capacious exterior storage compartment ■ Expanded standing space in through access
Cab TN: The flexible one (narrow, long, standard height)	2,240 x 2,280	1	TGS, TGM, TGL	Local and distribution transport, off-road transport, municipal services	<ul style="list-style-type: none"> ■ 1 sleeping space ■ Capacious exterior storage compartment ■ Expanded standing space in through access
Cab NN: The practical one (narrow, medium length, standard height)	2,240 x 1,880	-	TGS	Local and distribution transport, off-road transport, municipal services	<ul style="list-style-type: none"> ■ Space behind seats for work clothes, etc.
Cab CC: The compact one (narrow, short, standard height)	2,240 x 1,620	-	TGM, TGL	Local and distribution transport, off-road transport, municipal services	<ul style="list-style-type: none"> ■ Comfortable height ■ 3rd seat possible ■ Additional storage spaces in midsection
Cab DN: The crew cab	2,240 x 2,790	-	TGM, TGL	Construction transport, municipal services	<ul style="list-style-type: none"> ■ 6 (optionally 7) seats ■ Comfortable height



ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the MAN Trucks 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 preprogrammed with the key functions or can even be implemented according to individual needs.

Once in the cab, you have a variety of driver's seats to choose from, each ready to welcome your particular build. There is a larger range of backrest adjustment options for drivers of all sizes. The passenger seat as well features highly ergonomic design and its own range of individual adjustment possibilities. The Vario seat is especially space-saving: when it's not needed, thanks to its Cinema function, it can simply be folded away. With the TGX, the whole seat can even be rotated 90° to enjoy maximum legroom during breaks.

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



- 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.



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 for the TGS 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 curtains

With the expressive lion emblem on the partial leather seats and the practical curtains, stays in the cab are even more pleasant. The curtain fabric is hard-wearing and is in the same colour for both interior colour schemes. The cross-cab curtain is designed as a single piece. The bunk area can now be made even darker.



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

TOP-CLASS DRIVER'S CAB.

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 is all** the more important to us then to make the cockpit as driver-friendly and organised as possible. Displays and controls are 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.

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.

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.



DRIVING SMART.

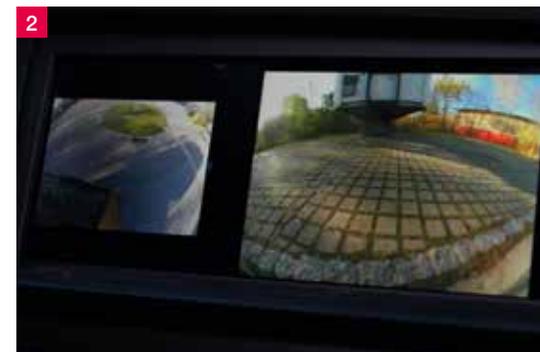
With navigation, radio (from standard to digital), video, telephone and more tailored to trucks, the infotainment system of the MAN Trucks is a communication and multimedia hub. It is available in five different variants, from entry-level to Navigation Professional. The 7-inch or 12.3-inch display – both with brilliant HD resolution – makes for great viewing. Direct access buttons and a USB-C input connection are part of the standard fittings, and from Advanced level on up to two smartphones can be paired. The media system Medium 7" is an entry-level media system version for vehicles that are subject to the new statutory provisions on equipment with a Reversing Motion System.

The infotainment system can be operated either via a classic control system with buttons or via MAN Smart-Select (can be combined from version Advanced 7-inch). Throughout, familiar usage meets innovative comfort. The result is one you can see and feel, too, as high-quality surfaces make every journey with an MAN Truck tangibly special.

Reversing Motion System

Overview to the rear when manoeuvring – ex-works! When reversing a solo vehicle, the camera image of the camera installed ex-works in the rear area supports the driver. People or objects behind the vehicle can be detected, trailers or semitrailers are in full view when connecting or hitching up.

The image from the camera is automatically shown on the MAN media system display when reverse gear is engaged and the vehicle rolls backwards. A button on the instrument panel with a camera symbol enables manual activation of the system.



- 1 Infotainment system with 12-inch display and MAN SmartSelect
- 2 Right: Camera image of the Reversing Motion System when hitching up
Left: Camera image of the front camera with MAN OptiView



Engines Euro VI

	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	324 kW (440 hp)	2 250 Nm
	R6	12.4 l	353 kW (480 hp)	2 450 Nm
	R6	12.4 l	382 kW (520 hp)	2 650 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

POWER THAT GOES THE DISTANCE.

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. With every stage of development, a high level of engineering skill reduces fuel consumption and increases performance. Recent example: the MAN D26 in Euro VIe. Brings 10 hp and 50 Nm more to the road and still consumes up to 3% less fuel.

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. The digital service Perform assists drivers in optimising the economy of their driving styles. Perform evaluates all the relevant vehicle data with respect to the economic efficiency of the driving style. The service provides important vehicle data about utilisation of cruise control or the service brake, for example.

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® with PredictiveDrive. The new function of the MAN EfficientCruise® GPS cruise control no longer drives blindly and stubbornly uphill, but weighs up possible speed and gearshift strategies against each other like a strategist and ultimately selects the one with the most economical fuel consumption. 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.

New generation of hypoid axles*

The new generation of hypoid axles enables a driveline configuration that is optimally matched to the respective application: Lighter and more efficient. As single axle or tandem-axle assembly.

Improved Aerodynamics.

The better the headwind flows around a vehicle, the less fuel is required for driving. With the TGX, in line with the design of the MAN Trucks, gap widths between the cab and semitrailer are therefore reduced and the formation of turbulence is suppressed for optimum aerodynamics. The reversible extensions on the side flaps and roof spoiler reduce the free space between the cab and the semi-trailer. This achieves a particularly effective aerodynamic airflow around the entire vehicle – even in cross winds. The door gap closing element is a highly flexible plastic element attached to the door extensions, which closes the vertical gap between the front edge of the door extension and the bumper. This further optimises the aerodynamic flow around this area.

The aerodynamically optimised A-pillar cladding for TGX and TGS has a specially shaped attachment made of flexible plastic, which improves airflow around the A-pillar and thus – due to lower eddies – reduces drag. Vehicles with the MAN OptiView mirror replacement system benefit to a greater extent from the new aerodynamically optimised A-pillar cladding and the calm airflow in this area.

*Available for MAN TGX und TGS. Also for MAN TGM vehicles with 13 t rear axle.

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, shifting logic and braking action boost mobility and safety, especially for unladen trips on slippery surfaces.

The further development of the electronic brake system EBS (use of active wheel speed sensors) means that vehicles with MAN HydroDrive® can also be combined with anti-slip control (ASR). This improves traction in this type of drive when a front wheel spins more on one side. The brake intervention of the ASR brakes the wheel with slip. As a result, more drive force is automatically directed to the wheel on the opposite side with more traction. The system therefore – in a reduced manner – primarily mimics the effect of a front axle transverse differential lock. This significantly improves the off-road capability and the ability to move off on unpaved surfaces that have slippery and less slippery areas within a narrow area.

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. ESP and assistance systems are also possible with permanent all-wheel drive. 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 dis-engaging 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 625 kW even at a moderate engine speed, enabling safe and wear-free downhill driving.

The MAN TurboEVBec® high-performance engine brake in Connection on the MAN D15 engine enables a stepless wise regulation of the engine braking power up to maximum 350 kW (in conjunction with the power level 400 hp, otherwise max. 330 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.



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



THE MAN TGX AND TGS KNOW EVERY HILL – AND THE BEST GEAR TO MATCH.

Complex chess game on uphill gradients

The new PredictiveDrive function of the MAN EfficientCruise® GPS cruise control no longer drives blindly and stubbornly uphill, but weighs up possible speed and gearshift strategies against each other like a strategist and ultimately selects the one with the most economical fuel consumption.

By taking into account the selected navigation route, or without navigation the most likely, the cruise control function MAN EfficientCruise® calculates the route with its uphill and downhill gradients up to three kilometres ahead with the aid of three-dimensional map data. The new PredictiveDrive supplements the effect of MAN EfficientCruise®, especially on uphill and downhill gradients. The PredictiveDrive system continuously analyses potential driving and gearshift strategies in these route sections and selects the most efficient one depending on the situation. This makes it possible to prevent unnecessary traction interruptions due to gear hunting and frequent gearshifts. Depending on the topographical conditions, the available torque is enabled or reduced as part of the dynamic torque adjustment. In addition, the characteristics of the selected driving program are also taken into account.

What is new is that a reduced form of dynamic torque adjustment is also used in the Efficiency driving program – with a correspondingly positive effect on the fuel consumption of the entire fleet. Previously, the positive effect of dynamic torque adjustment was reserved for the Efficiency Plus driving program. The aim of the PredictiveDrive function is generally to make the best possible use of the predicted topographical changes on the route in order to be as fuel-efficient as possible by actively varying the speed, gear and available engine torque. With the goal of implementing this at almost average speed neutrality.

For example, it may be advantageous:

- to drive into an uphill gradient with momentum and shift down early,
- to use the full engine torque when on the gradient,
- and to reduce the engine torque again at the end of the incline.

MAN EfficientCruise® and PredictiveDrive are already active from low speeds (approx. 30 km/h). The system works both when driving freely and in cruise control mode. The anticipatory system reactions on uphill gradients ensure significantly better drivability and thus also increase driver acceptance of the dynamic torque adjustment.

Within a tolerance range, adaptation of the vehicle speed to the topography can be higher or lower than the desired speed set by the driver. This maximum deviation from the desired speed can be set in four ECO levels. In this way, the driver is easily able to adjust the potential fuel saving to the road surface, visibility and traffic conditions.

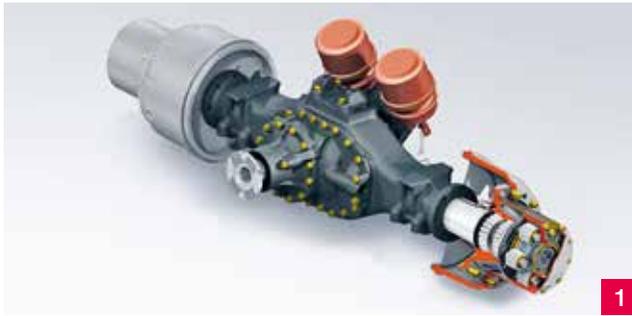
THE RUNNING GEAR.

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 VASC easier on the vehicle, the body, the load and the road. For use with road finishers there are internal stabilisers.



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

New air suspension control

The air sprung rear axle is now standard in long-haul transport. However, the possibilities and advantages of air suspension are also increasingly being used in many other application segments. The new air suspension control with its improved and extended range of functions takes this trend into account. The new electronically controlled air suspension VASC (Vehicle Air Suspension Control) allows the vehicle frame to be raised and lowered to suit different deployment scenarios. The control unit for the electronically controlled air suspension (VASC) is installed in a separate holder next to the driver's seat and allows the driver to adjust the height of the vehicle frame quickly and precisely – for example, to adjust the cargo space floor and the loading ramp to the same level. An extended control unit enables the VASC to be operated via the multifunction steering wheel and via a menu in the display of the instrumentation.

System improvements:

- New functions, for example a 2nd rear axle relievable, a manual and automatic suppression of VASC (Vehicle Air Suspension Control) level control, and a selection option of 2nd lowered driving height for compensation of tyre rebound on empty runs.
- Shorter lifting and lowering times (up to 50%)
- Remote control with new ergonomic operating design
- Control via multifunction steering wheel and on-board menu
- Control of the air suspension of the trailer/semitrailer via remote control or multifunction steering wheel

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

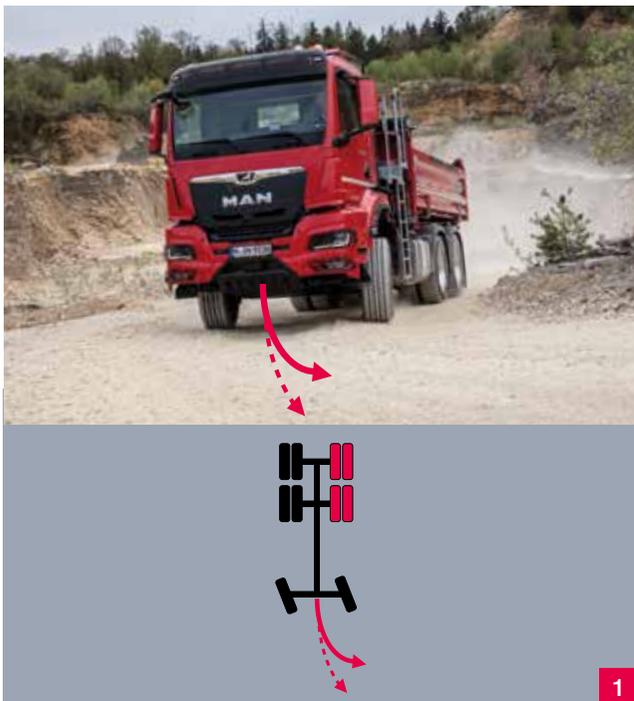
Problems with hill starts are a thing of the past thanks to MAN EasyStart. The MAN EasyStart hill-holding brake automatically holds the vehicle using the service brake until the engine torque reaches the level to move off. The system is now enabled by default and is therefore always available.

Tyres with various profiles ex works

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

Modifications to cab and chassis

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



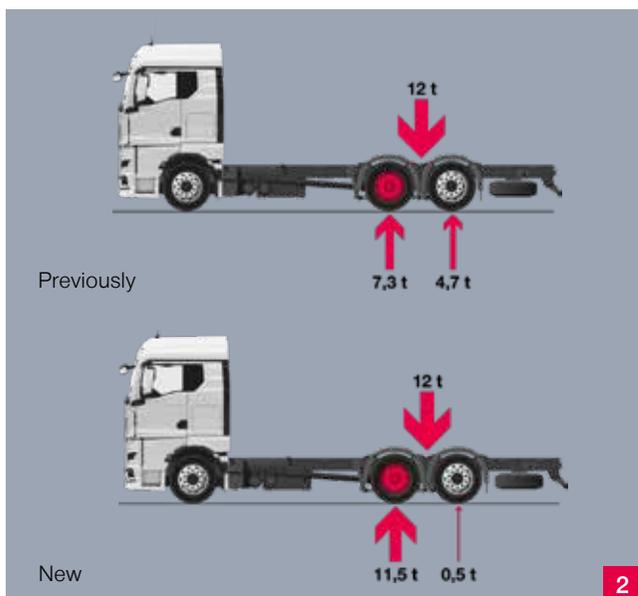
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Steering brake

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.



2

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

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.

Second rear axle relievable (moving-off aid with speed limitation)

The pressure levels of two driven rear axles can be set by means of a button so that the rearmost drive axle is relieved. This primarily improves steerability and reduces wear. The interaxle differential lock of the rear drive axles must be activated beforehand so that the drive torque remains on the loaded axle and is not transferred to the 2nd relieved axle. Axle load relief remains active up to a speed of approx. 30 km/h or until the button is pressed again.

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) Availability depending on the wheel configuration

2) Availability depending on the vehicle type

MORE TRACTION.

New electronic brake system EBS

The electronic brake system EBS combines the basic function of the electro-pneumatic brake with the extended functions of antilock braking system (ABS) and anti-slip control (ASR). With the aid of EBS, driving and braking procedures can be optimised in many different ways. It thus makes an important contribution to enhancing driving safety, driving comfort and cost-effectiveness. In the brake system of the MAN Truck Generation, the electronic brake system EBS has been further developed and its range of functions expanded with new functions. Active wheel speed sensors with their own power supply and evaluation electronics now replace the previous passive sensors. Active sensors enable extremely accurate and fast speed measurement from just 0.1 km/h. Off-road moving-off behaviour with tandem-axle units is improved with the use of sensors on the second axle.

Also new are halt brake braking function with preparation for reversing restriction and rollback detection, MAN EasyStart Offroad hill holder and the hill-climbing brake in conjunction with manual gearbox. It is now also possible to combine the systems in one vehicle.

Electronic anti-slip control (ASR)

In future, the new electronic anti-slip control will be able to prevent the spinning of driven wheels on all vehicles – including on the driven front axles of vehicles with MAN HydroDrive®*.

The anti-slip control (ASR) prevents the drive wheels from spinning when moving off or accelerating. This improves traction, particularly on slippery surfaces such as ice, snow, loose chippings or wet cobbles, and ensures stable driving. The further development of the electronic brake system EBS (use of active wheel speed sensors) means that for example vehicles with MAN HydroDrive® can also be combined with anti-slip control (ASR). This improves traction in this type of drive when a front wheel spins more on one side.

*For MAN TGX and TGS.





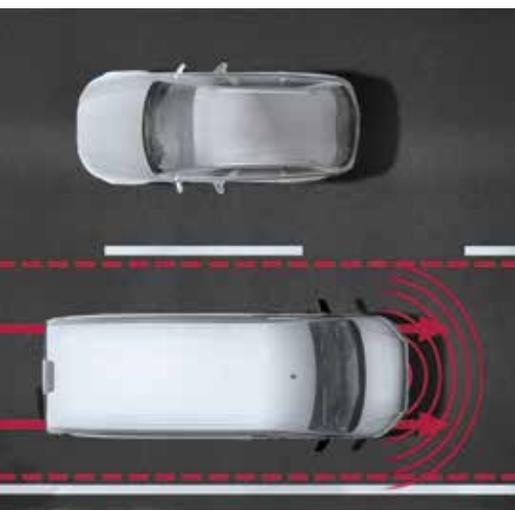
DON'T LET WEIGHT BE A BURDEN.

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. The optional 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 (20 kW), to which the crane is connected by means of a hydraulic pump. The desired output can be freely pre-configured for optimum operation.



THE SAFER THE BETTER.

You need a team you can rely on. That's why the MAN TGE doesn't come on its own, but with a variety of innovative safety systems that help you focus even more on your work within the respective system boundaries. At the same time, they help avoid damage to the vehicle and therefore costs for you.

P  **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 narrow spots. The driver continues to operate the accelerator and the brakes manually, remaining in full control of the vehicle. The system makes parking easier than ever in the MAN TGE and prevents damage from parking mistakes.

 **Emergency brake assist (EBA) as series-standard**
If the MAN TGE is approaching an obstacle and the driver doesn't react, the series-standard emergency braking system warns the driver and then activates the brakes in the event of an emergency. In combination with the automatic transmission, the system automatically brings the vehicle to a complete stop to prevent a collision²⁾.

 **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.

¹ Optional extra for an additional fee.

² Up to 30 km/h.

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⁾

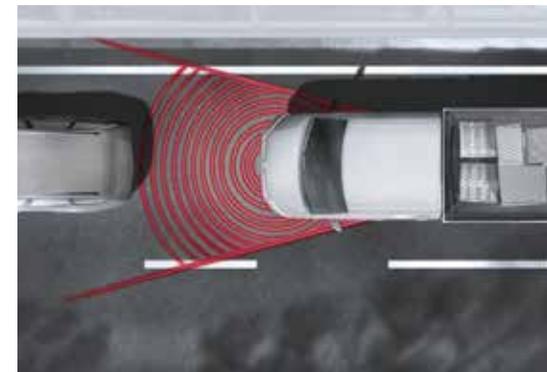
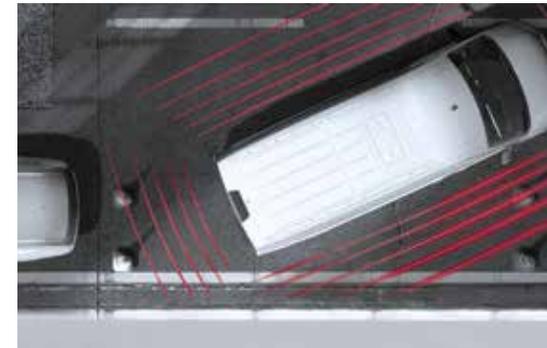
Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. A convenient display provides a 360° view all around the vehicle from the driver's seat, indicating potential collision risks when changing lanes. 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 in combination with an automatic transmission can brake the vehicle down to a full stop.



DRIVE TYPES AND ENGINES.

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

Diesel engines (Light Duty, Euro 6d)¹:

2.0 l (75 kW, 300 Nm), Turbo:
Front-wheel drive

2.0 l (103 kW, 360 Nm), Turbo:
Front- and all-wheel drive 4x4

2.0 l (130 kW, 410 Nm), BiTurbo:
Front- and all-wheel drive 4x4

Diesel engines (Heavy Duty, Euro 6e)¹:

2.0 l (103 kW, 360 Nm), BiTurbo:
Front¹-, rear- and all-wheel drive 4x4¹

2.0 l (120 kW, 410 Nm), BiTurbo:
Front¹-, rear- and all-wheel drive 4x4¹

Elektric engine¹:

Elektric (100 kW, 290 Nm), synchronous engine:
Front-wheel drive

Energy consumption: 29.1 kWh/100 km
CO₂ emission: 0 g/km



¹ Not available in combination with twin tyres

VEHICLE MODELS.¹⁾

The MAN TGE panel van.



The MAN TGE combi van.



The MAN TGE crew cab.



The MAN TGE chassis cab.



¹ The dimensions shown refer to vehicles with front-wheel drive and a platform body ex works.

VEHICLE LINE-UP.

MAN TGE panel van

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

Dimensions apply to models with front-wheel drive, except vehicles in the extra-long version.

¹ Length of vehicle floor incl. loading space under the partition wall. Load length in upper space: 3,201 mm.

² Length of vehicle floor incl. loading space under the partition wall. Load length in upper space: 4,051 mm.

³ Length of vehicle floor incl. loading space under the partition wall. Load length in upper space: 4,606 mm.

⁴ Also available as eTGE.

MAN TGE chassis

	Standard	Long	Extra-long
	Length: 5,996 mm Wheelbase: 3,640 mm Max. body length: ■ Eika: 3,750 mm ■ Doka: 2,700 mm	Length: 6,846 mm Wheelbase: 4,490 mm Max. body length: ■ Eika: 5,550 mm ■ Doka: 4,300 mm	Length: 7,211 mm Wheelbase: 4,490 mm Max. body length: ■ Eika: 5,550 mm
Chassis cab Height: 2,305–2,327 mm			
Crew cab Height: 2,321–2,352 mm			

MAN TGE chassis with a platform body

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

RELIABILITY IN DETAIL.

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 Trucks 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.

24V battery management system

Empty batteries and stranded vehicles due to excessive use of electrical devices during rest periods are a thing of the past with the new MAN battery management. The system ensures that the vehicle engine can be started by automatically switching off less important consumers.

Cyber security

The networking of electronic systems and the associated data availability and use are both a curse and a blessing. On the one hand, this enables new helpful functions and applications – on the other hand, it offers potential targets for hackers. MAN consistently safeguards all vehicle systems against misuse.



SUPPORT 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.

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.

With our clever solutions, you can make your business noticeably easier and more transparent. We've got it covered, so that your head stays clear for the road in front.

At a glance:

■ MAN Mobile24

Via the MAN Mobile24 mobility service, you can reach us round the clock europe-wide. The service has been expanded with additional solutions, so that our customers are always on the safe side for every kilometre. As well as the guarantee that the transport business can continue to run smoothly in the event of a breakdown.

■ Uptime guarantee

The MAN uptime guarantee keeps you moving. We are never far away in the event of a breakdown and, even if downtime or repairs are required, we will get you back on the road in no time.

■ Service contracts

We help you save time, money and stress. MAN takes care of everything as required, from servicing and invoice management to answering questions relating to guarantees and goodwill.

■ MAN Genuine Parts

With compliance with strict quality standards guaranteed, MAN Genuine Parts are the ideal match for your vehicle. It's the only way for your MAN vehicle to be driven safely, efficiently and with minimum wear.

■ Accessories and retro-fit solutions

Easily tailor your MAN to your needs with our high-quality accessories. Subsequently and simply. With products exactly matching your MAN model. And matching you.

For further offers and details please contact your local dealer or visit our website:

mantruckandbus.com





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 and repair management. With an internet-enabled truck with Over-the-Air Upgrades, an overview of all the key data about the vehicle and its performance appears directly on your desktop, and many other useful features of our digital services give you the freedom to take care of business.

Your benefits:

- **more efficiency,**
- **simplified work processes, with maintenance outsourced to your MAN Service Centre or by keeping drivers and fleet managers digitally connected**
- **lower costs.**

The best part: it's already a reality.

With MAN DigitalServices, you can begin straightaway.

While transport is – and will always be – analogue, fleet management is becoming digitalised. MAN DigitalServices helps you optimise business tasks, bring fuel and admin costs down, plan and manage servicing tasks from the truck, manage time and provide continuous training to drivers.

We would like to give you the opportunity to try out this comprehensive package for three months for free! Our trial offer includes the following paid-for digital services: Geo, Perform, Compliant, MAN ServiceCare M and Timed. MAN ServiceCare S and the MAN Driver app are already free and are not part of this offer.

Take advantage of:

- **efficient fleet management with digital services that make your job significantly easier**
- **our new cost- and risk-free offer: your free trial will automatically end after three months, with no further obligation.**

The trial offer* is valid for all the vehicles** in your fleet for your registered trial period. Get started now: with just a few clicks, you can try all the benefits of MAN DigitalServices for your whole fleet. We are sure that you will be impressed.

www.man.eu/marketplace

The digital services listed below help you manage your fleet economically and efficiently:

- **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

* Valid for all customers who do not currently pay for MAN DigitalServices.

** Depending on technical availability.

EASIER WORKDAYS.

MAN ServiceCare

Regular maintenance is a must if you want to reduce unscheduled downtime and repair costs for your fleet. Our free MAN ServiceCare S is there to help – we'll be very happy to take care of your maintenance and repair needs. The service works using vehicle and maintenance data relayed to MAN ServiceCare over the Internet. Your MAN Service Centre uses this to proactively arrange maintenance appointments and combine your maintenance tasks. After all, you've got enough to do already. What's more, your nearest MAN Service Centre can use remote vehicle diagnostics to view targeted vehicle data and give you a more personalised service if you break down. MAN ServiceCare M gives you all the benefits of MAN ServiceCare S but you also get extra tools for even more personalised maintenance and repair management across your whole fleet. We are continually upgrading MAN ServiceCare – with pre-emptive tools that increase the uptime of your vehicles in a more straightforward and comprehensive way.

MAN Driver App

The MAN Driver app ensures that drivers always have important information about their MAN to hand. Not only does our smartphone-based digital assistant make life on the road easier but it also speaks 26 languages, which means that drivers from lots of different countries can use it. Our smart, user-friendly and efficient MAN Driver app helps MAN drivers on every trip, providing important information and offering a range of features to make their lives easier. For example, if they break down, they just tap on the app and connect to the MAN Mobile24 emergency service. Drivers can also notify fleet managers about any damage and send any documentation quickly and easily through the app. The MAN Driver app is a constant companion – whether you need to carry out a vehicle check before departure, look for a parking place online or check driving and rest times.

The MAN Driver app is free of charge and connects drivers, fleet managers and workshops in a simple and secure way. We're constantly improving our driver app and adding new offers and features that make MAN drivers' jobs even easier.





SMART SOLUTIONS.

MAN Now

With MAN Now, you receive exclusive vehicle functionalities and upgrades, allowing you to modify your truck software to meet your requirements, any time, any place – and all without having to drop into a MAN service outlet. Thanks to the new and convenient over-the-air technology, you can easily enable and expand functions or add new ones. Thanks to these retrofitted modification options you are more flexible in the vehicle configuration. As no visit to the workshop is required, you increase the vehicle uptime and efficiency.

The following features are available for all vehicles with a model year of 2020 or later:

- MAN OnlineTraffic
- MAN MapUpdate

The following features are available for all vehicles with a model year between 2022 and 2024:

- MAN LanguagePackage
- MAN LanguageRecognition
- MAN Idle Shutdown
- MAN EfficientCruise®
- MAN EfficientRoll
- MAN TimeInfo
- MAN TimeControl
- MAN TipMatic® driving program

The first usage of MAN OnlineTraffic per vehicle is free.

MAN SimplePay

Your trucks become digital wallets that can be used to pay for all the usual transactions that occur in the driver's daily business. The payment platform MAN SimplePay also offers a user-friendly user interface for fleet managers and provides full cost control in a timely manner.

MAN SimplePay can make everyday work easier: For example by instantly approving requests, confirming payments and consolidating invoicing. Or with full transparency and time savings for the fleet manager – all costs are in one system (dashboard). The payment is easily processed via the MAN media system in the vehicle, giving you greater security for transactions.

The portfolio (= use cases and payment options) of MAN SimplePay is constantly being expanded. When the service feature is activated in the MAN SimplePay portal, the new features are automatically imported over-the-air into the vehicle.

Technical requirements for these features are a RIO Box, registration on the RIO platform and activation of your vehicles. The range of over-the-air features is being continually expanded.

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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