

# A MAN FOR EVERY JOB.

Simply my truck.



# WORKING WITH PROFESSIONALS.

Day for day, municipal service providers perform enormous feats, ranging from classic waste collection and container services to drain cleaning, road maintenance and winter services. For all these tasks, MAN has the right vehicles for the job – to make your work as simple and as efficient as possible. With the safety typical of MAN and innovative, clever solutions for vehicle and driver management as well as financing and maintenance. In sum: MAN offers a unique, digitally networked package that covers it all. With fittings and combination options, such as swap-body systems, our vehicles are flexible professionals in their speciality and offer uncompromising driving comfort and performance. For real municipal power – day after day.





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



# MAN TRUCKS

From waste-collection vehicles to winter service vehicles – the entire range and flexibility offered by our trucks.

**PAGES 06–25**



## EXCELLENT DRIVER FIT

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

**PAGES 26–37**



## GREAT EFFICIENCY AND ECONOMY

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

**PAGES 38–39**



**CONNECTED**





## STRONG PARTNER

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

**PAGES 40–41**



## MAN TGE

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

**PAGES 42–49**



## OPTIMISED UPTIME

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

**PAGES 50–55**



### **Agile heavyweight**

- The 3-axle MAN TGS with trailing axle for high load capacity and optimum manoeuvrability
- Halt brake braking function with preparation for reversing restriction and rollback detection – now also for TGL and TGM
- Reversing Motion System with overview to the rear when manoeuvring – ex-works
- The MAN TGS with MAN TipMatic® COLLECT transmission meets the DIN EN 1501 standard for waste collection vehicles
- Outstanding steering characteristics regardless of the load
- MAN TGS chassis available with a leading axle or a tandem-axle assembly
- Numerous PTOs available
- Control lever for reliably securing the vehicle, swifter loading readiness and faster release of the brake, improved ergonomics/operability (single-handed)



# A PASSION FOR COLLECTING.

No matter whether it's household refuse or commercial waste, bulky items or organic waste, recyclable waste or hazardous waste, there's little the three-axle MAN TGS for box bodies with a volume of up to approximately 30 m<sup>3</sup> can't handle. And for even greater performance, the optional steered nine-tonne trailing axle combines high load capacity with top manoeuvrability.

All MAN TGS waste collection vehicles fulfil the demanding requirements of the DIN EN 1501 standard for refuse collectors. They come ready for easy mounting of all types of fixed or swappable waste collection bodies as rear, front or side loaders. The rear loader, which is the standard in Europe, empties the waste containers using a rear lifter incorporated in the body. The opposite applies to the front loader, in which a comb lifting system at the front lifts the containers over and then behind the cab, where they are emptied into the hopper on the body. The side loader empties the containers using a gripper arm on the right-hand side of the chassis. This vehicle is also available in a right-hand-drive version. MAN offers the ideal PTOs and transmissions for each of these waste collection body variants. Transmission options include the MAN TipMatic<sup>®</sup> COLLECT automated transmission with a special rear and side loader gearshift logic or the conventional manual transmission.

## **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 Trucks, the electronic brake system EBS has been further developed and its range of functions expanded with new functions:

- Active wheel speed sensors enable a soft-stop function with gentle braking without rear-swinging of the cab, start-up assistance and compliance with rollback detection according to EN 1501 for waste collectors
- Improved off-road moving-off behaviour with tandem-axle units using sensors on the second axle.
- Halt brake braking function with preparation for reversing restriction and rollback detection
- MAN EasyStart Offroad hill holder
- Hill-climbing brake in conjunction with manual gearbox. It is now also possible to combine the systems in one vehicle

## **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 are in full view when connecting or hitching up. This not only facilitates manoeuvring and hitching operations, but can also help to prevent accidents involving persons or objects behind the vehicle.

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.

In addition to Reversing Motion, we offer various camera systems, such as a turning camera as well as fittings for a bird's eye view camera or rear area monitoring systems.



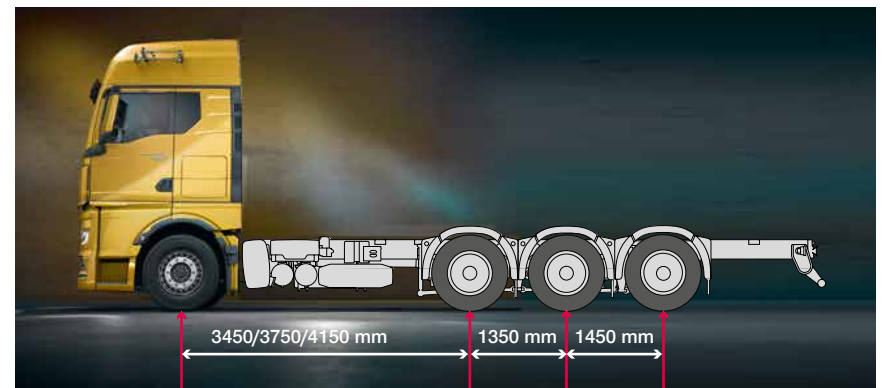
# SHARING THE LOAD EVENLY.

The manoeuvrability of a three-axle vehicle with the load capacity of a four-axle vehicle: the triple-axle MAN TGS with a steered, liftable leading axle combined with a steered trailing axle enables maximum use of the available loading space. This reduces the number of trips to the disposal site, which ultimately also contributes to achieving climate targets. Thanks to a high axle load reserve when the vehicle is only partially loaded, the axle load is evenly distributed. This axle configuration is available ex-works from MAN, alternatively as a tandem-axle assembly with steered trailing axle.



## Your benefits:

- Available factory-direct
- Around 6 m<sup>3</sup> additional load capacity compared with 3-axle model
- Leading and trailing axles steered, 7.5 t (8 t), liftable and relievable
- Optimal axle load distribution thanks to high axle load reserve when vehicle is only partially loaded
- Dual-circuit steering, low tyre wear
- With rear-heavy bodies, centre of gravity is spread across 3 axles







MAN

M AN4202

MAN







# TAKING THE GARBAGE OUT – AND OUT OF THE CITY.

Two models, each in a class of its own: while the MAN TGM handles demanding loads, the compact MAN TGL is ideal for narrow streets. A genuine utility vehicle, the 26-tonne MAN TGM features a steered, liftable trailing axle. It is perfect for handling container volumes of up to approximately 22 m<sup>3</sup>. With an optimum wheelbase of 4,125 mm, the MAN TGM 26.320 6x2/4 BL cuts a fine figure at work. The two-axle MAN TGL and TGM vehicles also offer the added benefit of a high load capacity. The compact MAN TGL proves its credentials as a true city truck with its outstanding manoeuvrability and a body capacity of up to nine cubic metres. Larger containers can also be fitted in special cases. Versatile PTOs and tailored frame attachments, such as the different options for placement of the exhaust system, make the chassis suitable for any waste collection body. You can choose from an automated MAN TipMatic® COLLECT transmission, a conventional manual transmission or a fully automatic transmission (for MAN TGM).

## **Added advantages plus power:**

- The 3-axle MAN TGM with a trailing axle for high load capacities and optimum manoeuvrability
- 2-axle MAN TGL and TGM
- CC and TN cabs perfectly tailored to any job
- MAN PowerMatic, 8-gear torque converter automatic gearbox
- For MAN TGS and TGM: Control lever for reliably securing the vehicle, swifter loading readiness and faster release of the brake, improved ergonomics/operability (single-handed)
- Halt brake braking function with preparation for reversing restriction and rollback detection – now also for TGL and TGM
- Reversing Motion System with overview to the rear when manoeuvring – ex-works
- Optional middle seat available for carrying 3 people instead of 2



MAN

M AN 431

Truck



# MAN TIPMATIC® COLLECT.

## **For waste collectors: MAN TipMatic® COLLECT.**

The MAN TipMatic® COLLECT transmission software was developed as part of the Euro 6 driveline. When the driver selects the COLLECT mode, the gear-shifting behaviour of the automated transmission is adjusted to match the driving cycle of a waste collector. Particularly when emptying the bins in urban areas, quick moving-off and sudden stopping is needed. Optimised gearshift times enable efficient waste disposal. This software is available for the MAN TGS waste collector chassis for use in rear and side loaders, as well as for MAN TGM with MAN PowerMatic gearbox.

## **Control lever for waste collectors.**

The control lever fitted to the armrest of the driver's seat combines a series of functions so as to enhance operating comfort considerably. The preselected comfort parking brake is automatically engaged, while the transmission can be put into and taken out of neutral externally at the touch of a button. The PTO speed of the hydraulic system for operating the hopper and the pressing mechanism are set manually on the control lever. This ensures that the body can be operated in a highly user-friendly and convenient way.



**A systematic combination:**

- A single chassis for a wide variety of tasks
- MAN TGM all-wheel-drive vehicle with ground clearance for fitting sweeping and suction equipment under the frame
- Rear axle fitted with air suspension as standard



# MULTITASKING IS WHERE IT'S AT.

Multifunctionality is an increasingly important factor when it comes to performing a wide range of different transport tasks. This is because municipal vehicles with a box body designed for a specific purpose are generally only used seasonally and remain idle or largely unused over much of the rest of the year, which results in correspondingly long non-service times. MAN has the solution to this problem with the combination system for the MAN TGM 13.250 4x4 BL: a chassis for a variety of tasks. This array of combinations translates to maximum flexibility and efficiency, as the chassis is in operation around the clock, ensuring high vehicle utilisation for the operator and making it easier for municipalities to get a return on their procurement costs.

With its swap body unit, the MAN TGM 13.250 4x4 BL all-wheel-drive vehicle can be fitted with a winter service spreader or a three-sided tipper with crane. MAN has designed the vehicle so that the bodies can be swapped as quickly as possible. The all-wheel drive also offers traction and safety, not just away from paved roads but also in winter service operation.

Another special feature of MAN's TGM series with a gross vehicle weight of 13 to 15 tonnes is the air suspension fitted as standard to the rear axle. This makes it easier to swap bodies and ensures maximum driving stability and a constant driving height. In particular, this results in an even scatter pattern in winter service.

# A MAN CLEANS UP.

It is only a question of time before the next winter is upon us. MAN trucks are often in use around the clock to make sure the roads remain safe despite ice and snow. Our two-, three- and four-axle vehicles are proven traction powerhouses, with gross vehicle weights of between 13 and 40 tonnes and featuring engageable or permanent all-wheel drive and single tyres. MAN HydroDrive® is the innovative alternative for when greater traction is what's needed. On request, all MAN chassis can be fitted with a preparation for a standardised plate for front-mounted equipment. This also applies to the winter service hydraulics for controlling snow ploughs and for driving sprayers and gritters. A PTO at the flywheel end is available as an optional extra.

With its 4x4 chassis with leaf/air suspension, the MAN TGM offers a unique combination in the 13-tonne class. It ensures a constant load area height regardless of the type of load and a consistent scatter pattern over the entire run. We offer various safety systems to support the driver, such as full LED lights, ESP, an additional stabilisation package, and light and rain sensors.

## **Technology with snow-how:**

- 2-, 3- and 4-axle models from 13 to 40 tonnes
- Engageable or permanent all-wheel drive
- MAN HydroDrive® for added traction when needed
- MAN TGS 28t 6x4-4 with a steered and liftable 9-tonne trailing axle. Load capacity of 3 axles, the manoeuvrability of 2
- Preparation for attachment plate for front-mounted equipment available ex-works
- VASC air suspension for a constant load area height and a uniform scatter pattern
- Winter service hydraulics and fittings for winter service applications ex-works











# MAN TRUCKS ARE ALWAYS ABOVE WATER.

Spraying down conduit walls, extracting sludge, emptying pits: the MAN vehicles for conduit cleaning are up to any task, using tools such as the high-pressure flusher, the suction device or a combination of the two.

The truck range comprises two-axle and three-axle vehicles with a steered leading axle, with a rigid or steered trailing axle or with a tandem-axle assembly. One special type is the three-axle vehicle with a steered nine-tonne trailing axle for optimum weight distribution and perfect vehicle steering characteristics. Four-axle chassis are available for heavy-duty tasks, and a fifth axle can be retrofitted. A class of its own: the MAN TGS 8x2-6 BL (triple-axle truck) with leading axle and trailing axle. Suitable PTOs are optionally available for all types of application. Corresponding ADR equipment is available for transporting dangerous goods.

High-load roll stabilisation is ideal for vehicles with a high centre of gravity. This effectively reduces lateral tilt and the build-up of rolling and pitching movements. This provides increased driving safety during cornering, fast lane changes or heavy braking. Additional safety systems also provide support, such as the ESP (see page 26-31).

## **A clear overview:**

- Chassis for every body – featuring two to four axles; fifth axle can be retrofitted
- Three-axle MAN TGM and TGS vehicles featuring steered trailing axle with optimum weight distribution and high manoeuvrability
- ADR equipment for transport of dangerous goods
- High-load roll stabilisation for increased safety during cornering and heavy braking
- Suitable PTOs for high torques and transmission of power. Gearbox-independent NMV PTO for maximum output. Non-gearbox-dependent PTO for maximum performance in the engine-dependent PTO and OMSI Flywheel PTO variants

# SWAPPABLE SYSTEMS.

Swap-body systems have a firm place in waste disposal logistics. With set-down and roll-off containers for transporting waste and recyclable materials, they optimise many processes, can be loaded and unloaded easily and make many a reloading process superfluous. At the same time, they provide greater transport performance thanks to reduced off-service times. The MAN range offers the ideal chassis for all types of swap-container bodies from four to 40 m<sup>3</sup>. They are available as two-, three- and four-axle vehicles with the required load-bearing capacities, wheelbases and overhangs. Added to this are powerful common-rail engines, axle configurations for specific applications with a leading axle, a trailing axle or a tandem-axle assembly plus a wide range of drivetrain configurations. The spectrum extends even to the MAN TGX as a roll-off skip loader for international long-haul transportation of recyclable materials.

## The way to go:

- Robust 2-, 3- and 4-axle models for every use
- Container sizes from 4 to 40 m<sup>3</sup>
- VASC air suspension with large lifting/lowering paths, 2-cylinder air compressor available
- High-load roll stabilisation to reduce lateral tilting as well as rolling and pitching
- Ladder fitted to front fender enables unobstructed view of container load
- MAN HydroDrive® for added traction when needed
- Trailing axles steered and liftable
- Leading axles ex-works for perfect manoeuvrability



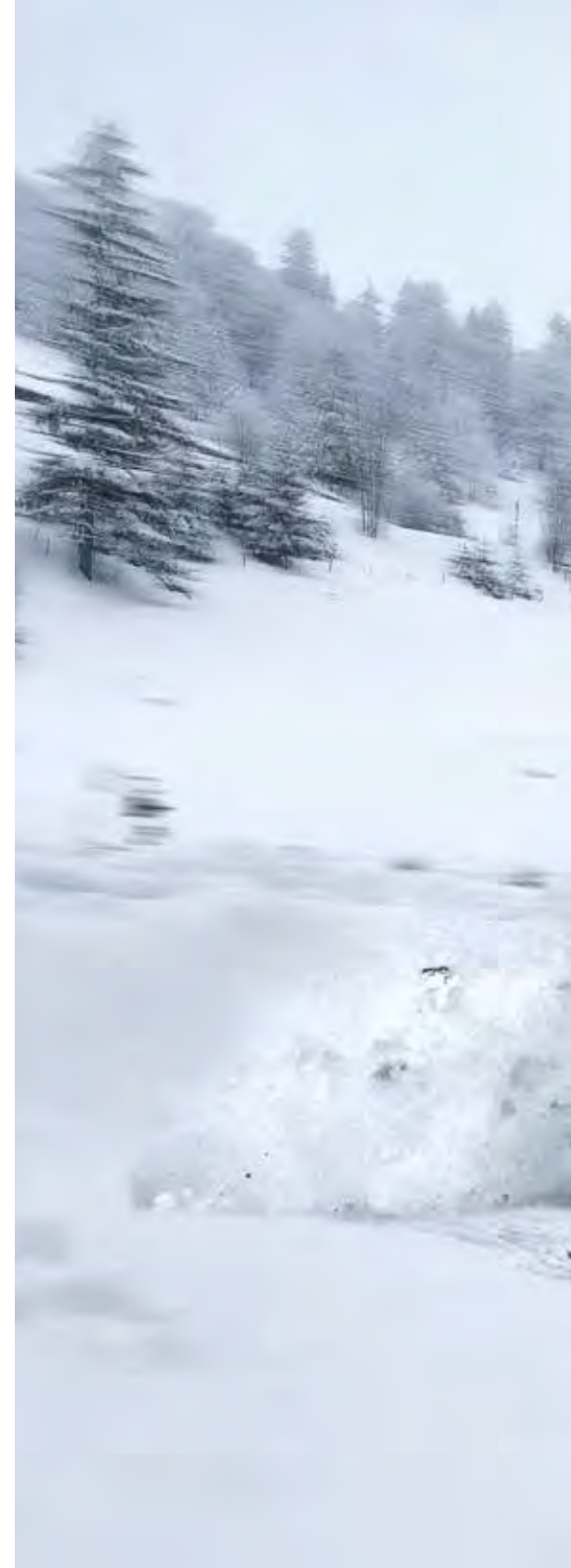




Front axle with hydrostatic wheel hub motors.

# OVERCOMING EVERY OBSTACLE.

Road maintenance, winter service and off-road applications: MAN vehicles fitted with all-wheel drive or MAN HydroDrive® get the job done wherever maximum traction is required. Permanent or engageable all-wheel drive in 4x4 and 6x6 configurations provides maximum traction, while MAN transfer cases with on-road and off-road gear ratios distribute power across all the axles. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted to the all-wheel-drive models. The flexible alternative to classic all-wheel drive is MAN HydroDrive®, the engageable hydrostatic front-axle drive. It is ideal for jobs involving occasional off-road deployment and for situations in which additional traction is needed on the front axle. A further advantage is that fuel consumption and the vehicle height remain at the favourable level characteristic of a conventional rear-axle drive. MAN HydroDrive® can also be combined with the automated MAN TipMatic® manual transmission.







#### Technology with snow-how:

- Permanent or engageable all-wheel drive for maximum traction
- MAN transfer case with on-road and off-road ratios
- MAN HydroDrive® for driving situations in which traction is critical
- Fuel consumption not higher than with conventional rear-wheel drive
- Weight savings of around 400 kg compared with permanent all-wheel drive
- Greater flexibility in use of the vehicle





# 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 discuss your individual requests. Working together with MAN Individual, they will find the best solution for you.

## **Modifications for municipal service tasks:**

- Automatic transmission with torque converter
- Conversion into a side loader (right side exposed)
- Middle seat with 3-point seatbelt, fixed or air-suspended
- Extension for the CC driver's cab
- Powerful PTOs
- Triple-axle trucks (refuse collectors as rear and side loaders)
- 5th axle available on demand
- Raised exhaust and offset exhaust muffler

Various additional exhaust options also available.



### **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.



# GUARDIAN ANGEL INCLUDED.

## 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 off.

## 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.

## 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.

## **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.

## **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.

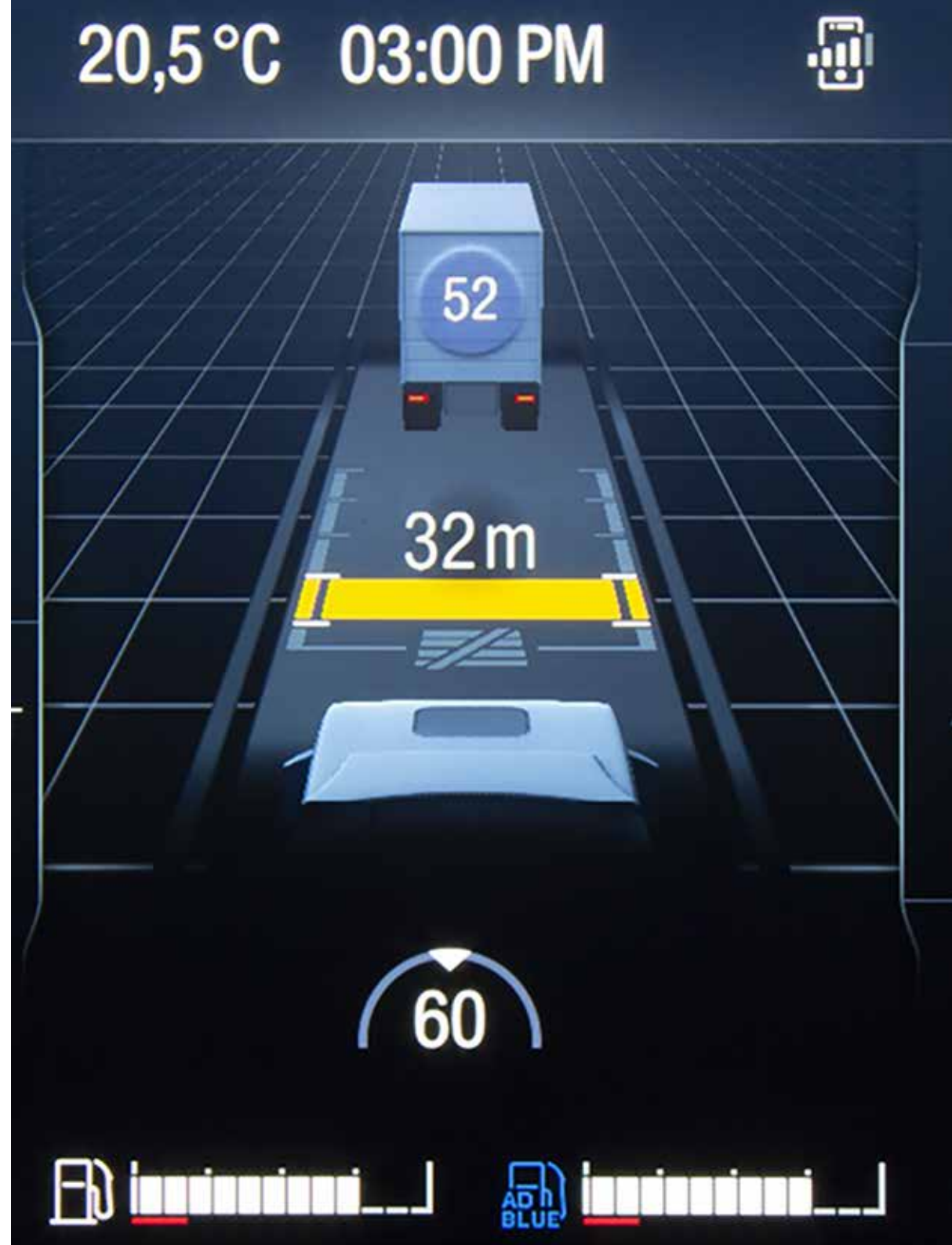


### ACC Stop&Go

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.

### Electronic stability program (ESP)

ESP protects you from unpleasant surprises thanks to sensors that constantly monitor the driving dynamics. If there is a risk of imminent skidding or tipping, the individual wheels are braked accordingly and, if necessary, the engine torque is reduced. ESP stabilises the vehicle and keeps it safely in its lane. MAN offers the electronic stability program for vehicles with leading or trailing axles as well as for four-axle vehicles or articulated road trains.



# 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.

## **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.

## **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.

## **Rear area monitoring**

Manoeuvring, reversing and short trips from loading point to loading point in densely built-up residential areas where there are lots of parked vehicles all require a high degree of attention from the driver. The rear area monitoring system uses innovative 3D sensors to identify the positions and movements of objects behind and next to the vehicle. The system is activated when reverse gear is engaged. If the system detects objects or individuals, the driver is given an acoustic and visual warning and the vehicle is automatically braked. After this, the driver is able to autonomously approach the object again slowly.

## **Off-road ABS**

The off-road ABS function partially prevents unwanted ABS intervention at low speeds (15 km/h to 40 km/h) on loose or slippery ground (such as gravel, sand or snow). The loose ground is pushed together as a chock in front of the wheel and thus reduces – in comparison to the ABS function for on-road operation – the braking distance.

## **Active roll stabilisation CDC and high-load roll stabilisation**

With active roll stabilisation, the dampers are regulated automatically by the CDC (continuous damping control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control arm is ideal. This ensures that sideways tilting is reduced effectively.

## **Side camera system (SCS)\***

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



### Video Turn Assist (VTA)\*

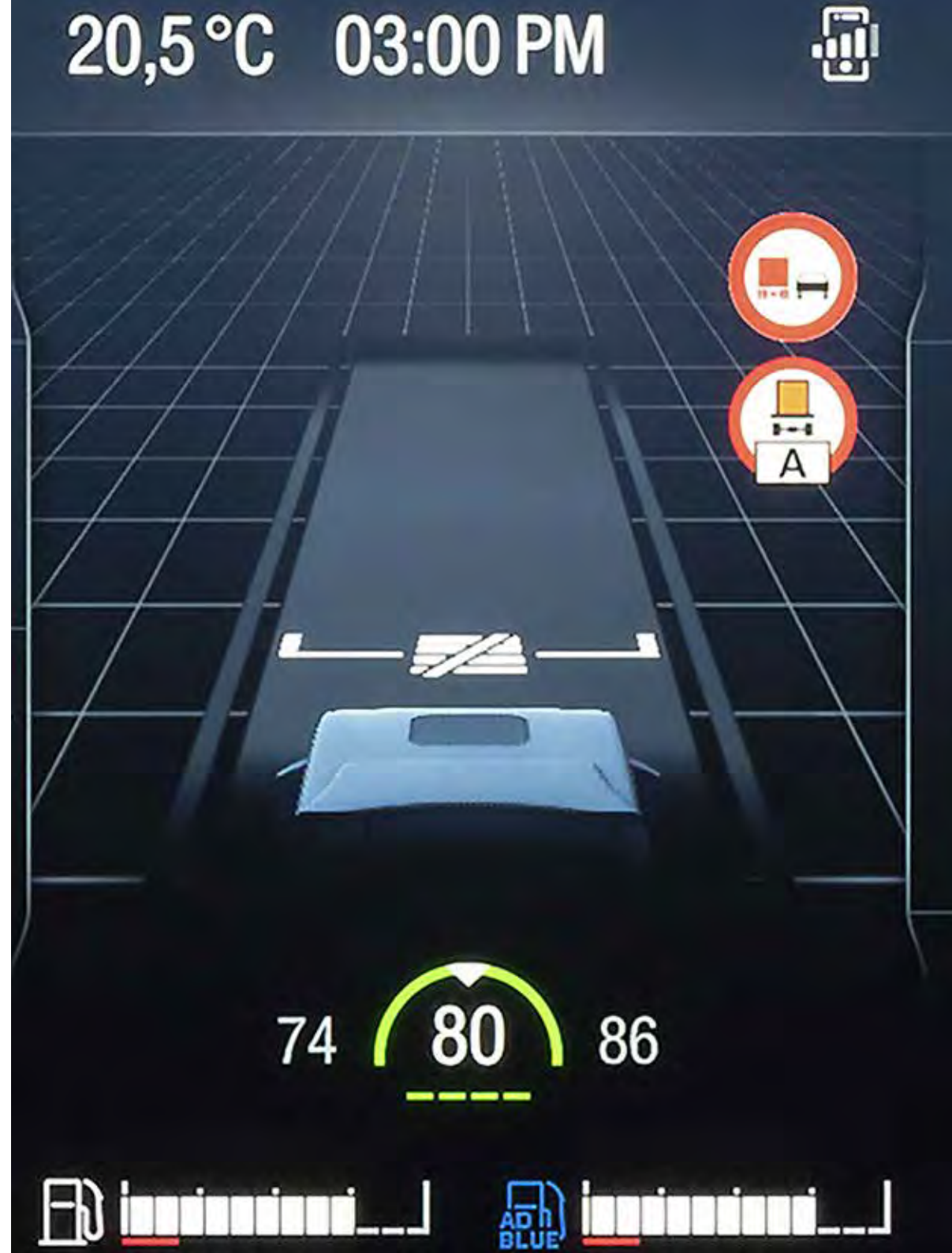
Video Turn Assist expands object recognition by comparison with the side camera system (SCS): Objects are detected in an area of 2.5 m x 6 m to the right of the vehicle and the monitor display is supplemented by a warning to the driver in the form of an acoustic signal from the loudspeaker built into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

### 360° view assistant BirdView\*

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

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

\* MAN Individual package



# 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
<b>Cab GX:</b> <b>The maximum one</b> (wide, long, extra height)	2,440 x 2,280	2	TGX	Long-haul transport	<ul style="list-style-type: none"> <li>■ One of the most capacious in Europe</li> <li>■ Even more standing height: 2,100 mm</li> <li>■ 2 comfortable beds</li> </ul>
<b>Cab GM:</b> <b>The generous one</b> (wide, long, medium height)	2,440 x 2,280	2	TGX	Long-haul transport	<ul style="list-style-type: none"> <li>■ Full standing height</li> <li>■ Spacious interior</li> <li>■ 2nd bed possible</li> </ul>
<b>Cab GN:</b> <b>The roomy one</b> (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"> <li>■ Compact size</li> <li>■ Convenient through access</li> <li>■ Comfortable bed as standard</li> </ul>
<b>Cab TM:</b> <b>The comfy one</b> (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"> <li>■ 2 sleeping spaces</li> <li>■ Capacious exterior storage compartment</li> <li>■ Expanded standing space in through access</li> </ul>
<b>Cab TN:</b> <b>The flexible one</b> (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"> <li>■ 1 sleeping space</li> <li>■ Capacious exterior storage compartment</li> <li>■ Expanded standing space in through access</li> </ul>
<b>Cab NN:</b> <b>The practical one</b> (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"> <li>■ Space behind seats for work clothes, etc.</li> </ul>
<b>Cab CC:</b> <b>The compact one</b> (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"> <li>■ Comfortable height</li> <li>■ 3rd seat possible</li> <li>■ Additional storage spaces in midsection</li> </ul>
<b>Cab DN:</b> <b>The crew cab</b>	2,240 x 2,790	–	TGM, TGL	Construction transport, municipal services	<ul style="list-style-type: none"> <li>■ 6 (optionally 7) seats</li> <li>■ Comfortable height</li> </ul>

# 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.





# 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.







# 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.

# 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.

## 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

### **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.



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





MAN

MAN 480

# CUSTOMER-ORIENTED.

## **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

## **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.

## **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.

\*For MAN TGX and TGS.





# YOUR MAN FOR THE DIRTY WORK.

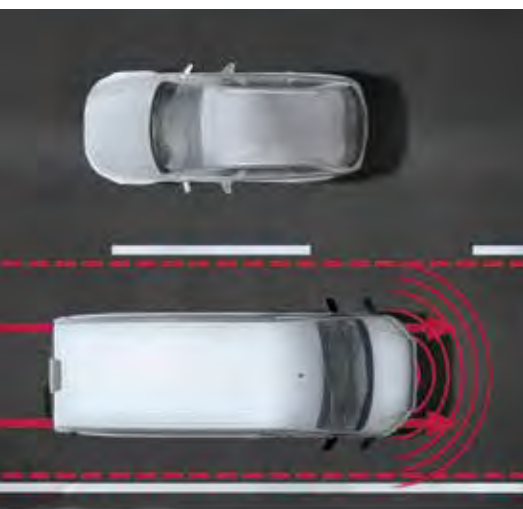
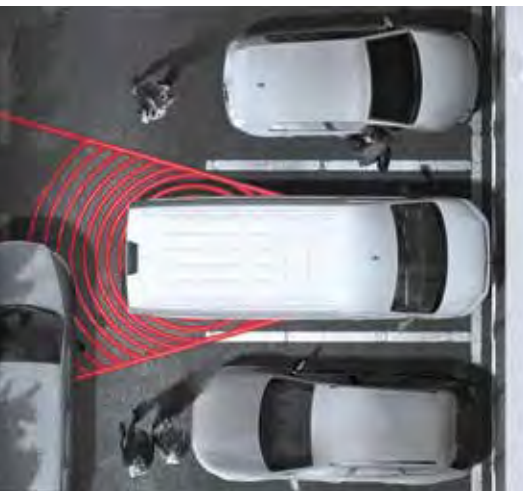
In the light utility vehicle sector, the MAN TGE does an outstanding job for the community. No matter whether it's winter service, green area maintenance, refuse collection or wastewater purification, municipal services companies can rely on tailored solutions with the flexible bodies and conversions available for the MAN TGE.

As a talented all-rounder with a platform body, the TGE can be used for all types of municipal tasks, e.g. as a three-way tipper with a powerful electro-hydraulic unit. For emission-free and noiseless work in urban areas, a platform or tipper version is available ex works, based on the MAN eTGE. Even a roll-off skip loader attachment is an option. For flexible work assignments, a crew cab is a good choice – that way, up to seven people or cargo can be transported in the MAN TGE.

When it comes to winter service, too, the MAN TGE is ideally equipped: high front axle load reserves ensure problem-free snowplough operations. Thanks to a maximised load capacity, scattering units can be operated without difficulty. In addition, a revolving beacon can be ordered ex-works.

A PTO fitted to the engine can allow the MAN TGE to be used also as a refuse collection vehicle with an 8-speed automatic gearbox.





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

When activated, park steering assist takes over the steering of the vehicle during parking, slipping the MAN TGE smoothly and accurately into 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 collision<sup>2)</sup>.



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

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

<sup>1)</sup> Optional extra for an additional fee.

<sup>2)</sup> Up to 30 km/h.

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

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

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

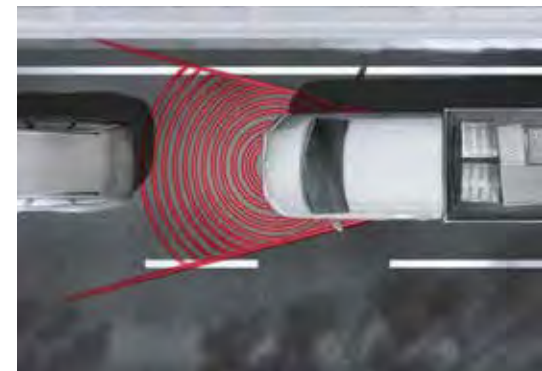
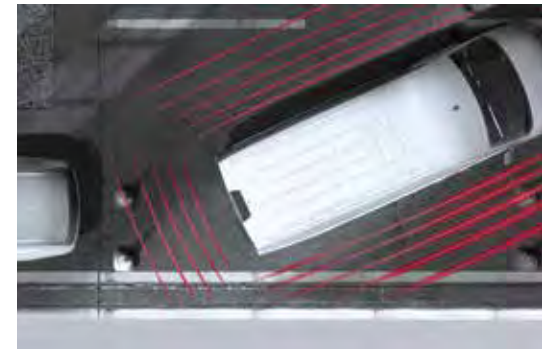
Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. A convenient display provides a 360° view all around the vehicle from the driver's seat, indicating potential collision risks when changing lanes.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

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

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

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

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





# DRIVE TYPES AND ENGINES.

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

## **Diesel engines (Light Duty, Euro 6d)<sup>1</sup>:**

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)<sup>1</sup>:**

2.0 l (103 kW, 360 Nm), BiTurbo:  
Front<sup>1</sup>-, rear- and all-wheel drive 4x4<sup>1</sup>

2.0 l (120 kW, 410 Nm), BiTurbo:  
Front<sup>1</sup>-, rear- and all-wheel drive 4x4<sup>1</sup>

## **Elektric engine<sup>1</sup>:**

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

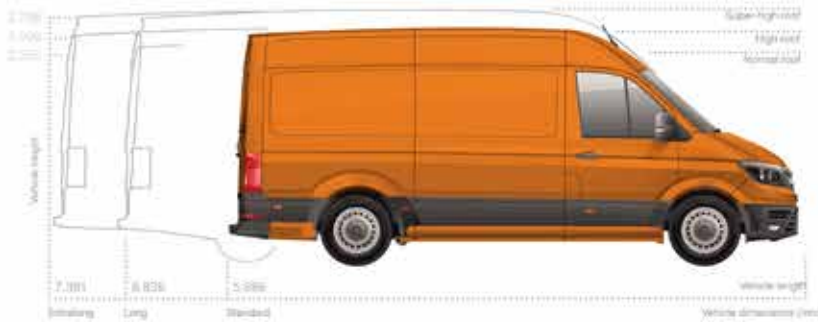
Energy consumption: 29.1 kWh/100 km  
CO<sub>2</sub> emission: 0 g/km



<sup>1</sup> Not available in combination with twin tyres

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

The MAN TGE panel van.



The MAN TGE combi van.



The MAN TGE crew cab.









The MAN TGE chassis cab.



<sup>1</sup> 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 <sup>1</sup> Wheelbase: 3,640 mm	Length: ■ Total: 6,836 mm ■ Cargo space: 4,300 mm <sup>2</sup> Wheelbase: 4,490 mm	Length: ■ Total: 7,391 mm ■ Cargo space: 4,855 mm <sup>3</sup> Wheelbase: 4,490 mm
<b>Normal roof</b> Height: 2,355 mm Internal height: 1,726 mm			
<b>High roof</b> Height: 2,590 mm Internal height: 1,961 mm	  		
<b>Extra-high roof</b> Height: 2,798 mm Internal height: 2,189 mm	 		

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

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






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

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






<sup>4</sup> Also available as eTGE.



**MAN TGE chassis.**

	<b>Standard</b>	<b>Long</b>	<b>Extra-long</b>
	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
<b>Chassis cab</b> Height: 2,305–2,327 mm			
<b>Crew cab</b> Height: 2,321–2,352 mm			

**MAN TGE chassis with a platform body.**

	<b>Standard</b>	<b>Long</b>	<b>Extra-long</b>
	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](http://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](http://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](http://www.digital.man)**

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

\*\* Depending on technical availability.





### **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.

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

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

**MAN Truck & Bus SE**

Dachauer Straße 667

80995 München

Germany

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

D111.3673/E · ms 07 2023 500 · Printed in Germany  
The text and illustrations are not binding. We reserve the right to make changes based on technical progress. All the specifications in this publication were correct at the time of going to press.

---

**MAN Truck & Bus – A member of TRATON GROUP**