

POWERFUL. ROBUST. RELIABLE.

MAN vehicles for agriculture.



FULLY LOADED EFFICIENCY.

Trucks from the MAN product portfolio are suitable for a wide range of tasks in the agricultural industry. In the market for an agricultural tank or large-volume semitrailer, silo vehicle combinations, milk collectors or animal transport vehicle? For all these tasks, MAN provides the right solutions. With trucks which combine innovation as well as reliability and ensure a maximum of transport efficiency. Find out for yourself.

www.truck.man

Some of the equipment illustrated in this brochure is not included in the series-production scope.

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).



THE GUARANTEE FOR SUCCESS IN AGRICULTURE.

They travel between the field edge and the road all day and impress with their high payload and reduced consumption – MAN Trucks really shine in agricultural operations.

They are your first port of call – you can use MAN trucks cost-efficiently for transporting harvested crops over great distances, such as grain to agricultural dealers, silo corn to the biogas plant, beet to the sugar refinery or potatoes to the starch plant, right from the farm or from the edge of the field. It is in combined use between the field, road and in further processing applications, however, where you'll really benefit from the high level of efficiency of our MAN trucks. A MAN has a high payload and is an efficient transport solution on the road – it therefore brings benefits to your bottom line. Our comprehensive ex-works vehicle range is perfectly suited to fit your needs. The range varies from the 4x2 semitrailer tractor for large-volume transport to our MAN HydroDrive® semitrailer tractor for journeys where extra traction may be needed. MAN provides the ideal conditions ex works for industry-oriented equipment such as large-scale agricultural tyres with a tyre pressure control system or various fifth-wheel and trailer couplings.

The intelligent alternative to the classic all-wheel drive is the engageable, hydrostatic front-axle drive, MAN HydroDrive®. It is ideal for operations with occasional off-road sections, and for situations where additional traction is required on the front axle.

→ For agriculture, it doesn't get better than this:

- Economic transport solutions for agriculture
- Chassis or semitrailer tractors with appropriate agricultural attachments or semitrailers
- Chassis with swap bodies, e.g. swap-body systems between liquid and solid transports
- MAN HydroDrive® for MAN TGX or TGS for more traction without more consumption compared to rear-wheel drive (manual shifting or with MAN TipMatic®)
- Normal height, mid-level construction height and all-wheel drive construction height
- New MAN TipMatic® 12 gearbox functions
- Powerful PTOs autonomous of clutch
- Steel bumper





THE OFF-ROAD PROFESSIONALS.

Agricultural transports frequently take place on unpaved surfaces. If the ground conditions permit, reliable, on-field use of the truck must also be possible.

Make challenging off-road deployment easy – MAN trucks are always proving their worth, especially when it comes to considerable traction requirements in the field. Reap the benefits of a high payload, safety and high traction in the field. Our comprehensive ex-works vehicle range is perfectly tailored to your needs. Experience the benefits of all-wheel drive MAN trucks with high design height and engageable or permanent all-wheel drive. They're the cream of the crop when it comes to agricultural applications, as routes to many fields take vehicles across topographically challenging terrain and roads that have not been asphalted and are usually gravelled. What's more, not all access routes to clamps, slurry tanks or silos are surfaced.

Also, semitrailer combinations often enjoy greater acceptance among other road users and in the population in general than tractors with bulky, multi-axle trailers. For maximum traction, you can apply our intelligent lock management using a rotary switch to engage the differential locks in the longitudinal and then in the transverse direction. The all-wheel drive really comes into its own combined with the soil-friendly agricultural tyres when leaving country lanes and moving onto grasslands or fields. The right tyres are able to meet the various demands placed on them. The low level of pressure they exert on the ground means they conserve country lanes and agricultural land, their V tread takes care of traction, and they are still able to manage high transport speeds on surfaced roads.

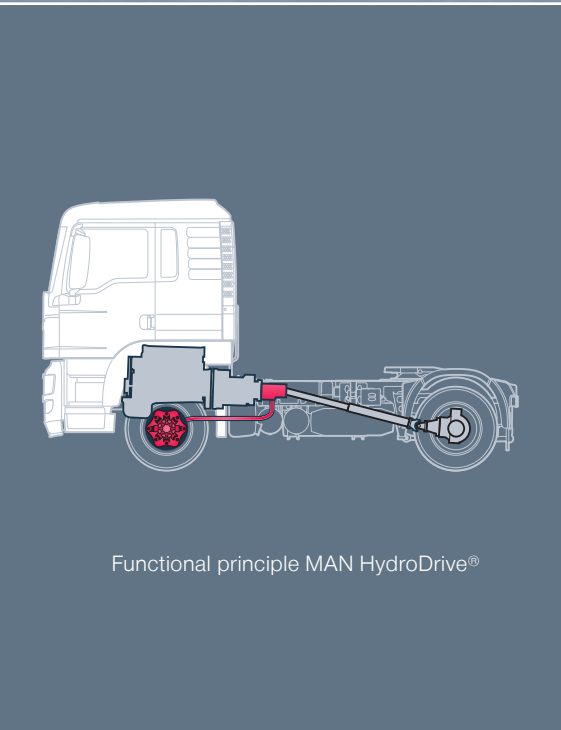
A semitrailer tractor with hydraulic system can also be used year-round as a winter service vehicle.

→ **Working for your daily bread:**

- Economic transport solutions for agriculture
- All-terrain, reliable 2-, 3- and 4-axle units
- Permanent and engageable all-wheel drive
- MAN HydroDrive® for MAN TGX or TGS for more traction without more consumption compared to rear-wheel drive (manual shifting or with MAN TipMatic®)
- Normal height, mid-level construction height and all-wheel drive construction height
- New MAN TipMatic® 12 gearbox functions
- Powerful PTOs autonomous of clutch
- Steel bumper
- Leaf/air suspension chassis for high driving comfort
- Suitable for universal use as agricultural vehicle, semi-trailer or winter service vehicle



Front axle with hydrostatic wheel hub motors



Functional principle MAN HydroDrive®



WHERE THERE'S A MAN, THERE'S A WAY.

Whether for on-road or off-road applications: MAN vehicles with all-wheel drive or MAN HydroDrive® get into action wherever maximum traction is required.

They keep on going while others lose their way: these MAN trucks with permanent or engageable all-wheel drive, available as 4x4, 6x6 and 8x8 models, are the uncrowned kings of traction. In the process, MAN transfer cases with on-road gear and off-road gear assume responsibility for power distribution to all axles. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all-wheel-drive vehicles.

The clever alternative to the classic all-wheel drive is MAN HydroDrive®, the engageable hydrostatic front-axle drive. It is ideal for assignments with occasional off-road deployment and for situations in which additional traction is needed on the front axle. A further advantage is that the fuel consumption and the vehicle height remain at the favourable level found in a conventional rear-axle drive. The MAN HydroDrive® is also available in combination with the automated manually operated MAN TipMatic® gearbox.

→ Traction in action:

- Permanent or engageable all-wheel drive for maximum traction
- MAN transfer cases with on-road and off-road gear
- MAN HydroDrive® for driving scenarios where more traction is required
- Fuel consumption is no higher than that of conventional rear-wheel drive
- Weight saving of approx. 400 kg (depending on wheel configuration) compared to permanent all-wheel drive
- Greater flexibility in vehicle use



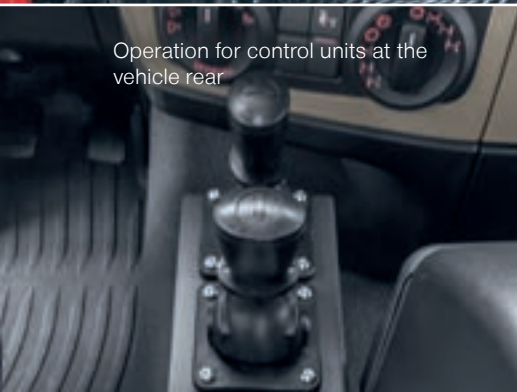
Wheel arch cut-out for largest wheel



Trailer coupling support on the end of the frame



Hydraulic system



Operation for control units at the vehicle rear



Arbeitsscheinwerfer auf dem Kabinendach

AS INDIVIDUAL AS YOUR REQUIREMENTS.

Special requirements require special solutions. MAN Modification® delivers customers' special requests that cannot be implemented in series production.

MAN Modification® takes individual customer requests and implements them in a professional manner with technical perfection. The range of potential vehicle modifications is almost unlimited. Whether in terms of the cab, chassis, driveline, electronics or body, tailored solutions are implemented not only for specific individual requirements but also for the entire vehicle.

Contact your seller to let them know your individual requests. Working together with MAN Modification®, 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.

With agricultural applications in mind, MAN offers various features such as larger wheel arch cutouts to change all tyres to tyres that do not overly disturb the soil. A tyre pressure control system is available as an option. A trailer coupling support on the end of the frame with standard trailer coupling and ball coupling (80 mm) and two steering balls (50 mm) are also available to make flexible operation easier. A spotlight on the cab roof improves visibility for the driver, and a load-sensing hydraulic system with 80 cm³ hydraulic pump and 200 bar pressure optimises the supply to the vehicle consumers.

→ MAN Modification for agricultural vehicles:

- Wheel arch cutouts for largest wheels
- Relocation of the exhaust system for large wheels
- Trailer coupling support on the end of the frame
- Hydraulic system
- Operation for control units at the vehicle rear
- Standard trailer coupling, height-adjustable, at vehicle rear

EFFICIENCY IS A MATTER OF TECHNOLOGY.

A variety of transport tasks arise in agricultural business and for contracted hauliers. Thanks to their high payload, low fuel consumption and typical high driving speed, MAN trucks are gaining ground in the transportation chain between farm, field and warehouse.

It is in combined use in the field and on the road where MAN agricultural trucks are really able to demonstrate their high level of efficiency. Including with their ECAS electronically controlled air suspension system. Height adjustment for a wide variety of transport tasks makes your job easier and also saves you time. Enjoy optimum suspension comfort as vehicle adapts automatically to the relevant load. The frame height is kept constant. You can simply stow the control unit in a holder on the driver's seat; height adjustment can also be carried out from the outside.

→ **More input, more output, more results:**

- Common-Rail-Diesel with 235 kW (320 hp) ups to 471 kW (640 hp), MAN D38 engine only for MAN TGX
- 16-speed manually operated gearbox, optional 12-speed gearbox with the latest-generation MAN TipMatic®, also available with off-road mode
- MAN HydroDrive® for more traction
- 3-part robust steel bumper with middle-positioned towing eye
- Prepared for engine start-stop system
- Normal height, mid-level construction height and all-wheel drive construction height
- Digital axle-load display in the driver's cab for air-sprung axles
- ECAS controlling (control of the air spring)
- Two, transmission-sided, auxiliary drives for increased hydraulic performance and faster crane operation
- KSM interface for external data exchange
- Locking management
- Ventilation grilles against dust turbulence
- Steering brake



Steel bumper with robust protective grill for radiator and headlights



ECAS controlling



MAN TipMatic® OFFROAD

THE MAN DRIVELINE.

MAN HydroDrive® – more traction as required

MAN, the inventor of MAN HydroDrive®, has in the meantime expanded the range and now offers a unique variety of versions from two-axle to four-axle vehicles with leading or trailing axles.

MAN HydroDrive® for more traction and safety when driving into or out of construction sites and dirt roads, on slopes and slippery roads. The selectable hydrostatic frontwheel drive gives you the driving power you need in all these situations, forwards and in reverse. When you're driving downhill and the MAN HydroDrive® is engaged, the sustained-action brake also acts on the front axle, thus stabilising the vehicle. MAN HydroDrive® can also be engaged while driving and under load by turning the rotary switch. As far as fuel consumption and wear and tear are concerned, it is comparable to a conventional rear-wheel drive and weighs only slightly more. The design height remains unchanged, which means: easy access, low overall height, low centre of gravity and thus optimal driving

stability. MAN HydroDrive® is available in combination with MAN TipMatic® or manually operated gearboxes.

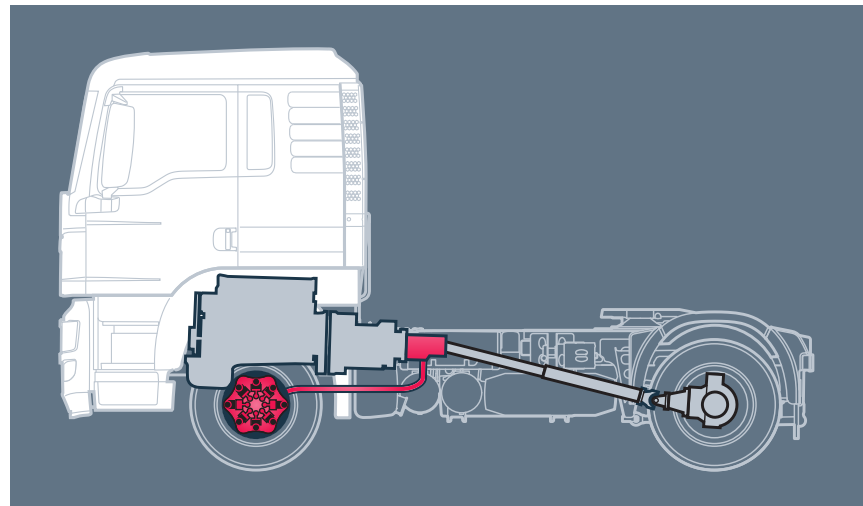
All-wheel drive for everyone

Wherever maximum traction is needed, that's where MAN vehicles with permanent or selectable all-wheel drive go into action. They're available as 4x4, 6x6, 8x6 and 8x8 versions. The power is distributed by two-speed MAN transfer cases with on-road and off-road ratios. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all wheel-drive vehicles. A new feature on the MAN TGM is the optional electronic transfer case and lock management. This helps the driver to operate the vehicle on- and off-road as the conditions in terms of traction require and takes some of the load off the power train. In the MAN TGX and MAN TGS too, the engaging and disengaging of differential locks is electronically monitored.

Continuous braking

EVBec®: As a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, e.g. an improved braking effect by controlling the exhaust gas back pressure, significantly increased brake output especially in the lower engine speed range, overheating protection during long braking operations and constant brake output whether the engine speed is rising or falling. Three brake output stages are available.

The retarder is a hydrodynamic continuous brake integrated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation. This increases driving safety during long descents by relieving the load on the service brake system.



With the innovative MAN PriTarder®, the MAN TGS comes with a highly efficient primary brake system that is one of a kind. The combination of EVBec® engine brake and PriTarder means that an enormous brake output of up to 645 kW is already produced at low driving speeds. 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 brake lining service 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® OFFROAD

It is extremely easy to change gear correctly with the automated MAN TipMatic®, because it can be operated in automatic mode as well as manually using the tilt lever. There is a six-gear version for the four-cylinder engines and a 12-gear version for the six-cylinder engines. The MAN TipMatic®, which is specially tailored for construction site deployment, permits the convenient use of automatic mode even in off-road environments. Simply set the selector switch to "DX" and you'll find that the gear shifts are noticeably faster, while the engine speed range in each gear is more fully utilised. The new generation MAN TipMatic® adds new functions to the convenient and efficient automatic gearbox.

SmartShifting increases the shifting speed intelligently by adapting it to the respective driving situation and depending on the driver's request, the mass of the vehicle and the driving resistance. The advantages are an extremely fast and convenient gearshift process. SmartShifting works even faster when skipping multiple gears and on steep uphill gradients with upshift assistance (HSU). Here, the engine speed drops faster when the clutch is disengaged, due to the closing of the exhaust throttle valve. This realises a shorter interruption of the tractive force on uphill gradients because the frictional connection can be restored quickly. The truck loses less momentum. In this way, SmartShifting supports fuel-saving operation with lower engine speeds in the higher gears. In the traction segment, shorter interruptions of tractive force are noticeable on inclines.

MAN EfficientCruise® + EfficientRoll

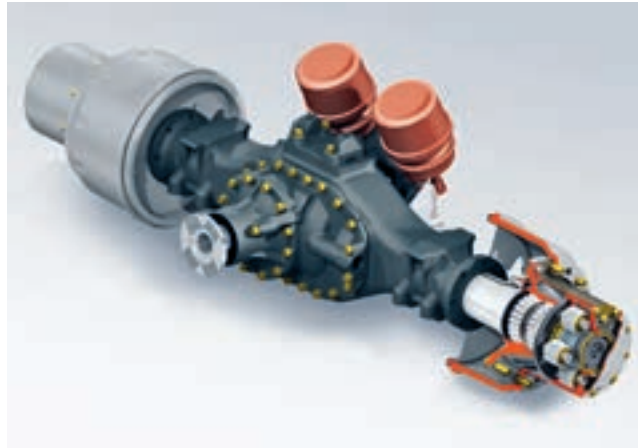
Both systems can now be combined.

MAN EfficientCruise® uses 3D map data and the vehicle's GPS position to calculate the topography of the route and determine the required fuel injection. That means independent and proactive speed regulation before and on inclines and slopes. The driver can choose speed tolerances for optimal consumption values from four field-tested levels, of course making it easy to use for maximum driving comfort.

EfficientRoll is designed for gently sloping motorways and principal roads. The MAN TipMatic® then automatically shifts into neutral and lets the vehicle roll, without the engine braking effect reducing the speed of the vehicle. The truck carries the momentum from gentle downhill sections into a following flat stretch or slight incline.

Idle speed driving enables comfortable moving off and driving at idling speed. After driving off, the vehicle pulls away with the clutch engaged and continues moving at a low idling speed of approx. 600 rpm until the brake is applied or the gradient is steep. The driver can therefore manoeuvre the truck very precisely and sensitively forward and backward and get through stop-and-go traffic without any issues. That means reduced wear and tear on the clutch as well as gentle torque build-up during start-up.

THE MAN RUNNING GEAR.



Planetary axle



Hypoid axle

Axle and suspension systems

Whether planetary or hypoid axle – both axle systems are available with various transmissions and parabolic or air suspension. The planetary axle is also available with trapezoidal suspension. Parabolic suspension makes driving the loaded or the empty vehicle very comfortable, and is beaten into second place only by air suspension. The available weight-optimised hypoid axle results in a weight saving of 180 kg compared to the normal hypoid axle and 280 kg for the planetary axle. The ground clearance is similar to a planetary axle. Vehicles with leaf springs are available with simple tandem hypoid axles in normal and medium-high design height. Vehicles with air suspension are available in normal design.

Construction air suspension

One of MAN's specialities is construction air suspension on the rear planetary axles – available for construction vehicles of medium height and all-wheel drive height. With lifting and lowering equipment fitted as standard, it has a load-carrying capacity of up to 13 t per rear axle. This is ideal for the tough work on building sites (overload reserve) and on difficult terrain. Advantages: a smooth ride in any load condition thanks to the electronic levelling system ECAS, easier on the vehicle, the body, the load and the road. For use with road finishers there are internal stabilisers.

Steel bumper

The three-part steel bumper with centred towing eye and hinged front step is not only robust but also integrates itself elegantly into the MAN TGS/MAN TGX design. A modified version of the bumper is available, prepared for fitting an attachment plate for a snow-plough or shackle. Robust steel bumpers are also available for the MAN TGL and MAN TGM ranges as special equipment.

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.

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.

MAN EasyStart

Problems with starting on a slope are out. MAN EasyStart with MAN TipMatic® is in. The start assistant for slopes makes things easy for the driver. When the brake pedal is released, the brake pressure is maintained for one second so that the driver can change to the accelerator and the vehicle can move off without jolting, with low wear and without rolling back.

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 by means of a switch on hills. As opposed to systems that use spring reservoirs to brake only the rear axle, an MAN all-wheel truck equipped with the hill-climbing brake can't slip.

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.

Variable axle load ratio

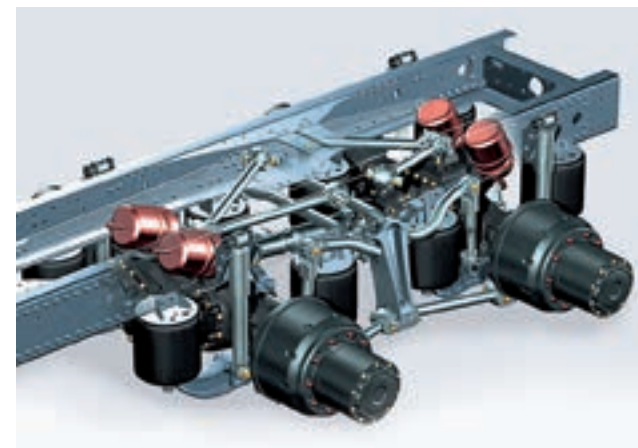
With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is 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.

Modifications to cab and chassis

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



Light MAN TGS tandem hypoid axle



Construction air suspension

MAN ASSISTANCE EQUIPMENT.



ESP compensatory braking when vehicle is oversteered



ESP compensatory braking when vehicle is understeered.

Electronic stability program (ESP)

ESP protects you from unpleasant surprises. ESP sensors constantly monitor the driving dynamics. If there is a risk of imminent skidding or tipping over, the separate wheels are braked accordingly and, where necessary, the engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely in the lane. MAN offers the electronic stability program for vehicles with leading or trailing axles and even for 4-axle vehicles or multiple tractors.

MAN BrakeMatic® brake system with ABS and ASR

The electronic MAN BrakeMatic® brake management system coordinates the functions of the EBS service brake and the MAN EVB or EVBec continuous brakes, MAN Pri-Tarder or retarder with one another. As a result, the degree of utilisation of the permanent braking devices is increased in a comfortable and safe manner and the wear and tear on the service brake is reduced conversely. The most important distance is the braking distance. So that you do not experience any nasty surprises, the EBS electronic brake system with its sub-functions, ABS and ASR, ensures shortened braking distances and a harmonisation of the brake lining wear for the entire vehicle combination with extremely long lining service lives. The coupling force control for optimum adjustment of the trailer or semi-trailer brakes ensures perfect trailer synchronisation.

Brake assistant

The brake assistant registers speed and pressure when the brake pedal is operated and optimises the applied brake pressure through to full brake force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

Lane guard system LGS

The electronic lane guard system permanently monitors the lane ahead of the vehicle. If drivers stray from the lane without activating a flasher, they are warned by an acoustic signal. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits rumble-strip noise, which the driver intuitively understands correctly. LGS increases the driver's awareness of staying in the lane, thus preventing many a dangerous situation.

MAN AttentionGuard

MAN AttentionGuard detects signs of reduced driver alertness at an early stage, and warns the driver accordingly. A second-generation (or higher) Lane Guard System is required for this system to work. The MAN AttentionGuard is a key factor in preventing the driver from accidentally leaving the lane on monotonous stretches of road – one of the typical causes of accidents. The MAN AttentionGuard also works when driving at night.

Adaptive Cruise Control (ACC)

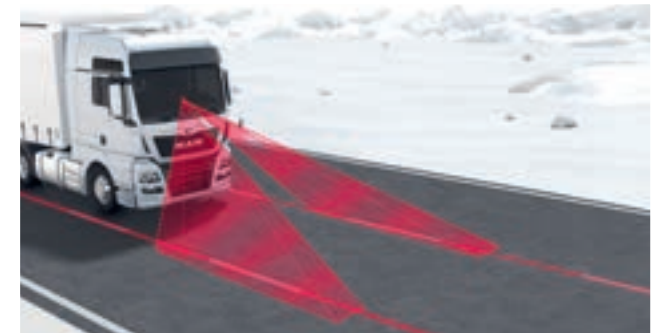
Adaptive cruise control automatically evaluates the distance and differential speed of the vehicle in front and ensures a safe distance through electronic intervention in the accelerator or brake pedal. ACC can be used at driving speeds from 25 km/h and helps the driver to stay relaxed while driving.

Preparation for rear-view camera

The rear-view camera is automatically activated when reverse gear is engaged. This provides additional comfort and increases safety when reversing/manoeuvring. The cameras can be located anywhere on the vehicle/body/trailer from where they can, for example, monitor body functions (taking cargo on board or tipping).



Functional principle EBA: advanced traffic monitoring by using two independent sensor systems (radar and video)



LGS for staying in the lane



Rear-view camera



Vehicle behaviour with CDC



Vehicle behaviour without CDC

Active roll stabilisation CDC and high-load roll stabilisation

With active roll stabilisation, dampers are automatically regulated 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 effectively reduced.

Emergency Stopping Signal (ESS)

Instead of the brake lights simply coming on, the Emergency Stopping Signal (ESS) warns traffic behind of emergency braking using the hazard lights. These flash faster to alert traffic behind to the emergency. Once the vehicle is stationary, the hazard lights are automatically activated to prevent rear-end collisions. The ESS therefore helps to enhance road safety.

Cornering light

The cornering light supplements the normal low-beam headlights at speeds of up to 40 km/h. It is activated when the driver operates the indicator or – on vehicles fitted with ESP – when the steering wheel is turned far enough. This improves visibility in the dark and in foggy conditions as well as providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.

LED daytime driving lights

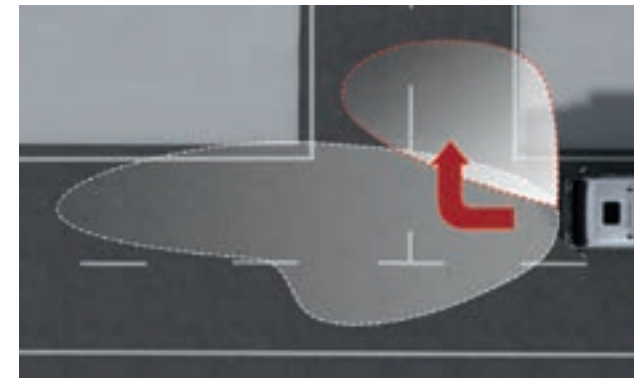
Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS and MAN TGX easier to see during the day compared with daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically with the ignition and are dimmed to the maximum permitted luminance if other lights such as the low-beam headlights or indicators are switched on – not however if only the headlight flasher is actuated. The high level of light intensity of the long-lasting LED daytime driving lights gives the vehicle a modern look.

LED rear lights

With tail lights in an LED design, burnt-out lightbulbs and the associated compromised safety and maintenance costs can be avoided. LED lights have a longer service life with lower energy consumption than conventional lightbulbs.

Manoeuvring light

A manoeuvring light is available as an option to assist night-time manoeuvring and cornering. The illuminated area coincides with the field of vision of the ramp mirror. This enables the driver to safely establish the condition and edge of the road and any obstacles in the dark. Active safety during manoeuvring is improved.



Cornering light for better visibility



LED daytime driving lights



LED rear lights

EFFICIENCY AT FULL THROTTLE.

Vehicles in agricultural operations must ideally have, on the one hand, high torque and, on the other hand, low fuel consumption: The high-performance MAN engines provide both.

The highly efficient four- and six-cylinder engines with ratings of 184 kW (250 hp) to 471 kW (640 hp) make an impression with their outstanding power delivery even at low engine speeds. The engines of the MAN D20 and MAN D26 series are also designed for service intervals of up to 140 000 kilometres. The new MAN D38 engines are part of a master class. Technologically sophisticated details, such as enhanced Common Rail technology with extremely high injection pressures of up to 2 500 bar, high ignition pressures of up to 250 bar and biturbocharging with a two-stage intercooler set new standards with regard to tractive power, fuel consumption and CO₂ emissions. High-tech for increased reliability. When you need to move mountains, but also want to protect the environment, MAN engines are the perfect partner.

Alternative fuels.

Since 2017, MAN will approve the MAN D20, MAN D26 and MAN D38 engines for use with paraffin fuels in accordance with EN15940. Fuels that comply with this standard include hydrogenated vegetable oils (HVO), coal to liquids (CTL), gas to liquids (GTL), biomass to liquids (BTL).

For global applications MAN also offers efficient Euro 2 to Euro 5 engines from 265 to 353 kW (360 to 480 hp).

The new MAN D15 engine will be available from the middle of 2019. Like the MAN D20 engine, it has very good dynamic handling thanks to its optimal turbo charger configuration, but offers more payload. Even at low speeds, the maximum torque is available.

* for MAN D20 and MAN D26 engines

Engines Euro 6				
	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
D2066	R6	10.5 l	235 kW (320 hp)	1 600 Nm
	R6	10.5 l	265 kW (360 hp)	1 800 Nm
D2676	R6	12.4 l	309 kW (420 hp)	2 100 Nm
	R6	12.4 l	338 kW (460 hp)	2 300 Nm
	R6	12.4 l	368 kW (500 hp)	2 500 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

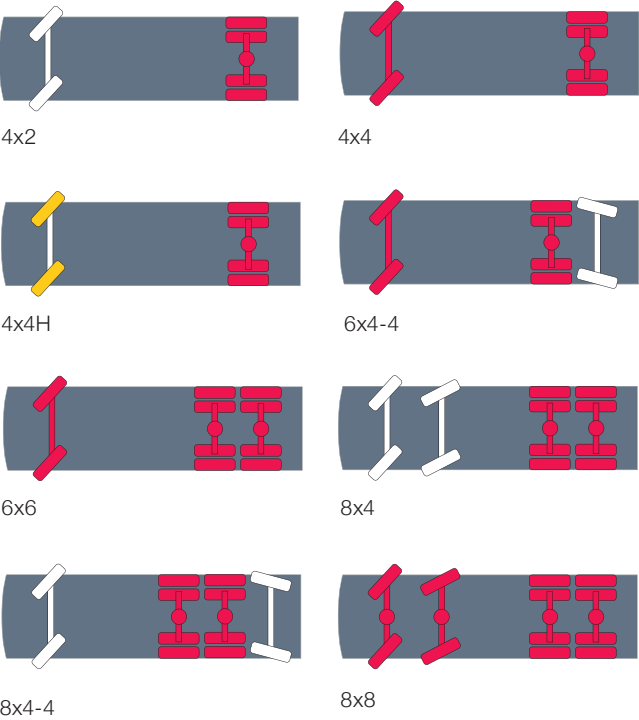
* MAN D15 engine available from the middle of 2019

DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

In the wide range of agricultural tasks, there is nothing which our vehicles cannot perform. Irrespective of where reliable transport performance is always demanded, MAN is there to provide the service.

The comprehensive MAN vehicle range with the construction series MAN TGL, MAN TGM, MAN TGS and MAN TGX covers a requirement between 7.49 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.

Chassis for agricultural operations			
Type			Suspension
TGM	13 to 18 t	4x4	BL
TGS / TGX	18 t	4x2	BL
TGS / TGX	18 t	4x4H	BL
TGS	18 t	4x4	BB
TGS	18 t	4x4	BL
TGS	26 to 28 t	6x2-4	BL
TGS	28 t	6x4-4	BL
TGS	26 to 40 t	6x6	BB
TGS	32 to 41 t	8x4	BB, BL
TGS	35 t	8x4-4	BL
TGS	35 to 41 t	8x8	BB



THE CHOICE IS YOURS.

The right cab for every need – and a maximum level of comfort and ergonomics travels with you wherever you go.

MAN driver's cabs are designed and equipped for stress-free, concentrated driving and relaxed regeneration. And of course safety. All cabs meet the crash safety requirements, comply with the ECE-R29 directive and offer optimum passenger protection.

Many small thought out details, such as the washable door-interior coverings, the easy to clean fixtures, the compressed air connection for simplified cleaning and the optional headlight washing unit show that nothing has been left to chance in the design process. Take the optimum all-round visibility, for example, which is supported by such features as the mirror concept with the main and wide-angle mirror, large kerb mirror and front mirror. The blind spot has been practically eliminated. The heated windscreen for winter service vehicles ensures an unobstructed view even at the coldest times of the year.

Cab	Vehicle series			
	TGL	TGM	TGS	TGX
C cab	■	■		
Crew cab	■	■	■	
M cab			■	
L cab	■	■	■	
LX cab	■	■	■	
XL cab				■
XLX cab				■
XXL cab				■

*available for MAN TGS via MAN Modification®

C cab



M cab



L cab



LX cab



XL cab



XLX cab



GREAT VIEWS. ON EVERY DRIVE.

MAN vehicles can expect numerous new equipment highlights to make the interior even more driver-friendly and optimised for vehicle operation.

The warm sand and graphite tones of the interior panelling, grained plastic surfaces, satin-chrome-plated door handles and the seat covers have already been lending the cab a comfortable yet stylish atmosphere. The optional darker “Urban Concrete” colour will be available for the cockpit. It is a resistant colour scheme for all surfaces that may come into contact with dirty hands or work clothing during vehicle deployments in dirty conditions. The look of the cab interior can also be customised with up to three optional variants for the all-round trim strips (in brushed aluminium, Net-Black and wood).

The multi-function steering wheel forms the perfect interface between vehicle and driver: Various functions are integrated in the steering wheel in a clearly laid out and intuitive manner. Without taking your hands off the wheel you can call up vehicle information, receive telephone calls and adjust the radio settings. The driver can freely adjust the height and angle of the multi-function steering wheel, which is also available in leather.

A slimmer centre console and a coolbox/storage box (not available in the C cab), which can be completely stowed under the bed, create a more comfortable sitting and standing experience in the central area. And yet, the coolbox offers more space. The cup holders are more flexible, and the bunk control panel in the longer cabs with beds is more convenient. The lighting in the living space provides a cosier atmosphere thanks to goose neck lights.

The function-based switch layout and the colour display offer the driver a modern, ergonomic work place. In the MAN TGX, comfort and working conditions for the driver have been improved thanks to the reduction in interior noise by 1.5 dB compared to the previous series.

“Urban Concrete” colour





EVERYTHING INSIDE, AND ALL AT A GLANCE!

It is the driver who turns efficiency into motion. His performance at the wheel is the key to reliable transport and to a safe, cost-effective driving style. So it's vital that the workplace is well equipped for this.

In the redesigned MAN cockpit, everything is in the right place. The displays are clear, while frequently used switches and switches requiring quick access are close to the driver. To ensure intuitive operation, interrelated functions are grouped into switch groups, which are always in the same position in all vehicles and series. Having this standardised layout simplifies operation for drivers when switching vehicles. The dial switch for the MAN TipMatic® automated gearbox is now in the driver's field of view. The main panel of controls now houses all switches vital to operation and driving, while relevant functions for add-ons can be assigned to a second, optional panel of switches at a later date. Placing the panel of buttons for essential functions, such as interior lighting, above the driver provides easy access even while driving.

The focus will be on the instrumentation with new LCD display in four colours. This four-inch, high-resolution colour display supports legibility and orientation, and highlights features such as activated assistance systems and warning messages to enable quicker recognition. A digital speed display complements the analogue display. In addition, menus and controls boast colours coordinated with the MAN Media Truck infotainment system. The air-conditioning panel features displays with a white background, making them considerably easier to read thanks to the better contrast.

MAN infotainmentsystem.

MAN offers some improved features with the new infotainment system. The standard MAN Media Truck variant includes a 5" TFT display with touchscreen and SD card slot. On request, it's also available with a hands-free system, Bluetooth audio streaming, USB/AUX inputs, and DAB+ digital radio. In addition, the MAN Media Truck Advanced version offers a larger 7" display, voice control, a hands-free system for a telephone, video display via USB & SD, traffic information via radio, and a maximum of two camera interfaces. MAN Media Truck Navigation includes a specialist truck navigation system. Also, the versions MAN Media Truck Advanced and Navigation offer the function of "Twin Pairing", which enables two mobile phones to be connected to the system in parallel. Both variants can also be provided with a hook-up for a rear-view camera.

The "Mirror Link" function transfers the user interface of mobile devices to the infotainment system, enabling safe operation via the multi-function steering wheel and the system itself (connection via USB cable). The navigation screen also continuously shows maximum speed limitations (depending on whether the map data includes the respective information). The digital radio (DAB/DAB+) is easy to access and use via voice control.

MAXIMISING YIELDS, MINIMISING WEAR AND TEAR.

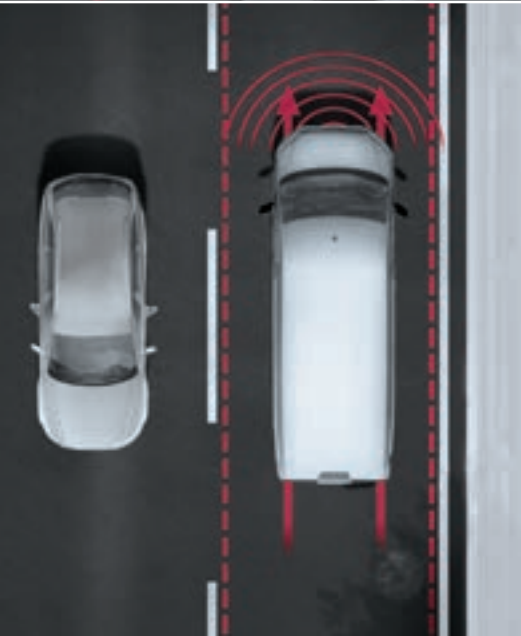
Optimum support during repairs to harrows, tractors, etc. As an individually configurable service vehicle, the MAN TGE separates the wheat from the chaff.

Farmers know this problem all too well – when it comes to the agricultural sector, damage to agricultural devices is an expensive risk and must be responded to quickly to prevent losses and to safeguard income.

This is why MAN offers sector-specific workshop and vehicle equipment for the TGE ex works for farmers and agricultural companies. The individually expandable shelf systems, workbenches and securing elements impress with their top level of quality and tailored standardisation.

The 4x4 all-wheel drive, which is provided ex works, ensures fast deployment on arable land, green areas and field tracks. Up to 3.5 t of trailer load can be moved thanks to different removable and changeable trailer couplings; allowing you to transport additional freight independent of the loading surface.





INNOVATIONS AND SAFETY.

You need a team you can rely on.

Which is why the new MAN TGE comes with a range of innovative safety systems to help you, depending on the capabilities of the selected system, to concentrate on your work and prevent costly damage to your vehicle at the same time.

1 – Park steering assist¹

When activated, the park steering assist takes over the steering of the vehicle during parking, slipping the MAN TGE smoothly and accurately into the narrowest spots. The driver continues to operate the acceleration and 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 errors.

2 – Emergency brake assist (EBA) as standard equipment

If the MAN TGE is approaching an obstacle and the driver doesn't react, as-standard emergency brake assist warns the driver and then activates the brake in case of an emergency. In combination with the automatic transmission, the system automatically brings the vehicle to a complete stop to prevent a collision.

3 – Park out assist¹

A feature of lane change assist, park out assist helps the driver when backing out of a parking place, and brakes the MAN TGE automatically if there is a risk of collision with oncoming traffic.

¹ Optional equipment at extra cost.

4 – Active lane assist¹

If the vehicle unintentionally exits 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.

5 – Side wall protection assist¹

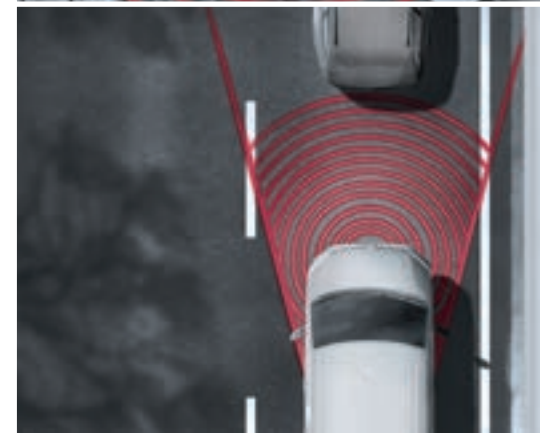
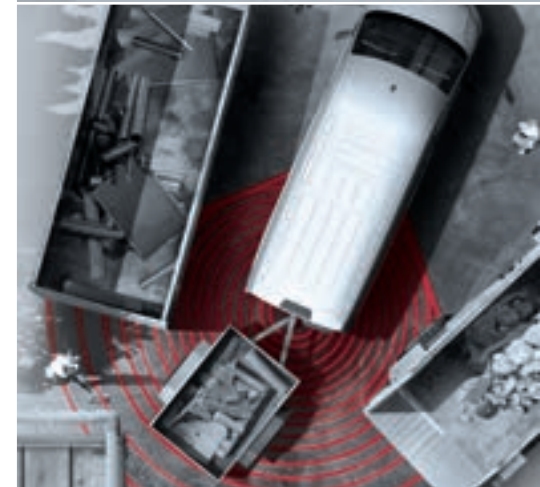
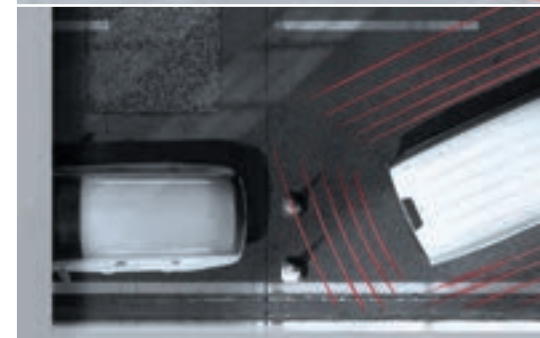
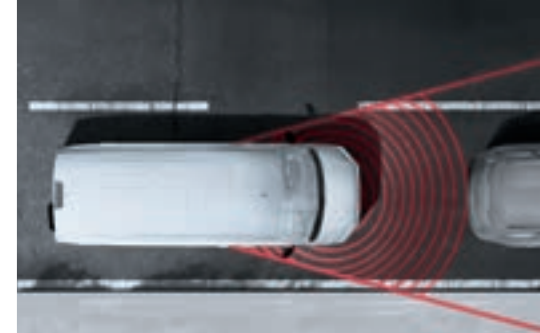
360° optical vehicle surveillance with lateral protection. Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. At the driver's seat, a convenient display shows objects all around the vehicle and indicates potential collision risks when changing lanes. An acoustic signal also warns the driver of collision risks.

6 – Trailer assist¹

This system can be activated when required. When reversing with a trailer, the MAN TGE automatically follows a previously set turning angle. The driver controls the acceleration and braking only, the steering is automatically controlled by the vehicle.

7 - Adaptive cruise control (ACC)¹

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



DRIVE AND ENGINES.



These engines specially developed for the tough demands of commercial vehicle use combine a long service life with impressive power and low fuel consumption. Any of the available transmissions and engines will deliver outstanding performance, high efficiency and superb reliability even under extreme driving conditions.

2.0 I (75 kW, 300 Nm):
Front-wheel drive
Average consumption: from 7.4 l/100 km
CO₂-emissions¹: from 193 g/km

2.0 I (90 kW, 300 Nm)²:
Rear-wheel drive with dual tyres

2.0 I (103 kW, 340 Nm)³:
Front-wheel drive, rear-wheel drive and all-wheel drive 4×4
Average consumption: from 7.4 l/100 km
CO₂-emissions¹: from 193 g/km

2.0 I (130 kW, 410 Nm):
FFront-wheel drive, rear-wheel drive and all-wheel drive 4×4
Average consumption: from 7.5 l/100 km
CO₂-emissions¹: from 196 g/km

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

VAN OPTIONS.¹

The MAN TGE panel van



The MAN TGE combi van²



The MAN TGE crew cab









The MAN TGE chassis cab



Models with super-high roof will be available at a later date.

¹ The dimensions shown refer to vehicles with front-wheel drive and factory-original chassis with platform body. ² Available at a later date.

VEHICLE LINE-UP.

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






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






¹ Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall. Loading length in the upper area of the loading compartment: 3 201 mm.

² Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall. Loading length in the upper area of the loading compartment: 4 051 mm.

³ Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall. Loading length in the upper area of the loading compartment: 4 606 mm.

⁴ Data not available at the time of printing.

MAN TGE Chassis			
	Standard	Long	Extra-long
	Length: 5 996 mm Wheelbase: 3 640 mm Max. body length: ■ Chassis cab: 3 750 mm ■ Crew cab: 2 700 mm	Length: 6 846 mm Wheelbase: 4 490 mm Max. body length: ■ Chassis cab: 5 570 mm ■ Crew cab: 4 300 mm	Length: 7 211 mm Wheelbase: 4 490 mm Max. body length: ■ Chassis cab ⁴
Chassis cab Height: 2 305-2 327 mm			
Crew cab Height: 2 321-2 352 mm			

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

OPTIMISING USE DOWN TO A TEE.

Whether in urban distribution transport or interurban deliveries, efficiency and productivity are the key to success in domestic and global competitive markets.

For over a century we have been manufacturers of trucks and buses and technological leaders in the transport business. Digitalisation now also offers this sector great new opportunities. With MAN DigitalServices, we ensure that you are able to use MAN services smarter and with even less complexity. Our offers aim to optimise functional and business processes and all have one thing in common: they make your transport business simpler and more efficient – and thus more profitable. The digitalisation of transport and logistics results in a significant increase of efficiency by networking the entire value chain. To achieve this we work closely with our partner RIO, the open, manufacturer-independent and cloud-based digital platform from TB Digital Services GmbH, a company of the TRATON GROUP. This makes it especially easy to start using digital services in the transport and logistics sector.

The prerequisite for using the digital services is that vehicles are equipped with the RIO Box. With MAN DigitalServices, you can optimise your vehicle analysis and performance, maintenance management and driver performance. After registration and vehicle registration, the RIO Box and the basic service MAN Essentials are automatically activated free of charge. This gives you access to a world of tailor-made, vehicle-related digital solutions from MAN exclusively for MAN vehicles, as well as logistics services from our partner RIO; you can use a range of services from one of the biggest specialists in road maps, traffic and weather information and you can rely on efficient driver management support that can be adapted to your needs. An extensive vehicle-related deployment analysis is included in the basic service. Continuous status messages from the vehicle to the RIO platform enable unique recommendations for action tailored to the individual customer as well as holistic vehicle monitoring.

The following services are included in the MAN Essentials basic service:

- Fleet monitoring: overview of all vehicle positions and traffic information on a modern map view.
- Transfer of important vehicle information: vehicle position in the form of the nearest address and GPS coordinates including direction of travel and current mileage.
- Transfer of important driver information: driver card ID and residual time at wheel; other data about the driver can be entered manually.
- Performance analysis (vehicle-based): transfer of average fuel consumption, speed, gross combination weight and route based on data analysed over the last ten days of use.





YOUR TRUCK IN THE BEST HANDS.

Maximum quality over the maximum possible vehicle service life and excellent availability – this is our promise to you.

With a wide-ranging portfolio of services, we offer 360° support that is both efficient and reliable. You can rest assured at all times: your MAN truck is in the best hands with us. MAN services offer everything your coach needs, meaning that your MAN trucks are always operated in the best possible conditions and that you can get the most out of your vehicles for even longer. With MAN ServiceContracts or MAN Mobile24, your mobility is our concern. That is true of our additional services too. MAN services, for instance, have tailored solutions on hand to optimise operating your vehicles, increase profitability and enhance efficiency. Whatever service you choose, you're always on the right road with MAN.

The quickest way to find out more: www.truck.man

All information on our products, services and other service topics such as MAN ServiceContracts, MAN Card, MAN ProfiDrive®, MAN Financial Services and MAN Mobile24, etc. can be found on our website www.truck.man – discover the MAN brand interactive and up close.



* The services offered as part of the joint business relationship "MAN Financial Services" (financing, leasing and insurance products) vary from market to market depending on the country. They are provided or brokered by various subsidiaries of Volkswagen Financial Services AG.

MAN ProfiDrive®

The MAN ProfiDrive® driver training programmes and corporate coaching modules bring you up to speed, making day-to-day driving safe. The support and training programmes on offer give you additional opportunities to optimise your commercial environment.

MAN | Financial Services

MAN Financial Services* help you to stay financially mobile. Moreover, our truck rental service makes it possible to be more flexible in responding to shortages or increased demand.

- **MAN Card**
Europe-wide non-cash payments
- **Financing**
Acquisition of property through flexible financing solutions
- **Insurance**
Insurance solutions for commercial vehicles
- **Leasing**
Budget-friendly leasing models
- **Rental**
Vehicle rental with a flexible contract term

MAN | Service



Higher quality, more time: new two-year warranty on MAN service and parts.

- **MAN Genuine Parts:** top quality, long service life and availability ensured
- **MAN Genuine Parts ecoline:** enjoy more savings and protect the environment in the process with reconditioned MAN Genuine Parts from MAN, the manufacturer or external service providers
- **MAN Genuine Accessories**
- **MAN Genuine coolant & lubricant:** MAN Genuine coolants and lubricants provide proven protection against wear and thus contribute to a longer service life and to a reduction in the total cost of ownership (TCO)
- **MAN Mobile24:** Europe-wide breakdown service for trucks
- **MAN ServiceContracts:** service agreements covering service and inspection tasks on the maintenance schedule. Depending on the add-on option, different modules such as contract management, driveline guarantee and wear-and-tear repairs can be included.
- **MAN guarantee extensions:** guarantee extension for driveline and complete vehicle

MAN | TopUsed

- **Top used vehicles:** large selection of high-quality used vehicles of all truck types
- **Service promise:** top quality, top advisory service, top selection, top financing, top service
- **Top services:** including used vehicle guarantee, financing

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