

EFFICIENCY À LA CARTE.

Distribution vehicles that will appeal to your taste.





WHATEVER YOUR PAYLOAD – EFFICIENCY WILL GET YOU THERE.

In short-haul and distribution transport, forward-thinking cost management is absolutely essential. The MAN TG vehicles in Euro 6 will drive forward your commercial success. Whether you go for the MAN TGL, MAN TGM or MAN TGS, you will always be deciding in favour of the highest levels of energy efficiency and reliability.

The vehicles offer high payloads and boast optimum body compatibility. Technology that offers you more.

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).

MAN SOLUTIONS FOR DISTRIBUTION TRANSPORT.

The MAN TGL. The pure truck.

The MAN TGL offers maximum efficiency and productivity in the class 7.5 to 12 tonnes. It sets unparalleled standards with its huge space, optimised payload and low fuel consumption. Design highlights include the ergonomic cabs in C, L and LX sizes, the new, high-torque engines, the MAN TipMatic® and a lot of safety features like the MAN Brake-Matic®.

The MAN TGM. A class of its own.

MAN TGM, the middleweight series from the 12-tonner to the 26-tonner, is a class of its own – unrivalled in payload, ride comfort and dynamism. Powerful engines, numerous versions, consistent efficiency – these are advantages that pay off. Vehicles of this class are characterized in particular by their high-torque six-cylinder engines rated up to 235 kW (320 hp) and the choice of cabs ranging from the C and L to the LX cab for combined-mode usage including long-haul runs.

The MAN TGS. For really good transport performance.

Whether it's the low entrance to the M and L cabs, the low weight and convenient overall height or the spaciousness of the LX cab, the comfort and the equipment of the MAN TGS cabs are perfect for operation in heavy-duty distribution transport. The MAN TGS also has a lot to offer in terms of loading capacity and payload. In particular, the three-axle 26-tonner with liftable and (optional) steered trailing axle combines a big payload with great manoeuvrability.

MAN Euro 6 engines.

Those who want to advance successfully in distribution transport need a drive system that saves on fuel but not on performance. The MAN Common Rail engines offer maximum pulling power and impress with favourable torque characteristics, low consumption and long service intervals. Agile four and six-cylinder engines with ratings from 118 kW (160 hp) to 471 kW (640 hp) produce dynamic drive. Get into efficiency gear with the MAN TipMatic® gearbox, which can be operated fully automatically or manually. It reduces fuel consumption, eases the load on the driveline and offers considerable weight advantages compared with similar transmissions.



FOOD DISTRIBUTION TRANSPORT.

Whether it's for transporting fresh or refrigerated food, MAN has the right vehicles for the job. The optimum vehicle in distribution transport combines maximum payload and loading capacity with great manoeuvrability, low overall height and exemplary eco-friendliness.

Just like the MAN TGL and TGM. As both 7.5- to 12-tonner with short wheelbase, the MAN TGL is extremely manoeuvrable. You will be convinced by its good payload, its high front-axle load reserves when partly unloaded and its low loading platform and overall height with 17.5-inch tyres. What makes it especially comfortable is the C cab with its extremely low entrance and first-class comfort.

The 15-tonne MAN TGM is in a class of its own – this is a truck that brings together payload and big volumes. Choice of wheelbases and 19.5-inch tyres create latitude for capacity. Optional full-air suspension provides stability when the load is unevenly distributed. When it's a question of optimum payload and low unladen weight, that's the moment to call for the MAN TGM 18-tonner. On the other hand, the MAN TGM 26-tonner with steered and liftable trailing axle packs a giant payload with big body length for maximum capacity.

In addition, MAN TipMatic® with Idle Speed Driving, Speed Shifting¹⁾ and EfficientRoll¹⁾ functions is now also available for MAN TGL and TGM. These moving-off and gearshift strategies improve driving comfort and reduce fuel consumption.

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

→ **The MAN TGL and TGM in refrigerated transport**

- Best payload ratios
- Generous front-axle load reserves for partial loads
- Low height of loading platform due to 17.5-inch and 19.5-inch tyres and low frame concept
- Small turning circle
- Low entrance due to C cab
- Stability package with reinforced shock absorbers and anti-roll bars on front and rear axles for vehicles with a high centre of gravity



HEAVY-DUTY DISTRIBUTION TRANSPORT OF FOOD.

The 18-tonner is the MAN TGS series’ tough guy for refrigerated transport. But it’s the three-axle chassis that really plays the most important part. And so, for instance, the solo vehicle with its body length of over eight metres has a big capacity. Equipped with a liftable and (optional) steered trailing axle, its small turning circle is an eye-opener. In combination with a tandem trailer, the three-axle tractor meets the requirements for maximum volume and a high degree of flexibility for through-loading trains. Just made for the city: the city semitrailer tractor, whose semitrailer with steered axle makes for great manoeuvrability. And when we’re talking payload, the similarly manoeuvrable semitrailer tractor with two-axle semitrailer goes one better. The semitrailer’ s second axle is also steered.



Loading aids help to ensure that the load is transported safely, efficiently and in good order with a maximum utilisation of the existing volume. All kinds of Euro pallets, roller trolleys, lattice bodies and shelf systems are used for the distribution of food. This overview serves as a guide to show how many roller containers you can load with which body lengths. On page 22 you find a similar overview regarding Euro pallets.

- The MAN TGS in refrigerated transport
- Best payload ratios
 - Special solutions for the branch to optimise manoeuvrability and overall height, e.g. steered trailing axle
 - Comfortable driver’s cabs (M or L cab) allowing great freedom of movement
 - A recess in the roof of the driver’s cab enables lower mounting of the refrigerating unit and thus lower overall body height
 - Variable hitching heights realised by possible combinations of various tyre sizes, different fifth-wheel couplings and plates





LONG-HAUL FOOD TRANSPORT.

Where the objective is efficiency, dependability is the way.

The MAN TGX blends both of them ideally. The semitrailer has the advantages in long-haul transport. You will appreciate its big payload and high capacity, the trailer's throughloading cargo area and the flexible way in which tractors can be exchanged. The standard tractor is the 4x2. In order to avoid overloading the rear axle after partly unloading, 6x2 semitrailer tractors will possibly also be necessary.

As an articulated train, the MAN TGX puts economical transport performance on the road with its high pallet capacity. By contrast with the semitrailer, two refrigerating units are required here. Operators have to decide for themselves which concept is most profitable for them.

→ **Refrigerated transport with the MAN TGX:**

- Best payload ratios
- Spacious cabs in XL, XLX and XXL design
- Roof recess in XL cab by MAN Modification
- Powerful engines of up to 471 kW (640 hp)
- Variable hitching heights realised by possible combinations of various tyre sizes, different fifth-wheel couplings and plates



FRIGOBLOCK switch



Fitting situation for Frigoblock generator



Roof recess



EFFICIENT REFRIGERATED TRANSPORT SOLUTIONS.

Close cooperation with the manufacturers.

MAN works closely with all leading manufacturers of refrigerating machinery, which means that even special customer requirements can be implemented quickly and economically. No matter whether it's a diesel-, generator- or compressor-powered front-wall unit, an underfloor unit or nitrogen cooling – there's always a cool solution at hand. This provides a defined interface (bracket) for the installation of additional units, while MAN decides where the connections to the engine are to be. The respective unit can then be mounted on the bracket with the help of an adapter provided by the unit's manufacturer. The latest generation of FRIGOBLOCK alternators can now be attached to the MAN preparation specially developed for attaching the FRIGOBLOCK alternator.

Preparation for FRIGOBLOCK generator.

Many of the vehicle variants are delivered ex works already prepared for the installation of a FRIGOBLOCK alternator. The installation variant developed for the MAN TGL and TGM permits a lot of alternator sizes. Installation does not impose any restriction on auxiliary units and is available with the MAN D08 engine series. The electrical components on the driver's cab side are already integrated in the vehicle so that the installation of the alternator is straightforward and unproblematic.

Roof recess – an elegant solution.

Because of the necessity of driving through entrance gateways, deliveries in urban and residential areas are often only possible with vehicles that have been optimised for height. Delivery areas similar to underground garages also have height restrictions. The cooling unit on the front wall is then so low that the cab can no longer be tilted for maintenance work. Cutting a recess in the cab in the area of the cooling unit provides an elegant solution. We offer MAN Modification® at several locations across Germany. Conversion work is carried out at specially qualified facilities in accordance with MAN standards.

BEVERAGE DISTRIBUTION TRANSPORT.

Whether it's mineral water, fruit juice, beer or wine, MAN beverage vehicles deliver the highest level of transport efficiency in every case.

When it comes to delivering beverages house-to-house to the end customer, the MAN TGL has all the advantages on its side. The 7.5- to 12-tonners are extremely manoeuvrable, are conveniently low for loading and unloading purposes, possess excellent handling and driving characteristics and are lively and economical. The MAN TGL is designed throughout for door-to-door deliveries, from the compact C cab to the economical drive with MAN TipMatic® to the optimised running gear components.

An added plus that the air-sprung rear axle brings with it is consistent driving and suspension comfort with automatic height adjustment – an active contribution to increased road safety under all load conditions.

If in addition to manoeuvrability and a convenient unloading height you also need big payloads and loading capacities, you will find the MAN TGM to be the optimum synthesis. The 15- and 23-tonners with 19.5-inch tyres and low frame concept are winners with their convenient unloading height. The 18-tonne beverage vehicle also has a lot to offer with 22.5-inch tyres and lion-hearted 235 kW (320 hp).

The MAN TGM 23-tonner with trailing axle and 19.5-inch tyres is top of the range in terms of payload and unparalleled in its class. The manoeuvrable payload giant truly sets the benchmark with its ability to handle loads of up to 13.7 tonnes. Rounding off the MAN TGM series is the 26-tonner (22.5-inch tyres), also equipped with a trailing axle. One obvious advantage they all share is full-air suspension, which can be lowered by as much as 90 mm from the normal height.

- **MAN TGL/TGM in beverage transport:**
- Big payloads thanks to low unladen weights
 - Gross train weights of up to 36 tonnes
 - Generous front-axle load reserves for partial loads
 - High manoeuvrability
 - Low height of loading platform thanks to 17.5-inch tyres (only MAN TGL) or 19.5-inch tyres (on the 15- and 23-tonners) and low frame concept
 - C- and L cabs with low entrances for city operation and/or spaciousness for intercity trips.
 - Wheelbases for all conventional body lengths
 - MAN TGM with optional full-air suspension for optimum goods delivery





HEAVY-DUTY DISTRIBUTION TRANSPORT OF BEVERAGES.

The MAN TGS

Whether it's the low entrance to the M and L cabs, the low weight and convenient overall height or the spaciousness of the LX cab, the comfort and the equipment of the MAN TGS cabs are perfect for operation in heavy-duty distribution transport. The MAN TGS also has a lot to offer in terms of loading capacity and payload. In particular, the three-axle 26-tonner with steered trailing axle combines a big payload with great manoeuvrability.

For really good transport performance: the MAN TGS in trailer operation. Powerful Euro 6 engines supply the dynamics, precisely coordinated gearboxes and drive axles get that power on the road. The low frame allows the high bodies necessitated by PET containers. In order to still comply with the statutory overall height and realise a low unloading height, low-section tyres with an aspect ratio of 60 are recommended.

→ MAN TGS in beverage transport:

- High axle-load reserves
- Gross train weight up to 40 000 kg
- Frame highly rigid for rear loads, e.g. truck-mounted forklift
- Low unloading heights with 60-series tyres and low frame concept
- M and L cabs with compact dimensions, spacious LX cab
- Good manoeuvrability of 26-tonner with steered trailing axle
- Powerful engines up to 368 kW (500 hp)





LONG-HAUL BEVERAGE TRANSPORT.

The MAN TGX

Loading capacity and payload are the crucial factors in long-haul transport. This is why the MAN TGX is in a class of its own. The 26-tonner with trailing axle offers a whole load of efficiency. Powerful but economical engines produce dynamic drive, most of all the MAN D38 engine with 471 kW (640 hp). The driver's cabs are particularly inviting: the XL and XLX cabs stand out with their pleasant atmosphere and practical fittings. The XXL cab is one of the most spacious in Europe – for maximum comfort and optimum freedom of movement.

The big advantages of semitrailers are the full-length cargo bay provided by the trailer and the fact that tractors are free to pick up and drop off their trailers, maximising transport performance and minimising downtime.

When it comes to loading volumes, the articulated train leads the way. Statutory regulations permit an overall loading length of 15 600 mm, which is fully two metres longer than that permitted for a semitrailer (13 600 mm). Two concepts have become established with regard to the articulated train: firstly, the operation of turntable trailers, where body lengths of 2 x 7 450 mm are possible. Secondly, the operation of rigid-axle trailers with body lengths of 2 x 7 820 mm, the greater loading length more than compensating for the more complex equipment.

→ The MAN TGX in beverage transport:

- High axle-load reserves
- Gross train weight up to 40 000 kg
- Frame highly rigid for rear loads
- XL, XLX and XXL cabs are spacious and very comfortable
- Torque Euro 6 engines with outputs up to 471 kW (640 hp)

IMPORTANT ISSUES IN THE BEVERAGES BRANCH.

Beverage bodies – fast, safe and comfortable.

There are three things you want from an efficient beverage body: you must be able to open and close it quickly so as to save valuable time. Loading and unloading must be particularly straightforward and comfortable for the driver. The body must be stable and robust for loading with a forklift truck and for safe transport. The lowest possible unladen weight is an additional aspect, enabling as it does the maximum payload. Many innovative body systems meet these requirements. The market offers bodies with hinged and folding walls designed to fold up above or below the roof, tarpaulin systems realised as tautliners, roll tarps or curtainsiders as well as bay bodies in various different forms of frame. The system you choose depends completely on your particular requirements.

Playing it safe.

Securing the cargo by means of webbing, shoring beams or clamping systems is an important issue in all European countries. It is important not only for reasons of safety but also from a commercial point of view. After all, damaged cargo can result in high costs. Operating a vehicle with its cargo secured inadequately or not at all can have legal consequences for driver, loader (the person responsible for the loading) and operator of the vehicle (the haulage company) alike.

In Germany, VDI Directive 2700 is the legally binding basis for the securing of cargo. Many body builders have had their body- and cargo-securing systems certified. These should take preference when a decision to purchase is made. MAN's Trucknology® Roadshow or Trucks-to-go vehicles for the beverage sector are equipped with certified bodies.



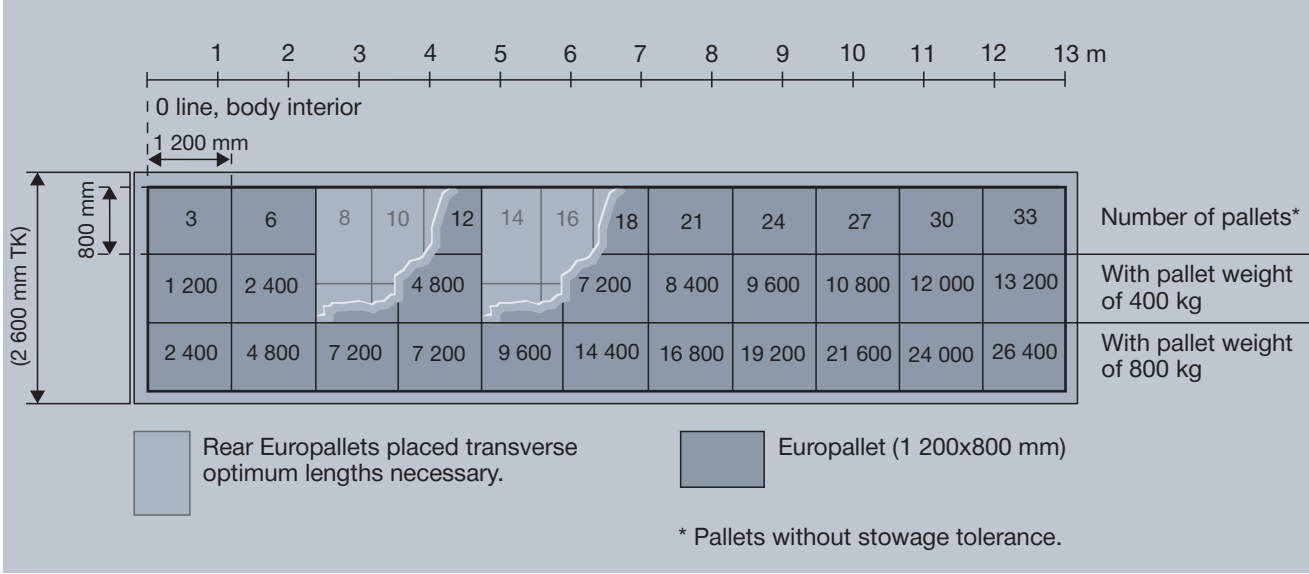
Example: securing of loads on body complying with VDI 2700

Example: fold-up roof



Loading according to layout plan.

Loading aids help to transport the cargo safely, efficiently and arranged in such a way that the available volume is used to its maximum. The Europallet (1 200 x 800 mm) and the water pallet (1 100 x 1 070 mm) have established themselves as the norm in the beverage industry throughout Europe. The overview gives you some orientation as to how many pallets can be loaded into bodies of particular lengths.



AS INDIVIDUAL AS YOUR REQUIREMENTS.

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

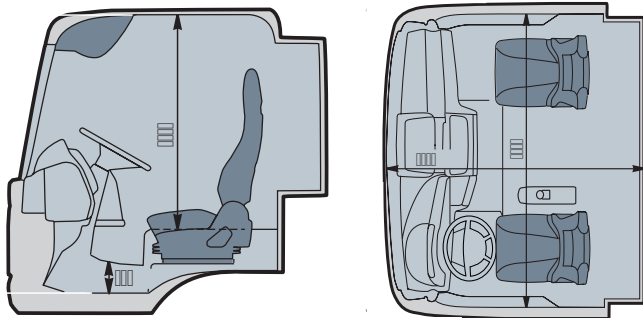
MAN Modification® takes individual customer requests and implements them in a professional manner with technical perfection. The range of potential vehicle modifications is almost unlimited. Whether in terms of the cab, chassis, driveline, electronics or body, tailored solutions are implemented not only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

Whether in terms of the cab, chassis, driveline, electronics or the body, tailored solutions are implemented not only for specific individual requirements but also for the entire vehicle. Customisations include the central roof notch for vehicles with refrigerated bodies; this notch realises a height-optimised refrigerated structure. The installation of an additional centre seat or an aeropackage for the C cab is also possible.

- **Example modifications:**

 - Cab extension for the C cab
 - Roof recess
 - Retarder

MAN crew cab with extension.
The 265-mm extension of the C cab by MAN Modification® is a real space winner.



EFFICIENCY AT FULL THROTTLE.

Everything is included: the driveline, with a powerful six-cylinder engine and easy to use MAN TipMatic® gearbox, provides high-level efficiency on the road.

The highly efficient four- and six-cylinder engines with ratings of 118 kW (160 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. In order to achieve the extremely low Euro 6 values, MAN has implemented key technologies such as Common Rail injection, exhaust gas recirculation (EGR), SCRT filters and diesel particulate filters (DPF/CRT) for many years. The result? MAN Euro 6 engines raise the bar in terms of fuel consumption and AdBlue® consumption. If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need.

Since 2017, MAN will approve the MAN Euro 6 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) and biomass to liquids (BTL).

The new generation of MAN D08 engines powers the MAN TGL and TGM with even greater force. And the new engine concept also enhances efficiency at the same time: Fuel consumption is reduced by up to 5%. The new, simplified exhaust gas cleaning without exhaust gas recirculation also makes the engine lighter and less complex.

Coming in from the end of 2018, vehicles with FRIGOBLOCK equipment will also feature the new D08 engines.

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.

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



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 PriTarder 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 semitrailer brakes ensures perfect trailer synchronisation.

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 620 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.

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.

Emergency Brake Assist (EBA)

As even a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advance warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimised Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (radar and video) to detect a potential collision more quickly and to issue a warning signal earlier.

MAN EasyStart

With MAN EasyStart on the MAN TipMatic®, difficulties with hill starts become a thing of the past. The moving-off aid 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, in low wear and without rolling back.

Lane Guard System (LGS)

The electronic lane guard system (LGS) constantly monitors the vehicle's position in the lane. If the driver strays from the lane without activating the indicator, an acoustic warning sounds. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits a rumble-strip noise, which the driver intuitively understands. LGS increases the driver's awareness of staying in the lane, thereby preventing certain hazardous situations.

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.

Idle shutdown

More efficiency, automatically: the idle shutdown function is a technology that reduces fuel consumption by avoiding unnecessary idle time. If the vehicle is idle for about four minutes (default setting) then the notice “Engine Shutdown” appears on the driving display. Approximately 15 seconds later, the engine is stopped. This time interval can be extended to up to ten minutes during servicing.



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



LGS for staying in the lane



Vehicle behaviour with CDC



Vehicle behaviour without CDC

Adaptive Cruise Control (ACC) also with Stop-and-Go function

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.

A new feature is the stop-and-go function in conjunction with the MAN TipMatic® 12+2 gearbox. In slow-moving traffic, congestion or when driving in city traffic, the truck automatically brakes to a stop behind the vehicle in front, and either moves off again independently (when the truck is stopped for fewer than two seconds) or when the driver depresses the accelerator or presses the button on the multi-function steering wheel.

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.

Xenon light for better vision

The combination of Xenon light and free-form reflectors casts a whole new light on the road. The luminance of the long-lasting Xenon lamps results in a wide stretch of road being illuminated. Illumination in this area is bright and homogeneous without dazzling oncoming traffic.

Automatic low-beam headlights and automatic wiper system with sensors

The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly. The automatic wipers with rain sensor are activated as soon as visibility is affected by water or dirt. The optimum wiper speed is then set automatically depending on the situation. The control system can detect all kinds of visibility conditions such as rain, splashes, streaks or dirt.

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 TGX and TGS 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

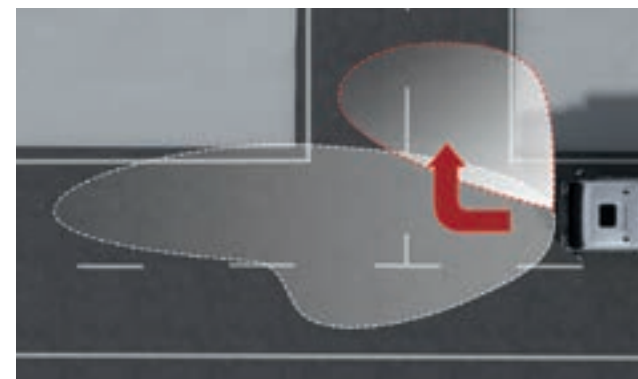
With tail lights in an LED design, burnt-out lightbulbs and the associated compromised safety and maintenance costs can be avoided. LED lights have a longer service life with lower energy consumption than conventional light-bulbs.

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.

Turning camera

Critical situations when turning or manoeuvring should be recognised early on the difficult-to-view right side of the vehicle. A camera on MAN trucks extends the visible area to the blind spot. The monitor is in the field of vision when looking to the right in the mirror and helps the driver to better view the area next to the vehicle. It recognises whether, for example, cyclists or smaller vehicles are located directly next to the driver's cab and, when manoeuvring, obstacles stand out better. The system is activated automatically whenever the right-hand indicator is switched on. This equipment can be ordered ex works.



Cornering light for better visibility



LED daytime driving lights



LED rear lights

USEFUL MAN EQUIPMENT.

MAN TipMatic®.

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 fuelsaving 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 to 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.

New moving-off and gearshift strategy for MAN TGL and TGM.

In addition, MAN TipMatic® with Idle Speed Driving, Speed Shifting¹⁾ and EfficientRoll¹⁾ functions is now also available for MAN TGL and TGM. These moving-off and gearshift strategies improve driving comfort and reduce fuel consumption.

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.

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

Switch and wiring for cargo bay lighting

The preparation consists of a switch in the driver's cab, the electrical installation in the on-board network and a cable harness. Since all electrical elements are premounted on the chassis, the body builder does not have to tap into the on-board wiring. Only the cable harness has to be adapted to suit the size of the body. Maximum electrical consumer power draw: 150 W.

Introduction to the rear-view camera

Looking back for safety: after the installation of a rear-view camera, the factory-installed plug-and-play interface enables the camera image to be displayed on the MAN Media Truck Advanced or Navigation radio display. You save on an additional display and the driver's field of vision is not affected by yet another screen. Improved visibility while reversing reduces the potential for accidents and increases safety for road users such as pedestrians and cyclists.

Preparation for liftgate

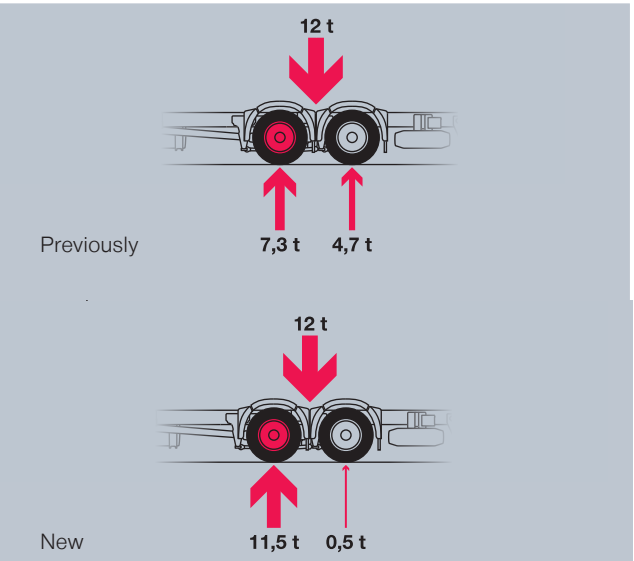
MAN offers various options for easy and convenient liftgate installation:

- Electrical preparation
Purposely restricted to the electrical parts required in the driver's cab, so the body builder has full latitude to respond to different customer requirements. The wiring harness for the liftgate terminates in a generous loop at the end of the frame. The defined interface (seven-pole receptacle) ensures a secure connection.
- Five-chamber tail light
It provides the hydraulic cylinders of the liftgate with the necessary room for movement. Also available as LED lights if desired.
- Power supply for batteries in trailer with liftgate.
- Without rear underride protection. Removal and disposal by body builder not necessary.
- Heavy-duty batteries and uprated alternator.
For failsafe operation when liftgate is frequently lifted and lowered on short-run trips with multiple stops.

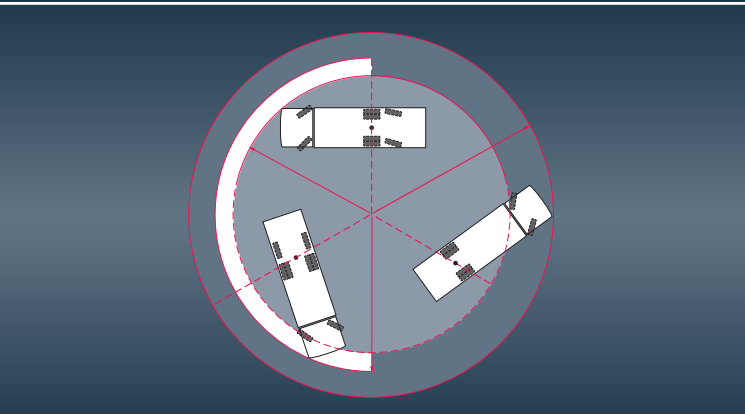
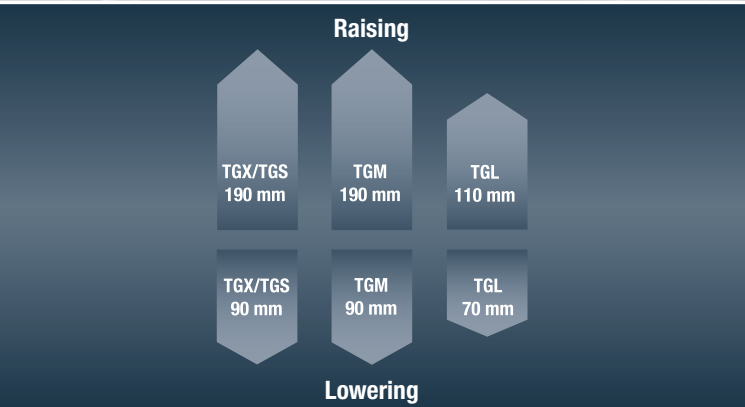


Cargo hold switch

Switch for rear-view camera



Variable axle load ratio



MAN air suspension

MAN's maintenance-free air suspension is a real boon for vehicles operating in distribution transport. ECAS, the electronic control system for raising and lowering, has a memory function enabling the retrieval of two different levels and is easy to operate at just the press of a button. This makes it quick to adjust for loading ramps and it also has advantages for driving through low entrance gates and making deliveries to underground garages. With full-air suspension, the combination of raised rear axle and lowered front axle is ideal for compensating for the slope of a steep road: this makes unloading so much easier and safer. More ride comfort, better protection of the load against rough treatment and a constant ride and load height regardless of the load are further advantages of leaf/air or full-air suspension.

The steered trailing axle

The steered trailing axle available for special types of vehicles in the MAN TGM, MAN TGS and MAN TGX series provides a synthesis of high payload and outstanding manoeuvrability: it enables a turning circle smaller than that of a two-axle vehicle of the same body length. Moreover, it reduces tyre wear and is easy on the road surface.

DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

Within the broad scope of distribution applications, there is really nothing that our vehicles cannot do. Wherever there is a need for reliable emergency services, a MAN is on the scene.

The comprehensive MAN vehicle range, which includes the MAN TGL, TGM, TGS and TGX series, ranges from 7.5 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.

MAN semitrailer tractors for semitrailers

Type	Gross train weight	Wheel configuration	Suspension	Wheelbase in mm
TGS/TGX	18.XXX	4x2	BLS	3 600
TGS/TGX	18.XXX	4x2	LLS	3 600
TGS/TGX	26.XXX	6x2/2	BLS	2 600
TGS/TGX	26.XXX	6x2/4	BLS	2 600

MAN semitrailer tractors for high-capacity semitrailers and special semitrailers

Type	Gross train weight	Wheel configuration	Suspension	Wheelbase in mm
TGM	15.XXX	4x2	BL, LL	2 975 ¹⁾ , 3 525
TGM	18.XXX	4x2	BL, LL	3 575
TGS/TGX	18.XXX	4x2	LLS-U	3 500

1) Only with C cab

2) Can be reduced to 7.49 t

MAN chassis for standard fixed bodies

Type	Gross train weight	Wheel configuration	Suspension	Wheelbase in mm
TGL	8.XXX ²⁾	4x2	BL	3 300, 3 500, 3 900, 4 200, 4 500
TGL	10.XXX	4x2	BL	3 300, 3 500, 3 900, 4 200, 4 500
TGL	12.XXX	4x2	BL	3 900, 4 200, 4 500, 4 850, 5 200
TGM	12.XXX	4x2	BL	4 425, 4 775, 5 125
TGM	15.XXX	4x2	BL, LL	4 425, 4 775, 5 125
TGM	18.XXX	4x2	BL, LL	4 425, 4 725, 5 075, 5 425, 5 775, 6 175
TGM	23.XXX	4x2-2	LL	4 125, 4 425, 4 725, 5 075, 5 425, 5 775
TGM	26.XXX	4x2-2	BL, LL	4 125, 4 425, 4 725, 5 075, 5 425, 5 775
TGS/TGX	18.XXX	4x2	BL, LL	4 800, 5 100, 5 500, 5 900
TGS/TGX	26.XXX	6x2-2	BL, LL	4 800, 5 100, 5 500, 5 900

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 cabs are designed to facilitate fatigue-free, concentrated driving and relaxing recovery. And of course safety. All cabs meet the crash safety requirements, comply with the ECE-R29 Directive and offer optimum passenger protection.

The many useful details such as the washable door interior cladding, the easy-care fittings, the compressed-air connection that turns cleaning into such a simple job and the optional headlight washer unit make it clear: nothing has been forgotten. 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.

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

*available for MAN TGS via MAN Modification®



GREAT VIEWS.

MAN vehicles can expect numerous 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.

DELIVER THE GOODS, WHATEVER THE CARGO.

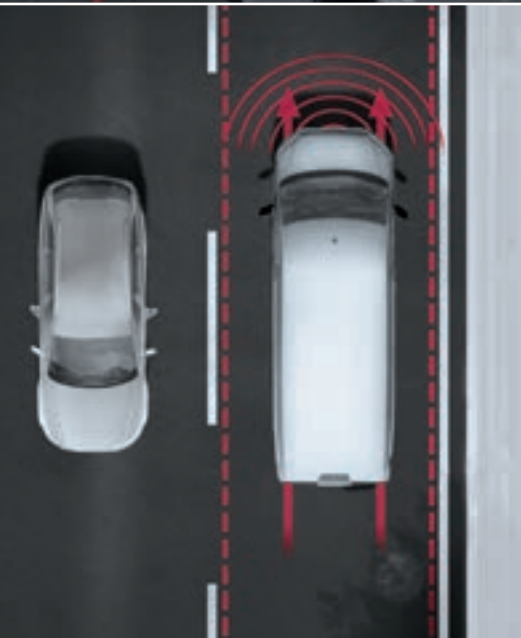
Whether fresh produce delivery or freight forwarding – the MAN TGE delivers exactly what you and your shipping company really needs – excellent quality and fresh ideas!

With the TGE, MAN provides tailored body solutions, for every type of delivery. The latest driving assistance systems such as the series standard advanced emergency braking system, the Adaptive Cruise Control (ACC) or the parking assistant take you safely to the next delivery address.

For freight forwarding, MAN offers a wide range of box bodies – choose between rear doors, sliding doors or a liftgate. Even as a box-type van with a maximum load volume of 18.3 m³, the TGE delivers top results. Particular highlights of the box-type van – the immediate stop of the side doors for opening limitation and rear leaf doors with enlarged opening angle. In combination with a low loading height, you transport each load to the client quickly and efficiently.

Always keep a cool head when delivering fresh produce with the MAN TGE. Bodies ex works in accordance with the specifications of DIN 1815, the Lebensmittelhygieneverordnung (German Food Hygiene Regulations) and HACCP, and with a cooling unit of only 160 mm high, remain garage friendly. For fresh produce delivery and deep freeze applications, we will also equip your MAN TGE with a second cooling compressor ex works.





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

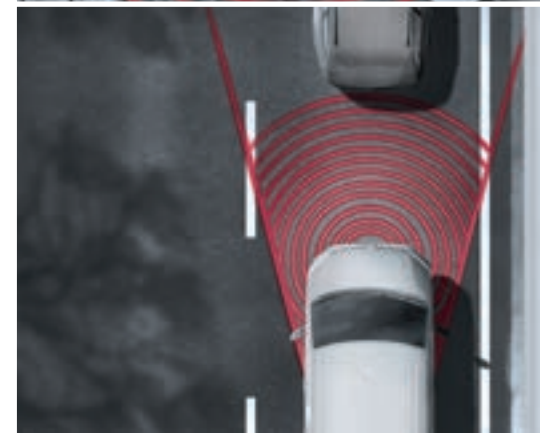
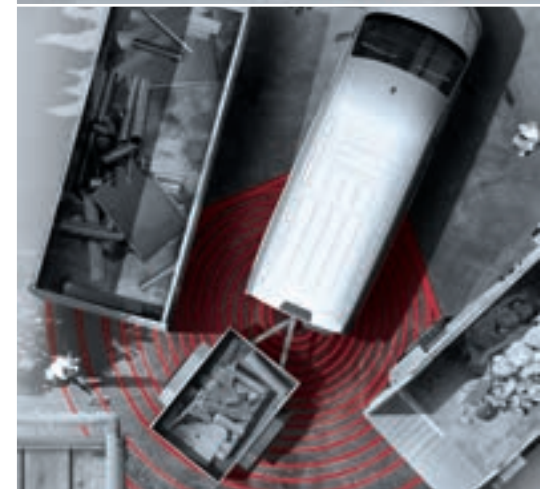
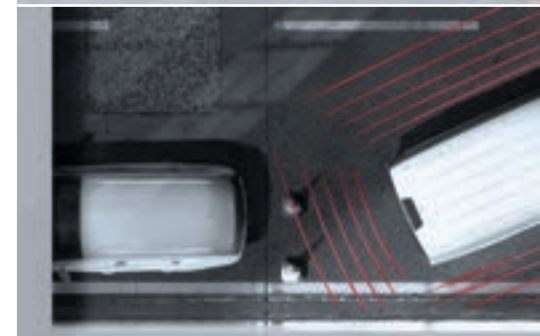
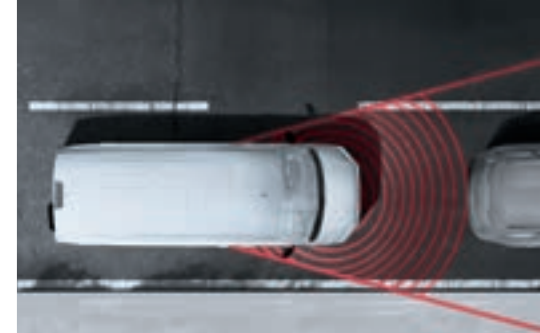
360° optical vehicle surveillance with lateral protection. Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. At the driver's seat, a convenient display shows objects all around the vehicle and 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.



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 short-ages 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:** save a lot 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

MAN | Rental

MAN Rental offers you utmost flexibility, mobility and peace of mind – even if your order situation changes. MAN Rental is the profitable and practical choice:

- High-quality MAN vehicles and next-generation trailers
- A comprehensive MAN product and service portfolio
- Rental periods starting from 24 hours as well as fixed monthly rental instalments
- Flexible, demand-based rental and equipment options
- Options to boost flexibility and mobility
- Appropriate insurance cover
- A tailored all-round carefree package

* 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 Truck & Bus AG

Dachauer Straße 667

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