

TRACTION COUNTS.

Efficiency decides.





MAKING MORE OUT OF LESS.

Increasing performance and reducing costs – that's the effective, the efficient way to leave competitive pressure standing.

MAN construction site vehicles do an excellent job in getting you there. They're dependable, rugged and hardwearing, their payload is optimal, they perform more than well on the road, and with optimal traction they make sure you safely encounter any off-road situation.

Innovative solutions play a big part in the enhanced efficiency of MAN trucks.

Best of all, 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).



IT'S THE VERSATILITY THAT DOES IT.

Construction without a tipper? Impossible. Whether they've loaded bulk material, excavated material or asphalt or are carrying equipment, without the versatile carrier, literally nothing on the site would run.

The MAN TGL Tipper is a lightweight vehicle which performs exceptionally in the weight classes of 7.5 to 12 tonnes. The MAN TGL, as a tipper or crane-tipper, is ideal for main construction and subconstruction works as well as garden, landscaping and many other applications. MAN also offers this truck ex works as a complete three-way tipper, ready for operation right away, and optionally with preparation for a crane. With the powerful torque of its common-rail diesel engine, its reliable gearbox designed for construction site and distribution transport, and its stable yet lightweight frame, the MAN TGL has everything a tipper vehicle requires.

Top class in the medium class, that's the MAN TGM in the segment from 12 to 18 tonnes as 4x2 for 12, 15, 18 and 19 tonnes, and also as 4x4 with 13 and 18 tonnes and 6x4 with 26 tonnes. It carries a high payload, is flexible and stable, just made to be a tipper that can take it away. The 13-tonne and 18-tonne models with permanent or selectable all-wheel drive will convince you with their outstanding traction and off-road ability. The differential lock is electronically managed, while electronic transfer case management can be fitted as special equipment. Unique technology for a vehicle in this class, the air-sprung rear axle is electronically controlled to maintain a constant ground clearance level, regardless of the load.

The crew cab for the MAN TGL and MAN TGM series is in a class of its own in terms of size. With its row of four seats in the rear plus the optional second co-driver's seat, it offers space for up to seven people (6+1).





THE TRUCK FOR ALL CASES.

As a solo vehicle, as a tractor for trailer operation or as a semi-trailer tractor, the MAN TGS provide the answers in every case.

With a high degree of reliability, the 18 to 44-tonners master just about every transport job you could think of in the construction industry. If rear-wheel drive is not enough, there are variants MAN HydroDrive®, permanent or selectable all-wheel drive right up to 8x8. MAN is the first manufacturer of commercial vehicles to introduce selectable hydrostatic front-wheel drive: MAN HydroDrive® for more flexibility and traction for vehicles operated mainly on paved roads. MAN's long experience in this field, the great reliability of the MAN HydroDrive® and the availability of a wide range of variants, from two-axle to four-axle vehicles, are unrivalled. MAN HydroDrive® is available in combination with MAN TipMatic® or manually operated gearboxes. Technologies that make sense, such as EasyStart, give the driver some useful assistance. And speaking of the driver: the narrow driver's cabs for the MAN TGS are ideal for construction sites, a particular advantage being that their low weight allows a high payload.





BIG ON COMFORT, BIG ON POWER.

Perfect ergonomics, high productivity and low transport costs are the hallmarks of our TGX series tippers.

The MAN TGX is built to impress. It redefines workplace comfort with wide cabs. With ample interior space and an assortment of practical details, it makes the driver's job a good deal easier. In operation, the high-traction, dynamic MAN TGX 4x4H, 6x4 and 8x4-4 demonstrate why they occupy an efficiency class of their own. The MAN Common Rail engines produce high power with low fuel consumption. As a result, the MAN D38 power units with 397 kW (540 hp), 427 kW (580 hp) and 471 kW (640 hp) are setting records in terms of performance and efficiency.

The MAN TipMatic® gearbox therefore fits perfectly with the integrated EasyStart moving-off aid, MAN EfficientCruise® with EfficientRoll, speed shifting, optimised manoeuvring feature, idle speed driving, and free rocking mode. It reduces the pressure on the driver, eases the load on the driveline and saves diesel. The intelligent assistance and safety systems increase transport safety, reduce fuel consumption and reduce wear. In terms of safety, the new EVBec® engine brake with Pritarder in the MAN D38 engine produces an enormous braking power of up to 645 kW even at medium engine speeds, which enables safe and wear-free downhill travel.



PERFECT IN EVERY DETAIL.

Just how much practical experience is packed into every MAN tipper can be seen by the many ingenious solutions for every task.

Whether it's the convincing axle and suspension systems for all requirements, the powerful engines or the variety of drive formulae, at MAN you get the tipper you want, perfectly equipped from its robust steel bumper to its fold-back rear under-ride guard, the reference level for functionality and efficiency.

- **Vehicle configuration (partly optional):**
- Planetary hub or hypoid axles, light MAN TGS tandem hypoid axle
 - Parabolic, trapezoidal, air or construction air suspension with internal stabilisers
 - High-torque engines up to 471 kW (640 hp)
 - Air intake directed upwards with or without pre-filter for the engine
 - Permanent and selectable all-wheel drive, differential lock and transfer case management
 - Weight-saving MAN HydroDrive® (MAN TGS, MAN TGX) for a range of deployments right up to the construction site
 - MAN TipMatic® Offroad (MAN TGM, MAN TGS, MAN TGX), MAN TipMatic® for the MAN TGL
 - Robust three-part steel bumper with centred towing eye
 - Robust radiator protection
 - Solidly-secured frame attachments (battery boxes, tanks)
 - Fold-back or rigid rear underride guard
 - Raised or partly raised exhaust or side exit exhaust
 - Construction-site hinged step unit
 - Construction-site rise with support rail on roof
 - Equipment for snow clearing, standardised attachment plate
 - Electronic braking system MAN BrakeMatic®
 - Electronic driver assistance systems ABS, ASR, ESP, LGS, EBA and ACC, depending on the type of vehicle
 - MAN TGS can be retrofitted with optional 5th axle (10x4 and 10x8), trailing axle or leading axle (MAN TGS 10x4-6 BL as the standard option)
 - Paver brake
 - Turning brake



Construction-site rise with support rail on roof.



Protective headlight grilles



Steel bumper with centred towing eye and hinged front step. Particularly robust protective grille in front of radiator.



Protective guard in front of radiator



Raised exhaust tailpipe



Partially raised exhaust system



Exhaust system, side, right



Partially raised exhaust system for L cab

MAN IS THE SOLUTION.

MAN chassis with interchangeable systems – that which belongs together comes together.

The range includes chassis from 7.5 to 44 tonnes for set-down and roll-off skip loaders, tippers, containers and silo erectors of every size and type. You can get them as two-, three-, four- or five-axle versions with the load capacities, wheelbases and overhangs you require, with economical engines delivering high torques, and ergonomic driver's cabs for every purpose. The range of drive formulae runs from 4x2 to 8x8 to 10x4. One of these powerful types is the MAN TGM 18-tonner, with its record-breaking payload. A unique idea, and one that will keep you moving, is the selectable hydrostatic front-wheel drive MAN HydroDrive® for MAN TGS and MAN TGX. Particularly when combined with steered leading or trailing axles, this brings unbeatable manoeuvrability, weight and traction.

A new feature is the variable axle load ratio for vehicles with a leading or trailing axle. 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.



FLEXIBILITY IS TRUMPS.

When all-round transport solutions with the highest degree of flexibility are required, then interchangeable systems are exactly what you need.

You operate vehicles for demolition materials and site waste as well as scrap or recyclable waste, also with interchangeable systems for transporting building equipment, vehicles or other devices. Minimised downtimes mean that roll-off and set-down skip loaders produce high transport performance. They are easy to load and unload, they make transfer-handling superfluous, and in addition to all that, they can also be used for interim storage. Last but not least, they can also be used for interim storage. Last but not least, they are able to carry out widely-differing transport tasks, thanks to the compatibility of various containers. These are some of the positive points that enable roll-on and set-down skip loaders to render services that are quickly recognised as outstanding.

→ Vehicle configuration::

- Two-, three-, four- and five-axle version with trailing axle, leading axle and/or tandem axle unit
- Parabolic or air suspension, depending on the operating requirements
- Springs/dampers adjusted for the roll-off and set-down skip loaders' high centre of gravity
- CDC roll stabilisation as special equipment
- Construction-site version in medium height with steel bumper and planetary axles
- Primarily for road deployment in normal design, also with hypoid axle or lightweight hypoid tandem axle
- Complete range of engines from 110 kW (150 hp) to 412 kW (560 hp)
- Sector-specific parameterisation of the intermediate speeds
- Gear ratio spread as required by type of operation and corresponding rear axle ratio
- Optimal, branch-related gear strategy with the MAN TipMatic® Offroad
- Automatic lowering of air suspension on rear axle ex works
- The right power take-offs for all requirements
- Variable axle load ratio for chassis with a trailing or leading axle for optimum traction
- MAN HydroDrive® for an expanded range of operations





MAN KNOWS WHAT MAKES THE WORLD GO AROUND.

When it comes to transporting concrete from the mixing plant to the construction site, speed, reliability and a maximum of payload are crucial: after all, the concrete has to be delivered just in time if the construction work is going to progress.

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If you're looking for a safe bet to put your money on, go with MAN. Whether it's an extremely light-chassis with optimum payload that you want, a truck with high load reserves, or a heavy-duty vehicle with maximum transport capacity, we have the solution you're looking for.

Solutions for all requirements.

Truck mixer chassis from MAN combine innovative technology with high economy – a winning mixture wherever you are. The classic European vehicle has to be the 8x4 in the MAN TGS series, a truck that fulfils the customers' most important requirements to a T. As a 32-tonner optimized in terms of weight, it provides the biggest payload advantages in its class. For special requirements MAN offers the 8x4H-6, which combines efficiency and traction as required with maximum manoeuvrability.

The MAN TGS 4x4H semitrailer tractor with MAN HydroDrive® for mixer trailers is a new concept for special requirements. The MAN range is rounded off by the three-axle version with 26 tonnes gross vehicle weigh, which is available as 6x4 in the MAN TGS range, and, for special markets, in the MAN TGM range – for example, with right-hand-drive for the UK.

→ Vehicle configuration:

- Preparation ex works for straightforward, economical mounting of drum
- Springs and stabilisers adjusted for high centre of gravity
- Extremely resilient planetary drive axles with good ground clearance, alternatively hypoid axles or light MAN TGS tandem hypoid axle
- High-torque engines with EDC control for stable engine speeds when mixing
- Preparation for switching engine on/off externally
- External selection of engine speed for various mixing tasks
- Engine-dependent power take-offs for mixer hydraulics, designed for high torque load
- Low frame top edge
- Bleeding of compressed air to pressurise the water tank
- ESP as special equipment for 8x4 as solo vehicle version
- Exhaust system for two- and three-axle versions: standard or raised; for four-axle version: standard or partially raised
- Lateral underride guard included in scope of delivery
- Thrust plate for attaching the superstructure subframe
- Window in rear wall of driver's cab is special equipment and provides an angled rearward field of vision
- Special truck mixer chassis for 8x4 (weight optimised)



GETTING RIGHT UP THERE WITH MAN.

They have made building more rational and more economical, they have reduced the physical labour, they have rendered special feeder equipment superfluous.

Concrete pumps are worth their weight in gold, even though the investment costs for the core pump and the distribution mast are high, but that is precisely the reason why the base has to be right. What is required here are absolutely reliable chassis that are prepared for the most economical fitting of bodies possible.

There's still no place on a construction site that can't be reached by the concrete pumps on MAN's 6x4, 8x4 and 10x4 chassis. The MAN TGS three-axle version can take concrete pumps with a mast length of up to 39 metres, the four-axle up to 48 m and the 5-axle up to 60 m. Components such as battery compartments, air tanks and exhaust systems are arranged so that the mounting of the concrete pump is straightforward. MAN offers this concrete pump preparation feature ex works.

Ergonomic driver's cabs for short journeys, also with lowered roofs or cut-outs, are available. The development effort, that we at MAN have invested in these vehicles, highlights our claim that we provide our customers with the optimal transport solutions. And that includes service: there are approximately 1 550 support outlets all around Europe, ready to serve you.

→ Vehicle configuration:

- Sturdy, powerful engines
- Start-stop facility on frame end or under front flap
- Engageable engine-dependent PTO for high performance, ex works
- Springs and stabilisers designed for body's high centre of gravity
- Concrete pump braking unit, without spring suspension, on the rear axle
- Normal and medium-height construction design
- Equipped for the construction site with differential locks, planetary axles with traction tyres, steel bumper with towing eye
- Roof of driver's cab can be lowered or slit to enable straightforward mounting of pump
- Free spaces for superstructure (offset frame components) ex works
- 5th axle possible

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.

→ **Example modifications for construction uses:**

- Preparation for concrete pump
- Space for support
- Relocation of frame attachments as is typical for the sector
- Raised exhaust and relocated exhaust muffler. Various additional exhaust variations also available
- High degree of flexibility and quality in the design
- Vehicles comply with standards following conversion
- MAN After Sales provides global support and supply of spare parts



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 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.

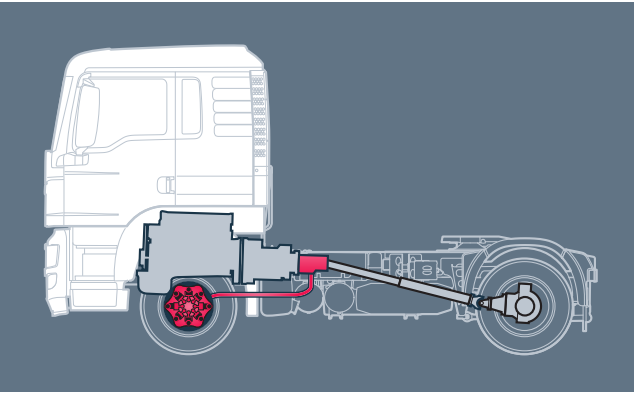
The truck carries the momentum from gentle downhill sections into a following flat stretch or slight incline.

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 too 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.

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



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 trap-ezoidal 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.

Paver brake.

A 'paver brake' has been designed specifically for the transfer of asphalt to a road paver: It is activated with a button on the driver's console, which introduces a reduced braking pressure, so that the vehicle is pushed forward by the road paver, but does not roll away. The foot brake pedal can be used to brake on steep gradients.

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 the only rear axle, a 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.

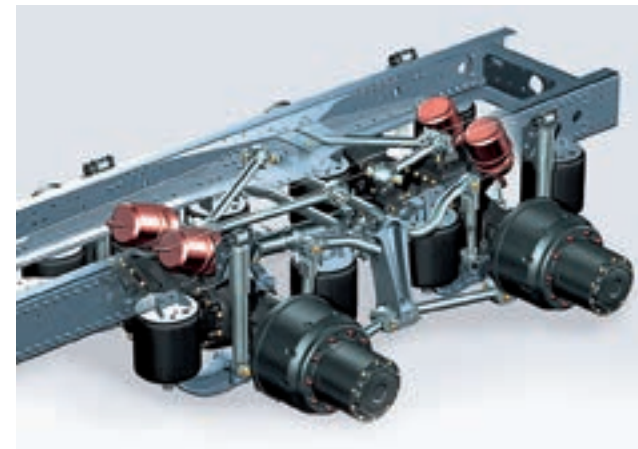
With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is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

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.

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.

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 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.

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. EBA complies with the more stringent legal requirements for emergency braking systems starting in 2016/2018.

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.

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.

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.

EFFICIENCY AT FULL THROTTLE.

Vehicles in construction-site deployment must ideally have, on the one hand, high torque and, on the other hand, low fuel consumption: The high performance MAN engine provides 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
D 1556*	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
D3876	R6	12.4 l	368 kW (500 hp)	2 500 Nm
	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

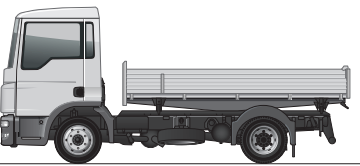
DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

Within the broad scope of construction-site 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 7.49 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.

Tipper chassis			
Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BL, BB
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB
TGM	26.xxx	6x4	BB
TGS	18.xxx	4x4H	BL
TGS	18.xxx	4x2	BB, BL
TGS	18.xxx	4x4	BB
TGS	18.xxx	4x4	BL
TGS	26.xxx	6x6H	BL
TGS	26.xxx	6x4	BB, BL
TGS	26.xxx	6x6	BB
TGS	26.xxx	6x6	BL
TGS	35.xxx	8x4-4	BL
TGS1)	50.xxx	10x4-6	BL

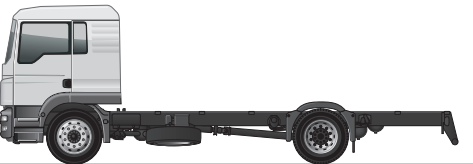
1) on the basis of 8x4 with trailing axle



Type			
TGS	26.xxx	6x4-4	BL
TGS	33.xxx	6x4	BB, BL
TGS	33.xxx	6x6	BB
TGS	33.xxx	6x6	BL
TGS	35.xxx	8x6H	BL
TGS	35.xxx	8x4	BB, BL
TGS	35.xxx	8x6	BB
TGS	35.xxx	8x8	BB
TGS	37.xxx	8x4	BB
TGS	41.xxx	8x4	BB
TGS	41.xxx	8x6	BB
TGS	41.xxx	8x8	BB
TGX	18.xxx	4x4H	BLS
TGX	26.xxx	6x4	BB, BL
TGX	33.xxx	6x4	BB, BL
TGX	35.xxx	8x4-4	BL

Chassis for three-way tipper body, ex works

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BL, BB
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB
TGS	18.xxx	4x4H	BL
TGS	18.xxx	4x2	BB, BL
TGS	18.xxx	4x4	BB, BL
TGS	26.xxx	6x6H	BL
TGS	26.xxx	6x4	BB, BL
TGS	26.xxx	6x6	BB, BL
TGS	35.xxx	8x4	BB, BL
TGS	35.xxx	8x6	BB
TGS	35.xxx	8x8	BB
TGX	26.xxx	6x4	BB, BL
TGX	33.xxx	6x4	BB, BL



Truck chassis for crew cab

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	12.xxx	4x2	BL
TGM	13.xxx	4x4	BL
TGM	15.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGM	18.xxx	4x4	BB



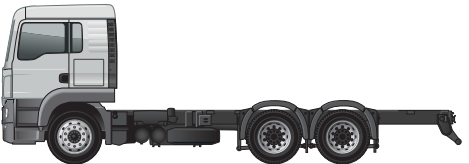
Roll-off skip loader chassis

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGS	18.xxx	4x2	BB, BL
TGS	26.xxx	6x2-2	BL1)
TGS	28.xxx	6x2-4	BL2)
TGS	28.xxx	6x2-2	BL2)
TGS	26.xxx	6x4	BB
TGS	26.xxx	6x4	BL
TGS	26.xxx	6x4H-4	BL
TGS	35.xxx	8x4-4	BB, BL
TGS	35.xxx	8x4H-6	BL
TGS4)	50.xxx	10x4-6	BB, BL
TGX	18.xxx	4x2	BL
TGX	26.xxx	6x2-2	BL1)
TGX	28.xxx	6x2-2	BL3)
TGX	35.xxx	8x4-4	BL

- 1) Also available with steered trailing axle.
2) With steered trailing axle 9 t.
3) With twin-wheel trailing axle 9 t.
4) on the basis of 8x4 with trailing axle

Set-down skip loader chassis

Type			
TGL	8.xxx	4x2	BB, BL
TGL	10.xxx	4x2	BB, BL
TGL	12.xxx	4x2	BB, BL
TGM	18.xxx	4x2	BB, BL
TGS	18.xxx	4x2	BB, BL
TGS	26.xxx	6x2/4	BL
TGS	26.xxx	6x4	BB
TGS	26.xxx	6x4	BL
TGX	18.xxx	4x2	BL
TGX	26.xxx	6x4	BL



Chassis for TM type vehicle (truck mixer)

Type				Recommended drum size (m³)
TGM	26.xxx	6x4	BB	6, 7
TGS	26.xxx	6x4	BB	6, 7
TGS	32.xxx	8x4	BB	8, 9
TGS	35.xxx	8x4	BB	9
TGS	35.xxx	8x4H-6	BL	8, 9
TGS	41.xxx	8x4	BB	9, 10 (12)
TGS1)	41.xxx	10x4–6	BB, BL	10, 12

1) on the basis of 8x4 with trailing axle

Concrete pump chassis

Type				Length of mast	
				from	to
TGM	18.xxx	4x2	BB	–	24 m
TGS	18.xxx	4x2	BB	17 m	24 m
TGS	26.xxx	6x4	BB	31 m	38 m
TGS	37.xxx	8x4	BB	36 m	48 m
TGS	41.xxx	8x4	BB	36 m	48 m
TGS	41.xxx	10x4–6	BB, BL	47 m	52 m



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. ON EVERY DRIVE.

The 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.

BUILDING ON RELIABLE FOUNDATIONS.

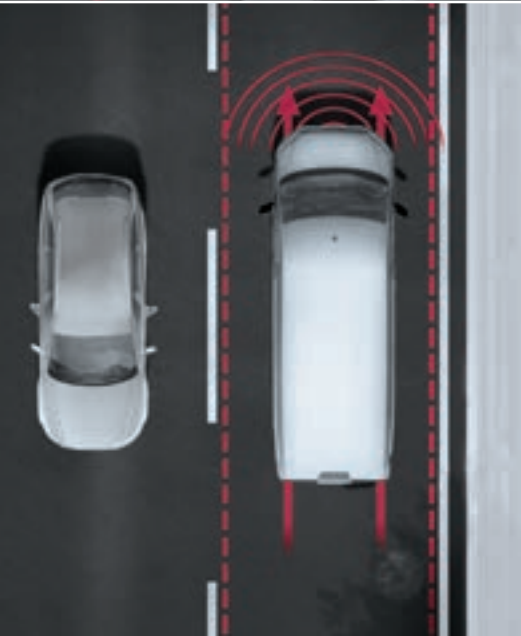
The compact powerhouse in the van segment. A wide range of applications mean building companies using MAN TGE vehicles really hit the nail on the head.

High load outlay, loading work within a small space – strong performances are needed in every weight class at the construction site. One of our top performers is the MAN TGE; it helps you to achieve great things, even in smaller construction projects.

This little powerhouse can be delivered ex works configured for a tipper, with a rear window, reinforced suspension, damping system and stabilisation as well as with a trailer coupling. We can also equip the MAN TGE with a 3-sided tipper or a robust platform body by request. The vehicle can even come with the required equipment for a roll-off skip loader.

The powerful PTO and an additional oil cooler, which can be delivered ex works, allow for a continuously high performance of up to 40 kW. Thanks to the 4x4 all-wheel drive, uneven terrain is no longer an issue either.





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

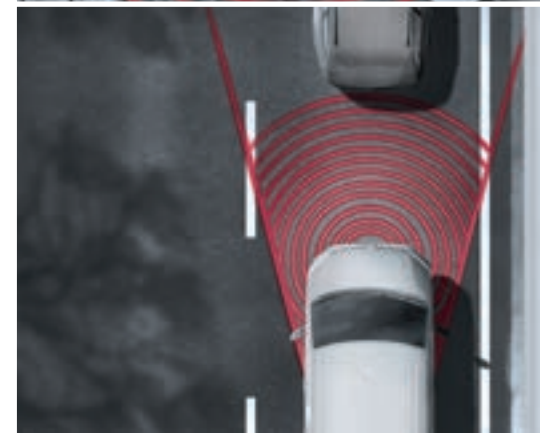
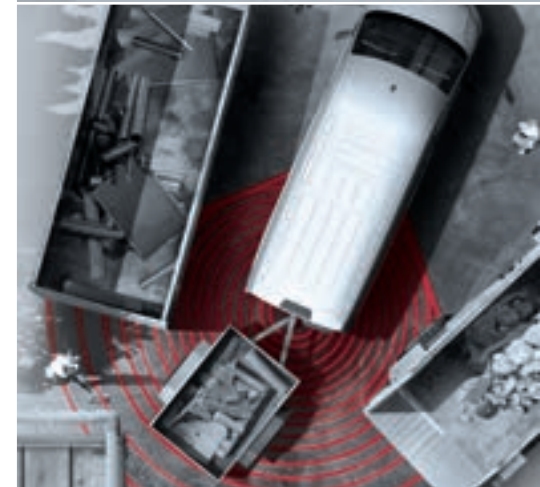
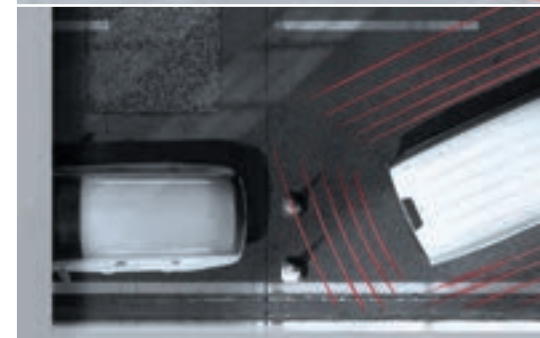
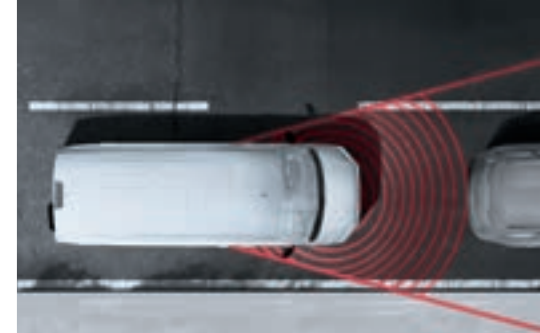
360° optical vehicle surveillance with lateral protection. Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. At the driver's seat, a convenient display shows objects all around the vehicle and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