

# WEIGHTY IN PERFORMANCE.

MAN heavy-duty tractors up to 250 t.







# EFFICIENCY CREATES REAL PULLING POWER.

When the goods you need to transport are rather wider, longer, higher or heavier than usual, you need to involve professionals with the expertise to handle special loads. MAN heavy-duty tractor units are the perfect solution: no task is too difficult, and no route too arduous.

In today's marketplace, expertise also means understanding that businesses need to be efficient: the emphasis is not only on improving performance, but also reducing costs. MAN supports this with numerous industry-specific solutions and tailored customer details which contribute to optimum profitability and reliability. Experience it for yourself.

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

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

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



# OUR FLAGSHIP.

When you're at work transporting special loads, you'll always be grateful for MAN – because our tractor units provide the exact features that you need.

In addition to the numerous ex-works customisations for special load transportation and countless selectable options, MAN also provides a Euro 6-compliant 4-axle unit as a new tractor unit. The MAN D38 six-cylinder in-line engine develops the power to create reliable performance. The torque converter clutch, included in series production, ensures safe, comfortable and almost wear-free driving, as well as enabling exceptionally precise parking manoeuvres. During normal driving operations, the torque converter clutch is overridden so that special loads can be more efficiently towed.

For efficient and effective braking performance, the combination of TurboEVBec® and retarder delivers. TurboEVBec® operates in response to the engine speed, while the power of the retarder is dependent on the vehicle speed. As such, the ideal permanent brake is available for all speed ranges. The interaction of the two systems is controlled automatically, without driver intervention. The combination of these systems provides impressive braking power of up to 900 kW over a very wide range of applications.

Our new 4-axle units are available in two power ranges (427 kW (580 hp) and 471 kW (640 hp) and three weight classifications up to 250 tonnes. In terms of cabs, you can choose between the XL, XLX and XXL variants, regardless of the type of suspension. The driven double-axle power unit can be provided as a leafed and/or air-sprung variant. A ballast vehicle version with airsprung rear axle is newly available. All vehicles are available as left- or right-hand drive, ex works.

## → Special load equipment ex works:

- Generator unit behind the driver's cab with additional cooler, fuel tank, oil tank and air chamber
- Register coupling at the front, connected to a steel bumper and bodywork panel
- Double strengthened end-crossmember for standard and special load coupling in basic and lowered built-in position
- Trailer coupling with adjusting equipment
- Transmission-independent, three-stage hydraulic unit for special transport, with a connection to the end-crossmember and to the register coupling
- Support plate for the gooseneck
- Working lamp on the generator support frame, detachable
- Circumferential visibility illumination
- Access ladder to the working platform
- Additional brake connection at the front and rear, additional trailer socket and ABS connection at the rear
- Reinforced compressed air system, especially for heavy-duty applications

## Performance and weight classifications

Type	Suspension	Torque	Additional cooling	Gross train weight up to
41.580 8x4	BB / BL	2,900 Nm <sup>1</sup>	–	120 t/160 t <sup>2</sup>
41.580 8x4	BB / BL	2,900 Nm <sup>1</sup>	Yes	210 t
41.640 8x4	BB / BL	3,000 Nm <sup>1</sup>	Yes	250 t

<sup>1</sup> The torque converter clutch increases torque by a factor of 1.58

<sup>2</sup> After checking the application criteria





# HEAVY-DUTY LIGHT.

You won't always need the highest gross train weights on a heavy-duty semitrailer tractor. Sometimes a high fifth-wheel load is more important, for instance when transporting heavy construction machinery or machine parts in the deep bed.

For this transportation process to be even more economical, our 4-axle heavy-duty semitrailer tractor is now available with a new driveline. We have created an extremely attractive package by using the highly efficient and high-torque MAN D38 engine in conjunction with an automated 12-speed manually operated gearbox optimised for heavy-duty applications. The intelligent shift software automatically detects the load state and selects either the economical long-distance mode or the powerful heavy-duty mode.

In order to make interchangeability with existing MAN 8x4 heavy-duty semitrailer tractors easier, the wheelbase remains unchanged. Regardless of the type of suspension, you can also choose between the cabs XL, XLX and XXL for this vehicle version.

## → Special load equipment ex works:

- Unit carrier behind cab with fuel tank and compressed air tanks
- Register coupling at the front, connected to a steel bumper and bodywork panel
- Double strengthened end-crossmember for standard and special load coupling in basic and lowered built-in position
- Trailer coupling with adjusting equipment
- Support plate for the gooseneck
- Working lamp on the generator support frame, detachable
- Circumferential visibility illumination
- Access ladder to the working platform
- Additional brake connection at the front and rear, additional trailer socket and ABS connection at the rear
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41.580 8x4	BB / BL	2,900 Nm	–	120 t/150 t <sup>1</sup>
41.640 8x4	BB / BL	3,000 Nm	Yes	120 t/150 t <sup>1</sup>

<sup>1</sup> With the appropriate configuration and after checking the application criteria





# READY TO GO WHEN IT COMES OFF THE LINE.

**No need for later retrofitting, bodywork or additional extras: no jobs left unfinished. We provide perfect solutions as series production items – designed to your needs.**

MAN's tractor units for special transport are series production models made to suit the requirements of each industry – the result of our extensive in-house expertise about this transport sector.

Our vehicles for special transport are subjected to strict testing requirements, and fulfill the same quality control standards as all HGVs from MAN. All the required equipment, fixtures and fittings for special transport are available ex works – so there's no need to go through any special production process. You just experience the same service conditions as for any large-scale series-produced models.



Additional engine  
and torque con-  
verter clutch cooler



Register coupling,  
front



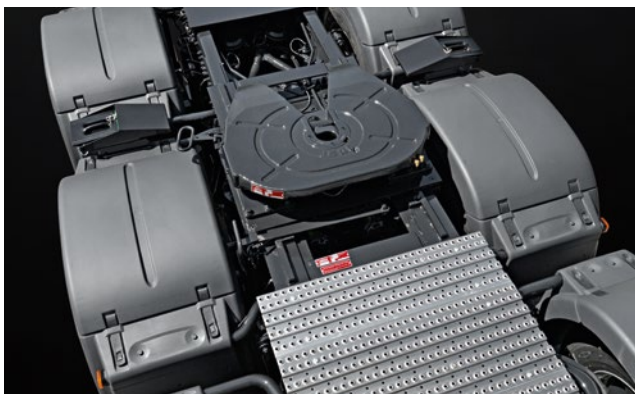
Double  
end-crossmember



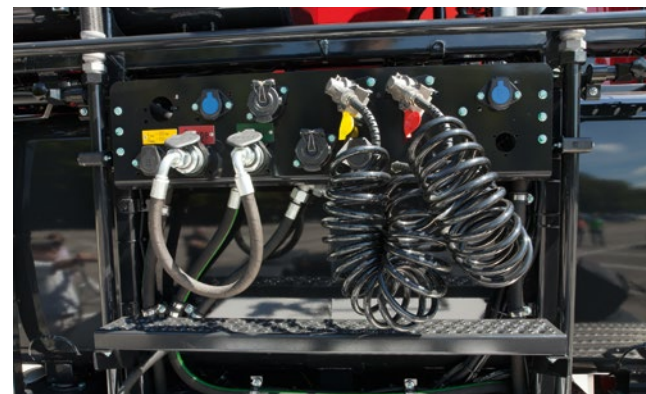
Support plate for  
gooseneck



Displacement  
device for trailer  
coupling



Hydraulics for  
special load trailer



# VARIETY IS OUR STANDARD PROGRAMME.

Strong and efficient heavy-duty trucks.

**Make it simple: MAN can easily supply the vehicle which you are looking for.**

Whether you need to transport 90, 120, 160 or 250 tonnes, MAN Trucks are the market leaders when it comes to efficiency. Innovative technology creates a foundation for profitability and reliability.















Here are just a few examples of MAN special transport trailer units.

**Choice of powerful and efficient heavy-duty trucks**

Wheel configuration	Power	Torque	Gearbox	Gross train weight up to
<b>Universal and economical</b>				
6x2/4	368 kW (500 hp)	2,500 Nm	Manual	90 t
6x2/4	368 kW (500 hp)	2,500 Nm	Automatic	90 t
6x2/4	397 kW (540 hp)	2,700 Nm	Automatic	90 t
6x2/4	427 kW (580 hp)	2,900 Nm	Automatic	90 t
6x2/4	471 kW (640 hp)	3,000 Nm	Automatic	90 t

The retractable front axle and the hypoid rear axle create a very efficient and economical vehicle with a wide application field.

**Individual**

6x4	368 kW (500 hp)	2,500 Nm	Manual	180 t
6x4	368 kW (500 hp)	2,500 Nm	Automatic	90 t
6x4	397 kW (540 hp)	2,700 Nm	Automatic	120 t
6x4	427 kW (580 hp)	2,900 Nm	Automatic	120 t/150 t <sup>1</sup>
6x4	471 kW (640 hp)	3,000 Nm	Automatic	120 t/150 t <sup>1</sup>

Unbelievably varied options: Double-axle unit with either leafed and/or air-sprung suspension, selectable as hypoid or hub-reduction axles. Normal or medium construction height.

<sup>1</sup> With the appropriate configuration and after checking the application criteria.

**Traction at need**

6x6 HydroDrive	368 kW (500 hp)	2,500 Nm	Manual	120 t
6x6 HydroDrive	368 kW (500 hp)	2,500 Nm	Automatic	70 t

A 6x6 without compromise: MAN HydroDrive® for traction on demand. No increased consumption from a distributor and differential gearbox, standard trailer height as the 6x4. Now up to 120 t total weight.





MAN TGS 40.540 6x6 BBS: Heavy haulage tractor for global operation



# STRONG, STURDY, EFFICIENT.

**Transport heavy loads with ease: the heavy-duty tractor unit with maximum traction for the toughest jobs (up to 250 t gross vehicle weight).**

Special jobs call for special solutions. The MAN heavy-duty tractor unit doesn't just move loads which are big, but also those that are heavy, long, or tall. It gets to work any time a real powerhouse is required.

→ **Available versions/optional equipment:**

- Emission class: Euro 4/Euro 5
- Left-hand drive vehicle/right-hand drive vehicle
- Cab available in L and LX versions (headroom)
- Sliding device for fifth-wheel coupling
- Mining version for use as a semitrailer tractor
- Heavy-duty version for operation as a semitrailer tractor and with a ballast box
- Two-stage hydraulic system for low loader trailers
- Front coupling
- Additional front and rear brake connections
- Additional front and rear hydraulic connections
- Additional front and rear electrical connections
- Heavy-duty rear trailer coupling, also in low mounting position
- Extended fuel system with 620 + 310 litre capacity

→ **Heavy-duty equipment (ex works):**

- Torque converter clutch: virtually wear-free start-up even at high gross vehicle weight and in the most difficult conditions
- Additional radiator for the engine, torque converter clutch, gearbox, and transfer case
- Raised exhaust pipe and air intake
- Sturdy leaf-spring suspension and planetary axles
- Permissible axle loads: 9/16/16 tonnes
- Fifth-wheel coupling load: around 25 tonnes



# MAN TGX. HEAVY-DUTY TRACTORS FOR GLOBAL USE.

The MAN TGX offers very roomy cabs with every conceivable comfort.

Thanks to the virtually flat cab floor and roomy storage compartments, the MAN TGX is perfectly designed for longer stretches and two-driver operation. Proven, efficient Euro 5 engines guarantee confident handling.

Wheel configuration	Emissions class	Power	Gearbox	Gross train weight up to
8x4/4	Euro 5	397 kW (540 hp)	Manual	180 t

When the highest fifth-wheel coupling loads are needed, our 8x4/4 is the best choice.

6x4	Euro 5	397 kW (540 hp)	Manual	180 t
6x4	Euro 5	397 kW (540 hp)	Automatic	120 t

Our all-rounder: very versatile, very high traction, rear axles in an efficient hypoid construction or as sturdy planetary axles.

6x2-2	Euro 5	397 kW (540 hp)	Manual or automatic	90 t
6x2/2	Euro 5	397 kW (540 hp)	Manual or automatic	90 t
6x2/4	Euro 5	397 kW (540 hp)	Manual or automatic	90 t

Thanks to the very efficient single hypoid axle and the lifting leading/trailing axle, even heavy loads can be transported very efficiently.





# MAN TGS. HEAVY-DUTY TRACTORS FOR GLOBAL USE.

**MAN TGS – the all-rounder. The best visibility, with a narrow yet very comfortable cab. Choose between the practical M cab for local transportation use, the long L cab for single-driver operation, or the roomy LX cab with a high roof for two drivers.**

Choose MAN TGS for heavy-duty jobs. Its incredible versatility makes it the best choice for every task imaginable: it is available in 6x2, 6x4 and 6x6 HydroDrive, 6x4 and 6x6, with rear axles in a very efficient hypoid construction or as extremely sturdy planetary axles, with tandem-axle assembly with leaf springs or air suspension, in normal, medium, and high design construction (also for 6x4). Many types are also available as right-hand drive vehicles.

Wheel configuration	Emissions class	Power	Gearbox	Gross train weight up to
6x2-2	Euro 5	397 kW (540 hp)	Manual or automatic	90 t
6x2/2	Euro 5	397 kW (540 hp)	Manual or automatic	90 t
6x2/4	Euro 5	397 kW (540 hp)	Manual or automatic	90 t
6x4	Euro 2/3/4	353 kW (480 hp)	Manual	180 t
6x4	Euro 2/3/4	353 kW (480 hp)	Automatic	90 t
6x4	Euro 5	397 kW (540 hp)	Manual	180 t
6x4	Euro 5	397 kW (540 hp)	Automatic	120 t
6x6	Euro 2/3/4	353 kW (480 hp)	Manual	180 t
6x6	Euro 2/3/4	353 kW (480 hp)	Automatic	90 t
6x6	Euro 5	397 kW (540 hp)	Manual	180 t
6x6	Euro 5	397 kW (540 hp)	Automatic	120 t
6x6	Euro 4/5	397 kW (540 hp)	Automatic + converter clutch unit	250 t
6x6H Hydrodrive	Euro 5	397 kW (540 hp)	Manual	120 t









# AS INDIVIDUAL AS YOUR REQUIREMENTS.

**Special requirements require special solutions. MAN Modification® delivers those special customer requests that cannot be implemented in series production.**

MAN Modification® takes individual customer requests and implements them professionally and with technical perfection. The range of vehicle modifications achievable is almost unlimited. Whether 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. They will work together with MAN Modification® to find the best solution for you; our specialists will handle your specific requirements to the high quality standard that you expect from MAN.

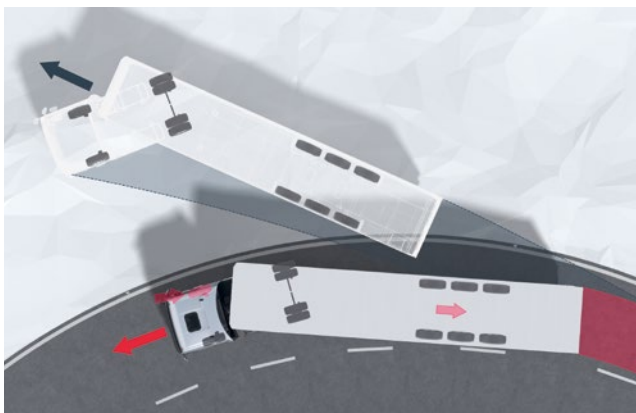
→ **Example modifications for heavy-duty applications:**

- Two R056 heavy-duty trailer couplings (mounted above and below)
- Planetary axles at normal design height (6x4)
- Practical tank volume (1080 l) for the 6x4 with the short wheelbase
- Sliding device for fifth-wheel coupling for the 6x4
- Support plate for swan neck for the 6x4
- Register coupling and frame reinforcement for the 6x4

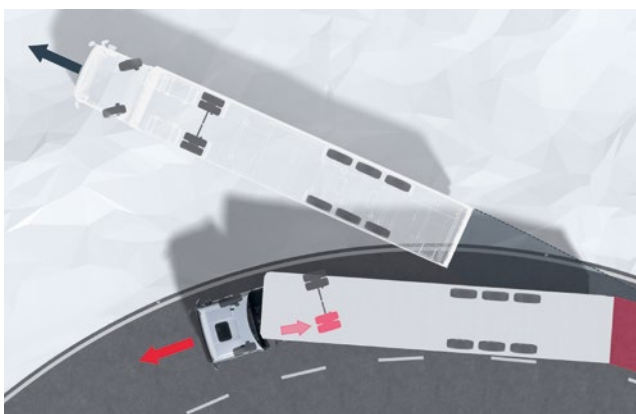




# MAN DRIVER ASSISTANCE EQUIPMENT.



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 four-axle vehicles or articulated road trains. ESP offers a particular advantage when the all-wheel drive is engaged. Thus you have all the benefits of ESP when driving on the road – a special gain for fire brigades during an alarm situation.

## **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.

## **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.

### **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.

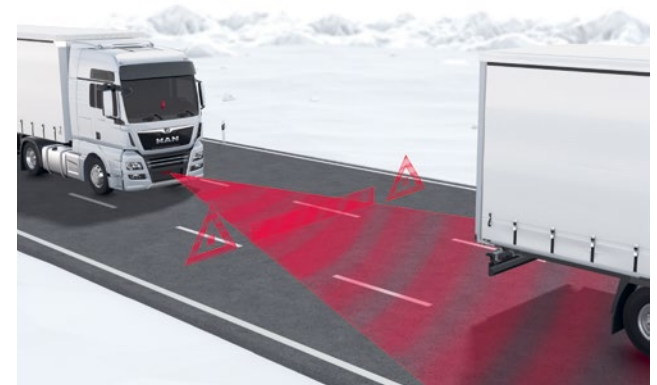
### **Adaptive Cruise Control ACC.**

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.

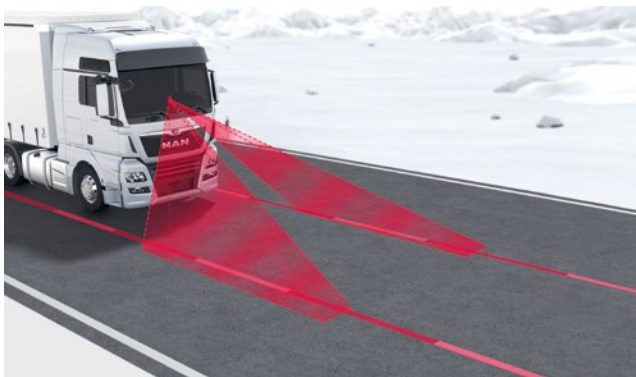
### **Variable axle load ratio.**

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.



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

### 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.

### 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.

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

### **LED rear lights.**

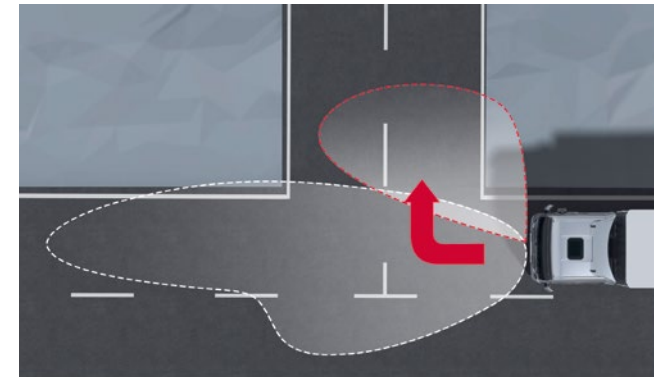
With tail lights in an LED design, burnt-out lightbulbs and the associated compromised safety and maintenance costs can be avoided. LED lights have a longer service life with lower energy consumption than conventional light-bulbs.

### **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.**

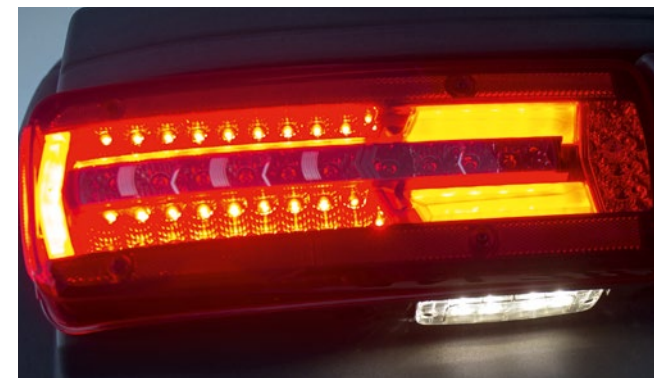
Critical situations when turning or manoeuvring should be recognised early on the difficult-to-view right side of the vehicle. A camera on MAN trucks extends the visible area to the blind spot. The monitor is in the field of vision when looking to the right in the mirror and helps the driver to better 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



# 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
C cab	■	■		
Crew cab	■	■		
M cab			■	
L cab	■	■	■	
LX cab	■	■	■	
XL cab				■
XLX cab				■
XXL cab				■

C cab



M cab

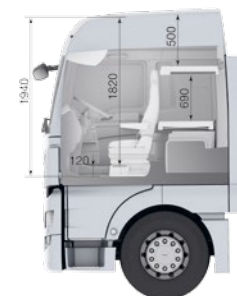
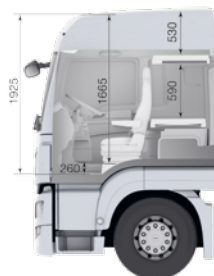
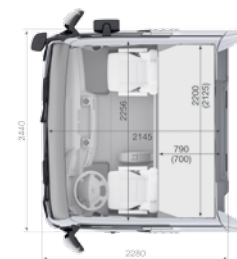
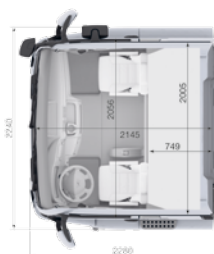
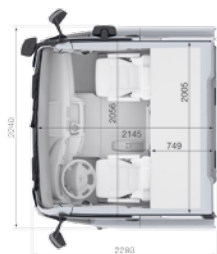


L cab

LX cab

XL cab

XLX cab





# 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 new 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

variante “Urban Concrete”









# 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 infotainment system.**

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.









# HEAVY LOADS ARE MADE LIGHT WORK.

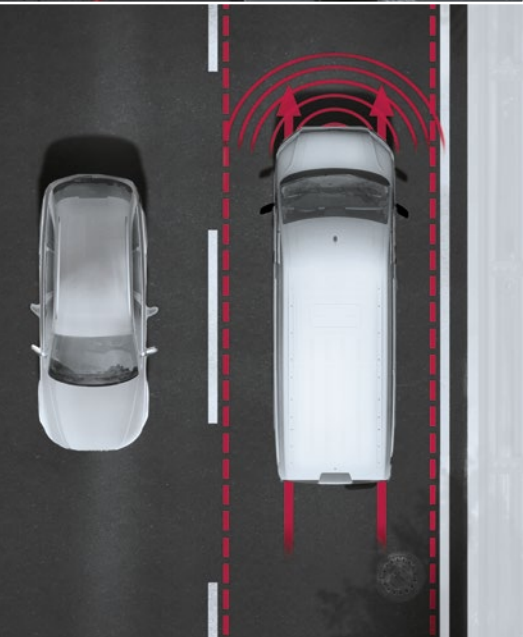
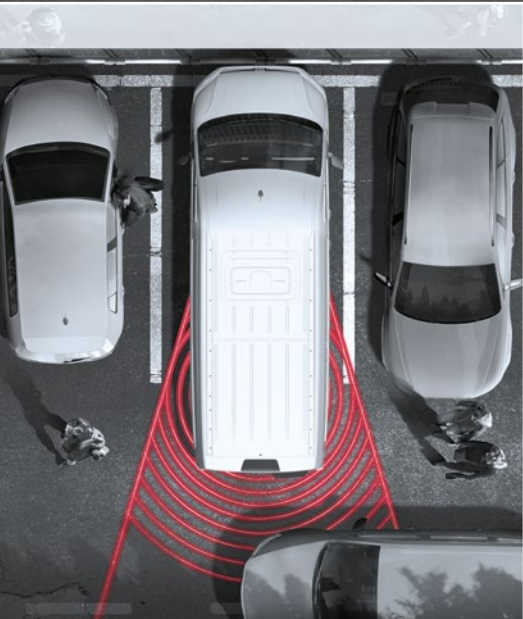
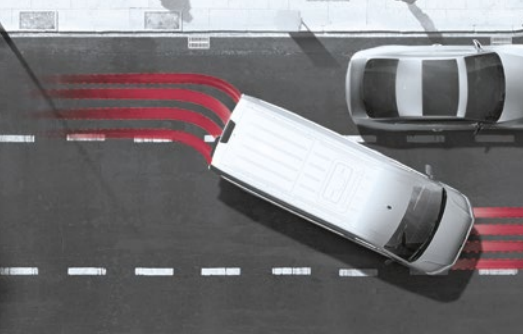
**Anyone who moves mountains on a daily basis requires reliable help. With our MAN TGE you have the perfect partner.**

Are you looking for a support vehicle with equipment tailored to the requirements of your heavy-duty transport company? Well, look no further! The new MAN TGE does an outstanding job as a support vehicle in heavy-duty transport.

Innovative safety systems such as the Adaptive Cruise Control (ACC), the side protection assistant or the active Lane Guard System ensure that you always reach your destination safely. “ergoActive” seats with arm rests and electrical lumbar support adjustment guarantee comfort and back support during operation.

Thanks to the freely programmable functional control unit, you can configure the individual functions of the TGE (for example individual switches of the auxiliary outer lights, remote engine start/stop, telematics systems) to your requirements. The preparation for revolving beacons allows for fast and easy installation, to ensure heavy-duty safety on the entire journey.





# 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.

### **Park steering assist<sup>1</sup>**

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.

### **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.

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

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.

<sup>1</sup> Optional equipment at extra cost.

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

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.

### **Side wall protection assist<sup>1</sup>**

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.

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

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.

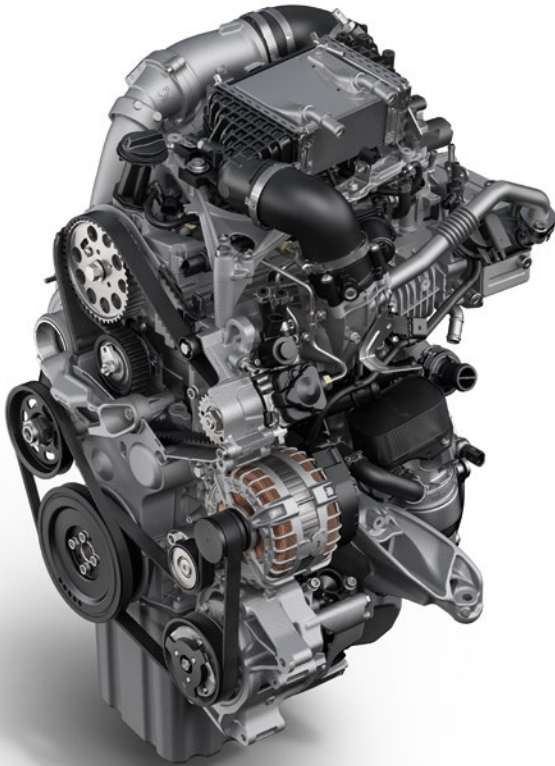
### **Adaptive cruise control (ACC)<sup>1</sup>**

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 l (75 kW, 300 Nm):**

Front-wheel drive

Average consumption: from 7,4 l/100 km

CO<sub>2</sub> emissions<sup>1</sup>: from 193 g/km

**2,0 l (90 kW, 300 Nm)<sup>2</sup>:**

Rear-wheel drive with dual tyres

**2,0 l (103 kW, 340 Nm)<sup>3</sup>:**

Front-wheel drive, rear-wheel drive and all-wheel drive 4×4

Average consumption: from 7,4 l/100 km

CO<sub>2</sub> emissions<sup>1</sup>: from 193 g/km

**2,0 l (130 kW, 410 Nm):**

Front-wheel drive, rear-wheel drive and all-wheel drive 4×4

Average consumption: from 7,5 l/100 km

CO<sub>2</sub> emissions<sup>1</sup>: from 196 g/km

<sup>1</sup> For models with standard wheelbase and high roof.

<sup>2</sup> Data not available at the time of printing.

<sup>3</sup> Not available in conjunction with dual tyres.

# VAN OPTIONS.<sup>1</sup>

The MAN TGE Panel van.



The MAN TGE combi van.<sup>2</sup>



The MAN TGE crew cab.



The MAN TGE chassis cab.







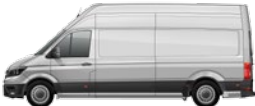

<sup>1</sup> The dimensions shown refer to vehicles with front-wheel drive and factory-original chassis with platform body.

<sup>2</sup> Available at a later date.



# VEHICLE LINE-UP.

## MAN TGE Panel van.

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

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

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> 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 ■ Doka: 4,300 mm	Length: 7,211 mm Wheelbase: 4,490 mm Max. body length: ■ Chassis cab: 4
<b>Chassis cab</b> Height: 2,305-2,327 mm			
<b>Crew cab</b> 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
<b>Chassis cab</b> Height: 2,305-2,327 mm			
<b>Crew cab</b> 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 truck 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](http://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](http://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 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

\* 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 | 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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