EFFICIENCY À LA CARTE.
Distribution vehicles that will appeal to your taste.
WHATEVER YOUR PAYLOAD – EFFICIENCY WILL GET YOU THERE.

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

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

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 (R-134a / GWP 1430 with up to 1.15 kg; 1.6445 t CO₂ accordingly).

www.truck.man
MAN SOLUTIONS FOR DISTRIBUTION TRANSPORT.

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

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

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

MAN Euro 6 engines.
Those who want to advance successfully in distribution transport need a drive system that saves on fuel but not on performance. The MAN Common Rail engines offer maximum pulling power and impress with favourable torque characteristics, low consumption and long service intervals. Agile four and six-cylinder engines with ratings from 118 kW (160 hp) to 471 kW (640 hp) produce dynamic drives. Get into efficiency gear with the MAN TipMatic® gearbox, which can be operated fully automatically or manually. It reduces fuel consumption, eases the load on the driveline and offers considerable weight advantages compared with similar transmissions.
FOOD DISTRIBUTION TRANSPORT.

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

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

The 15-tonne MAN TGM is in a class of its own – this is a truck that brings together payload and big volume. Choice of wheelbases and 18.5-inch tyres create latitude for capacity. Optional full-air suspension provides stability when the load is unevenly distributed. When it’s a question of optimum payload and low unladen weight, that’s the moment to call for the MAN TGM 18-tonner. On the other hand, the MAN TGM 26-tonner with steered and liftable trailing axle packs a giant payload with big body length for maximum capacity.

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

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

- The MAN TGL and TGM in refrigerated transport
- Best payload ratio
- Generous front-axle load reserve for partial loads
- Low height of loading platform due to 17.5- and 19.5-inch tyres and low frame concept
- Small turning circle
- Low entrance due to C cab
- Stability package with reinforced shock absorbers and anti-roll bars on front and rear axles for vehicles with a high centre of gravity
Loading aids help to ensure that the load is transported safely, efficiently and in good order with a maximum utilisation of the existing volume. All kinds of Euro pallets, roller trolleys, lattice bodies and shelf systems are used for the distribution of food. This overview serves as a guide to show how many roller containers you can load with which body lengths. On page 22 you find a similar overview regarding Euro pallets.

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

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

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

Refrigerated transport with the MAN TGX:
- Best payload ratios
- Spacious cabs in XL, XLX and XXL design
- Roof recess in XL cab by MAN Modification
- Powerful engines of up to 471 kW (640 hp)
- Variation of hitching heights realised by possible combinations of various tyre sizes, different fifth-wheel couplings and plates
Close cooperation with the manufacturers.

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

Preparation for FRIGOBLOCK generator.

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

Roof recess – an elegant solution.

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

EFFICIENT REFRIGERATED TRANSPORT SOLUTIONS.
BEVERAGE DISTRIBUTION TRANSPORT.

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

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

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

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

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

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

The MAN TGS

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

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

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

LONG-HAUL BEVERAGE TRANSPORT.

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

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

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

The MAN TGX in beverage transport:
- High axle-load reserves
- Gross train weight up to 40,000 kg
- Frame highly rigid for rear loads
- XL, XLL and XLL cabs are spacious and very comfortable
- Torquey Euro 6 engines with outputs up to 471 kW (640 hp)
IMPORTANT ISSUES IN THE BEVERAGES BRANCH.

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

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

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

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

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**22 Beverage vehicles**

Loading according to layout plan.

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**Number of pallets**

<table>
<thead>
<tr>
<th>Length (m)</th>
<th>1 500</th>
<th>2 400</th>
<th>3 300</th>
<th>4 800</th>
<th>5 600</th>
<th>6 800</th>
<th>7 200</th>
<th>8 400</th>
<th>9 600</th>
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<td>0-3</td>
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<td>1</td>
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<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3-6</td>
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<td>2</td>
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<td>2</td>
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</tr>
<tr>
<td>6-9</td>
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</tr>
<tr>
<td>9-12</td>
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<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

**Pallets without stowage tolerance.**

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* *Pallets without stowage tolerance.*
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.

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

Example modifications:
- Cab extension for the C cab
- Roof recesses
- Retarder

MAN crew cab with extension:

The 365-mm extension of the C cab by MAN Modification® is a real space winner.

Inclined roofs for refrigerated structure

Extension C cab
EFFICIENCY AT FULL THROTTLE.

Everything is included: the driveline, with a powerful six-cylinder engine and easy to use MAN TipMatic® gearbox, provides high-level efficiency on the road. The highly efficient four- and six-cylinder engines with ratings of 118 kW (160 hp) to 471 kW (640 hp) make an impression with their outstanding power delivery even at low engine speeds. The engines of the MAN D20 and MAN D26 series are also designed for service intervals of up to 140,000 kilometres. In order to achieve the extremely low Euro 6 values, MAN has implemented key technologies such as Common Rail injection, exhaust gas recirculation (EGR), SCR filters and diesel particulate filters (DPF/CRT) for many years. The result? MAN Euro 6 engines raise the bar in terms of fuel consumption and AdBlue® consumption. If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need.

Since 2017, MAN will approve the MAN Euro 6 engines for use with paraffin fuels in accordance with EN15940. Fuels that comply with this standard include hydrogenated vegetable oils (HVO), coal to liquids (CTL), gas to liquids (GTL) and biomass to liquids (BTL).

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

Coming in from the end of 2018, vehicles with FRIGOBLOCK equipment will also feature the new D08 engines. The new MAN D15 engine will be available from the middle of 2019. Like the MAN D20 engine, it has very good dynamic handling thanks to its optimal turbo charger configuration, but offers more payload. Even at low speeds, the maximum torque is available.

### Engines Euro 6

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
<th>Rated output</th>
<th>Max. torque</th>
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<tbody>
<tr>
<td>D0834 R4</td>
<td>4.6 l</td>
<td>118 kW (160 hp)</td>
<td>600 Nm</td>
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<tr>
<td></td>
<td></td>
<td>140 kW (190 hp)</td>
<td>750 Nm</td>
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<tr>
<td></td>
<td></td>
<td>162 kW (220 hp)</td>
<td>850 Nm</td>
</tr>
<tr>
<td>D0836 R6</td>
<td>6.9 l</td>
<td>184 kW (250 hp)</td>
<td>1,050 Nm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>213 kW (290 hp)</td>
<td>1,150 Nm</td>
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<tr>
<td></td>
<td></td>
<td>235 kW (320 hp)</td>
<td>1,250 Nm</td>
</tr>
<tr>
<td>D1556* R6</td>
<td>9.0 l</td>
<td>243 kW (330 hp)</td>
<td>1,600 Nm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>265 kW (360 hp)</td>
<td>1,700 Nm</td>
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<td></td>
<td></td>
<td>294 kW (400 hp)</td>
<td>1,800 Nm</td>
</tr>
<tr>
<td>D2066 R6</td>
<td>10.5 l</td>
<td>235 kW (320 hp)</td>
<td>1,600 Nm</td>
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<td></td>
<td></td>
<td>265 kW (360 hp)</td>
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<td>D2676 R6</td>
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<td>2,100 Nm</td>
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<td>338 kW (460 hp)</td>
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<td>368 kW (500 hp)</td>
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<td>D3876 R6</td>
<td>15.2 l</td>
<td>397 kW (540 hp)</td>
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<td>427 kW (580 hp)</td>
<td>2,900 Nm</td>
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<tr>
<td></td>
<td></td>
<td>471 kW (640 hp)</td>
<td>3,000 Nm</td>
</tr>
</tbody>
</table>

* MAN D15 engine available from the middle of 2019
Electronic stability program (ESP)
ESP helps you out when things get critical. ESP sensors constantly monitor the driving dynamics. If there is a risk of imminent skidding or tipping over, the ESP intervenes and helps keep the vehicle safely in the lane. MAN offers the electronic stability program for vehicles with leading or trailing axles and even for 4-axle vehicles or multiple tractors.

MAN BrakeMatic® brake system with ABS and ASR
The electronic MAN BrakeMatic® brake management system coordinates the functions of the EBS service braking system and the MAN EBS or EBSMV continuous brakes. The system provides the advantage that the system only intervenes at the point where it is needed and that the electronic system can be coordinated with the other brake systems. The retarder is a hydraulic retarder. In the event of an emergency stop, the system monitors the driving dynamics. If there is a risk of skidding or tipping over, the system intervenes and prevents the vehicle from losing control.

ESP compensatory braking when vehicle is oversteered
ESP compensatory braking when vehicle is understeered.

Continuous braking
Continuous braking assists in keeping the vehicle on course and the driver in control. It helps prevent the vehicle from being steered off course due to engine braking or downhill driving. This is especially useful for long downhill slopes. The retarder is a hydraulic retarder. In the event of an emergency stop, the system monitors the driving dynamics. If there is a risk of skidding or tipping over, the system intervenes and prevents the vehicle from losing control.

Emergency Brake Assist (EBA)
Emergency Brake Assist (EBA) offers additional security: For example, if you start to skid, EBA increases the brake pressure. 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 imminent skidding or tipping over and automatically adapts the brake pressure. 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 imminent skidding or tipping over and automatically adapts the brake pressure.

Lane Guard System (LGS)
Lane Guard System is an additional safety feature that helps prevent the vehicle from being steered off course due to engine braking or downhill driving. This is especially useful for long downhill slopes. The retarder is a hydraulic retarder. In the event of an emergency stop, the system monitors the driving dynamics. If there is a risk of skidding or tipping over, the system intervenes and prevents the vehicle from losing control.

ManEasyStart
With MAN EasyStart on the MAN TipMatic®, difficulties with rolling back are 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.
Vehicle behaviour with CDC

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

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

Emergency Stopping Signal (ESS)

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

Xenon light for better vision

The combination of Xenon light and low-beam 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. Xenon light and free-form reflectors enhance road safety.

Adaptive Cruise Control (ACC)

A new feature in the stop-and-go function is the Active roll stabilisation control arm is ideal. This ensures that sideways tilting is prevented 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 multifunction steering wheel.

Cornering light

Instead of the basic lights being on, the Cornering light supplements the normal low-beam headlights at speeds of up to 40 km/h. It is activated when the steering angle is greater than a set value or - on vehicles fitted with ESP – when the steering wheel is turned far enough. This improves visibility in the dark and in foggy conditions as well as providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.

LED daytime driving lights

Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGX and TGS easier to see during the day and prevent rear-end collisions. The ESS therefore helps to enhance the condition 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 provide a danger-free environment. When turning, 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.

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Emergency Stopping Signal (ESS)

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

Xenon light for better vision

The combination of Xenon light and free-form reflectors casts a whole new light on the road. The luminance of the long-lasting Xenon lamps results in a wide stretch of road being illuminated. Xenon light and free-form reflectors enhance road safety.

Adaptive Cruise Control (ACC)

A new feature in the stop-and-go function is the Active roll stabilisation control arm is ideal. This ensures that sideways tilting is prevented 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 multifunction steering wheel.

Cornering light

Instead of the basic lights being on, the Cornering light supplements the normal low-beam headlights at speeds of up to 40 km/h. It is activated when the steering angle is greater than a set value or - on vehicles fitted with ESP – when the steering wheel is turned far enough. This improves visibility in the dark and in foggy conditions as well as providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.

LED daytime driving lights

Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGX and TGS easier to see during the day and prevent rear-end collisions. The ESS therefore helps to enhance the condition 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 provide a danger-free environment. When turning, 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.
New moving-off and gearshift strategy for MAN TGL and TGM. In addition, MAN TIPMATIC® with idle Speed Drifting, Speed Shifting 1) and EfficientRoll 1) functions can now also be available for MAN TGL and TGM. These moving-off and gearshift strategies improve driving comfort and reduce fuel consumption.

Variable axle load ratio
With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle – without lowering the drive axle load. The axle load is always active, the so 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.

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

Introduction to the rear-view camera
Looking back for safety; after the installation of a rear-view camera, the factory-installed plug-and-play interface enables the camera image to be displayed on the MAN Media Truck Advanced or Navigation radio display. You save media  truck Advanced or Navigation radio display. You save media  truck Advanced or Navigation radio display. You save time and money and get through stop-and-go traffic without any issues. That means reduced stress and wear on the clutch as well as gentle torque build-up during start-up.

Preparation for liftgate
MAN offers various options for easy and convenient liftgate installation:

- Electric preparation
- Power supply for batteries in trailer with liftgate
- Heavy-duty batteries and uprated alternator
- Without wind-radar protection - Removal and disposal by body builder not necessary.
- Power supply for batteries in trailer with liftgate
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DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

Within the broad scope of distribution applications, there is really nothing that our vehicles cannot do. Wherever there is a need for reliable emergency services, a MAN is on the scene. The comprehensive MAN vehicle range, which includes the MAN TGL, TGM, TGS and TGX series, ranges from 7.5 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.

**MAN air suspension**

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

**The steered trailing axle**

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

**MAN semi-trailer tractors for semi-trailers**

<table>
<thead>
<tr>
<th>Type</th>
<th>Gross train weight</th>
<th>Wheel configuration</th>
<th>Suspension</th>
<th>Wheelbase in mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>TGS/TGX 18.XXX 4x2</td>
<td>36,000</td>
<td>6x2</td>
<td>BL</td>
<td>3,600</td>
</tr>
<tr>
<td>TGS/TGX 18.XXX 4x2</td>
<td>36,000</td>
<td>6x2</td>
<td>LL</td>
<td>3,600</td>
</tr>
<tr>
<td>TGS/TGX 26.XXX 6x2/2</td>
<td>24,000</td>
<td>6x2</td>
<td>BL</td>
<td>2,600</td>
</tr>
<tr>
<td>TGS/TGX 26.XXX 6x2/4</td>
<td>24,000</td>
<td>6x2</td>
<td>BL</td>
<td>2,600</td>
</tr>
</tbody>
</table>

1) Only with C cab
2) Can be reduced to 7.49 t

**MAN chassis for standard fixed bodies**

<table>
<thead>
<tr>
<th>Type</th>
<th>Gross train weight</th>
<th>Wheel configuration</th>
<th>Suspension</th>
<th>Wheelbase in mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>TGL 8.XXX 2) 4x2</td>
<td>33,000</td>
<td>BL</td>
<td>3,300, 3,500, 3,900, 4,200, 4,500</td>
<td></td>
</tr>
<tr>
<td>TGL 10.XXX 4x2</td>
<td>33,000</td>
<td>BL</td>
<td>3,300, 3,500, 3,900, 4,200, 4,500</td>
<td></td>
</tr>
<tr>
<td>TGL 12.XXX 4x2</td>
<td>39,000</td>
<td>BL</td>
<td>3,900, 4,200, 4,500, 4,850, 5,200</td>
<td></td>
</tr>
<tr>
<td>TGM 12.XXX 4x2</td>
<td>37,000</td>
<td>BL</td>
<td>4,425, 4,775, 5,125</td>
<td></td>
</tr>
<tr>
<td>TGM 15.XXX 4x2, LL</td>
<td>37,000</td>
<td>BL</td>
<td>4,425, 4,775, 5,125</td>
<td></td>
</tr>
<tr>
<td>TGM 18.XXX 4x2, LL</td>
<td>42,000</td>
<td>BL</td>
<td>4,425, 4,725, 5,075, 5,425, 5,775</td>
<td></td>
</tr>
<tr>
<td>TGM 23.XXX 4x2-2 LL</td>
<td>39,000</td>
<td>BL</td>
<td>4,125, 4,425, 4,725, 5,075, 5,425, 5,775</td>
<td></td>
</tr>
<tr>
<td>TGM 26.XXX 4x2-2 BL, LL</td>
<td>39,000</td>
<td>BL</td>
<td>4,125, 4,425, 4,725, 5,075, 5,425, 5,775</td>
<td></td>
</tr>
<tr>
<td>TGS/TGX 18.XXX 4x2</td>
<td>48,000</td>
<td>BL</td>
<td>4,800, 5,100, 5,500, 5,900</td>
<td></td>
</tr>
<tr>
<td>TGS/TGX 26.XXX 6x2-2</td>
<td>48,000</td>
<td>BL</td>
<td>4,800, 5,100, 5,500, 5,900</td>
<td></td>
</tr>
</tbody>
</table>

Range of vehicle 35
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.

<table>
<thead>
<tr>
<th>Cab</th>
<th>Vehicle series</th>
</tr>
</thead>
<tbody>
<tr>
<td>C cab</td>
<td>TGL</td>
</tr>
<tr>
<td>M cab</td>
<td></td>
</tr>
<tr>
<td>L cab</td>
<td></td>
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<tr>
<td>LX cab</td>
<td></td>
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<tr>
<td>XL cab</td>
<td></td>
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<tr>
<td>XLX cab</td>
<td></td>
</tr>
<tr>
<td>XXL cab</td>
<td></td>
</tr>
</tbody>
</table>

*available for MAN TGS via MAN Modification®
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 paneling, 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!

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 standardized 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-on 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/featuring the air-conditioning panel feature makes things 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, a video display via USB & SD, traffic information via radio, and a maximum of two camera interfaces. MAN Media Truck Advanced and Navigation offer the function of “Two Parking”, 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.
Whether fresh produce delivery or freight forwarding – the MAN TGE delivers exactly what you and your shipping company really need – excellent quality and fresh ideas!

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

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

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

DELIVER THE GOODS, WHATEVER THE CARGO.
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.

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 60 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.

¹ Optional equipment at extra cost.
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
\( CO_2 \) emissions¹: from 193 g/km

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

2.0 l (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
\( CO_2 \) emissions: from 193 g/km

2.0 l (130 kW, 410 Nm)³:
Front-wheel drive, rear-wheel drive and all-wheel drive 4×4
Average consumption: from 7.5 l/100 km
\( CO_2 \) emissions: 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.
MAN TGE Panel van

Standard
- Length: Total 5,986 mm
- Loading compartment: 3,450 mm
- Wheelbase: 3,640 mm

Long
- Length: Total 6,836 mm
- Loading compartment: 4,300 mm
- Wheelbase: 4,490 mm

Extra-long
- Length: Total 7,391 mm
- Loading compartment: 4,855 mm
- 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.
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.
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.

YOUR TRUCK IN THE BEST HANDS.

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

All information on our products, services and other service topics such as MAN ServiceContracts, MAN Card, MAN ProfiDrive®, MAN Financial Services and MAN Mobile24, etc. can be found on our website www.truck.man – discover the MAN brand interactive and up close.
MAN Rental offers you utmost flexibility, mobility and peace of mind – even if your order situation changes. MAN Rental is the profitable and practical choice:

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

*The services offered as part of the joint business relationship “MAN Financial Services” (leasing, 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 short-ages or increased demand.

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

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

- **MAN Genuine Parts**
  Top quality, long service life and availability ensured
- **MAN Genuine Parts ecoline**
  Save a bit and protect the environment in the process with reconditioned MAN Genuine Parts from MAN, the manufacturer or external service providers

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

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

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