HORSE POWER ON THE ROAD.
More efficiency for transporting cars.
Some of the equipment illustrated in this brochure is not included in the series-production scope.
EFFICIENCY AT FULL THROTTLE.

Pulling together: the driveline with a powerful six-cylinder engine and easy-to-use MAN TipMatic® gearbox puts high-level efficiency on the road.

The highly efficient six-cylinder power units with ratings from 235 kW (320 hp) to 368 kW (500 hp) impress with their perfect performance 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 employs key technologies such as common-rail injection, exhaust-gas recirculation (EGR), SCR filters and diesel particulate filters (DPF/CRF). The result? MAN's Euro 6 engines set new standards with regard to consumption of both fuel and AdBlue®. When you need to move mountains, but also want to protect the environment, MAN engines are the perfect partner.

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).

With the new generation of MAN TipMatic® the vehicle automatically detects loads and angles of inclination and optimises the shift strategy to ensure, for example when moving off, that the best and most appropriate gear is always selected. The new SmartShifting function is a further development of the familiar Speed-Shifting function that minimises interruptions in traction, for example when changing gears on an uphill gradient.

Also, the new generation of the MAN TipMatic® saves the shift strategy and shift functions in the control unit of the system. This enables you at any time to adapt shift characteristics individually and whenever you wish to suit operational characteristics, and you start the day on an efficiency setting. As well as the full version, “PROFI”, there are specifically pre-programmed software variants for a vast array of different application areas. The FLEET software version for example is the optimum solution for use in large fleets or for rentals. It greatly reduces the need for manual intervention, which in turn prevents the incidence of operator error. Particularly when drivers are changed frequently, or when poorly trained drivers take to the wheel, this significantly reduces wear and tear on the vehicle and cuts fuel consumption.

Powerful performance:
- High torque, Euro 6 common-rail engines
- Very low AdBlue® consumption
- Two-stage turbocharging and exhaust-gas recirculation
- Automated MAN TipMatic® with integrated moving off aid EasyStart

With the new generation of MAN TipMatic®, MAN has stepped up yet another gear in terms of efficiency.

<table>
<thead>
<tr>
<th>Engines Euro 6</th>
<th>Model</th>
<th>Capacity</th>
<th>Rating</th>
<th>Max. torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>D20</td>
<td>10.5 l</td>
<td>235 kW (320 hp)</td>
<td>1,600 Nm</td>
<td></td>
</tr>
<tr>
<td>D20</td>
<td>12.4 l</td>
<td>309 kW (420 hp)</td>
<td>2,100 Nm</td>
<td></td>
</tr>
<tr>
<td>D26</td>
<td>10.5 l</td>
<td>265 kW (360 hp)</td>
<td>1,800 Nm</td>
<td></td>
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<tr>
<td>D26</td>
<td>12.4 l</td>
<td>338 kW (460 hp)</td>
<td>2,300 Nm</td>
<td></td>
</tr>
<tr>
<td>D26</td>
<td>12.4 l</td>
<td>368 kW (500 hp)</td>
<td>2,500 Nm</td>
<td></td>
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</table>

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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. This increases driving safety during long descents by relieving the load on the service brake system.

With the innovative MAN PriTarder®, the MAN TGS comes with a highly efficient primary brake system that is one of a kind. The combination of EVBec® engine brake and PriTarder means that an enormous brake output of up to 620 kW is already produced at low driving speeds. The PriTarder® really demonstrates its strengths in distribution or traction: the completely maintenancefree system increases the payload by up to 64 kg while doubling the brake lining service life of the service brake. The 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 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 a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advance warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimised Emergency Brake Assist (EBA) features a more advanced traffic monitoring system (by using two independent sensor systems, radar and video) to detect a potential collision more quickly and to issue a warning signal earlier. EBA complies with the more stringent legal requirements for emergency braking systems starting in 2016/2018.

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.

Adaptive Cruise Control (ACC)
Adaptive cruise control automatically measures 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.

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 multifunction steering wheel.

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Cornering light for a better visibility

With active roll stabilisation, dampers are automatically regulated by the CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control arm is ideal. This ensures that sideways tilting is effectively reduced.

Emergency Stopping Signal (ESS)

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

Vehicle behaviour with CDC

Vehicle behaviour without CDC

Xenon light for better vision

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

Automatic low-beam headlights and automatic wiper system with sensors

The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly. The automatic wipers with rain sensor are actuated 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 foggy conditions as well as providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.

LED daytime driving lights

Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS and MAN TGX easier to see during the day compared with daytime driving lights with H7 lamps, thereby improving safety. The lights are turned on and off automatically with the ignition and are diminished 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.

New 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 than conventional lightbulbs.

Cornering 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.

MAN EfficientCruise® + EfficientRoll

Both systems can now be combined.

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

EfficientRoll is designed for gently sloping motorways and main roads. The MAN TipMatic® then automatically shifts into neutral and lets the vehicle roll, without the engine braking effect reducing the speed of the vehicle. The truck carries the momentum from gentle downhill driving into the following flat stretch or slight incline. Ids speed driving enables comfortable moving off and driving at idling speed. After moving off, the vehicle continues rolling at a low idling speed of approx. 600 rpm with the clutch engaged until the brake is applied or the gradient too steep. The driver therefore manoeuvre the truck very precisely and sensitively forward and backward and get through stop-and-go traffic without any issues. That means reduced wear and tear on the clutch as well as gentle torque build-up when moving off.
THE CHOICE IS YOURS.

The right cab for every need – and a maximum level of comfort and ergonomic travel 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 rear mirror and front mirror. The blind spot has been practically eliminated.
Starting in 2018, MAN vehicles can expect numerous new equipment highlights to make the interior even more driver-friendly and optimised for vehicle operation.

The warm sand and graphite tones of the interior panelling, grained plastic surfaces, satin-chrome-plated door handles and the new seat covers have already been lending the cab a comfortable yet stylish atmosphere.

As of 2018, 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 (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, creates more comfortable sitting and standing experience in the central area. And yet, the new 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 new function-based switch layout and the colour display offer the driver a modern, ergonomic work place. In the MAN TGX, comfort and working conditions for the driver have been improved thanks to the reduction in interior noise by 1.5 dB compared to the previous series.

‘Urban Concrete’ colour
EVERYTHING INSIDE, AND ALL AT A GLANCE!

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

In the redesigned MAN cockpit, everything is in the right place. The displays are clear, while frequently used switches and switches requiring quick access are close to the driver. To ensure intuitive operation, interrelated functions are grouped into switch groups, which are always in the same position in all vehicles and series. Having this standardised facia simplifies operation for drivers when switching vehicles. The ideal 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 for temperature coordination are easy to read thanks to the better contrast.

The instrument panel features displays with a white background, making them considerably easier to read than the black background of the MAN Media Truck infotainment system. The air-conditioning panel features displays with white backgrounds, 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 cameras. 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 new “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 map information and speed and据此 delay/congether (depending on whether the map data includes the respective information). The digital radio (DAB/DAB+) is easy to access and use via voice control.

MAN Media Truck Navigation

Function “Mirror Link”