A demanding job: difficult transport routes and heavy loads make transporting timber an extreme challenge. Unpaved forest paths, gravel roads and tight serpentine bends affect the operation. Trucks are playing an increasingly important role in agriculture around the world. They can assume a variety of transport tasks between the fields and the processing plants – no damage to the fields, fast and safe on the roads.

For all these tasks, MAN provides the right solutions. With trucks which combine innovation as well as reliability and ensure a maximum of transport efficiency. Find out for yourself.

www.truck.man
SUCCESSFUL ON FOREST ROADS – EFFICIENT AND RELIABLE.

For handling logs up to six metres in length, an articulated train with a removable or permanently mounted rear-loading crane is ideal for the job. Here, the MAN TGX and TGS series show what they can do.

As the ideal “forestry worker”, MAN has the perfect transport solution for the world’s forest roads. Vehicles are available in two-axle up to four-axle versions, with classic tandem-axle assembly or as an all-wheel drive version (depending on requirements), and with steered, lifting trailing axle for reduced tyre wear and excellent manoeuvrability. If additional traction is required, the connectable front-axle drive MAN HydroDrive® has been an impressive alternative for over ten years.

Of course there are also chassis with front-loading crane available. Semi-trailer tractors with two and three axles complete the MAN range.

Safe on the road in the forest:
- Perfect for the job and reliable three-axle units
- Unique ECAS control with air-sprung vehicles for safe stabilisation during crane operation
- MAN HydroDrive® for more traction on demand (manual shifting or with MAN TipMatic®)
- Normal/medium/high drive design height
- Digital axle load display in the driver’s cab for air-sprung axles
- Two gearbox-side PTOs for top hydraulic performance and fast crane operation
- High road load stabilisation for enhanced safety when carrying loads with a high centre of gravity
- Air deflector plate against dust turbulence
- Chassis with full air suspension (depending on the type)
- Variable axle load ratio for chassis with trailing or leading axle for optimum traction
- Turning circle for optimised turning circle
- Construction air spring for comfortable and safe handling
- Lightweight hypoid axle tandem for weight-optimised usage
The logs can measure up to 23 metres in long-timber transportation. This results in a total vehicle length of up to 27 metres, which not only has to conquer the tight roads and tracks through the forest, but also curved routes.

MAN has the perfect solution: MAN TGX and MAN TGS chassis which can both be combined with a self-steering trailing axle to create a perfect unit. They are equipped for the necessary front-axle loads for cranes and are robust enough for every application. The alternative to a chassis unit is the MAN aero trailer tractor unit with interchangeable equipment for trailer steering or with a trailer. A powerful engine, easy to operate gearbox as well as rear-wheel drive, all-wheel drive or the engageable, hydraulic front-axle drive MAN HydroDrive® ensures impressive dynamics and traction that is perfect for every job.

**LONG LOGS SAFELY ON THE WAY.**

**Advantages you can rely on:**
- Maneuverable chassis and tractor unit for narrow forest tracks and roads.
- Roof cut-out for a loading crane
- Unique ECAS control with air-sprung vehicles for safe stabilisation during crane operation
- MAN HydroDrive® for more traction on demand compared with rear-wheel drive (manual shifting or with MAN TipMatic®)
- Ex works optimised frame add-on for crane structure
- Construction air spring for comfortable and safe handling
- MAN D38 15.4 l engine with up to 471 kW (640 hp)
- Turning brake for optimised turning circle
- Lightweight hypoid axle tandem for weight optimised usage

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Trees are turned into wood chippings – and then into the popular, regenerative raw material for heating systems. All-wheel-drive trucks from MAN ensure mobility: they bring wood chippers reliably to the place of work.

One cannot imagine the modern forestry industry without this piece of equipment, the mobile wood chipper based on a truck, powered directly by a PTO run off a high-performance vehicle engine. In order to effectively increase the active radius on the forest roads and tracks, as well as to drive into the most inaccessible areas, one should consider utilizing the MAN chassis with all-wheel drive. This saves time and towing costs. Sandy areas and extremely moist ground conditions are no problem; the all-wheel drive reliably provides the required traction. The short wheelbase, depending on the type also with steered and lifting trailing axle, makes the chipper especially manoeuvrable. MAN can provide the perfect, modified chassis for effective wood chipping operations – also, of course, when the wood chipper is powered by an external motor.

THE DRIVE TO BEST PERFORMANCE.

- Powerful in operation:
  - Connectable power take-off on the transfer case, ex-works
  - Two-, three- and four-axle units for every chipper dimension
  - Permanent or engageable all-wheel drive for maximum traction
  - All-wheel drive chassis such as 6x4-4 with trailing axle for maximum manoeuvrability
  - Air deflector plate to prevent dust turbulence
  - Comprehensive range of MAN Modification – ex-works the perfect basis for wood chipping trucks
  - Steel bumper
They have to commute between the field, road and processing plants all day and have to impress with their high utilisation loads and reduced consumption: MAN trucks show what they can do in agricultural operations.

All around the world, trucks are being increasingly utilised in agriculture. They demonstrate their advantages when they are required to transport large volumes inexpensively over great distances. MAN trucks are the best choice for these operations. They provide high utilisation levels, have high traction performance on the fields, are quick and safe on the road – and increase profits in the balance sheet.

Our comprehensive ex-works vehicle range is perfectly designed for your demands. The spectrum ranges from the 4x2 semitrailer tractor unit for high-volume transport to our MAN HydroDrive® semitrailer tractor unit for driving with increased traction requirements through to the all-wheel-drive vehicles for demanding applications off road. Technical specialities like the PTO shaft for driving the body, large agricultural tyres with tyre pressure regulating systems or various semi-trailer and trailer couplings are provided ex works.

With the tilting semi-trailer, the vehicle can also be used year-round as a winter service vehicle.

THE GUARANTEE FOR SUCCESS IN AGRICULTURE.

- Working for your daily bread:
  - Economical transport solutions for agriculture
  - All-terrain, reliable two-, three- and four-axle units
  - Permanent and engageable all-wheel drive
  - MAN HydroDrive® for MAN TGX or TGS for more traction without more consumption compared with rear-wheel drive (manual shifting or with MAN TipMatic®)
  - Normal, medium-high and all-wheel-drive design height
  - New MAN TipMatic® 12 gearbox functions
  - Powerful PTOs autonomous of clutch
  - Suitable for universal use as an agricultural vehicle, semi-trailer or winter service vehicle.
Special requirements require special solutions. MAN Modification Centre can implement those customers’ special requests that cannot be implemented in series production.

The MAN Modification Centre delivers individual customer requirements with professional and technical perfection. The range of potential vehicle modifications is almost unlimited. 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. Solutions in the forestry industry include roof notches to hold loading cranes, cab glazing to provide a better overview, or external refrigerated systems. Ex works swivel work seats and optimised frame add-ons for crane structures for timber transporters round off the offering.

We offer MAN Modification at several locations. Conversion work is carried out at specially qualified facilities in accordance with MAN standards.

AS INDIVIDUAL AS YOUR REQUIREMENTS.

![Swivel work seat in wood logger](image)

12 13MAN Modification

Roof cut-out for a loading crane

- MAN Modification for forestry vehicles:
  - Honed expertise in the field of special vehicles
  - Years of experience gained through intensive cooperation with body manufacturers
  - Specialist knowledge across a range of industries
  - Individual support to meet specific requirements
  - High degree of flexibility and quality in the design
  - Vehicles comply with standards following conversion
  - MAN After Sales provides global support and supply of spare parts
Providing professional and customised solutions to a high standard for a range of applications in the agricultural industry is another plus for MAN.

With agricultural applications in mind, MAN offers various features such as larger wheel cutouts to change all tyres to those that do not overly disturb the soil. A tyre pressure control system is available as an option. A trailer coupling support on the end of the frame with standard trailer coupling and ball coupling (80 mm) and two steering balls (50 mm) are also available to make flexible operation easier. A spotlight on the cab roof improves visibility for the driver, and a load-sensing hydraulic system with 80 cm³ hydraulic pump and 200 bar pressure optimises the supply to the vehicle consumers.
THE CHOICE IS YOURS.

The right cab for every need – and a maximum level of comfort and ergonomics travels with you whenever you go.

MAN driver’s cabs are designed and equipped for stress-free, concentrated driving and relaxed regeneration. And of course safety. All cabs meet the crash safety requirements, comply with the ECE-R29 Directive and offer optimum passenger protection.

Many useful details, such as the washable door-interior coverings, the easy-to-clean fixtures, the compressed air connection for simplified cleaning and the optional headlight washing unit show that nothing has been left to chance in the design process. 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. The heated windscreen for winter service vehicles ensures an unobstructed view even at the coldest times of the year.

THE CHOICE IS YOURS.
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, create a 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.
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 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 updates 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.

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 control features such as 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.

Enhanced colour display in the instrumentation

Function “Mirror Link”
### Engines and Drive Train

**Ideally, vehicles in agriculture and forestry must deliver high torque on the one hand and low fuel consumption on the other: the powerful MAN engines provide both.**

The highly efficient four- and six-cylinder engines with ratings of 184 kW (250 hp) to 471 kW (640 hp) make an impression with their outstanding power delivery even at low engine speeds. The engines of the MAN D20 and MAN D26 series are also designated for service intervals of up to 140,000 kilometres.

The new MAN D38 engines are part of a master class. Technologically sophisticated details, such as enhanced Common Rail technology with extremely high injection pressures of up to 2,500 bar, high ignition pressures of up to 250 bar and biturbocharging with a two-stage intercooler set new standards with regard to tractive power, fuel consumption and CO₂ emissions. High tech for increased reliability. When you need to move mountains, but also want to protect the environment, MAN engines are the perfect partner.

### Alternative Fuels

Since 2017, MAN will approve the MAN D20, MAN D26 and MAN D38 engines for use with paraffin fuels in accordance with EN15940. Fuels that comply with this standard include hydrogenated vegetable oils (HVO), coal to liquids (CTL), gas to liquids (GTL) and biomass to liquids (BTL). For global applications MAN also offers efficient Euro 2 to Euro 5 engines from 265 to 353 kW (360 to 480 hp).

### EFFICIENCY WITH FULL POWER.

<table>
<thead>
<tr>
<th>Engines Type</th>
<th>Capacity (l)</th>
<th>Rated Output (kW)</th>
<th>Max. Torque (Nm)</th>
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</thead>
<tbody>
<tr>
<td>D0836 R6</td>
<td>6.9</td>
<td>184 (250)</td>
<td>1,050</td>
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<td>368 (500)</td>
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<td>427 (580)¹⁾</td>
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<tr>
<td>D3876 R6</td>
<td>15.2</td>
<td>471 (640)¹⁾</td>
<td>3,000</td>
</tr>
</tbody>
</table>

1) MAN TGX only

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¹⁾ MAN TGX only
Engines and driveline

MAN HydroDrive® – more traction as required

In the event of MAN HydroDrive®, there is a maximum expanded range and now offers a unique variety of versions from two-axis to four-axis vehicles with loading or tare axles. MAN HydroDrive® for more traction and safety when driving into or out of construction sites and dirt roads, on slopes and slippery roads. The engageable hydrostatic front-wheel drive gives you all the driving power you need in all these situations, forwards and in reverse. When you’re driving downhill and the MAN HydroDrive® is engaged, the continuous brake also acts on the front axle, thus stabilising the vehicle. MAN HydroDrive® can also be engaged while driving and under load by turning the rotary switch. As far as fuel consumption and wear and tear are concerned, it is comparable to a conventional rear-wheel drive and weighs only slightly more. The design height remains unchanged, which means easy access, low overall height, low centre of gravity and thus optimal driving stability. MAN HydroDrive® is available in combination with MAN TipMatic® or manually operated gearboxes.

All-wheel drive for everyone

Wherever maximum traction is needed, that’s where MAN vehicles with permanent or engageable all-wheel drive go into action. They’re available as 4x4, 6x6 and 8x8 versions. The power is distributed by two-speed MAN transfer cases with on-road and off-road ratios. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all-wheel drive vehicles. A new feature on the MAN TGX is the optional electronic transfer case and lock management. This helps the driver to operate the vehicle on- and off-road according to the conditions in terms of traction and takes some of the load off the driveline. In the MAN TGX and TGS too, the engaging and disengaging of differential locks is electronically monitored.

Continuous braking

EVBec®: as a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, e.g. an improved braking effect by controlling the exhaust valve, a better management of the exhaust gas turbine. 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 gearing 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 TGX 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 520 kW is produced at low driving speeds. The MAN PriTarder® really demonstrates its strength in situations or traction: the complete maintenance-free system increases the payload by up to 60% without doubling the brake lining wear and the vehicle maintains the same high level of driving 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 and convenience of use.

EfficientRoll

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

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Axle and suspension systems
Whether planetary or hypoid axle – both axle systems are available with various transmissions and parabolic or air suspension. The planetary axle is also available with trapezoidal suspension. Parabolic suspension makes driving the loaded or the empty vehicle very comfortable, and is beaten into second place only by air suspension.

The available weight-optimised hypoid axle results in a weight saving of 180 kg compared with the normal hypoid axle and 280 kg for the planetary axle. The ground clearance is similar to a planetary axle. Vehicles with leaf springs are available with simple tandem hypoid axles in normal and medium-high design height. Vehicles with air suspension are available in normal design height.

Construction air suspension
One of MAN’s specialities is construction air suspension on the rear planetary axles – available for construction vehicles of medium height and all-wheel-drive height. With lifting and lowering equipment fitted as standard, it has a load-carrying capacity of up to 13 t per rear axle. This is ideal for the tough work on building sites (overload reserve) and on difficult terrain. Advantages: a smooth ride at any load condition thanks to the electronic levelling system ECAS, easier on the vehicle, the body, the load and the road. For use with road transport there are internal stabilisers.

Steel bumper
The three-part steel bumper with centred towing eye and hinged front step is not only robust but also integrates itself elegantly into the MAN TGS/MAN TGX design. A modified version of the bumper is available, prepared for fitting an attachment plate for a snow-plough or shackle. Robust steel bumpers are also available for the MAN TGL and MAN TGM ranges as special equipment.

Hill-climbing brake
The hill-climbing brake for MAN all-wheel vehicles acts pneumatically on all wheels, holding the truck reliably when stopping and moving off and is controlled by the driver by means of a switch on hills. As opposed to systems that use spring reservoirs to brake only the rear axle, an MAN all-wheel truck equipped with thehill-climbing brake can’t slip.

Tyres with various treads ex works
You receive your vehicle from the works fitted with tyres of your choice. You can also select your favourite brand from various well-known manufacturers.

Variable axle load ratio
A new feature is the variable axle load ratio for vehicles with a leading or trailing axle. This variable ratio means that the drive axle always has optimum traction, regardless of the payload being carried. The variable distribution of the axle load between the driven and non-driven rear axle ensures that, in every payload situation, the drive axle always has sufficient traction, and that the axle load is never below the legally stipulated minimum.

Vehicle heights
MAN delivers vehicles in normal, medium and all-wheel-drive heights, corresponding to increased requirements in terms of ground clearance and angle of approach.

Turning brake
Take the sharpest bends. With the turning brake function activated, the rear wheels on the inside of the bend are braked, depending on how far the steering wheel is turned. This considerably decreases the turning circle. The turning brake, which is available for the 6x4 and 4x4 vehicles with tandem axles, is activated by pressing a button and functions at speeds of up to 30 km/h.

MAN EasyStart
Problems with starting on a slope are out. MAN EasyStart with MAN TipMatic® is in. 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.

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Modifications to cab and chassis
Special axle configurations and modifications to the driver’s cab can be individually retrofitted for specific customers or branches.
Electronic stability program (ESP)
ESP protects you from unpleasant surprises. ESP sensors constantly monitor the driving dynamics. If there is a risk of imminent skidding or tipping over, the separate wheels are braked accordingly and, where necessary, the engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely in the lane. MAN offers the electronic stability program for vehicles with leading or trailing axles and even for 4-axle vehicles or multiple tractors.

MAN BrakeMatic® brake system with ABS and ASR
The most important distance is the braking distance. To prevent any nasty surprises, the electronic brake system (EBS), including ABS and ASR, ensures reduced braking distances. The coupling force control for optimal balancing of the trailer and/or semitrailer brakes enables perfect brake performance, reduced braking distances and even brake lining wear along the entire vehicle combination to increase the service life of the linings.

Lane guard system LGS
The electronic lane guard system permanently monitors the lane ahead of the vehicle. If drivers stray from the lane without activating a flasher, they are warned by an acoustic signal. Depending on the direction in which the driver has strayed, the loudspeaker on the left or right-hand side emits rumble-strip noise, which the driver intuitively understands correctly. LGS increases the driver’s awareness of staying in the lane, thus preventing many a dangerous situation.

MAN AttentionGuard
MAN AttentionGuard detects signs of reduced driver alertness at an early stage, and warns the driver accordingly. A second-generation or higher Lane Guard System is required for this system to work. The MAN AttentionGuard is a key factor in preventing the driver from accidentally leaving the lane on monotonous stretches of road – one of the typical causes of accidents. The MAN AttentionGuard also works when driving at night.

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

Brake assistant
The brake assistant regulates speed and pressure when the brake pedal is operated and optimises the applied brake pressure through full braking force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

Emergency Brake Assist (EBA)
As soon as a 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.

Dynamic stability program (ESP)
ESP compensatory braking when vehicle is oversteered.

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

Lane guard system LGS
LGS for staying in the lane.
Xenon light for better vision
The combination of xenon light and free-form reflectors casts a whole new light on the road. The luminance of the long-lasting xenon lamps results in a wide stretch of road being illuminated. Illumination in this area is bright and homogeneous without dazzling oncoming traffic.

Automatic low-beam headlights and automatic wiper system with sensors
The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly.

The automatic wipers with rain sensor are activated as soon as visibility is affected by water or dirt. The optimum wiper speed is then set automatically depending on the situation. The control system can detect all kinds of visibility conditions such as rain, splashes, streaks or dirt.

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

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

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 MAN 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.

New LED rear lights
With tail lights in an LED design, burn-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 lightbulbs.

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.

Driver assistance systems
Cornering light for a better visibility
Vehicle behaviour with CDC
Vehicle behaviour without CDC
Active roll stabilisation CDC
LED rear lights
Cornering light
LED daytime driving lights
Driver assistance systems
In the wide range of forestry and agricultural tasks, there is nothing our vehicles cannot perform. Irrespective of where reliable transport performance is always demanded, MAN is there to provide the service.

The comprehensive MAN vehicle range with the MAN TGL, TGM, TGS and TGX series covers a requirement between 7.49 to 44 tons. 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.
**EFFICIENCY IS A QUESTION OF TECHNOLOGY.**

- More input, more output, more results:
  - Common Rail diesel with 235 kW (320 hp) up to 471 kW (640 hp)*
  - 16-speed manually operated gearbox, optional 12-speed gearbox with the latest generation MAN TipMatic®, also available with off-road mode
  - MAN HydroDrive® for more traction
  - Three part robust steel bumper with middle-positioned towing eye
  - Pre-prepared for engine start-stop equipment
  - Normal, medium-high and all-wheel-drive design height
  - Digital axle-load display in the driver’s cab for air-sprung axles
  - ECAS control for safe supporting during crane operation with air-sprung vehicles
  - Two gearbox-side PTOs for top hydraulic performance and fast crane operation
  - KSM interface for external data exchange
  - Locking management
  - Turning brake
  - Air deflector plate against dust turbulence

* for MAN TGX only

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### Chassis for wood chippers

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### Chassis for agricultural operations

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34 Range of vehicles