EFFICIENCY EN ROUTE.

Vehicle concepts for short-haul and long-haul transport.
GREATER EFFICIENCY IN TRANSPORT.

MAN concepts matched to their sector, for solo vehicles, semitrailer combinations and articulated trains, face the challenges of our time: they combine maximum operating efficiency with exemplary reliability and safety. Innovative MAN technologies keep your costs to a minimum while boosting your benefits. Experience MAN, experience transport efficiency at its very best.

www.truck.man
There is a lot in favour of the Euro semitrailer. The full-length cargo bay in the semitrailer is a major advantage. Semitrailer tractors, moreover, can pick up and drop their semitrailers, increasing flexibility and transport throughput while minimising stoppages. It is worth bearing in mind, too, that semitrailer combinations are also used for relay transport.

So there are many advantages you can now utilise to even better effect. Because in terms of drive dynamics, reliability and cost-effectiveness, MAN semitrailer tractors come complete with everything necessary for success.

SECURE IN THE SADDLE WITH MAN.
MAN semitrailer tractors for all purposes

With practice-oriented concepts, MAN meets all requirements:

- Long-haul semitrailer tractors as 4x2 or 6x2 for Euro-standard semitrailers, for example semitrailer with box or tarpaulin body (up to 2.80 m loading height) or for ISO container (up to 2.90 m external height).
- Semitrailer tractors for high-capacity semitrailers. With the extremely low semitrailer top edge, the MAN TGX and TGS Ultra have the ideal dimensions many customers want to allow for a loading height of approx. 3 m for 100 m³ load volume in the semitrailer.
- Semitrailer tractors for tanker and silo semitrailers. Due to its extremely low weight, the MAN TGS-TS maximises payload.
- Semitrailer tractors for specific requirements of the MAN TGL and TGM series for short-haul and distribution transport.

LAYOUT DOWN THE LAW.

Chassis heights for Euro-standard semitrailers and high-capacity semitrailers

Because the dimensions for the semitrailer combination are statutory, the coupling height is the most important starting point for flexible load volumes in the semitrailer. In theory, the following is true: the lower the coupling height, the greater the load volume. In practice, two types of semitrailer dominate the highways:

- Euro-standard semitrailer with a coupling height of 1100 mm for up to 95 m³ load volume.
- High-capacity semitrailer with a coupling height of 930 mm for up to 3 m load bearing height.

MAN semitrailer tractors for all purposes

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- Semitrailer tractors for tanker and silo semitrailers. Due to its extremely low weight, the MAN TGS-TS maximises payload.
- Semitrailer tractors for specific requirements of the MAN TGL and TGM series for short-haul and distribution transport.

DIN ISO angle of inclination

Frame overhang is short, so there is ample clearance for the semitrailer. The DIN ISO values for the front and rear angles of inclination are met.
CHAMPIONS IN THE EUROPEAN LEAGUE.

Euro-standard semitrailers for 90 m³ to 95 m³ volume.

With the help of different tyre sizes, fifth-wheel couplings and plates, MAN TGX and TGS with air suspension allow for chassis heights ranging from 1047 to 1281 mm.

<table>
<thead>
<tr>
<th>Chassis heights depending on equipment configuration</th>
<th>Tyres</th>
<th>305/60 R 22.5</th>
<th>315/60 R 22.5</th>
<th>315/70 R 22.5</th>
<th>315/80 R 22.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fifth-wheel pick-up plate height</td>
<td>Laden</td>
<td>Unladen</td>
<td>Laden</td>
<td>Unladen</td>
<td>Laden</td>
</tr>
<tr>
<td>150 mm</td>
<td>1107</td>
<td>1132</td>
<td>1107</td>
<td>1132</td>
<td>1107</td>
</tr>
<tr>
<td>40 mm</td>
<td>1132</td>
<td>1157</td>
<td>1132</td>
<td>1157</td>
<td>1132</td>
</tr>
<tr>
<td>162 mm</td>
<td>1157</td>
<td>1182</td>
<td>1157</td>
<td>1182</td>
<td>1157</td>
</tr>
</tbody>
</table>

1) Weight-optimised fifth-wheel coupling with integrated 22 mm fifth-wheel pick-up plate (weight saving up to 25 kg).

Information on coupling height always refers to loaded vehicle. Attention should be paid, however, to the coupling height of the unladen vehicle, which is determined by tyre rebound. Rebound depends on the tyre’s aspect ratio and can vary from manufacturer to manufacturer, so only approximate values are stated here.

- 60% tyre (e.g. 305/60 R 22.5) 25 mm
- 70% tyre (e.g. 315/70 R 22.5) 30 mm
- 80% tyre (e.g. 315/80 R 22.5) 35 mm
MAXIMUM VOLUME. OPTIMUM SOLUTION.

100 m³ volume in semitrailer

With a coupling height of approx. 930 mm, the MAN TGX and TGS allow for a semitrailer load volume of up to 100 m³ with a loading height of approx. 3 m. The low frame concept is made possible due to the narrowed frame at the rear axle.

Low semitrailer top edge, high ride comfort

The air suspension guarantees a comfortable ride and safe driving characteristics. The air suspension travel of 180 mm (120 mm raising, 60 mm lowering) allows for fast coupling and uncoupling.

Two driving heights

A switch on the dashboard enables the driver to switch between two driving heights even while the vehicle is in motion. This means that the same driving height can always be maintained - loaded or unloaded with tyres at full rebound. The permissible overall height limit of 4 m can be observed.

Adjustable lifting fifth-wheel coupling with integrated lubrication.

Elevating semitrailer coupling with two pneumatically adjustable accommodation heights for Euro-standard and high-capacity semitrailers. From MAN with integrated lubrication. Of course, MAN also offers conventional fifth-wheel couplings.

The air suspension travel of 180 mm allows for fast pick-up and disconnection.
Tyres

<table>
<thead>
<tr>
<th>Tyre</th>
<th>295/55 R 22.5</th>
<th>295/60 R 22.5</th>
<th>305/60 R 22.5</th>
<th>315/45 R 22.5</th>
<th>315/60 R 22.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laden</td>
<td>971</td>
<td>971</td>
<td>971</td>
<td>971</td>
<td>971</td>
</tr>
<tr>
<td>Unladen</td>
<td>996</td>
<td>989</td>
<td>976</td>
<td>976</td>
<td>981</td>
</tr>
</tbody>
</table>

Fifth-wheel coupling height

<table>
<thead>
<tr>
<th>Height with 12 mm fifth-wheel pick-up plate</th>
<th>Laden</th>
<th>Unladen</th>
</tr>
</thead>
<tbody>
<tr>
<td>150 mm with 12 mm fifth-wheel pick-up plate</td>
<td>971</td>
<td>996</td>
</tr>
</tbody>
</table>

Fifth-wheel coupling height

<table>
<thead>
<tr>
<th>Height, normal position</th>
<th>Laden</th>
<th>Unladen</th>
</tr>
</thead>
<tbody>
<tr>
<td>971</td>
<td>971</td>
<td>971</td>
</tr>
</tbody>
</table>

162 mm fifth-wheel coupling with integrated fifth-wheel plate

<table>
<thead>
<tr>
<th>Height, normal position</th>
<th>Laden</th>
<th>Unladen</th>
</tr>
</thead>
<tbody>
<tr>
<td>971</td>
<td>971</td>
<td>971</td>
</tr>
</tbody>
</table>

1) Based on tyres which currently have the lowest static radius.
2) Second driving height minus 25 mm during unladen journeys.
3) Lifting fifth-wheel coupling has two mounting heights: normal position and stroke 148 mm.
4) Lifting fifth-wheel coupling has two mounting heights: normal position and stroke 198 mm can only be obtained through a MAN service outlet.
5) Tyre aspect ratio/rebound. Information on chassis height always refers to loaded vehicle and the tyre brand with the currently smallest static radius. Attention should be paid, however, to the coupling height of the unladen vehicle, which is determined by tyre-rebound:
   - 55% tyre (e.g. 295/55 R 22.5) 20 mm
   - 60% tyre (e.g. 305/60 R 22.5) 25 mm
   - 70% tyre (e.g. 315/70 R 22.5) 30 mm

Operation of Euro-standard and high-capacity semitrailers with one vehicle is thus possible.
Almost anything is possible

MAN supplies your vehicle just the way you want it, perfectly matched to your requirements. Here are a few examples of the practical equipment we offer: spotlight on the rear right of the cab, manoeuvring light at step unit, ladder on rear wall of driver’s cab, extended working platform, different variants for brake and electrical connections, configuration for maximum tank volume with compressed air tanks at the rear of the frame and compact battery box.

If you have very special requirements, MAN Modification offers you custom solutions. The extensive portfolio of modifications meets virtually all customer requirements. The most important modules are “driver’s cab”, “chassis”, “drive train”, “electronics” and “body”. The result is a tailor-made concept every time, such as the semitrailer tractors of the MAN TGL and TGM series.
Articulated-train concepts are key players in long-haul transport. In addition to the vehicles with fixed bodies, swap-body platforms play an important role in today’s transport industry due to their logistic advantages and multi-use options. MAN trucks take the lead in this sector. Whether it be the lightweight MAN TGL series, the middleweight MAN TGM series or the big boys of the heavyweight MAN TGX and TGS series: high flexibility, high cost-effectiveness and exemplary reliability are always on board.

A new feature is the variable axle load ratio for vehicles with a leading or trailing axle. With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is therefore not fixed but rather distributed variably between the rear axles, so that the drive axle has sufficient traction in any loading condition and the legally prescribed minimum axle load is not fallen short of in any loading condition. The system does not have to be switched on separately; it is always active.

It limits total train length to 18,750 mm, and stipulates a maximum system length of 16,400 mm and an overall loading length of 15,650 mm. In accordance with the regulation and in consequence of the diverse transport tasks, a number of different swap containers are available for freight forwarding. They differ firstly in container length, ranging from 20’ container to 7,820 mm swap body platform, and secondly in set-down height, ranging from 970 mm to 1,320 mm. MAN swap-body platform chassis can transport both (marine) containers and swap containers, which are particularly common in Germany.
Today, optimum load volume is essential for competitiveness and success in the haulage industry. A cargo hold height of three metres is the accepted standard for volume transport. The basis is a chassis with an extremely low top frame edge. After all, each centimetre shaved off chassis height adds additional usable height to the body and increases capacity accordingly. The ex-works MAN chassis for high-capacity transporters are indeed superb – from the two-axle MAN TGL to the three-axle MAN TGS with lifting trailing axle.

ROOM FOR A FULL LOAD.
A CLEVER SOLUTION.

MAN chassis for swap bodies

With only three different wheelbases and overhangs, the MAN TGX and TGS chassis cover all swap container sizes and the various articulated train combinations within the 40- to 44-tonne class. The C-745 swap-body platforms are very popular and there are large numbers of these units on the road. The C-782 swap-body platforms have established themselves as the new standard. They all pose a challenge to the versatility of the tractor. MAN stays abreast of this challenge with the help of an adjustable stop. This allows different swap containers to be transported by the same vehicle. Loading and unloading times are minimised while transport throughput is increased. Increased flexibility and effectiveness are the result.

Wheelbase/overhang: 4,500 + 1,350/2,050 mm

Wheelbase/overhang: 4,800 + 1,350/2,150 mm

Wheelbase/overhang: 5,100 + 1,350/1,850 mm

Wheelbase/overhang: 4,600 + 1,350/1,500 mm

Wheelbase/overhang: 4,600 + 1,350/1,500 mm for solo operation and operation with trailer

Wheelbase/overhang: 4,600 + 1,350/1,500 mm for permanent operation with trailer

Wheelbase/overhang: 4,500 + 1,350/1,350 mm

Wheelbase/overhang: 4,300 + 1,350/1,050 mm
STRONG STANDARDS FOR SWAP BODIES.

Air suspension: the long air suspension travel of 280 mm allows for quick and easy pick-up of very different kinds of standard swap-body containers.

Spotlights for optimum vision when picking up container bodies.

Optimised side guard for vehicle for swap bodies.

Practical mounts for swap-body platforms.

<table>
<thead>
<tr>
<th>[m]</th>
<th>Tyres</th>
<th>295/60 R 22.5</th>
<th>315/50 R 22.5</th>
<th>315/60 R 22.5</th>
<th>275/70 R 22.5</th>
<th>315/70 R 22.5</th>
<th>315/70 R 22.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Set-down height: 1320 mm</td>
<td>100</td>
<td>110</td>
<td>115</td>
<td>140</td>
<td>110</td>
<td>145</td>
<td>105</td>
</tr>
<tr>
<td>Rack height: 550 mm</td>
<td>–</td>
<td>–</td>
<td>215</td>
<td>40</td>
<td>210</td>
<td>45</td>
<td>205</td>
</tr>
<tr>
<td>Set-down height: 1320 mm</td>
<td>100</td>
<td>110</td>
<td>115</td>
<td>140</td>
<td>110</td>
<td>145</td>
<td>105</td>
</tr>
<tr>
<td>Rack height: 560 mm</td>
<td>–</td>
<td>–</td>
<td>215</td>
<td>40</td>
<td>210</td>
<td>45</td>
<td>205</td>
</tr>
<tr>
<td>Set-down height: 1320 mm</td>
<td>100</td>
<td>110</td>
<td>115</td>
<td>140</td>
<td>110</td>
<td>145</td>
<td>105</td>
</tr>
<tr>
<td>Rack height: 550 mm</td>
<td>–</td>
<td>–</td>
<td>215</td>
<td>40</td>
<td>210</td>
<td>45</td>
<td>205</td>
</tr>
</tbody>
</table>

1) Calculation with fully loaded swap container

Additional tyre sizes available ex works on request.

Optimised side guards for vehicle for swap bodies.

Spotlights for optimum vision when picking up container bodies.

All illustrations in this layout are based on a container box of 260 mm allows for quick and easy pick-up of very different kinds of standard swap-body containers.

24 Chassis for swap bodies.
### ROOM FOR A GOOD DEAL MORE.

MAN swap body vehicles for maximum volume.

Small tyres plus low top frame edge equals maximum load volume with 3 m load ing height inside the swap body container. As a 4x2 with 18 or a 6x2 with 25 or 26 t and a trailing axle, a MAN TGX or TGX is perfect for swap-body systems for volume transport.

Feeder in volume transport.

With set-down heights of 970 mm and 1020 mm, the swap body platforms C 745 and C 782 are the benchmark. Just like the MAN TGX and TGS chassis with the matching wheelbases and overhangs.

Two driving heights.

A switch on the dashboard enables the driver to switch between two driving heights even while the vehicle is in motion. This means that the same driving height can always be maintained – loaded or unloaded with tyres at full rebound. The permissible overall height limit of 4 m is not exceeded.

<table>
<thead>
<tr>
<th>Ultra chassis with lateral rack for volume bodies</th>
<th>Tyres</th>
<th>Max. gross weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>TGX/S 18.444 4x2 LL</td>
<td>295/55 R 22.5</td>
<td>18,000</td>
</tr>
<tr>
<td>TGX/S 18.444 4x2 LL</td>
<td>295/60 R 22.5</td>
<td>18,000</td>
</tr>
<tr>
<td>TGX/S 18.444 4x2 LL</td>
<td>315/60 R 22.5</td>
<td>18,000</td>
</tr>
<tr>
<td>TGX/S 26.444 6x2 LL</td>
<td>295/55 R 22.5</td>
<td>26,000</td>
</tr>
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<td>295/60 R 22.5</td>
<td>26,000</td>
</tr>
<tr>
<td>TGX/S 26.444 6x2 LL</td>
<td>315/60 R 22.5</td>
<td>26,000</td>
</tr>
</tbody>
</table>

Adapters for volume swap body platforms:

Height-optimised series chassis for volume bodies

<table>
<thead>
<tr>
<th>Top frame edge (mm)</th>
<th>Wheelbase/overhang for body overall length (mm)</th>
<th>Air suspension lowering travel (mm)</th>
<th>Set-down height 970 mm</th>
<th>Set-down height 1020 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load/unloaded</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>715/745</td>
<td>7,600</td>
<td>90</td>
<td>127</td>
<td>68</td>
</tr>
<tr>
<td>715/745</td>
<td>7,600</td>
<td>90</td>
<td>137</td>
<td>64</td>
</tr>
<tr>
<td>715/745</td>
<td>7,600</td>
<td>90</td>
<td>142</td>
<td>63</td>
</tr>
<tr>
<td>715/745</td>
<td>7,600</td>
<td>90</td>
<td>152</td>
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<td>137</td>
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</tr>
<tr>
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<td>7,600</td>
<td>90</td>
<td>142</td>
<td>63</td>
</tr>
<tr>
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<td>7,600</td>
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<td>152</td>
<td>64</td>
</tr>
<tr>
<td>715/745</td>
<td>7,600</td>
<td>90</td>
<td>152</td>
<td>64</td>
</tr>
</tbody>
</table>

1) All values refer to unloaded swap containers
2) Equipped with 3rd driving height or after reprogramming of driving height in MAN service outlets
3) Possible with lateral bearer frame for swap body platforms (swap body platforms at level with frame edge, mounted by MAN service outlets or body manufacturer, shock absorbers for volume bodies on rear axle. For volume chassis including 5 mm anti-wear protective covering and lack of doors)
4) Possible with rack for swap body platforms with 100 mm height, mounted by MAN service outlets or body manufacturer, standard shock absorbers on rear axle
Chassis for swap bodies

**SPECIALITIES À LA CARTE.**

**Preparation for liftgate**
MAN offers various options for easy and convenient liftgate attachment:
- **Electrical preparation.** Purposely restricted to the electrical parts required in the driver’s cab, so the body manufacturer has full latitude to respond to different customer requirements.
- **Electrical preparation.** The wiring harness for the liftgate terminates in a generous loop at the end of the frame. The defined interface (seven-pole receptacle) ensures a secure connection.
- **Electrical preparation.** The wiring harness for the liftgate terminates in a generous loop at the end of the frame. The defined interface (seven-pole receptacle) ensures a secure connection.
- **Electrical preparation.** It allows for the movement of the hydraulic cylinder of the liftgate.
- **Electrical preparation.** Power supply for batteries in trailer with liftgate. Three pole socket at end of frame, battery charge 24 V.
- **Electrical preparation.** Heavy-duty batteries and uprated alternator. For fail-safe operation when liftgate is frequently lifted and lowered on short-run trips with multiple stops.

**Switch and wiring for load space lighting for additional spotlights**
- **Switch and wiring for load space lighting for additional spotlights.** The preparation 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 pre-mounted on the chassis, the body manufacturer does not have to intervene in the vehicle electrical system. The cable harness only has to be adapted to the body. Maximum consumer power draw: 150 W.

**Equipment for swap body platforms:**
- Lateral rack, front box, Battery box and air tanks located at the rear, space for laterale rack, reduced load on front axle.
- End stop, spotlight at frame level, guide rollers.
- Tank located at the rear, space for lateral rack, reduced load on front axle.
- 5-mm anti-wear protective covers.

**Equipment for volume swap body platforms:**
- Lateral rack, front box, Battery box and air tanks located at the rear, space for laterale rack, reduced load on front axle.
- End stop, spotlight at frame level, guide rollers.
- Tank located at the rear, space for lateral rack, reduced load on front axle.
- 5-mm anti-wear protective covers.

**Concept for standard swap body platforms**

- Standard rack with 180 mm or 260 mm.

**Concept for volume swap body platforms**

- Easily operated swing-back under-ride protection with an operating lever at each side with low trailer coupling.
- Standard rack with 160 mm or 260 mm.

**Concept for standard swap body platforms**

- Easily operated swing-back under-ride protection with an operating lever at each side with low trailer coupling.
- Standard rack with 260 mm.

**Concept for volume swap body platforms**

- Easily operated swing-back under-ride protection with an operating lever at each side with low trailer coupling.
- Standard rack with 180 mm or 260 mm.

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MAN offers various options for easy and convenient liftgate attachment:
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- **Electrical preparation.** The wiring harness for the liftgate terminates in a generous loop at the end of the frame. The defined interface (seven-pole receptacle) ensures a secure connection.
- **Electrical preparation.** Five-chamber tail light unit. It allows for the movement of the hydraulic cylinder of the liftgate.
- **Electrical preparation.** Power supply for batteries in trailer with liftgate. Three pole socket at end of frame, battery charge 24 V.
- **Electrical preparation.** Heavy-duty batteries and uprated alternator. For fail-safe operation when liftgate is frequently lifted and lowered on short-run trips with multiple stops.

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AS INDIVIDUAL AS YOUR REQUIREMENTS.

Special requirements call for special solutions. MAN Individual delivers customers’ special requests that cannot be implemented in series production.

MAN Individual takes your individual 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 Individual, 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.

Examples of modifications for local passenger and long-haul transport:

- MAN Individual cab interior fittings
- Exterior style package
- Individual cab adhesions
- Hydraulic, height-adjustable BDF (Federal association of German long-distance haulage) interchangeable frames
- Wheelbase alterations
- Assembly of front and trailing axles
- Fuel tank conversions
- Seating benches as well as seating/bunk arrangements
MAN ASSISTANCE EQUIPMENT.

Electronic stability program (ESP)

ESP compensates for the unintended skidding. ESP sensors constantly monitor the driving dynamics. If there is a risk of unintended braking or tipping over, the individual wheels are braked accordingly and, where necessary, the engine torque is reduced. This way ESP stabilizes the vehicle and keeps it safely in the lane. MAN’s 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 brake, the MAN EBV or EBV/continuous brakes (MAN Pri-Tarder or retarder) with one another. As a result, the advantage of the permanent braking devices increases in a comfortable and safe manner and the wear and tear on the service brakes is reduced. The most important distance is the braking distance. So that you do not experience any nasty surprises, the EBS electronic brake system with its sub-functions, ABS and ASR, ensures shortened braking distances and a harmonization of the brake lining wear for the entire vehicle combination with extremely long lining service lives. The braking system is designed for optimum adjustment of the trailer combination with extremely long lining service lives. The coupling force control for optimum adjustment of the trailer or semitrailer brakes ensures perfect trailer synchronisation.

Continuous braking

EVB®™ as a further development of the MAN EBV engine brake (Exhaust Valve Brake), the EVB®™ has many advantages, e.g. an improved braking effect even at rising or falling tang. In this way ESP stabilises the vehicle and keeps it safely in the lane. ESP protects you from unpleasant surprises. ESP sensors even a brief moment of distraction can lead to an accident. MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advanced warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimized Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (brake and speed) to detect a potential collision more quickly and to issue a warning signal earlier.

Brake assistant

The brake assistant registers speed and pressure when the brake pedal is operated and optimizes the applied brake pressure through to full brake force. It recognizes an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

Emergency Brake Assist (EBA)

As even a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advanced warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimized Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (brake and speed) to detect a potential collision more quickly and to issue a warning signal earlier.

Man EasyStart

With MAN EasyStart on the MAN TipMatic®, difficulties with hill starts become a thing of the past. The moving-off aid assists drivers in hill starts. Without rolling back, the vehicle can move off without jolting, with low wear and without rolling back.

Lane Guard System (LGS) including Lane Return Assist (LRA)*

The electronic Lane Guard system permanently monitors the lane ahead of the vehicle. If it strays from the lane without activating a flasher, they are warned by an acoustic signal. Depending on the direction in which the driver is deviating, the vehicle emits rumble-strip noise, which the driver intuitively understands as a warning of staying in the lane, thus preventing many a dangerous situation.

The Lane Guard System (LGS) with Lane Return Assist (LRA) helps drivers stay in the lane and actively prevents imminent collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimized Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (brake and speed) to detect a potential collision more quickly and to issue a warning signal earlier.

Lane Guard System (LGS) including Lane Return Assist (LRA)*

Available from mid-2019, depending on the vehicle type and engine.
Variable axle load ratio. With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is therefore not fixed but rather distributed variably between the rear axles, so that the drive axle has sufficient traction in any loading condition. The system does not have to be switched on separately; it is always active.

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.

The stop-and-go function is new. In slow-moving traffic, congestion or when driving in city traffic, the truck automatically brakes to a stop behind the vehicle in front, and either moves off again independently (when the truck is stopped for fewer than two seconds) or when the driver depresses the accelerator or presses the button on the multi-function steering wheel. Available for MAN TipMatic® 14 gearbox with MAN D26 engine and for MAN TipMatic® 12 gearbox with MAN D15, D26 and D38 engines. Not for heavy-duty applications.

MAN ComfortSteering
MAN ComfortSteering helps the driver to steer and forms the basis of other assistance systems such as Lane Return Assist (LRA). Because the steering forces are adapted to the road speed, the strain is taken off the driver and there is ease of movement when manoeuvring and ability to stay in a lane at high speed. Irrespective of the axle configuration, a small steering wheel is fitted (Ø 460 mm) and a more direct steering gear ratio is adopted.

Turning camera
Critical situations when turning or manoeuvring should be recognised early on the difficult-to-view right side of the vehicle. A camera on MAN trucks extends the visible area to the blind spot. The monitor is in the field of vision when looking to the right in the mirror and helps the driver to better view the area next to the vehicle. It recognises whether, for example, cyclists or smaller vehicles are located directly next to the driver’s cab and, when manoeuvring, obstacles stand out better. The system is activated automatically whenever the right-hand indicator is switched on.

MAN BirdView
The MAN BirdView system consists of four HD cameras with wide-angle lenses: high-definition all-round vision guarantees the best possible view in difficult manoeuvres and reduces the risk of accidents when turning off and changing lanes. This makes the entire vehicle environment seamlessly visible, including all blind spots. MAN BirdView is automatically activated. As the vehicle drives, the view changes depending on the speed, turning indicators and which gear is selected, allowing the driver to turn safely and perform especially precise manoeuvres. The images supplied by the cameras are digitally processed and displayed in real time on the seven-inch colour monitor included in the scope of delivery. The normal field of vision is not restricted. Fitting is carried out by MAN Individual or your service network.

Available for MAN Tgx/18 with MAN D38 engine and for MAN Tgx/18 with MAN D16, D26 and D38 engines. Not for heavy-duty applications.

Available from mid-2019, depending on the vehicle type and engine.
Active roll stabilisation CDC and high-load roll stabilisation
With active roll stabilisation, dampers are automatically regulated by the CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control arm is ideal. This ensures that sideways tilting is effectively reduced.

MAN 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 during driving at night.

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, streams or drip.

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
Two headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS and TGX easier to see during the day compared with daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically with the ignition and are dimmed to the maximum permitted luminance if other lights such as the low-beam headlights or indicators are switched on – not however if only the headlight flasher is actuated. The high level of light intensity of the long-lasting LED daytime driving lights gives the vehicle a modern look.

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

Vehicles in short-haul and long-haul transport ideally have lots of torque on the one hand and low fuel consumption on the other. MAN engines offer both.

The highly efficient four- and six-cylinder engines with ratings of 184 kW (250 hp) to 471 kW (640 hp) make an impressive with their outstanding power delivery even at low engine speeds. These engines are also designed for service intervals of up to 140,000 kilometers.* 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.

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Alternative fuels

MAN approves the MAN D15, 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).

DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

<table>
<thead>
<tr>
<th>Euro 6 engines</th>
<th>Type</th>
<th>Capacity</th>
<th>Rated output</th>
<th>Max. torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>D0836 R6</td>
<td>6.9 l</td>
<td>235 kW (320 hp)</td>
<td>1,050 Nm</td>
<td></td>
</tr>
<tr>
<td>D0834 R4</td>
<td>4.6 l</td>
<td>162 kW (220 hp)</td>
<td>850 Nm</td>
<td></td>
</tr>
<tr>
<td>D1556 R6</td>
<td>9.0 l</td>
<td>294 kW (400 hp)</td>
<td>2,700 Nm</td>
<td></td>
</tr>
<tr>
<td>D2676 R6</td>
<td>12.4 l</td>
<td>316 kW (430 hp)</td>
<td>1,600 Nm</td>
<td></td>
</tr>
<tr>
<td>D3876 R6</td>
<td>15.2 l</td>
<td>397 kW (540 hp)</td>
<td>3,000 Nm</td>
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</table>

* For MAN D38 engine; up to 100,000 km for the MAN D15 engine

<table>
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<th>MAN semitrailer tractors for Euro-standard semitrailers</th>
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<th>Wheel base [mm]</th>
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<tbody>
<tr>
<td>TGX/TGS 18.XXX 4x2 BLS</td>
<td>3,900</td>
<td></td>
</tr>
<tr>
<td>TGX/TGS 18.XXX 4x2 BL</td>
<td>5,300, 5,500, 5,900</td>
<td></td>
</tr>
<tr>
<td>TGX/TGS 24.XXX 6x2-2 L</td>
<td>4,425, 4,775, 5,125, 5,475</td>
<td></td>
</tr>
<tr>
<td>TGX/TGS 24.XXX 6x2-2 L-u</td>
<td>4,425, 4,775, 5,125, 5,475, 6,175, 6,175</td>
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<td>TGX/TGS 26.XXX 6x2-2 BL</td>
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*Can be reduced to 7.49 t

For global applications MAN also offers efficient Euro 2 to Euro 5 engines from 265 to 353 kW (360 to 480 hp).

Euro 5 engines

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<td>346 kW (470 hp)</td>
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<td>D3876 R6</td>
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<td>427 kW (580 hp)</td>
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2) Can be reduced to 7.49 t

1) MAN Modification

3) Only with C cab

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</table>
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 safety, of course. All cabs meet the crash safety requirements, comply with the ECE-R29 Directive and offer optimum passenger protection. Many useful details such as washable interior door cladding, easy-care fittings, a compressed air connection that turns cleaning into such a simple job and an optional headlight washer unit make it clear: nothing has been forgotten. This also includes optimum all-around visibility, for example.

Cab Vehicle series

<table>
<thead>
<tr>
<th>Cab</th>
<th>TGL</th>
<th>TGM</th>
<th>TGS</th>
<th>TGX</th>
</tr>
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<tbody>
<tr>
<td>C cab</td>
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<tr>
<td>M cab</td>
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<tr>
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40 Cab
MAN vehicles can expect numerous new equipment highlights to make the interior even more driver-friendly and optimised for vehicle operation.

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

The optional darker “Urban Concrete” colour will be available for the cockpit. It is a resistant colour scheme for all surfaces that may come into contact with dirty hands or work clothing during vehicle deployments in dirty conditions. The look of the cab interior can also be customised with up to three optional variants for the all-round trim strips (in brushed aluminium, hard-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 workplace. In the MAN TGX, comfort and working conditions for the driver have been improved thanks to the 1.5 dB reduction in interior noise compared to the previous series.

The new, electric glass elevating roof (not available for C cab) makes the cab even cosier by allowing daylight to stream in. The glass elevating roof makes the interior feel really light and airy and enables an optimal exchange of air without the driver feeling a draught. The roof is controlled electrically, thereby increasing the driver’s level of comfort.

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“Urban Concrete” colour
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 the standardised layout simplifies operation for drivers when switching vehicles. The dial switch for the MAN TipMatic® automated gearbox is now in the driver’s field of view. The main panel of controls now houses all switches vital to operation and driving, while relevant functions for add-ons can be assigned to a second, optional panel of switches at a later date. Placing the panel of buttons for essential functions, such as interior lighting, above the driver provides easy access even while driving.

The focus will be on the instrumentation with new LCD display in four colours. This four-inch, high-resolution colour display supports legibility and orientation, and highlights features such as activated assistance systems and warning messages to enable quicker recognition. A digital speed display complements the analogue display. In addition, menus and controls based on colours coordinated with the MAN Media Truck infotainment system. The air-conditioning panel features displays with a white background, making them considerably easier to read thanks to the better contrast.

MAN infotainment system.

MAN offers some improved features with the new infotainment system. The standard MAN Media Truck variant includes a 5” TFT display with touchscreen and SD card slot. On request, it’s also available with a hands-free system, Bluetooth audio streaming, USB/AUX inputs, and DAB+ digital radio. In addition, the MAN Media Truck Advanced version offers a larger 7” display, voice control, a hands-free system for a telephone, video display via USB & SD, traffic information via radio, and a maximum of two camera interfaces. MAN Media Truck Navigation includes a specialist truck navigation system. Also, the versions MAN Media Truck Advanced and Navigation offer the function of “Twin Pairing”, which enables two mobile phones to be connected to the system in parallel. Both variants can also be provided with a hook-up for a rear-view camera.

The “Mirror Link” function transfers the user interface of mobile devices to the infotainment system, enabling safe operation via the multi-function steering wheel and the system itself (connection via USB cable). The navigation screen also continuously shows maximum speed limitations (depending on whether the map data includes the respective information). The digital radio (DAB/DAB+) is easy to access and use via voice control.

ALL AT A GLANCE.
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 as well as technological leaders in the transport business. Digitalisation also offers this sector great new opportunities. With MAN DigitalServices we simplify your fleet business, making it more efficient and more reliable so that you have more time to concentrate on your core business.

To this end, 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 for fleet management. The prerequisite for using digital services is that vehicles are equipped with the RIO Box. This is simple to retrofit in trucks from all manufacturers.

MAN DigitalServices assist you in optimising your vehicle analysis and performance, maintenance management and driver performance. After registration for using the services and registration of the vehicle, the basic service MAN Essentials is automatically activated free of charge. This service already includes reliable information on trip history as well as vehicle-specific deployment analysis. For efficient and reliable maintenance management you can simply book MAN ServiceCare as well – straightforward and free of charge.

Via the Marketplace, which is the RIO platform online portal, you can access numerous tailor-made, vehicle-specific digital services from MAN exclusively for MAN vehicles. For information, go to: www.digital.man

MAN Essentials
MAN Maintenance
MAN ServiceCare
MAN Perform
MAN Compliant
MAN Connected CoDriver
MAN Advance
MAN Driving
MAN Driver App
MAN Bridge
MAN ServiceCare

The MAN Driver App:

- Make your everyday work as a driver easy and networked with a wide variety of functions such as scanning the switches and check lamps in the truck and getting an explanation of their functions sent directly to your smartphone. You can also document digital damage reports and send them to the fleet manager. Using MAN ServiceCare you can send damage reports to your MAN service outlet (if required).
- Find out more: www.digital.man/driverapp
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.
The services offered as part of the joint business relationship “MAN Financial Services” (financing, leasing and insurance products) vary from country to country. They are provided or brokered by various subsidiaries of Volkswagen Financial Services AG.

**MAN ProfiDrive®**

The MAN ProfiDrive® driver training programmes and corporate coaching modules bring you up to speed, making day-to-day driving safe. The support and training programmes on offer give you additional opportunities to optimise your commercial environment.

**MAN Financial Services**

MAN Financial Services® help you to stay financially mobile. Moreover, our truck rental service makes it possible to be more flexible in responding to shortages or increased demand.

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

**MAN Service**

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

- **MAN Genuine Parts**: top quality, long service life and availability ensured
- **MAN Genuine Parts ecoline**: enjoy more savings and protect the environment in the process with reconditioned MAN Genuine Parts from MAN, the manufacturer or external service providers
- **MAN Genuine Accessories**
- **MAN Genuine coolant & lubricant**: MAN Genuine coolants and lubricants provide proven protection against wear and thus contribute to a longer service life and to a reduction in the total cost of ownership (TCO)
- **MAN Mobile24**: Europe-wide breakdown service for trucks
- **ServiceContraCts**: service agreements covering service and inspection tasks on the maintenance schedule. Depending on the add-on option, different modules such as contract management, driveline guarantee and wear-and-tear repairs can be included
- **MAN guarantee extensions**: guarantee extension for driveline and complete vehicle

**MAN TopUsed**

- **Top used vehicles**: large selection of high-quality used vehicles of all truck types
- As a reliable partner we represent top quality, top advisory service, top selection, top financing, top service
- **MAN TopUsed extended warranty**: Driveline guarantee with 0% customer contribution, MAN driveline guarantee PLUS, complete vehicle warranty with 20% customer contribution
- **MAN TopUsed Seal of Quality**: Whether one, two or three stars: thanks to our Seal of Quality, you can identify the most important features of our MAN TopUsed vehicles at a glance.
- **MAN TopUsed – used trucks, buses/coaches, vans and trailers**: To find the used vehicles of all brands and types that we have on offer, go to www.mantopused.com
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**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**

*The services offered as part of the joint business relationship “MAN Financial Services” (financing, leasing and insurance products) vary from country to country. They are provided or brokered by various subsidiaries of Volkswagen Financial Services AG.*