



Horse power on the road.  
More efficiency for transporting cars.

**MAN kann.**





## Getting cars moving.

**Not a kilometre on the clock and already purring along.**

Whether cars have to be transported in open or closed bodies, MAN has the right solution. The innovative Euro 6 trucks from the MAN TGX and MAN TGS ranges blend powerful dynamics with reduced consumption and increased efficiency with high reliability. The vehicles are extremely body-friendly and designed for daily use. The flat cab roof has a slope of 16 degrees and is lowered by 190 mm. To reduce the cab height there are front air springs set 22 mm lower down. If a bit more is required, the liftable leading axle can cater for an additional 4.5 tonnes of payload. Other characteristic features are a fuel tank of up to 1,400 l and a compact battery compartment for 225AH batteries.

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

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

## Efficiency with full power.

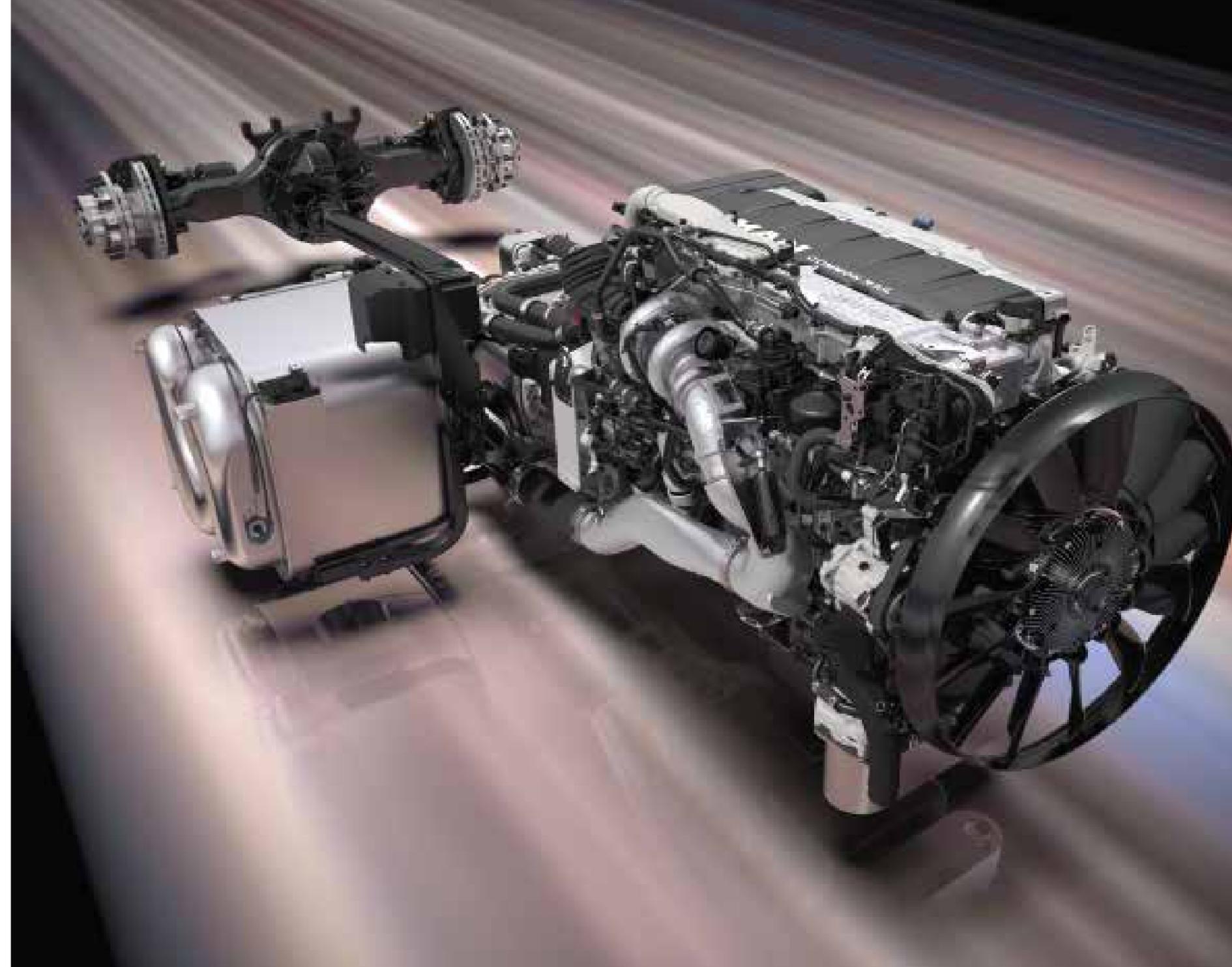
**Pulling together: the driveline with a powerful six-cylinder engine and easy-to-use MAN TipMatic® gearbox puts high-level efficiency on the road.**

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), SCRT 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.

From 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), biomass to liquids (BTL).

### Engines Euro 6

	Model	Capacity	Rating	Max. torque
D2066	R6	10.5 l	235 kW (320 hp)	1 600 Nm
	R6	10.5 l	265 kW (360 hp)	1 800 Nm
D2676	R6	12.4 l	309 kW (420 hp)	2 100 Nm
	R6	12.4 l	338 kW (460 hp)	2 300 Nm
	R6	12.4 l	368 kW (500 hp)	2 500 Nm



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

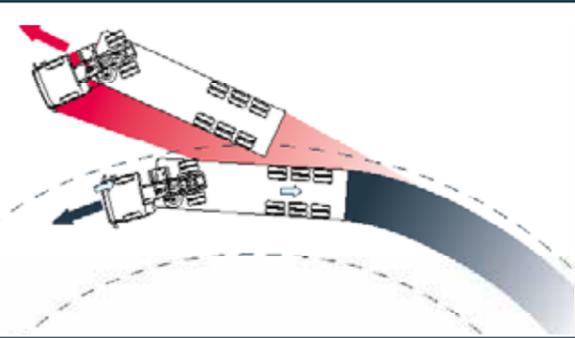
With the new MAN TipMatic® the vehicle automatically detects loads and angles of inclination and optimises the shift strategy to ensure, for example when setting off, that the best and most appropriate gear is always selected. The new SmartShifting function is a further development of the familiar Speed-Shifting 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.

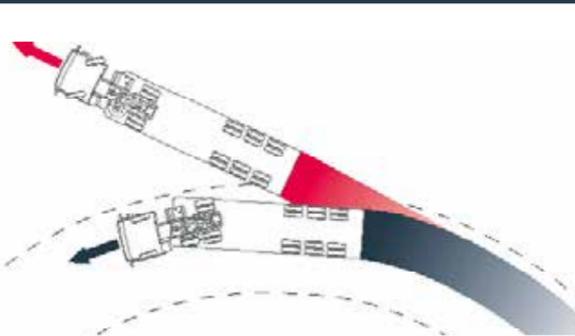
#### → Powerful performance:

- High torque, Euro 6 common-rail engines
- Very low AdBlue® consumption
- Two-stage supercharging and exhaust-gas recirculation
- Automated MAN TipMatic® with integrated hill start EasyStart

# The MAN driver assistance systems.



Compensatory braking when vehicle oversteers.



Compensatory braking when vehicle understeers



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

## 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 MAN BrakeMatic® with electronic brake system (EBS), including ABS and ASR, ensures reduced braking distances. The coupling force control for optimal balancing of the trailer and/or semi-trailer brakes enables perfect brake performance, reduced braking distances and evens brake lining wear along the entire vehicle combination to increase the service life of the linings.

## Continuous braking

EVBec®: As a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, e.g. an improved braking effect by controlling the exhaust gas back pressure, significantly increased brake output especially in the lower engine speed range, overheating protection during long braking operations and constant brake output whether the engine speed is rising or falling. Three brake output stages are available. The retarder is a hydrodynamic continuous brake inte-

grated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation. This increases driving safety during long descents by relieving the load on the service brake system.

With the innovative MAN PriTarder®, the MAN TGS comes with a highly efficient primary brake system that is one of a kind. The combination of EVBec® engine brake and PriTarder means that an enormous brake output of up to 620 kW is already produced at low driving speeds. The MAN PriTarder® really demonstrates its strengths in distribution or traction: the completely maintenance-free system increases the payload by up to 64 kg while doubling the brake lining service life of the service brake. The MAN PriTarder® is integrated into the MAN BrakeMatic® electronic continuous brake management and is easy to operate via the stalk switch.

## Brake assistant

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

## New Emergency Brake Assist (EBA)

As even a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advance warning of

impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimised Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (radar and video) to detect a potential collision more quickly and to issue a warning signal earlier. 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 (LGS) constantly monitors the vehicle's position in the lane. If the driver strays from the lane without activating the indicator, an acoustic warning sounds. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits a rumble-strip noise, which the driver intuitively understands. LGS increases the driver's awareness of staying in the lane, thereby reducing certain hazardous situations.

## 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.

## Active roll stabilisation CDC and high-load roll stabilisation.

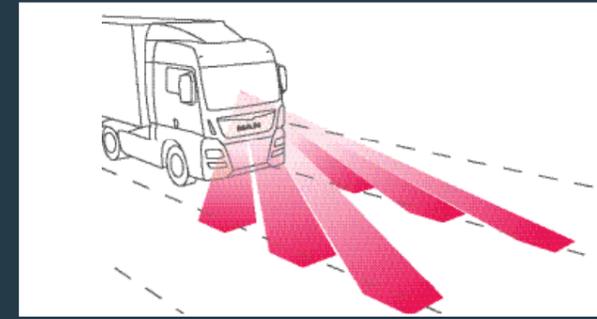
With active roll stabilisation, dampers are automatically regulated by the CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control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

## Emergency Stopping Signal (ESS)

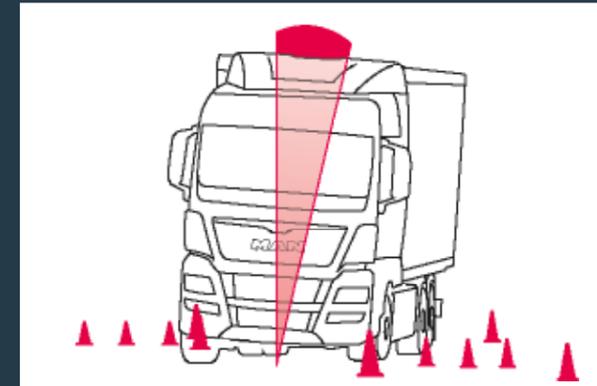
Instead of the brake lights simply coming on, the Emergency Stopping Signal (ESS) warns traffic behind of emergency braking using the hazard lights. These flash faster to alert traffic behind to the emergency. Once the vehicle is stationary, the hazard lights are automatically activated to prevent rear-end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

## Xenon light for better vision

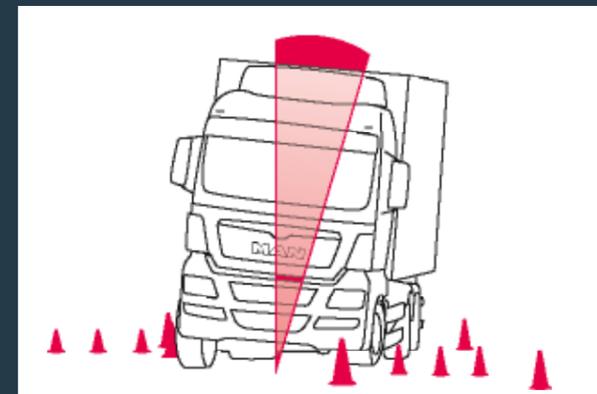
The combination of Xenon light and free-form reflectors casts a whole new light on the road. The luminance of the long-lasting Xenon lamps results in a wide stretch of road being illuminated. Illumination in this area is bright and homogeneous without dazzling oncoming traffic.



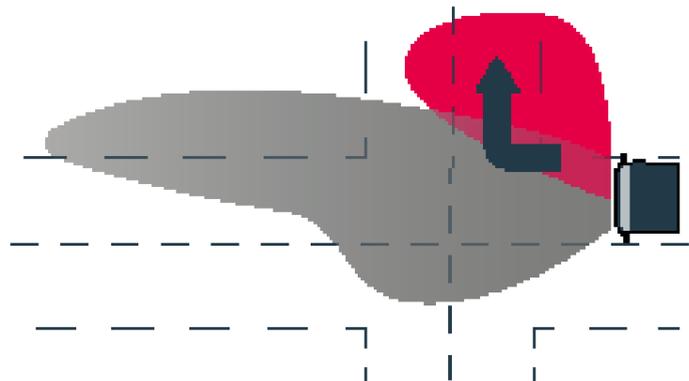
LGS



Vehicle behaviour with CDC



Vehicle behaviour without CDC



Abbiegelicht for a better view



LED day driving licht



LED rear light

### Automatic low-beam headlights and automatic wiper system with sensors

The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly. The automatic wipers with rain sensor are activated as soon as visibility is affected by water or dirt. The optimum wiper speed is then set automatically depending on the situation. The control system can detect all kinds of visibility conditions such as rain, splashes, streaks or dirt.

### Cornering light

The cornering light supplements the normal low-beam headlights at speeds of up to 40 km/h. It is activated when the driver operates the indicator or – on vehicles fitted with ESP – when the steering wheel is turned far enough. This improves visibility in the dark and in foggy conditions as well as providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.

### LED daytime driving lights

Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS and MAN TGX easier to see during the day compared to 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 give 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 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.

### 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 slopes. The driver can choose speed tolerances for optimal consumption values from four field-tested levels, of course making it easy to use for maximum driving comfort.

**EfficientRoll** is designed for gently sloping motorways

and principal 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 sections into a following flat stretch or slight incline.

**Idle speed driving** enables comfortable moving off and driving at idling speed. After driving off, the vehicle pulls away with the clutch engaged and continues moving at a low idling speed of approx. 600 rpm until the brake is applied or the gradient to steep. The driver can 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 during start-up.

### New infotainment system

MAN offers some improved features with the new infotainment system. The standard MAN Media Truck version includes a 5" TFT display with touchscreen and an 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 second telephone, video display via USB & SD and traffic information via radio. A special truck navigation system is included with the MAN Media Truck Navigation version. What's more, the MAN Media Truck Advanced and Navigation versions feature the "Twin Pairing" function, with which two mobile phones can be connected to the system at the same time. Both versions can also be supplied with the necessary equipment for a rear-view camera to be connected (a maximum of two camera interfaces).



MAN Media Truck Navigation



Function "Twin Pairing"



## The choice is yours.

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

MAN cabs are designed to facilitate fatigue-free, concentrated driving and relaxing recovery. And of course safety. All cabs meet the crash safety requirements, comply with the ECE-R29 directive and offer optimum passenger protection.

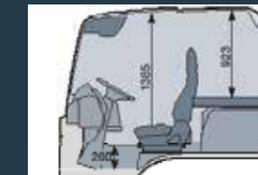
The many useful details such as the washable door interior cladding, the easy-care fittings, the compressed-air connection that turns cleaning into such a simple job and the optional headlight washer unit make it clear: nothing has been forgotten. Take the optimum all-round visibility, for example, which is supported by such features as the mirror concept with the main and wide-angle mirror, large kerb mirror and front mirror. The blind spot has been practically eliminated.

Cab	Vehicle series	
	TGS	TGX
M cab	▪	
L cab	▪	
LX cab	▪	
XL cab		▪
XLX cab		▪
XXL cab		▪

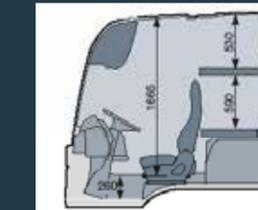
Modified Cab



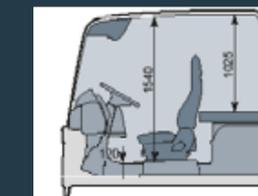
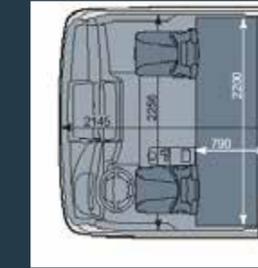
L cab



LX cab



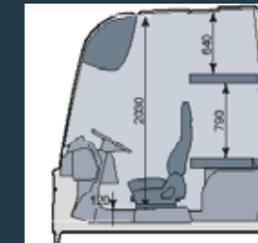
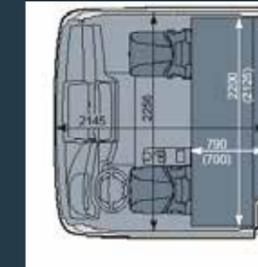
XL cab



XLX cab



XXL cab



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