

TANK AND SILO VEHICLES.

Efficiency on board.



EFFICIENCY – STANDARD IN EVERY MAN VEHICLE.

To take care of your fluids and bulk goods transportation, MAN trucks are the perfect choice. Reliable just-in-time deliveries, high payloads with low fuel consumption, and maximum efficiency in operation and maintenance are the focal features of our vehicles for silo transport and fluids. The MAN TGL, TGM, TGS and RGX series combine dynamic driving performance with excellent handling and exemplary comfort – not forgetting very high safety, of course. Whether your needs are in local, distribution or long-distance transportation, our highly efficient trucks guarantee a decisive advantage for your company.

www.truck.man

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

Both the vehicle's air conditioning system and refrigerator contain fluorinated greenhouse gases (R134a / GWP 1430 with up to 1.15 kg; 1.6445 t CO₂ accordingly).





WHEN COMPACT PERFORMANCE IS AN ACE UP YOUR SLEEVE.

Whether you need to convey liquid foodstuffs or heating oil and fuel, MAN has the right vehicle for local and distribution transport.

That's where vehicles such as the MAN TGL and TGM come in – trucks with impressive payload specifications and which are top in their weight class from 7.49 to 26 tonnes. They also offer a great working environment for the driver, with a choice of compact C cab or the larger L cab providing excellent comfort and ergonomics.

The MAN TGM is robust and powerful, with a six-cylinder engine going up to 235 kW (320 hp) – perfect for solo and light trailer operation. It is optionally available with steered, liftable trailing axle, and has a longer technical wheelbase which increases the front-axle load and optimises the vehicle's steering capabilities, whatever the load.

→ **Persuasive features:**

- C and L cabs perfectly matched to vehicle deployment
- High payloads with the two-axle MAN TGL and TGM
- MAN TGM 26-tonne vehicle in a three-axle version with steered and liftable trailing axle offers high payloads and optimum manoeuvrability





TOP CLASS IS STANDARD.

In a class of its own when it comes to payload and manoeuvrability: the 26-tonne version of the MAN TGS with steered trailing axle.

Combining the MAN TGS with a tank results in excellent manoeuvrability and considerable volumetric capacity – ideal for larger deliveries. Fitted with an optional, eight-tonne steered trailing axle, it enables an increased payload with a greatly reduced turning circle. MAN supplies the perfect 4x2 or 6x2 chassis with a completely free right-hand side for the customer's fittings cabinet. The MAN HydroDrive® switchable hydraulic front-axle drive ensures impressive dynamic and application-related traction. It is designed for operations with occasional off-road sections and for situations where additional traction is required on the front axle.

→ **The MAN TGS offers many benefits:**

- MAN TGS 3-axle vehicle with trailing axle for optimum manoeuvrability
- Excellent vehicle steering characteristics at all load levels
- MAN TGS chassis available with leading axle or tandem-axle assembly
- Ergonomic M and L cabs with more room to move around
- Installation flexibility for the fittings cabinet on the right-hand side. Free right-hand side with exhaust system on the left-hand side. On short wheelbase models, the battery box shifts into the frame overhang





MAXIMUM PAYLOAD. MAXIMUM EFFICIENCY.

Vehicles which weigh less can carry more. Because every additional kilo of payload counts, the MAN TGS makes it easy for you to load a lot more.

The MAN TGS-TS offers an unrivalled blend of payload and efficiency. It provides maximum efficiency with ease, even on difficult mountain roads. It weighs in at less than 6,270 kg, including the MAN D15 engine and sector-appropriate equipment – a substantial benefit which is especially important for tank and silo transport, and in fact all types of transport where every extra bit of payload counts. Amazingly economical deadweight, combined with high comfort and safety standards: the MAN TGS-TS is a semitrailer tractor that nothing has been omitted from – except excess weight. The comfortable driver's cab – M, L or LX option – features top-quality equipment and fittings, but never overlooks the opportunity to shed the kilos: the basic, static co-driver's seat is approximately 20 kg lighter than an air-sprung seat – and can be omitted entirely, for even more capacity.

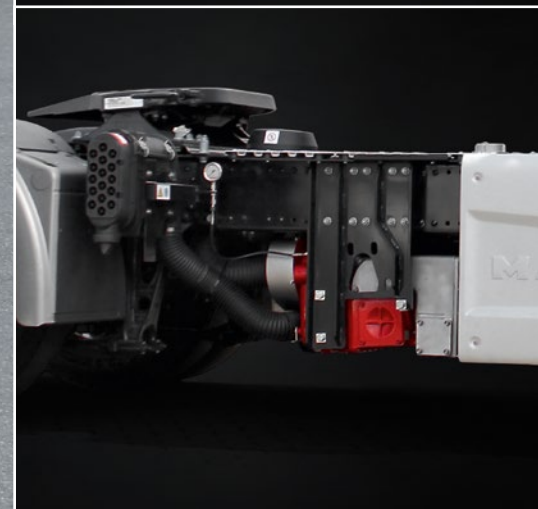
* with driver, tools and fuel, fitted with the lightest tyres.

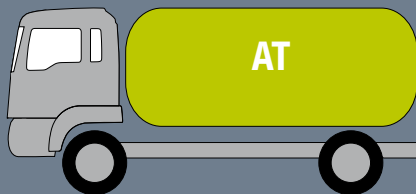
Only from MAN: silo compressors ex works.

To ensure that you never run out of air when unloading the silo vehicle, MAN is the first commercial vehicle manufacturer to provide silo compressors ex works. There is a wide range of compressor solutions from GHH RAND® to choose from. For powdery substances such as flour, cement, gypsum, etc., the CS580 Light and CG600 series are recommended; the CS700 and CS750 Light for fine-grained products; the CS1050 and CS1200 are suitable for the pneumatic discharge of coarse-grained and pelletised products. For temperature-sensitive and dust-explosive transport goods, the CG600, CS700, CS1050 and CS1200 series are also available with compressed-air aftercooler (intercooler / IC version). The compressor installations offered are tailored to standard vehicle configurations and allow different tank sizes and additional storage space on the vehicle frame. A special extra: MAN service outlets also carry out work on the GHH RAND® compression solutions.

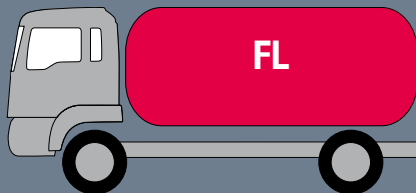
→ Benefits as standard:

- MAN TGS-TS 4x2 semitrailer tractors with extremely low deadweights
- Payload-optimised segment-specific equipment package
- High safety standard
- Comfortable M, L, and LX driver's cabs
- Silo compressors dependent on requirements ex works

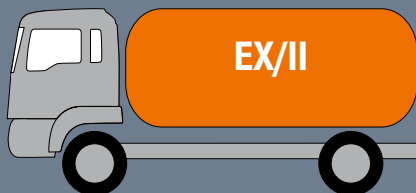




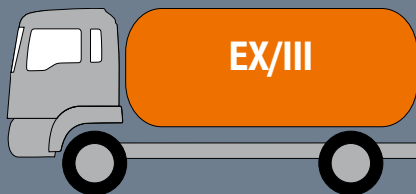
AT → Non-explosive materials, excluding EXIII, FL or OX.



FL → Fluid or gas-based materials in tanks and demountable tanks, inc. AT class equipment.



EX/II → Explosive materials (class 1), inc. AT class equipment.



EX/III → Explosive materials (class 1), inc. equipment for classes EX/II, FL, AT.





SAFETY FIRST WHEN TRANSPORTING DANGEROUS GOODS.

Heavy or light oil, toxic chemicals, flammable acids or explosive gas: MAN trucks for transporting dangerous goods comply with all ADR provisions, and set the highest standards for safety.

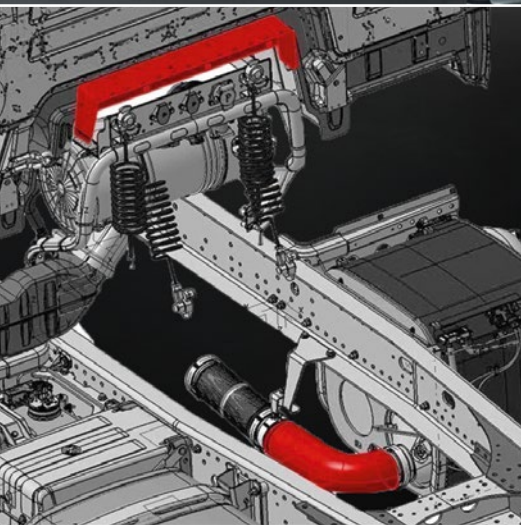
Many hazardous materials which are transported every day on our roads. Dangerous goods transport is defined as the transport of materials that are hazardous to the public and the environment. Fortunately, an international set of regulations, ADR, specifies in detail hazard classification, labelling and transportation regulations for these goods, which greatly contributes to keeping us all safe. From the compact MAN TGL to its big brother MAN TGX, MAN delivers many vehicles with the requisite ADR classification for the transport of fuel, heating oil, gas and all other fluid or gaseous substances. Suitable PTOs are optionally available for all types of application.

→ **Features that will really get you going:**

- A chassis for every body, from two to four axles
- 3-axle MAN TGM and TGS with steered trailing axle with optional weight distribution and high manoeuvrability
- ADR equipment for the transport of dangerous goods
- Suitable PTOs on both the engine and gearbox side for high torques and power transmission of the engine-dependent PTO



Digital tachograph



Fire skirt for tankers



Tanker socket at frame end



ADR EQUIPMENT FOR DANGEROUS GOODS TRANSPORTERS EX WORKS.

Digital tachograph.

The digital tachograph is a control unit corresponding to current Regulation (EC) No.1360/2002, suitable for two-driver operation. The TW (TW = tanker, explosion-protected) version can be used for ADR classes FL and EXII/EXIII. It works in a 30-second cycle and offers an improved display of driving time and rest periods as well as a manipulation-proof driving signal sensor. As it is fully installed ex works, reliability and cost-effectiveness are increased thanks to the guaranteed functional reliability of the digital tachograph and the speed sensor. Remote download makes the recording and archiving of data from the driver card and mass storage unit easier and safer for the operator. Thanks to its suitability for two-driver operation and for dangerous goods equipment in accordance with ADR, along with the additional availability of engine speeds and further status signals for the operation of additional equipment, the vehicle can be used in several sectors.

Fire skirt for tankers.

The fire skirt for tankers is a piece of dangerous goods equipment in accordance with the ADR regulation. It comprises covers for parts of the exhaust system for ADR-type tankers EX/II and EX/III that serve as heat protection (heat shield). These covers prevent heat from causing a hazard during loading and prevent the temperature within the interior wall surfaces of the load space from heating up to more than 80°C. No retrofitting is required, as the ex-works dangerous goods equipment meets the ADR regulation.

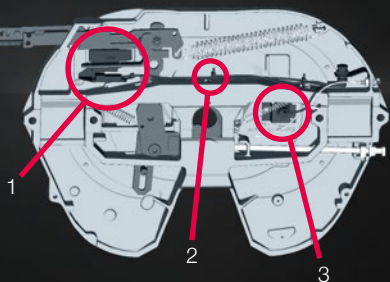
Tanker socket at frame end.

A 15-pin, 24-V tanker socket can be provided at the frame end for the dangerous goods/ADR equipment.

Battery emergency cut-off switch.

The battery emergency cut-off switches allow the batteries to be disconnected from the vehicle electrical system quickly, and enable the engine and all units to be switched off in the event of danger (escape of ignitable gas-air mixtures).

Switching off is possible both from outside and inside the cab. The equipment includes a battery emergency cut-off switch on the mudguard (driver's side) and on the centre console in the cab. The cabling conforms to ADR regulations and the operating temperature range is between -40°C and +80°C. The battery emergency cut-off switch complies with GGVSEB and ADR regulations.



- 1 Sensor for locking condition
- 2 Sensor for king pin
- 3 Sensor for coupling height

Roof lowering



AS INDIVIDUAL AS YOUR REQUIREMENTS.

Special requirements require special solutions. MAN Modification® delivers those special customer requests that cannot be implemented in series production.

MAN Modification® takes individual customer requests and implements them professionally and with technical perfection. The range of vehicle modifications achievable is almost unlimited. Whether in the cab, chassis, driveline, electronics or body, tailored solutions are implemented not only for specific individual requirements but also for the entire vehicle.

The OMSI Flywheel PTO (non-clutch-dependent PTO) has been designed specifically for the MAN D26 engine to provide the highest torques for each gear ratio up to 3,200 Nm of torque. The PTO, which can be shifted under load, is available in conjunction with the MAN TipMatic® automated gearbox and you can choose the version that is right for your vehicle from the wide selection of possible gear ratios.

Fifth-wheel sensor coupling: the safe solution with remote display.

To ensure the best possible transport safety, you can optionally obtain a fifth-wheel sensor coupling. Several sensors monitor the locking condition of the fifth-wheel coupling, the position of the kingpin and the contact with the trailer plate. This means, among other things, increased safety and comfort during the semitrailer connection process. Visual and acoustic displays in the cab ensure safety, even in low visibility.

Contact your seller to let them know your individual requests. They will work together with MAN Modification® to find the best solution for you; our specialists will handle your specific requirements to the high quality standard that you expect from MAN.

→ Modifications for tank and silo applications:

- Right-hand side of frame free for side loader mounting
- On short wheelbase models, the battery box can be shifted into the frame overhang.



THE MAN DRIVELINE.

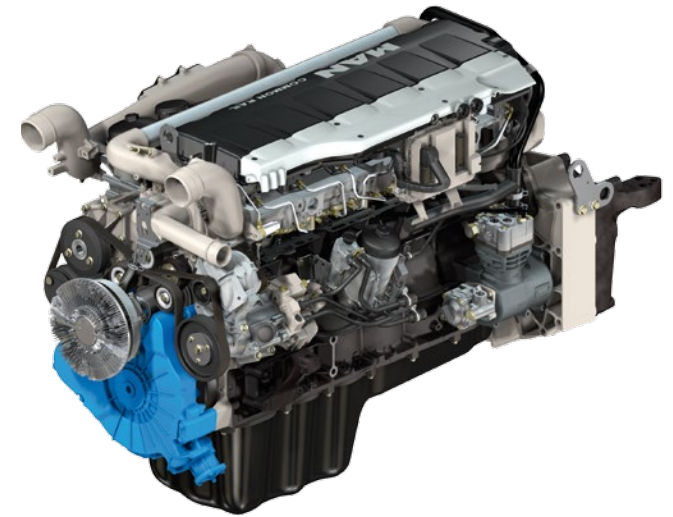
Continuous braking with EVBec®

As a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, including 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.

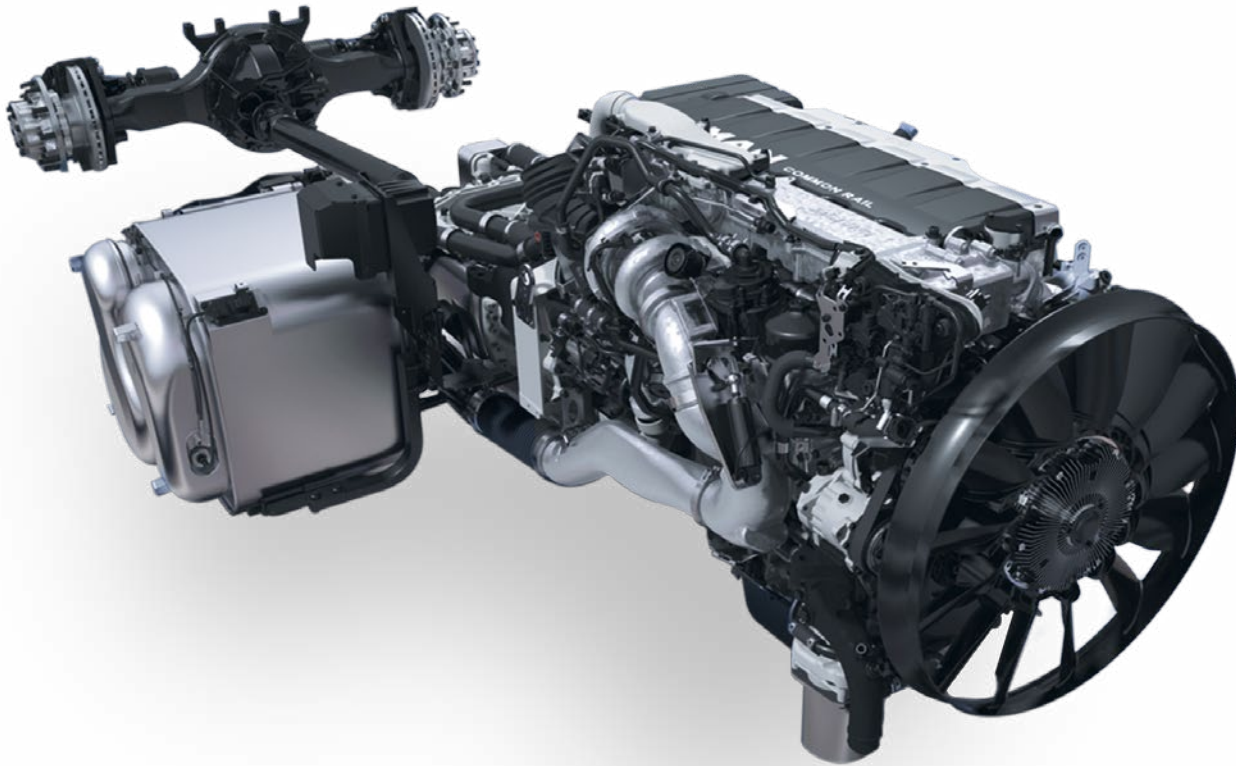
The retarder is a hydrodynamic continuous brake integrated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation. This increases driving safety 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 with the MAN PriTarder® water retarder means that an enormous brake output of up to 645 kW is produced even 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, 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.

The MAN TurboEVBec® in conjunction with the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW.



MAN PriTarder®.



MAN TipMatic®

It is extremely easy to change gear correctly with the automated MAN TipMatic®, because it can be operated in automatic mode as well as manually using the tilt lever. There is a six-gear version for the four-cylinder engines and a 12-gear version for the six-cylinder engines. The MAN TipMatic®, which is specially tailored for construction site deployment, permits the convenient use of automatic mode even in off-road environments. Simply set the selector switch to "DX" and you'll find that the gear shifts are noticeably faster, while the engine speed range in each gear is more fully utilised. The new generation MAN TipMatic® adds new functions to the convenient and efficient automatic gearbox:

SmartShifting increases the shifting speed intelligently by adapting it to the respective driving situation and depending on the driver's request, the mass of the vehicle and the driving resistance. The advantages are an extremely fast and convenient gearshift process. SmartShifting works even faster when skipping multiple gears and on steep uphill gradients with upshift assistance (HSU). Here, the engine speed drops faster when the clutch is disengaged, due to the closing of the exhaust throttle valve. This realises a shorter interruption of the tractive force on uphill gradients because the frictional connection can be restored quickly. The truck loses less momentum. In this way, SmartShifting supports fuelsaving operation with lower engine speeds in the higher gears. In the traction segment, shorter interruptions of tractive force are noticeable on inclines.

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 moving-off and gearshift strategy for MAN TGL and TGM

In addition, MAN TipMatic® with Idle Speed Driving, Speed Shifting¹⁾ and EfficientRoll¹⁾ functions is now also available for MAN TGL and TGM. These moving-off and gearshift strategies improve driving comfort and reduce fuel consumption.

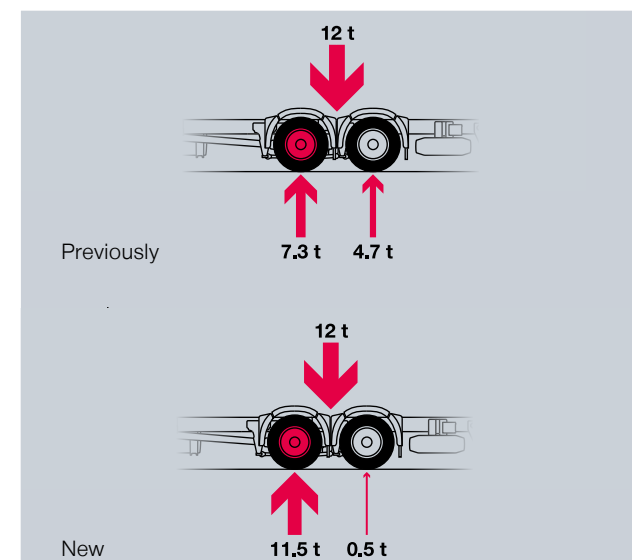
Variable axle load ratio

With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle 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.

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



Rotary switch for MAN TipMatic®.



Variable axle load ratio

EFFICIENCY AT FULL THROTTLE.

Everything is included. The driveline, with a powerful six-cylinder engine and easy-to-use MAN TipMatic® gearbox, provides high-level efficiency on the road.

The highly efficient four- and six-cylinder engines with ratings of 118 kW (160 hp) to 471 kW (640 hp), promise outstanding power delivery even at low engine speeds. Engines in the MAN D20 and MAN D26 series are also designed for service intervals up to 140 000 kilometres. With the imminent need to meet the extremely low Euro 6 values, MAN has been implementing key technologies such as common rail injection, exhaust gas recirculation (EGR), SCRT filters and diesel particulate filters (DPF/CRT) for many years. The result is that MAN Euro 6 engines raise the bar in terms of fuel consumption and AdBlue® consumption. If you want to move mountains and at the same time protect the environment, then MAN engines are exactly what you need.

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

The new generation of MAN D08 engines powers the MAN TGL and TGM even more powerfully. And the new engine concept also enhances efficiency at the same time, reducing fuel consumption by up to 5%. The new, simplified exhaust gas cleaning without exhaust gas recirculation also makes the engine lighter and less complex.

The new MAN D15 engine will be available from the middle of 2019. Like the MAN D20 engine, it has very good dynamic handling thanks to its optimal turbo charger configuration, while offering a greater payload. It also makes maximum torque available even at low speeds.

Engines Euro 6

	Type	Capacity	Rated output	Max. torque
D0834	R4	4.6 l	118 kW (160 hp)	600 Nm
	R4	4.6 l	140 kW (190 hp)	750 Nm
	R4	4.6 l	162 kW (220 hp)	850 Nm
D0836	R6	6.9 l	184 kW (250 hp)	1 050 Nm
	R6	6.9 l	213 kW (290 hp)	1 150 Nm
	R6	6.9 l	235 kW (320 hp)	1 250 Nm
D1556*	R6	9.0 l	243 kW (330 hp)	1 600 Nm
	R6	9.0 l	265 kW (360 hp)	1 700 Nm
	R6	9.0 l	294 kW (400 hp)	1 800 Nm
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
D3876	R6	15.2 l	397 kW (540 hp)	2 700 Nm
	R6	15.2 l	427 kW (580 hp)	2 900 Nm
	R6	15.2 l	471 kW (640 hp)	3 000 Nm

* MAN D15 engine available from the middle of 2019

DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

There is no area in which our vehicles cannot perform. No matter where reliable transport performance is needed, MAN is always there.

The comprehensive MAN vehicle range, which includes the MAN TGL, TGM, TGS and TGX series, ranges from 7.49 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.



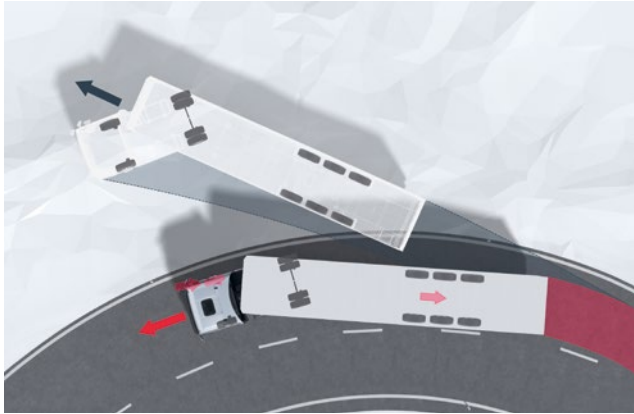
MAN semitrailer tractors for tank and silo semitrailers

Type	Wheelbases (mm)			
TGS	18.xxx	4x2	BLS-TS	3,600, 3,900

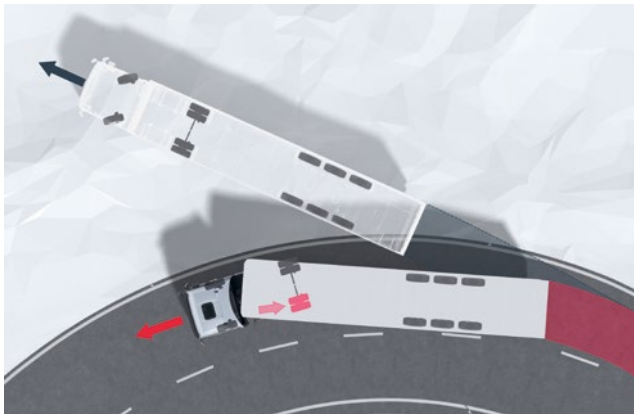
MAN chassis for tanker bodies

Type	Wheelbases (mm)			
TGL	8.xxx	4x2	BB, BL	3,050, 3,300
TGL	12.xxx	4x2	BB, BL	3,600, 3,900
TGM	15.xxx	4x2	BL	3,825, 4,125
TGM	15.xxx	4x2	LL	4,125
TGM	18.xxx	4x2	BB, BL	3,575, 3,875, 4,125
TGM	18.xxx	4x2	LL	4,425
TGS	18.xxx	4x2	BB, BL, LL,	3,600, 3,900, 4,200
TGS	26.xxx	6x2-2	LL, BL	3,900, 4,200, 4,500, 4,800
TGS	26.xxx	8x4	LL, BL	3,900, 4,200, 4,500, 4,800
TGS	35.420	8x4-4	BL	3,300, 3,600, 3,900, 4,200
TGS	35.360	8x4H-6	BL	2,980, 3,505, 4,105
TGX	18.xxx	4x2	LL,BL	3,900, 4,200

MAN DRIVER ASSISTANCE EQUIPMENT.



ESP compensatory braking when vehicle is oversteered.



ESP compensatory braking when vehicle is understeered.

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 four-axle vehicles or articulated road trains. ESP offers a particular advantage when the all-wheel drive is engaged. Thus you have all the benefits of ESP when driving on the road – a special gain for fire brigades during an alarm situation.

MAN BrakeMatic® brake system with ABS and ASR

The electronic MAN BrakeMatic® brake management system coordinates the functions of the EBS service brake and the MAN EVB or EVBec continuous brakes, MAN PriTarder or retarder with one another. As a result, the degree of utilisation of the permanent braking devices is increased in a comfortable and safe manner and the wear and tear on the service brake is reduced conversely.

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 harmonisation of the brake lining wear for the entire vehicle combination with extremely long lining service lives. The coupling force control for optimum adjustment of the trailer or semi-trailer brakes ensures perfect trailer synchronisation.

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.

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.

MAN EasyStart

With MAN EasyStart on the MAN TipMatic®, difficulties with hill starts become a thing of the past. The moving-off aid for slopes makes things easy for the driver. When the brake pedal is released, the brake pressure is maintained for one second so that the driver can change to the accelerator and the vehicle can move off without jolting, with low wear and without rolling back.

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.

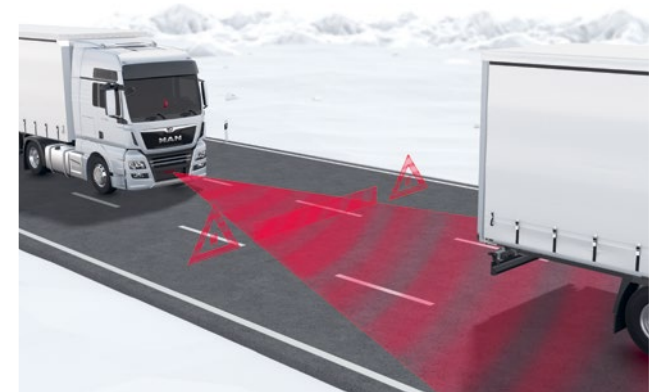
MAN AttentionGuard

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.

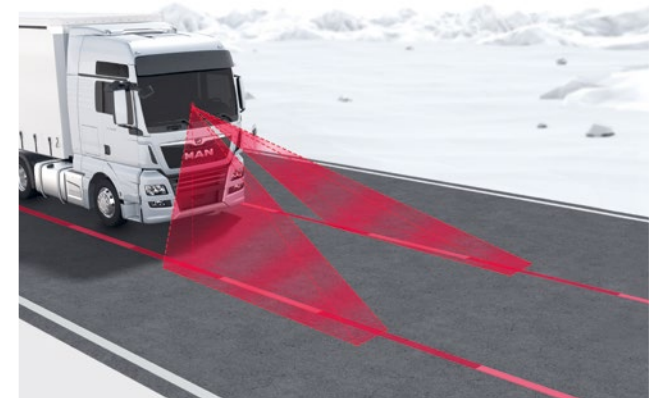
Adaptive Cruise Control ACC also with stop-and-go function

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.

A new feature is the stop-and-go function in conjunction with the MAN TipMatic® 12+2 gearbox. In slow-moving traffic, congestion or when driving in city traffic, the truck automatically brakes to a stop behind the vehicle in front, and either moves off again independently (when the truck is stopped for less than two seconds) or when the driver depresses the accelerator or presses the button on the multi-function steering wheel.



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



LGS for staying in the lane



Vehicle behaviour with CDC



Vehicle behaviour without CDC

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.

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.

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. This equipment can be ordered ex works.

LED daytime driving lights

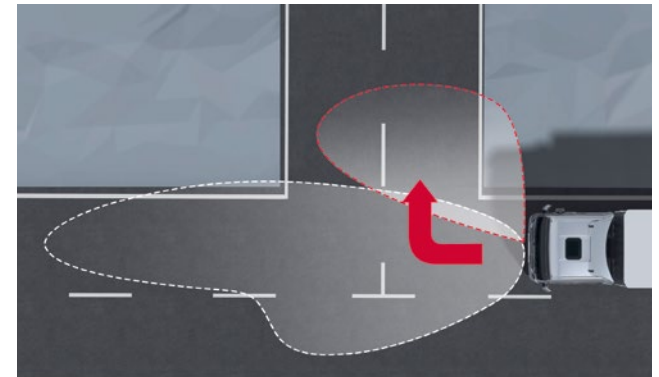
Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS and TGX easier to see during the day compared with daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically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

Manoeuvring light

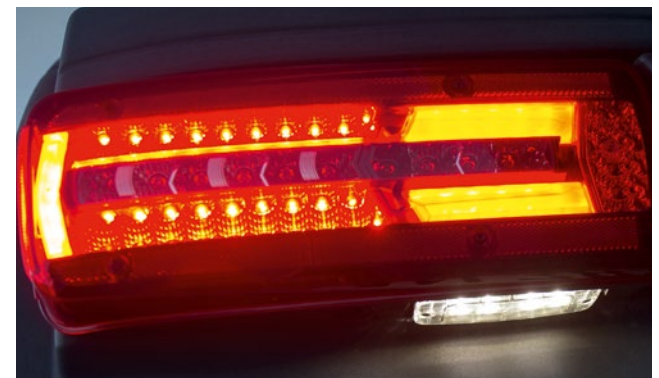
A manoeuvring light is available as an option to assist night-time manoeuvring and cornering. The illuminated area coincides with the field of vision of the ramp mirror. This enables the driver to safely establish the condition and edge of the road and any obstacles in the dark. Active safety during manoeuvring is improved.



Cornering light for better visibility



LED daytime driving lights



LED rear lights

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.

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. This includes, for example, optimum all-round visibility.

C cab

M cab



Cab	Vehicle series			
	TGL	TGM	TGS	TGX
C cab	■	■		
Crew cab	■	■		
M cab			■	
L cab	■	■	■	
LX cab	■	■	■	
XL cab				■
XLX cab				■
XXL cab				■



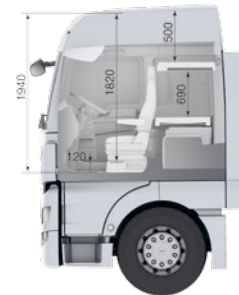
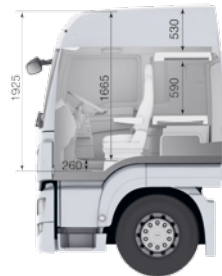
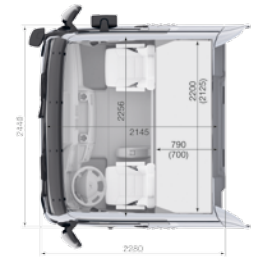
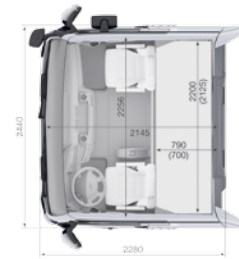
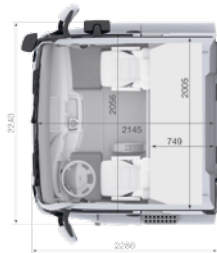
L cab

LX cab

XL cab

XLX cab

XXL cab



GREAT VIEWS.

MAN vehicles can expect numerous equipment highlights to make the interior even more driver-friendly and optimised for vehicle operation.

The warm sand and graphite tones of the interior 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. The optional darker “Urban Concrete” colour will be available for the cockpit. It is a resistant colour scheme for all surfaces that may come into contact with dirty hands or work clothing during vehicle deployments in dirty conditions. The look of the cab interior can also be customised with up to three optional variants for the all-round trim strips (in brushed aluminium, Net-Black and wood).

The multi-function steering wheel forms the perfect interface between vehicle and driver: Various functions are integrated in the steering wheel in a clearly laid out and intuitive manner. Without taking your hands off the wheel you can call up vehicle information, receive telephone calls and adjust the radio settings. The driver can freely adjust the height and angle of the multi-function steering wheel, which is also available in leather.

A slimmer centre console and a coolbox/storage box (not available in the C cab), which can be completely stowed under the bed, create a more comfortable sitting and standing experience in the central area. And yet, the coolbox offers more space. The cup holders are more flexible, and the bunk control panel in the longer cabs with beds is more convenient. The lighting in the living space provides a cosier atmosphere thanks to goose neck lights.

The function-based switch layout and the colour display offer the driver a modern, ergonomic work place. In the MAN TGX, comfort and working conditions for the driver have been improved thanks to the reduction in interior noise by 1.5 dB compared to the previous series.

“Urban Concrete” colour







EVERYTHING INSIDE, AND ALL AT A GLANCE.

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 controls boast 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

OPTIMISING USE DOWN TO A TEE.

Whether in urban distribution transport or interurban deliveries, efficiency and productivity are the key to success in domestic and global competitive markets.

For over a century we have been manufacturers of trucks and buses and technological leaders in the transport business. Digitalisation now also offers this sector great new opportunities. With MAN DigitalServices, we ensure that you are able to use MAN services smarter and with even less complexity. Our offers aim to optimise functional and business processes and all have one thing in common: they make your transport business simpler and more efficient – and thus more profitable. The digitalisation of transport and logistics results in a significant increase of efficiency by networking the entire value chain. To achieve this we work closely with our partner RIO, the open, manufacturer-independent and cloud-based digital platform from TB Digital Services GmbH, a company of the TRATON GROUP. This makes it especially easy to start using digital services in the transport and logistics sector.

The prerequisite for using the digital services is that vehicles are equipped with the RIO Box. With MAN DigitalServices, you can optimise your vehicle analysis and performance, maintenance management and driver performance. After registration and vehicle registration, the RIO Box and the basic service MAN Essentials are automatically activated free of charge. This gives you access to a world of tailor-made, vehicle-related digital solutions from MAN exclusively for MAN vehicles, as well as logistics services from our partner RIO; you can use a range of services from one of the biggest specialists in road maps, traffic and weather information and you can rely on efficient driver management support that can be adapted to your needs. An extensive vehicle-related deployment analysis is included in the basic service. Continuous status messages from the vehicle to the RIO platform enable unique recommendations for action tailored to the individual customer as well as holistic vehicle monitoring.

The following services are included in the MAN Essentials basic service:

- Fleet monitoring: overview of all vehicle positions and traffic information on a modern map view.
- Transfer of important vehicle information: vehicle position in the form of the nearest address and GPS coordinates including direction of travel and current mileage.
- Transfer of important driver information: driver card ID and residual time at wheel; other data about the driver can be entered manually.
- Performance analysis (vehicle-based): transfer of average fuel consumption, speed, gross combination weight and route based on data analysed over the last ten days of use.





YOUR TRUCK IN THE BEST HANDS.

Maximum quality over the maximum vehicle service life and excellent availability – that's 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 truck needs, meaning that your MAN trucks are always operated in the best possible conditions and that you can profit from 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 increase efficiency. Whatever service you choose, you're always on the right road with MAN.

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

All information on our products, services and other service topics such as MAN ServiceContracts, MAN Card, MAN ProfiDrive®, MAN Financial Services and MAN Mobile24, etc. can be found on our website www.truck.man – discover the MAN brand interactive and up close.

MAN 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

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

MAN | 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
- **MAN 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
- **Service promise:** top quality, top advisory service, top selection, top financing, top service
- **Top services:** including used vehicle guarantee, financing

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