

HORSE POWER ON THE ROAD.

More efficiency for transporting cars.



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.

www.truck.man

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

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).





BEST IN CARRYING CAPACITY.

The car transporters 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 fuel tanks of up to 1400 l and a compact battery compartment for 225-Ah batteries.

EFFICIENCY AT FULL THROTTLE.

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

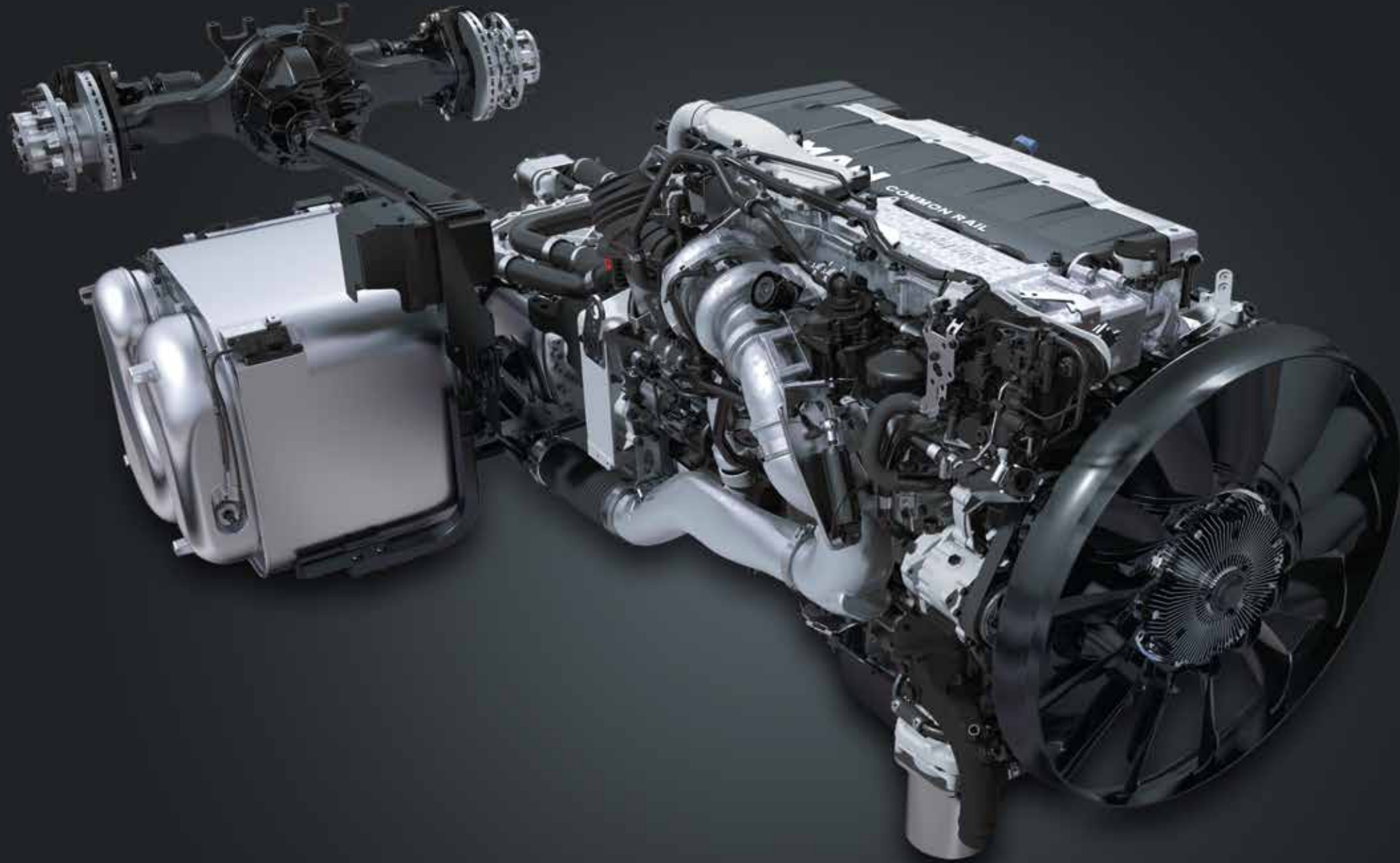
The highly efficient six-cylinder power units with ratings from 243 kW (330 hp) to 375 kW (510 hp) impress with their perfect performance even at low engine speeds. The engines of the MAN D20 and MAN D26 series are also designed for service intervals of up to 140 ,000 kilometres. In order to achieve 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.

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), biomass to liquids (BTL).

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, but offers more payload. The weight of the engine has been reduced by approx. 230 kg as compared with the MAN D20, and fuel efficiency has been increased. Even at low engine speeds, the maximum torque is available. The MAN TurboEVBec in conjunction with the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW. In addition, numerous optimisations of the new MAN D26 engine concept result in greater power at the same low fuel consumption and a weight reduction of around 80 kg.

Euro 6 engines				
	Type	Capacity	Rated output	Max. torque
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
D2676	R6	12.4 l	316 kW (430 hp)	2 200 Nm
	R6	12.4 l	346 kW (470 hp)	2 400 Nm
	R6	12.4 l	375 kW (510 hp)	2 600 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 moving off, that the best and most appropriate gear is always selected. The new SmartShifting function is a further development of the familiar SpeedShifting 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.

MAN 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 individual 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 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.

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 semitrailer brakes ensures perfect trailer synchronisation.

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 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 TurboEVBec® engine brake with PriTarder in the MAN D38 engine produces an enormous brake output of up to 645 kW even at a moderate engine speed, enabling safe and wear-free downhill driving. The MAN TurboEVBec® in conjunction with the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW. 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.

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.

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.



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



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

Lane Guard System (LGS) including Lane Return Assist (LRA)¹

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.

The Lane Guard System (LGS) with Lane Return Assist (LRA) helps drivers stay in their lane and actively prevents the vehicle straying from the lane. If the system detects that the vehicle is drifting out of the lane, it independently steers the vehicle back to driving straight ahead. The vehicle is not kept continuously in the lane; drivers must keep their hands on the steering wheel (hands-on detection) and are responsible for guiding the vehicle at all times. Drivers can override the corrective steering torque at any time. The function also works in the dark and increases transport safety and reliability.

¹ Available from mid-2019, depending on the vehicle type and engine

Adaptive Cruise Control ACC with stop-and-go function²

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 moves off again either 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.

² 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.

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 ComfortSteering³

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.

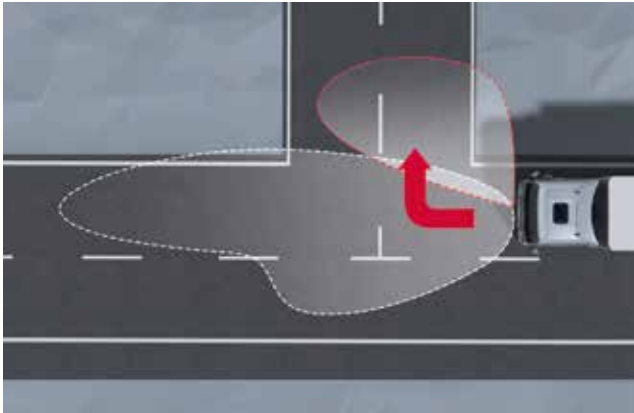
³ Available from mid-2019, depending on the vehicle type and engine



Vehicle behaviour with CDC



Vehicle behaviour without CDC



Cornering light for better visibility



LED daytime driving lights

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

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 with easy operation for maximum driving comfort.

EfficientRoll is designed for gently sloping motorways and main roads. The MAN TipMatic® then automatically shifts into neutral and lets the vehicle roll, without the engine braking effect reducing the speed of the vehicle. The truck carries the momentum from gentle downhill sections into a following flat stretch or slight incline.

Idle speed driving enables comfortable moving off and driving at idling speed. After moving off, the vehicle continues rolling at a low idling speed of approx. 600 rpm with the clutch engaged until the brake is applied or the gradient too steep. The driver 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 when moving off.



LED rear lights



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.

→ Example modifications for car transporters:

- Flat roof with slope of 10 or 16°
- Tank and battery modifications
- Lowering of the cab
- Attachment of leading axles
- Vehicle optimisation on industry-specific wheelbase

THE CHOICE IS YOURS.

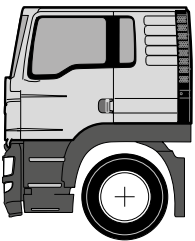
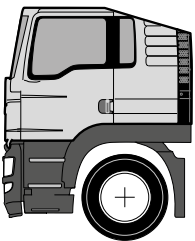
The right cab for every need – and a maximum level of comfort and ergonomics travels with you wherever you go.

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

Many small thought out details, such as the washable door-interior coverings, the easy to clean fixtures, the compressed air connection for simplified cleaning and the optional headlight washing unit show that nothing has been left to chance in the design process. Take the optimum all-round visibility, for example, which is supported by such features as the mirror concept with the main and wide-angle mirror, large kerb mirror and front mirror. The blind spot has been practically eliminated. The heated windscreen for winter service vehicles ensures an unobstructed view even at the coldest times of the year.

Cab	Vehicle series	
	TGS	TGX
L cab	■	
LX cab	■	
XL cab		■
XLX cab		■
XXL cab		■

Modified cabs



L cab



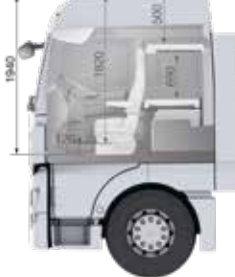
LX cab



XL cab



XLX cab



XXL cab



GREAT VIEWS.

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, 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 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.

“Urban Concrete” colour





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 infotainmentsystem.

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.

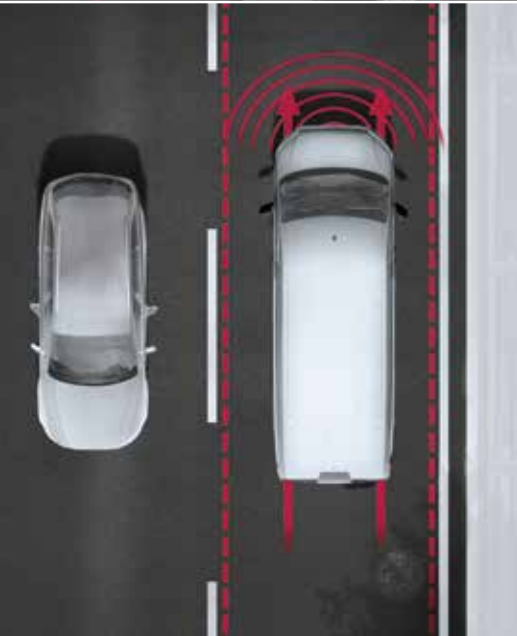
THE ALL-ROUNDER WHEN IT COMES TO TRANSPORTATION.

Whether it's transport, road side assistance or towing service – with the MAN TGE, no car or van will fall by the wayside in your company.

Excellent quality paired with versatile equipment features – the MAN TGE product portfolio drives you and your company forward in the platform vehicle sector. It has design possibilities as individual as your company profile. A PTO (output up to 40 kW) helps carry out powerful and reliable lifting work on request.

Reinforced chassis suspension and damping enables a high loading weight, and reinforced stabilisation ensures minimal lateral tilt of the chassis and higher roll stability. The cab is available as crew or single cab and provides space for up to 7 people. For emergency service vehicles, a revolving beacon can optionally be ordered.





INNOVATIONS AND SAFETY.

You need a team you can rely on.

Which is why the new MAN TGE comes with a range of innovative safety systems to help you, depending on the capabilities of the selected system, to concentrate on your work and prevent costly damage to your vehicle at the same time.

1 – Park steering assist¹

When activated, the park steering assist takes over the steering of the vehicle during parking, slipping the MAN TGE smoothly and accurately into the narrowest spots. The driver continues to operate the acceleration and brakes manually, remaining in full control of the vehicle. The system makes parking easier than ever in the MAN TGE, and prevents damage from parking errors.

2 – Emergency brake assist (EBA) as standard equipment

If the MAN TGE is approaching an obstacle and the driver doesn't react, as-standard emergency brake assist warns the driver and then activates the brake in case of an emergency. In combination with the automatic transmission, the system automatically brings the vehicle to a complete stop to prevent a collision.

A3 – Park out assist¹

A feature of lane change assist, park out assist helps the driver when backing out of a parking place, and brakes the MAN TGE automatically if there is a risk of collision with oncoming traffic.

¹ Optional equipment at extra cost.

4 – Active lane assist¹

If the vehicle unintentionally exits the lane, active lane assist automatically compensates and steers the vehicle back into the lane. The system automatically activates at speeds over 65 km/h, and functions reliably even in poor weather conditions or with low visibility.

5 – Side wall protection assist¹

360° optical vehicle surveillance with lateral protection. Sixteen ultrasonic sensors monitor the distance of objects on either side of the vehicle and in an emergency warn the driver of objects close to the MAN TGE. At the driver's seat, a convenient display shows objects all around the vehicle and indicates potential collision risks when changing lanes. An acoustic signal also warns the driver of collision risks.

6 – Trailer assist¹

This system can be activated when required. When reversing with a trailer, the MAN TGE automatically follows a previously set turning angle. The driver controls the acceleration and braking only, the steering is automatically controlled by the vehicle.

7 - Adaptive cruise control (ACC)¹

Convenient and practical adaptive cruise control with speed limiter that in combination with automatic transmission can brake the vehicle to a full stop.



DRIVE AND ENGINES.



These engines specially developed for the tough demands of commercial vehicle use combine a long service life with impressive power and low fuel consumption. Any of the available transmissions and engines will deliver outstanding performance, high efficiency and superb reliability even under extreme driving conditions.

2.0 I (75 kW, 300 Nm):
Front-wheel drive
Average consumption: from 7.4 l/100 km
CO2-emissions¹: from 193 g/km

2.0 I (90 kW, 300 Nm)²:
Rear-wheel drive with dual tyres

2.0 I (103 kW, 340 Nm)³:
Front-wheel drive, rear-wheel drive and all-wheel drive 4×4
Average consumption: from 7.4 l/100 km
CO2-emissions¹: from 193 g/km

2.0 I (130 kW, 410 Nm):
Front-wheel drive, rear-wheel drive and all-wheel drive 4×4
Average consumption: from 7.5 l/100 km
CO2-emissions¹: from 196 g/km

¹ For models with standard wheelbase and high roof.
² Data not available at the time of printing.
³ Not available in conjunction with dual tyres.

VAN OPTIONS.¹

The MAN TGE panel van



The MAN TGE combi van²



The MAN TGE crew cab









The MAN TGE chassis cab



Models with super-high roof will be available at a later date.
¹ The dimensions shown refer to vehicles with front-wheel drive and factory-original chassis with platform body. ² Available at a later date.

VEHICLE LINE-UP.

MAN TGE Panel van			
	Standard	Long	Extra-long
	Length:	Length:	Length:
	■ Total: 5986 mm	■ Total: 6836 mm	■ Total: 7391 mm
	■ Loading compartment: 3450 mm ¹	■ Loading compartment: 4300 mm ²	■ Loading compartment: 4855 mm ³
	Wheelbase: 3640 mm	Wheelbase: 4490 mm	Wheelbase: 4490 mm
Normal roof			
Height: 2355 mm			
Interior height: 1726 mm			
High roof			
Height: 2590 mm	  		
Interior height: 1961 mm			
Super-high roof			
Height: 2798 mm	 		
Interior height: 2189 mm			











Dimensions refer to models with front-wheel drive, except for vehicles with extra-long chassis.

¹ Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall. Loading length in the upper area of the loading compartment: 3 201 mm.

² Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall. Loading length in the upper area of the loading compartment: 4 051 mm.

³ Length measured at the vehicle floor incl. subfloor storage compartment extending past the divider wall. Loading length in the upper area of the loading compartment: 4 606 mm.

⁴ Data not available at the time of printing.

MAN TGE Chassis			
	Standard	Long	Extra-long
	Length: 5 996 mm	Length: 6 846 mm	Length: 7 211 mm
	Wheelbase: 3 640 mm	Wheelbase: 4 490 mm	Wheelbase: 4 490 mm
	Max. body length: ■ Chassis cab: 3 750 mm ■ Crew cab: 2 700 mm	Max. body length: ■ Chassis cab: 5 570 mm ■ Crew cab: 4 300 mm	Max. body length: ■ Chassis cab ⁴
Chassis cab Height: 2 305-2 327 mm			
Crew cab Height: 2 321-2 352 mm			
MAN TGE Chassis with platform body			
	Standard	Long	Extra-long
	Length: 6 204 mm	Length: 7 004 mm	Length: 7 404 mm
	Wheelbase: 3 640 mm	Wheelbase: 4 490 mm	Wheelbase: 4 490 mm
	Platform length: ■ Chassis cab: 3 500 mm ■ Crew cab: 2 700 mm	Platform length: ■ Chassis cab: 4 300 mm ■ Crew cab: 3 500 mm	Platform length: ■ Chassis cab: 4 700 mm
Chassis cab Height: 2 305-2 327 mm			
Crew cab Height: 2 321-2 352 mm			

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 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 assists 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**

Fleet management	Maintenance management	Driver deployment	Driver assistance
<ul style="list-style-type: none">■ MAN Essentials■ MAN Advance■ MAN Bridge	<ul style="list-style-type: none">■ MAN Maintenance■ MAN ServiceCare	<ul style="list-style-type: none">■ MAN Perform■ MAN Compliant■ MAN Connected CoDriver	<ul style="list-style-type: none">■ MAN Driver App

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**





YOUR TRUCK IN THE BEST HANDS.

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 Service-Contracts 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.

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

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
- **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 drive-line 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

* 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 Truck & Bus AG

Dachauer Straße 667
80995 München
www.truck.man

D111.3610/E · ms 03192 · Printed in Germany
Texts and illustrations are non-binding. We reserve the right to make modifications for reasons of technical progress. All specifications in this publication represent the status at the time of going to press.

MAN Truck & Bus – a member of the MAN Group