

THE ENVIRONMENTAL MANAGERS.

MAN vehicles for municipal tasks.





EXPERIENCE EFFICIENCY.

The spectrum of logistical disposal tasks ranges from classic household waste, recyclable waste, building site waste, bulky waste and container services through to drain cleaning and the disposal of excrement, biological waste and electronic scrap. Road service and winter service are also a key part of municipal responsibilities.

MAN provides the Euro 6 vehicles suitable for performing all of these tasks: trucks that combine innovation and reliability to achieve a maximum level of transport efficiency. The best thing you can do is to find out for yourself.

www.truck.man

Some of the equipment illustrated in this brochure is not part of the production series generally described here.

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).



A PASSION FOR COLLECTING.

Whether in terms of household waste or commercial waste, bulky waste or organic waste, recyclable waste or hazardous waste, the MAN TGS sends the rubbish packing.

The MAN TGS, a three-axle vehicle for bodies with a container volume up to approx. 30 m³, is the leading refuse collector. The optional steered nine-tonne trailing axle combines a high payload with optimum manoeuvrability.

All MAN TGS refuse collectors fulfil the demanding requirements of the DIN EN 1501 standard for refuse collectors. They come ready for problem-free mounting of all types of refuse collector bodies – rear, front or side-loading, as fixed or swap body. The rear loader, the standard refuse collector in Europe, empties the waste containers using a rear lifter incorporated in the body. The other way round, waste is collected at the front loader. A comb lifting system at the front lifts the containers over the cab and then behind the cab, where they are emptied into the hopper on the body. The side loader empties the containers using a gripper arm on the right side of the chassis. This vehicle is also available in right-hand drive.

MAN offers the ideal PTOs and gearbox for each of these refuse collection body variants. Gearbox options include the MAN TipMatic® COLLECT automated gearbox with special rear and side loader gearshift logic or the conventional manual gearbox..

→ Heavyweight performance:

- MAN TGS three-axle vehicle with trailing axle for high payload and optimum manoeuvrability
 - MAN TGS with MAN TipMatic® COLLECT gearbox fulfils refuse collector standard DIN EN 1501
 - Outstanding vehicle steering characteristics in all load states
 - MAN TGS chassis available with leading axle or tandem-axle assembly
 - Various PTOs available
 - Switch element for reliably securing the vehicle, faster loading readiness, faster brake release and improved ergonomics/operation (one hand).
- We offer a variety of camera systems for your safety, such as the turning video camera (VAAS), as well as bird's eye view preparations and rear area monitoring systems.

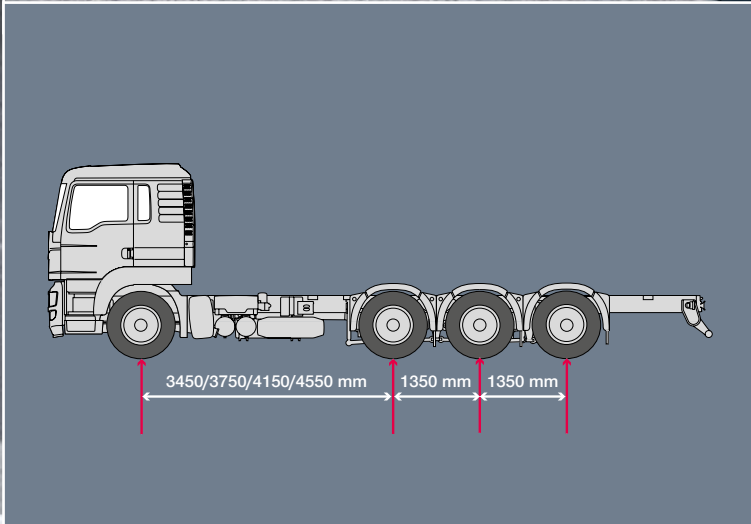
MAXIMUM LOAD VOLUME.

Manoeuvres like a three-axle, with the payload of a four-axle.

The triple-axle drive MAN TGS is special: its steered, liftable front axle and combination with a steered trailing axle means that the maximum load volume is used even on steep slopes. This results in fewer trips to the disposal site, meaning that deploying this MAN triple-axle refuse collector also contributes to achieving climate targets. The axle load is very well distributed due to a high axle load reserve when partially loaded. This axle configuration is available directly from the MAN factory.

→ **Benefits for you:**

- Available directly from the MAN factory.
- Load capacity increased by approx. 6 m³ compared to three-axle
- Leading and trailing axles steered 7.5 t (8 t), liftable and relievable
- Excellent axle load distribution due to a high axle load reserve when partially loaded
- Dual-circuit steering, low tyre wear
- In tail-heavy bodies, the focus is on three axles





FOR CITY-BASED WASTE MANAGEMENT.

Two models , each in a class of their own: while the MAN TGM handles demanding loads, the compact MAN TGL is ideal for narrow streets.

The 26-tonne MAN TGM, a payload specialist with a steered, lifting trailing axle, is predestined for container volumes up to approx. 22 m³. With its optimum wheelbase of 4 125 mm, the MAN TGM 26.340 6x2-4 BL looks great while busy at work. The two-axle MAN TGM and TGL vehicles also bring the benefit of a high payload. The MAN TGL proves its credentials as a true city truck with its outstanding manoeuvrability and a body of up to 9m³. Larger containers are also loaded in special cases. Versatile PTOs and tailored frame attachments, such as the different attachment options for the exhaust system, make the chassis suitable for any refuse collection body.

You can choose an automated MAN TipMatic® COLLECT gearbox, a conventional manually operated gearbox, or a fully-automatic gearbox for your vehicle.

→ Positives that drive success:

- MAN TGM three-axle vehicle with trailing axle for high payload and optimum manoeuvrability
- MAN TGL and TGM two-axle vehicle
- C and L cabs perfectly matched to vehicle deployment
- C cab extensions for more storage space in the driver's cab
- A versatile range of gearboxes is available, with the corresponding PTOs
- Switch element for reliably securing the vehicle, faster loading readiness, faster brake release and improved ergonomics/operation (one hand)
- Also available with a centre seat for three individuals rather than two
- We offer a variety of camera systems for your safety, such as the turning video camera (VAAS), as well as bird's eye view preparations and rear area monitoring systems.



MAN TipMatic® COLLECT



Bedienelement für
Abfallsammelfahrzeuge



MAN TIPMATIC® COLLECT.

For refuse collectors: MAN TipMatic® COLLECT.

The MAN TipMatic® Collect is a special driving program for refuse collectors. This gearbox software was developed as part of the new Euro 6 driveline. When the driver selects Collect mode, the gearshift behaviour of the automatic gearbox is adapted to the driving cycle of a refuse collector, which requires quick moving-off manoeuvres and sudden braking when emptying bins in urban areas. The optimised gearshift times allow efficient waste disposal. The software is available for the standard MAN TGM and TGS refuse collector chassis for use as both rear and side loaders.

Switch element for refuse collectors.

The switch element attached to the armrest of the driver's seat combines a series of functions that considerably increase operating comfort. The pre-selected convenient halt brake is switched on automatically. The neutral setting of the gearbox can be switched on and off externally at the touch of a button. Thanks to the switch element, requesting the PTO speed of the hydraulic system for operating the hopper and the pressing mechanism is an extremely comfortable matter.

Allison fully-automatic gearbox.

The 3000-series automatic gearbox with hydrodynamic torque converter is a great choice for mid-weight commercial vehicles and offers efficient use under many different operating conditions. It is equipped with software for refuse collector vehicles, and is also available with a retarder. The Allison gearbox allows wear-free moving-off and smooth gear changes. This means greater productivity and a high degree of comfort, as well as driveline protection during collection services that require many moving-off, shifting and braking operations on very short trips from loading point to loading point.

NOT JUST CLEAN, BUT SPOTLESS.

Millions of kilometres of road in Europe need cleaning. This is the ideal job for the reliable MAN chassis, which is optimally tailored to your application at the MAN factory.

As two-axle vehicles with a gross vehicle weight of 12 to 18.5 tonnes, MAN trucks form the perfect basis for all types of road-cleaning vehicle bodies. We recommend letting the leaf/air suspension take the strain, as this ensures that the vehicle maintains the same driving height regardless of the load, thereby reducing the brush wear. MAN offers all preparations necessary for fitting the road-sweeper bodies available on the market. Special attention was paid here to body-friendliness and a space-saving arrangement in Euro 6 vehicles. The wheelbase can be adjusted to suit the body and achieve optimum manoeuvrability. Having the drive motor power the brush machine is the ideal solution, also in terms of environmental protection. For this purpose, MAN provides an interface for the hydrostatic drive, which is operated via the PTO on the gearbox. This enables optimum speed adjustment in brushing mode – right down to 0.9 km/h in first gear.

- **Safe streets all year round:**
- MAN two-axle vehicles with gross vehicle weight of 12 to 18.5 tonnes
 - Leaf/air suspension for reduced brush wear
 - Interface for hydrostatic drive for extremely low brush speeds, down to 0.9 km/h
 - Optional air deflector plates beneath the radiator prevent dust turbulence
 - Universal road-cleaning package available directly from the MAN factory.



PROPELLING FORCE.

Special MAN features for sweeper drivelines.

MAN TipMatic® Sweeper

MAN boasts a special drive version for Euro 6 sweepers: a purely hydraulic sweeper with automated MAN TipMatic® gearbox. In contrast to vehicles with a hydrostatic drive and auxiliary engine, this vehicle combination saves fuel and reduces maintenance expenditure all while cutting emissions, noise and CO₂. Such reductions make this vehicle more cost effective compared to other versions. This gearbox version is available for MAN TGL and TGM.

MAN TipMatic® Sweeper without hydrostat

In sweeper mode, the driver activates the vehicle body using the control for that body, and the working speed of the D0836 engine increases to 900 rpm. The driver then uses the DNR switch to select DS drive setting (special mode). To ensure that the sweeper units can be employed to full benefit when moving off, the engine speed must not drop below the required 900 rpm. It is therefore possible to drive the sweeper up to a speed of 27 km/h. When not in sweeper mode, the driver switches the MAN TipMatic® gearbox to 'D' mode. This mode engages the familiar transmission drive program for on-road operation.

MAN TipMatic® Sweeper with hydrostat

MAN also offers a variant featuring a hydrostat for sweepers in all emissions classes. This special drive technology is activated by the body, and the MAN manually operated gearbox gear needs to be engaged for this activation. When not in sweeping operation, the conventional driveline is used. The travel speeds in hydrostatic operation vary between body manufacturers.



CLEVER COMBINATION.

Multifunctionality is an increasingly important criterion for fulfilling all manner of different transport requirements. MAN has the perfect answer in the form of the combi system in the MAN TGM 13.250 4x4 BL.

Municipal vehicles with standard bodies generally only operate on a seasonal basis. They rarely if ever get used the rest of the year, leaving them idle much of the time.

The solution: one chassis – several tasks. This variety of combinations represents flexibility: the chassis is in operation around the clock, ensuring a high level of vehicle utilisation for the operator and providing municipalities with a return on their procurement costs. With its swap body unit, the MAN TGM 13.250 4x4 BL all-wheel-drive vehicle can accommodate a road sweeper or a three-sided tipper with or without a winter-service spreader fitted. MAN has prepared the vehicle so that the bodies can be swapped as quickly as possible. The all-wheel drive also offers traction and safety, not just away from paved roads but also in winter service operation.

Another speciality of MAN's TGM series, with a gross vehicle weight of 13 to 15 tonnes, is the air suspension fitted as standard to the rear axle. This makes it easier to swap bodies and ensures maximum driving stability and a constant driving height. This is characterised most importantly by an even spreading pattern when operating in winter.

→ **Clever combination:**

- One chassis for all kinds of tasks
- MAN TGM all-wheel drive with ground clearance for sweeping and suction equipment under the frame
- Rear axle with standard air suspension



FLEXIBLE AND COST-EFFICIENT.

In operation throughout the whole year – MAN TGM

Efficient vehicle usage by municipal authorities and in the building yard means being able to use the vehicle flexibly throughout the entire year. The MAN TGM 13.290 4x4 BL is an example of this. It is equipped with a hook unloader unit to enable it to perform many different tasks. The unloading container with the attached crane handles all the relevant transport work – whether building roads or maintaining green areas – and a water drum is also available as a second interchangeable body. Winter service includes a large range of activities. With a gritter as an interchangeable body and a snowplough fitted on the vehicle front, the MAN TGM can also be used in the cold season. In accordance with other equipment typical for the sector, the MAN TGM is fitted for winter service at the factory, with a steel bumper, municipal hydraulics, snowplough mounting plate, elevated headlights and turn indicators as winter service lighting, as well as orange revolving beacons. Differential locks in the front and rear axles allow safe traction on unpaved surfaces or in the event of slippery driving conditions due to ice and snow.

→ Staying flexible:

- The vehicle can be used all year round
- Disc brakes for the front and rear axles
- Air suspension on rear axle
- Secure traction on winter roads through the use of planetary axles
- Scope of delivery includes winter service equipment and hook unloader unit



KINGS OF THE SNOW.

Next winter is sure to come. To make sure the roads are safe even when there's ice and snow, MAN trucks are often deployed around the clock.

Our two-, three- and four-axle vehicles are proven traction powerhouses, with gross vehicle weights between 13 and 40 tonnes and featuring engageable or permanent all-wheel drive and single tyres. The innovative alternative to this is MAN HydroDrive®, which provides greater traction on demand. At the request of the customer, all MAN chassis are fitted at the factory with a standardised plate for front-mounted equipment. This also applies to the winter-service hydraulics for controlling snow ploughs and for driving sprayers and gritters. A PTO at the flywheel end is available on request. As a 4x4 chassis with leaf/air suspension, the MAN TGM is a unique combination in the 13-tonne class. It ensures a constant loading load deck height regardless of the load. This makes for a constant gritting pattern during the entire driving assignment. We offer various safety systems to support the driver, such as LED daytime driving lights and tail lights, ESP, an additional stabilisation package and light and rain sensors.

→ **Benefit from our technological snow-how:**

- Two-, three- and four-axle vehicles from 13 to 40 tonnes
- Engageable or permanent all-wheel drive, fitted with single tyres
- MAN HydroDrive® provides greater traction if required
- MAN TGS 28t 6x4-4 with steering and lifting 9-t trailing axle. A three-axle vehicle that's as manoeuvrable as a two-axle one
- Standardised attachment plate for front-mounted equipment from the factory
- ECAS air suspension for a constant loading surface height and a uniform gritting pattern
- Winter-service hydraulics and preparations for winter-service applications from the factory



THE WINTERY WONDER.

Even under extreme conditions and weather conditions, these vehicles have to work.

MAN offers suitable chassis with maximum traction in the MAN TGX and TGS versions, especially for use at airports. The multifunctional high-performance machines in the version as compact runway sweepers reliably clear and de-ice the take-off and landing runways. The possibilities they unlock are as special as the machines themselves: These agile MAN chassis combine all requirements such as clearing, gritting, de-icing and sweeping.



MAN TRUCKS ARE ALWAYS ABOVE WATER.

Spraying down conduit walls, extracting sludge, emptying pits: the MAN vehicles for conduit cleaning are up to any task, using tools such as the high-pressure flusher, the suction device or a combination of the two.

The truck range comprises two-axle and three-axle vehicles with a steered leading axle, with a rigid or steered trailing axle or with a tandem-axle assembly. One special type is the three-axle vehicle with a steered nine-tonne trailing axle for optimum weight distribution and perfect vehicle steering characteristics. Four-axle chassis are available for heavy-duty tasks, and a fifth axle can be retrofitted. A class of its own: the MAN TGS 8x2-6 BL (triple-axle truck) with leading axle and trailing axle. Suitable PTOs are optionally available for all types of application. Corresponding ADR equipment is available for transporting dangerous goods.

High-load roll stabilisation is ideal for vehicles with a high centre of gravity. This effectively reduces lateral tilt and the build-up of rolling and pitching movements. This provides increased driving safety during cornering, fast lane changes or heavy braking. Additional safety systems also provide support, such as the ESP (see page 30).

- **A clear overview:**

 - Chassis for every body – featuring two to four axles; fifth axle can be retrofitted
 - Three-axle MAN TGM and TGS vehicles featuring steered trailing axle with optimum weight distribution and high manoeuvrability
 - ADR equipment for transport of dangerous goods
 - High-load roll stabilisation for increased safety during cornering and heavy braking
 - Suitable PTOs for high torques and transmission of power. Gearbox-independent NMV PTO for maximum output. Non-gearbox-dependent PTO for maximum performance in the engine-dependent PTO and OMSI Flywheel PTO variants



DRIVEN BY POWER.

MAN vehicles can be equipped with custom-tailored solutions for applications that require powerful PTOs. MAN offers a selection of variants for municipal applications such as combination cleaning or sewer cleaning vehicles as well as suction excavator vehicles.

The non-clutch-dependent, engine-dependent PTO (PTO pre-installed on the engine) is well-suited to high performance requirements in municipal applications. This PTO is specifically designed for manually operated gearboxes from MAN and can emit up to 2,000 Nm in torque – and gears can be switched even under load. The engine-dependent PTO is available with various gear ratios, making it ideal for municipal use.

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, with which it is possible to switch gear under load, is available in combination with the MAN TipMatic®, and you can choose the version that is right for your vehicle from the wide selection of possible gear ratios.



FLEXIBILITY? THAT'S A JOB FOR SWAP-BODY SYSTEMS.

Swap-body systems with set-down or roll-off containers are a hit when transporting waste and recyclable material. As storage and transport containers with flexible deployment options, they help optimise logistics.

They enable high-level transport performance by reducing vehicle downtime to a minimum, being easy to load and unload, eliminating the need for transshipments and due to the fact that they can also be used as intermediate storage. Swap-body systems are firmly established in the field of disposal logistics.

The MAN range contains the ideal chassis for all types of swap-container bodies from 4 to 40 m³. They are available as two-, three- and four-axle vehicles with the required load-bearing capacities, wheelbases and overhangs. We also provide powerful common-rail engines, application-oriented axle configurations with leading axle, trailing axle or tandem-axle assembly, and a wide range of drive configurations.

The spectrum extends through to the MAN TGX as a roll-off skip loader for the international longhaul transport of recyclable materials.

→ Stay on track:

- Application-oriented and robust two-, three- and four-axle vehicles
- Container sizes from 4 to 40 m³
- ECAS air suspension with large lifting/lowering strokes
- Two-cylinder air compressor for fast raising and lowering, with a large reserve of compressed air
- High-load roll stabilisation for reducing lateral tilt and pitching/rolling movements
- Step on the front mudguard allows a clear view of the container loading



THE ALL-ROUNDERS IN THE FIELD OF MUNICIPAL VEHICLES.

Safe streets all year round and cleanliness guaranteed. The reliable MAN trucks make a significant contribution to road safety when used in on-road services.

Eliminating leaves, dirt, potholes and everything else that has a negative impact on road safety: road maintenance crews can ensure that road surfaces are in good condition, enabling users to reach their destination safely. They maintain the road signs, clean the roads, attend to the green spaces and perform repairs.

MAN provides the ideal vehicles for dealing with all these tasks, both in summer and winter, including trucks as swap-body vehicles or equipment carriers, with a loading crane behind the cab or at the rear, with skylifters and all other potential bodies and attachments. Regardless of whether you need a chassis or a tipper (available from the factory with tipper body or exhaust variants compatible with crane outriggers), there's a MAN vehicle for just about everything.

→ For safety on the move:

- Two- and three-axle vehicles in the MAN TGL, TGM and TGS series up to 26 tonnes
- Engageable and permanent all-wheel drive
- MAN HydroDrive® with engageable hydrostatic front-axle drive
- Factory-equipped tippers with auxiliary frame and loading crane preparation



WHERE THERE'S A MAN, THERE'S A WAY.

Road service, winter service and off-road applications: MAN vehicles with all-wheel drive or MAN HydroDrive® get into action wherever maximum traction is required.

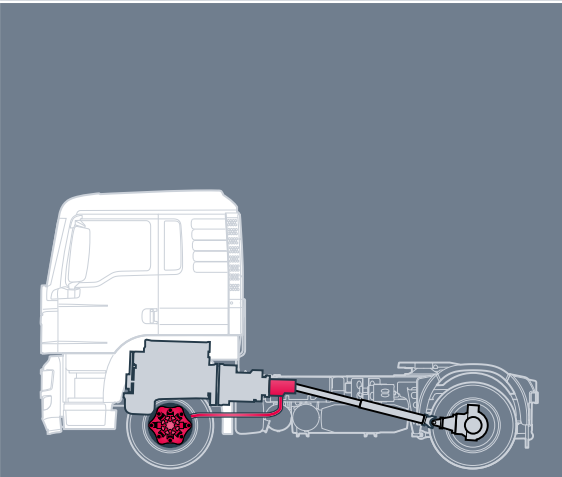
They keep on going while others lose their way: these MAN trucks with permanent or engageable all-wheel drive, available as 4x4 and 6x6 models, are the uncrowned kings of traction. In the process, MAN transfer cases with on-road gear and off-road gear assume responsibility for power distribution to all axles. Planetary axles with greater ground clearance, differential locks, drum brakes and stabilisers are also fitted in the all-wheel-drive vehicles.

The clever alternative to the classic all-wheel drive is MAN HydroDrive®, the engageable hydrostatic front-axle drive. It is ideal for assignments with occasional off-road deployment and for situations in which additional traction is needed on the front axle. A further advantage is that the fuel consumption and the vehicle height remain at the favourable level found in a conventional rear-axle drive. The MAN HydroDrive® is also available in combination with the automated manually operated MAN TipMatic® gearbox.

- **Traction in action:**
- Permanent or engageable all-wheel drive for maximum traction
 - MAN transfer cases with on-road and off-road gear
 - MAN HydroDrive® for driving situations in which traction is critical
 - Fuel consumption is no higher than that of conventional rear-wheel drive
 - Weight savings of approx. 400 kg compared with permanent all-wheel drive
 - Greater flexibility in vehicle use



Front axle with hydrostatic wheel hub motors.



Functional principle MAN HydroDrive®.



Cab with sliding door
(can be moved left and right).



Extension C cab.



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.

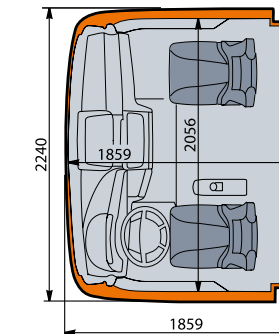
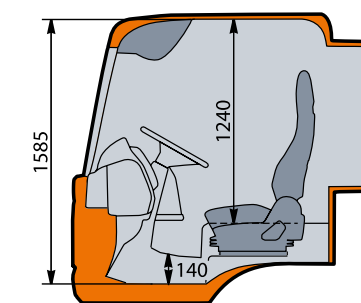
Contact your seller to let them know your individual requests. Working together with MAN Individual, they will find the best solution for you. Our specialists will handle your specific requirements, providing the high standard of quality you expect from MAN.

→ Example modifications for municipal uses:

- Automatic gearbox with torque converter
 - Conversion into a side loader (right side exposed)
 - Middle seat with 3-point seatbelt, additionally airsprung
 - Cab extension for the C driver's cab
 - Sliding doors right/left for MAN TGS
 - Crew cab
 - Powerful PTOs
 - Individual cab glazing
 - Raised exhaust and offset exhaust muffler.
- Various additional exhaust variations also available

Cab with extension.

The 265-mm extension of the C cab by MAN Individual is a real space-winner.



ALWAYS FINDING NEW WAYS TO BOOST SPACE.

In deployments that require space for a whole crew, it's in a size class of its own: the MAN crew cab for the MAN TGM and TGL series takes you into new dimensions. This cab variant is available directly from the factory, to the higher standard of quality you expect from MAN. In addition, the crew cab is also available for the MAN TGS through MAN Modification®.

The MAN crew cab comes into play whenever teamwork is a must. Equipped with a comfortable row of four rear seats featuring three-point seat belts and an optional second co-driver's seat, it offers space for up to seven people – as well as maximum convenience and functionality. Even the step unit represents a step up: the steps themselves, with optional lighting, are designed for safety. The interior contains top-class furnishings, with a particular highlight being the MAN Media Truck Advanced radio with a large colour touchscreen and an optional navigation unit. Another option is a reversing camera that operates on the display. And the benefits of the crew cab are not just focused on the inside – the elegant front also has typical MAN styling, with aerodynamic optimisations helping to reduce fuel consumption and increase efficiency.

→ **MAN crew cab – Advantages all under one roof:**

- Sufficient space for comfortably seating up to seven people (6+1)
- Row of four rear seats with three-point seat belts
- Cockpit and interior in MAN TGS design
- Infotainment with MAN Media Truck Advanced radio
- Robust three-part steel bumper as optional extra
- Optimum road illumination – optional xenon light and static cornering light

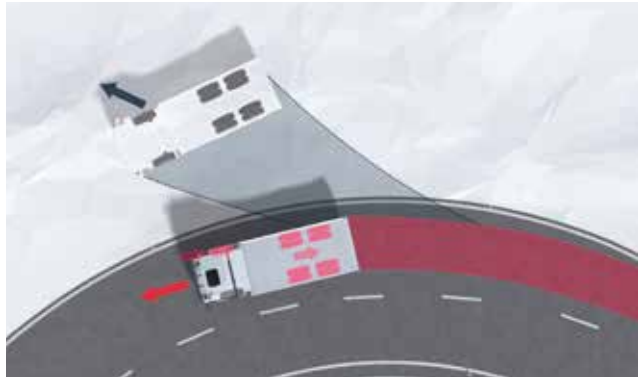


Space for up to seven people (6+1).



Optional centre seat with folding backrest.

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 four-axle vehicles or articulated road trains.

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 semitrailer 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 recognizes

an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

Emergency Brake Assist (EBA)

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

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.

Off-road logic for ABS.

Terrain logic for ABS (ABS for off-road operation) partially prevents undesired ABS control behaviour at low speeds (15 km/h to 40 km/h) on loose or slippery ground (such as gravel, sand, snow). The loose ground is pushed together as a chock in front of the wheel and thus reduces – in comparison to the ABS function for on-road operation – the braking distance.

Rear area monitoring

Manoeuvring, reversing and short trips from loading point to loading point in densely built-up residential areas where there are lots of parked vehicles all require a high degree of attention from the driver. The rear area monitoring system uses innovative 3D sensors to identify the positions and movements of objects behind and next to the vehicle. The system is activated when reverse gear is engaged. If the system detects objects or individuals, an acoustic and visual warning is issued to the driver and the vehicle is automatically braked. After this, the driver is able to autonomously and slowly travel towards the object again.

A turning assistant for the best possible view.

The turning assistant has a camera mounted on the exterior

of the cab, which has a 150° wide-angle lens. The image is shown on the display of the 7-inch MAN Media Truck radio, or alternatively on a 7-inch monitor separately mounted on the A-pillar. The turning assistant is activated automatically when the indicator signal is operated, or manually using a switch installed in the dashboard. This system enabling the best possible view during the turning process is available for the MAN TGL, TGM, TGS and TGX series.

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.

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

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.



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



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



Rear area monitoring



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.

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.

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 coming from 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.

10-tonne front axle¹

Depending on country-specific requirements, particularly powerful body concepts that require a bearing load of 10 tonnes on the front axle can be implemented.

MAN ComfortSteering²

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.

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.

LED daytime driving lights

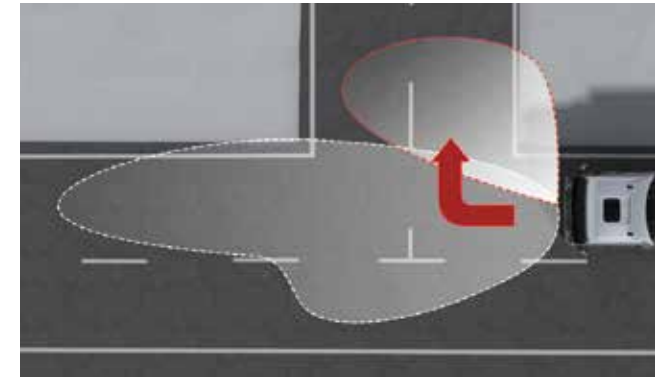
Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS and TGX easier to see during the day compared with daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically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

¹ Available for MAN TGS from approximately September 2019, depending on the wheel configuration

² Available from mid-2019, depending on the vehicle type and engine



Cornering light for a better visibility



LED daytime driving lights



LED rear lights

EFFICIENCY AT FULL THROTTLE.

Vehicles in municipal deployment should ideally provide a large amount of torque along with reduced fuel consumption. The high-performance MAN engines tick both of these boxes.

The highly efficient four- and six-cylinder engines with ratings of 118 kW (160 hp) to 471 kW (640 hp) make an impression with their outstanding power delivery even at low engine speeds. In order to achieve the extremely low Euro 6 values, MAN has implemented key technologies such as common-rail injection, exhaust gas recirculation (EGR), SCRT filters and diesel particulate filters (DPF/CRT) for many years. The result: MAN Euro 6 engines raise the bar in terms of fuel consumption and AdBlue® consumption.

If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need. The new generation of MAN D08 engines powers the MAN TGL and TGM with even greater force. And the new engine concept also enhances efficiency at the same time: fuel consumption is reduced by up to 5%. New, simplified exhaust gas cleaning without exhaust gas recirculation also makes the engine lighter and less complex.

MAN approves the MAN D15, MAN D26 and MAN D38 engines for use with paraffin fuels in accordance with EN15940. Fuels that comply with this standard include hydrogenated vegetable oils (HVO), coal to liquids (CTL), gas to liquids (GTL), and biomass to liquids (BTL).

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 turbocharger 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
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
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
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



DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

Within the broad scope of municipal applications, there is really nothing that our vehicles cannot do. Wherever there is a need for reliable services, a MAN is on the scene.

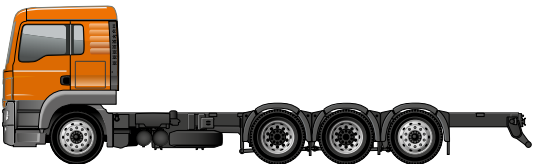
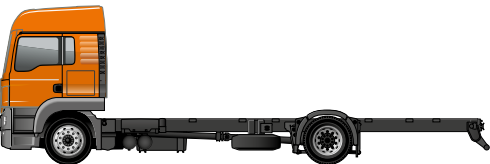
The comprehensive spectrum of MAN vehicles, which includes the MAN TGL, TGM, TGS and TGX series, ranges from 7.49 to 44 tonnes. Thanks to our wealth of experience and close cooperation with body manufacturers, we are able to provide you with the ideal vehicle solution for each and every task.

Chassis for waste collection bodies		
Type	Max. gross vehicle weight (kg)	Wheelbases (mm)
TGL 12.180 – 250 4x2 BL	11 990	3 050/3 300
TGM 18.250 – 340 4x2 BL	18 000	3 575/3 875
TGM 26.250 – 340 6x2/4	26 000	2 525/3 075/3 375/3 725/4 075/4 025 + 1 350
TGM 26.290 – 340 6x2-4 BL ³⁾	26 000	3 575/3 875/4 125
TGS 18.320 – 440 4x2 BL	18 000	3 600/3 900/4 200/4 500/4 800
TGS 26.320 – 480 6x2/4 BL	26 000	3 150/750/4 150 + 1 350
TGS 26.320 – 480 6x2-2 BL ¹⁾	26 000	3 900/4 200/4 500/4 800 + 1 350
TGS 26.320 – 480 6x4 BB	26 000	3 200/3 600/3 900/4 200/4 500/4 800 + 1 400
TGS 26.320 – 480 6x4 BL	26 000	3 200/3 600/3 900/4 200/4 500/4 800 + 1 350
TGS 28.320 – 480 6x2-4 BL ²⁾	26 000	3 600/3 900/4 200/4500 + 1 350
TGS 35.320 – 480 8x2-6 BL	32 000	1 795 + 2 980/3 505 + 1 350
TGS 35.320 – 480 8x4-4 BL	32 000	3 600/3 900/4 200 + 1 350 + 1 450
TGS 35.320 – 480 8x4 BB	32 000	1 795 + 2 980/3 505 + 1 400

1) Also available with steered trailing axle.

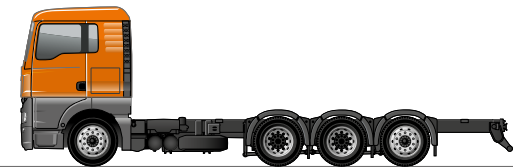
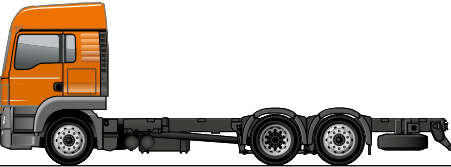
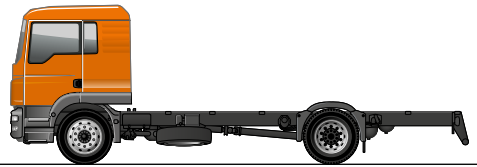
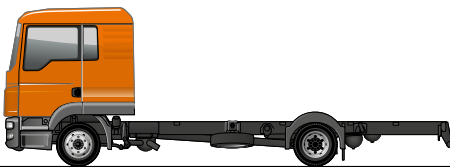
2) With steered 9-t trailing axle.

3) With steered axle as standard.



Chassis for roll-off skips		
Type	Max. gross vehicle weight (kg)	Wheelbases (mm)
TGL 8.180 – 250 4x2 BB	7 490 ¹⁾	3 300/3 600
TGL 10.180 – 250 4x2 BB	10 000	3 300/3 600
TGL 12.180 – 250 4x2 BB	11 990	3 300/3 600/3 900
TGM 18.250 – 340 4x2 BB, BL	18 000	4 725/5 075
TGS 18.320 – 480 4x2 BB, BL	18 000	4 500
TGS 26.320 – 480 6x2-2 BL ²⁾	26 000	4 200/4 500/4 800/5 100 + 1 350
TGS 28.320 – 480 6x2-4 BL ³⁾	26 000	4 200/4 500/4 800/5 100 + 1 350
TGS 28.320 – 480 6x2-2 BL ⁴⁾	26 000	4 200/4 500/4 800/5 100 + 1 350
TGS 26.320 – 480 6x4 BB	26 000	3 900/4 200/4 500/4 800 + 1 400
TGS 26.320 – 480 6x4 BL	26 000	3 900/4 200/4 500/4 800/ 5 100 + 1 350
TGS 35.320 – 480 8x4-4 BL	32 000	3 600/3 900 + 1 350 + 1 450
TGX 18.360 – 560 4x2 BL	18 000	4 800
TGX 26.360 – 560 6x2-2 BL ²⁾	26 000	4 200/4 500/4 800/5 100 + 1 350
TGX 28.360 – 560 6x2-2 BL ⁴⁾	26 000	4 200/4 500/4 800/5 100 + 1 350
TGX 35.360 – 560 8x4-4 BL	32 000	3 600/3 900 + 1 350 + 1 450

- 1) Can be upweighted to 8800 kg.
- 2) Also available with steered trailing axle.
- 3) With steered 9-t trailing axle.
- 4) With twin-tyred 10-t trailing axle.



Chassis for set-down skips		
Type	Max. gross vehicle weight (kg)	Wheelbases (mm)
TGL 8.180 – 250 4x2 BB	7 490 ¹⁾	3 050/3 300
TGL 10.180 – 250 4x2 BB	10 000	3 050/3 300/3 600
TGL 12.180 – 250 4x2 BB	11 990	3 050/3 300/3 600
TGM 18.250 – 340 4x2 BB, BL	18 000	3 575/3 875
TGS 18.320 – 480 4x2 BB, BL	18 000	3 600/3 900
TGS 26.320 – 480 6x2/4 BL	26 000	2 600/3 150/3 750 + 1 350
TGS 26.320 – 480 6x4 BB	26 000	3 200/3 600/3 900 + 1 400
TGS 26.320 – 480 6x4 BL	26 000	3 200/3 600/3 900 + 1 400
TGX 18.360 – 560 4x2 BL	18 000	3 900/4 200
TGX 26.360 – 560 6x4 BL	26 000	3 900 + 1 350

1)) Can be upweighted to 8800 kg.

Chassis for drain and sewer-cleaning bodies		
Type	Max. gross vehicle weight (kg)	Wheelbases (mm)
TGL 10.180 – 250 4x2 BB, BL	10 000	3 050/3 300/3 600
TGL 12.180 – 250 4x2 BB, BL	11 990	3 050/3 300/3 600
TGM 18.250 – 340 4x2 BB	18 000	3 875/4 125/4 425/4 725
TGS 18.320 – 480 4x2 BB	18 000	3 900/4 200/4 500/4 800
TGS 26.320 – 480 6x2/4 BL	26 000	3 150/3 750/4 150 + 1 350
TGS 26.320 – 480 6x2-2 BL ¹⁾	26 000	3 900/4 200/4 500/4 800 + 1 350
TGS 26.320 – 480 6x4 BB	26 000	3 200/3 600/3 900/ 4 200/4 500/4 800 + 1 400
TGS 26.320 – 480 6x4 BL	26 000	3 200/3 600/3 900/ 4 200/4 500/4 800 + 1 350
TGS 28.320 – 480 6x2-4 BL ²⁾	26 000	3 600/3 900/4 200/4 500 + 1 350
TGS 28.360 – 480 6x2-2 BL ³⁾	26 000	3 900/4 200/4 500/4 800 + 1 350
TGS 35.320 – 480 8x4 BB	32 000	1 795 + 3 505/4 105 + 1 400
TGS 35.320 – 480 8x4 BL	32 000	1 795 + 3 505/4 105 + 1 350
TGS 35.320 – 480 8x2-4 BL	32 000	1 795 + 3 505/4 105 + 1 350
TGX 35.320 – 480 8x4-4 BL	32 000	3 900/4 200 + 1 350 + 1 450

- 1) Also available with steered trailing axle.
- 2) Available with steered 9-t trailing axle.
- 3) With twin-tyred 10-t trailing axle.

Chassis for road maintenance and winter service		
Type	Max. gross vehicle weight (kg)	Wheelbases (mm)
TGM 13.250 – 290 4x4 BL	13 000 ¹⁾	3 050/3 250/3 650/3 950/4 250
TGM 18.250 – 340 4x4 BB ²⁾	18 000	3 600/3 900/4 200/4 500
TGS 18.320 – 480 4x4 BB, BL	18 000 ³⁾	3 600/3 900/4 500
TGS 18.320 – 480 4x4H BL	18 000	3 600/3 900/4 500
TGS 26.320 – 480 6x4H BL	26 000	3 600/3 900/4 200 + 1 350
TGS 26.320 – 480 6x6 BB, BL	26 000	3 600/3 900/4 200 + 1 400
TGS 28.320 – 480 6x4-4 BL ⁴⁾	26 000	3 600/3 900/4 350 + 1 400

- 1) Can be upweighted to 15000 kg with twin-tyred rear axle.
Can be upweighted to 14100 kg for single-tyred rear axle for winter service and 62 km/h.
- 2) Can be upweighted to 14100 kg for single-tyred rear axle for winter ser-vice and 62 km/h.
- 3) Can be upweighted to 18600 kg for public-utility service.
- 4) Can be upweighted to 23000 kg for winter service and 62 km/h.

Chassis for road sweeper bodies		
Type	Max. gross vehicle weight (kg)	Wheelbases (mm)
TGL 12.180 – 250 4x2 BL	11 990	3 050/3 300
TGM 15.250 – 340 4x2 BL	15 500	3 575
TGS 18.320 – 480 4x2 BL	18 000	3 600/3 900

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. The heated windscreen for winter-service vehicles ensures an unobstructed view even at the coldest times of the year.

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

* available for MAN TGS through MAN Individual



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





EVERYTHING INSIDE, ALL AT A GLANCE!

It is the driver who puts efficiency into motion. 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 combined 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 displays on the air-conditioning panel feature 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.



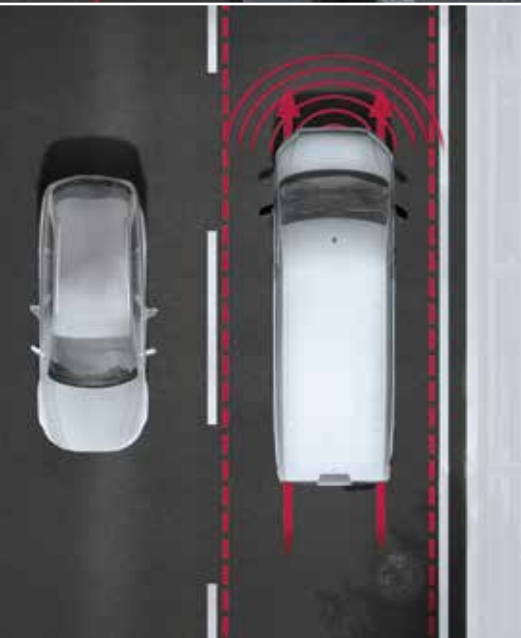
FURTHERING COMMUNITY WORK.

Active support in the municipal sector – in the light commercial vehicle sector, the MAN TGE does an outstanding job for the community.

Winter service, landscaping, waste disposal, wastewater treatment – the list of municipal work goes on. With the MAN TGE with flexible bodies and attachments, municipal companies can rely on tailored solutions.

As an all-rounder with a platform body, the TGE can be used in every municipal sector. An optional 3-sided tipper with powerful electro-hydraulic unit offers versatile application possibilities. Even a roll-off skip loader attachment is an option. For flexible work assignments, a crew cab is an option – up to 7 people or cargo can then be transported in the TGE.

The TGE is perfectly equipped, especially for winter service. Generous front axle load reserves guarantee seamless snowplough deployment. Thanks to a maximum payload, spreading units can be used without any issues. Additionally, a revolving beacon can be ordered ex works.



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.

3 – 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: ■ Total: 5 986 mm ■ Loading compartment: 3 450 mm ¹ Wheelbase: 3 640 mm	Length: ■ Total: 6 836 mm ■ Loading compartment: 4 300 mm ² Wheelbase: 4 490 mm	Length: ■ Total: 7 391 mm ■ Loading compartment: 4 855 mm ³ Wheelbase: 4 490 mm
Normal roof Height: 2 355 mm Interior height: 1 726 mm			
High roof Height: 2 590 mm Interior height: 1 961 mm			
Super-high roof Height: 2 798 mm Interior height: 2 189 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 Wheelbase: 3 640 mm Max. body length: ■ Chassis cab: 3 750 mm ■ Crew cab: 2 700 mm	Length: 6 846 mm Wheelbase: 4 490 mm Max. body length: ■ Chassis cab: 5 570 mm ■ Crew cab: 4 300 mm	Length: 7 211 mm Wheelbase: 4 490 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 Wheelbase: 3 640 mm Platform length: ■ Chassis cab: 3 500 mm ■ Crew cab: 2 700 mm	Length: 7 004 mm Wheelbase: 4 490 mm Platform length: ■ Chassis cab: 4 300 mm ■ Crew cab: 3 500 mm	Length: 7 404 mm Wheelbase: 4 490 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 ServiceContracts or MAN Mobile24, your mobility is our concern. That is true of our additional services too. MAN services, for instance, have tailored solutions on hand to optimise operating your vehicles, increase profitability and enhance efficiency. Whatever service you choose, you're always on the right road with MAN.

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

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

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

MAN ProfiDrive®.

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

MAN | Financial Services

MAN Financial Services*

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

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

MAN | Service

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

- **MAN Genuine Parts:**
top quality, long service life and availability ensured
- **MAN Genuine Parts ecoline:**
enjoy more savings and protect the environment in the process with reconditioned MAN Genuine Parts from MAN, the manufacturer or external service providers
- **MAN Genuine Accessories**
- **MAN Genuine coolant & lubricant:**
MAN Genuine coolants and lubricants provide proven protection against wear and thus contribute to a longer service life and to a reduction in the total cost of ownership (TCO)
- **MAN Mobile24:**
Europe-wide breakdown service for trucks
- **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

MAN Truck & Bus AG

Dachauer Straße 667

80995 München

www.truck.man

D111.3604/E · bv 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