

# THE NEW MAN TGS.

Efficiency in traction and heavy-duty distribution transport.



# THE MANY SIDES TO THE NEW MAN TGS.

The MAN TGS is uniquely versatile. In heavy local and distribution transport, in construction site deployment, for public-utility transport and as the specialist for special assignments:

The MAN TGS is perfectly tailored for use in this sector, and is a versatile truck. With its powerful propulsion, unbeatable payload and unique ergonomics, it defines new benchmarks.

The MAN TGS will be available complete with new practical features from 2018. The driver's workplace has a much tidier look to it and the sleeping area has been further optimised. The new ACC (Adaptive Cruise Control) Stop-and-Go function enables drivers to get through traffic jams without becoming fatigued. And the completely restructured telematics area provides fast data exchange with a standard on-board module.

In respect of better driving performance, greater comfort, maximum transport capacity, top quality and a long service life, exemplary safety and environmental compatibility. The MAN TGS fulfils all the expectations. And then goes on to exceed them: For years, the TÜV has been certifying that it achieves the highest standards of reliability and the lowest incidence of defects when compared to the competition.

Let yourself get enthused by a truck that offers significantly more value for substantially lower costs. It will convince you – in operation and in your book-keeping.

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

Some of the equipment shown in this brochure is not included as standard.

**MADE FOR POWER.**







# FULL POWER AHEAD.

**The MAN TGS delivers power to the road – and to muddy forest and field tracks, gravel tracks, gradients or rain-soaked construction sites.**

That is because its MAN D20 and D26 engines comply with emission standard Euro 6 and deliver enhanced power. Despite which, they are also more fuel-efficient. Mind you, power alone achieves nothing. You also have to be able to apply it with pinpoint precision. The wide variety of propulsion formulae for the MAN TGS enable you to leverage the full benefits of MAN TGS Power. This is a vehicle capable of tackling every challenge in heavy-duty construction site work and traction operations.

Its powerful engines and unrivalled payload also enable it to get even the heaviest of loads to their destination in distribution transport. As with every MAN vehicle, they are backed by MAN Team Power.





## THE MAN TGS – VERSATILITY WITH A CAPITAL V.

**The MAN TGS is a flexible solution tailored exactly to customer requirements:**

**The high-quality interior of the M, L and LX cab variants with its practical layout provides a perfect environment for driving, working and rest stops.**

The MAN TGS is the ideal solution to all transport needs for heavy-duty distribution transport with or without a trailer.

It dominates the traction market between 18 and 41 t permissible gross weight. The MAN TGS is the right vehicle for all transport needs in this sector, be it for all-wheel drive, cement pumps, mixers or crane tipper. The switchable hydrostatic front-wheel drive MAN HydroDrive® can master traction-critical driving situations beyond the grasp of vehicles equipped solely with rear-wheel drive.

The MAN PriTarder® allows all MAN TGS models to achieve maximum brake force even at low speeds, thus reducing wear while increasing safety.



**MADE FOR EFFICIENCY.**







# MORE POWER WITH LESS FUEL.

**Proven engine technology, mature components and perfectly matched technologies:  
this is the MAN recipe for efficiency.**

The heart of the MAN TGS series is provided by the innovative MAN D20 and MAN D26 engines with outputs from 235 kW (320 hp) to 368 kW (500 hp). They combine power with economy and deliver more power.

The MAN Euro 6 engines raise the bar in terms of fuel efficiency and AdBlue® consumption. MAN achieves its emission figures through the consistent development and use of key technologies such as common-rail fuel injection, exhaust gas recirculation (EGR), selective catalytic reduction (SCR) and diesel particle filters (DPF/CRT).

The exhaust silencer with integrated CRT filter system and Selective Catalytic Reduction has a compact design which provides enough space for bodies to be fitted to the side of the chassis. There is also a silencer position which provides sufficient space for crane support feet. To protect the engine from the dust that can swirl up when operating away from surfaced roads, a version with a perpendicular exhaust pipe is available for three-axled vehicles. A partially perpendicular exhaust pipe is available for 8x4, 8x6 and 8x8 chassis units.

To further improve savings of fuel and CO<sub>2</sub> emissions, the Idle Shut Down feature shuts down the engine on the MAN TGS automatically after four minutes at idle speed, after first issuing a warning message.

Since 2017, the MAN engines MAN D20 and D26 have been approved to operate on paraffin fuels as defined in EN15940. Examples of fuels that meet this standard: HVO Hydrogenerated Vegetable Oils, CTL Coal to Liquids, GTL Gas to Liquids and BTL Biomass to Liquids.





# EFFICIENCY IS PRE-PROGRAMMED INTO THE MAN TGS.

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

With the new MAN TipMatic® the vehicle automatically detects loads and angles of inclination and optimises the shift strategy to ensure, for example when setting off, that the best and most appropriate gear is always selected. The new SmartShifting function is a further development of the familiar 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 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 “OFFROAD” gearbox software is specifically designed for operation in the traction segment. The additional Dx position on a rotary switch permits altered shifting times as well as higher gearshift engine speeds, it prevents gear skipping and results in minimum interruption of tractive force. Moreover, the engaged gears are retained longer even on kick-down, which enables the vehicle to move off at a higher torque. The shake-free mode makes it easier to drive off whenever the vehicle becomes stuck in snow or on a wet, loose surface. At the touch of a button, the MAN TGS quite literally drags itself out of the mud.





# THE MAN TGS KNOWS EVERY HILL AND THE RIGHT GEAR FOR EACH OCCASION.

**Anyone wishing to cover more distance on one fill of the tank must adopt an anticipative driving style.  
With an MAN, the truck does that for you.**

The further development of the GPS-assisted cruise control, MAN EfficientCruise®, has been available since 2016. On the basis of map material stored in memory and the GPS position of the truck, it can detect uphill and downhill gradients on the route ahead of it. The system uses this data to adjust the vehicle speed continuously and efficiently. In this process, it uses the dynamic change in kinetic energy. For example, on uphill gradients, unnecessary downshifts are avoided. In conjunction with EfficientRoll, MAN EfficientCruise® can let the vehicle roll automatically in dips in the road or at the start of a downhill gradient. At least fuel consumption ceases to be a continuously fluctuating issue.

A close-up, low-angle shot of a car's door handle. The handle is made of a highly reflective, polished metal, possibly chrome or stainless steel, and features a modern, sculptural design with a prominent C-shaped grip. The lighting is dramatic, coming from the side to highlight the handle's contours and the metallic sheen. The background is dark and out of focus, showing parts of the car's body panels.

**MADE FOR DESIGN.**





# GREAT VIEWS. ON EVERY DRIVE.

**The MAN TGS 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 new seat covers have already been lending the cab a comfortable yet stylish atmosphere.

The new 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 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, which can be completely stowed under the bed, create a more comfortable sitting and standing experience in the central area. And yet, the new 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 new function-based switch layout and the colour display offer the driver a modern, ergonomic work place.



**MADE FOR COMFORT.**





# TOTALLY IN THE COMFORT ZONE.

**When driving on construction sites and off-road, you have to empower the driver more. To enable every challenge to be met supremely well, there is a great deal of space in MAN cabs for everything you might need. No room for compromises though!**

The cockpit can also be adapted to suit the individual needs of the driver and is perfectly designed for comfortable and safe operation. The new high-resolution, four-colour LCD display in the instrumentation is clearly structured: coloured indicators on the 4-inch display aid readability and orientation, making it easier for the driver to spot notifications, such as activated assistance systems or warnings. A digital speed display supplements the analogue dial. In addition, menus and controls boast colours coordinated with the MAN Media Truck infotainment system. This infotainment system with a large touchscreen with colour display and optional navigation data boasts features including a Bluetooth interface and USB/auxiliary input.

For ergonomic seating comfort there is a wide selection available, up to the air suspension and air-conditioning of the driver's seat. Practical details such as the wipe-clean door interior cladding and the compressed-air connection to simplify cleaning operations ensure that cab can be kept clean – enhancing driver satisfaction in the process.

No matter which cab you choose, it is certainly going to be a good choice because all these cabs, as you would expect, comply with the most stringent crash safety requirements and offer optimum occupant safety. Especially for construction site vehicles, a virtually identical steel fender is available for all cabs.







# ROOM TO RELAX.

**At MAN, the strength lies not just in the power of the engine, but also in the peace in the cab. True to this motto, the L and LX cabs feature a comfortable sleeping and rest zone for revitalising relaxation.**

The level of sleeping comfort offered by the high-quality bunks with slatted supporting frame and optional multizone cold foam mattress is a dream come true. The elastic fabric covers of the replaceable mattresses can be washed and are made of breathable, hygienic materials. Even the undersides of the beds are covered with fabric as standard. The new gooseneck lights and an easy-to-reach control unit for the bunks make for a pleasant atmosphere and greater comfort and allow the switches for the interior lighting, window lifters and sliding roof to be controlled. An alarm clock with an LCD display, 12V or 24V sockets and a USB power socket with a 5V connection on the top, e.g. for a mobile phone or tablet, round off the handy features. The control unit is on the right side of the vehicle. It can be placed either side of the top bunk, meaning you can choose which way around you want to lie.

There is plenty of room for personal items in the many spacious stowage boxes. Large cupboards above the windscreen in the LX cab and a three-section roof stowage unit in the L cab provide ample space for luggage and other equipment. An illuminated storage compartment, accessible from outside and inside, provides plenty of space for personal gear in the L and LX cabs. A further stowage box only accessible from outside can be used for working clothing or various pieces of equipment. The new coolbox/stowage box with an integrated bin can be stowed fully under the bunk. A handy tray can be placed on the box or stored separately, providing a lot of extra space and some comfortable legroom when sitting on the bunk. Nevertheless, the new layout still offers more cooling space and additional storage compartments. The feature that allows cups to be placed on the top has also been optimised: one or two retaining devices can be fixed in the middle, within easy reach of the driver and co-driver.



Stowable coolbox/stowage box



Coolbox/stowage box pulled out





# EVERYTHING INSIDE, AND ALL AT A GLANCE!

**It is the driver who turns efficiency into motion. His performance at the wheel is the key to reliable transport and to a safe, cost-effective driving style. So it's vital that the workplace is well equipped for this.**

In the redesigned MAN cockpit, everything is in the right place. The displays are clear, while frequently used switches and switches requiring quick access are close to the driver. To ensure intuitive operation, interrelated functions are grouped into switch groups, which are always in the same position in all vehicles and series. Having this standardised layout simplifies operation for drivers when switching vehicles. The dial switch for the MAN TipMatic® automated gearbox is now in the driver's field of view. The main panel of controls now houses all switches vital to operation and driving, while relevant functions for add-ons can be assigned to a second, optional panel of switches at a later date. Placing the panel of buttons for essential functions, such as interior lighting, above the driver provides easy access even while driving.

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



Enhanced colour display in the instrumentation



Neat switch layout



Rearranging the TipMatic switch and parking brake creates additional space





# GREAT ENTERTAINMENT.

**MAN offers some practical features with its MAN Media Truck 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 new "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.



MAN Media Truck Navigation



Function "Mirror Link"



# ONE THING IS SAFE FOR SURE: EVERY DRIVE WITH MAN.

With MAN, there is the right cab for every need – and a maximum level of comfort and ergonomics travels with you wherever you go.

This is because our cabs are designed to facilitate fatigue-free, concentrated driving, relaxing recovery and maximum occupant safety. All cabs provide optimum safety. The mirror concept contributes to this, with main and wide-angle mirrors, a large ramp mirror and front mirrors. Now there is practically no longer a blind spot. The heated windscreen on vehicles involved in snow-clearing duties provides optimum visibility, especially designed for those cold winter months.

There is a choice of three cabs for the MAN TGS. The compact width of the driver’s cab makes this vehicle easy to operate in confined spaces, e.g. on construction sites, in forests, or for delivery transport.

**M cab.**

Compact and comfortable: for short distances in local and distribution transport, in the building sector and for public-utility assignments, our smallest cab is the greatest. Favourable dimensions, maximum payload, generous stowage possibilities and compartments, and the option of a folding bunk with extra stowage combine to make the M cab unique.

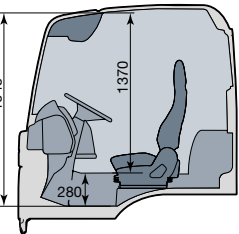
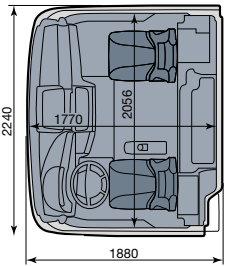
**L cab.**

Flexible and versatile: our L cab is the ideal choice for all tanker and silo vehicles, as well as for timber, building material and refrigerated transport. The low overall height of the vehicle and the low weight enable the L driver’s cab to manage greater payloads. The comfortable bed, the diverse array of stowage options and – if so desired – the multi-function stowage facility all enhance the detailing of this cab.

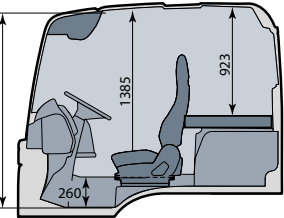
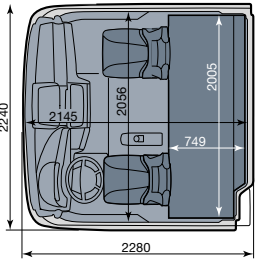
**LX cab.**

A workplace with the comfort of a living room: the LX driver’s cab is equipped with a comfortable bed, an upper bunk or a multi-function stowage facility (both optional), making it into an oasis of comfort on the road. With the generously proportioned stowage spaces, the standing room height in front of the co-driver’s seat and the low vehicle weight – the key to optimum payload – mean that LX cab leaves no wish unanswered.

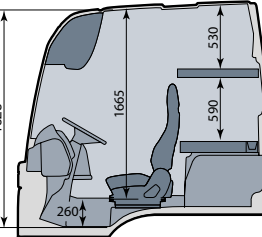
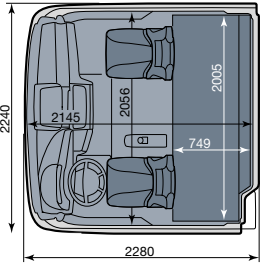
M cab



L cab



LX cab





**MADE FOR WORK.**





# WITH A BUILT-IN GUARDIAN ANGEL.

The MAN safety and assistance systems deliver more safety, fewer accidents and greater efficiency.

In addition to economic aspects, protecting the driver and other road users in the best possible way are priority matters. We need to do all we can to minimise the risk of accidents, which is why the new MAN TGS offers a safety architecture with innovative technologies. This helps the driver in everyday and in difficult situations, and makes an effective contribution towards the avoidance of accidents.





# MAN DRIVER ASSISTANCE EQUIPMENT.

## Electronic stability program (ESP)

ESP protects you from unpleasant surprises. ESP sensors constantly monitor the driving dynamics. If there is a risk of imminent skidding or tipping over, the separate wheels are braked accordingly and, where necessary, the engine torque is reduced. In this way ESP stabilises the vehicle and keeps it safely in the lane. MAN offers the electronic stability program for vehicles with leading or trailing axles and even for 4-axle vehicles or multiple tractors.

## MAN BrakeMatic® brake system with ABS and ASR

The most important distance is the braking distance. To prevent any nasty surprises, the electronic brake system (EBS), including ABS and ASR, ensures reduced braking distances. The coupling force control for optimal balancing of the trailer and/or semitrailer brakes enables perfect brake performance, reduced braking distances and evens brake lining wear along the entire vehicle combination to increase the service life of the linings.

## Continuous braking

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

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

With the innovative MAN PriTarder®, the MAN TGS comes with a highly efficient primary brake system that is one of a kind. The combination of EVBec® engine brake and PriTarder means that an enormous brake output of up to 620 kW is already produced at low driving speeds.

The MAN PriTarder® really demonstrates its strengths in distribution or traction: the completely maintenance-free system increases the payload by up to 64 kg while doubling the brake lining service life of the service brake. The MAN PriTarder® is integrated into the MAN BrakeMatic® electronic continuous brake management and is easy to operate via the stalk switch.

## Brake assistant

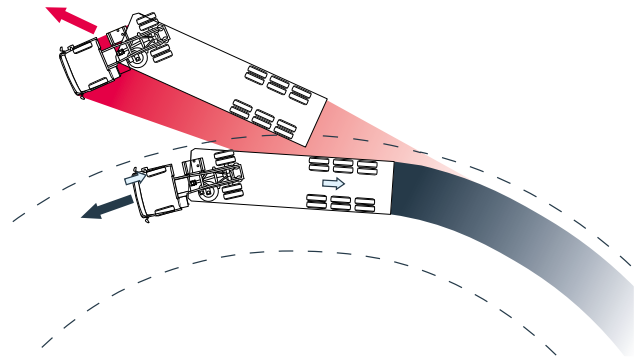
The brake assistant registers speed and pressure when the brake pedal is operated and optimises the applied brake pressure through to full brake force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

## New Emergency Brake Assist (EBA)

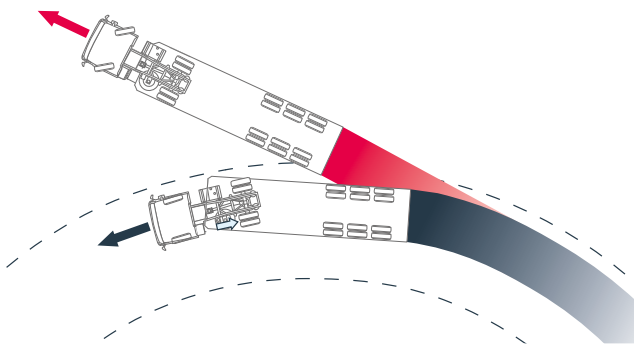
As even a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advance warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimised Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (radar and video) to detect a potential collision more quickly and to issue a warning signal earlier. EBA complies with the more stringent legal requirements for emergency braking systems starting in 2016/2018.

## Lane Guard System (LGS)

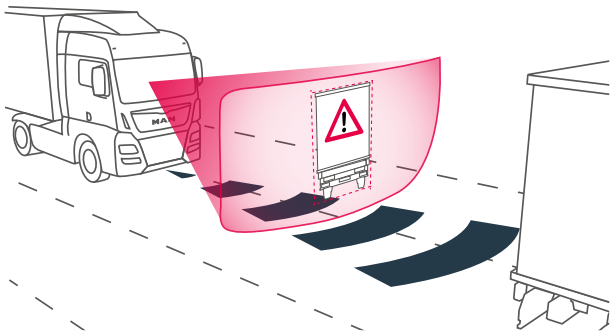
The electronic lane guard system (LGS) constantly monitors the vehicle's position in the lane. If the driver strays from the lane without activating the indicator, an acoustic warning sounds. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits a rumble-strip noise, which the driver intuitively understands. LGS increases the driver's awareness of staying in the lane, thereby reducing certain hazardous situations.



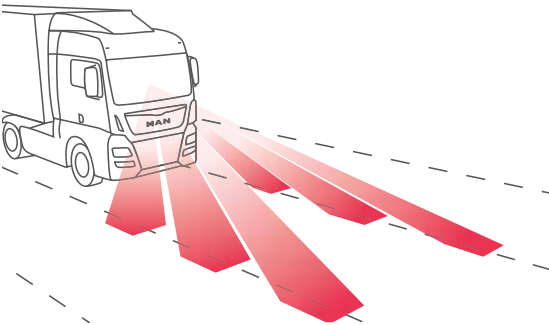
ESP compensatory braking when vehicle is oversteered



ESP compensatory braking when vehicle is understeered

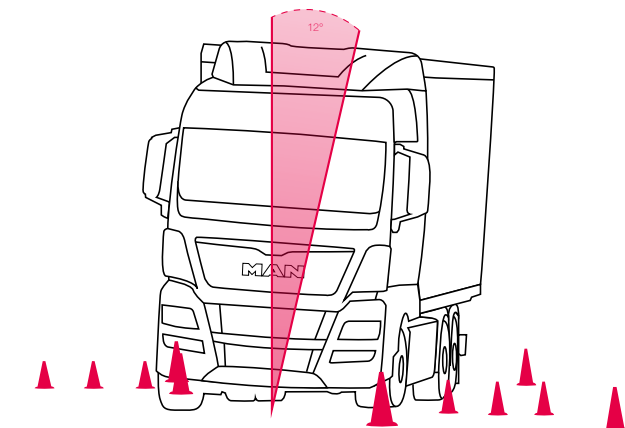


Functional principle EBA: advanced traffic monitoring by using two independent sensor systems (radar and video)

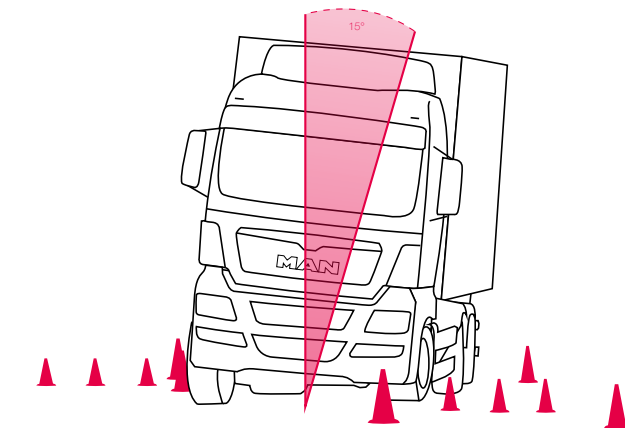


LGS for staying in the lane





Vehicle behaviour with CDC



Vehicle behaviour without CDC

### Adaptive Cruise Control (ACC)

Adaptive cruise control automatically evaluates the distance and differential speed of the vehicle in front and ensures a safe distance through electronic intervention in the accelerator or brake pedal. ACC can be used at driving speeds from 25 km/h and helps the driver to stay relaxed while driving. A new feature is the stop-and-go function in conjunction with the MAN TipMatic® 12+2 gearbox. In slow-moving traffic, congestion or when driving in city traffic, the truck automatically brakes to a stop behind the vehicle in front, and either moves off again independently (when the truck is stopped for fewer than two seconds) or when the driver depresses the accelerator or presses the button on the multi-function steering wheel.

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

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

### Emergency Stopping Signal (ESS)

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

### Xenon light for better vision

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

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

The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly. The automatic wipers with rain sensor are activated as soon as visibility

is affected by water or dirt. The optimum wiper speed is then set automatically depending on the situation. The control system can detect all kinds of visibility conditions such as rain, splashes, streaks or dirt.

### Cornering light

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

### LED daytime driving lights

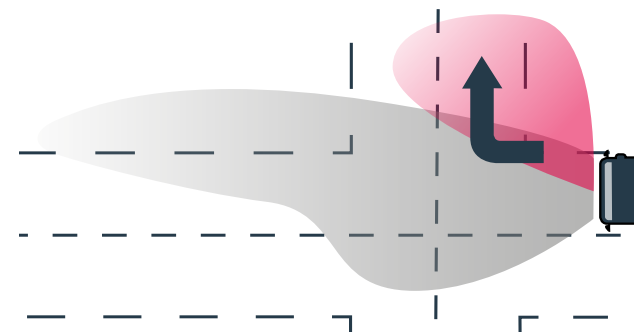
Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGS easier to see during the day compared to daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically with the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

### New LED rear lights

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

### Manoeuvring light

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



Cornering light for a better visibility



LED daytime driving lights



LED rear lights



**MADE FOR  
PERFORMANCE.**







# ALWAYS UP TO THE TASK.

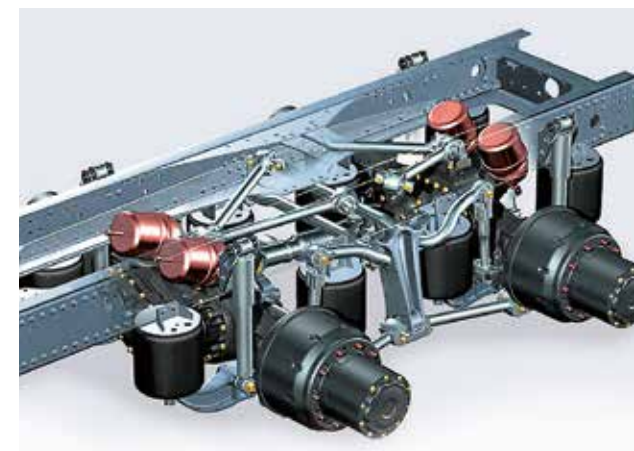
**From axles and suspension to meet every need, to body-friendly frames and robust chassis units.  
On the MAN TGS, all components are matched to the highest standards of reliability, safety and efficiency.**

The frame design on MAN traction vehicles provides you with more stability, more options for fitting bodies and greater economy. The completely flat upper edge of the frame and the cavities in the frame enable bodies of any kind to be mounted. With the low-friction hypoid drive axle, you can get from A to B in a very fuel-efficient manner, and with the off-road-compatible external planetary drive axle that provides good ground clearance and great traction to the wheels, you are perfectly equipped for heavy-duty operation.

In light-duty traction operation the new lightweight hypoid tandem axle can replace the standard HY tandem axle or even the planetary hub reduction tandem axle. The design delivers a payload advantage of between 180 and 280 kg. MAN delivers vehicles in normal, medium and all-wheel-drive heights, corresponding to increased requirements in terms of ground clearance and angle of approach.

One of MAN's specialties is construction air suspension on the AP rear axles – available for con-struction vehicles of medium height and all-wheel drive height with internal stabilisers for better off-road characteristics. With ECAS electronic level control, this delivers very good driving comfort in all load conditions.

A new feature is the variable axle load ratio for vehicles with a leading or trailing axle. This variable ratio means that the drive axle always has optimum traction, regardless of the payload being carried. The variable distribution of the axle load between the driven and non-driven rear axle ensures that, in every payload situation, the drive axle always has sufficient traction, and that the axle load is never below the legally stipulated minimum.

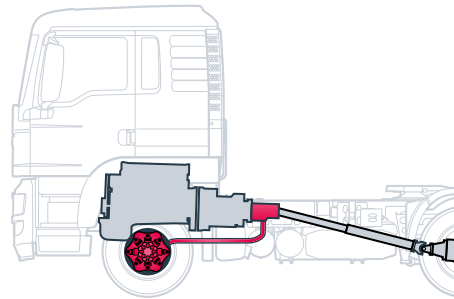


Construction air suspension on rear axle with electronic ECAS level control



Lightweight hypoid tandem axle





Functional principle of the MAN HydroDrive®



Front axle with hydrostatic wheel hub motors

# MORE TRACTION AT THE TURN OF A SWITCH.

**Out on the road, you never know what you might encounter. So it's best to be well prepared to meet anything. For example, slippery surfaces, mud and loose gravel.**

MAN was the first manufacturer of commercial vehicles to introduce selectable hydrostatic front-wheel drive. In many situations, MAN HydroDrive® has been proving itself capable for many years. It handles all traction-critical driving situations with consummate ease – even where trucks only equipped with rear-wheel drive would get no further at all. With MAN, driving downhill is safer as the engine braking torque is also transferred to the front axle (“support”). The strain on the service brake is also eased thanks to the combination of MAN HydroDrive® and a PriTarder. That means improved driving safety, better tracking stability on uneven ground, even when driving downhill – the perfect solution for your applications.

A quick turn of the switch in the cockpit gives you much more traction and optimal drive, whether you are driving forwards or reversing. Your MAN therefore now has an even broader range of operation. Compared to a conventional all-wheel drive system, you not only save fuel, you also save up to 400 kg of weight. Even if you spend almost all of your time on surfaced roads, the extra traction provides you with more mobility and safety, especially when driving without a load on slippery road surfaces, or on winter roads under snow and ice.

MAN HydroDrive® is also available in combination with the automated MAN TipMatic® manually operated gearbox. Only MAN enables you to choose between an automated or manual gearbox.







# 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.**

In 2018, MAN is entering the world of digital value-added services with RIO hardware and service packages for performing transport tasks with ease. The RIO box provides access to the cloud-based digital services available on the VW Truck & Bus platform: a future-proof on-board module for transmitting telematics and logistics data – each new Euro 6 truck will be kitted out with the technology, making it especially easy to start using digital services in the transport and logistics sector. Automatic software downloads and the installation of software updates and new services mean workshop visits are no longer needed for these applications, making downtime for such issues a thing of the past. Older MAN models and vehicles from other manufacturers can also be retrofitted hassle-free, allowing you to manage your entire fleet via a single logistics platform.

RIO Essentials allows you to manage your works via the VW Truck & Bus platform from the moment the vehicles leave the factory. The technology opens up a world of logistics services, gives you attractive offers from a major supplier specialised in road maps and traffic and weather information, and provides efficient driver management support that you can rely on and adapt to your needs. An extensive vehicle-related deployment analysis is included in the basic service.

Continuous status messages from the vehicle to RIO allow optimised user profiles to be set up and these can also be consulted when acquiring a new commercial vehicle.

**The following services are included in the package:**

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

In conjunction with RIO, the new generation of vehicles is laying the foundations for other intelligent services like EfficientCruise.





# YOUR TRUCK IN THE BEST HANDS.

**Maximum quality over the maximum vehicle service life and excellent availability – that’s our promise to you.**

With a wide-ranging portfolio of services, we offer 360° support that is both efficient and reliable. You can rest assured at all times: your MAN truck is in the best hands with us. MAN services offer everything your coach needs, meaning that your MAN trucks are always operated in the best possible conditions and that you can profit from your vehicles for even longer. With MAN ServiceContracts or MAN Mobile24: your mobility is our concern. That is true of our additional services too. MAN services, for instance, have tailored solutions on hand to optimise operating your vehicles, increase profitability and increase efficiency. Whatever service you choose, you’re always on the right road with MAN.

**The quickest way to find out more: [www.truck.man](http://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](http://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 coach rental service makes it possible to be more flexible in responding to short-ages 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:** save a lot and protect the environment in the process with reconditioned MAN Genuine Parts from MAN, the manufacturer or external service providers
- **MAN Genuine Oil:** MAN Genuine Oils are proven to provide optimum protection against wear and thus contribute to reducing overall operating costs
- **MAN Mobile24:** Europe-wide breakdown service for coaches
- **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 coach types
- **Service promise:** top quality, top advisory service, top selection, top financing, top service
- **Top services:** including used vehicle guarantee, financing

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



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