

THE MAN TGM UND TGL.

Simply my truck.



THE MANY FACETS OF THE MAN TGM AND TGL TRUCKS.

A dependable duo, they are each one of a kind. The MAN TGM and TGL series are a powerful pairing of professionalism and productivity. They boast all the qualities that have made MAN synonymous with innovative, reliable mobility. Whichever of the two trucks you climb into, you will find maximum efficiency is already on board. The MAN TGM and TGL are sure to impress you with their top quality too.

The MAN TGM and TGL come with an improved drive-train and practical features. As a result, the drive system is more efficient, the driver's workspace is much more comfortable, and the rest area in the extended cab models is even better than before.

On top of all this, you can rely on excellent service plus safety and assistance systems tailored to today's traffic conditions, with digital solutions playing a crucial role.

In addition to familiar assistants, highlights include improvement of the sensor systems so that, among other things, pedestrians and cyclists in front of the truck can also be detected and taken into account in the warning and braking strategy. Systems and system improvements such as distance warning system or FrontDetection, traffic sign recognition, AttentionGuard and Reversing Motion System help the driver to concentrate on the traffic situation.

We understand that the world is not the only thing which is changing at an ever-faster pace: the way in which goods are delivered to residential areas and cities is evolving too. Delivery speed, reliability and digital transparency are increasingly important in the online age. To help you provide a smooth delivery service, we offer you transport solutions that are geared towards the task in hand and work optimally.

Find out more:

www.man.eu/mantg



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TRUCK

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**THE TIMING MIGHT
BE TIGHT ...**





**... BUT THE
CAB DEFINITELY ISN'T.**

EXCELLENT DRIVER FIT

ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the MAN TGM and TGL trucks ensures a pleasant start to the day. As the entrance is positioned in the middle of the door area, the driver can get into the vehicle in an upright position. The access ladder is designed as a stair so you have all steps in view. On entering the vehicle, the design ensures extra comfort, and it offers better safety, too. Thanks to entry lighting, the steps and surroundings are visible at any time of day and in any weather conditions as soon as you open the door. For all this, we didn't forget the little things either: an entrance optimised especially for off-road work and that features steps with a non-slip surface and a lattice structure, washable interior door panelling and a compressed air supply. This way sand, mud and gravel can quickly be shown back out the door. In addition to ensuring your truck makes a positive impression visually, breaks feel all that much better, too.

That said, we developed the MAN EasyControl system specifically to help you avoid getting in and out when you don't have to. Within the driver-side door there are four controls that can be easily accessed from outside the vehicle

vehicle. Depending on your configuration, they come pre-programmed with the key functions or can even be implemented according to individual needs.

Once in the cab, you have a variety of driver's seats to choose from, each ready to welcome your particular build. There is a larger range of backrest adjustment options for drivers of all sizes. The passenger seat as well features highly ergonomic design and its own range of individual adjustment possibilities. The Vario seat is especially space-saving: when it's not needed, thanks to its Cinema function, it can simply be folded away.

Even the steering wheel has been given greater flexibility: for the resting position, the steering wheel can be tilted forward to a horizontal position by the driver, and in action as well, it can be given as steep an angle as that of an average passenger car. The result is a workplace that bends over not only backwards, but forwards and sideways as well, to suit. So the driver doesn't have to.



MAN EasyControl:
four control buttons reachable
from outside the vehicle
for maximum comfort.





WITH MAN YOU CAN TAKE A LOAD OFF.

Everything has to come to rest at some point. A good atmosphere. A cosy environment. In the sleeping area of the MAN TGM and TGL that's exactly what you'll find. In the extended cab models TM and TN, a multizone cold-foam mattress and a slatted frame ensure comfort for well-deserved shut-eye and peaceful dreams. Personal items have their spot too in the many, customisable stowage compartments.

The bed is so comfy, you might want to stay just where you are. And you can, too, since all important functions can be operated and monitored right from the remote control. Lights, locks, heating, windows – all a simple push of a button away. Just like the radio, music, the perimeter camera and important data on the battery's current status or driving times. The infotainment system can also be conveniently operated via the MAN Driver app. Breaks and sleeping times can therefore be used optimally so that you're well rested and ready to take on upcoming challenges. In our cabs an auxiliary water heater provides pleasant temperature and air condition.

While the truck is on the road, MAN Climatronic maintains the chosen temperature fully automatically. Comfortable temperature zones in the cab are assured as well, as the foot area and the head area are controlled separately. Perfect for keeping your head cool but your toes toasty. Noise and lights are kindly asked to stay away, however. To create the perfect feel-good environment, the entire interior can be tailored to suit you down to the ground. From the colour scheme (Desert Beige or Moon Grey) to the storage space in the cab and even the interior lighting, everything can be customised to your needs – while maintaining a clear focus on the functionality which will never let you down.

Lion emblem on partial leather seats and curtains

With the expressive lion emblem on the partial leather seats and the practical curtains, stays in the cab are even more pleasant. The curtain fabric is hard-wearing and is in the same colour for both interior colour schemes. The cross-cab curtain is designed as a single piece. The bunk area can now be made even darker.



- 1 Perfect for independent types:
on-board coolbox/fridge
- 2 Lion emblem and curtains

TOP-CLASS DRIVER'S CAB.

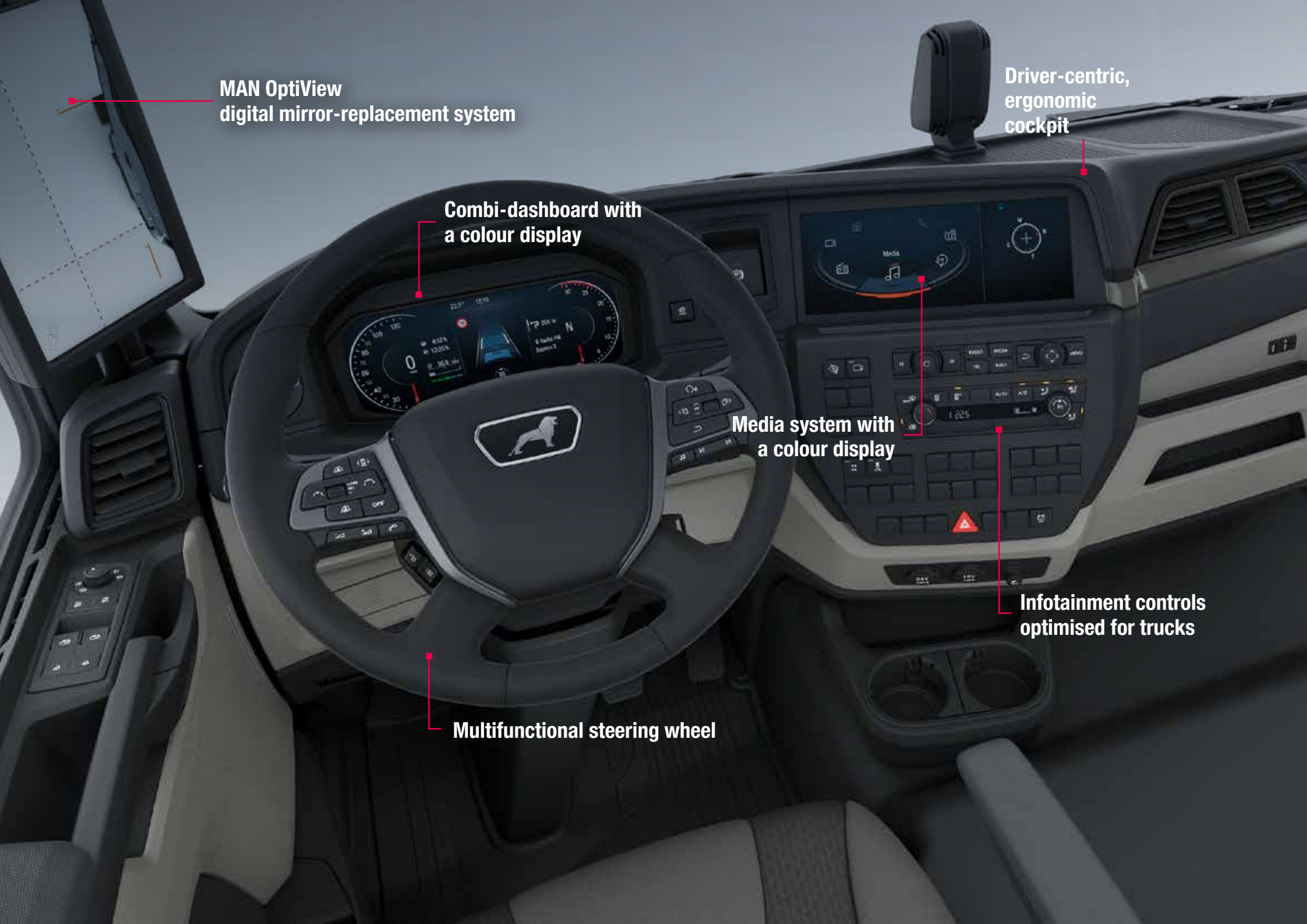


Innovative MAN SmartSelect
multimedia control

The driver's cab is the heart of the MAN TGM and TGL trucks. Because comfort in the cab means easier workflows and faster completion of your haulage jobs. Ideal conditions for higher driver motivation, and that translates to an investment that pays you daily returns. The controls of the MAN TipMatic® automatic gear shift system situated directly on the steering column stalk is just one example. With this design, there's now all kinds of free space.

The additional room is put to good use in both trucks to integrate stowage space and compartments which make it easier to keep the cab tidy. These range from overhead compartments above the windscreen to various storage solutions in the central area or by the passenger seat. Depending on the cab version, these compartments, the refrigerator and other drawers come in various sizes. As a result, the cab is always perfectly geared towards drivers' different needs.

One feature is the trailblazing MAN SmartSelect system. It was developed together with our customers, makes using the multimedia system child's play even in demanding driving conditions. Here, too, comfort and safety was our inspiration for eliminating the touchscreen. With MAN Smart-Select, functions such as maps, music, cameras and more can be selected via a user-friendly dial with hand rest. There's so much more to discover in our driver's cabs, so get in, get comfortable and enjoy all the possibilities.

A detailed view of the driver's cockpit in a MAN truck. The image shows the steering wheel with the MAN logo, a digital instrument cluster, a large central infotainment screen, and various control buttons. Red lines connect text labels to specific features: the digital mirror system, the instrument cluster, the steering wheel, the infotainment screen, and the control panel below it.

**MAN OptiView
digital mirror-replacement system**

**Driver-centric,
ergonomic
cockpit**

**Combi-dashboard with
a colour display**

**Media system with
a colour display**

**Infotainment controls
optimised for trucks**

Multifunctional steering wheel

EVERYTHING IN ORDER.

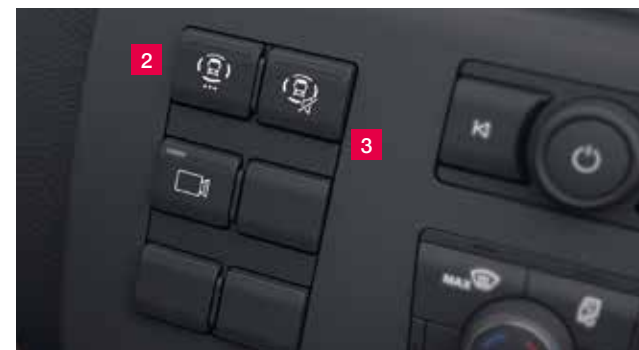
The traffic situation is becoming ever more demanding and complex. And when off-road, you're always facing new challenges that call for a driver's full concentration. It is all the more important to us then to make the cockpit as driver-friendly and organised as possible. Displays and controls are separated from one another spatially. Reading distances and reachability are thus ergonomically optimised: data is set at a farther distance, making it easier to grasp, functions are colour-coded, and buttons and switches are within easy reach. The focus is clearly set on the most important areas. The driver's view can easily go between the road and the instruments, without fear of distraction. Just another MAN contribution to making drivers' lives less complicated and less tiring.

The controls for the MAN media system and MAN SmartSelect are simple to use. All of the displays and controls throughout the vehicle follow a single concept. Symbols, colours, usage, alert and warning sounds as well as design are consistent throughout the cockpit. The quick-selection keys are individually programmable and accelerate workflows. Not to mention notices can be played in any of 30 different languages. For voice command operation, a choice of six languages is offered. All of it intuitive to use. After all, the controls – and especially the cutting-edge digital components – were developed by drivers for drivers. This way the driver can see to the truly important things: the cargo and the transport, whatever the terrain.

Direct call-up of central operating menu for assistance systems

Assistance systems make driving comfortable and the roads safe – but only if they are active and correctly set up for the intended use. With the new button, the central operating menu for all assistance systems is only a push of a button away.

The new button directly opens the central operating menu for configuring the assistance systems available in the vehicle. This simplifies switching on and off as well as configuration of all the available assistance systems – especially with frequently changing drivers. Depending on the equipment, the button for central operation of the assistance systems is located either on the multifunction steering wheel or in the assistance system key panel on the instrument panel (for vehicles without multifunction steering wheel). There is also a button for temporary switching off the acoustic signals of the assistance systems.



- 1 Assistance systems button for vehicles with multifunction steering wheel
- 2 Assistance systems button for vehicles without multifunction steering wheel
- 3 Button for temporary switching off the acoustic signals of the assistance systems

Centred in the driver's view is the fully digital combi-dashboards that shows driving data, data from assistance systems, warnings, alerts and more. It is flanked by a secondary display for navigation via the infotainment module.

**Displays placed at
ideal reading height
and distance**

**Controls within
perfect reach**



EVERYTHING UNDER CONTROL.

The controls of the MAN TipMatic® automatic gear shift system have been placed in the right-hand steering column stalk. That not only frees up space between the seats, as the usual console between the seats is no longer needed, but also improves ergonomics and safety. Close at hand as well – to the right of the combi-dashboard – is the control for the electric handbrake. This means it is optimally positioned with respect to gear controls and the ignition. It can be operated at any time but is now also automatically activated when the vehicle is parked and released when it moves off. This is another idea which creates additional room where a lever was previously needed. One more smart solution that adds to the extra space and comfort that MAN is known for. And, in particular, a big relief when all around you it's bumper to bumper and the streets are a mess.



DRIVING SMART.

With navigation, radio (from standard to digital), video, telephone and more tailored to trucks, the infotainment system of the MAN TGM and TGL is a communication and multimedia hub. It is available in five different variants, from entry-level to Navigation Professional. The 7-inch or 12.3-inch display – both with brilliant HD resolution – makes for great viewing. Direct access buttons and a USB-C input connection are part of the standard fittings, and from Advanced level on up to two smartphones can be paired. The media system Medium 7" is an entry-level media system version for vehicles that are subject to the new statutory provisions on equipment with a Reversing Motion System.

The infotainment system can be operated either via a classic control system with buttons or via MAN SmartSelect (can be combined from version Advanced 7-inch). Throughout, familiar usage meets innovative comfort. The result is one you can see and feel, too, as high-quality surfaces make every journey with the MAN trucks tangibly special.

Reversing Motion System

Overview to the rear when manoeuvring – ex-works! When reversing a solo vehicle, the camera image of the camera installed ex-works in the rear area supports the driver. People or objects behind the vehicle can be detected, trailers or semitrailers are in full view when connecting or hitching up.

The image from the camera is automatically shown on the MAN media system display when reverse gear is engaged and the vehicle rolls backwards. A button on the instrument panel with a camera symbol enables manual activation of the system.



- 1 Infotainment system with 12-inch display and MAN SmartSelect
- 2 Right: Camera image of the Reversing Motion System when hitching up
Left: Camera image of the front camera with MAN OptiView

A NEW PERSPECTIVE.

With the innovative MAN OptiView digital mirror-replacement system, enhanced safety takes to the road. This is not only because MAN does away with mirror arms and depicts the statutorily required fields of vision, but also because in critical driving situations such as manoeuvring, turning off and changing lanes, the extended views provide the driver with the optimal overview of the traffic situation.

MAN OptiView does far more than conventional mirror systems. Besides the statutorily required fields of vision, the digital mirror-replacement system also shows views specifically adapted for various driving situations (e.g. turning off, manoeuvring, driving on motorways). The functional principle and display concept of MAN OptiView are thus optimally matched to natural human perception, enabling the driver to visually grasp the vehicle surroundings and traffic activity quickly, evaluate them reliably and deal with them safely.

Components of the system

- Five cameras: Two cameras (near range and wide-angle) on each side of the vehicle above the door frame replace the external rearview, wide-angle and kerb mirrors. A camera on the A-pillar on the co-driver's side replaces the front mirror.
- Additional displays in the cab on the left and right sides, near the A pillars
- Door control modules for manual settings and changing the views

Camera systems

- Manual fold-in arms (side cameras)
- Filtering of glare (e.g. when the sun is low or there is traffic behind the vehicle)
- Protection by guided airflow against splashing water for continuously high image quality, even in the rain
- Automatically heated side cameras (depending on the ambient temperature) for clear pictures even under frosty conditions

Displays

- HD quality (resolution 1,920 x 1,080 pixels)
- Display 1 (driver's side): 12 inches
Display 2 (co-driver's side): 15 inches
- Brightness and contrast of displays 1 and 2 adjust automatically to the ambient brightness. In addition, the display brightness can be adjusted manually, for example for night trips.
- 12-inch display of the MAN infotainment system (3): Automatic display of front-camera image up to a road speed of approx. 10 km/h (split-screen display mode possible)

- 1 Display driver's side
- 2 Display co-driver's side
- 3 Automatic display of front-camera image up to a road speed of approx. 10 km/h (split-screen display mode possible)







MAN PUTS SAFETY FIRST, EVERY TIME.

MAN has the right cab for every need – and maximum safety, comfort and ergonomics travel with you wherever you go. Our cabs are designed for fatigue-free, focussed driving, relaxing breaks and maximum passenger protection.

All of the cabs offer optimum safety thanks to a range of features, including the mirror system comprising main and wide-angle mirror, large kerb mirror and front mirror. Or the innovative MAN OptiView digital mirror-replacement system which provides the driver with the optimal overview of the traffic situation. A heated windscreen ensures an unobstructed view even at the coldest times of the year.

FANTASTIC FOURSOME.



CAB TM:
THE COMFY ONE

(narrow, long, medium height)



CAB TN:
THE FLEXIBLE ONE

(narrow, long, standard height)



CAB CC:
THE COMPACT ONE

(narrow, short, standard height)



CAB DN:
THE CREW CAB

W × L (mm)	2,240 × 2,280	2,240 × 2,280	2,240 × 1,620	2,240 × 2,790
SLEEPING FACILITIES	2	1	–	–
SEGMENT	Heavy-load special uses in national long-haul transport	Local and distribution transport, off-road transport	Local and distribution transport, off-road transport	Construction transport, municipal services
BENEFITS AT A GLANCE	■ 2 sleeping spaces ■ Capacious exterior storage compartment ■ Expanded standing space in through access	■ 1 sleeping space ■ Capacious exterior storage compartment ■ Expanded standing space in through access	■ Comfortable height ■ 3rd seat possible ■ Additional storage spaces in midsection	■ 6 (optionally 7) seats ■ Comfortable height



PACKED WITH INNOVATIONS.

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 trucks takes you into new dimensions.

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 passenger seat, it offers space for up to seven people – as well as maximum convenience and functionality.

Even the stair unit represents a step up: the wide, non-slip steps, optionally available with lighting, are designed for safety. The internal fittings have everything covered, too. The crew cab is not just a practical option, though: its elegant front is designed in the same style as the MAN TG trucks. Aerodynamically optimised features minimise fuel consumption and improve cost-effectiveness.



Second passenger seat for the MAN crew cab

**WHEN THE TRAFFIC
IS UNPREDICTABLE ...**





SAFETY AND ASSISTANCE SYSTEMS



GUARDIAN ANGEL INCLUDED.

Safely to your destination and back. This wish has right of way. The extended range of assistance systems facilitate the work of the driver and can increase the safety of other road users. In addition to protecting drivers and other people on the roads, comfort and cost-effectiveness is an important aspect, too. A central button for calling up the assistance systems facilitates their operation, and even if in case of an accident the driver and vehicle escape with no serious injuries or damage, something else is lost: the valuable time it takes to record and report the accident. In order for your driver to arrive relaxed and secure, we have made the MAN TGM and TGL your personal safety expert.

Depending on the vehicle type and industry, we offer you the appropriate systems. Still, assistants have a supporting role: the final say is always the driver's.



- 1 Language recognition via driver card
- 2 Preparation for Alcohol Interlock

DRIVING IN COMFORT.

Language recognition via driver card

With automatic language recognition via driver card, activated via MAN Now, the language saved on the card is automatically adopted as the “vehicle language” after inserting the driver card into the tachograph (when the ignition is switched on) and does not have to be set or selected manually via the vehicle menu. Manual language setting via the vehicle menu remains available, so that a language other than the one stored on the driver card can be subsequently selected.

28 languages are available. The languages German and English are available in every vehicle. In countries where RIO is offered, additional languages are also available subsequently free of charge via MAN Now.

Preparation for Alcohol Interlock

Traffic accidents caused by alcohol are particularly annoying because they are absolutely preventable. The driver must react in a fraction of a second even in a sober state, e. g. to avoid an impending accident. Under the influence of alcohol, this is impossible. With the preparation for connecting a device for determining the alcohol content in the breath, the engine can only be started if a maximum permissible alcohol content (may vary from country to country) is measured in the air tested.

The electronic blocking of the engine start by the alcohol tester can be cancelled or bypassed (depending on the version, for example in emergencies) by pressing a secured button. Please note: This is only permissible for certain countries.

INCREASED SAFETY.

Front Detection

Whether in the delivery zone of a supermarket, when leaving the workshop or in hectic inner-city traffic: people may be located directly in front of the vehicle where they are difficult to see. **When moving off and at speeds of up to 10 km/h**, Front Detection monitors the close range in front of the vehicle, which is difficult or impossible for the driver to see, and warns the driver in two stages if it has detected particularly vulnerable, “weaker” road users, such as pedestrians or cyclists. Front Detection thus helps to increase safety and prevent accidents. It relieves the strain on the driver, in particular during urban driving.

Front Detection supplements the Emergency Brake Assist EBA Plus, which includes a comparable protective function for particularly vulnerable road users, but only becomes active at speeds above 10 km/h.

Emergency Brake Assist EBA Plus

In an emergency, automatic brake intervention until full braking – this has previously saved lives in the event of an impending collision with other vehicles. But what happens if pedestrians or cyclists suddenly enter the driving area? The enhanced Emergency Brake Assist warns and now reacts to these more vulnerable road users as well. The Emergency Brake Assist EBA Plus warns the driver of an impending collision **at road speeds of 10 km/h and above**. In the event of an emergency, if a collision hazard is detected, automatic braking intervention takes place even to the point of standstill – also for vulnerable, weaker road users such as pedestrians or cyclists. Available on demand in a version that cannot be switched of.



1 Front Detection
2 Emergency Brake Assist EBA Plus



FURTHER ASSISTANCE SYSTEMS.

Direct call-up of central operating menu for assistance systems

A new button directly opens the central operating menu for configuring the assistance systems available in the vehicle. This simplifies switching on and off as well as configuration of all the available assistance systems – especially with frequently changing drivers. Depending on the equipment, the button for central operation of the assistance systems is located either on the multifunction steering wheel or in the assistance system key panel on the instrument panel (for vehicles without multifunction steering wheel). There is also a button for temporary switching off the acoustic signals of the assistance systems.

Lane Change Collision Prevention Assist for MAN TGM

The MAN Lane Change Collision Prevention Assist uses radar sensors to monitor the areas to the left and right of the vehicle's lane. If the sensors detect that changing lanes would result in a dangerous situation, the driver is warned in good time. If the vehicle nevertheless leaves the given lane – also if the turn indicator has been actuated – the Lane Change Collision Prevention Assist steers it back into the lane by means of a corrective steering torque.

Lane departure warning (LDW)

An acoustic signal warns the driver if they drift out of their lane. Available on demand in a version that cannot be switched off.

Lane change support (LCS) for MAN TGM

Lane Change Support LCS monitors the lanes on the right and left next to the vehicle with the aid of radar sensors from a driving speed of 50 km/h – up to approx. 30 m towards the front and up to approx. 80 m towards the rear. If the sensors detect a dangerous situation when the vehicle is changing lanes, the driver is warned in good time so that they can prevent a potential collision with other vehicles.

Lane return assist (LRA)

If the truck departs from its lane, corrective steering guides the vehicle back. The vehicle is automatically steered until it reaches the normal lane position; it is not kept in its lane continuously.

Turn Assist for MAN TGM

Turn Assist monitors the difficult-to-see side area next to the vehicle (co-driver's side) with the help of radar sensors at road speeds of up to 30 km/h. If the sensors detect a dangerous situation when the vehicle is turning off, the driver is warned in good time so that they can intervene and prevent a possible collision with other road users.

Adaptive Cruise Control ACC

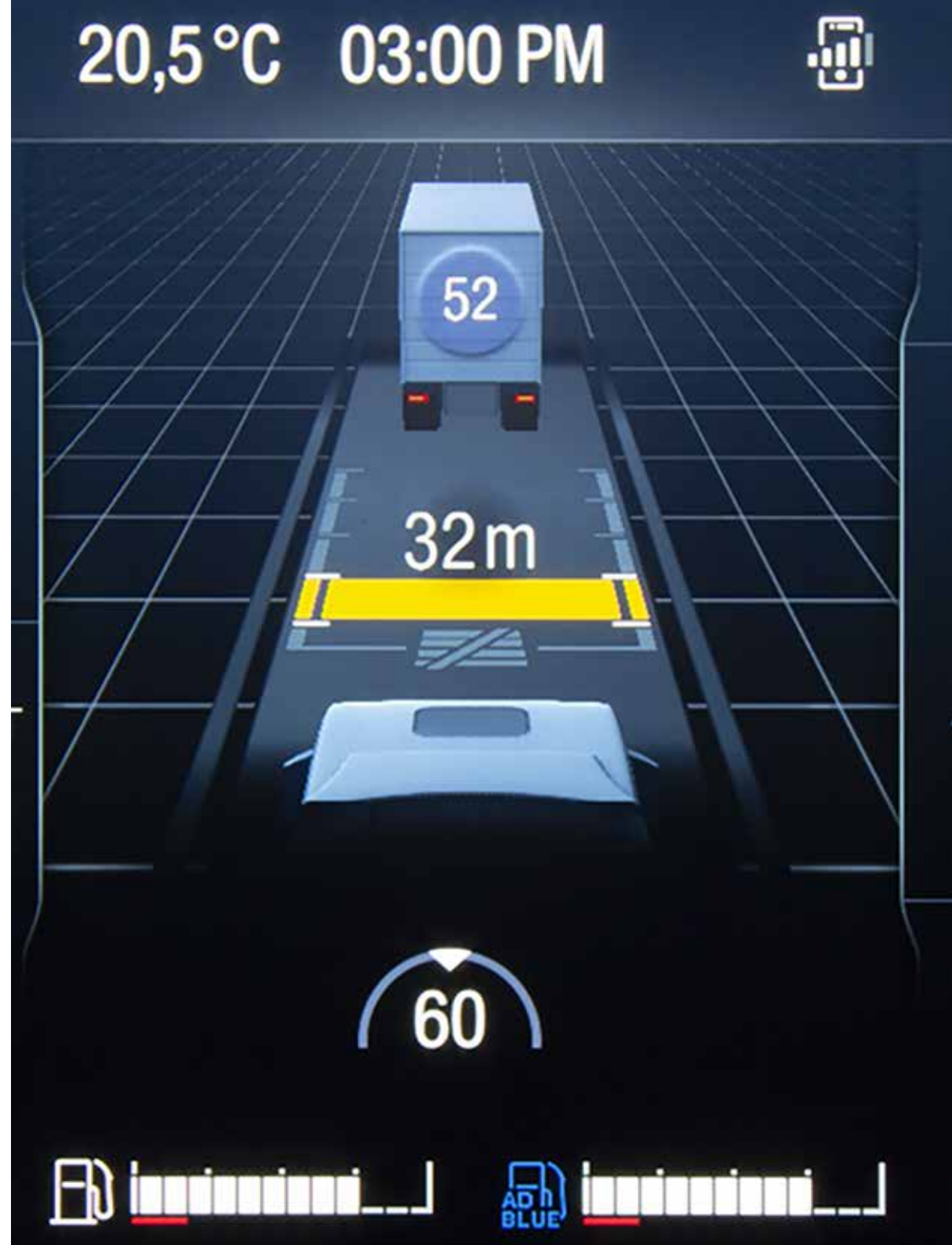
Adaptive Cruise Control ACC uses automatic engine and braking interventions to keep the truck at a constant safe distance to the vehicle ahead.

Distance warning system

The distance warning system helps to maintain the required, generous safety distance to the next vehicle. After an acoustic or visual warning, the driver can correct the distance so that more reaction time remains for unforeseen situations.

MAN AttentionGuard

MAN AttentionGuard is an attention assistant based on the principle of lane monitoring. Within the limits of the system, starting at a speed of approx. 60 km/h it detects reduced driver alertness in good time. A visual as well as acoustic warning supports the driver in refocusing their concentration on the road – thus we help reduce a possible accident due to lane departure. Compared with the previous version, the enhanced MAN AttentionGuard continuously evaluates the driver's directional accuracy, steering interventions and other parameters. The uniformly specified, scientifically recognised rating scale (Karolinska Sleepiness Scale, KSS) is used to calculate and estimate the driver fatigue level. The driver is warned when a specific stage on this rating scale has been reached.



FURTHER ASSISTANCE SYSTEMS.

Traffic sign recognition system

The traffic sign recognition system uses the new video camera on the windscreen to detect road signs on the route in front of the vehicle and displays the permitted maximum speed on the instrumentation display. This applies to both traffic signs that show a specific speed limit, as well as town boundary or motorway signs. If the permitted maximum speed is exceeded, the system warns the driver visually and, if necessary, also acoustically.

For vehicles with navigation system, the system combines the optically recorded data with stored navigation data. This means that the system can also react accordingly to current changes in signs – which are not shown in the existing navigation data. Other country-specific and vehicle-specific restrictions such as no-overtaking or no-entry restrictions can also be shown on the display.

Tyre pressure monitoring system

The tyre pressure monitoring system (TPM) with display of tyre temperature uses sensors to determine and monitor the air pressure and temperature in the vehicle tyres – including the spare wheel (here only air pressure). If the air pressure is too low/too high in comparison to the nominal pressure or the tyre temperature is too high, the driver is warned by means of a display in the instrumentation. As standard available for the entire range up to and including 4-axle vehicles. The function autolearn/auto-locate automatically learns the sensors and their position so that the wheels no longer have to be fitted in the same position; there is no need for a workshop visit to re-initialise the sensors with the correct position.

High-beam assist

Depending on the driving situation, high-beam assist optimises use of the main beam. It prevents the drivers of oncoming vehicles or vehicles in front from being dazzled by automatically dipping the headlights.

Side camera system (SCS)*

The side camera system is an integrated camera system for assisting in turn-off procedures. It makes it easier for the driver to observe those areas next to the vehicle that are difficult to see (co-driver's side). The video feed is transmitted to an optional additional monitor (only for vehicles with conventional mirrors) on the co-driver A-pillar or to the media display.

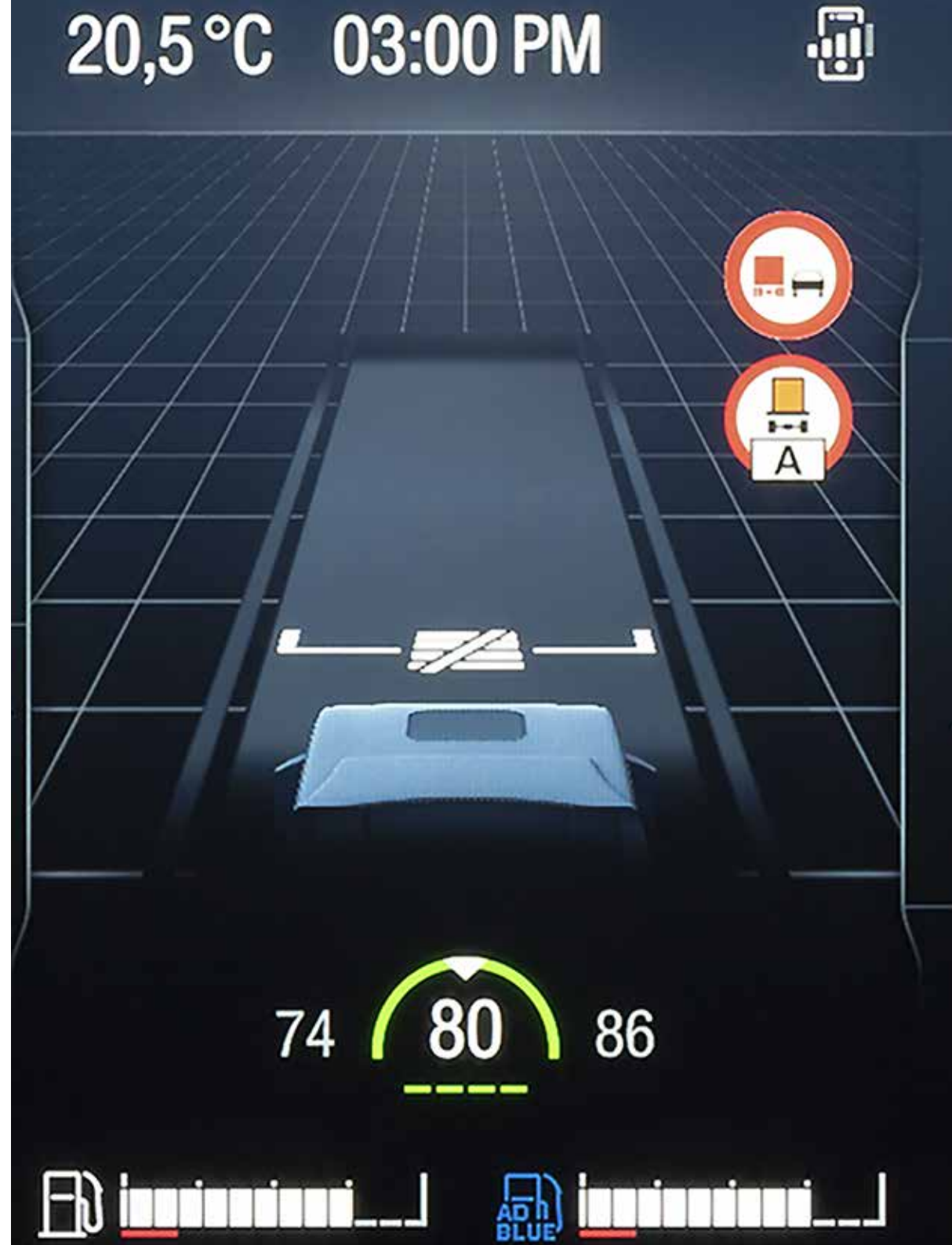
Video Turn Assist (VTA)*

Video Turn Assist expands object recognition by comparison with the side camera system (SCS): Objects are detected in an area of 2.5 m x 6 m to the right of the vehicle and the monitor display is supplemented by a warning to the driver in the form of an acoustic signal from the loudspeaker built into the vehicle. The video feed is transmitted to an additional monitor (only for vehicles with conventional mirrors) on the co-driver A-pillar. In addition, an optical display lights up and an acoustic signal is emitted.

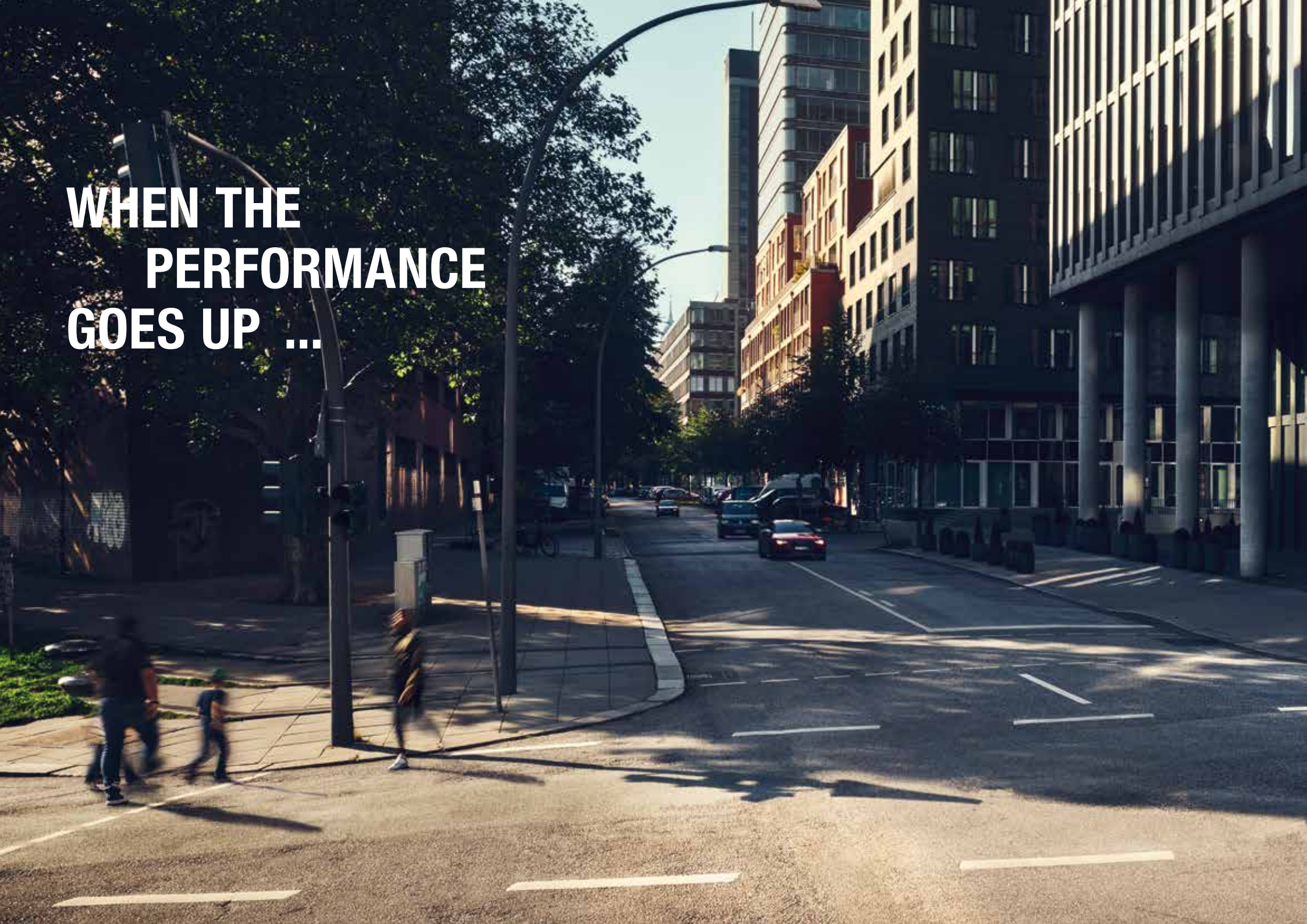
360° view assistant BirdView*

The camera system for a 360° live view 'from above' seamlessly displays an area of up to four metres around vehicles with fixed bodies (e.g. fire-fighting, beverage or waste-disposal vehicles). Stitch-and-blend technology combines four camera views (front, rear, left and right, in full-HD quality) to a single image from the bird's-eye perspective. A special feature of the system is – depending on the driving situation – self-adjusting image sections at manoeuvring speed (≤ 40 km/h), when the turn indicator is set (lane change) and when reversing.

*MAN Individual package



**WHEN THE
PERFORMANCE
GOES UP ...**



**... BUT THE
CONSUMPTION
COMES DOWN.**

GREAT EFFICIENCY AND ECONOMY







HIGH PERFORMERS.

If you want to get to the top, you need drive and efficiently deployed strength. MAN offers the tried-and-tested MAN D08 engine for the MAN TGM and TGL trucks. This high performer brings efficiency and trusted MAN reliability to make your new truck a strong and cost-transparent member of your business for a long time to come. In particular, thanks to SCR and optimised thermal management, all the MAN engines are ideally prepared for the stricter emissions limits of Euro 6.

Strong on performance and light on emissions? Here, enhancing motor efficiency was the top priority. With the current vehicles, MAN proves you can in fact have it both ways. However, at the end of the day, what really counts is how much cargo can be transported from A to B.

Furthermore, we also have a variety of digital tools ready and waiting to help you get the most out of our high-performance engines at all times.

The digital service Perform assists drivers in optimising the economy of their driving styles. Perform evaluates all the relevant vehicle data with respect to the economic efficiency of the driving style. The service provides important vehicle data about utilisation of cruise control or the service brake, for example.

EFFICIENT DRIVETRAIN.

The efficiency of the drive components is decisive for the economy of the vehicle. Everything fits together in the MAN Trucks: Efficient and powerful engines and the new generation of hypoid axles* lay the foundation for exceptionally low fuel consumption.

The MAN D15 engine series does away with EGR thanks to enhanced SCR technology and the widespread availability of AdBlue®. Exhaust gas aftertreatment by the SCR catalytic converter and the MAN CRT (continuously regenerating trap) system ensure cleanliness and compliance with legislation. Plus, the MAN D15 has slimmed down and is significantly compact. When paired with the optimised axle drive, weight was reduced, thereby increasing load capacity.

Thanks to simplified exhaust gas cleaning and cooling, the MAN D08 engine is less complex, economical in fuel consumption and easy to maintain. The six performance levels guarantee maximum efficiency and best performance for every application. As a lightweight with a high load capacity, it's a particular favourite for distribution transport.

Efficiency is always what comes first when it comes to MAN engines. You can count on it. Finally, there was only one component left for us to improve: the driver. And we took that on, too: first via efficiency data displays and assistance systems like the GPS-based speed control system MAN EfficientCruise® with PredictiveDrive. Then we added tailored driver training using the data from your specific MAN truck, continuously digitally recorded and ready for evaluation. Together it's the ideal basis for the perfect interplay of human and MAN.



New generation of hypoid axles*

The new generation of hypoid axles enables a driveline configuration that is optimally matched to the respective application: Lighter and more efficient. As single axle or tandem-axle assembly.

*Available for MAN TGM with 13 t rear axle



MAN POWERMATIC.

The MAN PowerMatic is a torque converter automatic gearbox in which the gearshift strategy and gearshifts are performed automatically. The hydrodynamic torque converter enables virtually wear-free moving-off with high acceleration capacity. Ideal for urban distribution transport or municipal applications.

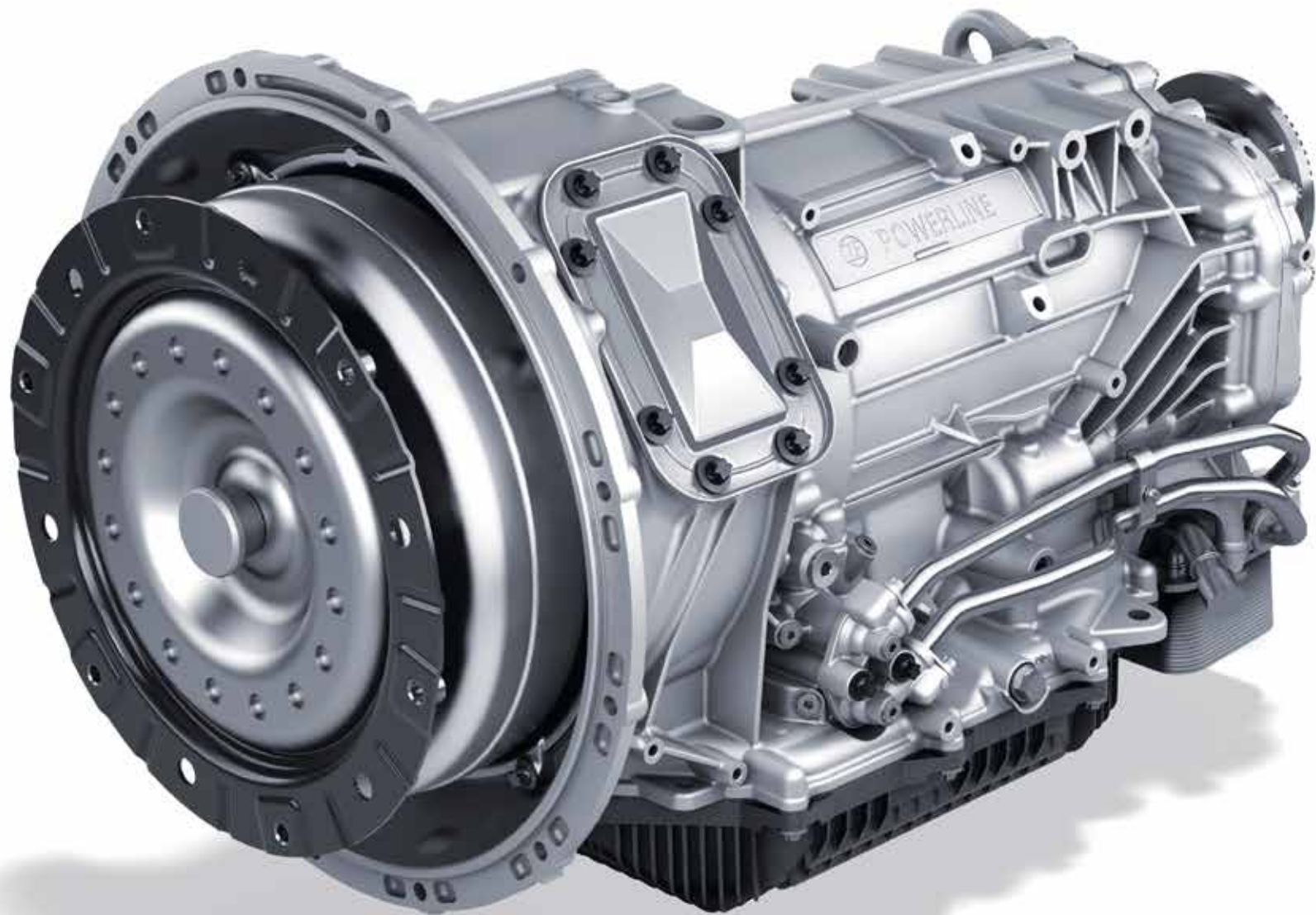
The corresponding moving-off gear is automatically selected depending on the load state and gradient. Thanks to the integrated multiple-disc clutches, gear changes can be carried out without traction interruption (under load). This enables very good vehicle acceleration – ideal for authorities and emergency services vehicles. Automatic direction change makes it easier to switch between forward and reverse travel, and deployment-specific optimisation of the driveline is possible with the Collect, Emergency, Manoeuvre, Efficiency, Individual and Offroad driving programs. PTOs are available ex-works. The low dead weight of the MAN PowerMatic ensures a high payload.

PTO range with MAN PowerMatic

With the introduction of the new gearboxes for the D08 engines for TGM and TGL, new PTO options will be offered on the side of the gearbox. These will be available ex-works in various versions in the 3 o'clock position. These will also be followed by additional more powerful PTOs in 11 o'clock position for special applications such as fire service deployment that are exclusive to MAN. Both PTOs can also be combined.

Advantages at a glance:

- Full integration into vehicle operation
- Efficient: a high degree of efficiency coupled with the usual high quality standard
- Tried and trusted technology with a high level of functional reliability
- Deployment-oriented solution with a broad range of applications
- Variants with flange: standardised flange connection allows installation of power consumers by the body manufacturer, thus saving time and expense



THE MAN TGM AND TGL ARE EVEN INNOVATIVE WHEN THEY'RE STANDING.

With their innovative braking technologies, MAN trucks make everyday driving as safe as possible. The EBS electronic brake system enhances braking performance, whatever the situation, while the off-road ABS function improves braking on unpaved and slippery surfaces if necessary. Meanwhile, the traction control system and the electronic stability program (ESP) help to make driving safer as standard.

As even a brief moment of distraction can lead to an accident, MAN has also developed the anticipatory emergency brake assist (EBA). It gives drivers an advance warning of impending collisions, providing them with valuable time to react. In an emergency, it even initiates braking itself.





TRACTION MATTERS.

In the off-road segment, often jobs don't just cover good roads, but involve unmade tracks and uneven terrain as well. Efficiency is a prime consideration here too.

Thanks to the two innovative MAN all-wheel drives, the MAN TGM trucks can handle a wide range of transport jobs off tarmacked roads. Depending on the uses you have in mind, there are two versions to choose from.

Engageable mechanical all-wheel drive

- For occasional use on challenging terrain where high traction and good axle articulation are needed
- Traction jobs that are lengthy or require higher speeds

Permanent mechanical all-wheel drive

- Permanent front-axle drive with longitudinal differential
- For those who frequently need high traction and limited axle articulation
- The permanent all-wheel drive is recommended for longer jobs on relatively flat surfaces where grip changes substantially (e.g. winter service)

**WHEN YOU
KEEP YOUR CALM ...**



**... AND YOUR
TRUCK IS ALWAYS
IN ACTION.**



OPTIMISED UPTIME

RELIABILITY IN DETAIL.

Our reliability rests on many components. The first is our continuously growing LED range for the lighting systems of the vehicle. Another is our dedication to the little things. For instance, when it comes to the electricity supply of the MAN TGM and TGL we pride ourselves on laying not one wire more than your configuration needs. The wires themselves are now protected by even more flexible and elastic materials, and the number of joints has been cut. We also reduced the wire thickness overall, which in turn means less weight and more available load capacity.

The modular wiring concept offers additional advantages by allowing customer requests to be easily incorporated and enabling quick repairs thanks to prefab sets. Together, the result is shorter downtimes and a vehicle electrical system with higher performance overall.

24V battery management system

Empty batteries and stranded vehicles due to excessive use of electrical devices during rest periods are a thing of the past with the new MAN battery management. The system ensures that the vehicle engine can be started by automatically switching off less important consumers.

Cyber security

The networking of electronic systems and the associated data availability and use are both a curse and a blessing. On the one hand, this enables new helpful functions and applications – on the other hand, it offers potential targets for hackers. MAN consistently safeguards all vehicle systems against misuse.



EBS LAGER

Warenannahme
Mo - Fr 7.30-12.00
Mo - Do 12.00-17.00

TGL B.190

MAN

M-AN 1181

SUPPORT NON-STOP.

Only a truck that runs is a good truck. Unplanned downtime and the associated loss of time and earnings are something we'd all like to do away with for good. The MAN Truck Generation has got your back there too. Right from day one, it brings the ultimate quality synonymous with MAN to its work. So much so that it's hard to get it to stop. If you need us, however, we're ready and waiting. When you're at a standstill, we will get you back on track as quickly as possible. We will move heaven and earth to keep you mobile. In short, where there's a MAN employee, there's a way.

When it comes to financing, too, you can rely on MAN: MAN Financial Services supports your needs and makes sure you stay mobile. You can even cover bottlenecks and react flexibly to higher demand thanks to truck leasing from MAN Rental.

With our clever solutions, you can make your business noticeably easier and more transparent. We've got it covered, so that your head stays clear for the road in front.

At a glance:

■ MAN Mobile24

Via the MAN Mobile24 mobility service, you can reach us round the clock europe-wide. The service has been expanded with additional solutions, so that our customers are always on the safe side for every kilometre. As well as the guarantee that the transport business can continue to run smoothly in the event of a breakdown.

■ Uptime guarantee

The MAN uptime guarantee keeps you moving. We are never far away in the event of a breakdown and, even if downtime or repairs are required, we will get you back on the road in no time.

■ Service contracts

We help you save time, money and stress. MAN takes care of everything as required, from servicing and invoice management to answering questions relating to guarantees and goodwill.

■ MAN Genuine Parts

With compliance with strict quality standards guaranteed, MAN Genuine Parts are the ideal match for your vehicle. It's the only way for your MAN vehicle to be driven safely, efficiently and with minimum wear.

■ Accessories and retro-fit solutions

Easily tailor your MAN to your needs with our high-quality accessories. Subsequently and simply. With products exactly matching your MAN model. And matching you.

For further offers and details please contact your local dealer or visit our website:

mantruckandbus.com





SERVICE AS YOU LIKE IT – PERSONAL AND DIGITAL.

Could your company also benefit from the increasing digitalisation taking place in logistics? We are convinced it can. That's why we would like to give you a brief insight into how you can better master the **most pressing challenges of your industry with smart digital solutions.**

Above all, the high cost and time pressure make the working environment in the logistics industry particularly challenging. Every vehicle in your fleet must be operated as economically as possible. This requires economical driving behaviour as well as effective and repair management. With an internet-enabled truck with Over-the-Air Upgrades, an overview of all the key data about the vehicle and its performance appears directly on your desktop, and many other useful features of our digital services give you the freedom to take care of business.

Your benefits:

- **more efficiency,**
- **simplified work processes, with maintenance outsourced to your MAN Service Centre or by keeping drivers and fleet managers digitally connected**
- **lower costs.**

The best part: it's already a reality.

With MAN DigitalServices, you can begin straightaway.

While transport is – and will always be – analogue, fleet management is becoming digitalised. MAN DigitalServices helps you optimise business tasks, bring fuel and admin costs down, plan and manage servicing tasks from the truck, manage time and provide continuous training to drivers.

We would like to give you the opportunity to try out this comprehensive package for three months for free! Our trial offer includes the following paid-for digital services: Geo, Perform, Compliant, MAN ServiceCare M and Timed. MAN ServiceCare S and the MAN Driver app are already free and are not part of this offer.

Take advantage of:

- efficient fleet management with digital services that make your job significantly easier
- our new cost- and risk-free offer: your free trial will automatically end after three months, with no further obligation.

The trial offer* is valid for all the vehicles** in your fleet for your registered trial period. Get started now: with just a few clicks, you can try all the benefits of MAN DigitalServices for your whole fleet. We are sure that you will be impressed.

www.man.eu/marketplace

The digital services listed below help you manage your fleet economically and efficiently:

- **Vehicle tracking**
- **Maintenance and repair management**
- **Tachograph and time management**
- **Economical driving**
- **Driver assistance**
- **Over-the-air upgrades**

The latest information on MAN DigitalServices can be found on our website: www.digital.man

* Valid for all customers who do not currently pay for MAN DigitalServices.

** Depending on technical availability.

EASIER WORKDAYS.

MAN ServiceCare

Regular maintenance is a must if you want to reduce unscheduled downtime and repair costs for your fleet. Our free MAN ServiceCare S is there to help – we'll be very happy to take care of your maintenance and repair needs. The service works using vehicle and maintenance data relayed to MAN ServiceCare over the Internet. Your MAN Service Centre uses this to proactively arrange maintenance appointments and combine your maintenance tasks. After all, you've got enough to do already. What's more, your nearest MAN Service Centre can use remote vehicle diagnostics to view targeted vehicle data and give you a more personalised service if you break down. MAN ServiceCare M gives you all the benefits of MAN ServiceCare S but you also get extra tools for even more personalised maintenance and repair management across your whole fleet. We are continually upgrading MAN ServiceCare – with pre-emptive tools that increase the uptime of your vehicles in a more straightforward and comprehensive way.

MAN Driver App

The MAN Driver app ensures that drivers always have important information about their MAN to hand. Not only does our smartphone-based digital assistant make life on the road easier but it also speaks 26 languages, which means that drivers from lots of different countries can use it. Our smart, user-friendly and efficient MAN Driver app helps MAN drivers on every trip, providing important information and offering a range of features to make their lives easier. For example, if they break down, they just tap on the app and connect to the MAN Mobile24 emergency service. Drivers can also notify fleet managers about any damage and send any documentation quickly and easily through the app. The MAN Driver app is a constant companion – whether you need to carry out a vehicle check before departure, look for a parking place online or check driving and rest times.

The MAN Driver app is free of charge and connects drivers, fleet managers and workshops in a simple and secure way. We're constantly improving our driver app and adding new offers and features that make MAN drivers' jobs even easier.





SMART SOLUTIONS.

MAN Now

With MAN Now, you receive exclusive vehicle functionalities and upgrades, allowing you to modify your truck software to meet your requirements, any time, any place – and all without having to drop into a MAN service outlet. Thanks to the new and convenient over-the-air technology, you can easily enable and expand functions or add new ones. Thanks to these retrofitted modification options you are more flexible in the vehicle configuration. As no visit to the workshop is required, you increase the vehicle uptime and efficiency.

The following features are available for all vehicles with a model year of 2020 or later:

- MAN OnlineTraffic
- MAN MapUpdate

The following features are available for all vehicles with a model year between 2022 and 2024:

- MAN LanguagePackage
- MAN LanguageRecognition
- MAN Idle Shutdown
- MAN EfficientCruise®
- MAN EfficientRoll
- MAN TimeInfo
- MAN TimeControl
- MAN TipMatic® driving program

The first usage of MAN OnlineTraffic per vehicle is free.

MAN SimplePay

Your trucks become digital wallets that can be used to pay for all the usual transactions that occur in the driver's daily business. The payment platform MAN SimplePay also offers a user-friendly user interface for fleet managers and provides full cost control in a timely manner.

MAN SimplePay can make everyday work easier: For example by instantly approving requests, confirming payments and consolidating invoicing. Or with full transparency and time savings for the fleet manager – all costs are in one system (dashboard). The payment is easily processed via the MAN media system in the vehicle, giving you greater security for transactions.

The portfolio (= use cases and payment options) of MAN SimplePay is constantly being expanded. When the service feature is activated in the MAN SimplePay portal, the new features are automatically imported over-the-air into the vehicle.

Technical requirements for these features are a RIO Box, registration on the RIO platform and activation of your vehicles. The range of over-the-air features is being continually expanded.

**WHEN ALL YOU WANTED
WAS A TRUCK ...**





**... BUT WHAT YOU GET IS
A TRUE PARTNER.**

STRONG PARTNER

Find out more:
www.abbi.man-mn.com



BUILT TO TAKE YOU THERE.

A truck without a body is like an operating system without user programs. Only when you find the perfect combination of a truck unit and a body or trailer do you have a tool that helps you to breeze through day-to-day business challenges. The frame concept makes it especially easy to mount attachments and bodies quickly and cost-effectively. Whichever body you choose, the MAN TGM and TGL boast excellent handling, thanks in part to the low-friction, low-noise hypoid axles and cleverly designed chassis. In addition to tried-and-tested parabolic leaf springs, the ECAS air suspension guarantees outstanding ride comfort and stability. For instance, it is easy to adjust the level to different loading bay heights using a hand-held controller. Along with the established fittings and technical features for connecting the body, the MAN TGM and TGL come with the following innovations:

- Exclusive panel of switches for body-related functions on the dashboard
- Electrical and electronic interfaces for sharing data with the body now optionally available behind the cab as well as in the usual position behind the engine hood
- MAN media system with the option of integrating third-party apps with body builder functionality
- The frame is connected in the same way as on the previous generation: existing body concepts can be utilised without any adjustments

Furthermore, the body manufacturer can be incorporated into the technical development environment and business processes of MAN. This is a central pillar of our body compatibility philosophy. The body builder portal ABBI (www.abbi.man-mn.com) is one way in which we do this. A fast source of information, it allows the delivery of the complete vehicle to be planned and calculated with greater precision and certainty. The Bodybuilder website also supports a smooth process involving both MAN and the body manufacturers.

For MAN TGM: Allison six-speed fully automatic gearbox*

In contrast to manual and automated gearboxes, with Allison automatic gearboxes there is no interruption in power during gearshifts. In particular when the vehicle is moving off and accelerating, the engine's power output and torque are transmitted to the wheels with almost no wear.

The torque converter smoothly multiplies the engine's torque and prevents interruptions in the tractive power during gearshifts. This means that fully automatic gearboxes accelerate faster than manual or automated gearboxes and exhibit outstanding moving-off behaviour. The optionally integrated retarder assists in braking the vehicle with little wear on the brake system. This leads to better control and manoeuvrability in addition to optimised driving performance.

Without mechanical clutches there is less wear on all parts of the driveline. The fully automatic gearbox itself is subjected to very little wear. It requires no more than a regular oil and filter change.

For body functionalities, there are numerous optional PTOs with various transmission ratios in two installation locations available. Up to two PTOs can be operated simultaneously while the vehicle is stationary or in motion. The gearbox control unit regulates how and when the PTOs respond and monitors the operating conditions.

* MAN Individual package

CUSTOMER-ORIENTED.

New air suspension control

The air sprung rear axle is now standard in long-haul transport. However, the possibilities and advantages of air suspension are also increasingly being used in many other application segments. The new air suspension control with its improved and extended range of functions takes this trend into account. This include for example, a 2nd rear axle relievable, and a manual and automatic suppression of VASC (Vehicle Air Suspension Control) level control. In addition a selection option of 2nd lowered driving height for compensation of tyre rebound on empty runs. This function assists in observing the height limit. And another new feature is the control of the air suspension of the trailer/semitrailer.

The electronically controlled air suspension VASC (Vehicle Air Suspension Control) allows the vehicle frame to be raised and lowered to suit different deployment scenarios.

The control unit for the electronically controlled air suspension (VASC) is installed in a separate holder next to the driver's seat and allows the driver to adjust the height of the vehicle frame quickly and precisely – for example, to adjust the cargo space floor and the loading ramp to the same level. An extended control unit enables the VASC to be operated via the multifunction steering wheel and via a menu in the display of the instrumentation.

System improvements:

- New functions
- Shorter lifting and lowering times (up to 50%)
- Remote control with new ergonomic operating design
- Control via multifunction steering wheel and on-board menu
- Control of the air suspension of the trailer/semitrailer via remote control or multifunction steering wheel



Control unit for electronically controlled air suspension (VASC)





MORE TRACTION.

New electronic brake system EBS

The electronic brake system EBS combines the basic function of the electro-pneumatic brake with the extended functions of antilock braking system (ABS) and anti-slip control (ASR). With the aid of EBS, driving and braking procedures can be optimised in many different ways. It thus makes an important contribution to enhancing driving safety, driving comfort and cost-effectiveness. In the brake system of the MAN Truck Generation, the electronic brake system EBS has been further developed and its range of functions expanded with new functions. Active wheel speed sensors with their own power supply and evaluation electronics now replace the previous passive sensors. Active sensors enable extremely accurate and fast speed measurement from just 0.1 km/h. Off-road moving-off behaviour with tandem-axle units is improved with the use of sensors on the second axle. Also new are halt brake braking function with preparation for reversing restriction and rollback detection, MAN EasyStart Offroad hill holder and the hill-climbing brake in conjunction with manual gearbox. It is now also possible to combine the systems in one vehicle.

MAN works tipper range

From the MAN factory gate directly and without detours to the construction site – that is the MAN works tipper range. The two-axle chassis with tipper body can be used directly ex-works. This means that everything comes from a single source.

All MAN works tippers are designed as complete vehicles by the MAN engineering departments, have passed the relevant strength calculations and have been validated by the standard MAN driving test processes. The interaction between chassis and body is therefore particularly efficient and reliable.

Some of the features illustrated in this brochure are 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).

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