

THE ENVIRONMENTAL MANAGERS.

MAN vehicles for municipal tasks.



EXPERIENCE EFFICIENCY.

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

MAN provides the Euro 6 vehicles suitable for performing all of these tasks: trucks that combine innovation and reliability to achieve a maximum level of transport efficiency. Best of all, find out for yourself.

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



A PASSION FOR COLLECTING.

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

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

All MAN TGS refuse collectors fulfil the demanding requirements of the DIN EN 1501-1 standard for refuse collectors. They come ready for problem-free mounting of all types of refuse collector bodies – rear, front or side-loading, as fixed or swap body. The rear loader, the standard refuse collector in Europe, empties the waste containers using a rear lifter incorporated in the body. The other way round, waste is collected at the front loader. A comb lifting system at the front lifts the containers over the cab and then behind the cab they are emptied into the hopper on the body. The side loader empties the containers using a gripper arm on the right side of the chassis. MAN offers the ideal PTOs and gearbox for each of these refuse collection body variants.

For gearboxes there is a choice between the MAN TipMatic® COLLECT automated gearbox with special rear and side loader gearshift logic or the conventional manual gearbox.

→ Heavyweight performance:

- MAN TGS three-axle vehicle with trailing axle for high payload and optimum manoeuvrability
- MAN TGS with MAN TipMatic® COLLECT gearbox fulfils refuse collector standard DIN EN 1501-1
- Outstanding vehicle steering characteristics in all load states
- MAN TGS chassis available with leading axle or tandem-axle assembly
- Various PTOs available
- Switch element for reliably securing the vehicle, faster loading readiness, faster brake release and improved ergonomics/operation (one hand)





FOR CITY-BASED WASTE MANAGEMENT.

Two models that show their class in daily use: while the MAN TGM handles demanding loads, the compact MAN TGL is ideal for narrow streets.

The 26-tonne MAN TGM, a payload specialist with a steered, lifting trailing axle, is predestined for container volumes up to approx. 22 m³. With its optimum wheelbase of 4125 mm, the MAN TGM 26.340 6x2-4 BL looks great while at work.

The two-axle MAN TGM and MAN TGL vehicles also bring the benefit of a high payload.

The MAN TGL proves its credentials as a true city truck with its outstanding manoeuvrability and a body of up to 9 m³. Larger containers are also loaded on in special cases.

Versatile PTOs and tailored frame attachments, such as the different attachment options for the exhaust system, make the chassis suitable for any refuse collection body.



→ Positives that drive success:

- MAN TGM three-axle vehicle with trailing axle for high payload and optimum manoeuvrability
- MAN TGL and MAN TGM two-axle vehicle
- C and L cabs perfectly matched to vehicle deployment
- Various PTOs available
- Switch element for reliably securing the vehicle, faster loading readiness, faster brake release and improved ergonomics/operation (one hand)
- C cab extensions for more storage space in the driver's cab



NEW MAN TIPMATIC® COLLECT.

New: MAN TipMatic® COLLECT

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

Switch element for refuse collectors

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



MAN TipMatic® COLLECT



Control element for refuse collectors



Allison automatic gearbox



NOT JUST CLEAN, BUT SPOTLESS.

Millions of kilometres of road in Europe need cleaning. This is the ideal job for reliable MAN chassis, as these are optimally tailored to your application ex works.

As two-axle vehicles with a gross vehicle weight of 12 to 18.5 tonnes, MAN trucks form the perfect basis for all types of road-cleaning vehicle bodies. We recommend letting the leaf/air suspension take the strain, as this ensures that the vehicle maintains the same driving height regardless of the load, thereby reducing the brush wear.

MAN offers all preparations necessary for fitting the road-sweeper bodies available on the market. Special attention was paid here to body-friendliness and a space-saving arrangement in Euro 6 vehicles. The wheelbase can be adjusted to suit the body and achieve optimum manoeuvrability. Having the drive motor power the brush machine is the ideal solution, also in terms of environmental protection.

For this purpose, MAN provides an interface for the hydrostatic drive, which is operated via the PTO on the gearbox. This enables optimum speed adjustment in brushing mode right down to 0.9 km/h in first gear.



Road-cleaning package: lateral add-on parts such as a battery box, air intake and exhaust-gas system are situated behind the cab. As an option, the tank is mounted behind the rear axle.

→ Safe streets all year round:

- MAN two-axle vehicles with gross vehicle weight of 12 to 18.5 tonnes
- Leaf/air suspension for reduced brush wear
- Interface for hydrostatic drive for extremely low brush speeds through to 0.9 km/h
- Optional air deflector plates beneath the radiator prevent dust turbulence
- Universal road-cleaning package ex works

PROPELLING FORCE.

Two special MAN features for sweeper drivelines.

MAN TipMatic® Sweeper

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

MAN TipMatic® Sweeper without hydrostat

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





SYSTEMATIC COMBINATION.

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

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

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

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



→ Staying flexible:

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



KINGS OF THE SNOW.

Next winter is sure to come. To ensure that the roads are safe even in the event of ice and snow, MAN trucks are often deployed around the clock.

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

→ Benefit from our technological snow-how:

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



ALWAYS READY FOR DRAINAGE TASKS.

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

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

The high-load roll stabilisation is ideal for vehicles with a high centre of gravity. This effectively reduces lateral tilt and the build-up of rolling and pitching movements. This provides increased driving safety during cornering, fast lane changes or heavy braking.

Triple-axle vehicle with steered, lift-able leading axle and steered trailing axle.

→ A clear overview:

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





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

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

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

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

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

→ Stay on track:

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





THE ALL-ROUNDERS IN THE FIELD OF MUNICIPAL VEHICLES.

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

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

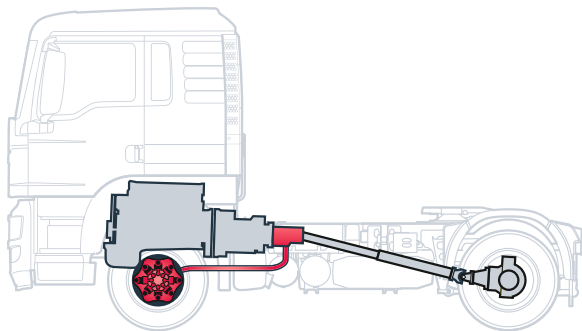
MAN provides the ideal vehicles for dealing with all these tasks, both in summer and winter, including trucks as swap-body vehicles or equipment carriers, with a loading crane behind the cab or at the rear, with skylifters and all other potential bodies and attachments. Regardless of whether you need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



→ For safety on the move:

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





Functional principle of the MAN HydroDrive®



Front axle with hydrostatic wheel hub motors

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

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

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

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

→ Traction in action:

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



AS INDIVIDUAL AS YOUR REQUIREMENTS.

Special requirements require special solutions. MAN Modification delivers customers' special requests that cannot be implemented in series production.

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

We offer MAN Modification at several locations across Germany. Conversion work is carried out at specially qualified facilities in accordance with MAN standards.



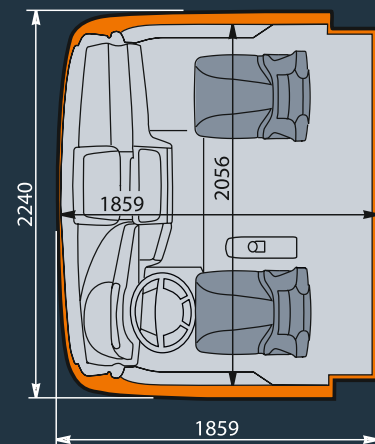
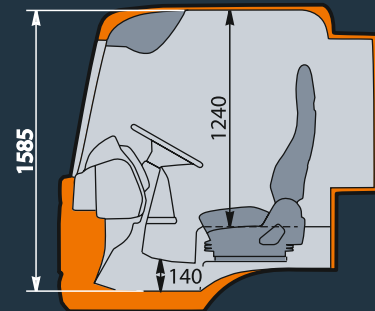
→ Modifications for municipal uses:

- Automatic gearbox with torque converter
- Conversion into a side loader (right side exposed)
- Middle seat with three-point seatbelt
- Cab extension for the C driver's cab
- Sliding doors right/left for MAN TGS
- Raised exhaust and offset exhaust muffler

MAN crew cab with extension.

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

Extension C cab



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



Right side of frame free for side loader mounting



Extension C cab



Roof lowering



Space for up to seven people (6+1)



Optional centre seat with folding backrest

ALWAYS FINDING NEW WAYS TO BOOST SPACE.

In deployments that require space for a whole crew, it is in a size class of its own: the MAN crew cab for the MAN TGM and MAN TGL series opens up top-class dimensions for you.

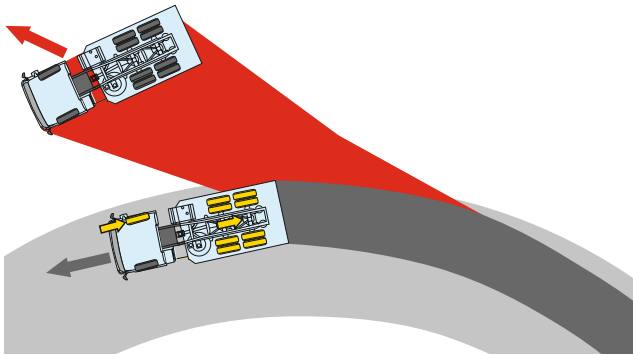
The MAN crew cab comes into play whenever teamwork is a must. Equipped with a comfortable row of four rear seats featuring three-point seat belts and an optional second co-driver's seat, it offers space for up to seven people – as well as maximum convenience and functionality. Even the step unit represents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

→ MAN crew cab – benefits all under one roof:

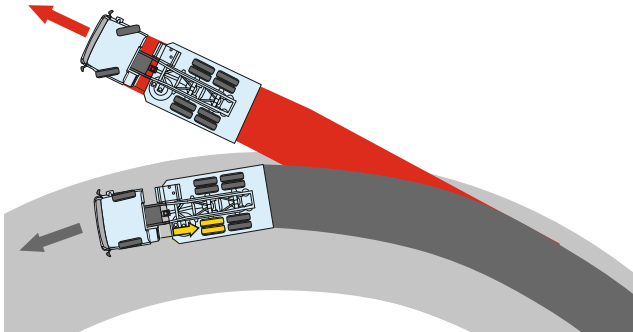
- Sufficient space for comfortably seating up to seven persons (6+1)
- Row of four rear seats with three-point seat belts
- Cockpit and interior presented in MAN TGS design
- Infotainment with MAN Media Truck Advanced radio
- Robust three-part steel bumper as optional extra
- Optimum road illumination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



DRIVER ASSISTANCE EQUIPMENT



ESP compensatory braking when vehicle is oversteered.



ESP compensatory braking when vehicle is understeered.

Electronic stability program (ESP)

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

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.

Brake assistant

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

Emergency Brake Assist (EBA)

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

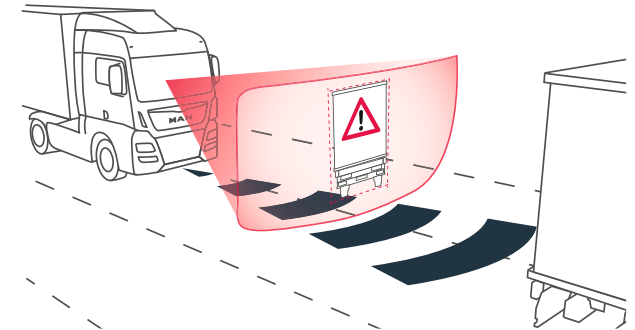
Lane Guard System (LGS)

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 preventing certain hazardous situations.

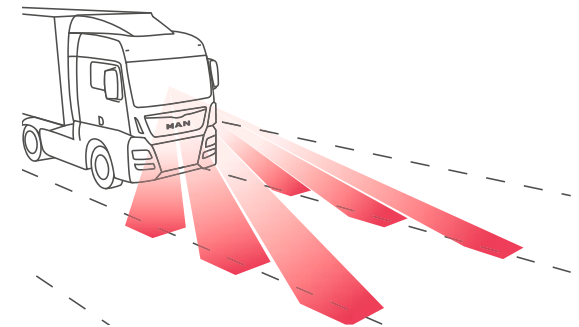
Adaptive Cruise Control (ACC)

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.

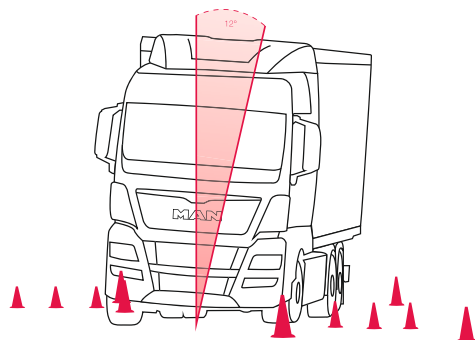
A new feature is the stop-and-go function in conjunction with the MAN TipMatic® 12+2 gearbox. In slow-moving traffic, congestion or when driving in city traffic, the truck automatically brakes to a stop behind the vehicle in front, and either moves off again independently (when the truck is stopped for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



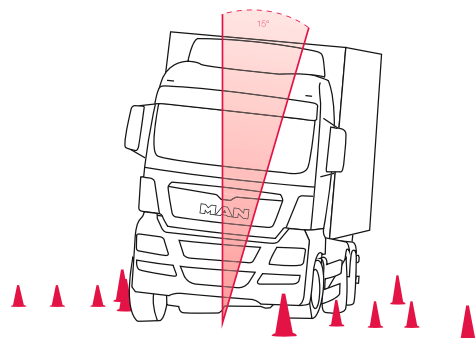
Functional principle EBA: advanced traffic monitoring by using two independent sensor systems (radar and video)



LGS for staying in the lane



Vehicle behaviour with CDC



Vehicle behaviour without CDC

Active roll stabilisation CDC and high-load roll stabilisation

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

MAN EfficientCruise® + EfficientRoll

Both systems can now be combined.

MAN EfficientCruise® uses 3D map data and the vehicle's GPS position to calculate the topography of the route and determine the required fuel injection. That means independent and proactive speed regulation before and on inclines and slopes. The driver can choose speed tolerances for optimal consumption values from four field-tested levels, of course with easy operation for maximum driving comfort.

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

Idle speed driving enables comfortable moving off and driving at idling speed. After moving off, the vehicle continues rolling at a low idling speed of approx. 600 rpm with the clutch engaged until the brake is applied or the gradient too steep. The driver can therefore manoeuvre the truck very precisely and sensitively forward and backward and get through stop-and-go traffic without any issues. That means reduced wear and tear on the clutch as well as gentle torque build-up when moving off.

Emergency Stopping Signal (ESS)

Instead of the brake lights simply coming on, the Emergency Stopping Signal (ESS) warns traffic behind of emergency braking using the hazard lights. These flash faster to alert traffic 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

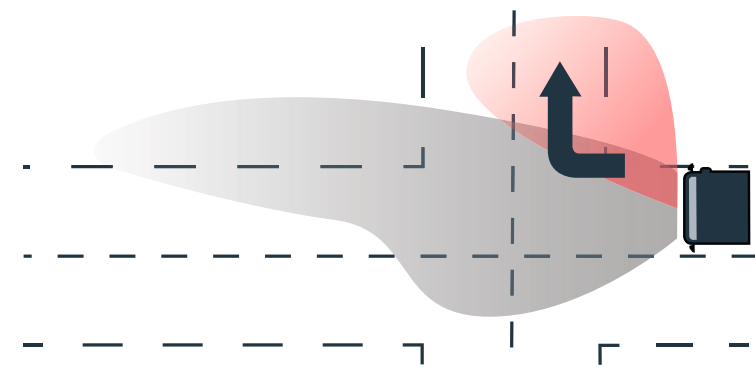
The cornering light supplements the normal low-beam headlights at speeds of up to 40 km/h. It is activated when the driver operates the indicator or – on vehicles fitted with ESP – when the steering wheel is turned far enough. This improves visibility in the dark and in foggy conditions as well as providing 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 and MAN TGX easier to see during the day compared with daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically with the ignition and are dimmed to the maximum permitted luminance if other lights such as the low-beam headlights or indicators are switched on – not however if only the headlight flasher is actuated. The high level of light intensity of the long-lasting LED daytime driving lights gives the vehicle a modern look.

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.



Cornering light for a better visibility



LED daytime driving lights



LED rear lights

THE CHOICE IS YOURS.

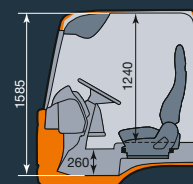
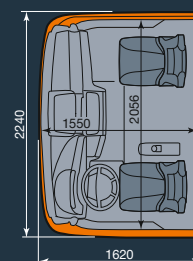
The right cab for every need – and a maximum level of comfort and ergonomics travels with you wherever you go.

MAN cabs are designed to facilitate fatigue-free, concentrated driving and relaxing recovery. And of course safety. All cabs meet the crash safety requirements, comply with the ECE-R29 Directive and offer optimum passenger protection.

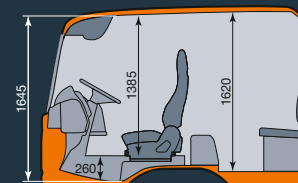
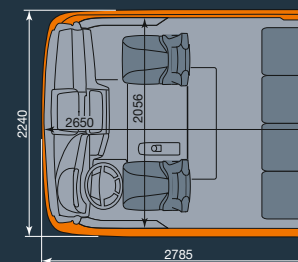
The many useful details such as the washable door interior cladding, the easy-care fittings, the compressed-air connection that turns cleaning into such a simple job and the optional headlight washer unit make it clear: nothing has been forgotten. Take the optimum all-round visibility, for example, which is supported by such features as the mirror concept with the main and wide-angle mirror, large kerb mirror and front mirror. The blind spot has been practically eliminated. The heated windscreen for winter-service vehicles ensures an unobstructed view even at the coldest times of the year.

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

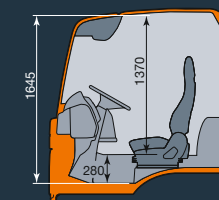
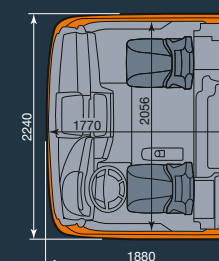
C cab



Crew cab



M cab



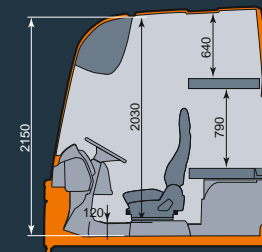
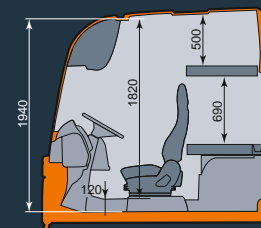
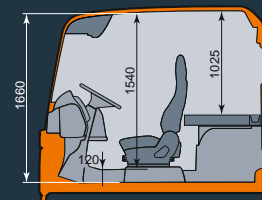
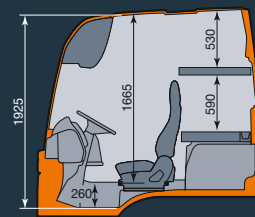
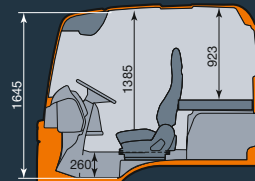
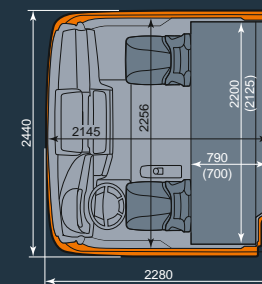
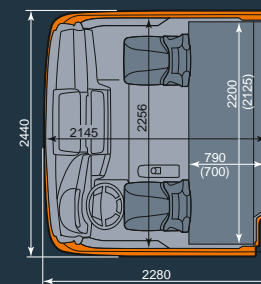
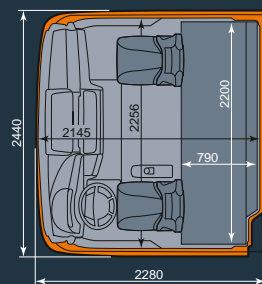
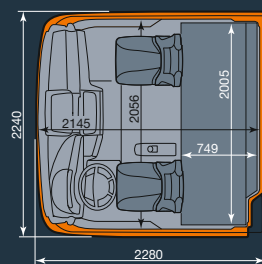
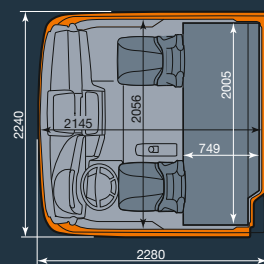
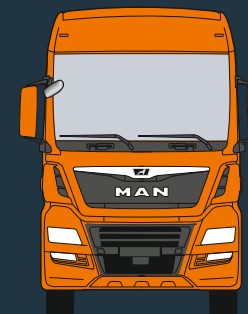
L cab

LX cab

XL cab

XLX cab

XXL cab





GREAT VIEWS. ON EVERY DRIVE.

Starting in 2018, MAN vehicles can expect numerous new equipment highlights to make the interior even more driver-friendly and optimised for vehicle operation.

The warm sand and graphite tones of the interior panelling, grained plastic surfaces, satin-chrome-plated door handles and the new seat covers have already been lending the cab a comfortable yet stylish atmosphere.

As of 2018, the optional darker “Urban Concrete” colour will be available for the cockpit. It is a resistant colour scheme for all surfaces that may come into contact with dirty hands or work clothing during vehicle deployments in dirty conditions. The look of the cab interior can also be customised with up to three optional variants for the all-round trim strips (brushed aluminium, Net-Black and wood).



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

A slimmer centre console and a coolbox/storage box (not available in the C cab), which can be completely stowed under the bed, create a more comfortable sitting and standing experience in the central area. And yet, the 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. In the MAN TGX, comfort and working conditions for the driver have been improved thanks to the reduction in interior noise by 1.5 dB compared to the previous series.

“Urban Concrete” colour



EVERYTHING INSIDE, AND ALL AT A GLANCE!

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

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

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



Enhanced colour display in the instrumentation



Neat switch layout



Rearranging the TipMatic switch and parking brake creates additional space

MAN infotainmentsystem

MAN offers some improved features with the new infotainment system. The standard MAN Media Truck variant includes a 5" TFT display with touch-screen 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"

EFFICIENCY AT FULL THROTTLE.

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

The highly efficient four- and six-cylinder engines with ratings of 118 kW (160 hp) to 368 kW (500 hp) make an impression with their outstanding power delivery even at low engine speeds. In order to achieve the extremely low Euro 6 values, MAN has implemented key technologies such as common-rail injection, exhaust gas recirculation (EGR), SCRT filters and diesel particulate filters (DPF/CRT) for many years. The result: MAN Euro 6 engines raise the bar in terms of fuel consumption and AdBlue® consumption.

If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need.

The new generation of MAN D08 engines powers the MAN TGL and TGM with even greater force. And the new engine concept also enhances efficiency at the same time: Fuel consumption is reduced by up to 5%. The new, simplified exhaust gas cleaning without exhaust gas recirculation also makes the engine lighter and less complex.

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

Engines Euro 6

	Type	Capacity	Rated output	Max. torque
D0834	R4	4.6 l	118 kW (160 hp)	600 Nm
	R4	4.6 l	140 kW (190 hp)	750 Nm
	R4	4.6 l	162 kW (220 hp)	850 Nm
D0836	R6	6.9 l	184 kW (250 hp)	1 050 Nm
	R6	6.9 l	213 kW (290 hp)	1 150 Nm
	R6	6.9 l	235 kW (320 hp)	1 250 Nm
D2066	R6	10.5 l	235 kW (320 hp)	1 600 Nm
	R6	10.5 l	265 kW (360 hp)	1 800 Nm
D2676	R6	12.4 l	309 kW (420 hp)	2 100 Nm
	R6	12.4 l	338 kW (460 hp)	2 300 Nm
	R6	12.4 l	368 kW (500 hp)	2 500 Nm
D3876	R6	15.2 l	397 kW (540 hp)	2 700 Nm
	R6	15.2 l	427 kW (580 hp)	2 900 Nm
	R6	15.2 l	471 kW (640 hp)	3 000 Nm

DIVERSE SOLUTIONS FOR WIDE-RANGING NEEDS.

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

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

Chassis for waste collection bodies

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

1) Also available with steered trailing axle.

2) With steered 9-t trailing axle.

3) With steered axle as standard.

Chassis for roll-off skips

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

1) Can be upweighted to 8800 kg.

2) Also available with steered trailing axle.

3) With steered 9-t trailing axle.

4) With twin-tyred 10-t trailing axle.

Chassis for set-down skips

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

1) Can be upweighted to 8800 kg.

Chassis for drain and sewer-cleaning bodies

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

1) Also available with steered trailing axle.

2) Available with steered 9-t trailing axle.

3) With twin-tyred 10-t trailing axle.

Chassis for road maintenance and winter service

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

1) Can be upweighted to 15 000 kg with twin-tyred rear axle.

Can be upweighted to 14 100 kg for single-tyred rear axle for winter service and 62 km/h.

2) Can be upweighted to 18 600 kg for public-utility service.

3) Can be upweighted to 23 000 kg for winter service and 62 km/h.

4) Can be upweighted to 30 000 kg for winter service and 62 km/h.

Chassis for road sweeper bodies

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

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