



Efficiency in traction.
The new MAN TG vehicles.

MAN kann.





TRACTION COUNTS.

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

**EFFICIENCY
DECIDES.**



No matter on which ground you are travelling.

You just keep on rolling with MAN.

→ **Efficiency gets every job in gear.** Whoever works in the transport business today acts on difficult terrain. This applies in particular when the assignments are not only on-road, but off-road – on unpaved roads and rough terrain. As, for example, in construction-site transport and municipal operation, in fire-fighting and emergency services, in agriculture and forestry or during explorations and expeditions.

For all these tasks, MAN offers the right trucks with innovative technology, state-of-the-art cost-effectiveness and that decisive additional traction. Whether you select the MAN TGS or choose a MAN TGX or a MAN TGM, you're deciding for the utmost efficiency. With their proven Euro 6 technology, the MAN traction vehicles head out on a cost-cutting campaign, and the AdBlue® consumption is really low.

By contrast, the payload, the body-mounting capability and the reliability are particularly high under all conditions. The new dynamic design reflects this perfectly. And if you add our customized services to all of that, you can take your business to the next level: For all destinations.

www.truck.man

**RAMP UP. BEFORE
YOU TAILSPIN.**



Off-road. Up-gear.

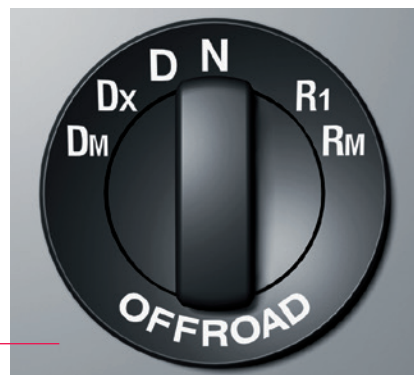
Where there's an MAN, there's a way. Whether gravel, mud or snow, challenges are there to be mastered. MAN all-wheel-drive trucks get through where others just spin their wheels.

Whether used on construction sites, in municipal snow-clearing services or any kind of off-road use: The MAN vehicles, with their permanent or engageable all-wheel drive, make you mobile. The MAN transfer case with on-road and off-road gears controls the power flow to all axles. One special feature is the electronic transfer case and differential management for securely engaging the locks. The MAN TipMatic® PROFI gearbox, which can be operated in automatic mode as well as manually, translates the power into dynamics. The MAN TipMatic® OFFROAD shift program is specifically designed for more efficiency on construction sites and off-road. The integrated EasyStart function for on-road use or the hill-holding brake for off-road are especially practical: With these, the driver can pull away easily on slopes without jolting or rolling backwards.

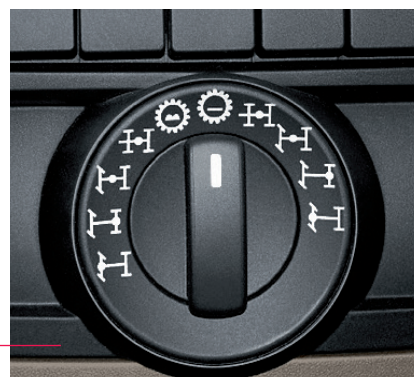
→ Off-road, not off limits.

- Optimum traction, high stability and safety on slippery roads and difficult ground
- Permanent or engageable all-wheel drive depending on the requirements
- MAN transfer case with on-road and off-road gears
- Electronic transfer case and differential management for the optimum driving strategy off-road
- MAN TipMatic® OFFROAD with the optimum gear shift strategy for off-road deployment
- MAN EasyStart for a safe and effortless start on slopes
- Hill-holding brake for moving off, even on difficult slopes

Rotary switch for
MAN TipMatic®
OFFROAD



Rotary switch for
transfer case and
differential locks.



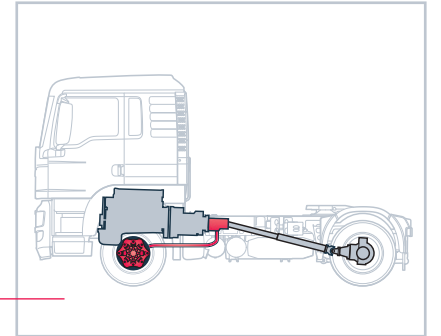


More traction. At the turn of a switch.

Where the road stops, the proven MAN HydroDrive® keeps you going. It masters traction-critical driving situations with superiority even in places where the trip for trucks with pure rear-wheel drive would come to an end.

When you're on the move, you never know what to expect. Which makes it all the better when you're well prepared for everything. For example on slippery surfaces, mud and gravel. In driving situations where mere rear-wheel drive is no longer sufficient, you can rely on MAN HydroDrive® to drive you forward. One short turn of the switch in the cockpit suffices and you have considerably more traction and the optimum propulsion – in the forward gears as well as in reverse. The operational spectrum of your MAN is broadened significantly. In addition, you save fuel and up to 400 kg in weight compared with the conventional all-wheel drive. Even if you travel practically only on the roads, the extra traction provides greater mobility and safety, particularly for trips without cargo on slippery or wintry roads with snow and ice. The MAN HydroDrive® is available either with a manually or an automatically operated gearbox MAN TipMatic®.

MAN HydroDrive®
operating principle.



Front axle with
hydrostatic wheel
hub motors.



- **MAN HydroDrive® has everything going for it.**
- More traction and optimum control when driving downhill on slippery or loose surfaces
 - Greater flexibility in vehicle use
 - No increase in fuel consumption compared with conventional rear-wheel drive
 - Weight saving of approx. 400 kg compared with permanent all-wheel drive
 - Time and cost savings, as vehicles no longer get stuck and have to be towed free
 - Engagement of the hydrostatic front-axle drive also when in motion
 - Proven technology



Reliable. And safe.

In order to maximize safety, you have to minimize the risks. For this purpose, the MAN trucks are equipped with innovative technologies that make daily operation as safe as possible.

There's no stopping MAN traction vehicles, unless you put the brakes on yourself. But when you do, state-of-the-art technology is available. For example, the unique MAN PriTarder® provides an enormous braking power of 600 kW even at low speed (rotation speed dependent). The maintenance-free system can carry out up to 90% of all braking, thus considerably increasing the lifespan of the service brake's linings.

The Turbo EVBec®* is available for the new powerful MAN D38 engines. Its enormous brake output is up to 600 kW. A very high brake output is available even at medium RPM and allows descents at higher driving speed.

The MAN BrakeMatic® with the electronic braking system EBS provides superb braking responses in every situation. Integrated in all-wheel-drive vehicles, the ABS with off-road logic improves the braking effect on unpaved, slippery surfaces. The traction control system (TCS) and the electronic stability program (ESP) contribute to the increased driving safety as standard in 6x4 and 8x4 vehicles. Moreover, since one short moment of distraction can lead to an accident, there's the forward-looking new emergency brake-assist (EBA) for MAN TGS and MAN TGX. It warns the driver in advance about impending collisions and gives him valuable time to react. In emergencies, it initiates braking automatically.

* for heavy-duty deployments only



"I feel in good and safe hands in my MAN. It's not just my own safety I'm concerned about, but the safety of the others on the road as well. After all, a truck's not a toy."

Frank Fischer, professional driver

- **Safety is effectively more efficient.**
 - MAN PriTarder® and Turbo EVBec®* for high braking power, increased driving safety and reduced wear on the service brake.
 - MAN BrakeMatic® with electronic braking system EBS for optimum braking safety.
 - Emergency brake-assist (EBA) warns about collisions and brakes automatically in emergency situations.
 - ABS with engageable off-road logic for safe braking responses on loose surfaces.

Ready.
To roll.

It's often the little things that make a big difference. For that reason, there is a whole series of equipment to optimize the operation and efficiency of MAN trucks.

Let's start from the beginning: A model of functionality is the three-part, and thus particularly repair-friendly, steel bumper with centred towing eye and front step for cleaning the windshield. Optionally, it is also available with a snowplough plate or a fitting for the front crane outrigger as well as two shackles. A good view and a dependable supply of light are provided too: For this purpose, the truck is equipped with a windshield wiper system with pre- and post-rinsing, as well as head-lights with a washer system and robust protective grills. From the clever construction access step, it's easy to take a quick look at your cargo. The stoneguard in front of the cooler is a practical option not only offroad, but on-road as well. Sharp curves are a cinch. With the steering brake activated (with 6x4, 6x6H, 8x4 and 8x6H), the rear wheels on the inside of the curve are braked according to how far the steering wheel is turned. This considerably decreases the cornering radius. A 'paver brake' has been designed specifically for the transfer of asphalt to a road paver: It is acti-vated with a button on the driver's console, which introduces a reduced braking pressure, so that the vehicle is pushed forward by the road paver, but does not roll away. The foot brake pedal can be used to brake on steep gradients.

- Essential details at a glance:
- Three-part steel bumper with towing eye and integrated front step
 - A windshield wiper system with pre- and post-rinsing
 - Headlights with washer system and protective grills
 - Construction access step for checking the cargo
 - Stoneguard in front of the cooler
 - Steering brake for decreased cornering radius with 6x4 vehicles
 - Paver brake



Construction access step with grab rail on roof.

Three-part steel bumper and particularly robust protective grill in front of radiator.



Particularly robust protective headlight grills for use at construction sites.



**EFFICIENCY.
MAXIMIZED.**



Emissions: Euro 6 standard. Efficiency: enormous.

MAN brings the highest levels of environmental friendliness with no additional consumption on the road through technologies that meet the demanding limits for reducing fuel consumption and CO₂ emissions.

Trusted engine technology, sophisticated components and perfectly tuned technologies: This is the MAN formula for Euro 6. The core elements are the torquey six-cylinder engines. In order to achieve the extremely low level of emissions, MAN uses the key technologies common-rail injection, exhaust gas recirculation (EGR), selective catalytic reduction (SCR) and diesel particulate filter (DPF/CRT). The result: MAN engines in Euro 6 set the standards in terms of low fuel consumption and have very low AdBlue® consumption. From 2017, MAN will approve the MAN D20, MAN D26 and MAN D38 engines for use with paraffin fuels in accordance with EN15940. Fuels that comply with this standard include hydrogenated vegetable oils (HVO), coal to liquids (CTL), gas to liquids (GTL), biomass to liquids (BTL).

The exhaust muffler with integrated CRT filter system and SCR catalytic converter leaves plenty of space for attachments on the side of the frame due to its compact design. There is a muffler position with corresponding space for crane prop legs as well.

In order to avoid dust being whirled up during off-road operations, the design with elevated exhaust pipe is available for all series. A partially raised exhaust is available for 8x4, 8x6 and 8x8 chassis.

→ **Low emissions, low consumption:**

- Efficient exhaust system with proven key technologies
- Low AdBlue® consumption
- Can also be operated with paraffin fuels
- Highest level of operational safety and reliability
- Exhaust pipe variants for different body types

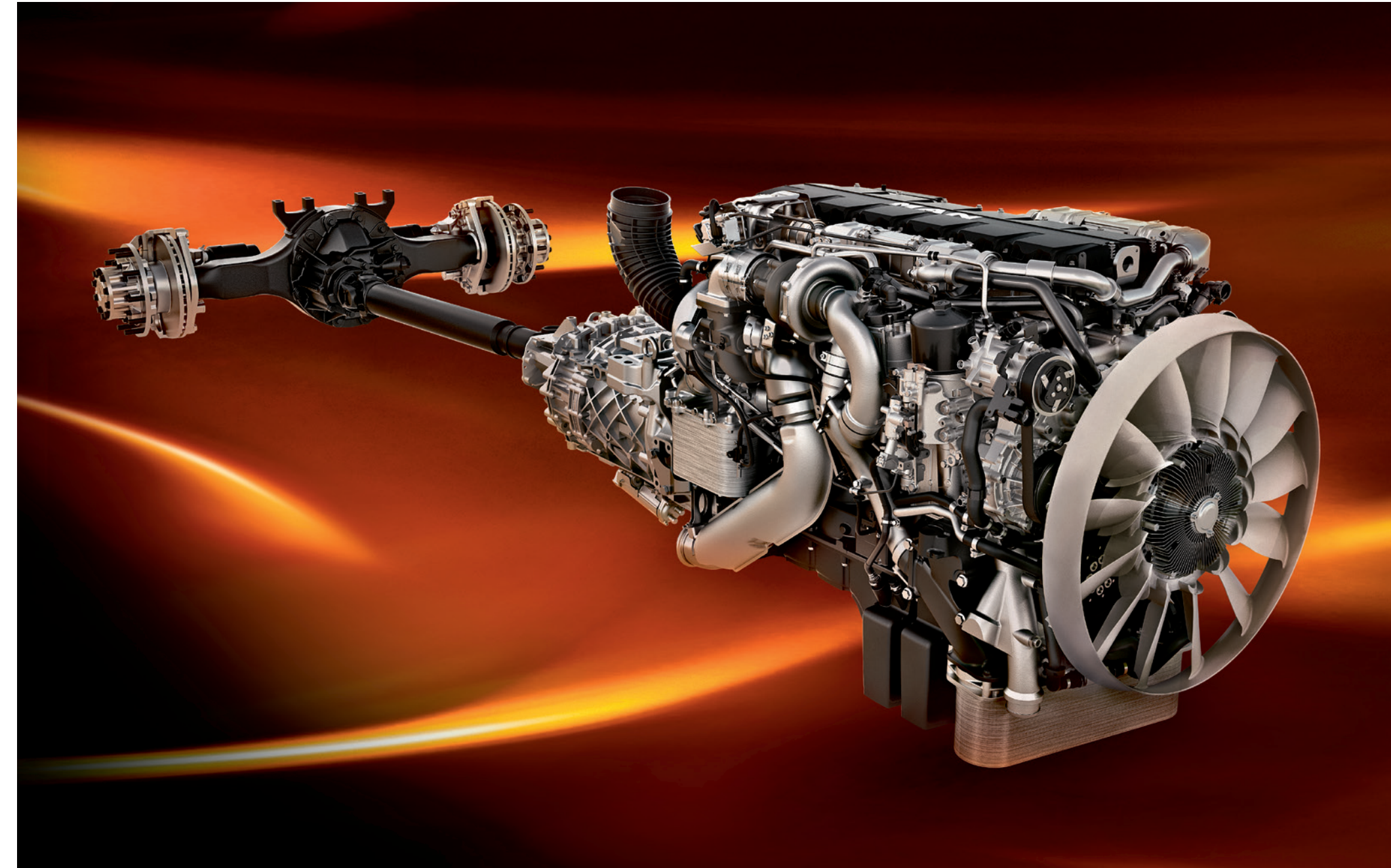
Raised exhaust
tailpipe



Compact muffler
with CRT filter
system
and SCR catalytic
converter.



Partially raised
exhaust system



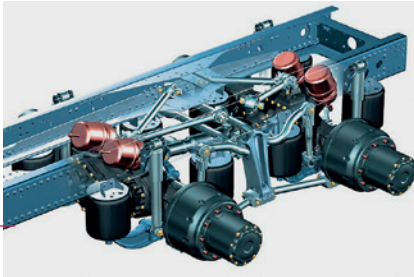
The bottom line: Cost-effectiveness.

Frame with body-mounting capability, robust chassis, axles and suspension for every requirement: All components are tuned to the highest reliability, safety and efficiency.

Stands out in the crowd: The chassis frame of the MAN traction vehicles has more to offer. More stability, more body-mounting capability, more cost-effectiveness. The completely level frame upper edge makes it easy to fit all types of bodies. This is ensured by the spaces at the frame as well. Whether two-, three- or four-axle vehicles: In MAN traction vehicles the axles are always right for the job. Choose between the low-friction hypoid drive axle and the planetary hub drive axle, which is suitable for off-road operation and offers good ground clearance and high tractive power at the wheels – always rough-and-ready for heavy-duty work. The available weight-optimised hypoid axle results in a weight saving of 180 kg compared to the normal hypoid axle and 280 kg for the planetary axle. The ground clearance is similar to a planetary axle. Vehicles with leaf springs are available with simple tandem hypoid axles in normal and medium-high design height. Vehicles with air suspension are available in normal design. One of MAN's specialties is the maintenance-free construction air suspension for the planetary tandem-axle unit. With its electronic ECAS level control, it offers very good ride comfort in all load conditions. In order to ensure that the suspension is right for the job, MAN offers a wide range of running gear variants.

- ➔ **Good off-road operation:**

 - Easy-to-build-on chassis frame without protruding components
 - Trouble-free, cost-effective body mounting
 - Hypoid or planetary hub drive axles depending on operating profile
 - Light MAN TGS tandem hypoid axle
 - Construction air suspension with ECAS level control for planetary tandem-axle unit



Construction air suspension at the rear axle with ECAS electronic level control.

**COMFORT.
BUILT-IN.**





Workplace. Safety.

For construction-site and off-road operations, you have to rely on the driver. Inside the MAN cabs he'll find plenty of space for everything – except compromises – to let him master all challenges with true grit.

Brushed aluminium trims, surfaces of grained plastic, satin chromed door handles: When you climb aboard an MAN, it welcomes you with room design on the highest level. The cockpit is consistently adapted to the driver's requirements and designed for comfortable and safe operability. Using the glare-free LCD display inside the combi-instrument, the driver always has the relevant information within his field of vision. One highlight is the new MAN Media Truck in various versions, an infotainment system consisting of a large touch screen with colour display as well as a Bluetooth interface + USB/AUX-In. The MAN Media Truck Navigation version additionally features a special truck navigation. For ergonomic comfort, a wide selection of seats is available, ranging to air-conditioned seats with air suspension. Practical details like the numerous trays, the washable interior door cladding and the compressed-air connection for easy cleaning add to the ergonomics inside.

→ **Climb in and take a seat:**

- Stylish ambiance, high-quality materials
- Driver-committed cockpit with glare-free displays and multifunction steering wheel
- Central instrument panel with LCD display and intuitive menu guidance
- Seats with anatomical design and individual adjustability
- Automatic air-conditioning for a perfect interior temperature
- Additional heaters as required

MAN Media Truck
Navigation.



Pull-out insulating
or refrigerator box,
with fold-out table
if required.



Drawers in the
central console.



Washable
door cladding.



Optional centre seat with fold-up backrest.



Team. Work.

**When it comes to operations where you need space for a whole crew, it's a giant:
The new MAN crew cab for the MAN TGM series is in a class of its own when it comes to space.**

The MAN crew cab comes into play whenever and wherever teamwork is needed. Outfitted with a comfortable four-seat row with three-point seat belts in the rear and with an optional second co-driver's seat, it offers space for up to seven people – and, moreover, ample comfort and functionality.

Even getting in is like moving up: The wide, non-slip and, when requested, illuminated steps are designed for safety. The interior satisfies just about every wish. However, the crew cab has not only interior advantages: The elegant front has the look of the new MAN TG vehicles. Aerodynamic optimization minimizes the fuel consumption and improves the cost-effectiveness.

→ **The MAN crew cab – advantages under one roof:**

- Comfortable seating space for up to seven people (6+1)
- Four-seat row in the rear with three-point seat belts
- Cockpit and interior design from the MAN TGS
- Robust three-part steel bumper optional
- Optimum illuminated step – Xenon lights and static turning light are optional





Welcome. Have a safe journey.

When you visit an MAN workshop, it’s usually only a couple of hours between ”welcome“ and ”have a safe journey“. However, in our range of services we offer more than merely a qualified service: we provide all-round care for your MAN Truck.

MAN Service incorporates everything you need to ensure that your vehicles do not encounter problems on the road and that your freight reaches its destination reliably. With MAN service contracts, MAN Card, MAN Mobile24 or MAN Service Complete*: as far as mobility is concerned, you made the right decision when you opted for us. Whether it’s MAN TeleMatics® or MAN Profi-Drive® driver training and further training modules, you’ll be surprised what we can do for you. Our all-round services include all aspects of efficiency. MAN Financial Services helps you to remain financially mobile and enables you, with the rental offer for trucks and trailers, to react quickly and to achieve additional commercial success.

In short: if what you need is mobility, you made the right decision when you opted for us.

MAN Services		
Division	Offer	Performance
MAN Service	MAN ServiceContracts	Comfort: Maintenance
		ComfortPlus: Maintenance with driveline guarantee
		ComfortSuper: Maintenance and repair
	MAN Mobile24	European-wide 24-hour service
	MAN Service Complete*	The complete service for trucks including semitrailers, trailers and bodies
	MAN ServiceCare®	Proactive Maintenance Management
	MAN Genuine Parts	High quality, long durability and assured availability
	MAN Genuine Parts ecoline	Save a lot and protect the environment in the process – reconditioned MAN Genuine parts from MAN, the manufacturer or from external service providers
	MAN Genuine Accessories	
	MAN Card	European-wide non-cash payments
MAN Financial Services	MAN TeleMatics®*	Mobile tracking and vehicle management
	MAN ProfiDrive®	Driver training
	Financing	Acquisition of property through flexible financing solutions
	Leasing	Budget-friendly leasing models
	Insurance	Insurance solutions for commercial vehicles
	Rental	Vehicles, semitrailers and trailers for all transport needs, Various weight categories with system and body variants Flexible rental periods, Full service with 24 hour hotline
	FullService	Mobility package including MAN Service
MAN TopUsed	Top used vehicles	Large selection of top-class used vehicles including all models and types (trucks, buses, coaches, trailers, semitrailers and complete tractor vehicles) Service portfolio including used-vehicle guarantee and financing Service promises: top quality, top advisory service, top selection, top financing, top service Seal of quality: Checked – Certified – Trusted Vehicle locator at www.man-topused.com

* Not fully available in all European countries.

Free.
To choose.

The right cab for every operation – always with the highest level of comfort and ergonomics.

MAN cabs are designed for effortless, concentrated driving and restful recuperation. And of course safety. All cabs comply with the demands of the crash safety standards, satisfy Directive ECE-R29 and offer optimum protection for occupants. Let your requirements decide.



High.
Performance.

Whether on the road, on the track or off-road: Having a good trip in traction duties means moving cost-effectively wherever you travel.

The six-cylinder engines with common-rail injection, two-stage turbo-charging and cooled exhaust-gas recirculation make more out of every litre of fuel and are also designed for service intervals of up to 140 000 kilometres*. From 2017, MAN will approve the MAN D20, MAN D26 and MAN D38 engines for use with paraffin fuels in accordance with EN15940. Fuels that comply with this standard include hydrogenated vegetable oils (HVO), coal to liquids (CTL), gas to liquids (GTL), bio-mass to liquids (BTL).

With ratings from 184 kW (250 hp) to 471 kW (640 PS) for the new MAN TGX , there's sure to be an engine to match your particular task. And among the diversity of axle configurations and drive formulas there's bound to be something to meet your requirements. So take off.

*for MAN D20 and MAN D26 engines

Overview of Euro 6 traction segment

Range	TGM	TGM	TGM	TGS	TGS	TGS	TGS	TGX	TGX
Vehicle Type	Chassis	Tipper	Mixer	Tractor	Chassis	Tipper	Mixer	Tractor	Chassis
Wheel formula	4x2	4x2	–	4x2	4x2	4x2	–	4x2	–
(H = MAN HydroDrive®)	4 x 4	4 x 4	–	4 x 4H, 4 x 4	4 x 4H, 4 x 4	4 x 4H, 4 x 4	–	4 x 4H	–
		6 x 4	6 x 4	6 x 4H, 6 x 4,	6 x 4H, 6 x 4,	6 x 4,	6 x 4	6 x 4	6 x 4
		–	–	6 x 6H, 6 x 6	6 x 6H, 6 x 6	6 x 6H, 6 x 6	–	–	–
	–	–	–	–	8 x 4, 8 x 6H	8 x 4, 8 x 6H,	8 x 4	–	–
						8 x 6, 8 x 8			
Cab	C, L, Crew cab	C, L	C	L, M, LX	L, M, LX	L, M, LX	L, M	XL, XLX	XL, XLX
Weight in t	13 – 18	13 – 26	26	18 – 33	18 – 41	18 – 41	32 – 41	18 – 33	18 – 33
Engine rating in hp	250,	250,	290, 340	320, 360,	320, 360,	320, 360,	320, 360,	360 – 640	360 – 640
	290, 340	290, 340		420, 460, 500	420, 460, 500	420, 460, 500	420, 460, 500		

If you would like more information about MAN transport solutions, we will be happy to send you additional product brochures for your industry upon request.



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