

THE MAN TGX.

Efficiency in long-haul transport.



THE MANY SIDES TO THE MAN TGX.

If you want to find success in international long-haul transport, you need to shift your transport performance up a gear and step on the brakes in terms of cost. That is where the MAN TGX comes in, setting the benchmark for the highest level of energy efficiency, reliability and cost-effectiveness, even with emissions-optimised engines. With its tested technologies, it produces the best possible values in terms of fuel consumption. It offers high payloads and delivers optimum body compatibility. What's more, the new efficiency is reflected in its appearance: its dynamic design will cause a sensation on Europe's highways.

The MAN TGX will be available complete with new practical features from 2018. The driver's workplace has a much tidier look to it and the sleeping area has been further optimised. The new ACC (Adaptive Cruise Control) Stop-and-Go function enables drivers to get through traffic jams without becoming fatigued.

Rest assured, the MAN TGX will reliably help you meet your profit target. That combined with its perfectly coordinated services are a sure-fire way to success. We are not the only ones to see it that way. The TÜV agrees with us. For years, the TÜV has been certifying that the MAN TGX achieves the highest standards of reliability and the lowest incidence of defects when compared to the competition.

So what are you waiting for?

www.truck.man

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

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).



MADE FOR POWER.



POWER RIGHT DOWN THAT LONG ROAD.

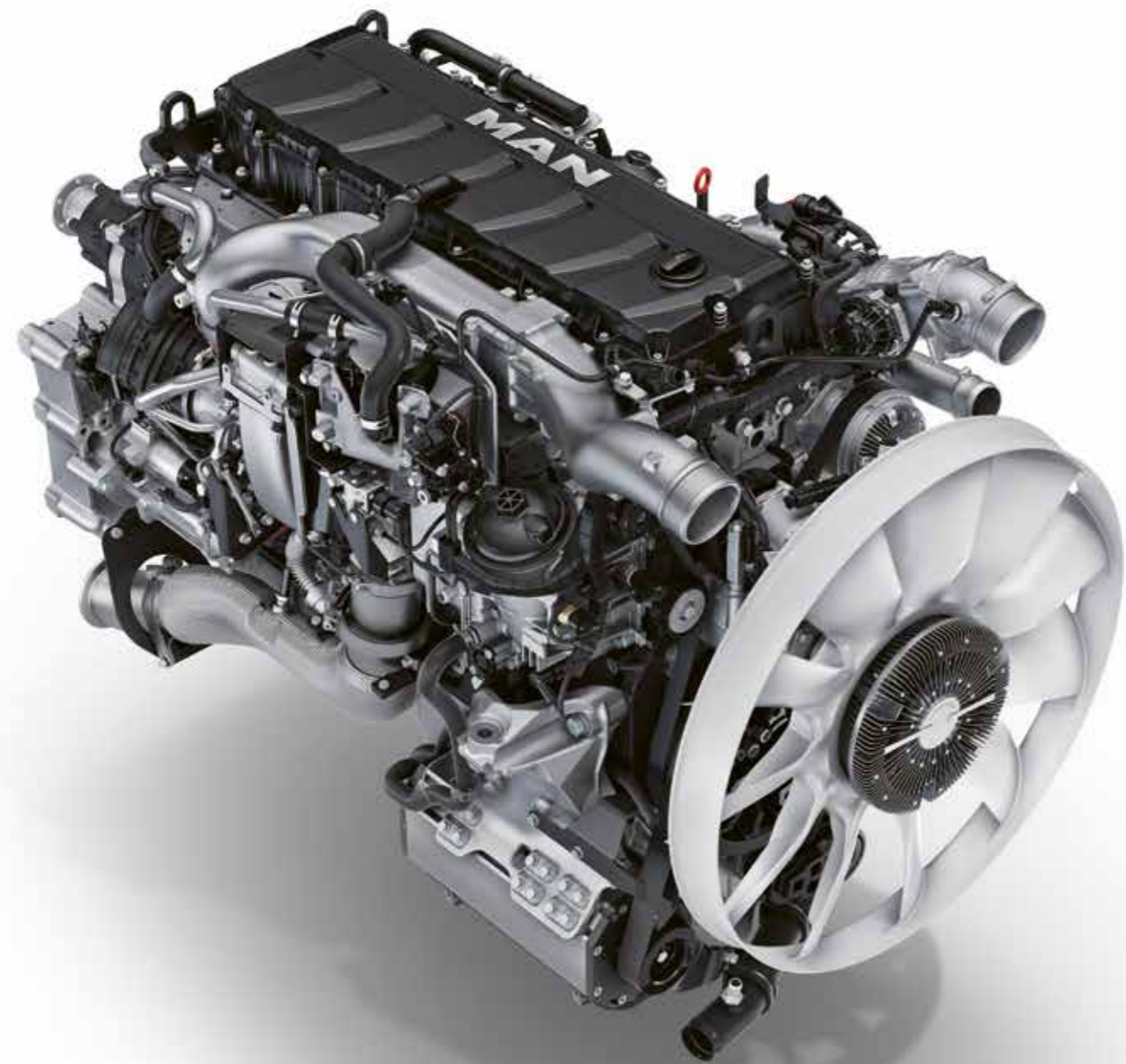
The MAN TGX has the power to get you further down that road. With the new MAN D15, D26 and D38 engines for the Euro 6 emission standard and the text generation of transmissions, the best and most powerful ever MAN TGX is there for you now.

Specifically, this means more hp and additional torque in all gears and with all transmission variants (not with the 640 hp engine). The MAN TipMatic® with the SmartShifting shift function delivers efficient use of MAN TGX Power. The result? Faster transport speed and continuous traction, particularly effective on uphill gradients.

However, with the new MAN TGX you also benefit from reduced fuel consumption. With MAN Efficient-Line 3, it is even possible to save up to 6.35 % on the fuel bill.

MADE FOR EFFICIENCY.





EFFICIENCY EN ROUTE.

Long-haul vehicles should ideally have a great deal of torque, combined with great fuel efficiency. Just as you do in the new MAN TGX.

As soon as you turn the ignition key, you can feel the majestic power of the engine. That is because the Euro 6 version of the MAN D15, D26 and of the MAN D38 deliver a convincing additional engine power and more torque in all gear ratios and transmission variants (not with the 640 hp engine). The Common Rail diesel engines MAN 15 and MAN D26 with cooled exhaust gas recirculation also have service intervals of up to 140,000 km. These engines do more than just set standards in terms of reliability and service costs.

With the MAN TGX EfficientLine 3, MAN also provides a comprehensive fuel-saving package. This saves diesel costs, reduces CO₂ emissions and delivers a decisive competitive advantage. Cost savings of up to 6.35 % compared to the previous version can be achieved.

The 4- and 6-cylinder engines with two-stage turbo-charging guarantee ample pulling power right across every engine speed range, enhance running smoothness and optimally utilise every litre of fuel.

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

The new MAN D15 engine will be available from the middle of 2019. Like the MAN D20 engine, it has very good dynamic handling thanks to its optimal turbocharger configuration, but offers more payload. The weight of the engine has been reduced by approx. 230 kg as compared with the MAN D20, and fuel efficiency has been increased. Even at low engine speeds, the maximum torque is available.

The MAN TurboEVBec in conjunction with the MAN D15 engine enables gradual regulation of engine brake output up to a maximum of 350 kW. In addition, numerous optimisations of the new MAN D26 engine concept result in greater power at the same low fuel consumption and a weight reduction of around 80 kg.



TopDown cooling



Domed valves



Plastic oil sump to save weight



EFFICIENCY MEETS PERFORMANCE.

Great performance, powerful torque and low consumption of fuel and AdBlue®. The outstanding energy efficiency of the new MAN D38 engines really does pay its way.

The MAN TGX delivers powerful traction and achieves high average speeds even on mountain roads. It is capable of operating in economy mode at all times – the disengageable air compressor facilitates this.

In order to achieve maximum reliability and service life, TopDown cooling is employed. This assures remarkably effective cooling of all cylinders and this in turn reduces the impact on components subjected to high temperatures.

The “domed valves” achieve a long service life for valves and valve seat races. Another very weighty advantage is the payload benefit. In the performance class from 397 kW (540 hp) to 471 kW (640 hp), the new MAN D38 engines are among the “lightweights”.



EFFICIENCY IS PRE-PROGRAMMED INTO THE MAN TGX.

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

With the MAN TipMatic®, the vehicle automatically detects loads and angles of inclination and optimises the shift strategy to ensure, for example when setting off, that the best and most appropriate gear is always selected. The Smart-Shifting function is a further development of the familiar SpeedShifting function that minimises interruptions in traction, for example when changing gears on an uphill gradient.

Also, the MAN TipMatic® saves the shift strategy and shift functions in the control unit of the system. This enables you to adapt shift characteristics individually at any time to suit operational conditions, thereby allowing you to start your day off on an efficiency setting. In addition to the "PROFI" full version, there are specifically pre-programmed software variants for a vast array of different application areas. The FLEET software version, for example, is the optimum solution for use in large fleets or for rentals. It greatly reduces the need for manual intervention, which in turn prevents the incidence of operator errors. Particularly when drivers are changed frequently, or when poorly trained drivers take to the wheel, this significantly reduces wear and tear on the vehicle and cuts fuel consumption.

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

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

The further development of the GPS-assisted cruise control, MAN EfficientCruise®, has been available since 2016. On the basis of map material stored in memory and the GPS position of the truck, it can detect uphill and downhill gradients on the route ahead. The system uses this data to adjust the vehicle speed continuously and efficiently. In doing so, it utilises the dynamic change in kinetic energy. For example, unnecessary downshifts are avoided on uphill gradients. In conjunction with EfficientRoll, MAN EfficientCruise® can let the vehicle roll automatically in dips in the road or at the start of a downhill gradient. At the very minimum, fuel consumption ceases to be a continuously fluctuating issue. MAN EfficientCruise® saves up to 9% on the fuel bill.





MADE FOR DESIGN.

GREAT VIEWS.

The MAN TGX can expect numerous equipment highlights to make the interior even more driver-friendly and optimised for vehicle operation.

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

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

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

A slimmer centre console and a coolbox/storage box, which can be completely stowed under the bed, create a more comfortable sitting and standing experience in the central area. And yet, the coolbox offers more space. The cup holders are more flexible, and the bunk control panel in the longer cabs with beds is more convenient. The lighting in the living space provides a cosier atmosphere thanks to goose neck lights.

The function-based switch layout and the colour display offer the driver a modern, ergonomic workplace. In the MAN TGX, comfort and working conditions for the driver have been improved thanks to the 1.5 dB reduction in interior noise compared to the previous series.

The exterior of the MAN TGX also gives a self-assured first impression. A new plastic bumper with a slatted structure enhances the look of the vehicle and also optimises the flow of cooling air. It can be optionally fitted with chrome slats.





MADE FOR COMFORT.

TOTALLY IN THE COMFORT ZONE.

How you sit affects how you drive. For drivers who cover 130,000 kilometres or more every year, exemplary seat ergonomics are an important factor for general well-being and performance.

After a long hard day, drivers should not feel it in their back. That is why the new MAN TGX provides air-suspended comfortable seats with integrated head rests and three-point seat belts which the driver can adjust individually, such as through pneumatic height adjustment and vertical damper setting. With the Alcantara leather seat, the genuine leather covering provides the optimum combination of comfort and durability in the areas subjected to the greatest wear and tear. Whether it is seat heating, pneumatic lumbar support or side contours and shoulder support, there are almost no limits to your options. This also applies to the aesthetics. The ultimate luxury is the climate-controlled seat which ensures a pleasant warm or cool feeling at any time. With respect to the onboard air conditioning, the air-conditioning system with automatic temperature control does the job perfectly. A diesel heater, an auxiliary water heater and a park air-conditioning system are available as optional extras.

The cockpit can also be adapted to suit the individual needs of the driver and is perfectly designed for comfortable and safe operation. The new high-resolution, four-colour LCD display in the instrumentation is clearly structured: coloured indicators on the 4-inch display aid readability and orientation, making it easier for the driver to spot notifications, such as activated assistance systems or warnings. A digital speed display supplements the analogue dial. In addition, menus and controls boast colours coordinated with the MAN Media Truck infotainment system. This infotainment system with its large touchscreen, colour display and optional navigation data, boasts features including a Bluetooth interface and USB/auxiliary input. Practical details such as the wipe-clean door interior cladding and the compressed-air connection to simplify cleaning operations ensure that the cab can be kept clean – enhancing driver satisfaction in the process. Drivers also benefit from a 1.5 dB reduction in interior noise in comparison to last year's series, further improving their working conditions and comfort.

The new, electric glass elevating roof makes the cab even cosier by allowing daylight to stream in. The glass elevating roof makes the interior feel really light and airy and enables an optimal exchange of air without the driver feeling a draught. The roof is controlled electrically, thereby increasing the driver's level of comfort.

No matter which cab you choose, it is certainly going to be a good choice because all of these cabs, as you would expect, comply with the most stringent crash safety requirements and offer optimum occupant safety. Especially for construction site vehicles, a virtually identical steel fender is available for all cabs. The optional darker "Urban Concrete" colour will be available for the cockpit. It is a hard-wearing colour scheme for all surfaces that may come into contact with dirty hands or work clothing during vehicle deployments in dirty conditions.





HERE YOU REALLY CAN GET A GOOD LIE-DOWN.

The MAN TGX does more than offer optimum freedom of movement, huge storage space and a friendly atmosphere. It is also designed for ultimate standards of living and sleeping comfort.

You need to be wide awake for the demanding job of being behind the wheel. So it's even more important that you sleep well. The high-quality beds with slatted supporting frame and optional multi-zone cold foam mattress treat you to a level of comfort close to what you'd expect at home.

As an alternative to the second bed, the multi-function storage unit provides approx. 200 litres of storage space for clothing and bags. When the vehicle is parked, the second driver can use it to take a rest. Otherwise everything is neatly stowed away. Large cupboards above the windscreen in the XXL and XLX cabs offer ample space for luggage and other equipment. The middle console provides numerous storage possibilities. For personal equipment, there is a large storage box which can be accessed either from the inside or from the outside as well as an additional storage box which can only be accessed from the outside.

The gooseneck lights and an easy-to-reach control unit for the bunks make for a pleasant atmosphere and greater comfort and allow the switches for the interior lighting, window lifters and sliding roof to be controlled. An alarm clock with an LCD display, 12V or 24V sockets and a USB power socket with a 5V connection on the top, e.g. for a mobile phone or tablet, round off the handy features. The control unit is on the right side of the vehicle. It can be placed either side of the top bunk, meaning you can choose the position you want to lie in.

The new coolbox/stowage box with integrated bin can be stowed fully under the bunk. A handy tray can be placed on the box or stored separately, providing a lot of extra space and some comfortable legroom when sitting on the bunk. Nevertheless, the new layout still offers more cooling space and additional storage compartments. The feature that allows cups or ashtrays to be placed on the top has also been optimised: up to four retaining devices can be fixed in the middle, within easy reach of the driver and co-driver.



Stowable coolbox/stowage box



Coolbox/stowage box pulled out



EVERYTHING INSIDE, AND ALL AT A GLANCE!

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

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

The instrumentation takes centre stage, with its 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.

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.



Enhanced colour display in the instrumentation



Neat switch layout



Rearranging the TipMatic switch and parking brake creates additional space



GREAT ENTERTAINMENT.

MAN offers some practical features with its MAN Media Truck infotainment system.

The standard MAN Media Truck variant includes a 5" TFT display with touchscreen and SD card slot. On request, it's also available with a hands-free system, Bluetooth audio streaming, USB/AUX inputs, and DAB+ digital radio. In addition, the MAN Media Truck Advanced version offers a larger 7" display, voice control, a hands-free system for a telephone, video display via USB & SD, traffic information via radio, and a maximum of two camera interfaces. MAN Media Truck Navigation includes a specialist truck navigation system. Also, the versions MAN Media Truck Advanced and Navigation offer the function of "Twin Pairing", which enables two mobile phones to be connected to the system in parallel. Both variants can also be provided with a hook-up for a rear-view camera.

The new "Mirror Link" function transfers the user interface of mobile devices to the infotainment system, enabling safe operation via the multi-function steering wheel and the system itself (connection via USB cable). The navigation screen also continuously shows maximum speed limitations (dependent on the map data including the respective information). The digital radio (DAB/DAB+) is easy to access and use via voice control.



MAN Media Truck Navigation



Function "Mirror Link"

YOU CAN ALWAYS REST ASSURED ABOUT ONE THING: EVERY DRIVE WITH MAN.

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

This is because our cabs are designed to facilitate fatigue-free, concentrated driving, relaxing recovery and maximum occupant safety. All cabs provide optimum safety. The mirror concept contributes to this, with main and wide-angle mirrors, a large ramp mirror and front mirrors. The problem of the blind spot has been more or less eliminated. To provide an even better overview, the Infotainment versions of the MAN Media Truck Advanced and Navigation systems can be supplied with preparations for a rear-view camera. This equipment uses the screen to show pictures from a retrofitted camera.

Many useful details such as the optional washable interior door panelling, easy-care fittings, a compressed-air terminal that turns cleaning into an extremely simple job and an optional headlight washer unit make easy work of the task of keeping the cab clean.

There is a choice of three cabs for the MAN TGX.

XL cab.

Compact size: comfortable cross-cab access from door-to-door and a comfortable bed as standard give users of the XL cab an impressively spacious experience.

XLX cab.

Full standing height, all-round comfort: the XLX cab is exactly right for the fleet segment – the long-haul cab par excellence. With a spacious interior, pleasant atmosphere, practical storage compartments, a comfortable bed and the option of a second bunk bed, the XLX cab sets standards in its class.

XXL cab.

Large, larger, XXL: the XXL cab is one of the most spacious in Europe – for maximum comfort and optimum freedom of movement in international long-haul transport. 2100 mm standing height, two comfort beds, versatile shelving and stowage combine to make this the greatest cab for long-distance drivers.

XL cab



XLX cab



XXL cab





MADE FOR WORK.



WITH A BUILT-IN GUARDIAN ANGEL.

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

In addition to economic aspects, ensuring maximum protection for the driver and other road users is the priority. We need to do all we can to minimise the risk of accidents, which is why the MAN TGX offers a safety architecture with innovative technologies. This helps the driver in everyday and in difficult situations, and effectively helps to prevent accidents.

MAN ASSISTANCE EQUIPMENT.

Electronic stability program (ESP)

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

MAN BrakeMatic® brake system with ABS and ASR

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

MAN ComfortSteering*

MAN ComfortSteering helps the driver to steer and forms the basis of other assistance systems such as Lane Return Assist (LRA). Because the steering forces are adapted to the road speed, the strain is taken off the driver and there is ease of movement when manoeuvring and ability to stay in a lane at high speed. Irrespective of the axle configuration, a small steering wheel is fitted (Ø 460 mm) and a more direct steering gear ratio is adopted.

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

Continuous braking

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

The retarder is a hydrodynamic continuous brake integrated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation.

This increases driving safety during long descents by relieving the load on the service brake system.

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 applies 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 as early as possible.



ESP compensatory braking when vehicle is oversteered



ESP compensatory braking when vehicle is understeered



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



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

Lane Guard System (LGS) including Lane Return Assist (LRA)¹

The electronic Lane Guard system permanently monitors the lane ahead of the vehicle. If drivers stray from the lane without activating a flasher, they are warned by an acoustic signal. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits rumble-strip noise, which the driver intuitively understands correctly. LGS increases the driver's awareness of staying in the lane, thus preventing many a dangerous situation.

The Lane Guard System (LGS) with Lane Return Assist (LRA) helps drivers stay in their lane and actively prevents the vehicle straying from the lane. If the system detects that the vehicle is drifting out of the lane, it independently steers the vehicle back to driving straight ahead. The vehicle is not kept continuously in the lane; drivers must keep their hands on the steering wheel (hands-on detection) and are responsible for guiding the vehicle at all times. Drivers can override the corrective steering torque at any time. The function also works in the dark and increases transport safety and reliability.

Adaptive Cruise Control ACC with stop-and-go function²

Adaptive Cruise Control automatically evaluates the distance and differential speed of the vehicle in front and ensures a safe distance through electronic intervention in the accelerator or brake pedal. ACC can be used at driving speeds from 25 km/h and helps the driver to stay relaxed while driving.

The stop-and-go function is new. In slow-moving traffic, congestion or when driving in city traffic, the truck automatically brakes to a stop behind the vehicle in front, and 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.

MAN AttentionGuard.

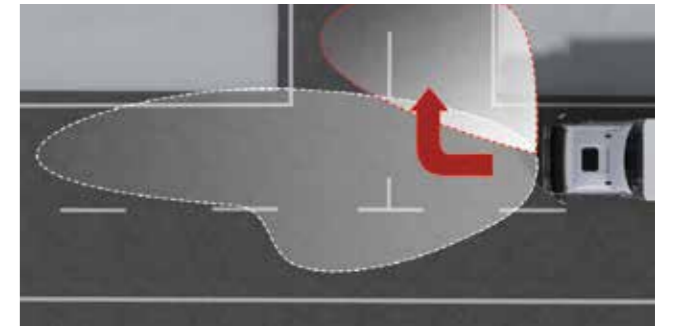
MAN AttentionGuard detects signs of reduced driver alertness at an early stage and warns the driver accordingly. A second-generation (or higher) Lane Guard System is required for this system to work. The MAN AttentionGuard is a key factor in preventing the driver from accidentally leaving the lane on monotonous stretches of road – one of the typical causes of accidents. The MAN AttentionGuard also works during driving at night.

Emergency Stopping Signal (ESS)

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

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, while providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.



Cornering light for a better visibility

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

² Available for MAN TipMatic® 14 gearbox with MAN D26 engine and for MAN TipMatic® 12 gearbox with MAN D15, D26 and D38 engines. Not for heavy-duty applications.



LED daytime driving lights

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

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. At dawn and at dusk, tunnels and bridges are 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.

LED rear lights

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

Manoeuvring light

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

Turning camera

Early recognition of critical situations on the difficult-to-view right side of the vehicle is essential when turning or manoeuvring. A camera on MAN trucks extends the visible area to the blind spot. The monitor is in the field of vision when looking to the right in the mirror and helps the driver to better view the area next to the vehicle. It recognises whether, for example, cyclists or smaller vehicles are located directly next to the driver's cab and, when manoeuvring, obstacles stand out better. The system is activated automatically whenever the right-hand indicator is switched on. This equipment can be ordered ex works.



LED rear lights

**MADE FOR
PERFORMANCE.**





YOU CAN BUILD ON THE MAN TGX.

Fitting bodies is easy, the frame is clearly laid out, it offers great payloads and majestic driving characteristics. The MAN TGX convinces with its great attention to even the smallest of details.

It comes as a 4x2, 6x2 or 6x4 semitrailer tractor and as a 6x4 and 8x4-4 chassis with different wheel-bases, variable front-axle loads and various fifth-wheel coupling heights for Euro semitrailers and large-capacity semitrailers. Optionally, the MAN TGX can be obtained as a 4x2 or 6x2 chassis with drive axle or trailing axle version. The stable, rigid and torsion-resistant frame with no protruding parts ensures optimum body compatibility. The close-knit matrix of holes means that later additions and conversions can be made easily.

Full air suspension with well-spaced air-suspension gaiters provides optimum road safety and ride comfort for the 4x2, 6x2-2 and 6x2-4 chassis. On vehicles with high body centres of gravity, the air-damper system (LDS) delivers superlative ride stability, i.e. road holding. The 6x4 chassis is also available with full-leaf suspension or with leaf-air suspension. The electronic air suspension control, ECAS, allows you to lower the chassis of the MAN TGX by 90 mm or to raise it by 190 mm. The memory function makes it possible to set two freely definable heights at any time, at the touch of a button.

The MAN TGX with MAN D38 engine can also handle very heavy traction assignments. With engine power ratings of 397 kW (540 hp) to 471 kW (640 hp), it is ideally suited for tasks involving high gross train weights, examples being the transporting of construction vehicles, heavy-duty tipper trucks and the towing of heavy loads.



SET UP FOR EFFICIENCY.

Always up to the task

The MAN TGX is available as a version of normal height, of middle height with good ground clearance, and as an ultra-low version with extremely low frame upper edge for volume transport.

Convenience you can count on

All components of the MAN TGX running gear are designed for convenience, reliability and optimum economy. The winning features of the hypoid drive axle are its low unladen weight, high capacity load and the long interval of 500 000 km between oil changes. The engines in the MAN D15 and D26 series are designed to have service intervals of 140 000 km.

Ideal for long distances – to keep you going further

The compact battery box and the air tank located at the back deliver maximum fuel tank volume. Dual-purpose fuel tanks made of corrosion-resistant aluminium can hold a total of 1 380 litres. This version with a step has standard heating of the AdBlue chamber and is much more space-efficient than two individual tanks. With a plastic inner coating of the AdBlue® chamber in the aluminium tank, baffle plate technology and an optimised version of filler necks, fill level sensor and venting, the tank design, the service life and the look are all improved. The weight advantage of the aluminium version is approx. 30 % compared with steel fuel tanks.

Furthermore, the X control arm combines the wishbone and the stabiliser into one component, delivering not only superior ride stability and tracking, but also reducing vehicle weight to enable more payload to be carried.



Weight-saving X control arm on the rear axle takes over the stabiliser and control arm functions



Compressed air tanks situated at the rear

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.



Vehicle behaviour with CDC



Vehicle behaviour without CDC

OPTIMISING USE DOWN TO A TEE.

Whether in urban distribution transport or interurban deliveries, efficiency and productivity are the key to success in domestic and global competitive markets. For over a century we have been manufacturers of trucks and buses as well as technological leaders in the transport business.

Digitalisation also offers this sector great new opportunities. With MAN DigitalServices we simplify your fleet business, making it more efficient and more reliable so that you have more time to concentrate on your core business.

To this end, we work closely with our partner RIO, the open, manufacturer-independent and cloud-based digital platform from TB Digital Services GmbH, a company of the TRATON GROUP. This makes it especially easy to start using digital services for fleet management. The prerequisite for using digital services is that vehicles are equipped with the RIO Box. This is simple to retrofit in trucks from all manufacturers.

MAN DigitalServices assists you in optimising your vehicle analysis and performance, maintenance management and driver performance. After registration for using the services and registration of the vehicle, the basic service MAN Essentials is automatically activated free of charge. This service already includes reliable information on trip history as well as vehicle-specific deployment analysis. For efficient and reliable maintenance management you can simply book MAN ServiceCare as well – straightforward and free of charge.

Via the Marketplace, which is the RIO platform online portal, you can access numerous tailor-made, vehicle-specific digital services from MAN exclusively for MAN vehicles. For information, go to: www.digital.man

Fleet management	Maintenance management	Driver deployment	Driver assistance
<ul style="list-style-type: none"> ■ MAN Essentials ■ MAN Advance ■ MAN Bridge 	<ul style="list-style-type: none"> ■ MAN Maintenance ■ MAN ServiceCare 	<ul style="list-style-type: none"> ■ MAN Perform ■ MAN Compliant ■ MAN Connected CoDriver 	<ul style="list-style-type: none"> ■ MAN Driver App

The MAN Driver app:

Make your everyday work as a driver easy and networked with a wide variety of functions such as scanning the switches and check lamps in the truck and getting an explanation of their functions sent directly to your smartphone. You can also document digital damage reports and send them to the fleet manager. Using MAN ServiceCare you can send damage reports to your MAN service outlet, if required.

Find out more: www.digital.man/driverapp





YOUR TRUCK IN THE BEST HANDS.

Maximum quality over the maximum possible service life and excellent availability – this is our promise to you.

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

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

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



MAN ProfiDrive®

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

MAN | Financial Services

MAN Financial Services* help you to stay financially mobile. Moreover, our truck rental service makes it possible to be more flexible in responding to short-ages or increased demand.

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

MAN | Service

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

- **MAN Genuine Parts:** top quality, long service life and availability ensured
- **MAN Genuine Parts ecoline:** save a lot and protect the environment in the process with reconditioned MAN Genuine Parts from MAN, the manufacturer or external service providers
- **MAN Genuine Accessories**
- **MAN Genuine coolant & lubricant:** MAN Genuine coolants and lubricants provide proven protection against wear and thus contribute to a longer service life and to a reduction in the total cost of ownership (TCO)
- **MAN Mobile24:** Europe-wide breakdown service for trucks
- **MAN ServiceContracts:** service agreements covering service and inspection tasks on the maintenance schedule. Depending on the add-on option, different modules such as contract management, driveline guarantee and wear-and-tear repairs can be included.
- **MAN guarantee extensions:** guarantee extension for driveline and complete vehicle



MAN | TopUsed

- **Top used vehicles:** large selection of high-quality used vehicles of all truck types
- **As a reliable partner we represent** top quality, top advisory service, top selection, top financing, top service
- **MAN TopUsed extended warranty:** Driveline guarantee with 0% customer contribution, MAN driveline guarantee PLUS, complete vehicle warranty with 20% customer contribution
- **MAN TopUsed Seal of Quality:** Whether one, two or three stars: thanks to our Seal of Quality, you can identify the most important features of our MAN TopUsed vehicles at a glance.
- **MAN TopUsed – used trucks, buses/coaches, vans and trailers:** To find the used vehicles of all brands and types that we have on offer, go to www.mantopused.com

MAN | Rental

MAN Rental offers you utmost flexibility, mobility and peace of mind – even if your order situation changes.

MAN Rental is the profitable and practical choice:

- High-quality MAN vehicles and next-generation trailers
- A comprehensive MAN product and service portfolio
- Rental periods starting from 24 hours as well as fixed monthly rental instalments
- Flexible, demand-based rental and equipment options
- Options to boost flexibility and mobility
- Appropriate insurance cover
- A tailored all-round carefree package

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

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D111.3614/E - pe 03192 - Printed in Germany

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