

THE NEW MAN TGX.

SIMPLY MY TRUCK.



UP TO
8.2%
LESS FUEL CONSUMPTION
CONFIRMED IN A
TUY SỔ TEST DRIVE



THE MANY FACETS OF THE **MAN TGX.**

Anyone who wants to operate successfully in international long-haul transport today needs to take their transport performance up a gear and put the brakes on costs. The new MAN TGX is designed to do just this. With its low-emission engines, it sets very high standards for energy efficiency, reliability and cost-effectiveness – while also delivering the top quality for which MAN trucks are known in the industry.

With its new technologies, it achieves outstanding fuel consumption, high load capacity and perfect body-compatibility. The new TGX boasts impressive levels of comfort too: the driver's workspace is streamlined, while the rest and sleep area is the perfect place to relax, ensuring that you are always well rested and highly motivated when it's time to get the job done. That helps to enhance your

safety too – as do our reliable assistance systems. In addition to familiar assistants, highlights include the ACC's new stop-and-go function, which helps you make your way through traffic congestion with ease.

We can safely say that the MAN TGX will deliver the goods, helping you to achieve your profit target and taking you to a new level of success with perfectly dovetailed services. We have stepped up our digital offering in particular, creating Connected Truck – a smart and innovative comprehensive network for your vehicle. With numerous DigitalServices such as driver, servicing and fleet management, you can now use your truck in an even more carefully monitored, efficient and cost-effective way.

Get headed for success!





Find out more:
www.truck.man.eu/tgx-film
www.truck.man.eu/tgx-360

**EXCELLENT
DRIVER FIT.**

PAGES 06–19



**GREAT EFFICIENCY
AND ECONOMY.**

PAGES 20–33



CONNECTED



OPTIMISED UPTIME.

PAGES 34–39



STRONG PARTNER.

PAGES 40–45

TRUCK

Plus:
SAFETY AND ASSISTANCE SYSTEMS
PAGES 46–51

CONTENTS

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





... BUT THE
CAB DEFINITELY ISN'T.

EXCELLENT DRIVER FIT

TOP-CLASS DRIVER'S CAB

The driver's cab is the heart of the new generation of MAN trucks. We've reimagined the cab from floor to ceiling, because comfort in the cab means easier workflows and faster completion of your transport jobs. Ideal conditions for higher driver motivation, and that translates to an investment that pays you daily returns. The completely new gear shift controls situated directly on the steering column stalk are a prime example. This redesign creates a lot of extra space.

And a host of clever storage areas and compartments make great use of the additional room. The overhead lockers above the windscreen, multifunctional compartments and secure, pull-out drawers in the centre part of the instrument panel are particularly practical in a driver's day-to-day. Depending on the cab option, various storage boxes,



Innovative MAN SmartSelect multimedia controls

compartments and an in-set or pull-out fridge are also available. The GX cab, for instance, boasts more than 1,100 litres of stowage space, ensuring that you can neatly fit in everything you need – even for several days on the road.

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



Spacious overhead lockers with a tambour door in the middle

The new generation of MAN trucks offers exactly the support you and your drivers are looking for: the traffic jam assist*, turn support, lane change support (LCS), ACC Stop&Go, lane departure warning (LDW), lane return assist and many other safety and assistance systems all help prevent or mitigate accidents, which often lead to expensive damages and a great deal of lost time. Find out more under SAFETY AND ASSISTANCE SYSTEMS.

* Available at a later date.

Fully digital instrument-
ation with a 12.3-inch
colour display

Driver-centric,
ergonomic cockpit

Media system
with a 12.3-inch
colour display

Multifunctional
steering wheel with
integrated airbag

MAN SmartSelect – the
infotainment control
optimised for trucks

Find out more

1. Scan the QR code or enter the following URL in your mobile browser:
www.truck.man.eu/mantg-ar
2. Follow the link and allow access to your camera
3. Hold your smartphone in front of this picture
4. Discover the MAN TGX with Ben!



ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the new MAN TGX ensures a back-friendly start to the day. As the entrance is positioned in the middle of the door area, the driver can get into the vehicle in an upright position. The access ladder is designed as a stair so you have all steps in view. On entering the vehicle, the new design ensures extra comfort, and it offers better safety on exiting, too. Thanks to entry lighting, the steps and surroundings are visible at any time of day and in any weather conditions as soon as you open the door.

That said, we developed the MAN EasyControl system specifically to help you avoid getting in and out when you don't have to. Within the driver-side door there are four controls that can be easily accessed from outside the vehicle. Depending on your configuration, they come preprogrammed with the key functions or can even be implemented according to individual needs. For all this, we didn't forget the little things either: an optimised entrance that features steps with a non-slip surface and a lattice structure, washable interior door panelling and a compressed air supply. This way sand, mud and gravel from dirty parking lots can quickly be shown back out the door. In addition to ensuring your truck makes a positive impression visually, breaks feel all that much better, too.

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

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



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





WITH **MAN** YOU CAN TAKE A LOAD OFF.

Everything has to come to rest at some point. A pleasant atmosphere. A cosy environment. For the sleeping area of the new TGX that's exactly what you'll find. In the extended cab models, a multizone cold-foam mattress ensures comfort for well-deserved shut-eye and peaceful dreams. The accompanying 7-zone slatted base has an adjustable head, enabling a range of ergonomic lying positions. This allows the driver to also use the bed as a sofa for reading or watching television, for example.

All of the important functions can also be operated from here using a special control panel in the rest area: the lights, door locks, heating and windows can all be controlled at the push of a button. Just like the radio, music, the perimeter camera and important data on the battery's current status or driving times.

Personal items have their spot too in the many stowage compartments. After all, in the GX cab there are 1,148 litres of space at the driver's disposal. The storage concept includes a special innovation: a modular storage box which slides completely underneath the bed and can be fitted with either a fridge, a drawer or a storage compartment.

An independent air conditioning system and auxiliary water heater take care of providing for pleasant air and temperature conditions in your environment. The electric air conditioner even works without a cold reservoir, which would have to be charged during vehicle operation, and is thus ready for use at any time. Even in summer it can keep things refreshingly cool for up to 12 hours. While the truck is on the road, MAN Climatronic maintains the chosen temperature fully automatically. Comfortable temperature zones in the cab are assured as well, as the foot area and the head area are controlled separately. Perfect for keeping your head cool but your toes toasty. Noise and lights are kindly asked to stay away, however: additional insulation in the floor and back wall combined with optimised heat insulation in the extended cabs and overlapping front curtain rails make sleep truly restorative. So that you're rested and ready when it comes time to tackle whatever new challenges tomorrow brings.



- 1 Perfect for independent types: on-board fridge
- 2 Exterior LED storage compartment lighting with various colour options
- 3 Peaceful sleeping environment: curtains for privacy and darkness
- 4 Entertainment: vivid LED display

EVERYTHING IN ORDER.

The traffic situation on city roads as well as long-haul routes is becoming ever more demanding and complex. It was all the more important to us then to make the cockpit as driver-friendly and organised as possible. Displays and controls are now separated from one another spatially. Reading distances and reachability are thus ergonomically optimised: data is set at a farther distance, making it easier to grasp, functions are colour-coded, and buttons and switches are within easy reach. The focus is clearly set on the most important areas. The driver's view can easily go between the road and the instruments, without fear of distraction. Just another MAN contribution to making drivers' lives less complicated and less tiring. The controls for the MAN media system and MAN SmartSelect are simple to use as it's easy to feel which setting is currently activated. All of the displays

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

Theory times experience: the controls for the new generation of MAN trucks are the result of combining the latest scientific analyses with insights from intensive on-road tests with drivers.

Various functions can be selected from lists. A soft touch response at the beginning and end provides fast orientation with minimal distraction.



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

Displays placed at ideal reading height and distance

Controls within perfect reach



DRIVING SMART

With navigation, radio (from standard to digital), video, telephone and more tailored to trucks, the infotainment system of the new MAN TGX is a communication and multimedia hub. It is available in five different variants, from Starter to Advanced. The 7-inch or 12.3-inch display – both with brilliant HD resolution – makes for great viewing. Quick-selection keys and a USB input connection are part of the standard fittings, and from Advanced level the buttons are fully configurable and up to two smartphones can be paired.

They are all operated via a classic control system with buttons and from the MAN premium media system models via MAN SmartSelect. Throughout, familiar usage meets innovative comfort. The result is one you can see and feel, too, as high-quality surfaces make every journey with the new MAN TGX tangibly special.



Infotainment system with 12" display and MAN SmartSelect



Infotainment system with 7" display and MAN SmartSelect



Infotainment system with 12" display and selection switch

EVERYTHING UNDER CONTROL.

Fully redeveloped, the gear controls for the automatic transmission have been placed in the right-hand steering column stalk. That not only frees up space between the seats, as the usual console between the seats is no longer needed, but also improves ergonomics and safety. Close at hand as well – to the right of the combi-dashboard – is the control for the electric handbrake. This means it is optimally positioned with respect to gear controls and the ignition. It can be operated at any time but is now also automatically activated when the vehicle is parked and released when it moves off. This is another new idea which creates additional room where a lever was previously needed. The result is almost a full square metre of space in the wide cabs between the driver's seat and the passenger seat. Space and comfort of a class that only MAN offers. It's such a relief when all around you it's bumper to bumper and the streets are a mess.



MAN PUTS SAFETY FIRST, EVERY TIME.

MAN has the right cab for every need – and maximum safety, comfort and ergonomics travel with you wherever you go. Our cabs are designed for fatigue-free, focussed driving, relaxing breaks and maximum passenger protection. All of the cabs offer optimum safety thanks to a range of features, including the mirror system comprising main and wide-angle mirror, large kerb mirror and front mirror. The blind spot has practically been eliminated. For even better visibility, the MAN Media Truck Advanced and Navigation versions of the infotainment system can be supplied ready for a rear view camera. This allows the screen to be used to display the images captured by a retrofitted camera.

TREMENDOUS TRIO.



CAB GX:
THE MAXIMUM ONE
(wide, long, extra height)

CAB GM:
THE GENEROUS ONE
(wide, long, medium height)

CAB GN:
THE ROOMY ONE
(wide, long, standard height)

W x L x H (MM)	2 440 x 2 280 x 2 150	2 440 x 2 280 x 1 940	2 440 x 2 280 x 1 660
SLEEPING FACILITIES	2	2	1
SEGMENT	Long-haul transport	Long-haul transport	Special uses in local transport (e.g. building materials, wood)
BENEFITS AT A GLANCE	<ul style="list-style-type: none"> ■ One of the most capacious in Europe ■ Extra standing height: 2100 mm ■ 2 comfortable beds 	<ul style="list-style-type: none"> ■ Full standing height ■ Spacious interior ■ 2nd bed possible 	<ul style="list-style-type: none"> ■ Compact size ■ Convenient through access ■ Comfortable bed as standard

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



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



GREAT EFFICIENCY AND ECONOMY



MAN

MAN 640

POWER FROM START TO FINISH.

If you want to get to the top, you need drive and efficiently deployed strength. For the new MAN TGX, MAN has a full three to choose from: the MAN D38, our engine for heavy-duty tasks, primarily used in long-haul transport, the D26 and the new MAN D15. Each one is a high performer and brings efficiency and trusted MAN reliability to make your new truck a strong and cost-transparent member of your business for a long time to come. In particular, thanks to SCR and optimised thermal management, all the MAN engines are ideally prepared for the stricter emissions limits of Euro 6d.

Strong on performance and light on emissions? The performance update for the MAN D26 focused primarily on a reoriented combustion concept as well as reducing engine power loss. Here, enhancing motor efficiency was the top priority. With the new vehicles, MAN proves you can in fact have it both ways. But, at the end of the day, what really counts is how much cargo can be transported from A to B. With the new MAN D15, that can be considerably more than you might think. This MAN engine is weight-optimised and lighter than its predecessor, the MAN D20, which means

you can afford to add a little extra on top. Together, the efficiency-enhancing product innovations reduce the fuel consumption of a standard semitrailer tractor with a D26 engine (Euro 6d) from the new MAN truck generation by as much as 8.2%, compared with a vehicle dating from 2018 (Euro 6c). This has been confirmed by a test drive conducted by TÜV Süd.

Furthermore, we also have a variety of digital tools ready and waiting to help you can get the most out of our high-performance engines at all times. With MAN Perform, we provide you with driver-specific data you can use to assess and improve driving performance, for instance with regard to cost-effectiveness. As support for every journey, we also offer the MAN EfficientCruise® service. This GPS-based speed control system analyses the route and automatically determines the most cost-effective driving style and speed. A brand-new aspect is the fact that it can now take into consideration the route selected in the navigation system as well as applicable speed limits. Just one of the many MAN ideas to help you get your business where it wants to be.



PROVEN PERFORMANCE REVVED UP: THE MAN D26 AND D38 ENGINES.

New in the MAN D26 and D38:

- Improved common rail injection system
- Optimised thermal management

With the MAN D26, our motto was “We can do better.” The performance update focused primarily on a reoriented combustion concept as well as reducing engine power loss. Here, enhancing motor efficiency was the top priority. Its continuous low consumption notwithstanding, performance clearly shoots for the sky: it offers 70 kg more load capacity, an increase of 10 HP more and a higher torque of +100 Nm, all in order to drive your business forward.

The MAN D38 for the new MAN TGX is still the powerhouse among the MAN engines and feels particularly at home on long-haul routes. With its three output levels of 397 kW (540 HP), 427 kW (580 HP) and 472 kW (640 HP), it takes

even the heaviest load and the biggest incline in its stride. The common rail diesel boasts extremely high injection pressures of up to 2,500 bar and a powerful ignition pressure of 250 bar and consistently delivers the best traction paired with low fuel consumption. The two-stage turbocharger with an intercooler ensures the engine is optimally supplied with combustion air.

Both engines are ready for the new emissions limits as well, since in addition to their EGR (exhaust gas recirculation) they also feature an SCR (selective catalytic reduction) system for off-engine neutralisation of NOx emissions. This gives you a clean and powerful route into the future.



MAN D15

The MAN strategy for Euro 6d: highly efficient exhaust gas cleaning with a precise combination of engine technology and aftertreatment.



MAKING LIGHT WORK OF PROGRESS: THE MAN D15.

The new MAN D15 engine series does away with EGR thanks to enhanced SCR technology and the widespread availability of AdBlue®. Exhaust gas aftertreatment by the SCR catalytic converter and the MAN CRT (continuously regenerating trap) system ensure cleanliness and compliance with legislation.

Plus, it's as gentle on service costs as it is frugal with emissions. Its simplified construction means maintenance work is performed even faster, which translates to lower

costs. Even visually the new MAN D15 has slimmed down and is significantly more compact than its predecessor. When paired with the optimised axle drive, weight was reduced by 284 kg, thereby increasing load capacity.

Efficiency is always what comes first when it comes to MAN engines. You can count on it. Finally, there was only one component left for us to improve: the driver. And we took that on, too: first via efficiency data displays and assistance systems like the GPS-based speed control system MAN

EfficientCruise®, which analyses the route and automatically adjusts speed to the most cost-effective driving style. Then we added tailored driver training using the data from your specific MAN truck, continuously digitally recorded and ready for evaluation. Together it's the ideal basis for the perfect interplay of human and MAN.

THE MAN TGX IS PRE-PROGRAMMED FOR EFFICIENCY.

MAN has taken efficiency to the next level with the MAN TipMatic®. This system enables the vehicle to automatically recognise the load and incline conditions and optimise the gear-changing strategy to match. Whether the truck is unladen or fully loaded, MAN TipMatic® automatically selects the ideal gear for pulling away. Furthermore, the wide gear spread and software which recognises inclines guarantee outstanding performance when moving off. “SmartShifting” is a further evolution of the well-known “SpeedShifting” and minimises traction interruptions when changing gear while travelling uphill, for instance.

“Idle Speed Driving” enables comfortable moving off and driving at idling speed. This feature allows the driver to manoeuvre the truck with precision and sensitivity or “just go with the flow” in slow-moving traffic on the motorway. If the truck ever becomes stuck in snow or damp, loose terrain, a further feature makes it easier to “rock” it free by automatically selecting the right gear.

MAN TipMatic® stores the gear-changing strategy and shifting functions in the system’s control unit. This allows the shifting to be individually adjusted to the job characteristics every time, meaning that it is geared towards efficiency right from the get-go. MAN TipMatic® also contains pre-programmed driving settings for various driving situations, such as the fuel-saving Efficiency program, Manoeuvre mode, programs for heavy loads and Performance mode for a more agile driving style. This ensures that your truck will always perform to the max, anytime, anywhere.





THE MAN TGX KNOWS EVERY HILL – AND THE **BEST GEAR** TO MATCH.

To make one tank of fuel go further, you need to adopt a more forward-looking driving style. With MAN, the truck does this for you. The next-generation, GPS-based cruise control MAN EfficientCruise® has been available since 2016. Using stored map data and the truck's GPS position, it recognises uphill and downhill slopes on the planned route – and continuously adjusts the speed accordingly to ensure efficiency.

In doing so, it makes use of dynamic changes in kinetic energy, e.g. to avoid changing down a gear unnecessarily when travelling uphill. If the new feature, "Include infrastructure", is activated, additional map data relating to transport infrastructure (bends, roundabouts, exits and speed limits) are used to calculate an energy-efficient driving style. Furthermore, if the speed regulation option is activated, the system reduces the drive output to suit the situation – earlier than the majority of drivers would – to slow down as fuel-efficiently as possible, for example when approaching a roundabout.

MAN EfficientCruise® has even more intelligent, efficiency-enhancing features: with "Dynamic Sailing", the software allows your truck to coast elegantly and automatically down dips and at the beginning of downhill slopes. This way, the most fuel-efficient operating ranges of the engine are used instead of the comparatively inefficient lower partial-load ranges. There is even more concrete support for the driver too: in "Variable Top Speed" mode, the driver can manually set the speed by pressing the drive pedal – but the new MAN EfficientCruise® will still work out the most fuel-efficient driving modes in the background. Based on this, notifications and small symbols are displayed on the instrument panel which recommend actions the driver should take to perform even more cost-effectively.

Efficiency-enhancing recommendations on the driver's display, e.g. "Foot off the accelerator"





BUILT FOR EFFICIENCY.

Always up to the task.

The new MAN TGX is available in a standard-height version, with a medium-height body featuring good ground clearance, and as an ultra low version with an extremely low frame upper edge for high-volume transport.

Comfort? A safe bet.

All components of the MAN TGX chassis are designed for comfort, safety and optimum cost-effectiveness. The hypoid drive axle boasts a low weight, a high load-bearing capacity, a large performance range and long intervals between oil changes. The engines from the MAN D26 and MAN D38 series are also designed for service intervals of up to 140,000 km.





SUCCESS IS ALL ABOUT DRIVE: HY-1344.

For long-haul transport in vehicles of up to 44 t gross weight, a hypoid axle combined with an efficiency-optimised drive in transmission ratios of 2.31 to 2.85 is used. The new, especially long axle gear ratio of $i = 2.31$ reduces in standard long-haul vehicles the number of rotations needed when operated at design speed by around 100 min^{-1} as compared to the longest axle previously used ($i = 2.53$). The lower rotational speed reduces fuel consumption.



**IT'S A QUIET
DAY FOR YOU ...**

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



OPTIMISED UPTIME

WORKING NON-STOP.

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

MAN ServiceCare, for instance, impresses with its forward-looking planning and smart bundling of service appointments. When it comes to financing, too, you can rely on MAN: MAN Financial Services supports your needs and makes sure you stay mobile. We've got it covered, so that your head stays clear for the road ahead.





RELIABLE, AGAIN.

This news bears repeating: the TÜV report on utility vehicles has again confirmed that the MAN trucks offer impressively high quality. In particular when it comes to long-term reliability, our fleet of four- and five-year-old trucks occupied the top spots. Our previous awards have only served to whet our appetite to do even better. Successfully so, too, as the share of defect-free vehicles in the main inspections rose yet again. Our reliability rests on many components. The first is our continuously growing range of assistance

systems that foresee tricky situations and then help to avoid them entirely.

Another is our dedication to the little things. For instance, when it comes to the electricity supply of the new MAN TG vehicles we pride ourselves on laying not one wire more than your configuration needs. The wires themselves are now protected by even more flexible and elastic materials, and the number of joints has been reduced. We also

reduced the wire thickness overall, which in turn means less weight and more available load capacity. The new modular wiring concept offers additional advantages by allowing customer requests to be easily incorporated and enabling quick repairs thanks to prefab sets. Together, the result is shorter downtimes and a vehicle electrical system with higher performance overall.

THE FASTEST WAY IS THE **INFORMATION HIGHWAY.**

Regular servicing is the alpha and the omega. Repairs can be completed faster, and optimally configured vehicle technology even enables fuel consumption to be decreased. We'd be glad to take care of the organisation details for you with MAN ServiceCare. To start with, your vehicles' data is transferred online to the MAN servicing data portal in accordance with the digital services you have booked.





OPEN ROADS AHEAD FOR WHATEVER YOU NEED.

The roads have enough congestion as it is. At MAN, your needs have a fast-lane pass. We keep our availability high so that you always have all your options open. Appointments are scheduled quickly and flexibly, your MAN service partner is available from early until late and via the MAN Mobile24 mobility service, you can reach us round the clock in 28 different countries. Your customers don't wait: which is why we're there for you whatever you need, whenever you need us.

80% of all relevant replacement parts are available at all times in our workshops, and 95% at the latest on the following day. Special parts can be supplied within a week. If it's long waits you're looking for, however, we can't help you there.

A scenic landscape featuring a winding asphalt road that curves through a valley. On the right side of the road, there is a prominent, light-colored rock formation. The background shows rolling hills and a valley with a road and some buildings. The sky is filled with dramatic, grey clouds, suggesting an overcast or stormy day. The overall mood is somber and mysterious.

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



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

STRONG PARTNER

NEXT EXIT: MAN.

Wherever the road takes you, our solutions are just around the corner. We're available at up to 2,000 service points all over Europe, from early until late. We are always up to date and know what's driving you: with systematic analysis of vehicle data and customer enquiries as our basis we're always striving to develop new future-oriented digital solutions. Continually transmitted vehicle data and intelligent data analyses are the foundation for the ever expanding range of exclusive and customer-tailored digital solutions: solutions that enable you to get the most out of your truck no matter if you're the driver, fleet manager or business partner!

In short, your challenges are our challenges and we're always working on modern and tailored answers to your questions even before you've asked them. Personal, competent and according to your priorities.





TECHNOLOGY BACKED BY A WHOLE LOAD OF EXPERIENCE.

MAN has been making utility vehicles for no less than 105 years. During this success story, we have developed new solutions for our clients non-stop. Over the years, we have never lost touch with our uncompromising MAN reliability, knowledge of what really matters to hauliers, and our passion for trucks which drives us to keep improving again and again.

Conditions on the roads are constantly changing – and so too the needs of the people who cover many a kilometre on them every day. As MAN is committed exclusively to utility vehicles, we know the challenges that the ever increasing volumes of transport and traffic bring. And because we love technology, we're always working on new game-changing ideas. That is what makes us a strong and visionary partner at your side. A truck life long.

THE MAN TGX: SOMETHING FOR EVERY BODY.

Outstanding body-compatibility, a tidy frame, a high load capacity and superior handling: the new MAN TGX meets even the highest expectations down to the tiniest detail. The portfolio ranges from a 4x2 semitrailer tractor to an 8x4/4 heavy-duty tractor with a total towing weight of up to 250 t. In addition to the standard-height version, a medium-height body for off-road use is also available. The sturdy, rigid frame made from high-tensile, fine-grained steel ensures ideal body-compatibility. A free frame upper edge, a cleverly designed pattern of mounting holes and many sector-specific fittings make connecting the body and – if necessary – subsequently moving components as easy as possible.

Furthermore, the new MAN TGX generation offers additional electronic interfaces for sharing data with the body. In addition to the interface behind the front flap, it is now also possible to position one behind the cab.

The MAN media system allows third-party apps with body features to be integrated. What is more, with the body builder portal ABBI (www.abbi.man-mn.com), registered body manufacturers can now find their orders at an early stage of vehicle configuration, allowing the delivery of their complete vehicle to be planned and calculated with greater precision and certainty.

The optional full air suspension with four air bellows set well apart from one another ensures optimum safety on the road and maximum comfort. For bodies with a high centre of gravity, continuous damping control (CDC) offers outstanding driving stability.

The MAN TGX with a MAN D38 engine can handle even the heaviest of traction jobs. With outputs of 397 kW (540 HP) to 471 kW (640 HP), it is ideal for tasks with high total towing weights, such as transporting construction vehicles, heavy tipper bodies and heavy-duty applications.





**THE TRAFFIC MAY BE
UNPREDICTABLE ...**





... BUT **YOUR TRUCK** KNOWS
WHAT LIES AHEAD.

SAFETY AND ASSISTANCE SYSTEMS



MAN

M-AN 510

GUARDIAN ANGEL INCLUDED.

Safely to your destination and back. This wish has right of way. In addition to protecting drivers and other people on the roads, cost-effectiveness is an important aspect, too. For even if the driver and vehicle escape with no serious injuries or damage, something else is lost: the valuable time it takes to record and report the accident. In order to simply head unplanned downtime off at the pass, we have made the new MAN TGX your personal safety expert.

It offers protection through the reinforced cab as well as active roll stabilisation. It warns you via turning and lane change assistants and keeps everything in view when turning or parking thanks to BirdView*. Its emergency braking system and lane return assist even look a few seconds into the future for you. Still, assistants have a supporting role: the final say is always the driver's.

* MAN Individual package

THE MAN SAFETY AND ASSISTANCE SYSTEMS.

Turn support

Turn support monitors the area on the passenger side of the vehicle. Its three-step warning cascade enables the driver to prevent an accident in time, e.g. by aborting the turn.

Lane change support (LCS)

With the help of radar sensors, lane change support (LCS) monitors the areas to the left and right-hand sides of the vehicle's lane when it is travelling at speeds over 50 km/h. If the sensors identify a hazard when changing lane, the driver receives an early warning, enabling them to prevent a possible collision with other road users.

Lane departure warning (LDW)

An acoustic signal warns the driver if they drift out of their lane.

Lane return assist (LRA)

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

Emergency brake assist

Warns the driver of an impending collision and brakes automatically if necessary.

MAN AttentionGuard

The number of lane departures and steering interventions is continually analysed and conclusions are drawn about whether the driver is fit to drive. AttentionGuard is based on the assumption that the driver's ability to keep the vehicle well within the lane falls when their attention wanes.

Traffic jam assist

On motorways or other well-constructed major roads, the traffic jam assist can independently operate the vehicle's drivetrain, brakes and steering. It slows behind a stopping vehicle ahead until coming to a stop and moves the truck forward again by itself.

ACC Stop&Go

The ACC with Stop&Go feature automatically controls speed and the distance from the vehicle in front. The desired speed is maintained without the driver having to operate the accelerator. The truck automatically brakes until it comes to a standstill and moves away again after short stops.

Driver's airbag

The airbag integrated into the steering wheel and the seat belt tensioner incorporated into the belt lock on the driver's side are activated in case of a collision via a joint trigger: if critical deceleration of the truck is detected – for instance in a collision – the activators for the airbag and belt tensioner launch in parallel.

High-beam assist

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



Some of the features illustrated in this brochure are not part of the production series generally described here.

Both the vehicle's air conditioning system and refrigerator contain fluorinated greenhouse gases (R134a / GWP 1430 with up to 1.15 kg; 1.6445 t CO₂ accordingly).

MAN Truck & Bus UK Ltd.,
Frankland Road, Blagrove,
Swindon, Wiltshire SN5 8YU
www.mantruckandbus.co.uk

Ref: MAN TGX
Issue Date: Jan 2021

Texts and illustrations are non-binding. We reserve the right to make changes based on technical progress. All specifications in this publication represent the status at the time of going to press.

MAN Truck & Bus – a member of the MAN Group