

THE MAN TGM UND TGL

Simply my truck.



THE MANY FACETS OF THE MAN TGM AND TGL TRUCKS.

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

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

On top of all this, you can rely on excellent service plus safety and assistance systems tailored to today's traffic conditions, with digital solutions playing a crucial role. We understand that the world is not the only thing which is changing at an ever-faster pace: the way in which goods are delivered to residential areas and cities is evolving too. Delivery speed, reliability and digital transparency are increasingly important in the online age. To help you provide a smooth delivery service, we offer you transport solutions that are geared towards the task in hand and work optimally.





Find out more:
www.man.eu/mantg

**EXCELLENT
DRIVER FIT.**

PAGES 06-23



**GREAT EFFICIENCY
AND ECONOMY.**

PAGES 24-29



CONNECTED



OPTIMISED UPTIME.

PAGES 30–35



STRONG PARTNER.

PAGES 36–41

TRUCK

Plus:
SAFETY AND ASSISTANCE SYSTEMS
PAGES 42–43

CONTENTS

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

CALLE
MARQUES
DEL PUERTO





... BUT THE
CAB DEFINITELY ISN'T.

EXCELLENT DRIVER FIT

ERGONOMICS START WITH THE VERY FIRST STEP.

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

That said, we developed the MAN EasyControl system specifically to help you avoid getting in and out when you don't have to. Within the driver-side door there are four

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

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

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



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



With a very wide door opening angle and a very low step position, the MAN TGM and TGL trucks clear the way for getting in and out ergonomically.

TOP-CLASS DRIVER'S CAB.

The heart of the MAN TGM and TGL trucks is the driver's cab. We've reimagined the cab from floor to ceiling – because comfort in the cab means easier workflows and fast completion of your delivery jobs. Ideal conditions for higher driver motivation, and that translates to an investment that pays you daily returns. The controls of the MAN TipMatic® automatic gear shift system situated directly on the steering column stalk is just one example.

The additional room is put to good use in both trucks to integrate stowage space and compartments which make it easier to keep the cab tidy. These range from overhead compartments above the windscreen to various storage solutions in the central area or by the passenger seat.

Depending on the cab version, these compartments, the refrigerator and other drawers come in various sizes. As a result, the cab is always perfectly geared towards drivers' different needs.

One feature is even an absolute 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 situations. 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 driver's cabs, so get in, get comfortable and enjoy all the possibilities.



Innovative MAN SmartSelect
multimedia control

The MAN TGM and TGL offer exactly the support you and your drivers are looking for: turn support, lane change support (LCS)*, video turn support and 360° camera system, adaptive cruise control (ACC), lane departure warning (LDW), lane return assist and many other safety and assistance systems can prevent or lessen the consequences of accidents, which can in some cases entail expensive repairs and major losses of time. Read more in the chapter SAFETY AND ASSISTANCE SYSTEMS.

* for MAN TGM

A photograph of the driver's side interior of a MAN truck. The image shows the steering wheel, dashboard, and center console. Red lines connect text labels to specific features in the truck's interior. The labels are: 'MAN OptiView digital mirror-replacement system' pointing to the left mirror, 'Combi-dashboard with a colour display' pointing to the instrument cluster, 'Multifunction steering wheel' pointing to the steering wheel, 'Media system with a colour display' pointing to the infotainment screen, 'Infotainment controls optimised for trucks' pointing to the buttons below the screen, and 'Driver-centric, ergonomic cockpit' pointing to the upper dashboard area.

MAN OptiView
digital mirror-replacement system

Combi-dashboard with
a colour display

Driver-centric,
ergonomic
cockpit

Media system with
a colour display

Multifunction steering wheel

Infotainment controls
optimised for trucks

EVERYTHING IN ORDER.

The traffic situation on city roads as well as for long distances is becoming ever more demanding and complex. And when off-road, you're always facing new challenges that call for a driver's full concentration. It 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. All of the displays and controls throughout the vehicle follow a single concept. Symbols, colours, usage, alert and warning sounds as well as design are consistent throughout the cockpit. The quick-selection keys are individually programmable and accelerate workflows. Not to mention notices can be played in any of 30 different languages. For voice command operation, a choice of six languages is offered. All of it intuitive to use. After all, the controls – and especially the cutting-edge digital components – were developed by drivers for drivers. This way the driver can see to the truly important things: the cargo and the transport.

**Theory times experience:
the controls for the MAN TGM and TGL
are the result of combining the latest
scientific analyses with insights from
intensive on-road tests with drivers.**



Freely programmable direct access buttons fitted with touch sensors

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

Displays placed at ideal reading height and distance

Controls within perfect reach



EVERYTHING UNDER CONTROL.

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 hand-brake. 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.



DRIVING SMART.

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

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



Infotainment system with 12-inch display and MAN SmartSelect



Infotainment system with 7-inch display and MAN SmartSelect



Infotainment system with 12-inch display and control system below the secondary display



WITH MAN YOU CAN TAKE A LOAD OFF.

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

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

The electric air conditioner 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 11 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.

To create the perfect feel-good environment, the entire interior can be tailored to suit you down to the ground. From the colour scheme (Desert Beige or Moon Grey) to the storage space in the cab and even the interior lighting, everything can be customised to your needs – while maintaining a clear focus on the functionality which will never let you down.

Lion emblem on partial leather seats and new curtains.

With the expressive lion emblem on the partial leather seats and the new, practical curtains, stays in the cab are even more pleasant.

The new curtain fabric is more hard-wearing and is in the same colour for both interior colour schemes. The cross-cab curtain is designed as a single piece. This makes it easier for handling, cleaning and subsequent new orders.

The bunk area can now be made even darker.



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

MAN PUTS SAFETY FIRST, EVERY TIME.

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

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

FANTASTIC FOURSOME.



**CAB TM:
THE COMFY ONE**

(narrow, long, medium height)

**CAB TN:
THE FLEXIBLE ONE**

(narrow, long, standard height)

**CAB CC:
THE COMPACT ONE**

(narrow, short, standard height)

**CAB DN:
THE CREW CAB**

	CAB TM: THE COMFY ONE (narrow, long, medium height)	CAB TN: THE FLEXIBLE ONE (narrow, long, standard height)	CAB CC: THE COMPACT ONE (narrow, short, standard height)	CAB DN: THE CREW CAB
W × L (mm)	2,240 x 2,280	2,240 x 2,280	2,240 x 1,620	2,240 x 2,790
SLEEPING FACILITIES	2	1	-	-
SEGMENT	Heavy-load special uses in national long-haul transport	Local and distribution transport, off-road transport	Local and distribution transport, off-road transport	Construction transport, municipal services
BENEFITS AT A GLANCE	<ul style="list-style-type: none"> ■ 2 sleeping spaces ■ Capacious exterior storage compartment ■ Expanded standing space in through access 	<ul style="list-style-type: none"> ■ 1 sleeping space ■ Capacious exterior storage compartment ■ Expanded standing space in through access 	<ul style="list-style-type: none"> ■ Comfortable height ■ 3rd seat possible ■ Additional storage spaces in midsection 	<ul style="list-style-type: none"> ■ 6 (optionally 7) seats ■ Comfortable height



MAN

M-AN 290

NEW VIEWING ANGLE.

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

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

Components of the system

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

Camera systems

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

Displays

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

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





PACKED WITH INNOVATIONS.

In deployments that require space for a whole crew, it's in a size class of its own: the MAN crew cab for the MAN TGM and TGL trucks takes you into new dimensions.

The MAN crew cab comes into play whenever teamwork is a must. Equipped with a comfortable row of four rear seats featuring three-point seat belts and an optional second passenger seat, it offers space for up to seven people – as well as maximum convenience and functionality.

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



Second passenger seat for the MAN crew cab

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



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

GREAT EFFICIENCY AND ECONOMY





MAN

M AN 290



HIGH PERFORMERS.

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

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

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

The digital service Perform assists drivers in optimising the economy of their driving styles. There are now more functions and information available for evaluating the efficiency of the vehicle deployment. Perform evaluates all the relevant vehicle data with respect to the economic efficiency of the driving style. The service expands the deployment analysis data of Essentials (e.g. average fuel consumption), additionally providing important vehicle data about utilisation of cruise control or the service brake, for example.

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.

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

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

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





TRACTION MATTERS.

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

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

Engageable mechanical all-wheel drive

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

Permanent mechanical all-wheel drive

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

**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 MAN TGM and TGL have got your back there too. Right from day one, it brings the ultimate quality synonymous with MAN to its work. So much so that it's hard to get it to stop. If you need us, however, we're ready and waiting. When you're at a standstill, we will get you back on track as quickly as possible. We will move heaven and earth to keep you mobile. In short, where there's a MAN employee, there's a way.

MAN ServiceCare, for instance, impresses with its forward-looking planning and smart bundling of service appointments. Proactive servicing management is part of MAN DigitalServices and informs the workshop ahead of time if vehicle analyses indicate action is needed. You are then contacted by email and can arrange a service appointment even before downtime occurs. When it comes to financing, too, you can rely on MAN: MAN Financial Services supports your needs and makes sure you stay mobile. You can even cover bottlenecks and react flexibly to higher demand thanks to truck leasing from MAN Rental. We've got it covered, so that your head stays clear for the road in front.



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 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 LED range for the lighting systems of the vehicle.

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

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

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. Using this as a basis, your service point plans all required maintenance, informs you via telephone of upcoming appointments and coordinates implementation together with you. That way, you can concentrate on your core business and we make sure all your vehicles are ready for anything.

When you're on the move, fast and easy communication is the best way to keep your business running. Here our MAN Driver app is your partner. Thanks to its MAN service point search and its control lamp and switch direct identification function via visual symbol recognition (quick manual), you have a MAN professional in your pocket wherever you go.

Before departure, the driver can use the app's checklist to document, sign and save a record of vehicle damage and other defects. The damage noted in the pre-departure check can be viewed on the RIO platform by the fleet manager, downloaded as a PDF and – via MAN ServiceCare – sent directly to the correct MAN service point. If the worst comes to the worst, all information and images can be sent directly to the fleet manager and the MAN Mobile24 mobility service can be activated. Via our mobility service, you can communicate your exact location and track arrival of assistance.

For those who would like even more service, MAN also offers service agreements. Depending on your package, we take on maintenance or even additionally repairs for you – at a fixed price you can count on.





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.

**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 1,700 service points worldwide, 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 new MAN truck no matter whether 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.



SERVICE AS YOU LIKE IT – PERSONAL AND DIGITAL.

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

Above all, the high cost and time pressure make the working environment in the logistics industry particularly challenging. Every vehicle in your fleet must be operated as economically as possible. This requires economical driving behaviour as well as effective maintenance management. With a networked truck, an overview of all relevant data directly accessible from your desk and useful digital services, you free up capacity to concentrate fully on your core business. You benefit from:

- **more efficiency,**
- **simplified work processes and**
- **lower costs.**

The best part: it's already a reality.

With MAN DigitalServices, you can begin straightaway.

Here's how to get started in the digital world: The free Essentials basic package comprises key basic elements from many of our services to get you off to an easy start. Once your fleet vehicles have been set up and are visible in our administration area, you can get going with Essentials. You now have access to the fleet monitor and the deployment analysis with many useful functions such as the current vehicle location on a map, driving history covering the last ten days and a deployment analysis at vehicle level.

All other digital services support you in the economical and efficient management of your fleet in the following areas:

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

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

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



BUILT TO TAKE YOU THERE.

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

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

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

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

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

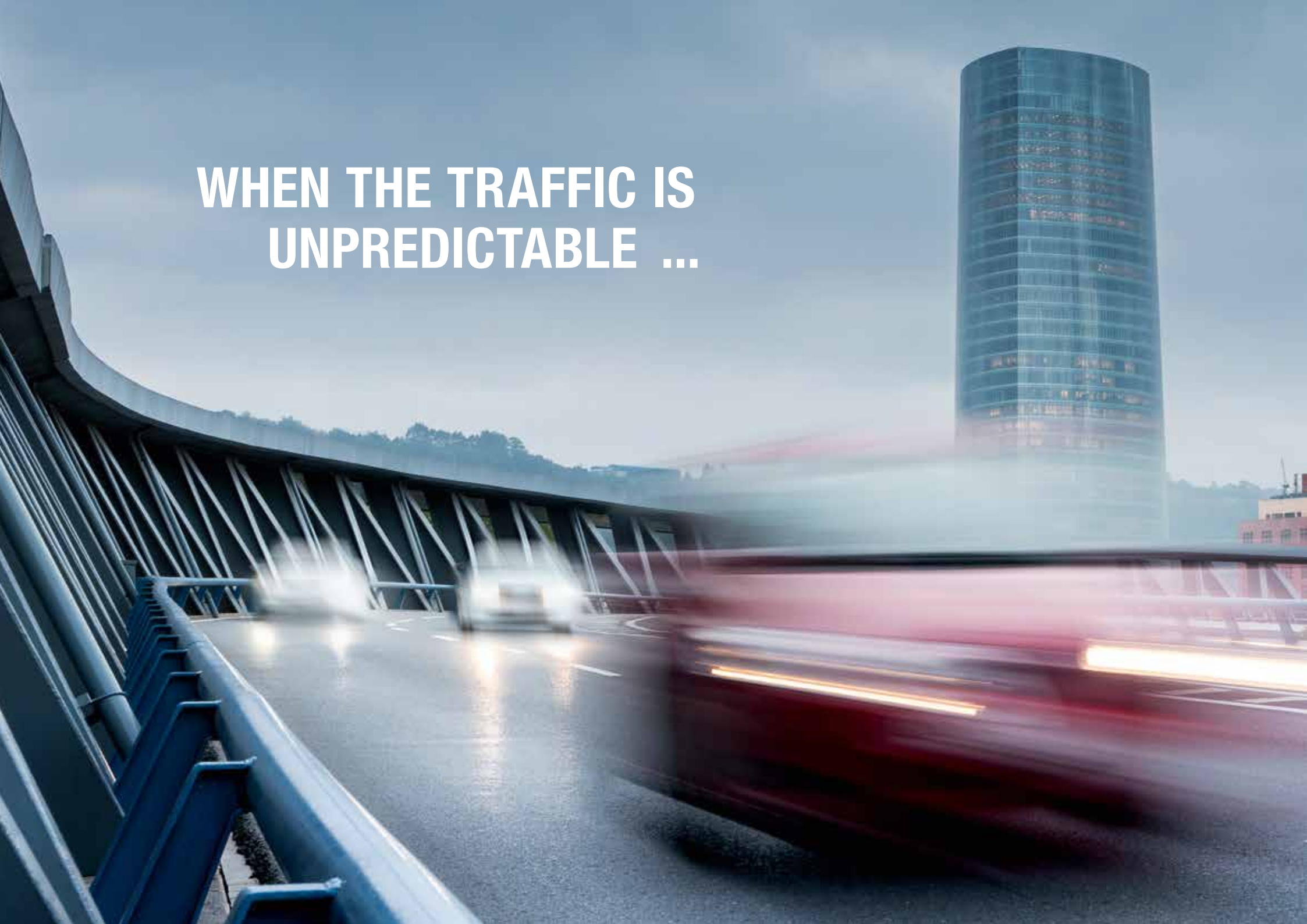
The torque converter smoothly multiplies the engine's torque and prevents interruptions in the tractive power during gearshifts. This means that fully automatic gearboxes accelerate faster than manual or automated gearboxes and exhibit outstanding moving-off behaviour. The optionally integrated retarder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

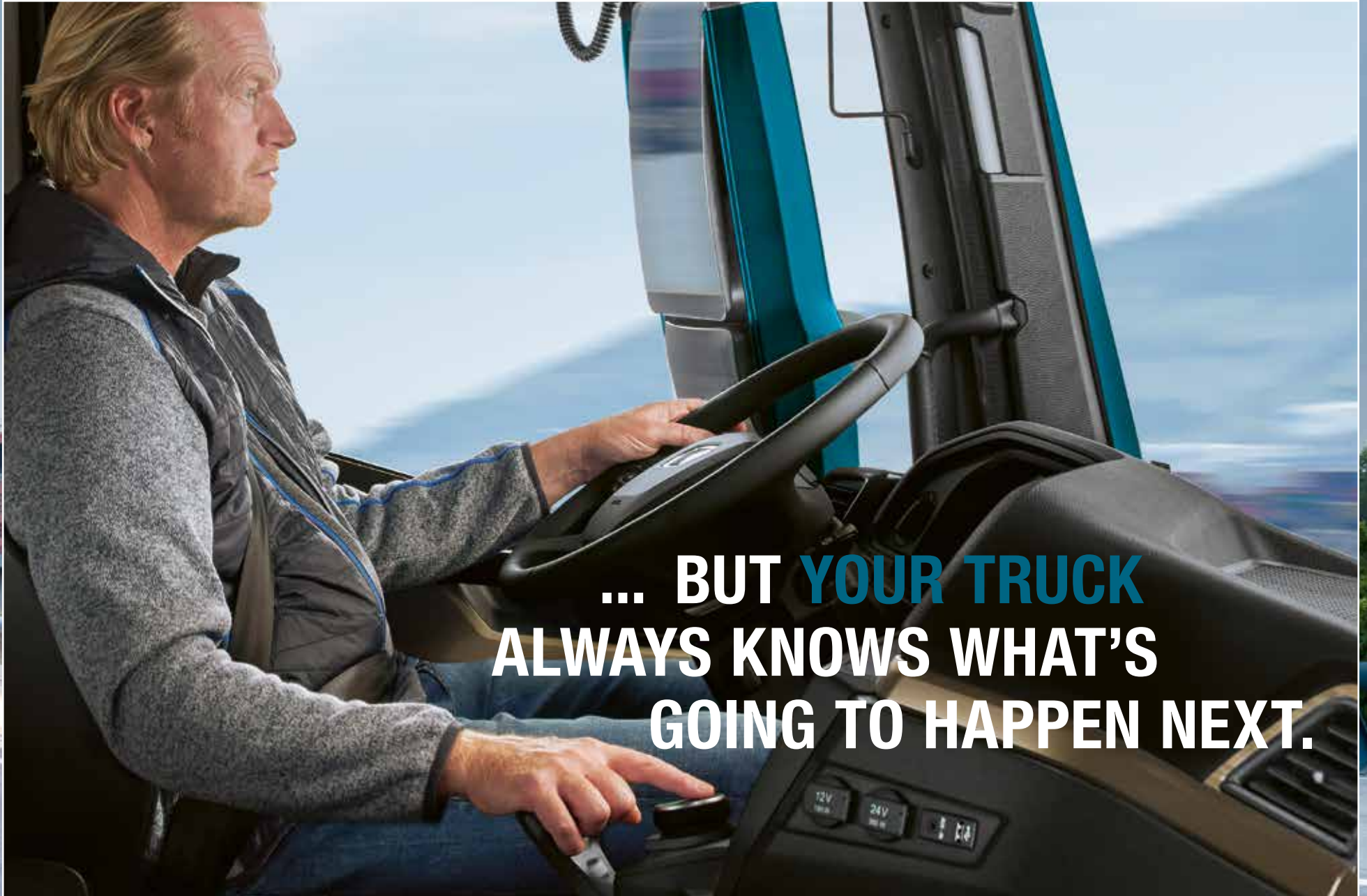
Without mechanical clutches there is less wear on all parts of the driveline. The fully automatic gearbox itself is subjected to very little wear. It requires no more than a regular oil and filter change.

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

* MAN Individual package

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





... BUT **YOUR TRUCK**
ALWAYS KNOWS WHAT'S
GOING TO HAPPEN NEXT.

SAFETY AND ASSISTANCE SYSTEMS

AND HERE ARE YOUR ASSISTANTS.

Lane Change Collision Prevention Assist for MAN TGM

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

Lane change support (LCS) for MAN TGM

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

Lane departure warning (LDW)

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

Lane return assist (LRA)

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

Turn Assist for MAN TGM

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

MAN AttentionGuard

MAN AttentionGuard is an attention assistant based on the principle of lane monitoring. Within the limits of the system, starting at a speed of 60 km/h it detects reduced driver alertness in good time. A visual as well as acoustic warning supports the driver in refocusing their concentration on the road – thus we help reduce a possible accident due to lane departure.

Emergency brake assist (EBA)

The driver is warned of an imminent collision and the vehicle brakes automatically in an emergency. Available on demand in a version that cannot be switched off.

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.

High-beam assist

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

Side camera system (SCS)*

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

Video Turn Assist (VTA)*

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

360° view assistant BirdView*

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



* MAN Individual package

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

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

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D111.3651/E · pe 07215 · Printed in Germany

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