

# THE MAN TGS.

Simply my truck.





# THE MANY FACETS OF THE MAN TGS.

The MAN TGS is uniquely adaptable: whether you use it for heavy local and distribution transport, on construction sites, for municipal services or as an expert for special tasks, the MAN TGS is a versatile truck which is tailored perfectly to industrial use. It sets standards with its powerful drive, unrivalled load capacity and one-of-a-kind ergonomics.

The new MAN TGS boasts a number of practical features. The driver's workspace is much more streamlined and the rest area has been optimised further. Meanwhile, the traffic jam assist and the new stop-and-go function in ACC help you make your way through traffic congestion with ease.

However, our MAN TGS powerhouses don't just lead the way in the analogue domain: they also offer our customers a comprehensive digital package that pairs tried-and-tested

MAN quality with fascinating innovations. Take, for example, the new electrical/electronic architecture and innovative, digital services with which MAN is opening up a whole new dimension. The new MAN TGS – your connected truck – is always connected and fully digital.

From enhanced performance, greater comfort, maximum transport capacity, top quality and service life to exemplary safety and environmental friendliness, and digital connectivity, the new MAN TGS ticks all the right boxes. Trucks from MAN never fail to deliver top quality, anywhere and anytime.

Prepare to be impressed by a truck that maximises value while minimising costs. It will soon win you over – both on the road and in your accounts department.







**Find out more:**

[www.truck.man.eu/tgs-film](http://www.truck.man.eu/tgs-film)

[www.truck.man.eu/tgs-360](http://www.truck.man.eu/tgs-360)



**EXCELLENT  
DRIVER FIT.**

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**CONNECTED**





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







**... BUT THE  
CAB DEFINITELY ISN'T.**

**EXCELLENT DRIVER FIT**



# TOP-CLASS DRIVER'S CAB.



Innovative MAN SmartSelect  
multimedia control

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 haulage jobs. Ideal conditions for higher driver motivation, and that translates to an investment that pays you daily returns. The completely new controls of the MAN TipMatic® automatic gear shift system situated directly on the steering column stalk is just one example.

With this redesign, there's now all kinds of free space, for you to use whichever way suits you. Because our customers' requirements are as diverse as our trucks, we attach great importance to wide-ranging configuration options – such as stowage spaces, pull-out drawers or storage compartments, all sorts of boxes, and built-in cupboards for the back walls of our cabs.

One feature is 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 on construction sites. 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.

**The new MAN TGS offers exactly the support you and your drivers are looking for: the lane return assist, turn support, lane change support (LCS), traffic jam assist, ACC Stop&Go, lane departure warning (LDW) 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. Read more in the chapter SAFETY AND ASSISTANCE SYSTEMS.**



Fully digital combi-  
dashboard with  
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 –  
infotainment controls  
optimised for trucks





# ERGONOMICS START WITH THE VERY FIRST STEP.

The ergonomic entry design of the new MAN TGS 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 new 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.



**The lowest step, which is prone to damage when driving off-road, is now movable. Its mounting brackets are made from flexible plastic, meaning that they can change shape if they come into contact with the ground and return to their original shape again afterwards.**

Depending on your configuration, they come preprogrammed 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.



**With a very wide door opening angle of 89 degrees and the very low step position, the new MAN TGS clears the way for getting in and out ergonomically, whether you are at a parking lot or on a building site.**











# 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 new MAN TGS 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 TN and TM 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.



Perfect for independent types:  
on-board coolbox/fridge



# EVERYTHING IN ORDER.

The traffic situation 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, whatever the terrain.

**Theory times experience:  
the controls for the new MAN TGS 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-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**



# EVERYTHING UNDER CONTROL.

Fully redeveloped, the new controls of the MAN TipMatic® automatic gear shift system 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. One more smart solution that adds to the extra space and comfort that MAN is known for. And, in particular, a big relief when all around you it's bumper to bumper and the streets are a mess.



# DRIVING SMART.

With navigation, radio (from standard to digital), video, telephone and more tailored to trucks, the infotainment system of the new MAN TGS 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 on 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 new MAN TGS 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



# 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. The heated windscreen (as an option) ensures an unobstructed view even at the coldest times of the year. There is a choice of three cabs for the new MAN TGS. Their compact cab width makes it easier to use the vehicle when space is tight, e.g. on construction sites, in woodland or when making deliveries.

# TREMENDOUS TRIO.



**CAB TM:**  
**THE COMFY ONE**  
(narrow, long,  
medium height)



**CAB TN:**  
**THE FLEXIBLE ONE**  
(narrow, long,  
standard height)

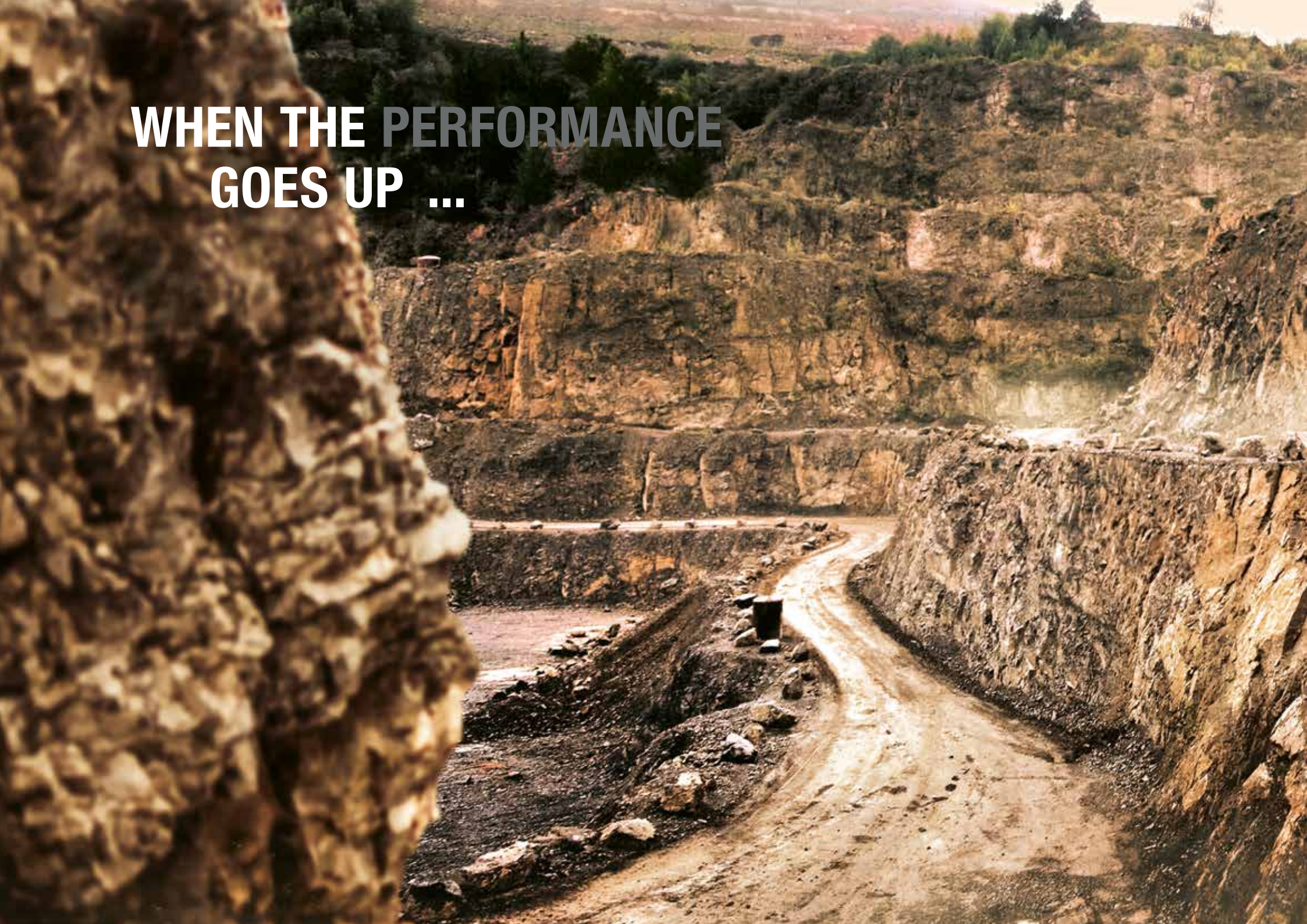


**CAB NN:**  
**THE PRACTICAL ONE**  
(narrow, medium length,  
standard height)

<b>W × L (mm)</b>	2,240 x 2,280	2,240 x 2,280	2,240 x 1,880
<b>SLEEPING FACILITIES</b>	2	1	-
<b>SEGMENT</b>	Heavy-load special uses in national long-haul transport	Local and distribution transport, off-road transport	Local and distribution transport, off-road transport, municipal services
<b>BENEFITS AT A GLANCE</b>	<ul style="list-style-type: none"> <li>■ 2 sleeping spaces</li> <li>■ Capacious exterior storage compartment</li> <li>■ Expanded standing space in through access</li> </ul>	<ul style="list-style-type: none"> <li>■ 1 sleeping space</li> <li>■ Capacious exterior storage compartment</li> <li>■ Expanded standing space in through access</li> </ul>	<ul style="list-style-type: none"> <li>■ Space behind seats for work clothes, etc.</li> </ul>



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







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

**GREAT EFFICIENCY AND ECONOMY**



# POWER FROM START TO FINISH.

If you want to get to the top, you need drive and efficiently deployed strength. That is why the MAN TGS series is powered by the new, innovative MAN D15 and MAN D26 engines with outputs of between 243 kW (330 HP) and 375 kW (510 HP). They are both high performers which bring 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. Of course, they are also flexible enough to handle any job: the exhaust silencer with integrated CRT filter system and SCR catalytic converter has a compact design that provides enough space for bodies to be fitted on the chassis, especially in the vertical version. There is even an exhaust silencer position which leaves enough room for crane stabilisers.

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 vehicle generation, MAN proves you can in fact have it

both ways. The idle shut down feature helps to save even more fuel and CO<sub>2</sub> as well by automatically switching off the new MAN TGS after four minutes of idling, following a warning. However, 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.

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









# THE MAN TGS 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. Moreover, the wide gear spread and software which recognises inclines guarantee outstanding performance when moving off. “Smart-Shifting” is a further evolution of the well-known “Speed-Shifting” 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.

And should the truck get stuck in snow or in wet, loose ground, the rocking-free function makes it easier to drive off, especially due to the ability of the clutch to rapidly open and closing.

In addition, 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 TGS KNOWS EVERY HILL – AND THE BEST GEAR TO MATCH.

Because no road is completely level: the new GPS-supported cruise control MAN EfficientCruise® detects the characteristics of the road with its upward and downward gradients and now also takes the selected navigation route into account. In this way, the system is able to adapt the selected gear and road speed even better to an economical driving style. Downshifts are suppressed whenever sensible. This ensures fewer traction interruptions and saves fuel.

In doing so, the new MAN EfficientCruise® 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.

The new MAN EfficientCruise® has even more intelligent, efficiency-enhancing features: On level terrain, dynamic coasting alternates automatically between accelerating and coasting. 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.





# MORE TRACTION AT THE TOUCH OF A BUTTON.

You never know what to expect on the job, so it's best to be prepared for anything – like slippery terrain, mud and gravel. MAN was the first manufacturer of utility vehicles to launch the engageable hydrostatic front-wheel drive HydroDrive onto the market and has extensive experience with this system. The MAN HydroDrive® easily copes with any situation where traction is crucial – even scenarios where a truck with rear-wheel drive only would have to give up and go home. The system is available with the semi-automatic MAN TipMatic® transmission or with a manual transmission, so the choice is always yours. MAN also makes downhill gradients safer by transferring the engine braking torque to the front axle (known as “support”). What is more, the combination of MAN HydroDrive® with a PriTarder extends the life of the service brake. This enhances safety and improves directional stability on unpaved surfaces, even when travelling downhill – the perfect solution for your driving jobs.

You only need to press a button to access considerably better traction. This allows your MAN to tackle a much wider range of jobs. In addition to using less fuel than a conventional all-wheel drive, it reduces the weight by as much as 400 kg. Even if you do almost all of your driving on the road, the additional traction boosts mobility and safety, especially for unladen trips on slippery surfaces.

Of course, anyone who makes it up the mountain wants to come back down again, too. That's where the MAN BrakeMatic smart brake with electric braking and ABS comes into play. They make it possible, for example, to maintain a constant speed when going downhill by regulating the sustained-action brakes automatically. In situations where you have to react fast, the MAN braking system is exactly the partner you want at your side, too: based on the strength of pedal movement, the braking assistant recognises when hazard braking is needed and immediately activates full braking power. No matter where the road takes you, the new MAN TGS gives you the power and security you need.



Front axle with hydrostatic wheel hub motors







**WHEN YOU  
KEEP YOUR CALM ...**







**... AND 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 MAN TGS has 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 new MAN TGS 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 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. 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 1,688 service points in 138 countries, 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 TGS 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.







# 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.





# BUILT TO TAKE YOU THERE.

From axles and suspensions for any set of requirements to a body-compatible frame and a robust chassis, every component of the new MAN TGS is built for the utmost reliability, safety and efficiency.

A new frame of reference: the frame construction of MAN tractor units offers far more. More stability, more body-compatibility, more cost-effectiveness. The completely level upper edge of the frame means that all kinds of bodies can be accommodated with ease. The frame also boasts extra space for the same reason. Whether you choose a two-, three- or four-axle chassis, MAN tractor units are built to take you there, from the low-friction hypoid drive axle to the planetary drive axle, which is great for off-road use and offers good ground clearance and high traction performance on both wheels – perfect for heavy-duty tasks.

You can also choose a weight-optimised hypoid axle that weighs 180 kg less than the normal hypoid axle and 280 kg less than the planetary axle. With this option, the ground clearance is similar to that of a planetary axle. Vehicles with leaf springs are available with a lightweight hypoid axle tandem in standard and medium-height versions, while trucks with air suspension come in a standard height. Maintenance-free construction air suspension for the planetary tandem-axle assembly is a MAN speciality. Thanks to the ECAS electronic levelling system, this delivers excellent ride comfort, regardless of the load. An additional advantage is that no axle-guidance parts protrude from the wheel track. This makes for especially good ground clearance.

MAN offers a large number of chassis options to ensure the right suspension for the task in hand. In the payload-intensive tank and silo segment in particular, the MAN TGS-TS is designed for higher payloads with its weight-optimised and application-oriented equipment concept. The vehicle can be further optimised by means of lightweight options.

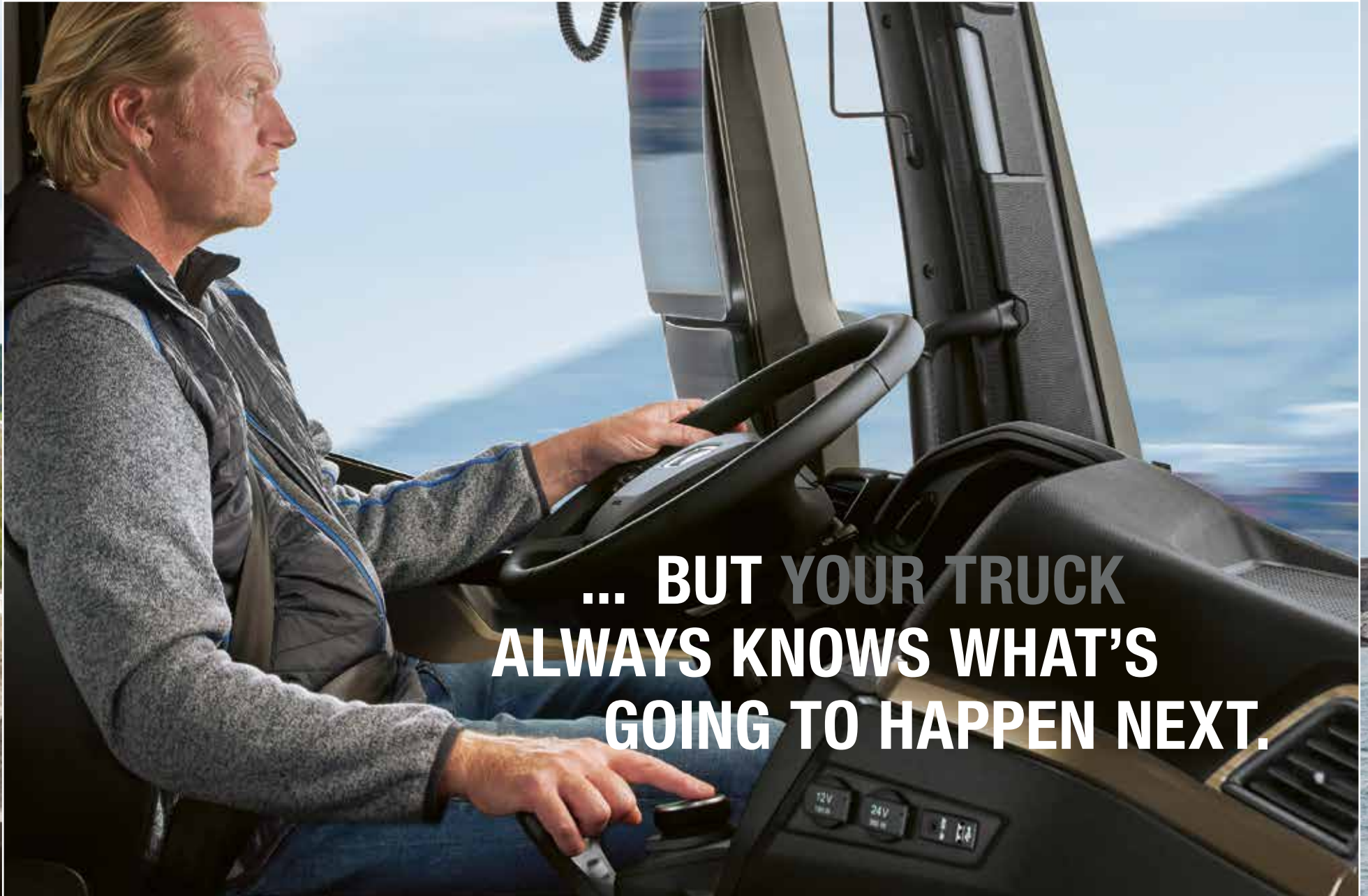
What's more, the trucks with a leading axle and trailing axle boast a variable axle load ratio for optimum weight distribution. This ensures that optimum traction is always available to the drive axle, regardless of the load. With this system, the axle load is distributed variably between the driven and non-driven rear axle – whatever the loading status.



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







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

**SAFETY AND ASSISTANCE SYSTEMS**



# 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 TGS your personal safety expert.

The new MAN TGS offers protection through the reinforced cab as well as active roll stabilisation. It warns you via turning and lane change assistants. 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. Depending on the vehicle type and application segment, we can make an offer for the exact right systems for your job. Still, assistants have a supporting role: the final say is always the driver's.

\* MAN Individual package





MAN

M AN 7017



# 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 monitors the areas to the left and right 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. 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.

## **Emergency brake assist (EBA)**

Warns the driver of an impending collision and brakes automatically if necessary. Available on demand in a version that cannot be switched off.

## **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.





## Update March 2021

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 CO<sub>2</sub> accordingly).

### MAN Truck & Bus SE

Dachauer Straße 667  
80995 München  
Germany  
[www.truck.man](http://www.truck.man)

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We reserve the right to make changes based on technical progress. All the specifications in this publication were correct at the time of going to press.