

CONSISTENTLY EFFICIENT 



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MAN Nutzfahrzeuge Gruppe  
Postfach 50 06 20  
D-80976 München  
[www.man-mn.com](http://www.man-mn.com)  
A member of the MAN Group



**MAN TGS.**

Simply reliable – off- and on-road.



# The safest workplaces are also the most comfortable.

The winning argument for professional drivers is a workplace which combines safety with comfort and functionality. Drivers who get into the MAN TGS quickly recognise that it's just the right place for them. The low entry height, large interior with

an optimised layout, the ergonomic design of the cockpit and the well-conceived rest area in the long cabs create the right conditions for relaxed working and top performance.



## **L cab.**

Flexible. Ideal above all for tank / bulk vehicles, timber, building material and refrigerated transport. Low overall vehicle height, low weight for high payloads. With a comfortable bunk and versatile stowage facilities. An optional second bunk or multi-function stowage space.



## **LX cab.**

A workplace with the comfort of a living room. Low cab weight for a high payload capacity. Fitted with a comfortable bunk or on request a multifunctional stowage system, generous stowage spaces, standing height in front of the co-driver's seat.

Low entry, ideal for heavy-duty local and distribution transport.



## **M cab.**

Compact and comfortable. Predestined for short hauls in local and distribution transport, in the building sector and for public-utility assignments. Favourable dimensions, maximum payload, generous stowage facilities and compartments. On request folding standby bunk.

# Take your opportunity. Start with the steering wheel.

**A fascinating place: The TGS driver's workplace.**

The finest illustration that ergonomics can also be aesthetically pleasing is the MAN TGS cockpit. An interior design which sets the tone with high-grade cladding materials, two-tone dashboard and attractive decorative trims. Let your eyes go on a journey of discovery and you quickly recognise that here everything is in the right place. Displays are clearly arranged, controls logically laid out and easy to reach. The height and inclination of the steering wheel can be adjusted. From the multifunctional control module in the driver's door through to the numerous practical stowage spaces and compartments, each detail is a model of ergonomic perfection.



**Nothing distracts the driver.**

Just a quick glance and the driver knows what's going on. That's the principle behind the central instrument panel. The analogue and digital displays give the driver the information that he needs to know. The focus is the LCD display. User-friendly menu guidance allows fast and simple retrieval of a vehicle's operating data and a variety of service information. The optional axle load display, for instance, lets the driver make use of the full payload without overloading. Beside this, components such as phone and radio are integrated in information management.



**Everything under control at the helm.**

Almost as if you had four hands - with the button in the multifunctional steering wheel you can access vehicle information, take calls or change radio settings. At a tip of your thumb you operate the radio, phone and vehicle menu, as well as the different cruise control functions. You can even operate your mobile with hands-free talking and a choice of six languages without taking your hands off the wheel. The multi-function steering wheel is part of the series equipment in the L and LX cab; for the M cab it is available as an option.

**Sounds good too.**

Whether for entertainment or traffic news, the standard Base-Line radio with an MP3-compatible CD player ensures that the sound on board is good. The following options can be selected as alternatives: the HighLine radio with a navigation system, traffic-message channel (TMC) and a sound system with integrated subwoofer, and the TopLine radio with the same functions plus a large colour display. Infrared remote control is available as special equipment for all radios.

HighLine radio with integrated navigation system.



Ergonomically styled door control module for locking, mirror adjustment and window lifters.



High-grade materials create the car-like ambience.





**A trucker needs a strong back.**

After a long hard day they should not feel it in their back. That's why the driver is spoiled with a seat with an exceptionally high ergonomic sitting quality. They can match the seat to individual needs with pneumatic height adjustment and vertical damper settings, for instance. To be even more comfortable they can relax with the seat heater, a pneumatic lumbar support, side contour and shoulder adjustment, hydraulically damped horizontal suspension and adjustable seat cushion depth. The ultimate luxury is the air-conditioned seat, which produces an agreeably tempered flow of air in the seat cushion and the backrest to create a pleasant feeling of warmth. In hot weather it generates a flow of unheated air. The co-driver's seat can be adjusted through to the resting position – ideal for a short break en route.



Lockable deposit with ashtray.

All of the air-sprung seat variants have a multifunctional backrest with an integrated headrest and three-point belt. It's ingeniously simple to handle the seats by means of clearly arranged controls. You can choose between black velour and anthracite-grey flat woven fabric for the seat covers.

**A good working climate, in a literal sense.**

Efficient heating systems with an optimized air stream provide agreeable warmth on board the MAN TGS. The quiet air conditioner with automatic temperature regulation ensures a pleasant climate. As auxiliary heating there is air heating and water heating, each with a thermostat function.

Washable door cladding if desired. Series for the M cab.



Glasses compartment.



Folding compartment in the door armrest.



Controls for the air-conditioner, heater and ventilation. Switch panel with function displays.





**Stowage compartments? All part of our job.**

Making it easy to keep things in order. That's the idea of the stowage space and compartment system on board the MAN TGS. Large cupboards above the windscreen in the LX and a three-section roof stowage unit in the M and L cab provide ample space for luggage and other equipment.

**Luggage rack and bunk all in one.**

The multifunctional stowage space inside the L and LX cab, available as an alternative to the upper bunks serves as a resting bunk for the second driver when the vehicle is parked. Half extended it serves as a practical stowage space with approximately 200 litres capacity for bedclothes, clothing and bags. If you completely fold back the multi-functional stowage space you gain maximum space above the bunk.

The central console provides numerous stowage facilities, compartment for glasses, a pen and beaker holder and a large drawer.

In the L and LX cab the illuminated stowage compartment, accessible from the outside and inside, provides an abundance of space for personal gear. A further stowage box only accessible from outside can be used for working clothing or diverse pieces of equipment.

How about a pull-out insulating or refrigerator box for food and bottles? There you go! In the MAN TGS the box can be quite simply pulled out from under the bunk. If wished it comes with a practical folding table, which is also ideal as a bedside table.

Large storage compartment, accessible from inside and outside.



Drawer in the central console as an option.



**How you drive reflects how you slept.**

The day simply gets off to a better start if you slept well. After all, you need to be wide awake for the demanding job behind the wheel. And with that in mind the MAN TGS wishes you a good night. Its high-quality bunks with a slatted frame, five hardness zones and cold foam mattress, optionally with seven hardness zones, are the promise of sleeping comfort that truckers dream of. The elastic fabric covers of the replaceable mattresses can be washed and are made of breathable, hygienic materials. The bunks have generous dimensions to give you space to feel at ease.

# Play safe. Drive the MAN TGS.



## Seeing and being seen.

With its headlight system the MAN TGS casts a new light on the road. Free-form reflectors and especially long-lived H7 lamps or Xenon light as special equipment produce optimally wide illumination of the lane. A new feature in a truck is the optional static turning-off light, which automatically comes on when the flasher is activated at a speed of up to 30 km/h. For even more safety there's the daytime driving light, and a manoeuvring light in the co-driver's entry, something only MAN offers. Parking and corner-marker lights, designed in LED technology to last as long as the vehicle, satisfy the highest demands.

The mirror concept of the MAN TGS is designed for better vision and greater safety. Beside one adjustable and heatable main and wide-angle each, a front-ramp mirror with a particularly large field of vision and a front mirror are all available. So now it's also possible to view the areas right in front of vehicle and the potentially dangerous area when turning off to the nearside. Now there's practically no longer a blind spot. The innovative design of the housing considerably reduces soiling of the mirror surface and the side windows.

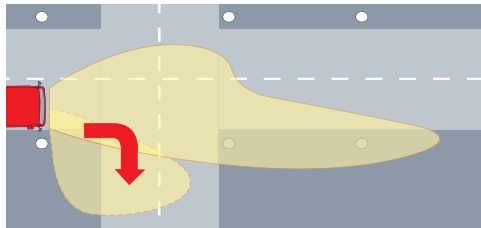
LED parking light.



Manoeuvring light in co-driver's entry lights up the visible area of the ramp mirror.



Innovative turning-off light.



## Retarder braking – sure and efficient.

In the innovative MAN PriTarder® the TGS comes with a highly efficient primary braking system that is unique of its kind. The combination of EVBec engine brake and water retarder means that enormous braking power of up to 600 kW is already produced at low driving speeds. The MAN PriTarder® really shows its benefits in distribution or traction: The fully maintenance-free system increases payload by up to 64 kg while doubling the service life of the service brake linings. The MAN PriTarder® is integrated into the electronic retarder management BrakeMatic® integrated and easily operated by a steering column switch.



## Brake management by MAN BrakeMatic.

To guard against unpleasant surprises MAN BrakeMatic with the EBS electronic braking system, including ABS and ASR, provides for shorter braking distances. Coupling force control ensures perfect interaction between the trailer brake and that of the tractor. The advantages are shorter stopping distances

and harmonization of brake lining wear for the entire tractor/trailer combination, with extremely long lining service life. One highlight of particular significance is the brake management with a sustained-action brake and constant braking function integrated in brake pedal travel.

# There's a lot to do. MAN TGS gets down to business.

## Built for diversity of purpose.

The MAN TGS isn't just a truck. It's just the truck you need. As a 2-, 3- and 4-axle variant it tackles any job and does it really well. Tailored individually to your tasks and the requirements of building-site transport, drinks logistics, refrigerated transport, the disposal sector, for timber transport, for fire brigades or for the transport of hazardous goods.

The super-lightweight TGS-TS is really cutting a dash on the tank and silo markets. The 4x2 tractor, equipped for the job, weighs in at 200 kg less than a standard tractor fitted for the same purpose. A big benefit in terms of payload.

## A good frame, a stable basis.

Manufactured from high-strength fine-grain steel, the frame combines high torsional rigidity and flexional strength with a low unladen weight and bodyworking ease. The completely level frame upper edge means that all type of bodies can be easily and quickly mounted. The close-knit matrix of holes means that later additions and conversions can be made without any further time-consuming boring. The modern paint system with environmentally friendly water-soluble paints guarantees reliable corrosion protection for all frame and chassis parts.

## Vehicle height times four.

The TGS comes as a version of normal height, of middle height with good ground clearance, in all-wheel height, and as an ultra-low version with extremely low frame upper edge for volume transport.



## Reliability on axles.

For the drive axles you can choose between hypoid and planetary hub reduction depending on the transport task and service profile.

Low-friction hypoid axles with disc brakes are convincing for low unladen weight, high load capability, a wide performance range and long intervals between oil changes of 500,000 km. They come as a single axle or tandem with parabolic or air suspension. They're equipped with the HUB unit for simple and speedy brake disc changes. You thus save downtime and workshop costs.

Planetary hub reduction axles with drum brakes and extra ground clearance are used for heavy-duty service. These come as a single axle or tandem with parabolic springs for high suspension and driving comfort, and with trapezoidal springs for maximum loading.

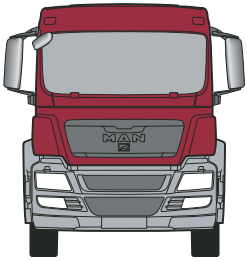
Leading and trailing axles in rigid, steered and lifting versions and twin-tyred trailing axles with axle lifts are available to increase the payloads.

Weight-optimised X control arm with stabiliser and control arm function for semitrailer tractors and high-load roll stabilisation for 6x2 vehicles.

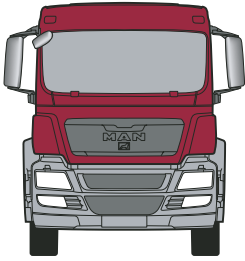


# Small overview of big possibilities.

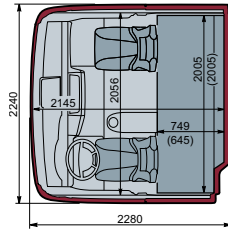
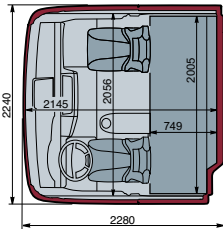
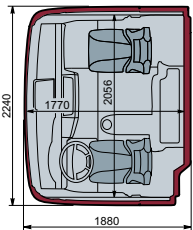
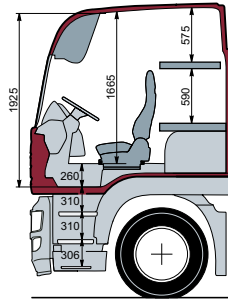
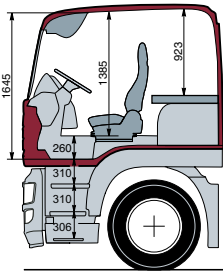
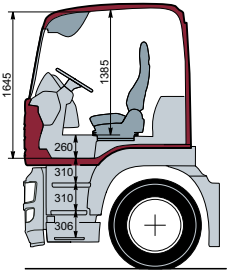
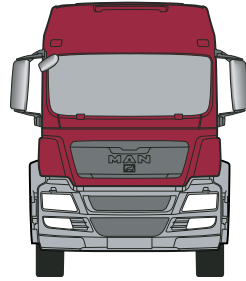
M cab



L cab



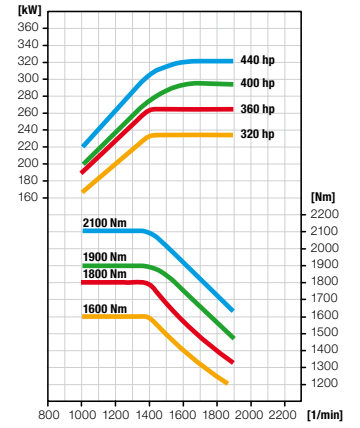
LX cab



Engine model	D2066	D2676
Design	R6	R6
Capacity	10,5 l	12,4 l

Euro 5 or EEV	Euro 5 SCR	EEV SCR
<b>D2066</b>		
235 kW (320 hp), 1 600 Nm	x	x
265 kW (360 hp), 1 800 Nm	x	x
294 kW (400 hp), 1 900 Nm	x	x
324 kW (440 hp), 2 100 Nm	x	x
<b>D2676</b>		
353 kW (480 hp), 2 300 Nm	x	x
397 kW (540 hp), 2 500 Nm	x	

D2066



D2676

