



The new MAN TGX.
Efficiency in long-haul transport.

MAN kann.



The many sides to the new MAN TGX.

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

If you want to find success in international long-haul transport, you need to shift your transport performance up a gear and step on the brakes in terms of cost.

That is where the new MAN TGX comes in, setting the benchmark for the highest level of energy efficiency, reliability and cost-effectiveness, even with emissions-optimised engines. With its tested technologies, it produces the best possible values in terms of fuel consumption. It offers high payloads and delivers optimum body compatibility. What's more, the new efficiency is reflected in its appearance: its dynamic design will cause a sensation on Europe's highways.

Rest assured, the new MAN TGX will reliably help you meet your profit target. That combined with its perfectly coordinated services are a sure-fire way to success.

We are not the only ones to see it that way. The TÜV agrees with us. For years, the TÜV has been certifying that the MAN TGX achieves the highest standards of reliability and the lowest incidence of defects when compared to the competition. So what are you waiting for?

www.truck.man



MADE FOR POWER.



Power right down that long road.

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

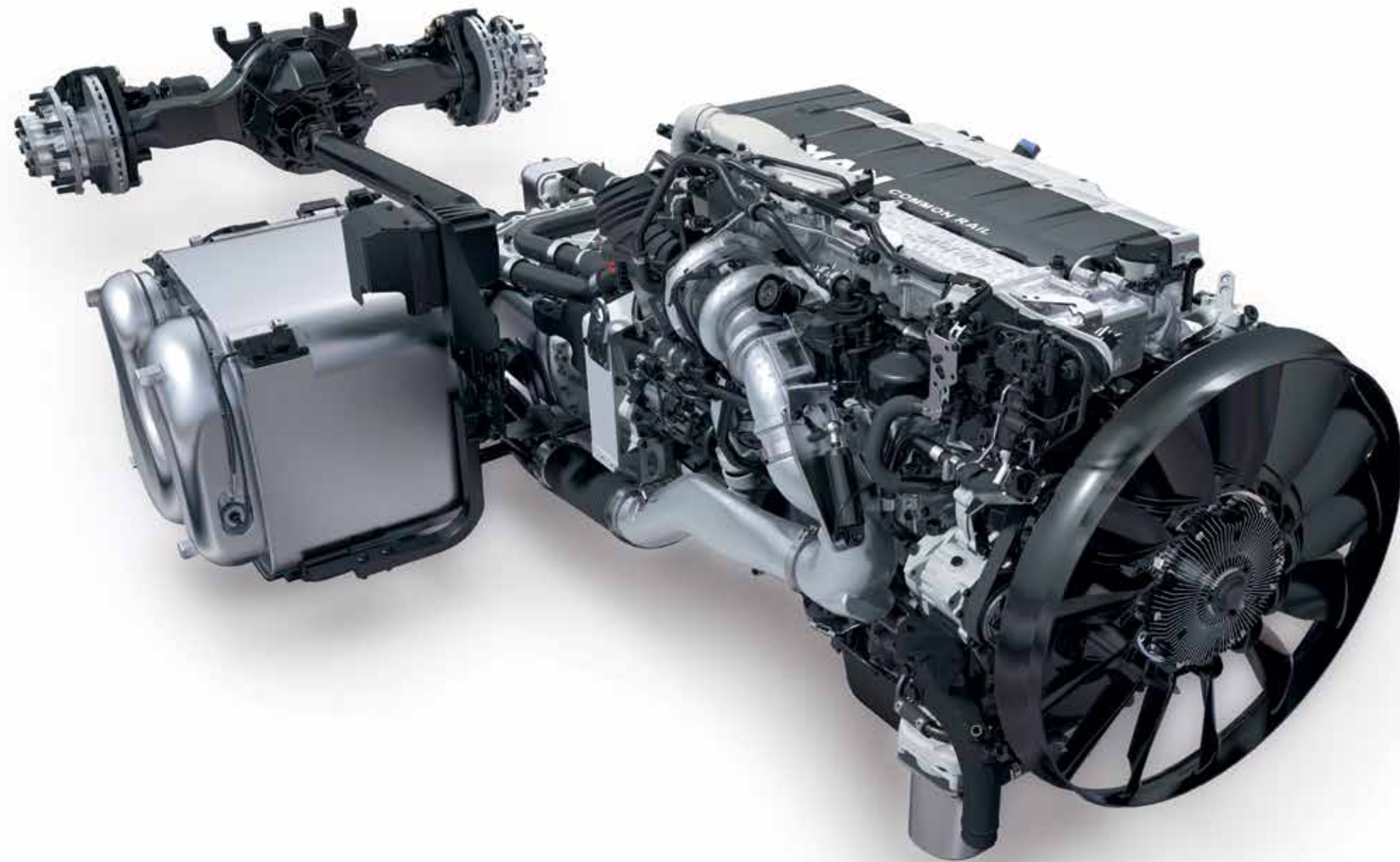
Specifically, this means: 20 hp more and 200 Nm of additional torque in all gears and with all transmission variants (not with the 640 hp engine) The new MAN TipMatic® with the SmartShifting shift function delivers efficient use of MAN TGX Power. The result? Faster transport speed and continuous traction, particularly effective on uphill gradients.

However, with the new MAN TGX you can also save a lot of money. The newly developed engine and transmission technology also enables you to benefit from reduced fuel consumption, up to -2.5 % with the new MAN D26 and up to -1.9 % with the new MAN D38 (each in comparison with the previous model).

With MAN EfficientLine® 3, it is even possible to save up to 6.35 % on the fuel bill.

MADE FOR EFFICIENCY.





Efficiency en route.

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

In it, as soon as you turn the ignition key, you can feel the majestic power of the engine. That is because the Euro 6 version of the new MAN D26 and of the new MAN D38 deliver a convincing extra 20 hp of engine power and 200 Nm more torque in all gear ratios and transmission variants (not with the 640 hp engine). The Common Rail diesel engines MAN D20 and MAN D26 with cooled exhaust gas recirculation also have service intervals of up to 140,000 km. These engines do more than just set standards in terms of reliability and service costs. They also deliver great fuel economy. With the new MAN D26 this is approx. 2.5 % less than in model year 2015, and about 1.9 % less in the new MAN D38 (not with the 640 hp engine).

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

The 4- and 6-cylinder engines with two-stage turbo-charging guarantee ample pulling power right across every engine speed range, enhance the running smoothness and get the maximum out of every litre of fuel. In comparison with a long-haul vehicle with standard equipment, savings of up to 20 % can be achieved.

From 2017, the MAN engines MAN D20, MAN D26 and MAN D38 have been approved to operate on paraffin fuels as defined in EN15940. Examples of fuels that meet this standard: HVO Hydro-generated Vegetable Oils, CTL Coal to Liquids, GTL Gas to Liquids, BTL Biomass to Liquids.



TopDown cooling



Domed valves



Plastic oil sump to save weight



Efficiency meets performance.

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

The new MAN D38 engines are masterpieces of their kind. Technological refinements such as the extensively developed common-rail technology with extremely high injection pressures of up to 2 500 bar, a high ignition pressure of up to 250 bar and two-stage turbo-charging with inter-cooling all set high standards for pulling power, fuel consumption and CO₂ emissions. High-tech that delivers power to your elbow. Even at as low as 900 rpm, it can reach torques between 2 700 and 3 000 Nm, maintained across a broad engine speed range. Result: The new MAN TGX delivers powerful traction and achieves high average speeds even on mountain roads, and is able at all times to operate in Economy mode – the disengageable air compressor makes an effective contribution towards this. This enables you to benefit from a 1.9 % reduction in fuel consumption (compared to the 2015 model year; not applicable to the 640 hp engine).

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

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



Efficiency is pre-programmed into the MAN TGX.

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

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

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

The MAN TGX knows every hill – and the right gear for each occasion.

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

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

At least fuel consumption ceases to be a continuously fluctuating issue. MAN EfficientCruise® saves up to 9% on the fuel bill.



A close-up, low-angle shot of a car's door handle. The handle is made of a highly reflective, polished metal, possibly chrome or stainless steel, and features a modern, sculptural design with a prominent C-shaped grip. The lighting is dramatic, coming from the side to highlight the handle's contours and the car's body panels. The background is dark and out of focus, emphasizing the handle as the central subject.

MADE FOR DESIGN.

Great views. On every drive.

In the new MAN TGX, you really do get down the road in style. The front of the vehicle and the interior have both received an attractive facelift.

This starts with the most important detail. The MAN lion emblem. It now sits on the radiator grille and the steering wheel on a high-gloss black background and delivers a self-assured first impression outwards as well as inwards. A new plastic bumper with a slatted structure enhances the looks of the vehicle and also optimises the flow of cooling air. Optionally, it can be fitted with chrome slats.

In the cab, the warm sand and graphite tones of the interior panelling, surfaces of grained plastic, satin-chromed door handles and the new seat covers create a comfortable and stylish atmosphere. The look of the cab interior can also be individually designed using three optional variants for the all-round trim strips (brushed aluminium, Net-Black, wood). The standard multi-function steering wheel has received a new and striking design. The height and angle of the multi-function steering wheel can be adjusted freely and it is also available in a leather version. Various functions are integrated in the steering wheel in a clearly laid out and intuitive manner. It becomes the interface between vehicle and driver. Without taking your hands off the wheel you can call up vehicle information, receive telephone calls and adjust the radio settings.



A man with short brown hair and sunglasses, wearing a red and black plaid shirt, is driving a truck at night. He is seated in a large, comfortable-looking driver's seat. The truck's interior is visible, including the steering wheel, dashboard with a digital display and analog gauges, and air vents. A smartphone is mounted on the dashboard. The view through the windshield shows a city skyline at night with illuminated buildings and a bridge. The text "MADE FOR COMFORT." is overlaid in white, bold, sans-serif font in the upper right corner.

MADE FOR COMFORT.

Totally in the comfort zone.

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

After a long hard day, they should not feel it in their back. That is why the new MAN TGX provides air-suspended comfortable seats with integrated head rests and three-point seat belts which the driver can adjust individually, such as through pneumatic height adjustment and vertical damper setting. With the new Alcantara leather seat, the genuine leather covering provides the optimum combination of comfort and durability in the areas subjected to greatest wear and tear. Whether it is seat heating, pneumatic lumbar support or side contours and shoulder support – there are almost no limits to your options, including in aesthetic terms.

The ultimate luxury is the climate-controlled seat for a pleasant warm or cool feeling at any time. Regarding on-board air-conditioning: the air-conditioning system with automatic temperature control does the job perfectly. A diesel heater, an auxiliary water heater and a park air-conditioning system are available as optional extras.





Here you really can get a good lie-down.

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

You need to be wide awake for the demanding job behind the wheel. So it's even more important that you sleep well. The high-quality beds with slatted supporting frame and optional multi-zone cold foam mattress treat you to the level of comfort close to what you'd expect at home. As an alternative to the second bed, the multi-function storage unit provides approx. 200 litres of storage space for clothing and bags. When the vehicle is parked, the second driver can use it to take a rest. Otherwise everything is neatly stowed away. Large cupboards above the windscreen in the XXL and XLX cabs offer ample space for luggage and other equipment. The middle console provides numerous storage possibilities. For personal equipment there is a large storage box which can be accessed either from the inside or from the outside as well as an additional storage box which can only be accessed from the outside. Here is how to keep things ship-shape in the new MAN TGX.



Spacious cupboards



Drawers in the centre console



Everything inside, and all at a glance!

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

In an MAN cockpit, 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 across an infinite range. From the various versions of the new MAN Media Truck radio through to the numerous practical stowage spaces, each detail is a model of ergonomic perfection. The focus is the central instrument panel with LCD display that transmits current important information to the driver. The user-friendly menu navigation makes it possible to quickly and simply call up the various operating conditions of the vehicle and various items of service information using the multi-function steering wheel.

MAN offers some improved features with the new infotainment system. The standard MAN Media Truck variant includes a 5" TFT display with touchscreen and SD card slot. On request, it's also available with a hands-free system, Bluetooth audio streaming, USB/AUX inputs, and DAB+ digital radio.

In addition, the MAN Media Truck Advanced version offers a larger 7" display, voice control, a hands-free system for a telephone, video display via USB & SD, traffic information via radio, and a maximum of two camera interfaces. MAN Media Truck Navigation includes a specialist truck navigation system. Also, the versions MAN Media Truck Advanced and Navigation offer the function of "Twin Pairing", which enables two mobile phones to be connected to the system in parallel. Both variants can also be provided with a hook-up for a rear-view camera.



MAN Media Truck Navigation



Automatic climate control and independent heating



USB and AUX connection for the user's own appliances and storage media.

One thing is safe for sure: every drive with MAN.

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

This is because our cabs are designed to facilitate fatigue-free, concentrated driving, relaxing recovery and maximum occupant safety. All cabs provide optimum safety. The mirror concept contributes to this, with main and wide-angle mirrors, a large ramp mirror and front mirrors. Now there is practically no longer a blind spot. To provide an even better overview, the Infotainment versions of the MAN Media Truck Advanced and Navigation systems can be supplied with preparations for a rear-view camera. This equipment uses the screen to show pictures from a retrofitted camera.

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

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

XL cab.

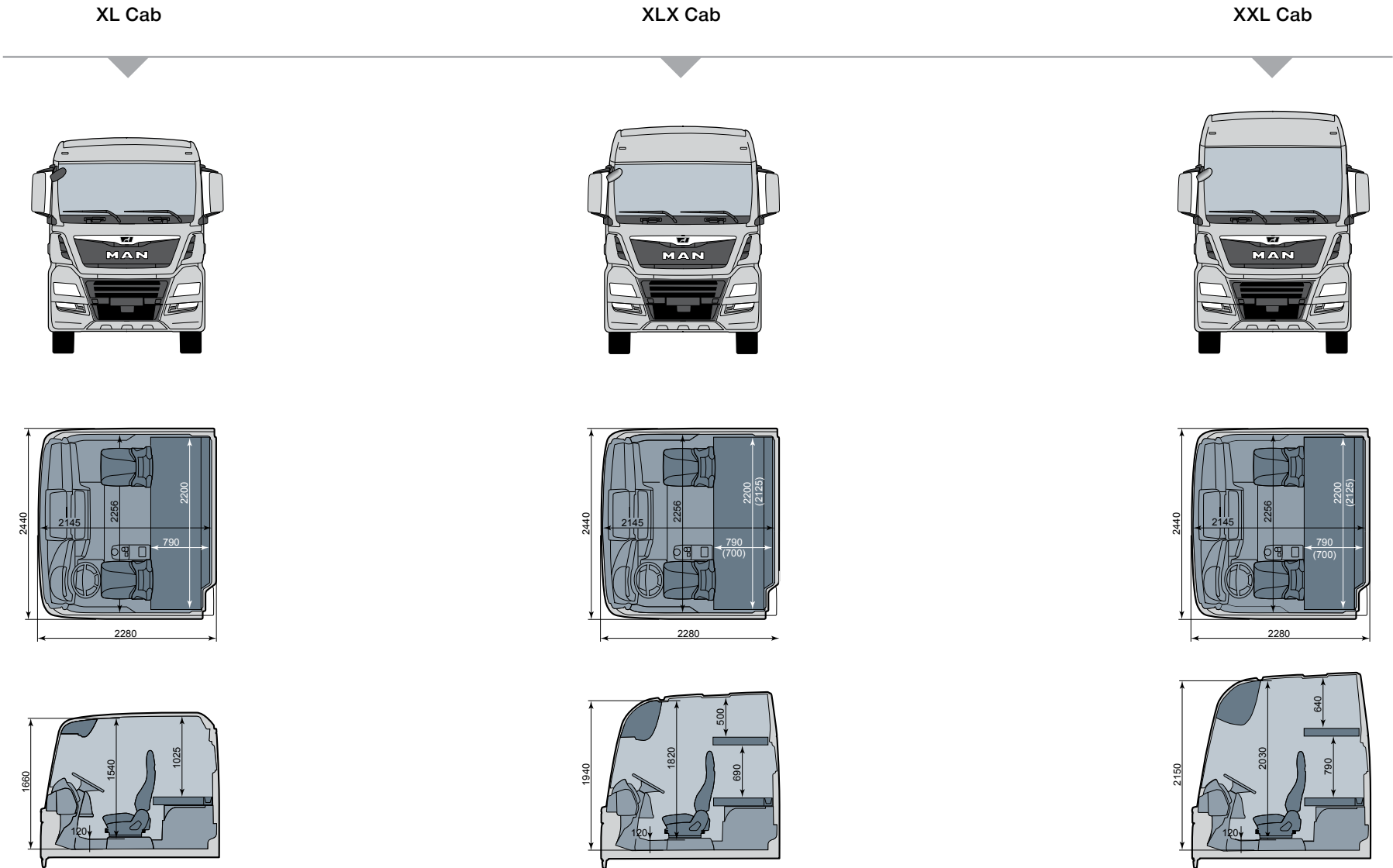
Compact size: comfortable cross-cab access from door-to-door and a comfortable bed as standard make the XL cab into an impressively spacious experience.

XLX cab.

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

XXL cab.

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



MADE FOR WORK.





With a built-in guardian angel.

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

In addition to economic aspects, protecting the driver and other road users in the best possible way are priority matters. We need to do all we can to minimise the risk of accidents, which is why the new MAN TGX offers a safety architecture with innovative technologies. This helps the driver in everyday and in difficult situations, and makes an effective contribution towards the avoidance of accidents.

MAN driver assistance equipment.

Electronic stability program (ESP)

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

MAN BrakeMatic® brake system with ABS and ASR

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

Continuous braking

EVBec®: As a further development of the MAN EVB engine brake (Exhaust Valve Brake), the EVBec® has many advantages, e.g. an improved braking effect by controlling the exhaust gas back pressure, significantly increased brake output especially in the lower engine speed range, over-heating protection during long braking operations and constant brake output whether the engine speed is rising or falling. Three brake output stages are available. The retarder is a hydrodynamic continuous brake integrated into the gearbox housing. Its brake output depends on the driving speed, with the best performance achieved in the medium to high speed range. The brake output level does not depend on gearshifts or clutch operation. This increases driving safety during long descents by relieving the load on the service brake system.

Brake assistant

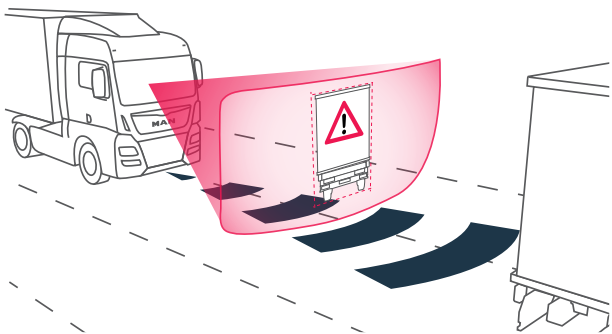
The brake assistant registers speed and pressure when the brake pedal is operated and optimises the applied brake pressure through to full brake force. It recognises an emergency stop when it is initiated and immediately develops the largest possible brake pressure.

New Emergency Brake Assist (EBA)

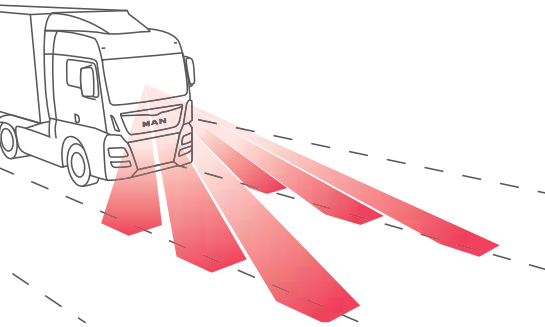
As even a brief moment of distraction can lead to an accident, MAN has developed the anticipatory Emergency Brake Assist (EBA). It gives drivers an advance warning of impending collisions, providing them with valuable time to react. The system automatically initiates braking in an emergency. The optimised Emergency Brake Assist (EBA) features a more advanced traffic monitoring system by using two independent sensor systems (radar and video) to detect a potential collision more quickly and to issue a warning signal earlier. EBA complies with the more stringent legal requirements for emergency braking systems starting in 2016/2018.

Lane Guard System (LGS)

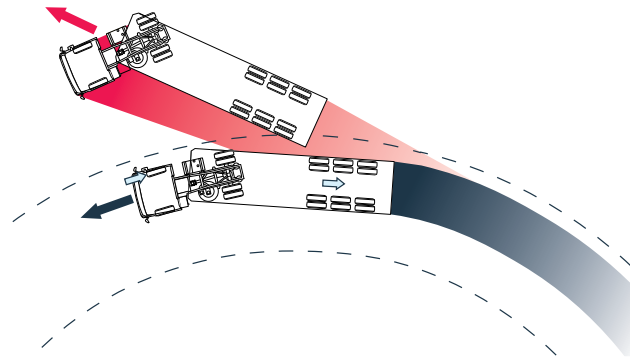
The electronic lane guard system (LGS) constantly monitors the vehicle's position in the lane. If the driver strays from the lane without activating the indicator, an acoustic warning sounds. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side emits a rumble-strip noise, which the driver intuitively understands. LGS increases the driver's awareness of staying in the lane, thereby reducing certain hazardous situations.



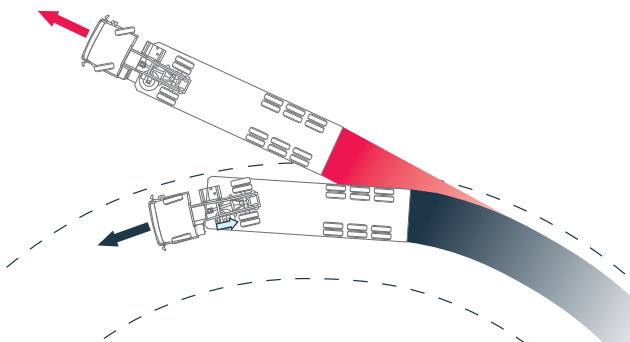
Functional principle EBA: advanced traffic monitoring by using two independent sensor systems (radar and video)



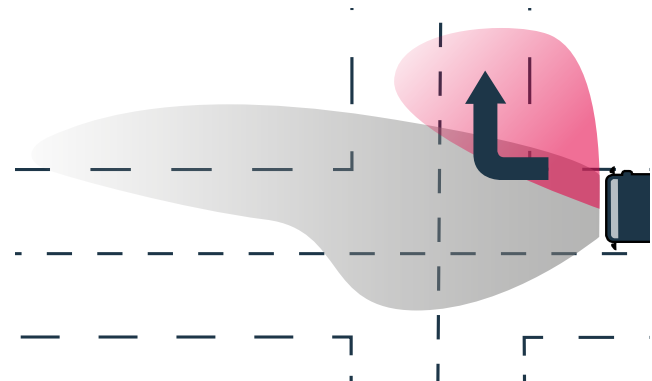
LGS for staying in the lane



ESP compensatory braking when vehicle is oversteered



ESP compensatory braking when vehicle is understeered



Cornering light for a better visibility

Adaptive Cruise Control (ACC)

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

Emergency Stopping Signal (ESS)

Instead of the brake lights simply coming on, the Emergency Stopping Signal (ESS) warns traffic behind of emergency braking using the hazard lights. These flash faster to alert traffic behind to the emergency. Once the vehicle is stationary, the hazard lights are automatically activated to prevent rear-end collisions. The ESS therefore helps to enhance road safety.

Xenon light for better vision

The combination of Xenon light and free-form reflectors casts a whole new light on the road. The luminance of the long-lasting Xenon lamps results in a wide stretch of road being illuminated. Illumination in this area is bright and homogeneous without dazzling oncoming traffic.

Automatic low-beam headlights and automatic wiper system with sensors

The automatic low-beam headlights with light sensors activate and deactivate the front, side and rear lights as needed. Dawn and dusk, tunnels and bridges are also detected and the lighting is regulated accordingly. The automatic wipers with rain sensor are activated as soon as visibility is affected by water or dirt. The optimum wiper speed is then set automatically depending on the situation. The control system can detect all kinds of visibility conditions such as rain, splashes, streaks or dirt.

Cornering light

The cornering light supplements the normal low-beam headlights at speeds of up to 40 km/h. It is activated when the driver operates the indicator or – on vehicles fitted with ESP – when the

steering wheel is turned far enough. This improves visibility in the dark and in foggy conditions as well as providing additional lighting on the side of the vehicle to prevent injuring persons or causing damage when cornering.

LED daytime driving lights

Twin headlights with integrated LED daytime driving lights (in compliance with the requirements of Directive ECE R-87) make the MAN TGX easier to see during the day compared to daytime driving lights with H7 lamps, thereby improving active safety. The lights are turned on and off automatically with the ignition and are dimmed to the maximum permitted luminance if other lights such as the low-beam headlights or indicators are switched on – not however if only the headlight flasher is actuated. The high level of light intensity of the long-lasting LED daytime driving lights give the vehicle a modern look.

New LED rear lights

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

Manoeuvring light

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



LED daytime driving lights



LED rear lights

**MADE FOR
PERFORMANCE.**





You can build on the MAN TGX.

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

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

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

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



Side trailer connections



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



Compressed air tanks situated at the rear

Set up for efficiency.

Always up to the task

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

Convenience you can count on

All components of the MAN TGX running gear are designed for convenience, reliability and optimum economy. The winning features of the hypoid drive axle are its low unladen weight, high capacity load and the long interval of 500,000 km between oil changes. The engines in the MAN D20 and MAN D26 series are designed to have service intervals of 140,000 km.

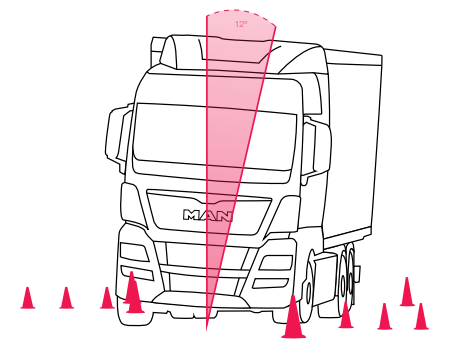
Ideal for long distances – to keep you going further

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

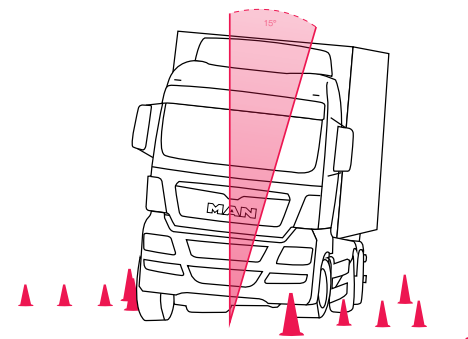
Furthermore, the X control arm combines the wishbone and the stabiliser into one component, delivering not only superlative ride stability and tracking, but also reducing vehicle weight to enable more payload to be carried.

Active roll stabilisation CDC and high-load roll stabilisation

With active roll stabilisation, dampers are automatically regulated by the CDC (Continuous Damping Control). This prevents the development of rolling or pitching movements, and thus makes driving safer. For vehicles with high centres of gravity, high-load roll stabilisation with an additional X control arm is ideal. This ensures that sideways tilting is effectively reduced.



Vehicle behaviour with CDC



Vehicle behaviour without CDC



Let our service portfolio move you.

When you visit an MAN workshop, it’s usually only a couple of hours between “welcome” and “have a safe journey”. However, in our range of services we offer more than merely a qualified service: we provide all-round care for your MAN truck.

MAN Service incorporates everything you need to ensure that your vehicles do not encounter problems on the road and that your freight reaches its destination reliably. With MAN ServiceContracts, MAN Card, MAN Mobile24 or MAN Service Complete*: as far as mobility is concerned, you made the right decision when you opted for us. Whether it's MAN TeleMatics® or MAN ProfiDrive® driver training and further training modules, you’ll be surprised what we can do for you. Our all-round services include all aspects of efficiency. MAN Financial Services helps you to remain financially mobile and enables you, with the rental offer for trucks and trailers, to react quickly and to achieve additional commercial success.

In short: if what you need is mobility, you made the right decision when you opted for us.

MAN Services		
Area	Services	Content
MAN Service	MAN ServiceContracts	Comfort: maintenance
		ComfortPlus: maintenance and extended driveline guarantee
		ComfortSuper: maintenance and repair work including wear
	MAN Mobile24	European-wide 24-hour service
	MAN Service Complete*	The complete service for trucks including semitrailers, trailers and bodies
	MAN ServiceCare®	Proactive maintenance management
	MAN Genuine Parts	Top quality, long service life and availability ensured
	MAN Genuine Parts ecoline	Save a lot and protect the environment in the process – reconditioned MAN Genuine parts from MAN, the manufacturer or from external service providers
	MAN Genuine Accessories	
	MAN Card	European-wide non-cash payments
	MAN TeleMatics®*	Mobile tracking and vehicle management
	MAN ProfiDrive®	Driver training
	MAN Financial Services	Financing
		Acquisition of property through flexible financing solutions
	Leasing	Budget-friendly leasing models
	Insurance	Insurance solutions for commercial vehicles
	Rental	Vehicles, semitrailers and trailers for all transport needs
		Various weight categories with system and body variants
		Flexible rental periods. Full service with 24-hour hotline.
	FullService	Mobility package including MAN Service
MAN TopUsed	Top used vehicles	Large selection of top-class used vehicles including all models and types (trucks, buses, trailers, semitrailers and complete road trains).
		Service portfolio including used-vehicle guarantee and financing.
		Service promises: top quality, top advisory service, top selection, top financing, top service
		Seal of quality: Checked – Certified – Trusted.
		Vehicle finder at www.man-topused.com .

* Not fully available in all European countries.

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