



The new TGM.

A class of its own.



Less weight, more power, more comfort: the TGM – latest generation Trucknology®.

When the latest MAN Trucknology® is combined with the experience of a real all-rounder, the result is something special: the new power in the midfield, the TGM. Never has economy been more impressive; never has performance been more fascinating. With engines of 176 kW (240 hp) to 240 kW (326 hp) and a range of equipment levels on a par with its big brother, the TGM is a leader in its sector. It opens up a completely new world of driver comfort and safety. And at all times it remains true to its greatest virtue: maximum payload.

New engines, new variants, new efficiency – the TGM is full of excellent innovations for your business. These will inspire not only your sales, but also your image. The new driver's cabs will lend your fleet the look of success. Show that your company is still leading the way in the 21st century. With the power that comes from the midfield: the new MAN TGM.



Some of the equipment items depicted in this brochure are not part of the series-production equipment.

They really ought to be called the driver's "villa": the exclusive driver's cabs of the Trucknology® generation.



LX cab.
When the new TGM goes on long-distance journeys, it does so with an appropriate driver's cab: the LX air-sprung high-roof cab. It creates a balanced synthesis of essential functionality and impressive comfort, even on longer journeys. Ergonomic solutions mould the driver's working and resting environment. This relaxes him at every stage of the journey; from the time he climbs aboard to the overnight stay.
Dimensions: 2,280 mm long, 2,240 mm wide. Headroom 1,925 mm

Unrivalled comfort.

The best place on the road is behind the wheel of the new TGM. No wonder. The comfort and space is unrivalled. Its ergonomic cockpit is particularly user-friendly and relaxes the driver. The air-sprung long-distance driver's cabs provide the largest bed area and most spacious storage compartments in their class. Maximum convenience too when it comes to service: driver's cabs with a tilt angle of more than 60 degrees provide generous access to the engine.

Safety in view.

The rigid passenger cell of the TGM in conjunction with the special deformation elements in the driver's cab mountings provides maximum protection for the occupants. The crash safety demanded by Directive ECE-R29 is achieved without any difficulty. For optimum view, the TGM uses a mirror principle which completely eliminates blind spots. Outstanding vision to the front is provided by clear lens headlamps using free-form reflector technology. Its H7 lamps will illuminate the road evenly and over a wide range. The optional xenon dipped beam unit complete with headlamp cleaning system is unique in this class of vehicle.

Headlamp cleaning system



L cab.

The masterful choice for use on medium-distance journeys is the air-sprung L driver's cab. Abundant storage facilities in the roof and door compartments, a generous bed for rest periods and comfortable access create a high level of comfort. Dimensions: 2,280 mm long, 2,240 mm wide.



C cab.

This is where your daily distribution service takes off in Business Class. The C cab lends the TGM maximum comfort and much freedom of movement. With wide-opening doors, comfortable boarding and access to the passenger side. A double passenger seat is available on request. Dimensions: 1,620 mm long, 2,240 mm wide.

Sit here and get better results.

Welcome aboard the TGM.

The TGM cockpit greets the driver with an ambience of intelligent functionality – ergonomically designed, optimised for safety and yet well worth seeing. The logically laid-out instrument panel gives the driver all the relevant information in a clear and quickly understandable manner. Reflection-free displays create clear conditions in any lighting situation. A foot-operated button allows the steering wheel to be steplessly adjusted in height and rake for optimum driving ergonomics. And a lever allows it to be pivoted upwards for even more convenient boarding and cross-cab access.

One view that answers all questions.

There is intelligence on board the new TGM, even before the driver climbs aboard. Operating information such as oil level and brake pad wear can be called up on the central instrument with the “Baseline L” display. In addition, the optional “Baseline” display provides exclusive chrome rings and expanded functionality for towing a trailer. The highlight of the driver’s range of instrumentation is called “Highline”. Its enlarged display, convenient rotary knob operation and additional functions turn it into a command centre. It integrates information and communications components such as telephone and radio, and displays vehicle data such as current fuel consumption in the form of bar graphs.



Hard work does not have to mean hard seating.

The TGM offers a wide choice of seats, designed in accordance with the latest occupational medical knowledge. The choice ranges from the standard adjustable seat and the air-sprung comfort seat to the deluxe seat with lumbar support and heating, and is crowned by the unique climate-controlled seat. In heat and cold, this creates a pleasant, temperature-controlled airflow over the back and seat surface at all times. In other words, more comfort for those who do more.

Everything a good working climate needs.

Powerful heating systems work for the driver’s well-being. As an option, the air-conditioning system can be provided with automatic temperature control. Auxiliary heating in the form of a diesel air heater with thermostat is also available.



Steering wheel steplessly adjustable in height and rake by foot-operated button



Door control unit



Unrivalled space in the TGM.



Storage compartment above the windscreen and roof hatch in the C cab



Roof storage compartments above the front windscreen and electrical roof hatch in the LX driver's cab

Storage space in abundance.

The TGM ensures a top position with its generous provision of storage areas. There are numerous storage compartments within reach all around the driver's cab. Writing implements, drinks and small items will all find a safe place in the instrument panel, the centre console, the door pockets or the storage compartment on the rear cab wall. For luggage, the LX driver's cab provides the largest roof storage compartments in its class. The illuminated luggage compartment is accessible from inside and out. This provides a flexible storage space in maxi-format. Another external storage box accommodates tools and equipment.

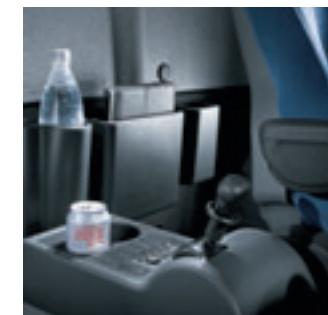
Comfort included.

No other competitor offers more sleeping area than the TGM: good for the driver and for his working enjoyment. The L and LX driver's cabs provide a well thought-out sleeping concept with a slatted frame and replaceable 5-zone cold foam mattress, which has been awarded the LGA quality certificate for "ergonomic resting comfort". Its washable, highly elastic cloth covering is breathable and very hygienic. The comfort control unit with alarm clock provides lighting directly above the resting area. The optional insulated box can be fitted within reach, directly in front of the bed.

Lath frame



Storage compartments in the C cab



Luggage compartment in L and LX cab



Insulated box, with cooling on request



A real all-rounder does its best everywhere. Even for safety and the environment.

Efficiency, performance and economy are good for business. But are they also good for our environment? The new TGM shows how well expectation and responsibility can be combined. After all, responsible use of our resources and our environment also requires performance where it cannot be directly seen: in relieving our environment through fewer emissions, fewer risks and environmentally friendly manufacturing processes. Forward-looking safety

concepts and fuel-saving power units give the new TGM the makings of an all-rounder. Powered by the D08 range of common-rail engines, the TGM mobilises more running culture and pulling power than ever before. Its unmatched power-to-weight ratio provides the payload and power to move everything, even in difficult terrain, thanks to the perfectly matched gearbox.



With the power of a great name: MAN.

The power of the mighty midfield.

When you start the engine of the TGM, you get that great feeling of having superior torque available. Choose from the powerful 6-cylinder engines, the most potent of which is the 240 kW (326 hp) with two-stage charging. Its pulling power raises the bar in its class – to 1,250 Nm. But the other power units are also all “torquemasters” with common-rail power and four-valve technology. Outstanding power-to-weight ratios of 3.3 down to 2.5 kg/kW make for maximum efficiency. Uphill driving, towing and long journeys become child’s play. Thanks to an ideally matched rear-axle ratio and a low-loss drive train, the new TGM permits fuel savings of up to 3%. Quiet running, particularly with partial loads, is common to all power units. Their excellent torque characteristics, particularly at low speed, result in optimum pulling away from rest.

Expectations exceeded. Even Euro 4.

In order to comply with the Euro 4 emissions requirements, MAN uses the well-established MAN PM-KAT® system of exhaust-gas recirculation with particulate filter. This technology not only guarantees that emission values are reliably maintained, but also eliminates a disproportionately large share of the ultra-fine particles – with absolutely no maintenance and without additives.

Change up to a higher performance class.

The way in which the TGM driver changes gear decides the choice of transmission. It can be done manually, with the 9-speed gearbox ideally matched to the power of the engine. Here, in order to avoid shifting errors, the selected gear is indicated in the driver’s display. Alternatively, gear changing can be carried out even more easily and conveniently using the much-praised MAN TipMatic (expected to be available for the TGM from March 2006). This shifts through 12 gears according to an intelligent strategy, which has already impressed with the MAN TGA. The MAN TipMatic can be operated fully automatically or manually. As soon as the engine brake comes into play, it changes automatically to the optimum gear in order to provide maximum braking force. Further advantages of the TipMatic are fuel savings and protection of the drive train. Two different hypoid axle variants are available for smooth transmission of power to the wheels: a light-duty version for solo mode, or a heavy-duty version for towing medium-weight trailers.



Engine rating	Manual gearbox	MAN TipMatic
176 kW (240 hp)	9-speed	12-speed
206 kW (280 hp)	9-speed	12-speed
240 kW (326 hp)	9-speed	12-speed

The right frame for all applications.

An all-rounder has to shoulder everything.

The TGM's frame design is the ideal basis for every application. Its optimised design provides maximum stability and carrying capacity, but is frugal on weight. In conjunction with the completely flat top surface, the TGM is ready to accept any type of superstructure. With the proven CAN-Bus electronic structure, which the TGM has inherited from its big brother, the TGA, the way is open for far-reaching vehicle and superstructure functionalities.

The long and the short of it – impressive flexibility.

A wealth of variants has just one name: TGM. It offers maximum flexibility in functionality and variety of application. Thanks to the narrow wheelbase pitch between 3,575 and 6,175 mm, any length of superstructure up to 8 metres can be implemented on the back of the 18-tonner.

Distribution from its soft side.

Even as standard, the TGM is light-footed on the road thanks to proven parabolic springs with maintenance-free rubber mountings. The likewise maintenance-free MAN rear axle air suspension dispenses with jolts and irregularities even more efficiently. For a consistent driving level under any loading conditions, the ECAS control unit regulates the ideal height at all times. For convenient loading and unloading, the air suspension also allows the level to be adjusted to suit different loading ramp heights. Here, the driver can use the hand unit to raise the vehicle by 190 mm or lower it by 90 mm.

It promises much. And keeps its promise.

The TGM keeps matters refreshingly short when it comes to braking. This is due to the highly effective dual-circuit air brake system with EBS electronic braking and brake assistant. This ensures the shortest possible braking distance and thus helps to avoid accidents. The braking efficiency is transmitted to all wheels by internally ventilated disc brakes. Active support is also provided by the engine brake, optionally available in the EVB reinforced version.

Automatically activated by the brake pedal, it relieves the load on the footbrake, reduces wear and increases safety. In addition, an automatic braking kit is available for maintaining a constant speed when driving downhill.

Another standard extra guarantees that the brakes can be easily and safely maintained: the hub unit, a lubricated-for-life wheel-bearing unit on the front and rear axle.



MAN Nutzfahrzeuge Group
Postfach 50 06 20
D-80976 München
www.man-mn.com
A member of the MAN Group

