

# MAN TRUCK GENERATION



# MAN IS TRUCKING REDEFINED.

Whether it's the Australian outback or the lush green hills of New Zealand terrain, you need to take your performance up a gear and put the brakes on running costs. MAN trucks are designed to do just this. Boasting excellent driver fit, and great efficiency and economy features, MAN's Truck Generation optimises uptime and makes for a strong business partner

When it comes to **excellent driver fit**, the streamlined and modern MAN workspace sets a new benchmark. Our intuitive dash layout and luxurious rest and sleep area make for the perfect work environment. And when combined with MAN's innovative driver assistance features, your driver won't want to leave the cabin.

Delivering **great efficiency and economy**, your MAN will take you further with less. Economical engines and improved aerodynamics, along with other efficiency-enhancing innovations, yield remarkable fuel savings that result in increased profits for your business.

This is further complemented by our highly reliable and fully integrated technology and design philosophy which delivers **optimised uptime** and tangible gains for you. Extended oil drain intervals mean less time off the road, and our expansive national dealer network minimises downtime for your business and maximises support.

All of this is underpinned by MAN's comprehensive 24/7 roadside assist program, customised repair and maintenance packages, and our generous warranties. MAN is your business' **strong partner**.





Find out more: [🌐 man.co.nz](https://www.man.co.nz) [📘 mantruckandbusnz](https://www.facebook.com/mantruckandbusnz) [📷 mantruckbusnz](https://www.instagram.com/mantruckbusnz)

# TGX.

<b>CONFIGURATIONS</b>	4x2, 6x4, 8x4
<b>HP</b>	D15 (330, 360, 400) D26 (440, 480, 520) D38 (540, 580, 640)
<b>GVM</b>	Up to 35 t
<b>ENGINE</b>	D15, D26, D38



**CAB GX:  
THE MAXIMUM ONE**  
(wide, long, extra height)



**CAB GM:  
THE GENEROUS ONE**  
(wide, long, medium height)



**CAB GN:  
THE ROOMY ONE**  
(wide, long, standard height)

<b>W × L (mm)</b>	2,440 x 2,280	2,440 x 2,280	2,440 x 2,280
<b>SLEEPING FACILITIES</b>	Up to 2	Up to 2	1
<b>SEGMENT</b>	Long-haul transport	Long-haul transport	Specialised local transport (e.g. container, logging, fuel haulage)
<b>BENEFITS AT A GLANCE</b>	<ul style="list-style-type: none"> <li>▪ One of the most spacious in New Zealand</li> <li>▪ Extra standing height: 2,070 mm</li> <li>▪ Generous and comfortable bed (second bunk optional upon request)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Full standing height</li> <li>▪ Spacious interior</li> <li>▪ Generous and comfortable bed (second bunk optional upon request)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Compact size</li> <li>▪ Convenient access</li> <li>▪ Generous and comfortable bed</li> </ul>

# TGS.

<b>CONFIGURATIONS</b>	4x2, 6x4, 8x4
<b>HP</b>	D15 (330, 360, 400) D26 (440, 480, 520)
<b>GVM</b>	Up to 35 t
<b>ENGINE</b>	D15 & D26



**CAB TM**  
**THE COMFORTABLE ONE**  
(narrow, medium length,  
tall)



**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 × 2,280	2,240 × 2,280	2,240 × 1,880
<b>SLEEPING FACILITIES</b>	Up to 2	1	–
<b>SEGMENT</b>	Local, intrastate, and distribu- tion transport (e.g. fuel haulage)	Local, intrastate, and distribution transport (e.g. fuel haulage)	Local and distribution transport (e.g. container, tipper)
<b>BENEFITS AT A GLANCE</b>	<ul style="list-style-type: none"> <li>▪ Larger spacious interior storage compartment up top</li> <li>▪ Even more expanded standing space vs TN cab</li> <li>▪ Generous and comfortable bed with second bunk optional upon request</li> </ul>	<ul style="list-style-type: none"> <li>▪ Spacious interior storage compartment</li> <li>▪ Expanded standing space</li> <li>▪ Generous and comfortable bed</li> </ul>	<ul style="list-style-type: none"> <li>▪ Generous space behind seats for work clothes, etc.</li> </ul>

# TGL/M.

<b>CONFIGURATIONS</b>	4x2, 4x4, 6x2, 6x4
<b>HP</b>	220, 250, 290, 320 hp
<b>GVM</b>	13 t, 15 t, 18 t, 23 t, 26 t
<b>ENGINE</b>	D08



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



**CAB CC:  
THE COMPACT ONE**  
(narrow, short,  
standard height)



**CAB DN:  
THE CREW CAB**  
(narrow, extra long,  
normal height)

<b>W × L (mm)</b>	2,440 × 2,280	2,240 × 1,620	2,240 × 2,790
<b>SLEEPING FACILITIES</b>	1	–	–
<b>SEGMENT</b>	Local and distribution transport	Local and distribution transport (e.g. horse floats, tipper)	Construction transport, tilt tray, and municipal services
<b>BENEFITS AT A GLANCE</b>	<ul style="list-style-type: none"> <li>▪ Roomy sleeping space</li> <li>▪ Spacious exterior storage compartment</li> <li>▪ Expanded standing space</li> </ul>	<ul style="list-style-type: none"> <li>▪ Comfortable height</li> <li>▪ Third seat possible</li> <li>▪ Additional storage space in midsection</li> </ul>	<ul style="list-style-type: none"> <li>▪ 6 (option for 7) seats</li> <li>▪ Comfortable height</li> </ul>



LEAD COMPOUND  
SOLUBLE N.O.S.  
2291  
22  
100 POLICE OR  
FIRE BRIGADE 1800 127 406

TGHU 0919427  
2261

LEAD COMPOUND  
SOLUBLE N.O.S.  
2291  
22  
100 POLICE OR  
FIRE BRIGADE 1800 127 406

033  
957  
26

LEAD COMPOUND  
SOLUBLE N.O.S.  
2291  
22  
100 POLICE OR  
FIRE BRIGADE 1800 127 406

LEAD COMPOUND  
SOLUBLE N.O.S.  
2291  
22  
100 POLICE OR  
FIRE BRIGADE 1800 127 406

# ERGONOMICS START WITH THE VERY FIRST STEP.

The highly-ergonomic cabin design of the MAN ranges ensures a back-friendly start to the day. As the entrance into the cabin is positioned in the middle of the door, the driver can enter the vehicle in an upright position. And the access ladder is designed as a staircase so that the driver has all steps in view. Bright entry lighting ensures the steps and surrounding areas are visible anytime and in any weather.

We didn't forget the little things either; an optimised entrance features steps with a non-slip surface and a lattice structure, washable interior door panelling, and a compressed air supply, so that sand, mud, and gravel can be swept outside.

Additionally, we developed the MAN EasyControl system specifically so the driver can avoid getting in and out when they don't have to. Four controls are located on the inside of the driver's door that can be easily accessed from outside the vehicle. Depending on your configuration, they come pre-programmed with key functions or can be programmed according to your individual needs.

With various driver's seats to choose from, each seat is ready to welcome your particular build. There is a larger range of backrest adjustment options for drivers of all sizes. The passenger seat also features a highly-ergonomic design and its own range of individual adjustment possibilities. The Vario seat is particularly space-saving and, when it's not needed, can simply be folded away.

Even the steering wheel has been given greater flexibility. In the resting position, the steering wheel can be tilted forward to a horizontal position. And when in action, it can be adjusted to an angle as steep as that of the average passenger car.

The result is a workplace that bends over not only backwards, but forwards and sideways, to suit. So the driver doesn't have to.



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

# DRIVER-CENTRIC, ERGONOMIC CABIN

Fully digital instrumentation  
with a 12.3-inch colour display

Media system  
with a 12.3-inch  
colour display

Multi-function  
steering wheel with  
integrated airbag

MAN SmartSelect – the  
infotainment control  
optimised for trucks

# TOP-CLASS DRIVER'S CAB

The driver's cab is the heart of the MAN ranges. Offered in the 'moon grey' colour scheme, we've reimagined the cab from floor to ceiling because comfort in the cab means easier workflow and faster completion of your transport jobs.

Ideal conditions result in higher driver motivation, and that translates to an investment that pays 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.

And a host of clever storage areas and compartments make great use of the additional room. The overhead lockers above the windscreen, multi-functional compartments and secure, pull-out drawers in the centre part of the instrument panel are particularly practical.



Innovative MAN SmartSelect



Beige interior shown

Well-appointed interior

Depending on the cab option, various storage boxes, compartments and an in-set or pull-out fridge are also available. The GX cab, the maximally sized of all our cabs, for instance, boasts more than 1,100 litres of storage space, ensuring that you can neatly fit in everything you need – even for several days on the road.

One feature is an absolute first: the trailblazing MAN SmartSelect system, which was developed with customers. Comfort was also a key factor in eliminating the touchscreen.

With MAN SmartSelect, functions such as maps, music, cameras, and more, can be selected via a user-friendly dial with a hand rest. There's so much more to discover in our new cabs, so get in, get comfortable and enjoy all the new possibilities.

**The MAN ranges offer exactly the support drivers and fleets need. Our safety and assistance systems assist with the prevention or mitigation of accidents, which often lead to expensive damage and costly lost productivity. Find out more in our SAFETY AND ASSISTANCE SYSTEMS section.**

# DRIVER-CENTRIC, ERGONOMIC CABIN

Occupant comfort and safety is the order of business. MAN has taken the time and effort to maximise operating convenience to suit all types occupants throughout the world. Optimised driver's workplace based on the most up to date international body measurement data.

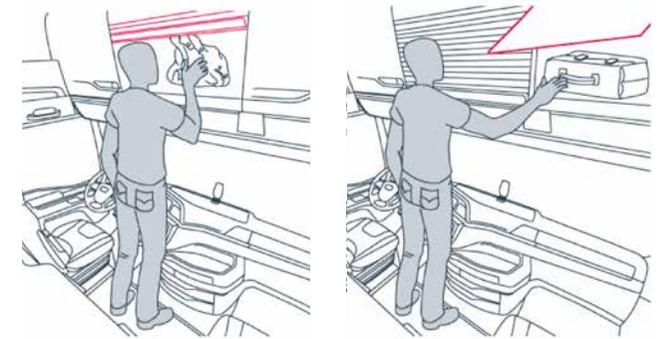
The MAN Truck Generation combines outstanding ergonomics, functionality, and an unmistakable design, to provide the most important link in the transport chain – the driver – with the best possible workplace.

With high-quality surfaces and outstanding driver smart functions, you'll be able to see and feel the difference that makes every journey tangibly special in an MAN.

No consoles or controls in the centre thus free space is created next to the driver's seat. This means that the area in the centre of cab next to the driver's seat can be fully utilised. A prerequisite is that the vehicle is fitted with a MAN TipMatic® gearbox and electric parking brake.



Passenger car like steering adjustability. A considerably steeper steering wheel angle is possible, similar to that in a passenger car.



New arrangement of steps: The steps are arranged like stairs, so that when the driver exits the cab he is able to see a part of the lowest step.



Largest standing area in cabs with transmission tunnels (approx. 0.87 m<sup>2</sup>).

\*Model dependent.

\*European images shown

# WITH **MAN** YOU CAN TAKE A LOAD OFF.

At the end of a long day's work, everyone needs a rest. A pleasant atmosphere. A cosy environment. And that's exactly what you'll find when you step into the sleeping area of the MAN.

In the sleeper cabins, a comfortable 110 mm mattress ensures comfort for well-deserved shuteye and peaceful dreams. The accompanying seven-zone slatted base has an adjustable headrest, enabling a range of ergonomic lying positions. This allows the driver to also use the bed as a sofa for reading or watching television.

Important functions can also be operated from the sleeping area using a special control panel located in the rest area. Lights, door locks, heating, and windows can all be controlled without getting out of bed. Furthermore, features and vehicle data can all be viewed, for example, driving times or the perimeter camera. And personal items can be stored in the many storage compartments. After all, in the TGX cab, there are 1,148 litres of storage space at the driver's disposal!

While on the road, the Climatronic air-conditioning system\* automatically maintains the selected temperature. Comfortable temperature zones in the cab are assured, including the foot area and the head area, which are controlled separately. Perfect for keeping your head cool but your toes toasty.

The manual air-conditioning system can quickly heat up, cool down, and dehumidify the cab. All air-conditioning functions are conveniently controlled by means of the control panel in the centre console. The newly-designed air outlets are optimally positioned within the cab, providing ideal air distribution and ensuring that a good level of visibility to the exterior can be quickly restored in the event of misted or iced window.

To create the perfect environment, the MAN cabin interiors have been tailored to suit almost any New Zealand application – from line haulage to construction segments.



\*TGS entry level includes manual air conditioning option.

# GUARDIAN ANGEL INCLUDED.

Our innovative safety features protect drivers and other road users, while mitigating the likelihood of vehicle damage.

With integrated safety systems, including a reinforced cab and safety cell, active roll stabilisation, turning and lane change assistance, emergency braking system, lane return assist, and much more, you can count on your MAN being one step ahead on the road.

And with features such as driver's airbag in the multi-function steering wheel and seat belt tensioner, your MAN will reduce the risk or seriousness of injury in the event of an accident.

Working with drivers to increase productivity, your MAN will assist in decreasing fatigue and maximising concentration and energy levels.



**MAN ENSURES PERFORMANCE  
GOES UP ...**



**... AND  
CONSUMPTION  
COMES DOWN.**



\*European image

# THE MAN SAFETY AND ASSISTANCE SYSTEMS.

## **Innovation in safety**

MAN is world-renowned for its commitment to innovation in safety. You can rest assured that your decision to purchase an MAN is not only a safe choice for your business and its bottom line, but a great choice for driver safety. Comprising the latest active and passive safety systems, MAN's on-highway truck generation includes a comprehensive range of features including:

## **ECE-R 29-3 compliance**

MAN's body-in-white structure, which has been reinforced with high-strength materials, and roof comply with the safety requirements of ECE-R 29-3, ensuring cabin occupants are kept safe. Frontal and lateral impact were taken into account during design, as well as the stability of the roof, with particular attention paid to the crucial A-pillars. The reinforced door structure also allows doors to be opened after a collision, further increases occupant safety.

## **Rearward moving cab**

In the unlikely case of a collision, MAN's impact-absorbing deformable cab mounts allow the cab to move rearward along the chassis, up to 750 mm, absorbing energy and moving occupants away from the impact.

## **Exhaust valve brake (EVB) system**

MAN's sophisticated exhaust valve brake (EVB) system increases the engine's braking power significantly. The optimised EVB system achieves improved braking performance by reducing exhaust gas flow during the discharge cycle or limiting the expansion effort by targeted decompression. The TGX 640 hp enjoys an industry-leading Turbo EVBec engine brake rated to 840 hp (630 kW).

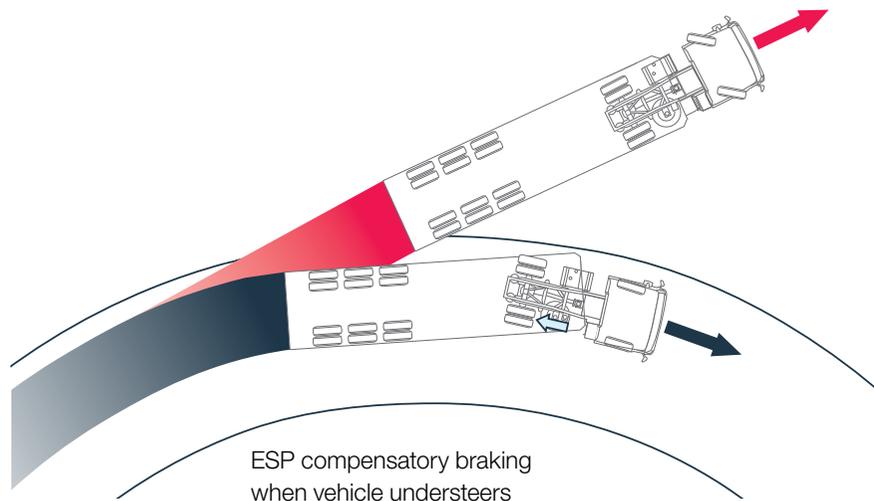
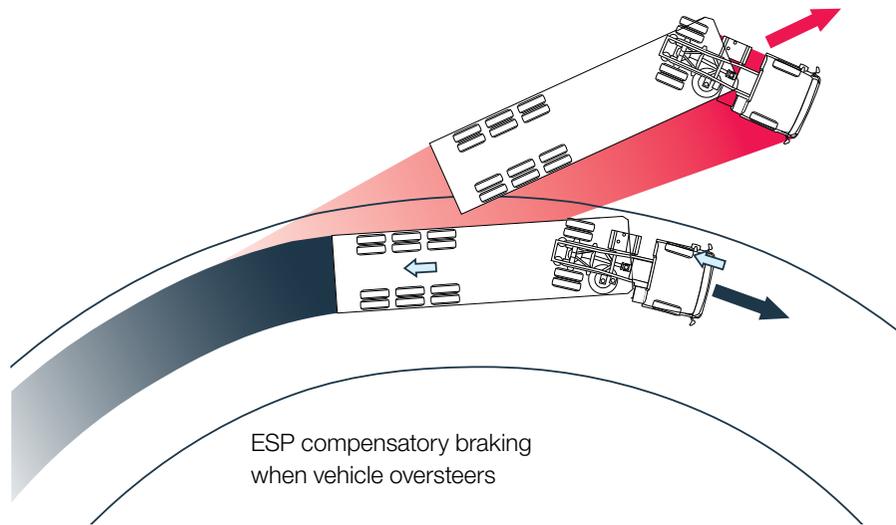
## **Electronic stability program (ESP)**

ESP sensors constantly monitor driving dynamics. If there is a risk of imminent skidding or tipping over, braking is applied to the separate wheels accordingly and, where necessary, the engine torque is reduced. ESP stabilises the vehicle and keeps it safely in its lane. MAN offers ESP for vehicles with leading or trailing axles or multiple tractors.

## **MAN's BrakeMatic system with automatic braking system (ABS) and anti-slip regulator (ASR)**

MAN's electronic BrakeMatic brake management system coordinates the functions of the electronic brake system (EBS) service brake and the engine brake or EVB rocker arm brake (depending on the equipment) with one another. The following functions are available:

- Priority activation of continuous brake before the service brake.
- During free travel of the brake pedal, either the engine brake or the EVB rocker arm brake (depending on the equipment) is initiated before the service brake.
- The service brake is not yet active in this range.



### 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 also recognises an emergency stop when initiated and immediately develops the largest possible brake pressure.

### Emergency brake assist (EBA)

MAN's anticipatory emergency brake assist gives drivers advance warning of impending collisions, providing valuable time to react. Automatically initiating braking in an emergency, EBA features an 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.

### EasyStart

With MAN's TipMatic EasyStart feature, difficulties with hill starts are a thing of the past. Assisting with moving-off on slopes, brake pressure is maintained for one second when the brake pedal is released, allowing the driver time to accelerate and the vehicle to move off without jolting, in low gear, and without rolling back.

### Lane guard system (LGS)

The electronic lane guard system constantly monitors the vehicle's position within its lane. If the driver strays from their lane without activating the indicator, an acoustic warning will sound. Depending on the direction in which the driver has strayed, the loudspeaker on the left- or right-hand side sounds a rumble strip noise, again warning the driver.

### Emergency stopping signal (ESS)

MAN's emergency stopping signal warns traffic behind of emergency braking by activating the hazard lights. The hazard lights 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.

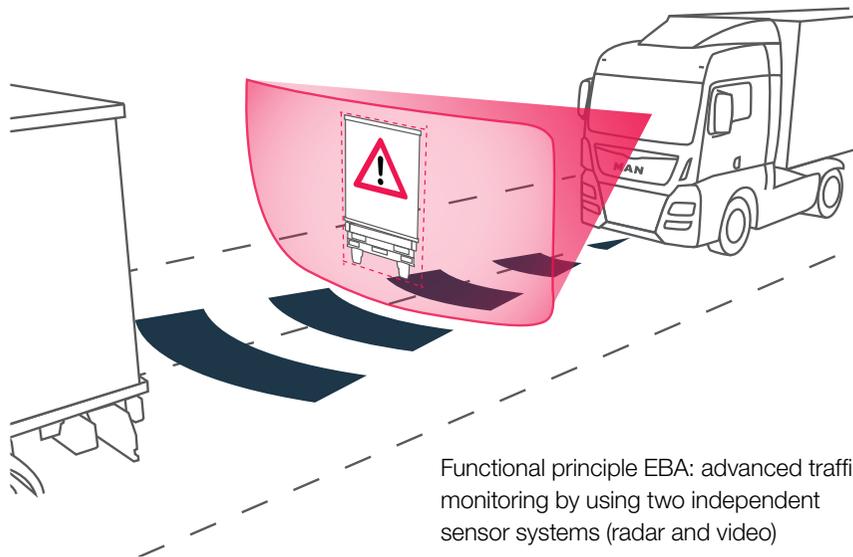
### Adaptive cruise control (ACC)

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

### Automatic low-beam headlights and automatic wiper system with sensors

Automatic low-beam headlights with light sensors activate and deactivate the front, side, and rear lights as needed. Dawn, dusk, tunnels, and bridges are also detected, and the lighting is regulated accordingly.

Automatic wipers with rain sensor are activated as soon as visibility is reduced by water. The optimum wiper speed is then automatically set. The control system can detect poor visibility conditions such as rain, splashes, streaks, dirt, and more.



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

### Cornering light

The cornering light supplements 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 increase awareness of the vehicle to passersby.

### Driver's airbag with seatbelt pre-tensioner (SRS)\*

As a complementary restraint system the driver's airbag integrated into the multifunction steering wheel can, in conjunction with the seat belt and belt tensioner, reduce the risk or seriousness of injury to the driver in the event of an accident.

\*TGX & TGS models only

### Turn Assist

In certain turn-off situations, pedestrians and cyclists in the area at the side of the vehicle on the driver's blind side are difficult to see, despite full alertness. Thanks to the support of MAN turn assist, the driver will in future be able to detect other road users in this area reliably and avoid serious accidents.

### LED Front Headlights

The new modular headlight system enables all series to be fitted with cutting-edge LED technology. That isn't merely stylish: the lower maintenance costs are paired with advantages in terms of safety due to wider illumination of the road and enhanced active safety, in particular for extended night trips.

### Lane Change Support LCS

The Lane Change Support LCS uses radar sensors to monitor the lanes on the right and left next to the vehicle from a driving speed of 50 km/h – up to approx. 30 m towards the front and up to approx. 80 m towards the rear. If the sensors detect a dangerous situation when the vehicle is changing lane, the driver can be warned in good time so that they can intervene and, if possible, prevent a collision with other road users.

\*Standard on TGX 580/640 hp

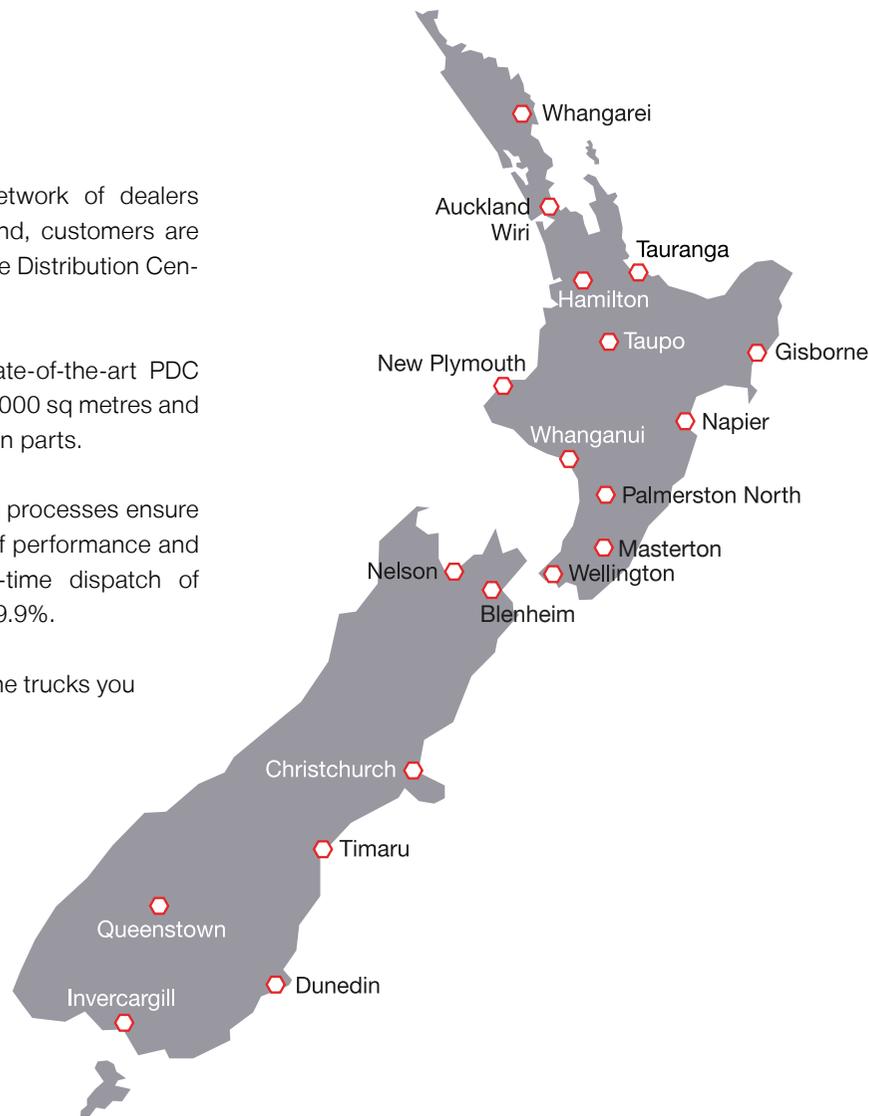
# PENSKE DISTRIBUTION CENTRE.

In addition to our extensive network of dealers across Australia and New Zealand, customers are also fully supported by our Penske Distribution Centre (PDC).

Located in Wacol, QLD, our state-of-the-art PDC comprises a total floor area of 20,000 sq metres and has an inventory of over 1.3 million parts.

Our efficient picking and packing processes ensure we are able to meet high levels of performance and effectiveness, achieving an on-time dispatch of 99.9% and an accuracy rate of 99.9%.

From our operations through to the trucks you drive, we are committed to you.



## **Penske New Zealand**

### **Auckland**

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