

THE MAN TGS AND TGX.

TRUCKING REDEFINED



MAN IS TRUCKING REDEFINED.

To operate successfully in the Australian transport industry, you need to take your performance up a gear and put the brakes on 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, generous warranties, and our powerful enterprise grade telematics solution, MAN Opti-Connect. MAN is your business' **strong partner**.





Find out more: [🌐 man.com.au](https://www.man.com.au) [f mantruckandbusanz](https://www.facebook.com/mantruckandbusanz) [@ mantruckandbusanz](https://www.instagram.com/mantruckandbusanz)

ERGONOMICS START WITH THE VERY FIRST STEP.

The highly-ergonomic cabin design of the MAN TGS and TGX 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 TGS and TGX. 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



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 TGS and TGX 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.

EVERYTHING IN ORDER.

Traffic conditions on the road are becoming ever more demanding and complex. Whether on the highway or off-road, you're always facing new challenges that call for complete concentration. And that is why MAN has made the cabin even more driver-friendly and as organised as possible.

Displays and controls are separate from one another spatially. Reading distances and reachability have been ergonomically optimised. Data is displayed at a farther distance making it easier to grasp. And functions are colour-coded, and buttons and switches are within easy reach. This allows the driver's focus to quickly go between the road and the instruments without distraction. Just another way MAN contributes to making drivers' lives less complicated and less tiring.

Scientifically-backed experience: the controls for the MAN TGS and TGX are the result of combining the latest scientific analyses with insights from intensive on-road tests with drivers.

Media system controls and MAN SmartSelect are also very intuitive to use with displays and controls inspired by a single concept. Symbols, colours, usage, alert and warning sounds, as well as design, are consistent throughout the cabin. Quick-selection keys are individually programmable and accelerate workflows, and alerts and voice command are available in different languages.

After all, the controls – and especially the cutting-edge digital components – were developed by drivers for drivers. This allows the driver to focus on the truly important things: the freight and the operation of the truck.



Freely programmable direct access buttons fitted with touch sensors



Displays placed at ideal reading height and distance

Controls within perfect reach



DRIVING SMART

With navigation, radio, video, telephone, and more, the infotainment system is a customisable communication and multimedia hub, and available in 'navigation professional' and 'advanced' packages*.

With brilliant HD resolution, the 7-inch and 12.3-inch display options make for great viewing. Direct access buttons and a USB input connection are part of the standard fittings. The buttons are fully configurable and allow for up to two smartphones to be paired ('advanced' package). The infotainment system can be operated either via a classic control system with buttons, or via MAN SmartSelect ('advance' package). This all results in a truly exceptional MAN heavy-duty truck experience.

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.



Infotainment system with 12.3" display and MAN SmartSelect*



Infotainment system with 7" display and MAN SmartSelect*



Infotainment system with 12.3-inch display and control system below the secondary display*

*Model dependent.



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 TGS and TGX.

In the extended TGX cabins, an Australian-made 160 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 GX 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 TGS and TGX cabin interiors have been tailored to suit almost any Australian application – from line haulage to construction segments.



*TGS entry level includes manual air conditioning option.

MAN PUTS SAFETY FIRST, EVERY TIME.

MAN has the right cab for every need. 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 our cabs offer optimum safety thanks to a range of features, including the mirror system comprising main, wide-angle, large kerb, and front mirrors. The blind spot has practically been eliminated. The heated windscreen (optional) ensures an unobstructed view even at the coldest times of the year.

And all-new aerodynamically-optimised sun visors are available for GX and GM cabs. Preventing drivers from being dazzled when the sun is at a steep angle, the visor also adds a touch of class with its high gloss finish. The new sun visor design has been optimised for aerodynamics, resulting in better airflow around the A-pillar at the roof, and preventing separation of the air stream which is unfavourable for fuel consumption. This improvement of the drag coefficient (cd value) reduces fuel consumption.





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, emergency braking system, turning, lane change, and lane return assistance, 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 potential 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.

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 580/640 hp enjoys an industry-leading Turbo EVBec engine brake rated to 840 hp (630 kW).

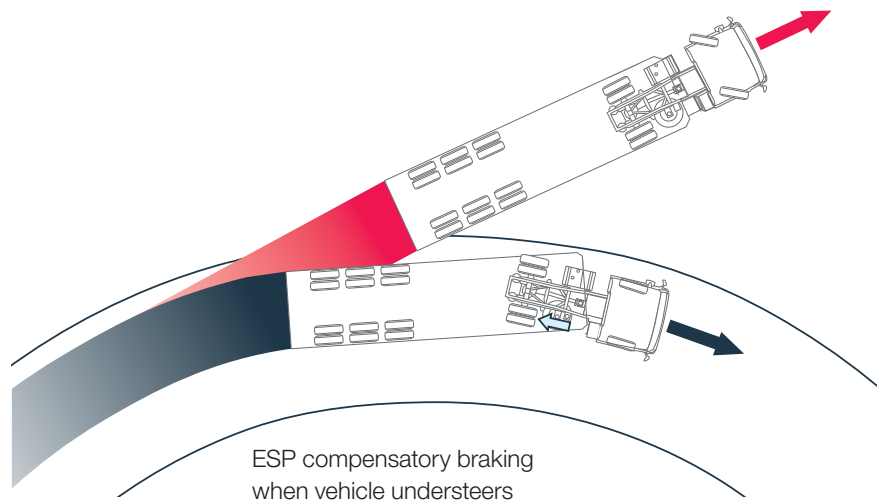
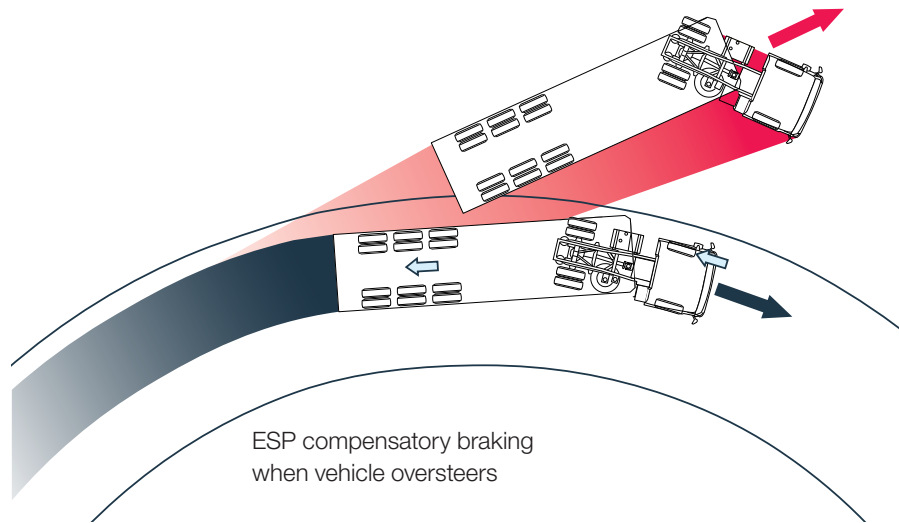
Electronic stability program (ESP)

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.

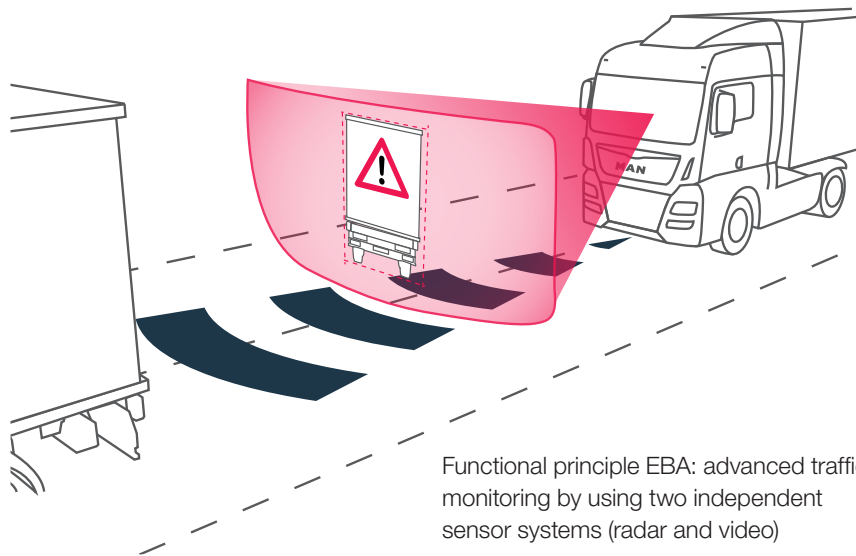
Adaptive cruise control (ACC)

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)

MAN ComfortSteering†

MAN's ComfortSteering electronic control unit performs the steering movements necessary to keep the vehicle in its lane. The driver monitors the system continuously and keeps their hands on the steering wheel, even though the system is relieving them of the work of staying in the lane. By using the navigation system map material, the system ensures it is available only on freeways and is automatically deactivated ahead of unsuitable stretches.

LED rear lights

LED design removes the risk present with lightbulbs burning out, thus compromising safety and increasing maintenance costs. LEDs also have a longer service life and lower energy consumption than conventional lightbulbs.

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.



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CHINA SHIPPING

CMA CGM

MAN

THE NEW MAN
TRUCK GENERATION

MAN

MAN

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



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



*European image





POWER FROM START TO FINISH.

The MAN Truck Generation delivers upward performance while achieving downward fuel consumption.

So that you can get the most out of MAN's high-performance engines at all times, we have a variety of gearbox options and programs. Whether you're down at the wharf in a TGS, in a TGX operating in line haulage, or in heavy-duty road train, MAN has the optimum transmission solution.

Dynamic torque control

Depending on torque and engine speed, there are certain ranges in the engine-specific consumption characteristic map in which the engine can be operated most efficiently, i.e. with the lowest fuel consumption per output kilowatt-hour. MAN's intelligent dynamic torque control automatically brings the operating parameters of the engine within these ranges.

Additional reduction of engine speed by 50 rpm with MAN EfficientRoll gearbox function

The MAN EfficientRoll gearbox function automatically shifts the gearbox to the neutral position on slight downhill gradients, helping to reduce fuel consumption. During rolling phases, the engine is disconnected from the gearbox and continues running at only 550 rpm, instead of the usual idling speed of 600 rpm. Fewer revolutions consume less fuel!

PROVEN PERFORMANCE REVVED UP: THE MAN D20, D26 AND D38 ENGINES.

The complete range of MAN engines powering the TGS and TGX ranges, including the D20, D26, and D38, boast continuous low consumption that doesn't compromise performance.

Still the powerhouse among MAN engines, the D38 feels particularly at home on long-haul routes and in off-road use. With two output levels of 580 hp and 640 hp, the D38 takes the biggest incline in its stride.

Both the D20 and D26 feature a selective catalytic reduction (SCR) system for off-engine neutralisation of NOx emissions. On-engine measures include a common-rail injection system and optimised thermal management. There is also the option of the new D26 in euro 6.

Whatever your choice of engine, you can count on maximum performance and efficiency to keep your business moving.



D20 Euro 5

- 360/440 hp and 1,800/2,100 Nm max. torque.
- 10.5 L six-cylinder in-line engine with common-rail injection.
- High-torque performance characteristic with extremely economical fuel consumption.
- Emission control is by means of SCR, without exhaust gas recirculation (EGR).
- Engine can be operated with diesel (DIN EN 590) as well as with paraffinic diesel fuels (DIN EN 15940), e.g. hydrotreated vegetable oils.
- Optimal engine efficiency thanks to SCR exhaust gas after-treatment, without EGR.
- Deployment even with fluctuating fuel quality.
- Single-stage turbocharger with direct air-air charge-air cooling.
- Exhaust gas aftertreatment by means of SCR utilising AdBlue.

D26 Euro 5

- 480/540 hp and 2,300/2,500 Nm max. torque.
- 12.4 L six-cylinder in-line engine with common-rail injection.
- High torque performance characteristic with extremely economical fuel consumption.
- Emission control is by means of SCR, without EGR.
- Engine can be operated with diesel (DIN EN 590) as well as with paraffinic diesel fuels (DIN EN 15940), e.g. hydrotreated vegetable oils.
- Clutch-friendly moving-off due to high starting torque.
- Optimal engine efficiency due to SCR exhaust gas after-treatment, without EGR.
- Deployment even with fluctuating fuel quality.
- Single-stage turbocharger with direct air-air charge-air cooling.
- Exhaust gas after-treatment via SCR utilising AdBlue.

D26 Euro 6

- 470/510 hp and 2,400/2,600 Nm max. torque.
- 12.4 L six-cylinder in-line engine with common-rail injection.
- High torque performance characteristic with extremely economical fuel consumption.
- Emission control is by means of combining SCR, soft EGR & continuously regenerating trap (CRT).
- Engine can be operated with diesel (DIN EN 590) as well as with paraffinic diesel fuels (DIN EN 15940), e.g. hydrotreated vegetable oils.
- Clutch-friendly moving-off due to high starting torque.
- Deployment even with fluctuating fuel quality.
- Single-stage turbocharger with direct air-air charge-air cooling.

D38 Euro 6

- 580/640 hp and 2,900/3,000 Nm max. torque.
- 15.2 L six-cylinder in-line engine with common-rail injection.
- High-torque performance characteristic with extremely economical fuel consumption.
- Emission control is via a combination of EGR and SCR including continuously regenerating trap (CRT).
- Engine can be operated with diesel (DIN EN 590) as well as with paraffinic diesel fuels (DIN EN 15940), e.g. hydrotreated vegetable oils.
- Clutch-friendly moving-off thanks to high starting torque.
- Two-stage turbocharging with high- and low-pressure stages.



THE MAN TGX AND TGS IS PRE-PROGRAMMED FOR **EFFICIENCY.**

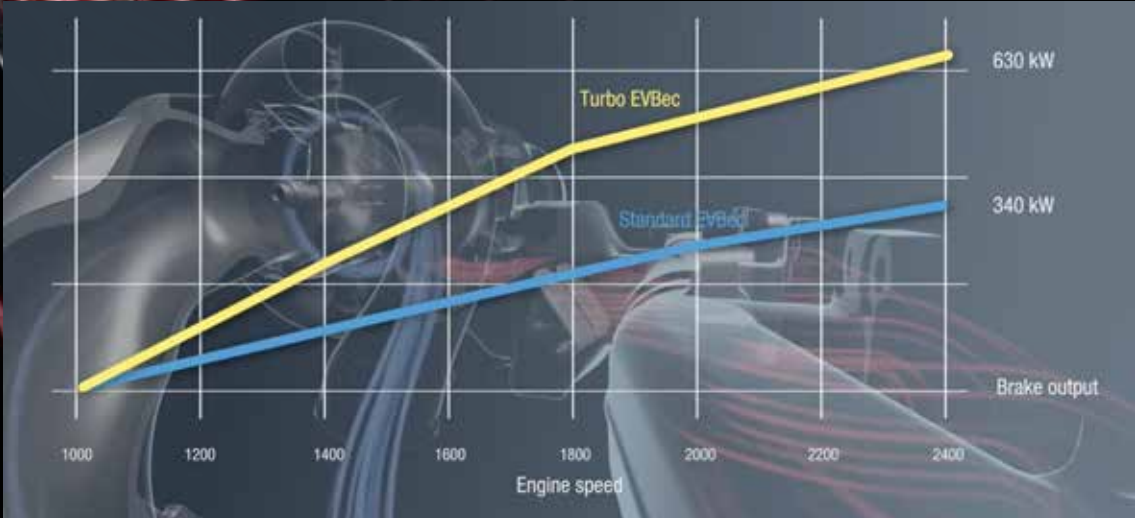
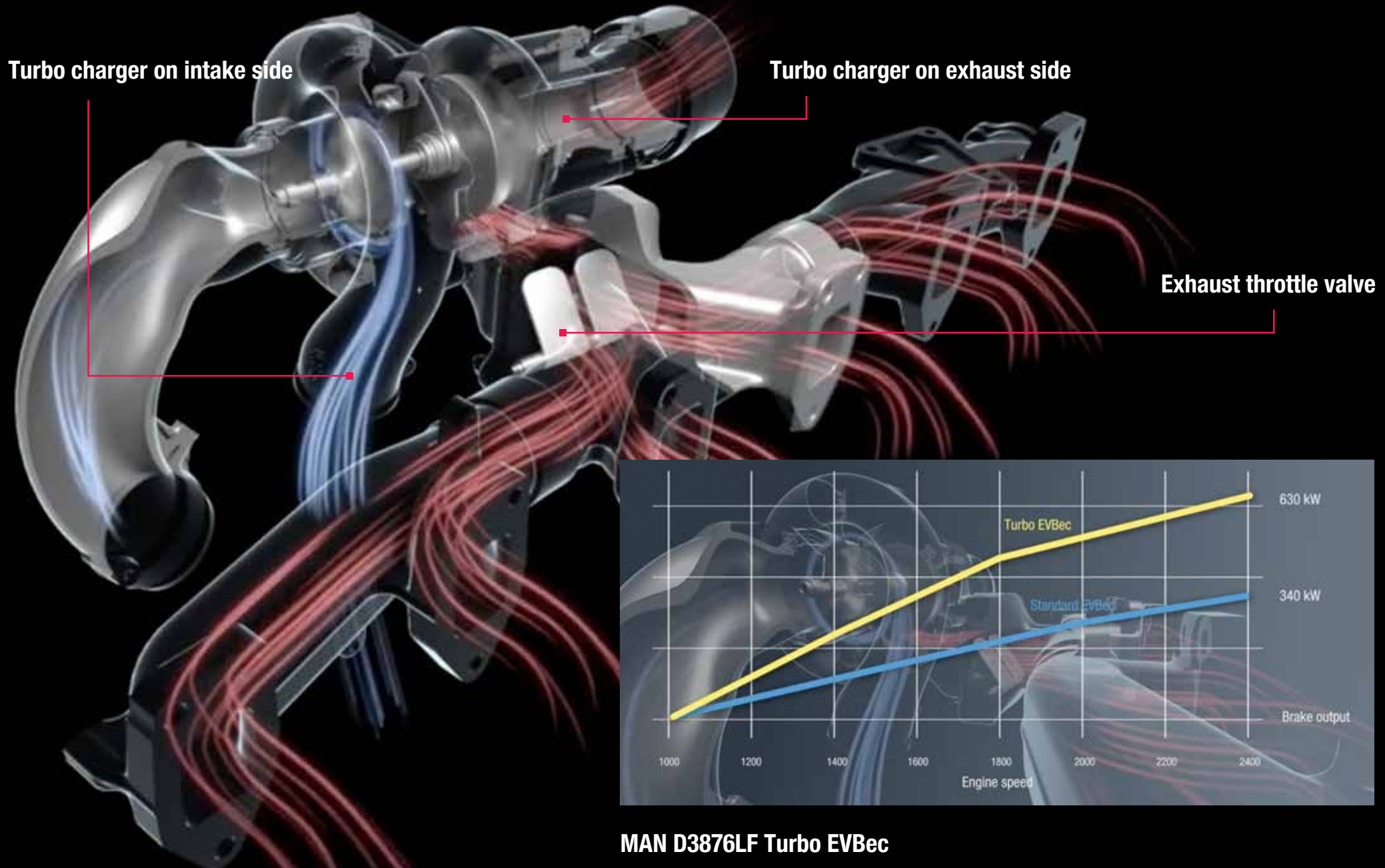
Exhaust valve brake

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. Available on MAN's 11-litre D20 and 13-litre D26 engines, EVB achieves 345 hp and 378 hp respectively.

Turbo EVBec (TGX 580/640):

Producing 840 hp, MAN's Turbo EVBec is the most powerful engine brake offered in Australia and is available on 580 hp D38 and 640 hp D38 engines in our TGX range. In con-

trast to other EVB brake systems, the exhaust flap on the Turbo EVBec is positioned upstream of the turbocharger and can therefore build up more back pressure when braking. When the exhaust flaps are closed, high flow speed results at the remaining opening gap due to the nozzle effect. Targeted air flow to the turbocharger blades increases the turbine speed on the exhaust side and therefore also increases the speed on the intake side. The pressure level in the engine is raised, and the brake output increases. A large part of the heat energy produced during braking is dissipated outside directly through the exhaust gas stream. Therefore even on long downhill gradients, brake output is not reduced.



MAN KNOWS EVERY HILL – AND THE **BEST GEAR** TO MATCH.

MAN has taken efficiency to the next level with the TipMatic gearbox. Fully redeveloped controls of the TipMatic gear shift system are now located in the right-hand steering column stalk, allowing for optimal positioning relative to gear controls and the ignition.

The MAN TipMatic gearbox has two driving programs available: 'efficiency' and 'performance':

- When the 'performance' driving program is activated, the gearshift strategy is designed to maximise the performance potential of the drive by reducing shifting times and moves the shift points to higher speed ranges.
- When the 'efficiency' driving program is activated, the gearshift strategy is designed for comfort and fuel efficiency.

The MAN TipMatic 'efficiency' and 'performance' driving programs are designed for a gross combination weight of up to 90,000 kg.

Gearbox modes:

- SmartShifting: a further evolution of the well-known 'Speedshifting' program it minimises traction interruptions when changing gear while travelling uphill with the upshift assistance function, for instance, and ensures fuel-efficient, low-wear vehicle operation.
- 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 freeway.

- Load and slope detection: 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.
- EfficientRoll: ideal for driving on freeways and country roads with slight downhill gradients. The gearbox is shifted quickly into neutral and lets the truck roll without the engine braking effect being impacted.
- Manoeuvre driving: specifically adapted for manoeuvring procedures and very slow driving on level ground. The gearshift strategy is designed for smooth clutch engagement and controlled application of torque. This allows for comfortable and safe approach towards loading ramps, trailers, and semitrailers at precision-controlled low speeds.





RELIABILITY YOU CAN COUNT ON.

This news bears repeating: German Technical Inspection Agency, TÜV's report on utility vehicles has again confirmed that 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 the top spots. Our reliability rests on many components.

The first is our continuously growing range of assistance systems that foresee tricky situations and then help to avoid them entirely. Another is our dedication to the little things. For instance, when it comes to the electricity supply of the

TGS and TGX ranges, 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 reduced.

We also reduced the wire thickness overall, which means less weight and more available load capacity. The new modular wiring concept offers additional advantages by allowing customer requests to be easily actioned thanks to prefab sets. Together, the result is a shorter downtime and a vehicle electrical system with higher performance overall.

MAN 24/7 ROADSIDE ASSIST.

In the event of a mechanical breakdown or if you require any roadside assistance, Penske Australia offers a free 24-hour roadside assistance service while your truck is under warranty.

Our comprehensive roadside assistance service will have you back on the road or back to an authorised MAN dealer/repairer as quickly and as safely as possible.

There are a number of reasons why an MAN owner's journey could be interrupted, including:

- Emergency mechanical breakdown
- Running out of diesel fuel
- Tyre / wheel changing
- Flat battery
- Locked out or lost keys
- Glass repair services

Whatever the reason, it is reassuring to know that 24/7 MAN Roadside Assist is only a phone call away.



REPAIR & MAINTENANCE PACKAGES:

Repair and maintenance (R&M) packages assist with financial planning in various ways including:

- Lower maintenance costs due to discounted parts and labour pricing.
- Optimal fuel consumption through correct tuning of vehicle.
- Reduced staff and administration costs.
- Minimised time off the road.
- Higher resale value of vehicles.

MAN offers three key R&M packages:

- **Comfort:** covers all work as part of regular servicing as prescribed by MAN.
- **Comfort Plus:** In addition to the services offered in the Comfort contract, Comfort Plus includes an extended warranty package.
- **Comfort Repair:** Covers all the services offered in the Comfort Plus contract plus all normal wear and tear repairs.



MAN OPTI-CONNECT

MAN Opti-Connect is a powerful enterprise-grade telematics solution from our partner, Microlise. MAN Opti-Connect is designed to support improved levels of fleet efficiency and safety and reduce environmental impact.

The solution has been fine-tuned through millions of hours in service, and combines powerful telematics technology with driver performance tools, to increase fleet utilisation and improve safety outcomes across your organisation.

MAN Opti-Connect:

- Improves driver standards
- Maximises fleet utilisation through real-time visibility
- Improves safety
- Reduces admin
- Reduces emissions through analysis of data and trends
- Monitors vehicle location

With MAN Opti-Connect, you'll be fully informed with the touch of a button.







TECHNOLOGY BACKED BY A WHOLE LOAD OF EXPERIENCE.

With an advanced engineering history that spans over 250 years in Europe, 105 of those years have been spent producing superior commercial vehicles. During this success story, MAN has developed new solutions for our clients. Over the years, MAN has never lost touch with delivering uncompromising reliability, knowledge of what really matters to transport operators, and a passion for trucks which drives MAN 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. Committed exclusively to the production of commercial vehicles, MAN understands the challenges that the ever-increasing volumes of transport and traffic bring. And because MAN loves technology, it's always working on new game-changing ideas. That is what makes MAN a visionary and strong partner at your side.

MAN: SOMETHING FOR EVERY BODY.

Outstanding body compatibility, a tidy frame, a high load capacity, and superior handling: the MAN heavy-duty range meets even the highest expectations down to the tiniest detail.

The portfolio ranges from our super efficient and flexible TGS 360 hp and 440 hp D20 options, TGS and TGX 480 hp and 540 hp D26 options, and all the way up to our heavy-duty D38 prime movers in 580 and 640 hp.

The sturdy, rigid frame made from high-tensile, fine-grained steel ensures ideal body compatibility. A free frame upper edge, a cleverly designed pattern of mounting holes, and many sector-specific fittings make connecting the body and – if necessary – subsequently moving components as easy as possible.

The MAN heavy-duty generation also offers additional electronic interfaces for sharing data with the body. In addition to the interface behind the front flap, it is now possible to position one behind the cab. The full air suspension with four air bellows set well apart from one another ensures optimum safety on the road and maximum comfort. For bodies with a high centre of gravity, continuous damping control (CDC) offers outstanding driving stability.

What's more, by working with Penske Australia's authorised dealer network and MAN's bodybuilder guidelines, you'll have complete flexibility to build a chassis that is perfect for your application.





TGS.

CONFIGURATIONS	4x2, 6x4
HP	e5 360 hp, 400 hp, 440 hp, 480 hp, 540 hp, e6 470 hp, 510 hp
GVM	26 t
ENGINE	D20 & D26



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



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

W × L (mm)	2,240 × 2,280	2,240 × 1,880
SLEEPING FACILITIES	1	–
SEGMENT	Local, intrastate, and distribution transport (e.g. fuel haulage)	Local and distribution transport (e.g. container, tipper)
BENEFITS AT A GLANCE	<ul style="list-style-type: none"> ▪ Spacious interior storage compartment ▪ Expanded standing space <ul style="list-style-type: none"> ▪ Generous and comfortable bed 	<ul style="list-style-type: none"> ▪ Generous space behind seats for work clothes, etc.

TGX.

CONFIGURATIONS	6x4
HP	e5 D26 540 hp, e6 D26 510 hp, D38 580 hp, 640 hp
GVM	26 t
ENGINE	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)

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

RELY ON PENSKE.

Penske Australia & New Zealand is the exclusive importer and distributor of Western Star Trucks, MAN Truck & Bus, and Dennis Eagle across Australia and New Zealand.

Penske Australia & New Zealand is a subsidiary of Penske Automotive Group (PAG), a diversified international transportation services company and one of the world's premier automotive and commercial truck retailers. PAG operates dealerships principally in the United States, the United Kingdom, Canada, Germany, Italy, and Japan, and employees more than 23,000 people globally.

With a network over 60 company-owned and independent dealers across Australia and New Zealand, Penske Australia & New Zealand provides full authorised parts, service and warranty functions.

No matter where your job takes you, there will be an MAN dealer nearby ready to help.



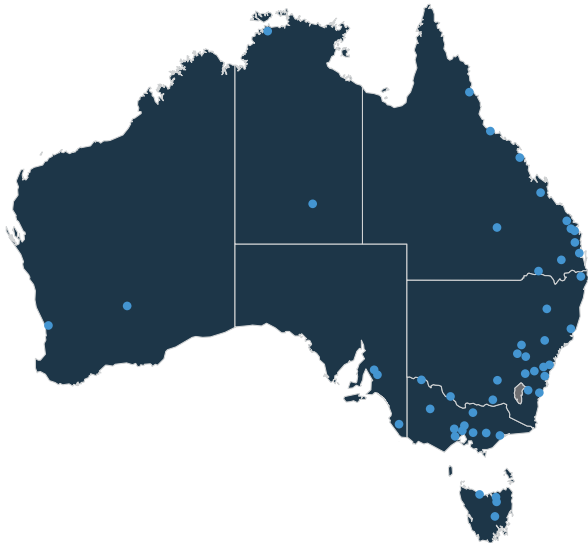
PENSKE DISTRIBUTION CENTRE.

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 Australia

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Fx: 07 3271 2047 (admin/sales)

07 3271 2720 (parts/service)

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