

CONSISTENTLY EFFICIENT



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**Clean, reliable, superior.**  
MAN chassis for all public-utility needs.

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# Principle: Sustainability. Concept: Efficiency.

Today's high demands for sustainable protection of the environment and the quality of logistic operations within cyclic waste management call for innovative solutions. The aim must be to permanently optimize the cost/benefit relationship, and to maximize the efficiency of processes. In this context special significance attaches to flexible, economical and ecological transport.

Logistic collection and disposal operations range from classic domestic waste through recyclable material, construction site refuse, bulky waste and container services to drain cleaning and the disposal of faecal matter, biological and electrical/electronic refuse. Not forgetting, of course, the responsibility of a municipality for its roads in normal and winter conditions.

For all of these tasks MAN has the right vehicle. Trucks that combine innovation with reliability, aimed at creating maximum efficiency. Torquey common-rail engines, for instance, that offer more power while consuming less fuel. Then the MAN TipMatic®-gear change, takes stress off the driver, eases the load on the drive train, and further reduces fuel consumption. When more traction is needed, you can engage the hydraulic MAN HydroDrive® on the front axle. Its benefits in terms of consumption and payload underscore the economical attractiveness of this unique

system compared to a classic all-wheel drive. A further highlight among many: MAN PURE DIESEL®-technology, enabling all TGL and TGM-vehicles to comply with Euro 5 and the even stricter EEV (enhanced environmentally friendly vehicle) exhaust standard – and without needing any additive. You see, MAN efficiency offers many advantages. Best of all, find out for yourself.



# Clearing up.



## Each truck a MAN of action.

MAN trucks send the rubbish packing – be it household rubbish or industrial waste, bulky rubbish or bio-waste, recyclable resources or hazardous waste. Superior in performance, the three-axle TGM and TGS with steered trailing axle, combining high payload with optimal manoeuvrability. A highlight here is the optional steered 9-tonne trailing axle beim TGS. It leads to a longer technical wheelbase which increases the front-axle load and optimises the easy steering of the vehicle whatever the load. A genuine wonder when it comes to payload, the newly introduced 26-tonner TGM comes with a trailing axle and driver-friendly double-

steer cab entry. For bodies with 17 to approx. 30 m<sup>3</sup> container volumes the 3-axle trucks with leading axle or the robust tandem unit are available. The programme is rounded off with 2-axle trucks for container volumes from 6 to 16 m<sup>3</sup>.

MAN refuse collection vehicles come ready for straightforward fitting of all kinds of body – whether rear, front or side loader, as fixed or swap body. Then there are the matching power takeoffs. In gearboxes there is a choice of automated MAN TipMatic® with special RCV logic, fully automatic or manual.



Practical, ergonomic,  
good: control unit for  
refuse collection vehicles.





## The cleanest sweep.

### MAN chassis with a sweeper body.

Millions of kilometres of road in Europe are just itching to be cleaned. Just the right job for the reliable chassis from MAN. As 2-axle vehicles with a permissible gross weight of 12 to 18 tonnes they are the perfect basis for every conceivable type of sweeper body. Take a tip from us and try out the leaf/air suspension. It ensures that the vehicle retains the same driving level in every laden condition which thus reduces the wear on the brush – an advantage which pays off.

From an environmental point of view too the sweeper driven by means of the engine is an ideal solution. In particular if the engine is fitted with a MAN PM-KAT® filter – since the innovative MAN exhaust-gas system reduces not only the gaseous emissions but also the smallest particulates. This makes the entire vehicle particularly environmentally. As an option D08 engines even fulfil the currently strictest exhaust-gas standard EEV (Enhanced Environmentally Friendly Vehicle).

### Drives at 90 km/h. Sweeps at 0.9 km/h.

MAN's unique concept for extremely slow sweeping speeds sets standards. The challenge is that the ideal sweeping speed for special assignments such as sweeping away chippings or cleaning building sites is less than 2 km/h. Standard gearboxes are normally not able to power such low speeds at a necessary engine speed of approx. 900 rpm – unlike MAN's concept. With this system the sweeper is powered via a PTO at the flywheel end, a motor in the body is not necessary. The extremely low sweeping speed is achieved by an additional reduction gearbox. This leads to sweeping speeds of 0.9 km/h in first gear up to 2.3 km/h in fourth gear and full driving speed for the outward and return journeys.



Ideal preparation for the sweeper body: lateral add-on parts such as a battery box, air intake and exhaust-gas system situated behind the cab. Tank as an option behind the rear axle.

## Special underground mission.



**Flushing, extracting, cleaning.**  
Spraying down conduit walls, extracting sludge, emptying pits: MAN's vehicles designed for cleaning conduits are up to any task, whether with high-pressure flushers, extractors or high-pressure flushing and extraction combinations. The truck programme includes 2-axle and 3-axle vehicles, the latter with a steered leading axle, with a rigid or steered trailing axle or with a tandem unit. The 3-axle truck with a steered 9-tonne trailing axle for optimal weight distribution and perfect steering of the vehicle is a special model – and the 4-axle chassis are ready and waiting for the really heavy assignments. A fifth axle can be retrofitted. The right PTOs are available as an option to suit every task. Corresponding ADR fittings are available for the transport of hazardous materials.

High-load roll stabilisation is ideal for vehicles with a high centre of gravity. It effectively reduces the lateral inclination and prevents the development of rolling and pitching movements in the vehicle. This leads to greater driving safety when cornering, for rapid lane changes or in sharp brake manoeuvres.



## Changing the system but keeping the best of it.



### MAN vehicles with swap systems.

They permit high transport performance owing to minimised periods of vehicle immobilisation, can be easily loaded and unloaded, dispense with reloading processes and can also be used for intermediate storage. Swap systems with set-down or roll-off containers have a firm place in disposal logistics.

Regardless of which swap system you use there is no need to change your system. You just keep on rolling with MAN. In our programme you'll find the

right chassis for every type of swap container body from 4 to 40 m<sup>3</sup>. They are available as 2-, 3- and 4-axle vehicles with the required carrying loads, wheelbases and overhangs and are combined with powerful common-rail engines, axle configurations suitable for practice with leading axles, trailing axles or tandem units and numerous drive formulae. The ranges extend through to the MAN TGX as a roll-off skip loader for the transport of resources in international long-distance transport.



# Also known as streetworkers.

## MAN chassis for road maintenance and snow clearing.

Next winter is sure to come, so it's good to be well prepared – best of all with MAN vehicles in the fleet. Depending on series and type there are manually operated or automatically acting drive-off assistants to prevent a vehicle from rolling on gradients. The 2- and 3-axle vehicles with gross weights from 13 to 26 tonnes, equipped with engageable or permanent all-wheel drive and alternatively also with single tyres hold their own as true miracles of traction. The innovative alternative to this is known as MAN HydroDrive®. This engageable hydrostatic front-axle drive for greater traction as required is a well-proven concept, to the MAN TGS and TGX.

On request all MAN chassis can be equipped at the plant with a standardised add-on plate for front-mounted equipment. This also applies to the public-utility hydraulics for controlling snow ploughs and driving sprayers and gritters. Tipper subframes with a loading crane preparation are also available ex works. On request PTOs are available at the flywheel end – for a power hydraulic system installed by the bodymaker or for so-called load sensing, a hydraulic control system where pressure and volume can be adjusted to the current requirements of one or several consumers.

The leaf-air-sprung three-way tipper proves its value for spraying assignments. As a result of the air suspension the height of the load surface always remains the same, regardless of the load. This ensures a constant spraying pattern during the entire assignment. A unique combination in the 13-tonne class is offered by the MAN TGM as a 4x4-chassis with leaf/air suspension.



Standard add-on plate for front-mounted equipment if required.



Control unit for public-utility hydraulics.



Air suspension on the rear axle of the 13-tonne vehicle.

# There's a lot to do. Get down to it with MAN.

In the wide range of public-utility tasks there's really nothing that our vehicles can't handle. Wherever a reliable team is needed, in a village or town or in the country, a MAN is always on

the spot. Thanks to our great experience and close cooperation with the bodymakers we can find the right vehicle solutions for every task.



# The better the driver's workplace, the better the driver.



## Sitting right to perform right.

MAN cabs always focus on the driver's needs. Drivers sitting here not only feel extremely comfortable, they immediately find their way around. All controls are clearly arranged and easy to reach. Height and inclination of the steering wheel are adjustable, and the wheel itself folds up for more space when getting into, out of or across the cab. Many useful details such as 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 it clear: nothing has been left out, everything has been thought of.

## Good allround visibility.

The mirror concept with main and wide-angle mirrors, large ramp mirror and front mirror is designed for optimum vision and safety. The driver has a clear view of the areas right in front of vehicle, and the potential danger zone on the offside when cornering. Now there is practically no blind spot at all. The rear window (with curtain) also contributes to optimum allround vision, and is ideal for manoeuvring.



## The MAN crew cab.

The crew cab of the MAN TGL and TGM series is in a class of its own when it comes to space. With a comfortable row of 4 seats in the rear plus the optional second co-driver's seat, it can hold up to 7 people (6+1). The access to the crew space is extremely comfortable: wide, non-slip and, on request, illuminated steps make it easy to climb aboard. Inside you'll find fittings which leave hardly anything to be desired. The tidily-arranged, driver-oriented cockpit draws approval with its clearly laid out and easy-to-operate instruments. The ergonomics and comfort of the crew cab meets the high standard of the attractive C and L cabs.



Cab	Vehicle series			
	TGL	TGM	TGS	TGX
C cab	•	•		
Crew cab	•	•		
M cab			•	
L cab	•	•	•	
LX cab	•	•	•	
XL cab				•
XLX cab				•
XXL cab				•



**MAN engines get things moving.  
Above all for the environment.**

## The MAN common-rail engines.

### Dynamically economical.

The innovative MAN common-rail engines move more than just wheels. They drive progress. The state-of-the-art 4-, 6- and 8-cylinder propulsion units develop more power and burn less fuel, have a compellingly low power/weight ratio and built-in durability. They offer outstanding torque and superb pulling power, right from the low end of the rpm range. If you want to move things in a big way and at the same time protect the environment, then MAN engines are exactly the drive you need.

### Cleaner than Euro 5 requires.

MAN has developed innovative exhaust systems to meet statutory Euro 5 limits, and to offer engines that meet the even stricter EEV standard. MAN PURE DIESEL® is a system with cooled exhaust gas recirculation, oxidising catalytic converter and two-stage turbocharging with intercooling. This technology needs no AdBlue®, saves on weight and frees up additional space on the chassis. Nor does the SCR technology MAN AdBlue® mean any enlargement of exhaust silencer dimensions compared to Euro 3. The space available on the chassis and payload figures of the vehicles are better than competing solutions.

### Overview of the Euro 5 and EEV engines

	MAN PURE DIESEL® Euro 5 EGR	Euro 5 SCR	EEV EGR	EEV SCR
<b>D0834</b>				
110 kW (150 hp)	•			•
132 kW (180 hp)	•			•
162 kW (220 hp)	•			•
<b>D0836</b>				
184 kW (250 hp)	•			•
213 kW (290 hp)	•			•
250 kW (340 hp)	•			•
<b>D2066</b>				
235 kW (320 hp)		•		•
265 kW (360 hp)		•		•
294 kW (400 hp)		•		•
324 kW (440 hp)		•		•
<b>D2676</b>				
353 kW (480 hp)		•		•
397 kW (540 hp)		•		
<b>D2868</b>				
500 kW (680 hp)		•*		•**

\* with 2700 Nm for heavy-duty tractor units.

\*\* with 3000 Nm for semitrailer tractors for long-haul transport.

**MAN PURE DIESEL®**

**EEV**  
enhanced environmentally friendly vehicle

## One MAN, one way.



### MAN all-wheel-drive vehicles.

Whether for municipal road and snow-clearing services or off-road. Wherever maximum traction is needed, MAN vehicles with permanent or engageable 4x4 or 6x6 all-wheel drive go into action. MAN transfer cases with on-road and off-road gearing distribute the power. Planetary axles with larger ground clearance, differential lock, drum brakes and stabilizers are also fitted in all-wheel-drive vehicles. In the MAN TGM an optional electronic transfer case and differential management supports the driver in operating a vehicle on and off the road to match traction conditions and ease the load on the drive train. In the TGX and TGS too, engaging and disengaging the differential lock is electronically monitored.



### MAN HydroDrive®.

There's an alternative available between conventional rear-wheel drive and classic all-wheel drive: MAN HydroDrive®, the well-proven hydrostatic front-axle drive for greater traction and full drive power for road vehicles. Offered for the MAN TGS and TGX this technology is ideal for assignments with occasional off-road sections and for situations in which additional traction is required on the front axle. In normal operation TGS and TGX fitted with MAN HydroDrive® run as usual with rear-wheel drive. In MAN HydroDrive® a hydraulic pump at the gearbox output supplies fluid to the wheel-hub motors on the front axle. This ingeniously simple, robust and maintenance-friendly technology ensures that the fuel consumption and the height of the vehicle are kept at the favourable level of the conventional rear-axle drive.

## Tough guys wanted!

### Chassis for waste collection bodies

Model	Perm. gross vehicle weight (kg)	Wheelbases (mm)
TGL 12.180 - 250 4x2 BL	11 990	3 050/3 300
TGM 18.250 - 340 4x2 BL	18 000	3 575/3 875
TGS 18.320 - 440 4x2 BL	18 000	3 600/3 900/4 200/4 500/4 800
TGS 26.320 - 480 6x2/4 BL	26 000	3 150/3 750/4 150 + 1 350
TGS 26.320 - 480 6x2-2 BL <sup>1)</sup>	26 000	3 900/4 200/4 500/4 800 + 1 350
TGS 26.320 - 480 6x4 BB	26 000	3 200/3 600/3 900/ 4 200/4 500/4 800 + 1 400
TGS 26.320 - 480 6x4 BL	26 000	3 200/3 600/3 900/ 4 200/4 500/4 800 + 1 350
TGS 28.320 - 480 6x2-4 BL <sup>2)</sup>	26 000	3 600/3 900/4 200/4 500 + 1 350
TGS 35.320 - 480 8x4-4 BL	32 000	3 600/3 900/4 200 + 1 350 + 1 450
TGS 35.320 - 480 8x2-6 BL	32 000	1 795 + 2 980/3 505 + 1 350
TGS 35.320 - 480 8x4 BB	32 000	1 795 + 2 980/3 505 + 1 400

1) also available with steered trailing axle. 2) with steered 9 t trailing axle.

### Chassis for road sweeper bodies

Model	Perm. gross vehicle weight (kg)	Wheelbases (mm)
TGL 12.180 - 250 4x2 BL	11 990	3 050/3 300
TGM 15.250 - 340 4x2 BL	15 500	3 575
TGS 18.320 - 480 4x2 BL	18 000	3 600/3 900

#### Chassis for roll-off skips

Model	Perm. gross	
	vehicle weight (kg)	Wheelbases (mm)
TGL 8.180 - 250 4x2 BB	7 490 <sup>1)</sup>	3 300/3 600
TGL 10.180 - 250 4x2 BB	10 000	3 300/3 600
TGL 12.180 - 250 4x2 BB	11 990	3 300/3 600/3 900
TGM 18.250 - 340 4x2 BB, BL	18 000	4 725/5 075
TGS 18.320 - 480 4x2 BB, BL	18 000	4 500
TGS 26.320 - 480 6x2-2 BL <sup>2)</sup>	26 000	4 200/4 500/4 800/5 100 + 1 350
TGS 28.320 - 480 6x2-4 BL <sup>3)</sup>	26 000	4 200/4 500/4 800/5 100 + 1 350
TGS 28.320 - 480 6x2-2 BL <sup>4)</sup>	26 000	4 200/4 500/4 800/5 100 + 1 350
TGS 26.320 - 480 6x4 BB	26 000	3 900/4 200/4 500/4 800 + 1 400
TGS 26.320 - 480 6x4 BL	26 000	3 900/4 200/4 500/4 800/5 100 + 1 350
TGS 35.320 - 480 8x4-4 BL	32 000	3 600/3 900 + 1 350 + 1 450
TGX 18.360 - 480 4x2 BL	18 000	4 800
TGX 26.360 - 480 6x2-2 BL <sup>2)</sup>	26 000	4 200/4 500/4 800/5 100 + 1 350
TGX 28.360 - 480 6x2-2 BL <sup>4)</sup>	26 000	4 200/4 500/4 800/5 100 + 1 350
TGX 35.360 - 480 8x4-4 BL	32 000	3 600/3 900 + 1 350 + 1 450

1) can be upweighted to 8 800 kg.  
2) with steered 9 t trailing axle.

3) with twin-tyred 10 t trailing axle.  
4) also available with steered trailing axle.

#### Chassis for drain and sewer cleaning bodies

Model	Perm. gross	
	vehicle weight (kg)	Wheelbases (mm)
TGL 10.180 - 250 4x2 BB, BL	10 000	3 050/3 300/3 600
TGL 12.180 - 250 4x2 BB,BL	11 990	3 050/3 300/3 600
TGM 18.250 - 340 4x2 BB	18 000	3 875/4 125/4 425/4 725
TGS 18.320 - 480 4x2 BB	18 000	3 900/4 200/4 500/4 800
TGS 26.320 - 480 6x2/4 BL	26 000	3 150/3 750/4 150 + 1 350
TGS 26.320 - 480 6x2-2 BL <sup>1)</sup>	26 000	3 900/4 200/4 500/4 800 + 1 350
TGS 26.320 - 480 6x4 BB	26 000	3 200/3 600/3 900/4 200/4 500 + 1 400
TGS 26.320 - 480 6x4 BL	26 000	3 200/3 600/3 900/4 200/4 500 + 1 350
TGS 28.320 - 480 6x2-4 BL <sup>2)</sup>	26 000	3 600/3 900/4 200/4 500 + 1 350
TGS 28.360 - 480 6x2-2 BL <sup>3)</sup>	26 000	3 900/4 200/4 500/4 800 + 1 350
TGS 35.320 - 480 8x4 BB	32 000	1 795 + 3 505/4 105 + 1 400
TGS 35.320 - 480 8x4 BL	32 000	1 795 + 3 505/4 105 + 1 350
TGS 35.320 - 480 8x2-4 BL	32 000	1 795 + 3 505/4 105 + 1 350
TGX 35.320 - 480 8x4-4 BL	32 000	3 900/4 200 + 1 350 + 1 450

1) also available with steered trailing axle.  
2) also available with steered trailing axle.  
3) with twin-tyred 10 t trailing axle.

#### Chassis for set-down skips

Model	Perm. gross	
	vehicle weight (kg)	Wheelbases (mm)
TGL 8.180 - 250 4x2 BB	7 490 <sup>1)</sup>	3 050/3 300
TGL 10.180 - 250 4x2 BB	10 000	3 050/3 300/3 600
TGL 12.180 - 250 4x2 BB	11 990	3 050/3 300/3 600
TGM 18.250 - 340 4x2 BB, BL	18 000	3 575/3 875
TGS 18.320 - 480 4x2 BB, BL	18 000	3 600/3 900
TGS 26.320 - 480 6x2/4 BL	26 000	2 600/3 150/3 750 + 1 350
TGS 26.320 - 480 6x4 BB	26 000	3 200/3 600/3 900 + 1 400
TGS 26.320 - 480 6x4 BL	26 000	3 200/3 600/3 900 + 1 400
TGX 18.360 - 480 4x2 BL	18 000	3 900/4 200
TGX 26.360 - 480 6x4 BL	26 000	3 900 + 1 350

1) can be upweighted to 8 800 kg.

#### Chassis for road maintenance and winter service

Model	Perm. gross	
	vehicle weight (kg)	Wheelbases (mm)
TGM 13.250 - 290 4x4 BL	13 000 <sup>1)</sup>	3 050/3 250/3 650/3 950/4 250
TGM 18.250 - 340 4x4 BB <sup>2)</sup>	18 000	3 600/3 900/4 200/4 500
TGS 18.320 - 480 4x4 BB, BL	18 000 <sup>3)</sup>	3 600/3 900/4 500
TGS 18.320 - 480 4x4H BL	18 000	3 600/3 900/4 500
TGS 26.320 - 480 6x4H BL	26 000	3 600/3 900/4 200 + 1 350
TGS 26.320 - 480 6x6 BB,BL	26 000	3 600/3 900/4 200 + 1 400
TGS 28.320 - 480 6x4-4 BL <sup>4)</sup>	26 000	3 600/3 900/4 350 + 1 400

1) can be upweighted to 15 000 kg with twin-tyred rear axle.  
can be upweighted to 14 100 kg for single-tyred rear axle for winter service and 62 km/h.  
2) upweighting to 18 600 kg possible for public-utility service.  
3) upweighting to 23 000 kg possible for winter service and 62 km/h.  
4) upweighting to 30 000 kg possible for winter service and 62 km/h.