



MAN New TG: even more efficient and economical

In its first year on the market, the new MAN Truck Generation has demonstrated its outstanding fuel efficiency on a day-to-day basis for transport companies throughout Europe and during press test drives. With fuel savings of up to 8.2 percent compared to the previous version, it has set impressive standards. Coupled with the MAN TipMatic 12 gearbox, additional efficiency measures such as dynamic torque adjustment, speed reduction when cruising in an idle state and aerodynamic improvements, which will be introduced during the second half of 2021, will make it up to 3.7 percent more economical. What's more, the engines meet the new Euro 6e emission standard.

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- **New MAN Truck Generation now even more economical thanks to new efficiency technology available from second half of 2021**
- **Dynamic torque adjustment, speed reduction when cruising in an idle state, aerodynamic elements and MAN TipMatic 12 can bring about additional savings of up to 3.7 percent**
- **Fuel consumption test drive confirms that the new TGX offers an additional savings potential of up to 3.7 percent thanks to new efficiency measures**

Standing still means you are going backwards, which is why MAN engineers have been continuing to work on fuel economy while the new MAN Truck Generation has been rolled out to customers in its début year. In a recent fuel consumption test drive, a 510 hp MAN TGX semitrailer combination armed with the new efficiency features achieved fuel savings of up to 3.7 percent compared to a reference vehicle with a similar configuration, yet without the new optimisation measures. Independent partner TÜV Süd verified that the test methodology and MAN's fuel consumption test drives were implemented correctly.

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of more than 9,5 billion euros (2020). The company's product portfolio includes vans, trucks, buses/coaches and diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON SE and employs more than 37,000 people worldwide.



New engine technology: lower consumption and greater sustainability

The new dynamic torque adjustment function, which can be ordered for the D26 engine from July and for the D38 engine from October, plays a vital role in this additional reduction in fuel consumption. In suitable driving conditions, it absorbs load from the engine in a consumption-optimised manner. Depending on the torque and speed, there are ranges in the engine-specific fuel consumption map in which the engine operates most efficiently, i.e. with the lowest fuel consumption per kilowatt hour provided. MAN's intelligent dynamic torque adjustment function brings the engine's operating parameters into these ranges automatically. The Efficiency Plus driving program is designed to reduce the torque dynamically in this specific manner. The precondition is that the reduction process does not initiate a gearshift. The function is available with and without the MAN EfficientCruise terrain-dependent cruise control function, both in simple cruise control mode and when driving freely.

A further contribution to reducing fuel consumption is the 50 rpm reduction in speed in conjunction with MAN EfficientRoll on the D26 engine. On gentle downhill gradients, the freewheel function shifts the gearbox into neutral, thus using the rolling energy of the vehicle. During the rolling phase, the engine runs at idling speed, separate from the gearbox. With this new reduction in speed, this equates to only 550 rpm in the freewheeling phases, instead of the typical idling speed of 600 rpm. And fewer engine revolutions mean lower fuel consumption.

Suitable lubricants also contribute to the impressive fuel efficiency of MAN engines. Thanks to the new engine oil Paragon MAN 3977 5W-20, it is possible to achieve a significant reduction in friction within the engine, which makes a direct contribution to the reduction in fuel consumption. What's more, reduced wear means that the engine components have a longer service life, oil consumption is reduced and oil-change intervals are longer.

In addition to the improvement in the fuel efficiency of the D26 and D38 engines, all new MAN D08, D15 and D26 engines will meet the new Euro 6e emission standard from October 2021, and the D38 engine will meet the same standard from January 2022. This will be mandatory for all newly registered vehicles from 01/01/2022 and, compared to Euro 6d, will once again tighten the boundary conditions for the statutory Portable Emissions Measurements Systems (PEMS). This includes the process of monitoring the engine warm-up phase from a coolant temperature of 30 degrees Celsius and the introduction of a limit value for the particle count. This ensures that the environment can be protected even more sustainably in real-life operations.



Consistently economical: most efficient gearbox technology in series production

Aside from the engine's optimum use of every drop of fuel, the gearbox has at least as significant a role to play in the overall fuel consumption. For this reason, MAN will be using the particularly light yet high-torque MAN TipMatic 12 gearbox as standard in all standard semitrailer tractors in future, which also offers a particularly high degree of efficiency when it comes to power transmission. It has 12 forward and 2 reverse gears, is available as a direct or overdrive variant and takes on the clutch and gearshift operations automatically. In conjunction with load and inclination detection, the MAN TipMatic shift system determines the optimum start-up and gearshift strategy for every situation in a software-controlled manner. The Smart Shifting function allows for particularly fast gear changes with minimal traction interruptions, thus preventing a loss in efficiency. For demanding topography, the MAN TipMatic 12 gearbox is available with the Retarder 35, which provides a high maximum continuous braking torque of 3500 Nm.

The high savings potential of the MAN TipMatic 12 gearbox is particularly evident in combination with the MAN EfficientCruise topography-dependent cruise control. The GPS-based assistance system is an extension of the distance-regulated adaptive cruise control ACC. It continuously determines the current position and driving direction of the truck and links this information to saved road map data and the route planned in the navigation system. This enables the system to establish the topography of the road and to continuously calculate the optimum speed and gear switching strategy for a driving style that is particularly fuel-efficient.

Even better aerodynamics: new sunblind with savings potential

At its unveiling, the new MAN Truck Generation gained recognition not only for the efficiency of its driveline but also on account of its outstanding aerodynamics. In this respect, too, MAN engineers are continuously working on making the very good even better. Another noticeable addition to the GM and GX cabs of the new Truck Generation from October onwards is the new sunblind. It has been aerodynamically optimised in such a way that, for the first time, it facilitates a reduction in fuel consumption that a vehicle without a sunblind cannot achieve by ensuring that the air flow around the A-pillar on the roof is better, thus preventing an unfavourable break in the air flow. In combination with the new MAN OptiView mirror replacement system, its robust design also lends the new MAN TGX an even more powerful visual appearance.

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Taking all the technical efficiency measures available in the second half of 2021 into account, the new MAN Truck Generation is even more fuel-efficient, sustainable and economical and, with its low total cost of ownership, makes a strong contribution to the profitability of transport companies and, consequently, to simplifying their day-to-day operations. True to MAN's guiding principle: Simplifying Business.