



Model upgrade of the MAN TGE offers more safety and comfort

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Van from MAN Truck & Bus receives nickname "Next Level"

- **Trade fair premiere at the IAA Transportation 2024 for the MAN TGE Next Level with improved active and passive safety**
- **MAN TGE Next Level with highlights for the driver as standard: digital instrument cluster, keyless go, multi-function steering wheel and central touch display**
- **ChatGPT supported Intelligent Digital Assistant (IDA) and online web radio streaming**
- **New assistance systems: Blind Spot and Collision Warning, Cruise Assist Plus incl. Emergency Assist and Active Lane Keeping and Traffic Jam Assist, Intelligent Speed Assist**
- **Improved cyber security**
- **Launch edition with design elements**

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At the IAA Transportation 2024, MAN Truck & Bus will be presenting the MAN TGE of model year 2025, called Next Level, for the first time. The "truck among vans" is thus making the biggest technological leap in its history. The van from MAN Truck & Bus will have a completely new on-board network architecture. A new generation of control units fulfils the higher requirements for cyber security on the one hand and significantly increases active and passive safety for drivers and other road users with the help of new driver assistance systems on the other. The MAN TGE is thus better protected against digital manipulation and unauthorised changes to the vehicle software and is also ideally equipped for future digital online services. Another advantage is the ability for over-the-air updates. This eliminates the need for workshop visits for software updates and continuously improves software stability.

The combination of new control units and new radar sensors and cameras also made it possible to significantly enhance the safety and driver assis-

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and transport solution providers, with an annual revenue of about 14,8 billion euros (2023). 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 GROUP and employs approx. 33,000 people worldwide.

tance systems. For example, the blind spot and collision warning assistance systems are completely new. The optional assistance systems, Cruise Assist, Cruise Assist Plus and Turn Assist, are also new developments. In addition, almost all systems have been revised and their functions expanded.

New features in the standard equipment of MAN TGE with N1 approval are the front passenger airbag and an accident recording system. The passenger airbag is still available as an option for vehicles with N2 approval.

The TGE Next Level is also equipped with many new comfort features: a new dashboard with digital instrumentation and a large MAN Media Van touch display for controlling the vehicle functions and the infotainment system. The extensively revised vehicle electrics and electronics in combination with the new driver's workplace and the new and updated assistance systems raise the MAN TGE to a new level, which is why it was given the nickname "Next Level". Production of the first model variants began in June 2024.

Under the bonnet, the MAN TGE is new and future-proof with the 2025 model year. However, its striking, dynamic exterior remains virtually unchanged. With the TGE Next Level Edition, MAN Truck & Bus has therefore created a discreet eye-catcher that sets visual accents. The edition is already available to order. It consists of the launch colour Pale Copper Metallic, mirror covers in Piano Black, a bumper trim in silver, a "Next" badge in the front grille and 17" alloy wheels in silver or optionally in black.

In terms of drive, there is a small change in the portfolio. The 2.0 litre turbo diesel engine and the choice between manual and 8-speed automatic transmission remain the same. The previous entry-level engine of 75 kW (102 PS) will no longer be offered due to restrained customer demand. Three power levels are now available as standard: 103 kW (140 PS), 120 kW (163 PS) and 130 kW (177 PS).

The high service quality for the MAN TGE remains unchanged, with commercial vehicle-specific expertise, 24-hour breakdown service and long opening hours at many branches. The MAN ServiceCare digital service is also available with the MAN TGE Next Level for smooth communication between the vehicle operator and the workshop. MAN ServiceCare is a digital maintenance and repair management system for the vehicle operator.

The ultra-modern cockpit

The dashboard in the MAN TGE has been completely redesigned and now features a free-standing touch display in the centre. The ergonomic steering wheel, which can be used to directly select the new assistance systems, has also been redesigned. The new instrument cluster is fully digitalised as standard and offers the driver extensive options for customising displays and information.

The most striking highlight of the new cockpit is the new MAN Media Van infotainment system, which is the modern control centre for controlling infotainment and vehicle functions. Three variants of the infotainment system are available: The standard MAN Media Van with 10.4" screen (optional with navigation) and MAN Media Van Navigation Business with 12.9" screen.

DAB tuner, Bluetooth interface and MAN SmartLink for smartphone integration (Android Auto or Apple CarPlay) are installed as standard in the MAN Media Van. The latter allows selected apps to be displayed on the MAN Media Van screen and operated either directly via the touchscreen or via the MAN TGE's controls. From vehicle purchase, the MAN Media Van Navigation (Business) also includes two years of media streaming, consisting of web radio and Spotify*. Also included for two years is ChatGPT-based support for the Intelligent Digital Voice Assistant (IDA).

Other new standard features that make driving the MAN TGE even more pleasant, safer and easier include Keyless Go, electronic parking brake and four USB-C ports. Furthermore, the TGE with automatic transmission no longer has the previous gear stick. An automatic gear lever on the steering wheel is now available for selecting the driving modes. This increases the available space in the cab, as does the new electronic parking brake, which is activated via a button in the cockpit. The previous handbrake lever next to the driver's seat is no longer required. In addition, the electronic parking brake with the "Auto Hold" function secures the vehicle against rolling away when stationary by automatically engaging the parking brake without having to hold the brake pedal.

The combination of new control units and new radar sensors and cameras also made it possible to significantly enhance the safety and driver assistance systems. For example, the blind spot and collision warning assistance systems are completely new. These are now standard for all MAN TGEs over 3.5 tonnes with N2 approval and optional for vehicles up to 3.5 tonnes (N1 approval). The optionally available assistance systems, Cruise Assist and Cruise Assist Plus and Turn Assist, are also new developments.

In addition, almost all systems have been revised and functionally enhanced. The range of assistance systems fitted as standard is also remarkable. Fatigue detection, traffic sign information, intelligent speed assistant,

emergency brake assistant, parking aid¹, active lane departure warning, cruise control and tyre pressure monitoring are installed in every MAN TGE Next Level. This raises the active safety of MAN vans to a new level.

The assistance systems - standard equipment

With the introduction of the TGE Next Level, the number of systems available as standard has been raised to a significantly higher level. The completely new driver assistance systems blind spot warning and collision warning are fitted as standard for TGEs with N2 approval (over 3.5 tonnes) and are available as an option for TGEs with N1 approval (up to 3.5 tonnes). The blind spot warning uses radar sensors to monitor the blind spot area next to the vehicle (depending on whether the vehicle is travelling on the left or right) and reduces the risk of collisions with cyclists, particularly when turning. It can optionally be extended to monitor both sides. The collision warning system uses a multifunction camera and radar to monitor the area in front of the vehicle and helps to avoid collisions with pedestrians or cyclists when pulling away. With both systems, the driver is warned visually and acoustically.

The following systems are new to the standard equipment: active lane departure warning, parking aid, drowsiness detection, traffic sign information, intelligent speed assistant and tyre pressure monitoring display. There are also cruise control and speed limiter functions. And the emergency brake assistant is also still part of the standard equipment. This means that the MAN TGE is safer than ever right from the start.

Active lane departure warning system

The active lane departure warning system helps the driver to keep the vehicle in lane by making corrective steering interventions. Recognition of the lane boundaries in particular has been improved and now also works on the basis of turf and the edge of the road. The course of the lane boundaries is detected by a camera. In addition, the system warns the driver by means of steering wheel vibration or an acoustic signal if a lane boundary is crossed unintentionally.

Parking aid

The parking aid uses parking distance sensors to monitor the surroundings in front of and behind the vehicle and supports the driver when parking by displaying the distance to static obstacles both in the instrument cluster and

on the MAN Media Van screen. A new feature is that emergency braking is automatically initiated in the event of an imminent collision. No parking aid can be installed on wind-running vehicles with a flat frame.

Fatigue detection

The fatigue detection system shows the driver both visually in the instrument cluster and on the MAN Media Van screen, as well as haptically by briefly tightening the seat belt to indicate a short-term or long-term loss of attention. The current drowsiness and distraction level and the journey time since the last break are displayed, with break recommendations and offers to find a rest area.

Traffic sign information

The traffic sign information informs the driver in the instrument cluster and on the MAN Media Van screen about traffic signs detected by cameras or determined from navigation and route data. If the speed limit is exceeded, the driver is warned visually and acoustically.

Intelligent speed assistant

The intelligent speed assistant determines the speed limit from the activated speed limiter, recorded traffic signs and predictive route data and automatically decelerates to the speed limit. It automatically accelerates to the speed previously set in the display when the speed limit is cancelled. If the driver exceeds the permitted speed manually, he receives a visual and acoustic warning.

Emergency brake assist

Emergency Brake Assist helps to avoid collisions with vehicles in front. It supports the driver with automatic braking, warns visually, haptically and acoustically if the distance is too short and can also initiate automatic emergency braking if the automatic transmission is fitted. The new, integrated pedestrian and cyclist detection function also extends the range of functions to other road users.

Tyre pressure monitoring display

The tyre pressure monitoring display is now also possible with twin tyres. It determines the current tyre pressure with sensors in the wheels (new: including spare wheel) and informs the driver before and during the journey,

together with a visual and acoustic warning in the event of low tyre pressure or rapid pressure loss.

The assistance systems - optional equipment

The technological advancement of the new control units, sensors and cameras installed in the vehicle enables the introduction of new and improved assistance systems. One of the main reasons for this is the increased computing power under the bonnet. With the assistance systems, the MAN TGE offers even better protection for vehicle occupants and other road users and contributes to increasing road safety.

Completely new, optional driver assistance systems are Turn Assist and Cruise Assist Plus (including Emergency Assist). Noticeable enhancements were made to the parking assistant, reversing camera with dynamic guidance lines, ACC Stop & Go and Emergency Assist.

Turn assistant

The turning assistant helps to avoid head-on collisions with oncoming vehicles by automatically braking when turning into the opposite lane.

Parking assistant

The parking assistant supports the driver when parking in parallel and perpendicular parking spaces. To do this, the parking space is first detected by sensors and the appropriate size is displayed to the driver. During the assisted parking process, the driver presses the accelerator and brake pedals, the parking assistant takes over the steering and automatically initiates emergency braking if the speed is too high or a collision is imminent.

Reversing camera

The reversing camera now shows the driver the surroundings behind the vehicle on the MAN Media Van screen with dynamic instead of static guide lines. This improves orientation for the driver, as the guide lines continuously adapt to the route. The higher resolution of the camera has also improved the display on the MAN Media Van screen and thus visibility.

ACC Stop & Go

ACC Stop & Go is a semi-automated control of acceleration and braking processes based on the speed set by the driver or the distance to the vehi-

cle in front. After braking to a standstill, the system starts up semi-automatically; after a message, the driver must confirm the automatic restart by tapping the accelerator pedal. ACC Stop & Go is only available as part of Cruise Assist or Cruise Assist Plus.

Active lane departure warning and traffic jam assistant

The active lane departure warning and traffic jam assist also controls acceleration and braking based on the speed set by the driver or the distance to the vehicle in front. It also takes over the control of steering movements by making corrective interventions to keep the vehicle in lane. After braking to a standstill, the system starts up fully automatically and automatically keeps the vehicle in the centre of the lane. Active Lane Keeping Assist and Traffic Jam Assist are only available in conjunction with ACC Stop & Go in Cruise Assist.

Emergency assistant

The emergency assistant continuously monitors the driver's activity on the accelerator pedal, steering and brakes. If there is no driver activity in an exceptional situation - e.g. in the event of a health impairment or loss of fitness to drive - the emergency assistant can take over control of the vehicle to bring it to a standstill and then secure it (activate hazard warning lights, cancel eCall, unlock doors).

Impending consequences such as leaving the carriageway, rear-end collisions and endangering other road users can thus be averted within the system limits.

Emergency Assist is only available in conjunction with ACC Stop & Go in Cruise Assist Plus and therefore only for vehicles with automatic transmission.

Cruise Assist

Cruise Assist combines the functions of ACC Stop & Go, Lane Keeping Assist and Traffic Jam Assist to help the driver maintain distance, speed and lane position. To this end, the semi-automated control of acceleration and braking processes is combined with the lateral control of steering movements for lane keeping.

Cruise Assist Plus

Cruise Assist Plus consists of the functions of ACC Stop & Go as well as Emergency Assist, Lane Keeping Assist and Traffic Jam Assist. It is only available for vehicles with automatic transmission.

Lane change assistant

The lane change assistant supports the driver when changing lanes by actively monitoring the surroundings - now with a significantly larger detection range thanks to new sensors. In addition, the integrated warning now provides even better support against rear cross traffic when reversing out of an exit or parking space and automatically initiates emergency braking in the event of an imminent collision. In both cases, collisions with other vehicles can be effectively avoided. Lane Change Assist is only available for panel vans.

¹ Non-standard scope of delivery for the wind tunnel and flat frame models

*available from Q4/2024 - own Spotify account required