



MAN trucks for branch service waste management

Munich, May 05, 2014

MAN offers vehicles equipped with Euro 6 engines for diverse waste disposal tasks.

Household or commercial waste, bulky goods or organic waste, recycled materials, waste paper, or hazardous waste – for each type of waste, the market offers special collection and transport technologies and strategies. In addition to this: On the one hand, high traffic loads in cities with less and less space for traffic demand compact and manoeuvrable waste collection vehicles. On the other hand, the need for large transport capacities with larger container volumes and therefore more robust chassis is increasing. Centralisation of the network of waste disposal facilities, such as landfills or thermal treatment plants, leads to longer transport routes between the collection and the unloading point. Manufacturers of systems and chassis have to address the many challenges.

MAN's vehicles meet diverse needs and range from light and manoeuvrable vehicles with dual axes in the TGL and TGM series to chassis with two, three, and four axes, which are available in the TGS series. Manufacturers of chassis have adjusted their product range closely to different loading techniques, such as front, side, or rear loaders.

After adapting to the exhaust emission standard Euro 6, which will come into force on December 31, 2013, MAN, in accordance with the specification of the market, now offers all chassis from the older series in emission categories Euro 3 to 6. By introducing the very effective, but technologically sophisticated emission control system for Euro 6, MAN, in close coordination with body manufacturers, has developed practical solutions. It had to take the increased space requirements for components such as the exhaust system and AdBlue tanks into account, which are larger compared to Euro 5.

MAN's versatile product range for waste collection

Due to its many options, MAN's TGS series is made for this industry. The range comprises two-axle trucks with an 18 ton gross vehicle weight of up to 32 tonnes with four axes. The three-axle version is the most common in

MAN Truck & Bus
Dachauer Street 667
80995 Munich

**Head of
Media Relations**
Dominique Nadelhofer

Tel.: +49 89 1580-2001
Dominique.Nadelhofer@man.eu
www.mantruckandbus.com

The MAN Group is one of Europe's leading industrial players in transport-related engineering, with revenue of approximately €15.7 billion in 2013. As a supplier of trucks, buses, diesel engines, turbomachinery, and special gear units, MAN employs approximately 53,500 people worldwide. Its business areas hold leading positions in their respective markets.



the waste disposal industry. With its load-bearing capacity and manoeuvrability, the TGS featuring a factory-fitted 9 ton trailing axle takes a leading position. This load-bearing capacity serves for better weight distribution in vehicles that, due to their bodies, are tail heavy. From a technical point of view, installing this trailing axle increases load bearing of the front axle and thus increases the flexibility in each load status.

The MAN TGL, with its body of 9 m³ and its high degree of manoeuvrability, is ideal for narrow streets and old towns. MAN's TGM series offers two- and three-axle vehicles to choose from, which accept large containers of up to 22 m³. The three-axle TGM featuring a gross vehicle weight of 26 tons, which stands apart with its payload-optimized design and with its lifting trailing and leading axles, is part of the product range. All TGL and TGM series have spacious C and L cabs. The TGM series features a low two-stage entry into the C cab of only 360 mm, depending on the load, which is a very convenient feature for workers. A centre seat fits into the cabs, ideally for a third person for collecting and emptying waste containers.

Waste collection trucks from the MAN TGM and TGS series also meet the high requirements of the ASF norm DIN EN 1501-1 in the Euro 6 configuration.

Convenient and ergonomic switch element for waste collectors

On a collection round, the driver is constantly on the move, shifts, brakes, and stops between loading points, which are typically only a few meters apart. In addition, each time he has to turn the emptying and pressing functions on and off. The driving profile of a collection round therefore differs fundamentally from other areas of deployment for commercial vehicles. That is why MAN fits the chassis of a collection vehicle in the TGM and TGS series with important technical features, which help the driver do his job. By using controls mounted on the armrest of the driver's seat and the MAN TipMatic, designed specifically for deploying collection vehicles with rear-end loaders, the use of all functions can be easily activated. By pressing the button, the driver is able to activate all body-related functions. In the neutral position, he is able to use the hydraulic system in the body. A rocker switch on the control unit sets the automatic brake. During loading, the driver does not need to place his foot on the brake. If the vehicle rolls to the next loading point, it will brake automatically at a speed of less than 2 km/hour and come gently to a halt, while holding a constant brake pres-

Press Release
MAN Truck & Bus



sure. If the driver presses the accelerator pedal after the end of the loading cycle, the brake will be released again automatically.