## Content

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>3</td>
</tr>
<tr>
<td>The Divisional Board of Daimler Trucks</td>
<td>4</td>
</tr>
<tr>
<td>Daimler Trucks</td>
<td></td>
</tr>
<tr>
<td>Key Figures</td>
<td>5</td>
</tr>
<tr>
<td>Brands</td>
<td>8</td>
</tr>
<tr>
<td>Strategy</td>
<td>10</td>
</tr>
<tr>
<td>Main Locations</td>
<td>11</td>
</tr>
<tr>
<td>Global Powertrain</td>
<td>15</td>
</tr>
<tr>
<td>Product Range</td>
<td></td>
</tr>
<tr>
<td>Mercedes-Benz</td>
<td>17</td>
</tr>
<tr>
<td>Freightliner</td>
<td>20</td>
</tr>
<tr>
<td>Western Star</td>
<td>22</td>
</tr>
<tr>
<td>Thomas Built Buses</td>
<td>23</td>
</tr>
<tr>
<td>FUSO</td>
<td>24</td>
</tr>
<tr>
<td>BharatBenz</td>
<td>26</td>
</tr>
<tr>
<td>Media Contacts</td>
<td>27</td>
</tr>
</tbody>
</table>
2018 was a record year for Daimler Trucks. Sales, revenues and operating profit all rose year over the prior year to reach new historical records. And we are equally optimistic for 2019! Sales should continue to climb and we remain ambitious in terms of our profitability. Daimler Trucks is thus well-positioned for the road ahead.

In our industry in particular the course of business always depends on the market environment - and in this respect the current conditions are good. But to be really successful that alone is not enough. It’s our own contributions that will make the difference. It’s crucial that we at Daimler Trucks work as a team on the right strategic topics.

And that’s just what we’re doing. Around the world we are continuously optimizing our productivity with global platforms. And in all regions we offer our customers leading products that we continuously improve. In North America, for example, we are launching our new Freightliner Cascadia this year; in Europe our new Mercedes-Benz Actros is being delivered to customers; and in Japan we are equipping our FUSO Super Great with new assistance systems.

These new trucks are real high-tech heavyweights. In them are many innovations we will use to shape the future of logistics. Be it in connectivity, automated driving or electric drives – we aspire to be the innovation leader in all three key technologies. We are combining our pioneering spirit with realism and pragmatism. In other words, we do not develop innovations for the sake of innovation. We develop innovations that make our customers more successful – and transport safer, more efficient and more sustainable.

Martin Daum
Member of the Board of Management of Daimler AG and Head of Daimler Trucks & Buses
The Divisional Board of Daimler Trucks

Martin Daum
Member of the Board of Management of Daimler AG, responsible for Daimler Trucks & Buses

Stefan E. Buchner
responsible for Mercedes-Benz Trucks

Roger Nielsen
responsible for Daimler Trucks North America and its vehicle brands Freightliner, Western Star, and Thomas Built Buses

Hartmut Schick
responsible for Daimler Trucks Asia and its vehicle brands FUSO and BharatBenz

Sven Ennerst
responsible for Truck Product Engineering & Global Procurement as well as for the business of Daimler Trucks China

Dr. Frank Reintjes
responsible for Global Powertrain, E-Mobility & Manufacturing Engineering Trucks

Jochen Götz
responsible for Finance & Controlling Daimler Trucks & Buses
Key Figures of Daimler Trucks

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>38,273</td>
<td>35,755¹</td>
</tr>
<tr>
<td>EBIT</td>
<td>2,753</td>
<td>2,383¹</td>
</tr>
<tr>
<td>Return on Sales (in %)</td>
<td>7.2</td>
<td>6.7</td>
</tr>
<tr>
<td>Investment in property, plant and equipment</td>
<td>1,105</td>
<td>1,028</td>
</tr>
<tr>
<td>Research and development expenditure</td>
<td>1,295</td>
<td>1,322</td>
</tr>
<tr>
<td>thereof capitalized development expenditure</td>
<td>40</td>
<td>45</td>
</tr>
<tr>
<td>Production</td>
<td>524,846</td>
<td>476,325</td>
</tr>
</tbody>
</table>

in million EUR

¹These 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9)

**Employees (December 31)**

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>82,953</td>
<td>79,483</td>
</tr>
<tr>
<td>Germany</td>
<td>30,447</td>
<td>30,424</td>
</tr>
<tr>
<td>United States</td>
<td>16,647</td>
<td>15,002</td>
</tr>
<tr>
<td>Rest of world</td>
<td>35,859</td>
<td>34,057</td>
</tr>
</tbody>
</table>

**Sales (Einheiten)**

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>517,000</td>
<td>471,000</td>
</tr>
<tr>
<td>EU30</td>
<td>85,000</td>
<td>82,000</td>
</tr>
<tr>
<td>thereof: Germany</td>
<td>33,000</td>
<td>32,000</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>8,000</td>
<td>9,000</td>
</tr>
<tr>
<td>France</td>
<td>9,000</td>
<td>8,000</td>
</tr>
<tr>
<td>NAFTA</td>
<td>190,000</td>
<td>165,000</td>
</tr>
<tr>
<td>thereof: United States</td>
<td>161,000</td>
<td>140,000</td>
</tr>
<tr>
<td>Latin America (excluding Mexico)</td>
<td>38,000</td>
<td>31,000</td>
</tr>
<tr>
<td>thereof: Brazil</td>
<td>21,000</td>
<td>13,000</td>
</tr>
<tr>
<td>Asia</td>
<td>165,000</td>
<td>149,000</td>
</tr>
<tr>
<td>thereof: Japan</td>
<td>44,000</td>
<td>45,000</td>
</tr>
<tr>
<td>Indonesia</td>
<td>64,000</td>
<td>43,000</td>
</tr>
<tr>
<td>For information:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BFDA (Auman Trucks)</td>
<td>103,000</td>
<td>112,000</td>
</tr>
<tr>
<td><strong>Total (including BFDA)</strong></td>
<td>621,000</td>
<td>583,000</td>
</tr>
</tbody>
</table>

**Major markets of Daimler Trucks (units)**

<table>
<thead>
<tr>
<th>Region</th>
<th>2018</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. USA</td>
<td>160,600</td>
<td>140,200</td>
</tr>
<tr>
<td>2. Indonesia</td>
<td>64,200</td>
<td>42,700</td>
</tr>
<tr>
<td>3. Japan</td>
<td>44,000</td>
<td>44,800</td>
</tr>
<tr>
<td>4. Germany</td>
<td>32,900</td>
<td>31,700</td>
</tr>
<tr>
<td>5. India</td>
<td>22,500</td>
<td>16,700</td>
</tr>
<tr>
<td>6. Brazil</td>
<td>21,400</td>
<td>13,400</td>
</tr>
<tr>
<td>7. Canada</td>
<td>17,700</td>
<td>13,500</td>
</tr>
<tr>
<td>8. Mexico</td>
<td>11,400</td>
<td>11,400</td>
</tr>
<tr>
<td>9. France</td>
<td>9,200</td>
<td>8,200</td>
</tr>
<tr>
<td>10. Taiwan</td>
<td>8,500</td>
<td>6,700</td>
</tr>
</tbody>
</table>

**Daimler Trucks employees (31.12.)**

<table>
<thead>
<tr>
<th>From Daimler Trucks</th>
<th>On Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stuttgart</td>
<td>4,190</td>
</tr>
<tr>
<td>Wörth</td>
<td>10,204</td>
</tr>
<tr>
<td>Mannheim</td>
<td>4,860</td>
</tr>
<tr>
<td>Kassel</td>
<td>2,873</td>
</tr>
<tr>
<td>Gaggenau</td>
<td>4,953</td>
</tr>
<tr>
<td>Aksaray (Turkey)</td>
<td>1,960</td>
</tr>
<tr>
<td>Molsheim (France)</td>
<td>555</td>
</tr>
<tr>
<td>Tramagal (Portugal)</td>
<td>362</td>
</tr>
</tbody>
</table>

**Daimler Trucks in Latin America**

São Bernardo do Campo (Brazil) | 6,540 | 6,540 |
Jui de Fora (Brazil) | 944 | 944 |

**Daimler Trucks in NAFTA**

Portland (United States) | 3,099 | 3,099 |
Cleveland (United States) | 2,891 | 2,891 |
Mount Holly (United States) | 1,723 | 1,723 |
Redford (United States) | 2,634 | 2,634 |
High Point (United States) | 1,743 | 1,743 |
Santiago Tianguistenco (Mexico) | 2,280 | 2,280 |
Saltillo (Mexico) | 3,887 | 3,887 |

**Daimler Trucks in Asia**

Kawasaki (Japan) ¹ | 3,143 | 3,143 |
Chennai (India) ¹ | 4,208 | 4,208 |

¹Incl. other small locations in Japan
Key Figures of Daimler Trucks

Market Position*
*based on estimates in certain markets

<table>
<thead>
<tr>
<th>Region</th>
<th>Year</th>
<th>Market Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Germany – MDT/HDT</td>
<td>2017</td>
<td>36.4%</td>
</tr>
<tr>
<td></td>
<td>2018</td>
<td>36.5%</td>
</tr>
<tr>
<td>EU30** – MDT/HDT</td>
<td>2017</td>
<td>21.0%</td>
</tr>
<tr>
<td></td>
<td>2018</td>
<td>20.6%</td>
</tr>
<tr>
<td>NAFTA – Classes 6 – 8</td>
<td>2017</td>
<td>39.8%</td>
</tr>
<tr>
<td></td>
<td>2018</td>
<td>38.4%</td>
</tr>
<tr>
<td>Brazil – MDT/HDT</td>
<td>2017</td>
<td>27.6%</td>
</tr>
<tr>
<td></td>
<td>2018</td>
<td>27.9%</td>
</tr>
<tr>
<td>Japan – total market</td>
<td>2017</td>
<td>19.6%</td>
</tr>
<tr>
<td></td>
<td>2018</td>
<td>19.3%</td>
</tr>
<tr>
<td>India – Upper MDT/HDT</td>
<td>2017</td>
<td>9.1%</td>
</tr>
<tr>
<td></td>
<td>2018</td>
<td>7.0%</td>
</tr>
</tbody>
</table>

**European Union, Switzerland, and Norway
Market Position

1. Includes content supplied by IHS Automotive, Copyright © IHS Global SA, 2019. All rights reserved, status as of February 2019.
2. CV are trucks with a GVW larger than 6 t, including US school bus chassis. Excluded are all other buses and coaches, off-highway trucks as well as trucks that are not registered (military, airport).
3. Information consolidated on Group level. Group is defined as the organization (typically publicly listed) which owns or controls truck brands. Brands belong to a group if the share is 50.1% or more.
4. Figures are related to trucks that have been registered and are in operation – these exclude off-highway, military vehicles.
5. Data is based on reported numbers by agencies, in the unlikely event of data changes by agencies, IHS Automotive may have to adjust historical numbers.
The Brands

Six strong vehicle brands and strong service brands are gathered under the umbrella of Daimler Trucks. All over the world, we offer our customers tailored applications and pioneering technologies in our products.

**Mercedes-Benz:** As a part of the Daimler Trucks division, Mercedes-Benz Trucks has stood for top quality for more than 120 years. The brand is a synonym for top-class product and service quality, cost-effectiveness, reliability, and sustainability, as summed up by our slogan “Trucks you can trust.” Whether customers need vehicles for long-haul operations, construction site use, or distribution transportation, Mercedes-Benz offers all customers the right solutions in the light, medium, and heavy-duty segments. The pioneering spirit at Mercedes-Benz Trucks has repeatedly generated groundbreaking innovations – from efficient and electric systems and automated driving to active and passive safety systems.

**Freightliner Trucks:** Freightliner Trucks manufactures Class 5 to 8 trucks for a broad range of commercial vehicle applications. The company focuses on innovation, state-of-the-art technology, and a customer-focused approach that make it the best-selling brand of Class 8 trucks in North America. The New Cascadia is the brand’s flagship vehicle for long-distance road haulage. The products in the vocational segment encompass a wide range of individually configurable vehicles for many different applications.

**Western Star:** The large number of different configuration possibilities ensures that Western Star trucks are tailored to their customers’ needs. Western Star has been an important manufacturer of heavy-duty trucks for special and long-distance transportation tasks for more than 50 years. The brand is synonymous with robustness, customization, and high performance. The striking vehicles are ideally suited for offroad applications, which clearly makes them “serious trucks.”

**Detroit:** Through its components’ brand “Detroit,” Daimler Trucks North America (DTNA) offers a completely integrated drivetrain that is entirely developed and produced in-house. For the customers’ benefit, the powertrain components (engines, axles, and transmissions) are optimally coordinated with one another.

**Thomas Built Buses:** The comprehensive range of light to medium-duty buses from Thomas Built Buses is geared toward a variety of target groups, including schools, daycare centers, recreation centers, transportation companies, and special markets.

All the buses are individually manufactured in line with the customer’s wishes and sold through independent dealerships all over North America. As the leading manufacturer of school buses, Thomas Built Buses is committed to sustainability. In this respect, the company focuses on innovative vehicles that meet the highest standards for sustainability, safety, and reliability. Thomas Built Buses celebrated its centenary in 2016.

**FUSO:** The FUSO brand has made a name for itself as a quality-conscious manufacturer, and its reputation now extends well beyond Asia, the Middle East, and Africa. The vehicles developed and produced by FUSO impress customers with their great cost-effectiveness. FUSO offers extremely customer-focused and comprehensive spare parts and workshop services for its trucks and buses. Mitsubishi Fuso Truck and Bus Corporation is an integral part of Daimler Trucks. It plays an important role as the competence center for light-duty trucks and the development of electric trucks. Thanks to the new product brand E-FUSO Mitsubishi FUSO Truck and Bus Corporation (MFTBC) is the world’s first manufacturer to have a separate brand for electric trucks and buses.

**BharatBenz:** In India in 2011, Daimler introduced its first brand that is tailored to a specific market. Known as BharatBenz, the brand offers a selection of state-of-the-art trucks with a GVW of 9 to 49 tons. The products are manufactured locally for the Indian market.

The Daimler Trucks **Service brands** enable the vehicles from Daimler Trucks to be consistently connected to all of the players involved in the logistics and transportation process.

The subsidiary **Fleetboard** has been setting telematics standards for Mercedes-Benz since 2000 and is one of the most successful and innovative providers of fleet services worldwide. Fleetboard offers a wide variety of individual services related to fleet, order, and driver management, which customers can put together as needed.
The digital service **Mercedes-Benz Uptime** represents the intelligent and, above all, predictive connectivity of vehicle, Mercedes-Benz Service and the customer’s transport company. The networking module transfers the truck’s data to the Uptime-server in the Mercedes-Benz service organisation. Here the data are continuously monitored, interpreted within a matter of seconds and, if necessary, specific action recommendations are issued. Critical states in the truck and the trailer can thus be detected at an early stage and preventive maintenance or repairs carried out – reducing the likelihood of breakdowns and dormant vehicles. The service requires installation of the Truck Data Center. This connectivity module continuously monitors the status of the vehicle systems, in addition to sending and receiving data in real-time.

**Detroit Connect** is the first telematics solution in the United States and Canada that can identify the causes of fault messages while the vehicle is in motion.

The FUSO Super Great flagship vehicle is also connected to a strong service platform. **Truckonnect** enables customers and fleets to call up important vehicle information at any time and to actively counter potential problems.
Our Strategy @ Daimler Trucks

Our customers move the world: with goods, people, and ideas. Our mission is to support them to the best of our ability. We develop the vehicles and services they use to make the world a better place today and tomorrow. Our products are efficient & electric; safe & automated; reliable & connected. To make them that way, we work together all over the world, across brands and regions. We develop new technologies cooperatively in order to bring innovations faster to the markets and to our customers. The implementation of our strategy is based on our corporate culture: We are all connected by our strong commitment to continuously improve our products with an eye to the future. And we appreciate the diverse strengths of our worldwide network. Daimler Trucks — many brands, but one family.

Innovation leadership

We bring important new technologies such as electric and partly automated driving to series production, to our various brands, to many regions of the world. That’s how we’re making freight haulage even safer and more sustainable all over the world.

In the United States, we are delivering the electric Freightliner eM2 and the eCascadia to customers. The small production series of the Mercedes-Benz eActros will be stringently tested by customers this year. And more than 100 electric vehicles of our FUSO brand are already on the road worldwide. In 2019 we will celebrate the market launch of partly automated driving not only in the new Mercedes-Benz Actros but also in the Freightliner Cascadia and the FUSO Super Great. That also goes for connected services such as Uptime: This fully developed service is now being used in various truck brands. Thanks to intelligent networking, we enable our customers and their trucks all over the world to deliver improved performance.

Global market presence

Our brands Freightliner, Western Star, Thomas Built Buses, Mercedes-Benz, BharatBenz, and FUSO occupy leading market positions around the globe. We are continuously expanding this market presence. One example of that is the trucks produced at our plant in Chennai, India: Today we export trucks from this plant to about 60 markets worldwide. We sell the current models of the Mercedes-Benz Arocs and Actros in more than 40 markets in the Middle East and Africa.

We are successful all over the world because we offer commercial vehicles that master the challenging roads of Brazil and India just as reliably as the endless highways of the United States, the narrow roads of Japan, and the well-traveled highways of Europe. In order to achieve this success, we follow a simple rule: We listen carefully when our local customers tell us what they need. And then we develop products that combine two opposites: global innovative power on the one hand and very individualized local adaptations on the other.

Global platforms

We are the leader when it comes to global platforms. Whether it’s the drive system, the chassis, the electrical/electronic architecture or the driver’s cab, global components are one of our important competitive advantages. That’s how we achieve economies of scale and can quickly offer new technologies to our customers all over the world. Of course we also apply this kind of cooperation very systematically to the future-oriented areas of electric and automated driving: We have consolidated our worldwide experience in these areas in two specially established units: the Electric Mobility Group and the Automated Truck R&D Center. Once the relevant technologies and components have been developed, we can integrate them into all of our brands all over the world. That makes us even faster, our products even better, and our customers even more successful.

Customer focus

Nothing works if it hasn’t been designed with the customer’s point of view in mind. That’s why we listen to our customers, want to understand their problems, and aim to offer them better products and solutions than any of our competitors. We examine all of our activities and innovations to see if they offer our customers true added value.
Main Locations of Daimler Trucks in Europa, Mercedes-Benz

**Stuttgart, Germany**
- Number of employees: 4,190
- Plant founded: 1904
- Headquarters functions, sales, product engineering

**Wörth, Germany**
- Number of employees: 10,281
- Plant founded: 1963
- Production of Mercedes-Benz trucks: Actros, Antos, Arocs, Atego, and production of Mercedes-Benz special trucks: Econic, Unimog, Zetros

**Mannheim, Germany**
- Number of employees: 5,258
- Plant founded: 1908
- Production of medium and heavy-duty engines for commercial vehicles and industrial applications, foundry, competence center for emission-free mobility, remanufactured engines for commercial vehicles and cars

**Kassel, Germany**
- Number of employees: 2,892
- Plant founded: 1810
- Incorporation of the plant into Daimler-Benz AG: 1969
- Production of front and rear axles, propeller shafts, and components for commercial vehicles, vans, and cars

**Molsheim, France**
- Number of employees: 555
- Plant founded: 1967
- Incorporation of the plant into Daimler-Benz AG: 1970
- Customization of special purpose vehicles (Mercedes-Benz Custom Tailored Trucks)

**Aksaray, Turkey**
- Number of employees: 1,960
- Plant founded: 1986
- Production of Mercedes-Benz Actros and Arocs trucks; product development

**Gaggenau, Germany**
- Number of employees: 6,417
- Plant founded: 1894
- Transformation into Benz-Werke Gaggenau GmbH: 1911
- Production of transmissions, planetary and portal axles, and torque converters for commercial vehicles, vans, and cars; international logistics (Consolidation Center)

Main Locations of Daimler Trucks in Europe, FUSO

**Tramagal, Portugal**
- Number of employees: 362
- Plant founded: 1964
- Production of light trucks: FUSO Canter, FUSO Canter Eco Hybrid, FUSO eCanter
Main Locations of Daimler Trucks in Asia, FUSO/BharatBenz

Kawasaki, Japan
- Number of employees: 3,143
- Plant founded: 1943
- Mitsubishi Fuso Truck and Bus Corporation (MFTBC), head office functions:
  - Kawasaki R&D, IT and procurement: Engineering, research and development, Global Hybrid Center, procurement, information technology
  - Kawasaki Plant: Production of light, medium-duty, and heavy-duty trucks, eCanter, engines, and axles; industrial engines

Kitsuregawa, Japan
- Number of employees: 312
- Plant founded: 1980
- Proving ground, test track for truck and bus development

Aikawa, Japan
- Number of employees: 179
- Plant founded: 1975
- FUSO Nakatsu plant, production of transmissions

Chennai, India
- Number of employees: 4,208
- Plant founded: 2012
- Production of medium and heavy-duty BharatBenz, FUSO, Mercedes-Benz, and Freightliner trucks, engines, and transmissions; research and development, proving grounds, test track

Main Locations of Daimler Trucks in NAFTA, Freightliner/Western Star

Portland/OR, USA
- Number of employees: 3,099
- Plant founded: 1942
- Daimler Trucks North America LLC, Western Star truck assembly, head office functions, research and development

Cleveland/NC, USA
- Number of employees: 2,891
- Plant founded: 1989
- Daimler Trucks North America LLC, assembly of Freightliner and Western Star trucks

Mount Holly/NC, USA
- Number of employees: 1,723
- Plant founded: 1979
- Daimler Trucks North America LLC, assembly of Freightliner trucks
Main Locations of Daimler Trucks in NAFTA, Freightliner/Thomas Built Buses

Santiago Tianguistenco, Mexico
- Number of employees: 2,280
- Plant founded: 1969
- Transformation into Freightliner-plant: 1991
- Daimler Trucks North America LLC, truck assembly: Freightliner M2, Columbia, Coronado, SD114, and Cascadia

Saltillo, Mexico
- Number of employees: 3,887
- Plant founded: 2008
- Daimler Trucks North America LLC, Freightliner Cascadia truck assembly

High Point/NC, USA
- Number of employees: 1,743
- Plant founded: 1916
- Thomas Built Buses, school bus assembly, research and development

Main Locations of Daimler Trucks in NAFTA Detroit/Freightliner Custom Chassis Cooperation

Redford/MI, USA
- Number of employees: 2,634
- Plant founded: 1938
- Detroit Diesel Corporation, production of engines, transmissions, axles and powertrain components including turbo charger

Gaffney/South Carolina/USA
- Anzahl der Mitarbeiter: 974
- Plant founded: 1995
- Freightliner Custom Chassis Corporation (FCCC), chassis for vans, school buses, shuttle buses, and camper vans

Gastonia/North Carolina/USA
- Number of employees: 1,247
- Plant founded: 1979
- Daimler Trucks North America LLC, parts production
Main Locations of Daimler Trucks in Latin America, Mercedes-Benz

São Bernardo do Campo, Brazil

Number of employees: 6,540
Plant founded: 1956
Production of Mercedes-Benz Axor, Atron, Atego, and Accelo trucks, engines, axles, and transmissions, press shop and bus chassis, technological development center

Juiz de Fora, Brazil

Number of employees: 944
Plant founded: 1999
Production of Mercedes-Benz Actros and cabs for all Mercedes-Benz trucks: Atego, Accelo, Actros, Axor and Atron

Locations of Daimler Trucks Partnerships Russia and China

Cooperation with Kamaz Naberezhnye Chelny, Russia

Daimler AG holds 15 percent shares of Kamaz. The 50-50 joint ventures Mercedes-Benz Trucks Vostok and Fuso Kamaz Trucks Rus were merged in 2015 and now operate under the name of DAIMLER KAMAZ RUS (DK RUS). In addition, in 2012 Daimler and Kamaz signed a license agreement for Axor cabs, as well as contracts for the supply of Mercedes-Benz engines and axles to Kamaz. As part of the technology partnership between Daimler and Kamaz, the two companies are jointly building a local cab production facility and forming a procurement partnership within the joint venture DK RUS.

DAIMLER KAMAZ RUS (DK RUS):
Daimler has had a strategic partnership with Kamaz since 2008. Their joint venture, DAIMLER KAMAZ RUS (DK RUS), manufactures Mercedes-Benz trucks (Actros, Arocs and Unimog) and the FUSO Canter. Buses branded Mercedes-Benz (Conecto, Intouro, Tourismo) and SETRA (TopClass) are also sold.

Cooperation with Foton Beijing, China

Beijing Foton Daimler Automotive (BFDA) produces and sells Auman trucks. The brand's portfolio encompasses the EST-A, EST, GTL and ETX, and covers all potential applications for the domestic markets. BFDA has the capacity to produce more than 100,000 trucks per year. In the Beijing city district of Huairou, BFDA built a plant for the production of the Mercedes-Benz 6-cylinder inline engine, which will be used in Auman trucks.

Beijing Foton Daimler Automotive (BFDA)
In 2011 Daimler and BeiQi Foton Motor Co., Ltd. created a 50-50 joint venture for the production of medium and heavy-duty Auman trucks.
Daimler Trucks Global Powertrain

Global Powertrain stands not only for integrated drivetrains, but also for the integration of all global locations and relevant functions along the value chain. The unit manufactures innovative and reliable drive system components according to globally uniform quality standards. The components are used by all of Daimler’s commercial vehicle divisions and brands as well as by external customers. At around 50 percent, drivetrains account for the lion’s share of a truck’s value added and thus make a major contribution to the growth and financial success of Daimler Trucks. Intelligent platforms and the close cooperation within a global network can generate synergy effects for the company and its customers.

Product highlights:

Heavy-Duty Engine Platform (HDEP):
The heavy-duty engine generation covers the heavy-duty segment from 10.7 to 15.6 l and from 240 to 460 kW. This generation of engines is used worldwide in heavy-duty trucks from Mercedes-Benz, Freightliner, Western Star, and FUSO, in touring coaches from Setra and Mercedes-Benz, and in off-highway products. The cleanest and most modern engine platform in its segment fulfills the tough emissions standards in force in Europe, North America, and Japan, and shows that it is possible to achieve Euro VI compliance and higher fuel efficiency at the same time. Current examples include the OM 471 and the latest generation of the OM 470, which consume up to three percent less fuel than their predecessors, despite having a higher torque and more dynamic handling. The latest generation of the HDEP family is available throughout the triad. Additional highlights include the OM 473, which, as the most powerful engine in its range (460 kW), can efficiently and reliably move heavy loads, and the OM 471 Biodiesel. The latter underscores Daimler Trucks’ expertise in alternative fuels. This 6-cylinder inline engine comes in the output ratings 310 kW and 330 kW and is approved for first-generation biodiesel (FAME). Moreover, the OM 470 and OM 471 can run on second-generation biogenic fuels (HVO, BTL, GTL, CTL) without any drop in torque or performance.

Medium-Duty Engine Generation (MDEG):
Daimler offers the Medium-Duty Engine Generation – an all-new engine series that was developed from the ground up for light and medium-duty trucks, urban and inter-city buses, and off-highway applications. The engines of the OM 93x series (four or six cylinders and either 5.1 l or 7.7 l of displacement) cover the performance range from 115 to 260 kW and set benchmarks in their class, thanks to their good cost-effectiveness and state-of-the-art technology. As a result of its global rollout, the new DD5 medium-duty engine has also been available in the U.S. market since 2016. In 2018, the 6-cylinder variant DD8 followed. Both engines fulfill the NAFTA greenhouse gas emissions standard (GHG17) and are produced locally in Detroit. Additionally, with the M936 G natural gas engine, which features a new combustion and exhaust treatment strategy, an even more environmentally friendly and resource-conserving drive-system is offered in the medium-duty segment. With up to 20 percent less CO₂ than diesel engines, it sets new standards for exhaust gas emissions. Emissions of particulate matter are also reduced to a minimum. Moreover, the entire OM 93x engine range can run on second-generation biogenic fuels (HVO, BTL, GTL, CTL).

Classic engine series:
Global Powertrain also offers customers a range of high-quality medium-duty and heavy-duty engines outside the triad markets. Customers in countries such as Brazil, India, and Russia benefit from the outstanding combination of robustness, low procurement costs, and high fuel efficiency provided by the four and six-cylinder 900 series engines and the six-cylinder 457 series.
Integrated drivetrain:
For the medium-duty and heavy-duty segments in Europe, Mercedes-Benz Trucks offers an optimally coordinated drivetrain from a single source in order to ensure maximum fuel efficiency and minimum total cost of ownership (TCO). Together with the DD15 and DD13 heavy-duty engines, the DT12 transmission, and Detroit axles, Daimler Trucks North America (DTNA) also offers a fully integrated drivetrain on the U.S. market. While the new heavy-duty transmission has been gradually rolled out since 2016 and boasts an even better efficiency, the New Final Drive axle was launched in Europe and North America in 2017. The latter gives us an innovative edge in axle technology and its outstanding overall efficiency and reduced fuel consumption round out the second generation of our integrated drivetrain. In the Actros, adjustments to the OM 470 engine and drive line reduce fuel consumption by up to five percent. In Actros trucks equipped with the OM 471, modifications to the engine and optimized aerodynamics and drivetrains can reduce fuel consumption by up to six percent compared to the predecessor engine. The new NFD axle cuts the fuel consumption of the Actros by an additional 0.5 percent. In combination with an integrated drivetrain, the axle increases overall efficiency by up to 6.5 percent in comparison with its predecessor.

Third-party business:
Global Powertrain also offers engines, transmissions, and axles to external customers as either individual components or complete drivetrain solutions. In addition to products that are optimally adjusted to customer and market-specific requirements, customers from the on-highway and off-highway segments benefit from our global after-sales network. Since May 2018, transmissions of HDEP/MDEG platforms fulfill Stage V EU regulation.
# Product Range Mercedes-Benz Europe

## Mercedes-Benz Atego
- **Gross Trailer Weight:** > 6.5 t
- **Vehicle use:** Short-radius distribution, light domestic long-distance haulage, construction-site haulage, firefighting, and municipal applications
- **Engines:** 4- and 6-cylinder inline engines
- **Outputs:** 115 kW, 130 kW, 155 kW, 170 kW, 175 kW, 200 kW, 220 kW
- **Chassis:** 4x2, 4x4

## Mercedes-Benz eActros
- **Gross Trailer Weight:** 18 t/25 t
- **Vehicle use:** heavy-duty distribution haulage
- **Drive system:** electric drive train
- **Outputs:** 2x126 kW
- **Chassis:** 4x2, 6x2

## Mercedes-Benz Actros S- and M-cabins
- **Gross Trailer Weight:** > 18 t
- **Vehicle use:** heavy-duty distribution haulage
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 – 460 kW
- **Chassis:** 4x2, 6x2, 6x2/2, 6x4, 6x2/4

## Mercedes-Benz Actros NGT
- **Gross Trailer Weight:** 18 t/25 t
- **Vehicle use:** Long-distance haulage
- **Drive system:** 6-Zylinder inline engines
- **Outputs:** 222 kW
- **Chassis:** 4x2 L, 6x2 L

## Mercedes-Benz Actros L-cabin
- **Gross Trailer Weight:** > 18 t
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 – 460 kW
- **Chassis:** 4x2, 6x2, 6x2/2, 6x4, 6x2/4

## Mercedes-Benz Actros SLT
- **Gross Trailer Weight:** up to 250 t
- **Vehicle use:** Heavy-haulage vehicle
- **Engines:** 6-cylinder inline engine
- **Outputs:** 380 kW, 425 kW, 460 kW
- **Chassis:** 6x4, 8x4/4

## Mercedes-Benz Arocs
- **Gross Trailer Weight:** > 18 t
- **Vehicle use:** Construction distribution
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 – 460 kW
- **Chassis:** 4x2, 4x4, 6x2, 6x2/2, 6x2/4, 6x4, 6x6, 8x2/4, 8x4, 8x4/4, 8x6/4, 8x8/4

## Mercedes-Benz Arocs SLT
- **Gross Trailer Weight:** up to 250 t
- **Vehicle use:** Heavy-haulage vehicle
- **Engines:** 6-cylinder inline engine
- **Outputs:** 380 kW, 425 kW, 460 kW
- **Chassis:** 6x4, 8x4/4, 8x6/4, 6x6, 8x8/4

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The new Mercedes-Benz Actros. Coming soon!

Mercedes-Benz Special Trucks Europe

**Mercedes-Benz Unimog U 216 – U 530**

- **Gross Trailer Weight:** 10 – 16.5 t
- **Vehicle use:** Off-road equipment carrier, tractor vehicle, two-way vehicle
- **Engines:** 4- and 6-cylinder inline engines
- **Outputs:** 115 kW – 220 kW
- **Chassis:** 4x4

**Mercedes-Benz Econic**

- **Gross Trailer Weight:** 18 – 26 t
- **Vehicle use:** Municipal applications, special-purpose vehicles, distribution vehicles, firefighting vehicles, construction vehicles
- **Engines:** 6-cylinder inline engines (diesel), gaseous-fuel drive
- **Outputs:** 200 – 260 kW
- **Chassis:** 4x2, 6x4, 6x2/4, 8x4, 8x4/4

**Mercedes-Benz Unimog U 4023/U 5023**

- **Gross Trailer Weight:** 10.3 – 14.5 t
- **Vehicle use:** Robust off-road chassis
- **Engines:** 4-cylinder inline engines
- **Outputs:** 170 kW
- **Chassis:** 4x4

**Mercedes-Benz Zetros**

- **Gross Trailer Weight:** > 18t
- **Vehicle use:** Robust off-road chassis, firefighting/ fighting of forest fires, construction site vehicle, energy industry and municipal applications
- **Engines:** 6-cylinder inline engine
- **Outputs:** 240 – 315 kW
- **Chassis:** 4x4, 6x4, 6x6
- **Euro III – Euro V-model for non-European markets**

Product Range Mercedes-Benz do Brazil

**Mercedes-Benz Accelo**

- **Cab-over-engine platforms**
- **Gross Trailer Weight:** 8 – 13 t
- **Vehicle use:** Short-radius distribution, medium-range transport
- **Types:** Accelo 815, 1016 und 1316
- **Engines:** 4-cylinder inline engine
- **Outputs:** 115 kW
- **Chassis:** 4x2, 6x2

**Mercedes-Benz Atron 1635**

- **Conventional cab semitrailer tractor**
- **Gross Trailer Weight:** 50 t
- **Engines:** 6-cylinder inline engine
- **Outputs:** 254 kW
- **Vehicle use:** Long-distance haulage
- **Chassis:** 4x2

**Mercedes-Benz Atego**

- **Cab-over-engine semitrailer tractor**
- **Gross Trailer Weight:** –
- **Types:** Atego 1730
- **Engines:** 4- and 6-cylinder inline engines
- **Outputs:** 136 – 210 kW
- **Vehicle use:** Construction vehicles, short-radius distribution, medium and long-distance haulage
- **Chassis:** 4x2, 4x4, 6x2, 6x4, 8x2

**Cab-over-engine platforms**

- **Gross Trailer Weight:** 14 – 30 t
- **Types:** Atego 1419, 1726, 1719 beverage vehicle, 1719, 1726 and 1729 garbage truck, 2426, 2430, 2730, 3026, 3030
- **Engines:** 4- and 6-cylinder inline engines
- **Outputs:** 200 – 260 kW
- **Vehicle use:** Construction vehicles, short-radius distribution, medium and long-distance haulage
- **Chassis:** 4x2, 4x4, 6x2, 6x4, 8x2

**Mercedes-Benz Atego**

- **Gross Trailer Weight:** 5.5 – 12.5 t
- **Vehicle use:** Urban on-road transport
- **Engines:** 4- and 6-cylinder inline engines
- **Outputs:** 115 kW – 220 kW
- **Chassis:** 4x4

**Mercedes-Benz Econic**

- **Gross Trailer Weight:** 8 – 18 t
- **Vehicle use:** Construction vehicles, refuse transport
- **Engines:** 6-cylinder inline engines (diesel), gaseous-fuel drive
- **Outputs:** 200 – 260 kW
- **Chassis:** 4x2, 6x2, 6x4, 8x4, 8x4/4

**Mercedes-Benz Zetros**

- **Gross Trailer Weight:** > 18t
- **Vehicle use:** Robust off-road chassis, firefighting/ fighting of forest fires, construction site vehicle, energy industry and municipal applications
- **Engines:** 6-cylinder inline engine
- **Outputs:** 240 – 315 kW
- **Chassis:** 4x4, 6x4, 6x6
- **Euro III – Euro V-model for non-European markets**
Product Range Mercedes-Benz do Brazil

Mercedes-Benz Axor

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>19 – 123 t</th>
<th>19 – 41 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Types:</td>
<td>Axor 1933, 2036, 2041, 2536, 2544, 2644, 3344</td>
<td>Axor 1933, 2533, 3131, 3344, 4144</td>
</tr>
<tr>
<td>Engines:</td>
<td>6-cylinder inline engine</td>
<td>6-cylinder inline engine</td>
</tr>
<tr>
<td>Outputs:</td>
<td>240 – 323 kW</td>
<td>335 – 440 kW</td>
</tr>
<tr>
<td>Vehicle use:</td>
<td>Heavy-duty short-radius distribution, long-distance haulage, off-road use</td>
<td>Long-distance haulage, off-road use, heavy-duty transport</td>
</tr>
<tr>
<td>Chassis:</td>
<td>4x2, 6x2, 6x4</td>
<td>6x2, 6x4, 8x4, 8x8</td>
</tr>
</tbody>
</table>

Mercedes-Benz Arocs

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>Over 40 t</th>
<th>48 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Types:</td>
<td>Actros 2546, 2646, 2651, 4160</td>
<td>Actros 4844</td>
</tr>
<tr>
<td>Engines:</td>
<td>6-cylinder inline engines and 8-cylinder V-engines</td>
<td></td>
</tr>
<tr>
<td>Outputs:</td>
<td>335 – 440 kW</td>
<td></td>
</tr>
<tr>
<td>Vehicle use:</td>
<td>Long-distance haulage, off-road use, heavy-duty transport</td>
<td></td>
</tr>
<tr>
<td>Chassis:</td>
<td>6x2, 6x4, 8x4, 8x8</td>
<td></td>
</tr>
</tbody>
</table>

Product Range Mercedes-Benz Turkey

Mercedes-Benz Actros

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>18 – 32 t</th>
<th>Over 40 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle use:</td>
<td>Long-distance haulage</td>
<td></td>
</tr>
<tr>
<td>Engines:</td>
<td>6-cylinder inline engine</td>
<td>6-cylinder inline engine</td>
</tr>
<tr>
<td>Outputs:</td>
<td>175 – 460 kW</td>
<td>335 – 440 kW</td>
</tr>
<tr>
<td>Chassis:</td>
<td>4x2, 6x2, 6x4, 8x2/4</td>
<td>6x2, 6x4, 8x2/4, 8x4/4</td>
</tr>
</tbody>
</table>

Mercedes-Benz Arocs

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>18 – 41 t</th>
<th>48 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle use:</td>
<td>Construction-site haulage</td>
<td></td>
</tr>
<tr>
<td>Engines:</td>
<td>6-cylinder inline engine</td>
<td></td>
</tr>
<tr>
<td>Outputs:</td>
<td>175 – 460 kW</td>
<td></td>
</tr>
<tr>
<td>Chassis:</td>
<td>4x2, 6x2, 6x4, 8x2/4, 8x4/4</td>
<td></td>
</tr>
</tbody>
</table>
Product Range Freightliner – Class 5 – 8

**Freightliner M2 106**
- **Gross Trailer Weight:** Up to 66,000 pounds (29.9 t)
- **Vehicle use:** Ambulances, short-radius distribution, beverage transport, tractors, tankers, refrigerated vehicles, towing, municipal applications
- **Engines:** 4- and 6-cylinder
- **Outputs:** Up to 350 hp
- **Chassis:** 4x2, 6x4, 4x4, 6x6
- **Class:** 5 – 8

**Freightliner M2 112 Natural Gas**
- **Gross Trailer Weight:** 33,000 – 66,000 pounds (15 – 29.9 t)
- **Engines:** CNG (compressed natural gas) and LNG (liquefied natural gas)
- **Outputs:** Up to 350 hp
- **Chassis:** 4x2, 6x4
- **Class:** 6 – 8

**Freightliner 108SD**
- **Gross Trailer Weight:** Up to 66,000 pounds (29.9 t)
- **Vehicle use:** Construction, municipal applications
- **Engines:** 6-cylinder
- **Outputs:** Up to 380 hp
- **Chassis:** 4x2, 6x4, 4x4, 6x6
- **Class:** 6 – 8

**Freightliner 114SD Natural Gas**
- **Gross Trailer Weight:** 33,000 – 66,000 pounds (15 – 29.9 t)
- **Engines:** CNG
- **Outputs:** Up to 400 hp
- **Chassis:** 4x2, 6x4
- **Class:** 7 – 8

**Freightliner EconicSD**
- **Gross Trailer Weight:** Up to 66,000 (26t)
- **Vehicle use:** Refuse Collection
- **Engines:** 6-cylinder
- **Outputs:** up to 350 hp
- **Chassis:** 6x4
- **Class:** 6 – 8

**Freightliner New Cascadia**
- **Gross Trailer Weight:** 80,000 pounds (36.3 t)
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder
- **Outputs:** Up to 600 hp
- **Chassis:** 4x2, 6x2, 6x4
- **Class:** 8

**Freightliner Cascadia Evolution**
- **Gross Trailer Weight:** 80,000 pounds (36.3 t)
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder
- **Outputs:** 455 – 505 hp
- **Chassis:** 4x2, 6x2, 6x4
- **Class:** 8

**Freightliner 114SD**
- **Gross Trailer Weight:** Up to 92,000 pounds (41.7 t)
- **Vehicle use:** Construction, refuse, municipal/government applications
- **Engines:** 6-cylinder
- **Outputs:** Up to 505 hp
- **Chassis:** SBA, SFA, 4x2, 6x4, 8x6, twin axle, tandem axle
- **Class:** 7 – 8

**Freightliner Columbia 120* **
- **Gross Trailer Weight:** 120,000 pounds (54 t)
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder
- **Outputs:** Up to 475 hp
- **Chassis:** 6x4
- **Class:** 5 – 8

*Market-specific model for Mexico

**Freightliner 122SD**
- **Gross Trailer Weight:** Up to 160,000 pounds (72.6 t)
- **Vehicle use:** Construction, oil/gas field service, logging, refuse, heavy/specialty haulage
- **Engines:** 6-cylinder
- **Outputs:** Up to 600 hp
- **Chassis:** SBA, SFA, 4x2, 6x4, 8x6, twin axle, tandem axle
- **Class:** 8
# Product Range Freightliner – Class 5 – 8

<table>
<thead>
<tr>
<th>Freightliner Cascadia Natural Gas</th>
<th>eCascadia</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Trailer Weight:</strong> 80,000 pounds (36.3 t)</td>
<td><strong>Gross Trailer Weight:</strong> &gt; 15 t</td>
</tr>
<tr>
<td><strong>Engines:</strong> CNG, LNG</td>
<td><strong>Vehicle use:</strong> Heavy duty distribution haulage</td>
</tr>
<tr>
<td><strong>Outputs:</strong> 400 hp</td>
<td><strong>Drive System:</strong> electric drive train</td>
</tr>
<tr>
<td><strong>Chassis:</strong> 4x2, 6x4</td>
<td><strong>Outputs:</strong> 550 kWh</td>
</tr>
<tr>
<td><strong>Class:</strong> 7 – 8</td>
<td><strong>Chassis:</strong> 4x2, 6x4</td>
</tr>
<tr>
<td></td>
<td><strong>Class:</strong> 8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>eM2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross Trailer Weight:</strong> &gt; 9 t</td>
</tr>
<tr>
<td><strong>Vehicle use:</strong> Medium duty distribution haulage</td>
</tr>
<tr>
<td><strong>Drive System:</strong> electric drive train</td>
</tr>
<tr>
<td><strong>Outputs:</strong> 325 kWh</td>
</tr>
<tr>
<td><strong>Chassis:</strong> 4x2</td>
</tr>
<tr>
<td><strong>Class:</strong> 6</td>
</tr>
</tbody>
</table>
Product Range Western Star – Class 8

Western Star 5700

- **Gross Trailer Weight:** 60,600 pounds (27.5 t)
- **Vehicle use:** Expediter, bulk haulage, long-distance haulage
- **Types:** XE, XEi
- **Engines:** 6-cylinder
- **Outputs:** 350 – 605 hp – DD13, DD15, DD16/EPA 10/GHG 17
- **Class:** 8

Western Star 4900

- **Gross Trailer Weight:** Up to 99,000 pounds (up to 44.9 t)
- **Vehicle use:** Long-distance haulage, bulk haulage, auto haulage, expediter, dump truck, logging, heavy-duty haulage, mixer, towing/recovery truck, crane, snowplow, twin steer, oilfield applications, mining applications, railway maintenance, fire/EMS
- **Types:** SF, SB, EX, XD, TS
- **Engines:** 6-cylinder
- **Outputs:** 350 – 605 hp/EPA 10/GHG 14/GHG 17
- **Class:** 8

Western Star 4700

- **Gross Trailer Weight:** Up to 74,000 pounds (up to 33.5 t)
- **Vehicle use:** Dump truck, snowplow, mixer, crane, roll-off tipper, sewer vac, tractor
- **Types:** SF, SB
- **Engines:** 6-cylinder
- **Outputs:** 240 – 505 hp/EPA 10/GHG 14/GHG 17
- **Class:** 8

Western Star 4800

- **Gross Trailer Weight:** Up to 99,000 pounds (up to 44.9 t)
- **Vehicle use:** Bulk haul, expediter, dump truck, logging, heavy-duty haulage, mixer, towing/recovery truck, crane, snowplow, twin steer, military applications, oilfield applications, mining applications, railway maintenance, fire/EMS
- **Types:** SF, SB, TS
- **Engines:** 6-cylinder
- **Outputs:** 350 – 605 hp/EPA 10/GHG 17
- **Class:** 8

Western Star 6900

- **Gross Trailer Weight:** Up to 138,000 pounds (up to 62.5 t)
- **Vehicle use:** Oilfield, mining, logging, towing/recovery
- **Types:** XD, TS
- **Engines:** 6-cylinder
- **Outputs:** 425 – 605 hp/EPA 10/GHG 14/GHG 17
- **Class:** 8
Product Range Thomas Built Buses – School Buses

Thomas Built Buses
Type A School & Activity Bus

- **Gross Trailer Weight:** 9,900 – 14,500 pounds (4.5 – 6.6 t)
- **Types:** Minotour, SRW, DRW, My Bus
- **Engines:** 8-cylinder (gasoline)
- **Outputs:** 250 – 300 hp
- **Chassis:** 4x2

Thomas Built Buses
Type D Rear Engine School & Activity Bus

- **Gross Trailer Weight:** Up to 36,200 pounds (up to 16.4 t)
- **Types:** SAF-T-Liner HDX
- **Engines:** 6-cylinder (diesel and CNG)
- **Outputs:** Up to 300 hp
- **Chassis:** 6x2

Thomas Built Buses
Type C School & Activity Bus & Transit Bus

- **Gross Trailer Weight:** Up to 33,000 pounds (up to 15 t)
- **Types:** Saf-T-Liner C2
- **Engines:** 6-cylinder (diesel, propane, CNG), 4-cylinder (diesel)
- **Outputs:** Up to 260 hp
- **Chassis:** 6x2

Thomas Built Buses
Saf-T-Liner C2 Electric Bus (Jouley)

- **Gross Trailer Weight:** Up to 33,000 pounds (up to 14.9 t)
- **Types:** Saf-T-Liner C2 Electric Bus
- **Drive system:** electric drivetrain; 160 kWh battery + additional battery modules
- **Outputs:** 100 – 160 kWh
- **Chassis:** 4x2

Thomas Built Buses
Type D Front Engine School & Activity Bus

- **Gross Trailer Weight:** Up to 36,200 pounds (up to 16.4 t)
- **Types:** Saf-T-Liner EFX
- **Engines:** 6-cylinder (diesel)
- **Outputs:** Up to 260 hp
- **Chassis:** 6x2
### Product Range FUSO – Light-Duty Trucks

#### FUSO Canter Guts

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 3.5 t</th>
<th>Vehicle use: Wide range of commercial and industrial uses, services, distribution and freight traffic, light construction and municipal applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 4-cylinder inline engines</td>
<td>Chassis: 4x2, 4x4</td>
</tr>
</tbody>
</table>

#### FUSO eCanter

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 7.49 t</th>
<th>Vehicle use: Wide range of commercial and industrial uses, services, logistics, parcel delivery and freight forwarding business, inner-city deliveries, general cargo core business, distribution and freight traffic, light construction and municipal applications, a sustainable alternative for urban environments, quiet and without local emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive system: Permanent magnet motor and single-stage reduction gear</td>
<td></td>
</tr>
<tr>
<td>Outputs:</td>
<td></td>
</tr>
<tr>
<td>• Permanent magnet motor: 129 kW peak (cont. 115 kW)</td>
<td></td>
</tr>
<tr>
<td>• Battery (6 batteries with an output of 13.8 kW each): 82.8 kWh; 66 kWh usable</td>
<td></td>
</tr>
<tr>
<td>• approx. 100 km electric range tested under real-life conditions (customer data)</td>
<td></td>
</tr>
<tr>
<td>Chassis: 4x2 and available wheelbase of 3,400 mm together with a variety of bodies</td>
<td></td>
</tr>
</tbody>
</table>

#### FUSO Canter

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 3.5 – 8 t</th>
<th>Vehicle use: Wide range of commercial and industrial uses, services, distribution and freight traffic, light construction and municipal applications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 4-cylinder inline engines</td>
<td>Chassis: 4x2, 4x4</td>
</tr>
</tbody>
</table>

#### FUSO Canter Eco Hybrid

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 3.5 – 7.5 t</th>
<th>Vehicle use: Municipal applications, distribution, especially in stop-and-go traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 4-cylinder inline engines, electric motors</td>
<td>Chassis: 4x2</td>
</tr>
</tbody>
</table>

### Product Range FUSO – Medium-Duty Trucks and Heavy-Duty Trucks

#### FUSO FA/FI

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 9 – 12 t</th>
<th>Vehicle use: Distribution and freight traffic, construction, wide range of commercial and industrial uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 4-cylinder inline engines</td>
<td>Chassis: 4x2</td>
</tr>
</tbody>
</table>

#### FUSO Fighter

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 8 – 20 t</th>
<th>Vehicle use: Distribution and freight traffic, refrigerated vehicles, construction and municipal applications, refuse collection, services, fire engines, wide range of commercial and industrial uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 4- and 6-cylinder inline engines</td>
<td>Chassis: 4x2, 6x4</td>
</tr>
</tbody>
</table>

#### FUSO FJ/FO

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 16 – 37 t</th>
<th>Vehicle use: Long-distance haulage, mining and construction industries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 6-cylinder inline engine</td>
<td>Chassis: 6x2, 8x4</td>
</tr>
</tbody>
</table>

#### FUSO FZ/TV

<table>
<thead>
<tr>
<th>Gross Trailer Weight: 40 – 49 t</th>
<th>Vehicle use: Tractors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 6-cylinder inline engine</td>
<td>Chassis: 4x2, 6x4</td>
</tr>
</tbody>
</table>

#### FUSO Super Great

<table>
<thead>
<tr>
<th>Gross Trailer Weight: From 15 t</th>
<th>Vehicle use: Distribution and freight traffic, construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engines: 6-cylinder inline engines</td>
<td>Chassis: 4x2, 6x2, 6x4, 8x4</td>
</tr>
</tbody>
</table>
Product Range FUSO – Minibuses and Large Buses

**FUSO Rosa**
- **Gross Trailer Weight:** 5 – 6 t
- **Vehicle use:** Passenger and school transportation, special use transportation
- **Lengths:** 3.5 – 4.6 meters (wheelbase)
- **Engines:** 4-cylinder inline engines
- **Chassis:** 4x2, 4x4

**FUSO Aero Star**
- **Gross Trailer Weight:** 14 – 15 t
- **Models:** Non-Step, One-Step
- **Vehicle use:** City bus, general passenger transportation
- **Lengths:** 4.8 – 6 meters (wheelbase)
- **Engines:** 6-cylinder inline engines
- **Chassis:** 4x2

Product Range FUSO – Large Buses

**FUSO Aero Queen**
- **Gross Trailer Weight:** 16 t
- **Models:** MS (Super Hi-Decker)
- **Vehicle use:** Sightseeing/touring coaches, intercity passenger transportation
- **Lengths:** 6 meters (wheelbase)
- **Engines:** 6-cylinder inline engines
- **Chassis:** 4x2

**FUSO Aero Ace**
- **Gross Trailer Weight:** 16 t
- **Models:** MS (Hi-Decker)
- **Vehicle use:** Sightseeing/touring coaches, intercity passenger transportation
- **Lengths:** 6 meters (wheelbase)
- **Engines:** 6-cylinder inline engines
- **Chassis:** 4x2
# Product Range BharatBenz – Medium-Duty Trucks and Heavy-Duty Trucks

## Medium Duty Trucks

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>9 – 15 t</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>A broad range of products for logistics applications</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>4-cylinder inline engines</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>100 kW</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2</td>
</tr>
</tbody>
</table>

## Tippers

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>13 – 25 t</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>Construction industry</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>4-cylinder inline engines, 6-cylinder inline engines</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>125 kW, 175 kW</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2, 6x4</td>
</tr>
</tbody>
</table>

## Heavy Duty Haulage

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>16 – 37 t</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>A broad range of products for logistics applications</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>4-cylinder inline engines, 6-cylinder inline engines</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>125 kW, 175 kW</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2, 6x2, 8x2, 10x2</td>
</tr>
</tbody>
</table>

## Tractors

<table>
<thead>
<tr>
<th>Gross Trailer Weight:</th>
<th>40 – 49 t</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>Industrial freight, heavy-duty transportation, special use transportation</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>6-cylinder inline engines</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>175 kW, 210 kW</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2, 6x4</td>
</tr>
</tbody>
</table>
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