Daimler Trucks at a Glance
Edition 2018
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2017 was a good year for Daimler Trucks. Our sales and operating profit have both improved significantly from the prior year. We are very confident that 2018 will also be a good year. Sales and earnings are expected to continue to rise considerably. As you can see, Daimler Trucks is on a roll.

However, the development of business is also dependent on the market situation and this is especially true of our sector. Fortunately, the market conditions are currently very good. However, this alone is not enough for success. The crucial factor is our own performance, which requires us at Daimler Trucks to work on the right strategic topics as a team.

and that’s exactly what we’re doing. Throughout the world, we are using global platforms to steadily improve our productivity. Moreover, we offer our customers leading products in all regions. An example of this is our New Freightliner Cascadia, which has met with such a good response in NAFTA that we achieved a market share of 39.8 percent in that region in 2017 – a historic record in the sector. Another example is our new FUSO Super Great in Japan, for which we took into account the feedback from 1,000 customers during the development process. Or take, for example, our Mercedes-Benz Actros, whose fuel consumption we recently reduced by a further 6.5 percent.

At the same time, we have been busy shaping the future of transportation. With regard to connectivity, driverless driving, and electric drive systems, we want to be the innovation leader in all three of these key technologies. However, we combine this pioneering spirit with a sense of realism and pragmatism. In other words, we develop innovations that really pay off for our customers. That’s because we always pursue the same goal: To make our customers more successful.

Regards, 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 & Manufacturing Engineering Trucks

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

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>35,707</td>
<td>33,187</td>
</tr>
<tr>
<td>EBIT</td>
<td>2,380</td>
<td>1,948</td>
</tr>
<tr>
<td>Investment in property, plant and equipment</td>
<td>1,028</td>
<td>1,243</td>
</tr>
<tr>
<td>Research and development expenditure</td>
<td>1,322</td>
<td>1,265</td>
</tr>
<tr>
<td>thereof capitalized development expenditure</td>
<td>45</td>
<td>57</td>
</tr>
</tbody>
</table>

in million EUR

Employees (December 31) 2017 2016
Total 79,483 78,642
Germany 30,424 31,405
United States 15,002 13,823
Rest of world 34,057 33,414

Daimler Trucks employees (31.12.)

<table>
<thead>
<tr>
<th></th>
<th>From Daimler Trucks</th>
<th>On Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stuttgart</td>
<td>4,462</td>
<td>–</td>
</tr>
<tr>
<td>Wörth</td>
<td>10,244</td>
<td>10,357</td>
</tr>
<tr>
<td>Mannheim</td>
<td>4,738</td>
<td>5,117</td>
</tr>
<tr>
<td>Kassel</td>
<td>2,833</td>
<td>2,851</td>
</tr>
<tr>
<td>Gaggenau</td>
<td>4,976</td>
<td>6,433</td>
</tr>
<tr>
<td>Aksaray (Turkey)</td>
<td>1,829</td>
<td>1,829</td>
</tr>
<tr>
<td>Molsheim (France)</td>
<td>546</td>
<td>546</td>
</tr>
<tr>
<td>Tramagal (Portugal)</td>
<td>346</td>
<td>346</td>
</tr>
</tbody>
</table>

Daimler Trucks in Europa

São Bernardo do Campo (Brazil) 7,085 7,085
Juiz de Fora (Brazil) 696 696

Daimler Trucks in Latin America

Portland (United States) 2,844 2,844
Cleveland (United States) 1,844 1,844
Mount Holly (United States) 1,568 1,568
Redford (United States) 2,497 2,497
High Point (United States) 1,944 1,944
Santiago Tianguistenco (Mexico) 2,716 2,716
Saltillo (Mexico) 3,425 3,425

Daimler Trucks in Asia

Kawasaki (Japan) 3,458 3,458
Chennai (India) 3,624 3,624

1Incl. other small locations in Japan

Sales (Einheiten) 2017 2016
Total 470,700 415,100
EU30 82,300 79,800
thereof: Germany 31,700 31,500
United Kingdom 9,100 8,100
France 8,200 8,000
NAFTA 165,000 145,700
thereof: United States 140,200 121,600
Latin America (excluding Mexico) 30,500 27,500
thereof: Brazil 13,400 12,100
Asia 148,600 125,400
thereof: Japan 44,800 46,400
Indonesia 42,700 28,000
For information:
BFDA (Auman Trucks) 112,400 77,800
Total (including BFDA) 583,100 492,900

Major markets of Daimler Trucks (units)

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. United States</td>
<td>140,200</td>
<td>121,600</td>
</tr>
<tr>
<td>2. Japan</td>
<td>44,800</td>
<td>46,400</td>
</tr>
<tr>
<td>3. Indonesia</td>
<td>42,700</td>
<td>28,000</td>
</tr>
<tr>
<td>4. Germany</td>
<td>31,700</td>
<td>31,500</td>
</tr>
<tr>
<td>5. India</td>
<td>16,700</td>
<td>13,100</td>
</tr>
<tr>
<td>6. Canada</td>
<td>13,500</td>
<td>11,100</td>
</tr>
<tr>
<td>7. Brazil</td>
<td>13,400</td>
<td>12,100</td>
</tr>
<tr>
<td>8. Turkey</td>
<td>11,800</td>
<td>9,300</td>
</tr>
<tr>
<td>9. Mexico</td>
<td>11,400</td>
<td>13,000</td>
</tr>
<tr>
<td>10. UAE Dubai</td>
<td>10,000</td>
<td>6,200</td>
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</tbody>
</table>
Key Figures of Daimler Trucks

Market Position*
*based on estimates in certain markets

<table>
<thead>
<tr>
<th>#1</th>
<th>Germany – MDT/HDT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td></td>
<td>2017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#1</th>
<th>EU30** – MDT/HDT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td></td>
<td>2017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#1</th>
<th>NAFTA – Classes 6 – 8</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td></td>
<td>2017</td>
</tr>
</tbody>
</table>

**European Union, Switzerland, and Norway

<table>
<thead>
<tr>
<th>#2</th>
<th>Brazil – MDT/HDT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td></td>
<td>2017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#3</th>
<th>Japan – total market</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td></td>
<td>2017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#4</th>
<th>India – MDT/HDT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td></td>
<td>2017</td>
</tr>
</tbody>
</table>
Market Position

Global truck registrations > 6 t in 2017 in '000 units
(Source: IHS Automotive)

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Global Truck Registrations &gt; 6 t in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daimler</td>
<td>290</td>
</tr>
<tr>
<td>FAW</td>
<td>287</td>
</tr>
<tr>
<td>Dongfeng</td>
<td>284</td>
</tr>
<tr>
<td>Volvo Global Trucks</td>
<td>115</td>
</tr>
<tr>
<td>VW Group</td>
<td>107</td>
</tr>
<tr>
<td>Tata</td>
<td>97</td>
</tr>
<tr>
<td>Foton</td>
<td>87</td>
</tr>
<tr>
<td>Toyota/Qualis</td>
<td>85</td>
</tr>
<tr>
<td>Isuzu</td>
<td>83</td>
</tr>
<tr>
<td>Ford</td>
<td>82</td>
</tr>
<tr>
<td>Navistar</td>
<td>75</td>
</tr>
<tr>
<td>CNH Industrial</td>
<td>58</td>
</tr>
<tr>
<td>Dayun Group</td>
<td>30</td>
</tr>
</tbody>
</table>

5 year average global truck registrations > 6 t between 2013 and 2017 in '000 units
(Source: IHS Automotive)

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>5 Year Average Global Truck Registrations &gt; 6 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daimler</td>
<td>296</td>
</tr>
<tr>
<td>FAW</td>
<td>259</td>
</tr>
<tr>
<td>Dongfeng</td>
<td>219</td>
</tr>
<tr>
<td>Volvo Global Trucks</td>
<td>185</td>
</tr>
<tr>
<td>CNHTC</td>
<td>166</td>
</tr>
<tr>
<td>Tata</td>
<td>150</td>
</tr>
<tr>
<td>Paccar</td>
<td>146</td>
</tr>
<tr>
<td>Foton</td>
<td>126</td>
</tr>
<tr>
<td>Isuzu</td>
<td>103</td>
</tr>
<tr>
<td>Ford</td>
<td>99</td>
</tr>
<tr>
<td>Navistar</td>
<td>86</td>
</tr>
<tr>
<td>Ashok Leyland</td>
<td>68</td>
</tr>
<tr>
<td>Jac (Anhui Jianghuai)</td>
<td>62</td>
</tr>
<tr>
<td>CNH Industrial</td>
<td>42</td>
</tr>
<tr>
<td>Eicher</td>
<td>15</td>
</tr>
<tr>
<td>Kamaz</td>
<td>10</td>
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</tbody>
</table>

Regional operating manufacturers in RIC markets Global truck registrations > 6 t in 2017 in '000 units
(Source: IHS Automotive)

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Regional Operating Manufacturers in RIC Markets Global Truck Registrations &gt; 6 t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daimler</td>
<td>265</td>
</tr>
<tr>
<td>FAW</td>
<td>257</td>
</tr>
<tr>
<td>Dongfeng</td>
<td>244</td>
</tr>
<tr>
<td>Volvo Global Trucks</td>
<td>175</td>
</tr>
<tr>
<td>CNHTC</td>
<td>173</td>
</tr>
<tr>
<td>Tata</td>
<td>155</td>
</tr>
<tr>
<td>Foton</td>
<td>136</td>
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<tr>
<td>Isuzu</td>
<td>114</td>
</tr>
<tr>
<td>Ford</td>
<td>93</td>
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<tr>
<td>CNH Industrial</td>
<td>73</td>
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<tr>
<td>Eicher</td>
<td>57</td>
</tr>
<tr>
<td>Kamaz</td>
<td>37</td>
</tr>
<tr>
<td>Foton</td>
<td>17</td>
</tr>
<tr>
<td>Isuzu</td>
<td>14</td>
</tr>
<tr>
<td>Ford</td>
<td>11</td>
</tr>
</tbody>
</table>

Notes

1. Includes content supplied by IHS Automotive, Copyright © IHS Global SA, 2018.
   All rights reserved, status as of February 2018.
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. 2017 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

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 drive systems and driverless 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, which will be produced beginning in the first quarter of 2017, 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 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.

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.

Now 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

In everything we do, we focus on our customers. Our mission and reason for existence is to make our customers more successful – with the best products and solutions. To do so, we work continuously on innovations and concentrate our efforts on efficient, electric, safe, automated, and connected trucks. We are expanding our position in core and new markets so that we can adapt ourselves as much as possible to our customers’ needs. We use global platforms to offer our customers around the world the best technology. In addition, we exploit economies of scale and speed advantages. The foundation of our strategy is our corporate culture: At Daimler Trucks, we work together in an entrepreneurial, international, and open manner across countries and units.

1 Innovation leadership

As a leader of innovation, we promote the development of technologies that are providing our customers huge benefits today and will continue to do so in the future.

Efficient and electric

In 2016, we unveiled the world’s first heavy-duty electric truck: the Mercedes-Benz eActros. The customer response was so good that we created an innovation fleet in 2017. In 2018 we will hand over the vehicles to selected customers for practical testing.

Our light FUSO eCanter is the first series-produced all-electric truck. In September 2017, we launched it on the market in New York City. We have already handed over numerous vehicles to renowned customers, including UPS in the United States, DHL in Europe, and the convenience store chain 7-Eleven in Japan. In the years ahead, we will deliver a total of 500 vehicles of this model generation to selected customers.

Safe and automated

Our Sideguard Assist system protects the weakest road users of all: cyclists and pedestrians. This system continues to be only offered by Daimler Trucks. Since spring 2018, it has also been available for our Mercedes-Benz Arocs construction site trucks.

Our Daimler trucks are also playing a pioneering role in the development of automated trucks. In 2014 we unveiled our vision of autonomous driving in the form of the Mercedes-Benz Future Truck. In 2015 we presented the Freightliner Inspiration Truck in the United States. It’s the world’s first automated truck to be approved for road use. Since 2016 we have been testing platooning, in which electronically linked trucks drive in one another’s slipstream. We started these tests in Europe. America followed in 2017 and the tests will be expanded to Japan in early 2018.

Connected

We have already connected 500,000 trucks worldwide. Our Fleetboard brand and services such as Mercedes-Benz Uptime and Detroit Connect are boosting the performance of our trucks and our customers.

2 Global market presence

Our strong brands Freightliner, Western Star, Thomas Built Buses, Mercedes-Benz, BharatBenz, and FUSO provide us with a global presence and enable us to occupy leading market positions. We are continuously expanding this market presence. We aim to be represented in all of the world’s markets. We want to be close to the customers in every market and offer them specific solutions. Together with our partners, we create strong local champions, which we are linking together in the powerful global champion Daimler Trucks so that we can exploit synergies and economies of scale.

In 2018 we will introduce a Euro V version of our Mercedes-Benz Actros on the Chinese market. Beginning this year, we will be selling a Euro III variant of our Mercedes-Benz Actros and our Mercedes-Benz Arocs in around 120 countries in South America, Africa, and Southeast Asia. This will be done through our regional centers, which were opened in 2015/2016.

3 Global platforms

We are the leader when it comes to global platforms. We started by standardizing the drivetrains (i.e. engines and transmissions). We did this because the drivetrain accounts for the lion’s share of a truck’s added value. However, for some time now, we have also been standardizing the other components: the chassis, the electrical/electronic architecture, and the cab. Doing so gives us a significant competitive edge. It enables us to achieve economies of scale and quickly offer our customers new technologies, and do so through a variety of brands and regions. It’s only due to our uniform electrical/electronic architecture that we can introduce new assistance systems, for example, into a variety of markets at nearly the same time.

Like the various members of a family, our trucks have different personalities, but share the same values, i.e. the same technology.
The fact that our global organization brings together a variety of cultures with different strengths opens up huge potential, which we are exploiting. At Daimler Trucks, we work together in an entrepreneurial, international, and open manner across countries and units. We work as a team to create an environment in which people can flourish and be highly motivated as they gladly contribute their strengths to the company. A project that will enable us to cooperate even better in the future is the central Daimler Trucks Campus, which is being planned for the Stuttgart area.

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of employees</th>
<th>Plant founded</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stuttgart, Germany</td>
<td>4,462</td>
<td>1904</td>
<td>Head office functions, sales, product engineering</td>
</tr>
<tr>
<td>Manheim, Germany</td>
<td>5,117</td>
<td>1908</td>
<td>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</td>
</tr>
<tr>
<td>Kassel, Germany</td>
<td>2,851</td>
<td>1810</td>
<td>Incorporation of the plant into Benz-Werke Gaggenau GmbH: Production of transmissions, planetary and portal axles, and torque converters for commercial vehicles, vans, and cars; international logistics (Consolidation Center)</td>
</tr>
<tr>
<td>Gaggenau, Germany</td>
<td>6,433</td>
<td>1911</td>
<td>Head office functions, sales, product engineering</td>
</tr>
<tr>
<td>Molsheim, France</td>
<td>546</td>
<td>1970</td>
<td>Incorporation of the plant into Daimler-Benz AG: Customization of special purpose vehicles (Mercedes-Benz Custom Tailored Trucks)</td>
</tr>
<tr>
<td>Aksaray, Turkey</td>
<td>1,829</td>
<td>1986</td>
<td>Production of Mercedes-Benz Actros and Arocs trucks; product development</td>
</tr>
<tr>
<td>Tramagal, Portugal</td>
<td>346</td>
<td>1964</td>
<td>Production of light trucks: FUSO Canter, FUSO Canter Eco Hybrid, FUSO etcanter</td>
</tr>
</tbody>
</table>

### Main Locations of Daimler Trucks in Europe, FUSO

<table>
<thead>
<tr>
<th>Location</th>
<th>Number of employees</th>
<th>Plant founded</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wörth, Germany</td>
<td>10,357</td>
<td>1963</td>
<td>Production of Mercedes-Benz trucks: Actros, Antos, Arocs, Atego, and production of Mercedes-Benz special trucks: Econic, Unimog, Zetros</td>
</tr>
<tr>
<td>Mannheim, Germany</td>
<td>5,117</td>
<td>1908</td>
<td>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</td>
</tr>
<tr>
<td>Aksaray, Turkey</td>
<td>1,829</td>
<td>1986</td>
<td>Production of Mercedes-Benz Actros and Arocs trucks; product development</td>
</tr>
<tr>
<td>Molsheim, France</td>
<td>546</td>
<td>1970</td>
<td>Incorporation of the plant into Daimler-Benz AG: Customization of special purpose vehicles (Mercedes-Benz Custom Tailored Trucks)</td>
</tr>
<tr>
<td>Tramagal, Portugal</td>
<td>346</td>
<td>1964</td>
<td>Production of light trucks: FUSO Canter, FUSO Canter Eco Hybrid, FUSO etcanter</td>
</tr>
</tbody>
</table>
## Main Locations of Daimler Trucks in Asia, FUSO/BharatBenz

### Kawasaki, Japan
- **Number of employees:** 3,458
- **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:** 334
- **Plant founded:** 1980
- Proving ground, test track for truck and bus development

### Aikawa, Japan
- **Number of employees:** 204
- **Plant founded:** 1975
- FUSO Nakatsu plant, production of transmissions

### Chennai, India
- **Number of employees:** 3,624
- **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:** 2,844
- **Plant founded:** 1942
- Daimler Trucks North America LLC, Western Star truck assembly, head office functions, research and development

### Cleveland/NC, USA
- **Number of employees:** 1,844
- **Plant founded:** 1989
- Daimler Trucks North America LLC, assembly of Freightliner and Western Star trucks

### Mount Holly/NC, USA
- **Number of employees:** 1,568
- **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: 2,716
- Plant founded: 1991
- Daimler Trucks North America LLC, truck assembly: Freightliner M2, Columbia, Coronado, SD114, and Cascadia

Saltillo, Mexico
- Number of employees: 3,425
- Plant founded: 2008
- Daimler Trucks North America LLC, Freightliner Cascadia truck assembly

High Point/NC, USA
- Number of employees: 1,944
- 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: 2,497
- Plant founded: 1938
- Detroit Diesel Corporation, production of engines, transmissions, and axles

Gaffney/South Carolina/USA
- Anzahl der Mitarbeiter: 893
- 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: 1,163
- 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

<table>
<thead>
<tr>
<th>Number of employees:</th>
<th>7,085</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plant founded:</td>
<td>1956</td>
</tr>
<tr>
<td>Production of Mercedes-Benz Axor, Atron, Atego, and Accelo trucks, engines, axles, and transmissions, press shop and bus chassis, technological development center</td>
<td></td>
</tr>
</tbody>
</table>

Juiz de Fora, Brazil

<table>
<thead>
<tr>
<th>Number of employees:</th>
<th>696</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plant founded:</td>
<td>1999</td>
</tr>
<tr>
<td>Truck assembly:</td>
<td>Mercedes-Benz Actros, production of cabs for Mercedes-Benz trucks: Actros, Atron, Atego, Accelo, and Atron</td>
</tr>
</tbody>
</table>

Locations of Daimler Trucks Partnerships Russia and China

Cooperation with Kamaz Naberezhnye Chelny, Russia

Daimler AG holds a 15 percent share in 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, Atego, Axor, and Unimog) and the FUSO Canter.

Cooperation with Foton Beijing, China

BFDA produces and sells Auman trucks. The brand’s portfolio encompasses the EST-A, GTL, and ETX, and covers all potential applications for the domestic and global markets. BFDA has the capacity to produce more than 100,000 trucks per year. In the Beijing city district of Huairou, we 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. 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 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, where it has fulfilled NAFTA’s greenhouse gas emission standard (GHG17) since its launch. In 2018 it will be followed by the 6-cylinder variant, the DD8. Both engines fulfill the NAFTA greenhouse gas emissions standard (GHG17) and will be produced locally in Detroit in the future. In addition to the enhanced 936 engine series, which features a new combustion and exhaust treatment strategy, drive systems that have been made even more environmentally friendly and resource-conserving are now offered in the medium-duty segment. An example of this is the M936 G natural gas engine, which sets new standards for exhaust gas emissions by emitting up to 20% less CO2 than diesel engines. 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. 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 aftersales network.
## Product Range Mercedes-Benz Europe

### Mercedes-Benz Atego
- **Permissible gross mass:** 6.5 – 16 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 Antos
- **Permissible gross mass:** 18 – 41 t
- **Vehicle use:** heavy-duty distribution haulage
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 kW, 200 kW, 220 kW, 203 kW, 235 kW, 240 kW, 260 kW, 290 kW, 315 kW, 330 kW, 335 kW, 350 kW, 375 kW, 380 kW, 390 kW, 425 kW, 460 kW
- **Chassis:** 4x2, 4x4, 6x2, 6x4, 6x6, 8x2/4, 8x4, 8x4/4, 8x6/4, 8x8/4

### Mercedes-Benz Actros
- **Permissible gross mass:** 18 – 41 t
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 kW, 200 kW, 220 kW, 225 kW, 235 kW, 240 kW, 260 kW, 265 kW, 290 kW, 315 kW, 330 kW, 335 kW, 350 kW, 375 kW, 380 kW, 390 kW, 425 kW, 460 kW
- **Chassis:** 4x2, 6x2, 6x2/2, 6x4, 6x2/4

### Mercedes-Benz Actros SLT
- **Permissible gross mass:** 18 – 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, 8x8/4

### Mercedes-Benz Arocs
- **Permissible gross mass:** 18 – 41 t
- **Vehicle use:** Construction distribution
- **Engines:** 6-cylinder in-line engines and 8-cylinder V-type engines
- **Outputs:** 235 kW, 265 kW, 300 kW, 320 kW, 335 kW, 350 kW, 375 kW, 405 kW, 440 kW
- **Chassis:** 4x2, 4x4, 6x2/2, 6x2/4, 6x4, 6x6, 8x4/4, 8x6/4, 8x8/4

### Mercedes-Benz Arocs SLT
- **Permissible gross mass:** 18 – 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, 8x8/4

## Product Range for non-European Markets

### Mercedes-Benz Arocs
- **Gross vehicle weight rating:** 18 – 41 t
- **Vehicle use:** Long-distance haulage, heavy-duty short-radius distribution, construction sites
- **Engines:** 6-cylinder in-line engines and 8-cylinder V-type engines
- **Output:** 235 kW, 265 kW, 300 kW, 320 kW, 335 kW, 350 kW, 375 kW, 405 kW, 440 kW
- **Chassis:** 4x2, 4x4, 6x2/2, 6x2/4, 6x4, 6x6, 8x4/4, 8x6/4, 8x8/4

### Mercedes-Benz Zetros
- **Permissible gross mass:** 18 – 27 t
- **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
Product Range Mercedes-Benz MENA

Mercedes-Benz Arocs
- **Permissible gross mass**: 18 – 41 t
- **Vehicle use**: Construction distribution
- **Engines**: 6-cylinder inline engines
- **Chassis**: 4x2, 6x2, 6x2/2, 6x4, 6x6, 8x2/4, 8x4, 8x4/4, 8x6/4, 8x8/4

Mercedes-Benz Actros
- **Permissible gross mass**: 18 – 41 t
- **Vehicle use**: Long-distance haulage, heavy-duty short-radius distribution, construction sites
- **Engines**: 6-cylinder inline engines and 8-cylinder V-type engines
- **Chassis**: 4x2, 6x2, 6x2/2, 6x4, 6x6, 8x2/4, 8x4, 8x4/4, 8x6/4, 8x8/4

Mercedes-Benz Actros
- **Gross vehicle weight rating**: 18 – 41 t
- **Vehicle use**: Long-distance haulage, heavy-duty short-radius distribution, construction sites
- **Engines**: 6-cylinder in-line engines and 8-cylinder V-type engines
- **Output**: 235 kW, 265 kW, 300 kW, 320 kW, 335 kW, 350 kW, 375 kW, 380 kW, 390 kW, 425 kW, 440 kW
- **Chassis**: 4x2, 6x2, 6x2/2, 6x4, 6x6, 8x2/4, 8x4, 8x4/4, 8x6/4, 8x8/4

Mercedes-Benz Arocs SLT
- **Permissible gross mass**: 18 – 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

Mercedes-Benz Actros SLT
- **Permissible gross mass**: 18 – 250 t
- **Vehicle use**: Heavy-haulage vehicle
- **Engines**: 6-cylinder inline engine
- **Outputs**: 380 kW, 425 kW, 460 kW
- **Chassis**: 6x4, 8x4/4, 8x8/4

Mercedes-Benz Zetros
- **Permissible gross mass**: 18 – 27 t
- **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

Mercedes-Benz Special Trucks

Mercedes-Benz Unimog U 216 – U 530
- **Permissible gross mass**: 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
- **Permissible gross mass**: 18 – 26 t
- **Vehicle use**: Municipal applications, special-purpose vehicles, distribution vehicles, firefighting 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
- **Permissible gross mass**: 10.3 – 14.5 t
- **Vehicle use**: Robust off-road chassis
- **Engines**: 4-cylinder inline engines
- **Outputs**: 170 kW
- **Chassis**: 4x4
# Product Range Mercedes-Benz Brazil

## Mercedes-Benz Accelo

<table>
<thead>
<tr>
<th>Cab-over-engine platforms</th>
<th>Cab-over-engine semitrailer tractor</th>
<th>Cab-over-engine platforms</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permissible gross mass:</strong></td>
<td>8 – 13 t</td>
<td><strong>Permissible gross mass:</strong></td>
</tr>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>Short-radius distribution, medium-range transport</td>
<td><strong>Permissible gross mass:</strong></td>
</tr>
<tr>
<td><strong>Types:</strong></td>
<td>Accelo 815, 1016 and 1316</td>
<td>50 t</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>4-cylinder inline engine</td>
<td><strong>Engines:</strong></td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>115 kW</td>
<td>6-cylinder inline engine</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2, 6x2</td>
<td><strong>Outputs:</strong></td>
</tr>
</tbody>
</table>

## Mercedes-Benz Atego

<table>
<thead>
<tr>
<th>Cab-over-engine semitrailer tractor</th>
<th>Cab-over-engine platforms</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permissible gross mass:</strong></td>
<td>14 – 30 t</td>
</tr>
<tr>
<td><strong>Gross trailer weight:</strong></td>
<td>36 t</td>
</tr>
<tr>
<td><strong>Types:</strong></td>
<td>Atego 1730</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>4- and 6-cylinder inline engines</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>136 – 210 kW</td>
</tr>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>Construction vehicles, short-radius distribution, medium and long-distance haulage</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2, 4x4, 6x2, 6x4, 8x2</td>
</tr>
</tbody>
</table>

## Mercedes-Benz Axor

<table>
<thead>
<tr>
<th>Cab-over-engine semitrailer tractor</th>
<th>Cab-over-engine platforms</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permissible gross mass:</strong></td>
<td>19 – 123 t</td>
</tr>
<tr>
<td><strong>Gross trailer weight:</strong></td>
<td>19 – 41 t</td>
</tr>
<tr>
<td><strong>Types:</strong></td>
<td>Axor 1933, 2036, 2041, 2536, 2544, 2644, 3344</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>6-cylinder inline engine</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>240 – 323 kW</td>
</tr>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>Heavy-duty short-radius distribution, long-distance haulage, off-road use</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>4x2, 6x2, 6x4</td>
</tr>
</tbody>
</table>

## Mercedes-Benz Actros

<table>
<thead>
<tr>
<th>Cab-over-engine semitrailer tractor</th>
<th>Cab-over-engine platforms</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permissible gross mass:</strong></td>
<td>Over 40 t</td>
</tr>
<tr>
<td><strong>Gross trailer weight:</strong></td>
<td>48 t</td>
</tr>
<tr>
<td><strong>Types:</strong></td>
<td>Actros 2546, 2646, 2651, 4160</td>
</tr>
<tr>
<td><strong>Engines:</strong></td>
<td>6-cylinder inline engines and 8-cylinder V-engines</td>
</tr>
<tr>
<td><strong>Outputs:</strong></td>
<td>335 – 440 kW</td>
</tr>
<tr>
<td><strong>Vehicle use:</strong></td>
<td>Long-distance haulage, off-road use, heavy-duty transport</td>
</tr>
<tr>
<td><strong>Chassis:</strong></td>
<td>6x2, 6x4, 8x4, 8x8</td>
</tr>
</tbody>
</table>
Product Range Mercedes-Benz Turkey

**Mercedes-Benz Actros**
- **Permissible gross mass:** 18 – 32 t
- **Fahrzeuganwendung:** Long-distance haulage
- **Engines:** 6-cylinder inline engine
- **Outputs:** 220 kW, 235 kW, 240 kW, 260 kW, 265 kW, 290 kW, 310 kW, 315 kW, 330 kW, 335 kW, 350 kW, 375 kW, 380 kW, 390 kW, 425 kW, 460 kW
- **Chassis:** 4x2, 6x2, 8x2, 8x2/4

**Mercedes-Benz Atego**
- **Permissible gross mass:** 15 – 21 t
- **Vehicle use:** Short-range distribution
- **Engines:** 4- and 6-cylinder inline engines
- **Outputs:** 132 kW, 177 kW
- **Chassis:** 4x2, 6x2

**Mercedes-Benz Arocs**
- **Permissible gross mass:** 18 – 41 t
- **Vehicle use:** Construction-site haulage
- **Engines:** 6-cylinder inline engine
- **Outputs:** 235 kW, 265 kW, 310 kW, 330 kW, 375 kW
- **Chassis:** 4x2, 6x2, 6x4, 8x2/4, 8x4/4

Product Range Mercedes-Benz eLKW

**Mercedes-Benz eActros**
- **Permissible gross mass:** 18 t/25 t
- **Vehicle use:** heavy-duty distribution haulage
- **Drive system:** electric drive train
- **Outputs:** 2x129 kW
- **Chassis:** 4x2, 6x2
Product Range Freightliner – Class 5 – 8

**Freightliner M2 106**
- **Permissible gross mass:** 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**
- **Permissible gross mass:** 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:** 5 – 8

**Freightliner 108SD**
- **Permissible gross mass:** 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:** 5 – 8

**Freightliner 114SD**
- **Permissible gross mass:** 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:** 5 – 8

**Freightliner 114SD Natural Gas**
- **Permissible gross mass:** 33,000 - 66,000 pounds (15 – 29.9 t)
- **Engines:** CNG
- **Outputs:** Up to 400 hp
- **Chassis:** 4x2, 6x4
- **Class:** 5 – 8

**Freightliner Argosy**
- **Permissible gross mass:** 52,800 – 69,828 Pfund (24 – 31.7 t)
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder
- **Outputs:** Up to 600 hp
- **Chassis:** 6x4, 8x4
- **Class:** 5 – 8

**Freightliner Cascadia Natural Gas**
- **Permissible gross mass:** 80,000 pounds (36.3 t)
- **Engines:** CNG, LNG
- **Outputs:** 400 hp
- **Chassis:** 4x2, 6x4
- **Class:** 5 – 8

**Freightliner New Cascadia**
- **Permissible gross mass:** 80,000 pounds (36.3 t)
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder
- **Outputs:** Up to 350 hp
- **Chassis:** 4x2, 6x2, 6x4
- **Class:** 5 – 8

**Freightliner Cascadia Evolution**
- **Permissible gross mass:** 80,000 pounds (36.3 t)
- **Vehicle use:** Long-distance haulage
- **Engines:** 6-cylinder
- **Outputs:** 455 – 505 hp
- **Chassis:** 4x2, 6x2, 6x4
- **Class:** 5 – 8

**Freightliner Columbia 120**
- **Permissible gross mass:** 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**
- **Permissible gross mass:** 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:** 5 – 8

*Model specifically for the Australian market
# Product Range Western Star – Class 8

## Western Star 5700
- **Permissible gross mass:** 60,600 pounds (27.5 t)
- **Vehicle use:** Expediter, bulk haulage, long-distance haulage
- **Types:** XE, XEi
- **Engines:** 6-cylinder
- **Outputs:** 350 – 600 PS – DD13, DD15, DD16
- **Class:** 8

## Western Star 4700
- **Permissible gross mass:** 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 PS
- **Class:** 8

## Western Star 4800
- **Permissible gross mass:** 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 – 505 PS
- **Class:** 8

## Western Star 4900
- **Permissible gross mass:** 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 – 600 PS - Tier 3/EPA 10/GHG 14/GHG 17
- **Class:** 8

## Western Star 6900
- **Permissible gross mass:** 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 – 505 PS
- **Class:** 8

## Western Star 6900
- **Permissible gross mass:** 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 – 600 PS
- **Class:** 8
Product Range Thomas Built Buses – School Buses

Thomas Built Buses
Type A School & Activity Bus

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

Thomas Built Buses
Type D Front Engine School & Activity Bus

- **Permissible gross mass:** 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

Thomas Built Buses
Type D Rear Engine School & Activity Bus

- **Permissible gross mass:** 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

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

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

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

Thomas Built Buses
Type D Front Engine School & Activity Bus

- **Permissible gross mass:** 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**
- **Permissible gross mass:** 3.5 t
- **Vehicle use:** Wide range of commercial and industrial uses, services, distribution and freight traffic, light construction and municipal applications
- **Engines:** 4-cylinder inline engines
- **Chassis:** 4x2, 4x4

**FUSO Canter**
- **Permissible gross mass:** 3.5 – 8 t
- **Vehicle use:** Wide range of commercial and industrial uses, services, distribution and freight traffic, light construction and municipal applications
- **Engines:** 4-cylinder inline engines
- **Chassis:** 4x2, 4x4

**FUSO Canter Eco Hybrid**
- **Permissible gross mass:** 3.5 – 7.5 t
- **Vehicle use:** Municipal applications, distribution, especially in stop-and-go traffic
- **Engines:** 4-cylinder inline engines, electric motors
- **Chassis:** 4x2

**FUSO eCanter**
- **Permissible gross mass:** 7.49 t
- **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
- **Drive system:** Permanent magnet motor and single-stage reduction gear
- **Outputs:**
  - Permanent magnet motor: 129 kW peak (cont. 115 kW)
  - Battery (6 batteries with an output of 13.8 kW each): 82.8 kWh; 66 kWh usable
  - approx. 100 km electric range tested under real-life conditions (customer data)
- **Chassis:** 4x2 and available wheelbase of 3,400 mm together with a variety of bodies

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

**FUSO FA/FI**
- **Permissible gross mass:** 9 – 12 t
- **Fahrzeuganwendung:** Distribution and freight traffic, construction, wide range of commercial and industrial uses
- **Engines:** 4-cylinder inline engines
- **Chassis:** 4x2

**FUSO FJ/FO**
- **Permissible gross mass:** 16 – 37 t
- **Vehicle use:** Long-distance haulage, mining and construction industries
- **Engines:** 6-cylinder inline engine
- **Chassis:** 6x2, 8x4

**FUSO FZ/TV**
- **Permissible gross mass:** 40 – 49 t
- **Vehicle use:** Tractors
- **Engines:** 6-cylinder inline engine
- **Chassis:** 4x2, 6x4

**FUSO Fighter**
- **Permissible gross mass:** 8 – 20 t
- **Vehicle use:** Distribution and freight traffic, refrigerated vehicles, construction and municipal applications, refuse collection, services, fire engines, wide range of commercial and industrial uses
- **Engines:** 4- and 6-cylinder inline engines
- **Chassis:** 4x2, 6x4

**FUSO Super Great**
- **Permissible gross mass:** From 15 t
- **Vehicle use:** Distribution and freight traffic, construction
- **Engines:** 6-cylinder inline engines
- **Chassis:** 4x2, 6x2, 6x4, 8x4
Product Range FUSO – Minibuses and Large Buses

**FUSO Rosa**

- **Permissible gross mass:** 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**

- **Permissible gross mass:** 14 – 15 t
- **Modelle:** Non-Step, One-Step, Two-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**

- **Permissible gross mass:** 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**

- **Permissible gross mass:** 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

**BharatBenz Haulage – MDT**
- **Permissible gross mass:** 9.6 – 13 t
- **Vehicle use:** A broad range of products for logistics applications
- **Engines:** 4-cylinder inline engines
- **Outputs:** 100 kW
- **Chassis:** 4x2

**BharatBenz Tipper**
- **Permissible gross mass:** 13 – 25 t
- **Vehicle use:** Construction industry
- **Engines:** 4-cylinder inline engines, 6-cylinder inline engines
- **Outputs:** 125 kW, 175 kW
- **Chassis:** 4x2, 6x4

**BharatBenz Haulage – HDT**
- **Permissible gross mass:** 16 – 37 t
- **Vehicle use:** A broad range of products for logistics applications
- **Engines:** 4-cylinder inline engines, 6-cylinder inline engines
- **Outputs:** 125 kW, 175 kW
- **Chassis:** 4x2, 6x2, 8x2, 10x2

**BharatBenz Mining**
- **Permissible gross mass:** 25 – 31 t
- **Vehicle use:** Mining operations
- **Engines:** 6-cylinder inline engines
- **Outputs:** 210 kW
- **Chassis:** 6x4, 8x4

**BharatBenz Special Uses**
- **Permissible gross mass:** 40 – 49 t
- **Vehicle use:** Industrial freight, heavy-duty transportation, special use transportation
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 kW, 210 kW
- **Chassis:** 4x2, 6x4

**BharatBenz Tractors**
- **Permissible gross mass:** 40 – 49 t
- **Vehicle use:** Industrial freight, heavy-duty transportation, special use transportation
- **Engines:** 6-cylinder inline engines
- **Outputs:** 175 kW, 210 kW
- **Chassis:** 4x2, 6x4

**BharatBenz Special Uses**
- **Permissible gross mass:** 13 – 49 t
- **Vehicle use:** Wide range of commercial and industrial uses, distribution and freight traffic, construction, municipal applications, refrigerated vehicles
- **Engines:** 4-cylinder inline engines, 6-cylinder inline engines
- **Outputs:** 125 kW, 175 kW, 210 kW
- **Chassis:** 4x2, 4x4, 6x4
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