

Daimler talks up regional intra-city electric truck distribution concept in E-Fuso Vision One

October 28 2017, by Nancy Owano



Credit: Daimler

The future intra-city electric commercial truck: If it's Daimler, the look is all there in the Fuso Vision One.

Mitsubishi Fuso Truck and Bus Corporation (MFTBC), part of Daimler Trucks, this week talked up its "Fuso" electrification brand of truck that will be suited for the intra-city haul, one more sign of Daimler's keen

focus on electric [trucks](#). (Daimler said all truck and bus models by Fuso in coming years will include an additional electric powertrain alternative. "The timing for the [launch](#) of each model will be defined according to the required technology and feasibility.")

Making news this week was the E-Fuso Vision One.

Daimler said the truck "marks the top end of the electrification path" of the company's portfolio in the upcoming years.

The new model has a range of up to 350 kilometers (217 miles) and a Gross Vehicle Weight (GVW) of about 23 tons. It can be fitted with batteries up to 300 kilowatt hours, and this enables the 350 km (217 miles) on a single charge.

"That's not enough juice for proper long-haul trucking, but Daimler says it's more than enough for intracity work, which is a good starting [point](#)," said Andrew Krok, *Roadshow* by CNET.

Daimler itself said a potential application for the Vision One heavy-duty truck was regional intra-city distribution.

Stephen Edelstein, *The Drive*, noted it has a payload of 11 tons, two tons less than a diesel counterpart, "but it's not bad considering that the heavy battery pack probably increases [weight](#) significantly over a diesel truck."

When and where would it leave the gates? Daimler said "a possible market entry for the series version of the E-FUSO Vision One could be feasible within [four](#) years in mature markets like Japan, Europe or the U.S."

The Drive said "The German firm has the advantage of an in-house battery division, Deutsche Accumotive, that can supply lithium-ion

battery cells for electric cars and trucks. Like Tesla, Daimler may also sell stationary battery packs for energy storage."

This is what the company had to say:

"Mitsubishi Fuso Truck and Bus Corporation (MFTBC), part of Daimler Trucks, today strengthened the commitment of its FUSO brand towards alternative drivetrains. At the Tokyo Motor Show, MFTBC announced it will electrify its complete range of trucks and buses in upcoming years."

Curtis Moldrich in *Alphr* commented with a bigger picture view.

"Electric cars are already on our roads, but the next – and most important step – for EV [technology](#), is its adoption in business. Early adopters can buy electric cars as much as they want, but it's companies that'll be the true acid test for EV tech."

Fred Lambert in *Elektrek*: "Some analysts suggest that electric trucks could be 70% cheaper to operate than diesel-powered [trucks](#)."

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