

DAIMLER TRUCK

Daimler Truck AG

Spotlight

February 2, 2023

Daimler Truck is taking efficiency to the next level: The Freightliner SuperTruck II



Leinfelden-Echterdingen / Portland (Oregon) – Daimler Truck North America (DTNA), a subsidiary of Daimler Truck, revealed the Freightliner SuperTruck II in Las Vegas this week, which uses a variety of technical innovations to demonstrate efficiency potential in freight transportation.

The concept vehicle was developed as part of the SuperTruck program co-funded by the U.S. Department of Energy, which aims to reduce emissions in road freight transport. As part of the

SuperTruck program, DTNA engineers research on next-generation heavy-duty commercial truck technologies, technical ways for their development, and ways to integrate them into series production.

DTNA is focused on developing new technologies for promising core components and systems to improve truck operating efficiency in the real world, increasing customer success and fleet efficiency. Improved tractor aerodynamics, low-rolling resistance tires, powertrain improvements and energy management with advanced technologies were identified as areas for technology innovation that could potentially enter production for customers in the future.

Building on the success of SuperTruck I, which was introduced by DTNA back in 2015, SuperTruck II surpassed expectations in aerodynamics, tires, powertrain and energy management, while doubling the freight efficiency of the base vehicle from the start of the SuperTruck program.

Most aerodynamic truck Freightliner has ever built

Freightliner engineers were able to overachieve in aerodynamic improvements and reduce the aerodynamic drag of SuperTruck II by more than 12 percent over SuperTruck I. Instead of radically changing the structure of the truck, the design goal for SuperTruck II was to redefine the existing shape of the market-leading Cascadia to maximize aerodynamic efficiency and simultaneously employ advanced design language to convey that efficiency.

The redesigned hood, bumper and chassis fairing all work well with the existing cab structure and now allow the air to flow undisturbed around the truck. The grille, air intakes and doors were redesigned to be as seamless and clean as possible in order to not compromise the aerodynamics of the truck. Active side extenders and a roof spoiler system closes the trailer gap by up to 4 inches at highway speeds and an enhanced Aerodynamic Height Control lowers the truck just inches off the ground for additional aerodynamic improvements. By removing the exterior mirrors and integrating a mirrorless camera system the aerodynamic drag of SuperTruck II was significantly reduced.

The drive to innovate

SuperTruck II features the most efficient powertrain Freightliner has ever integrated into a truck. The highly efficient powertrain enables a 5.7 percent fuel consumption reduction over SuperTruck I, achieving lower downspeeding and greater fuel savings through reduced drag overdrive.

An innovative 48-volt electrical system using lithium-ion batteries allows for decreased fuel consumption and increased driver comfort features like a new electric air conditioning system that consumes 50 percent less energy than SuperTruck I and continues seamless operations while the engine is turned off.

Brand new specifically engineered tires not only reduce vehicle energy consumption but also reduce maintenance downtime due to minimized wear and tear. Tires play a critical role to

achieving efficiency goals, by lowering the friction on the road, therefore less fuel is needed to maintain the truck speed.

More information, pictures, tech sheets and video footage of the Freightliner SuperTruck II can be found at [New Freightliner SuperTruck II | 2023 Semi Trucks | Media Release Hub | Daimler | Daimler \(daimlertruck.com\)](#).

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Further information on Daimler Truck is available at:

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Forward-looking statements:

This document contains forward-looking statements that reflect our current views about future events. The words “anticipate,” “assume,” “believe,” “estimate,” “expect,” “intend,” “may,” “can,” “could,” “plan,” “project,” “should” and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates, customs and foreign trade provisions; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending government investigations or of investigations requested by governments and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading “Risk and Opportunity Report” in this Annual Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.

Daimler Truck at a Glance

The Daimler Truck AG is one of the world's largest commercial vehicle manufacturers, with more than 35 primary locations around the world and more than 100,000 employees. The company brings together seven vehicle brands under one roof: Mercedes-Benz (light, medium and heavy trucks as well as city, intercity and touring coaches) and Setra (intercity, long-distance and premium coaches) are our traditional European brands; our U.S. brands Freightliner Trucks (trucks in weight classes 5 to 8 for a wide range of commercial vehicle applications), Western Star (heavy trucks for specialized and long-haul transports) and Thomas Built Buses (light to medium-duty buses); and our Asian brands Bharat Benz, based in Chennai, India (trucks in the weight classes 10 to 55 t and medium and heavy-duty buses) and FUSO with its headquarters in Japan (trucks and buses for Asia, the Middle East, Africa, Europe and Latin America). This allows Daimler Truck AG to offer its customers around the globe a broad spectrum of commercial vehicles, ranging from minibuses to heavy-duty trucks for special-purpose transport applications – in short: products and solutions for everyone who keeps the world moving. Gottlieb Daimler and Carl Benz laid the foundation for the modern transport industry 125 years ago. Over the past decades, Daimler Truck's divisions have consistently set standards for the entire transportation industry – in terms of safety, fuel efficiency and driver and passenger comfort. It is now time for the next evolutionary step: emission-free, automated and connected driving. Daimler Truck is working to bring these important technologies to high-volume series production, across brands, segments and regions. In this way the company intends to take a major step closer to realizing its vision of CO₂-neutral transport and accident-free driving whilst also contributing to the sustainability of global goods and passenger transport. In 2020, a total of 378,290 trucks and buses were delivered. In 2020 the revenue of the individual areas of business amounted to € 36 billion for Daimler Truck AG. The adjusted EBIT was € 657 million for Daimler Truck AG.