

# DAIMLER TRUCK

VöV Bustagung BUS22: Emissionsfrei, digitalisiert, effizient

Nachhaltig auf der gesamten Buslinie – Elektromobilität bei Daimler Buses

Cengizhan Tasbas

Product planning e-Mobility  
Daimler Buses



We're pursuing a dual strategy



BATTERY-ELECTRIC BUS



HYDROGEN-POWERED BUS



We're planning to electrify all our segments around the globe

CITY BUS SEGMENT

2018

eCitaro  
in Europe

INTERURBAN SEGMENT

2022

Electric chassis  
in Brazil and Oceania

by 2025

Electric  
interurban bus

COACH SEGMENT

by 2030

Electric  
coach



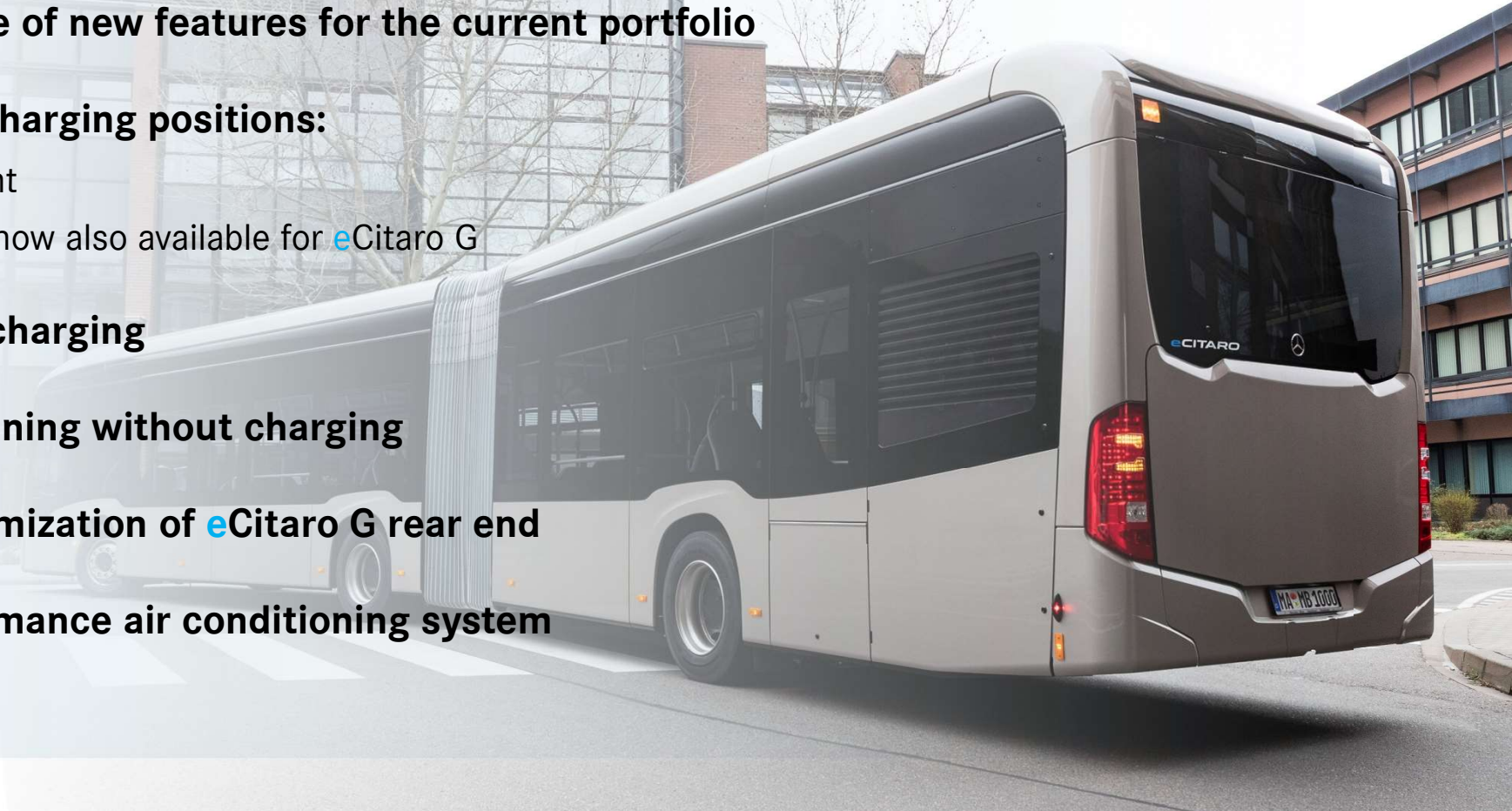




# We have one more – the Performance Package

A whole bundle of new features for the current portfolio

- ✓ **Additional charging positions:**
  - Vehicle front
  - In the rear now also available for eCitaro G
- ✓ **Sequential charging**
- ✓ **Pre-conditioning without charging**
- ✓ **Weight optimization of eCitaro G rear end**
- ✓ **High-performance air conditioning system**



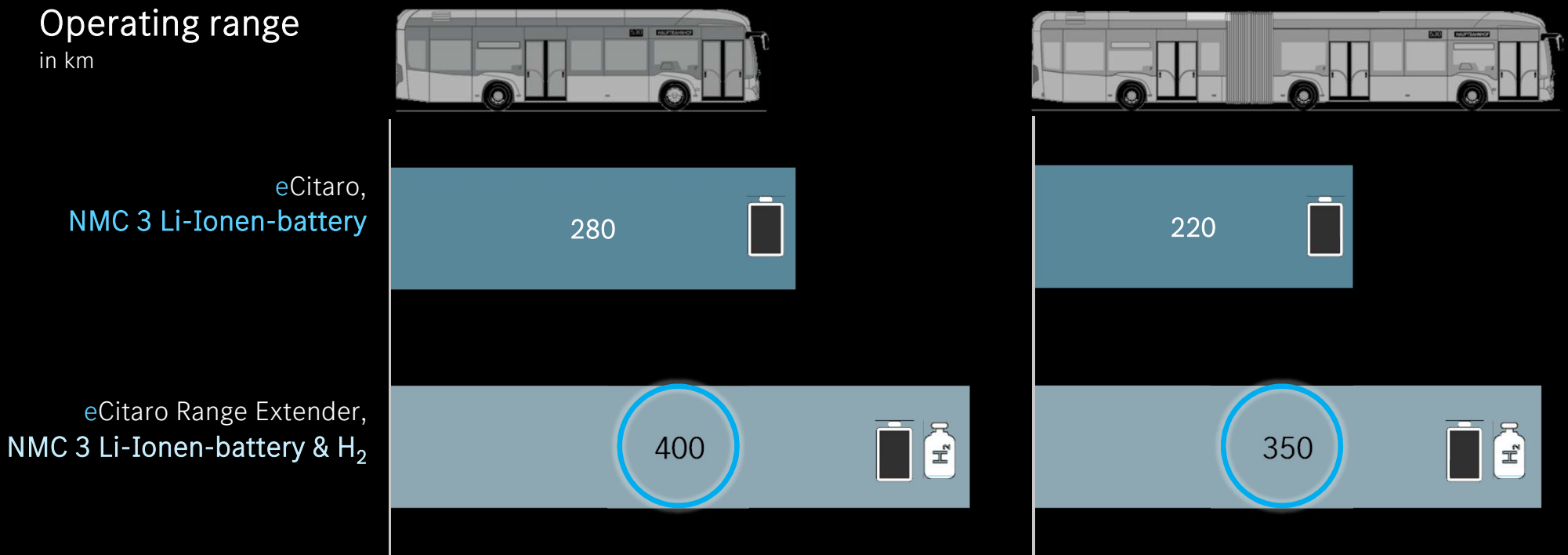
# The eCitaro Range Extender

- ➔ Battery-electric drivetrain
- ➔ Fuel Cell as Range Extender
- ➔ Based on the known modular layout
  - 25 to 30 kg H<sub>2</sub> for eCitaro, max. battery capacity up to 294 kWh
  - 30 to 35 kg H<sub>2</sub> for the eCitaro G, max. battery capacity up to 392 kWh



# eCitaro Range Extender: From components to operating range.

Operating range  
in km



*Battery vehicle equipped with maximal battery capacity, city bus-typical operation derived from SORT 2  
Critical temperature scenario, plain topography, route and driver specific influences may significantly affect the operation range*



Thank you for your attention!

