



This is Freightliner eMobility

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Run Smart™

The Motivation for Battery-Electric Fleets



Environmental
Factors



Cost of
Ownership



Policy &
Regulations



Deployment of eTrucks goes beyond the vehicle – the entire eco-system needs to be deployed

Customer Use Cases



Charging Infrastructure



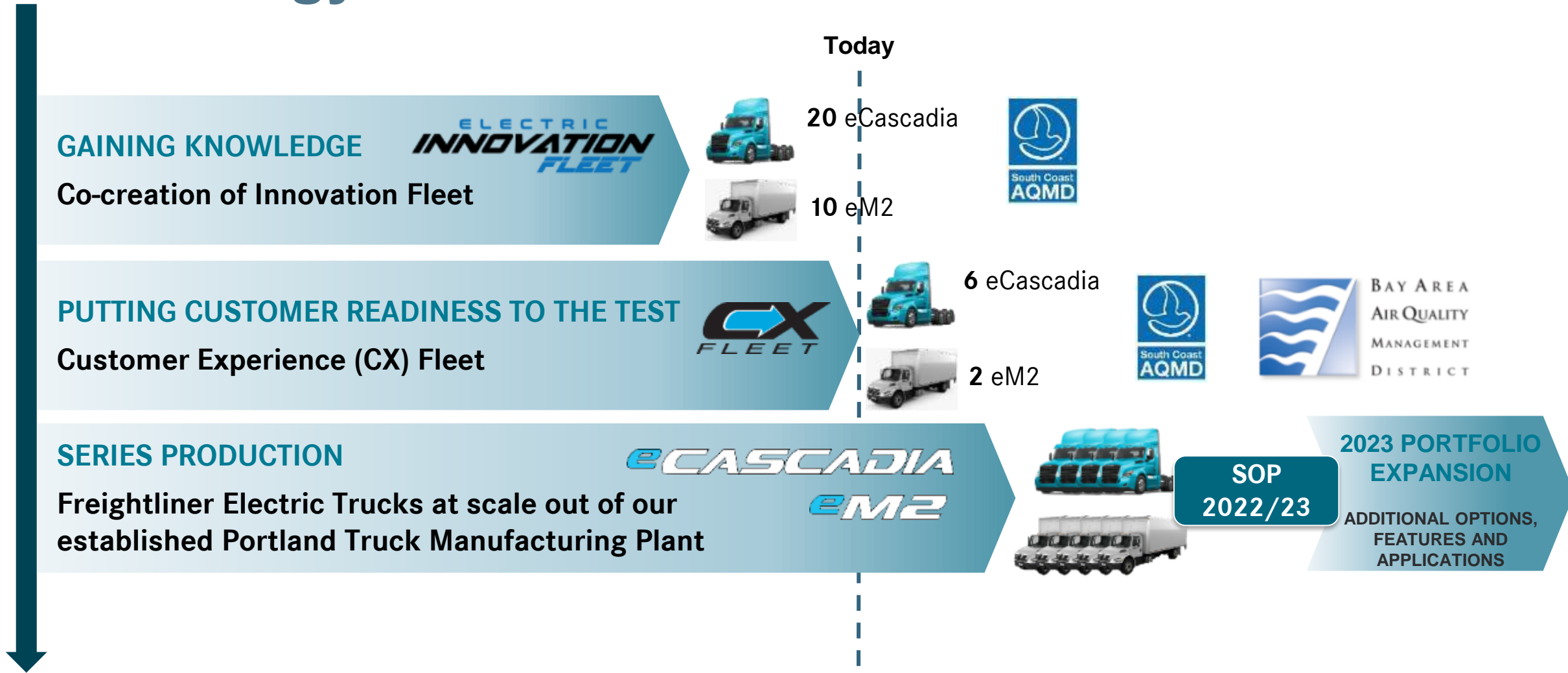
Regulatory & Incentives



Service/Dealer Roll-out



Pilot Projects help us to co-create this new technology with our customers



Specification targets for series production vehicles in 2022 / 2023



eM2

Designed for Pick-Up and Delivery Application

Truck Class	6-7	GVWR	26K to 33K lbs
Battery Size	210 or 315 kWh	Horse Power	Up to 300 hp (224 kW)
Range	Up to 230 miles	ePTO option	(Class 7 Reefer)



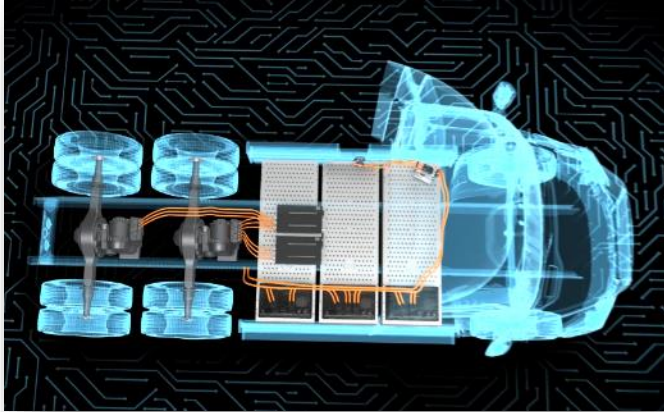
eCascadia Day Cab

Designed for Distribution Application

Truck Class	8	Max GCW	82,000 lbs
Battery Size	315 or 475 kWh	Horse Power	Up to 525 hp (391 kW)
Range	Up to 250 miles	Axle Configurations	6x4 or 4x2

*Vehicles pictured are not representative of final series-intent design

Learnings and Key Considerations



Planning goes beyond the vehicle:
feasibility of route, existence of
incentives, ability of **deployment**.

Vehicle Deployments and **Infrastructure Build-out** needs to be planned in parallel.

Infrastructure deployment is a **significant financial and time commitment**.

Most customers want to understand the **entire eco-system**.



“Electric Island”: the First Public Charging Site for MD/HD Trucks in the U.S.



THANK YOU.
www.freightliner.com/eMobility

