

DAIMLER



Daimler Trucks at a Glance.
Edition 2015.

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www.daimler.com/bu/trucks/en



Welcome to the world's leading truck manufacturer! I'm delighted that you are interested in our business.

We had a good year in 2014. We achieved what we set out to do, just like in 2013. While our sales rose slightly, our operating result increased significantly. And we grew profitably, despite the fact that the global economic situation was difficult at times.

We have a powerful team that put in a great performance. Moreover, our team addresses the right issues. This enables us to continue to steadily forge ahead and makes our products and services so appealing.

First of all, we offer our customers top technologies for their business success. We are the leaders in efficiency, fuel economy, safety, and connectivity, and we continue to raise the bar in these areas. The best example of this is the autonomously driving Mercedes-Benz Future Truck 2025, which we presented in 2014. And secondly, our brands give us a global presence so that we can offset regional market weaknesses. We intend to strengthen our leading position in traditional markets and we gradually establish ourselves in new ones. For example, we have fully localized our operations in India, where we offer the right products and are already the country's third-most important supplier of heavy-duty trucks. We are also using Indian-produced trucks to penetrate new markets in Africa and Asia.

Finally, we are optimally exploiting our strong technological position and global presence to boost our business. We are doing this with intelligent platforms and shared modular component systems. It enables us to deliver customized trucks worldwide and at the same time obtain competitive advantages from our size. We will consistently pursue our platform strategy in the years ahead.

We have a very good position overall, and we plan to further strengthen it. The chances are therefore good that Daimler Trucks will continue to set the sector's trends in the future.

Sincerely yours,
Wolfgang Bernhard
Member of the Board of Management of Daimler AG,
responsible for Daimler Trucks & Buses

Daimler at a Glance.

Daimler AG is one of the world's most successful automotive companies. With its divisions Mercedes-Benz Cars, Daimler Trucks, Mercedes-Benz Vans, Daimler Buses and Daimler Financial Services, the Daimler Group is one of the biggest producers of premium cars and the world's biggest manufacturer of commercial vehicles with a global reach. Daimler Financial Services provides financing, leasing, fleet management, insurance, financial investments, credit cards, and innovative mobility services.

The company's founders, Gottlieb Daimler and Carl Benz, made history with the invention of the automobile in the year 1886. As a pioneer of automotive engineering, Daimler continues to shape the future of mobility today: The Group's focus is on innovative and green technologies as well as on safe and superior automobiles that appeal to and fascinate. Daimler consequently invests in the development of alternative drive trains with the long-term goal of emission-free driving: from hybrid vehicles to electric vehicles powered by battery or fuel cell. Furthermore, the company follows a consistent path towards accident-free driving and intelligent connectivity all the way to autonomous driving. This is just one example of how Daimler willingly accepts the challenge of meeting its responsibility towards society and the environment.

Daimler sells its vehicles and services in nearly all the countries of the world and has production facilities in Europe, North and South America, Asia, and Africa. Its current brand portfolio includes, in addition to the world's most valuable premium automotive brand, Mercedes-Benz, as well as Mercedes-AMG and Mercedes-Maybach, the brands smart, Freightliner, Western Star, BharatBenz, FUSO, Setra and Thomas Built Buses, and Daimler Financial Services' brands: Mercedes-Benz Bank, Mercedes-Benz Financial, Daimler Truck Financial, moovel and car2go. The company is listed on the stock exchanges of Frankfurt and Stuttgart (stock exchange symbol DAI). In 2014, the Group sold more than 2.5 million vehicles and employed a workforce of 279,972 people; revenue totaled €129.9 billion and EBIT amounted to €10.8 billion.

Amounts in millions of EUR		
	2014	2013
EBIT	10,752	10,815
Value added	4,416	5,921
Net profit	7,290	8,720
Earnings per share (in EUR)	6.51	6.40
Investment in property, plant and equipment	4,844	4,975
Research and development expenditure ¹	5,680	5,489

¹ For the year 2013, the figures have been adjusted due to reclassifications within functional costs.

Amounts in millions of EUR		
	2014	2013
Revenue	129,872	117,982
Western Europe	43,722	41,123
thereof Germany	20,449	20,227
NAFTA	38,025	32,925
thereof United States	33,310	28,597
Asia	29,446	24,481
thereof China	13,294	10,705
Other markets	18,679	19,453

By divisions

Mercedes-Benz Cars	73,584	64,307
Daimler Trucks	32,389	31,473
Mercedes-Benz Vans	9,968	9,369
Daimler Buses	4,218	4,105
Daimler Financial Services	15,991	14,522

Employees (Dec. 31)

	2014	2013
Total	279,972	274,616
Germany	168,909	167,447
United States	22,833	20,993
Rest of World	88,230	86,176

By divisions²

Mercedes-Benz Cars	129,106	96,895
Daimler Trucks	82,743	79,020
Mercedes-Benz Vans	15,782	14,838
Daimler Buses	16,631	16,603
Sales Organization ²	n. a.	52,455
Daimler Financial Services	8,878	8,107
Group Functions & Services ²	26,832	n. a.

² Due to reorganization in the context of the Customer Dedication initiative, the numbers of employees previously reported under "Sales Organization" are included in the respective divisions as of 2014.

Executive Board of Daimler Trucks.



Dr. Wolfgang Bernhard

Member of the Board of Management of Daimler AG, responsible for Daimler Trucks & Buses



Stefan E. Buchner

responsible for Mercedes-Benz Trucks



Martin Daum

responsible for the vehicle brands Freightliner, Western Star, and Thomas Built Buses



Marc Llistosella

responsible for the vehicle brands FUSO and BharatBenz



Sven Ennerst
responsible for Truck
Product Engineering and
Global Procurement



Dr. Frank Reintjes
responsible for
Global Powertrain and
Manufacturing
Engineering Trucks



Jochen Götz
responsible for Finance
& Controlling
Daimler Trucks & Buses

Key Figures of Daimler Trucks.

Amounts in millions of EUR		
	2014	2013
EBIT	1,878	1,637
Revenue	32,389	31,473
Investment in property, plant and equipment	788	839
Research and development expenditure ¹	1,188	1,171

¹ For the year 2013, the figures have been adjusted due to reclassifications within functional costs.

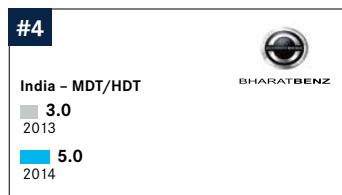
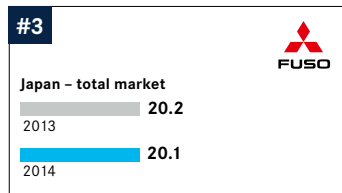
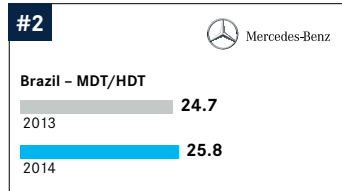
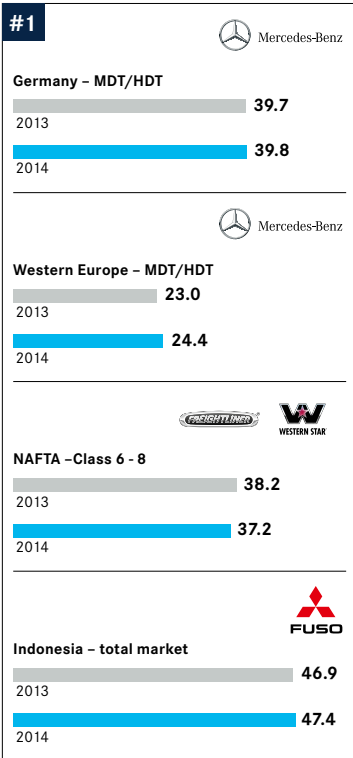
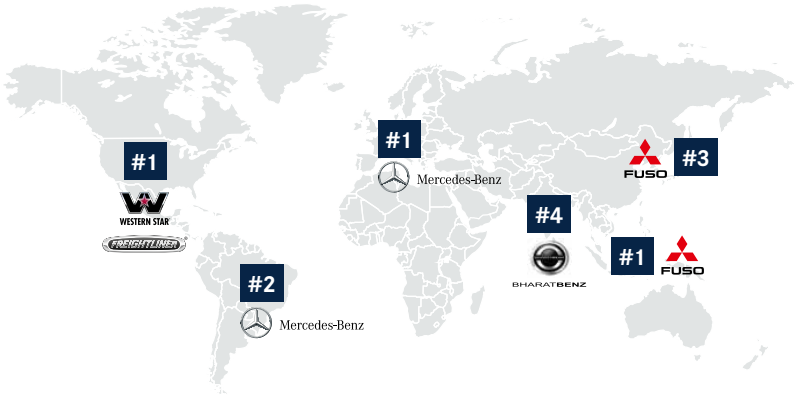
Employees (Dec. 31)		
	2014	2013
Total²	82,743	79,020
Germany	30,547	29,909
United States	15,739	14,230
Rest of World	36,457	34,881

² Due to reorganization in the context of the Customer Dedication initiative, the numbers of employees previously reported under "Sales Organization" are included in the respective divisions as of 2014.

Sales (units)		
	2014	2013
Total	495,700	484,200
Western Europe	57,400	65,900
thereof Germany	29,000	33,500
United Kingdom	8,100	9,400
France	5,600	8,900
NAFTA	161,500	135,200
thereof United States	141,600	117,800
Latin America (excluding Mexico)	47,100	59,300
thereof Brazil	32,200	38,800
Asia	167,200	162,700
thereof Japan	43,900	38,300
Indonesia	58,300	64,700
<i>Additional information:</i>		
BFDA (Auman Trucks)	99,200	103,300
Total (including BFDA)	594,900	587,500

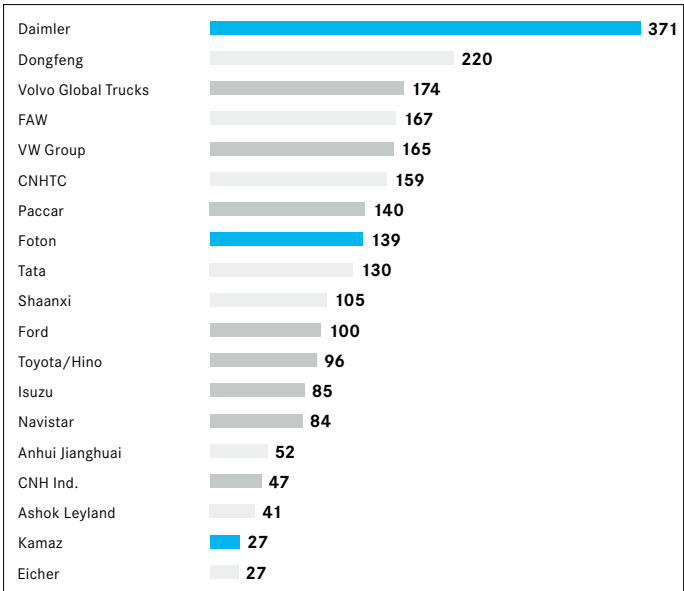
Market Position.*

*based on estimates in certain markets



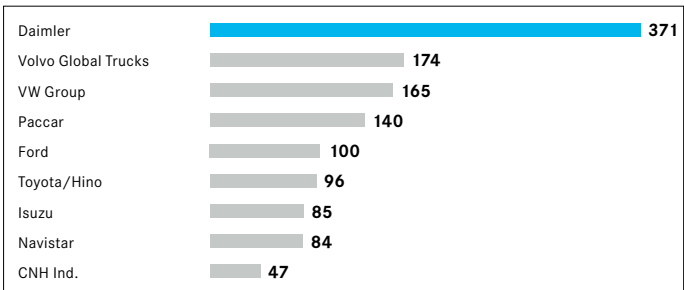
Market Position.

Global truck registrations > 6 t in 2014 in '000 units



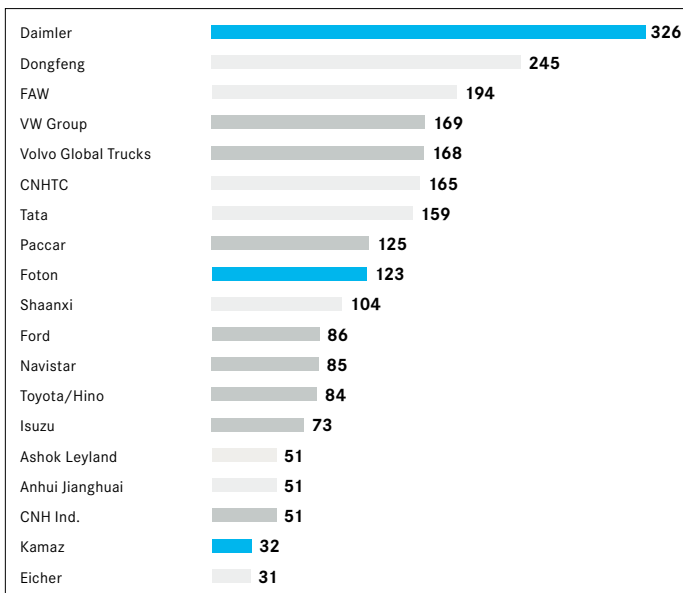
Within triad peer group competitors

Global truck registrations > 6 t in 2014 in '000 units



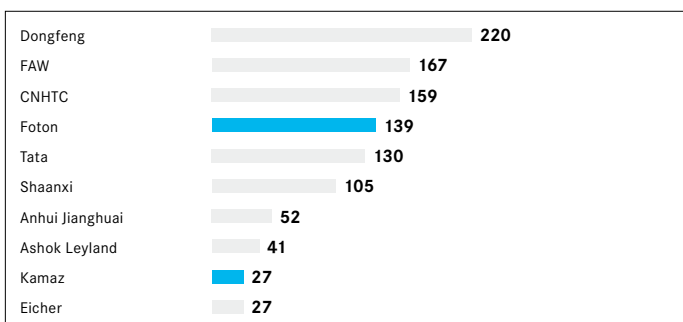
- 1) Daimler Trucks figures based on internal data.
- 2) Includes content supplied by IHS Automotive, Copyright © IHS Global SA, 2015. All rights reserved, status as of March 2015, data includes forecasted December registrations for certain markets, next IHS update will be in May 2015.
- 3) CV are trucks with a GVW larger 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).
- 4) Information consolidated on Group level. Group is defined as the organization (typically publicly listed) which owns or controls truck brands. Brands are counted to a group if the share is 50.1% or more.

Average global truck registrations > 6 t from 2010 to 2014 in '000 units



Regional operating manufacturers

Global truck registrations > 6 t in 2014 in '000 units



- Sales are trucks that have been registered and are in operation – these exclude off-highway, military vehicles.
- 2014 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.
- Volvo Global Trucks excluding Eicher JV registrations.

■ Daimler Trucks and partners in Russia and China
■ RIC Competitors
■ Triad and Brazil Competitors



Six strong vehicle brands are gathered under the Daimler Trucks umbrella. All over the world, we offer our customers tailor-made applications and pioneering technologies with our products.

» **Mercedes-Benz.** The Mercedes-Benz brand is a synonym for top-class product and service quality, cost-effectiveness, reliability, and sustainability, as summed up by the slogan “Trucks you can trust.” Whether long-haul, construction site, or distribution transportation, the Mercedes-Benz brand offers the right solution for the medium-duty and heavy-duty truck segments. Again and again, the pioneering spirit at Mercedes-Benz Trucks has generated groundbreaking innovations – from alternative drives to active and passive safety systems.

» **Freightliner Trucks.** Freightliner Trucks manufactures Class 5–8 models that serve a wide range of commercial vehicle applications. Its commitment to innovation, advanced technology and responsive customer relations makes it easy to understand why Freightliner Trucks is the best-selling brand of heavy-duty Class 8 trucks in North America. The Cascadia® Evolution leads the long-haul, on-highway product lineup. Vocational product offerings include a range of highly customizable trucks for a variety of applications.

» **Western Star.** Custom-built to meet every customer’s need, Western Star Trucks are offered with a broad range of powertrain options and BBC configurations. Western Star’s big, standard cab is made from steel, and components are welded, double-sided galvanized and stamped. Frames are custom-pierced and shot-peened for durability. With their striking exteriors and ideal suitability for off-road applications the vehicles are without a doubt “serious trucks for serious truckers.”

» **Thomas Built Buses.** Thomas Built Buses offers a full line of light- and medium-duty buses for schools, childcare centers, activity centers, transit applications and specialty markets. Every bus is custom built and sold through independently owned dealers throughout



North America. Thomas Built Buses is the leading sustainable school bus manufacturer, and is committed to offering innovative vehicles that are sustainable, safe and reliable.

» **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 also win over customers with their cost-effectiveness. FUSO offers extremely customer-focused and comprehensive spare parts and workshop services for its trucks and buses. Today, Mitsubishi Fuso Truck and Bus Corporation (MFTBC) is an integral part of Daimler Trucks. It plays an important role as the competence center for light-duty trucks and state-of-the-art hybrid technology.

» **BharatBenz.** The launch of the BharatBenz brand marked the first time in Daimler to introduce a brand dedicated to one market. BharatBenz offers a modern range from 9 t–49 t. All products are locally produced and sourced in India.

Commercial Vehicles



Mercedes-Benz



Components



Mercedes-Benz



Strategy.

Daimler Trucks consistently focuses on three strategic fields of action (**technology leadership, global presence, and intelligent platforms**) in order to strengthen its position as the world's leading truck manufacturer. In addition, we exploit potential in the truck-related **services** segment, which ranges from financing offers to aftersales services. Our goals: Sell 700,000 trucks per year by 2020 and achieve on average 8 % return on sales across the business cycle.

Technology leadership:

Fuel consumption is one of the key factors for a truck's total cost of ownership, and is therefore one of the main sales arguments for our customers. As a result, Daimler Trucks is consistently exploiting the technological possibilities for further reducing its vehicles' fuel consumption. The Euro VI-compliant Actros reduces the fuel consumption of our heavy-duty Mercedes-Benz long-haul truck in comparison to its Euro V-compliant predecessor. In 2014, the Actros once again demonstrated its outstanding fuel efficiency. It did this in the Fuel Duel, where it took on the competition in a variety of fleet tests. The Actros won more than 90 % of the nearly 600 duels in 2014, consuming 11 % less fuel on average than comparable competitor vehicles.

We also use highly efficient drive systems and sophisticated aerodynamics to reduce the fuel consumption and CO₂ emissions of our Class 8 tractors in North America. Among them is the new Western Star 5700XE, whose drag has been greatly reduced. Together with the new, integrated Detroit Diesel powertrain, the cut in drag reduces fuel consumption by almost 15 % compared to the reference vehicle, the Western Star 4900 FE. The current bestseller in North America, the Freightliner Cascadia Evolution, consumes 7 % less fuel than its predecessor, thanks to its new Detroit DD15 engine, proven Daimler BlueTEC exhaust technology, and aerodynamic improvements.

When looking into the future of the truck and of Daimler Trucks' technologically leading role, the focus is increasingly on autonomous driving. Considerable efficiency potential can be exploited for road freight traffic through the intelligent interplay of assistance systems, some of which already exist, and the networking of vehicles with one another and the communication systems of the traffic infrastructure. In the Mercedes-Benz Future Truck 2025, Daimler Trucks once again demonstrated its innovative and pioneering role in the field of truck technology in 2014, and also showed the great opportunities that autonomously driving trucks will open up in the future.

Global presence:

We want to expand our global presence with products that are optimally adapted to local conditions in the key sales markets. In doing so, we can draw on a global network of production locations and optimize the utilization of the network's capacity. Moreover, we also use inter-departmental initiatives to improve cooperation between business units and functions so that we can even better exploit our global presence's potential.

An important step in this regard was the consolidation of our Asian business by means of the Asia Business Model. The resulting cooperation between Mitsubishi Fuso Truck and Bus Corporation (MFTBC) and Daimler India Commercial Vehicles (DICV) in the areas of product development, production, and sales enables us to achieve synergies and generate additional growth in Asia and Africa.

Thanks to our global approach, Daimler Trucks' product range is broader and stronger than ever before. In Europe, we presented the SLT, which is a real heavyweight with a total pulling power of 250 tons. In 2014, we also presented two more models that set fuel efficiency benchmarks: the new Western Star 5700XE in North America and the FUSO Super Great V in Japan. In India, no less than five new Bharat-Benz models went on sale in 2014. In addition, FUSO trucks produced in India are now being delivered to growth markets in Asia and Africa. In Russia, we cooperate closely with our partner, Kamaz. We are present in China with Auman-brand trucks, which are produced by BFDA, a joint venture between Daimler and Foton.

Intelligent platforms:

Our third strategic pillar consists of **intelligent platforms**, which enable us to deliver tailored technology to customers all over the world while still making the best-possible use of our economies of scale. We will achieve this goal by offering innovative cutting-edge technology in the core markets of the triad (Western Europe, North America, Japan), using proven conventional technology in markets such as Brazil, China, and Russia, and serving markets such as India, Africa, and parts of Asia with simple, locally produced technology. This approach enables us to achieve huge cost benefits, because technology (e.g. engines, transmissions, axles) only has to be developed once to be used in many different markets.

Shaping Future Transportation.

As the technology leader, Daimler Trucks always aims to actively shape the future of transportation. It is clear that road freight traffic will continue to increase rapidly worldwide in the coming decades. This growth requires environmental and economic needs to be reconciled. This can only be done with innovations in the areas of efficiency, safety, and connectivity. In these fields, we continuously develop new technologies that provide our customers with specific economic benefits and are of interest to society. We are in a very good position to continue to set the pace for the sector in the future. In 2014, we presented the autonomously driving Mercedes-Benz Future Truck 2025, which brings together the three fields and provides a glimpse into the future of trucks. Daimler Trucks developed the Future Truck 2025 to conserve resources, reduce all kinds of emissions, and interconnect trucks with the overall logistics system while also ensuring maximum road safety.

Efficiency:

Now that the fuel consumption and CO₂ emissions of trucks have reached a level of efficiency that would have been considered almost impossible a few years ago, the future focus will have to be on the vehicle's role within the overall logistics chain and transportation system. This is necessary because the main area where efficiency potential can be exploited next is in the interplay between vehicles, infrastructures, and logistics systems. The groundwork for this path has already been laid by the existing assistance and telematics systems. The existing systems include proximity control, a stop-and-go assistant, and Predictive Powertrain Control as well as the various FleetBoard telematics products for vehicle and transport management and the app solutions for drivers and entrepreneurs. The key aspects of these systems are data processing, communication, navigation, and the interaction between vehicles.

Safety:

Daimler has created many of the main innovations for a vehicle's active and passive safety, and accident-free driving has been one of Daimler Trucks' top development goals for several decades now. Autonomous driving is another important step in this direction, because the intelligent networking of assistance systems greatly increases a truck's active safety and makes it possible to reduce the number of accidents. Although more freight is being transported on roads, there has been a decline in the number of fatalities and injuries from truck-related accidents. In Germany, for example, freight transport

has increased by around 80 percent in the last 20 years, while the number of severely injured people declined by more than 40 percent and the traffic fatalities by over 50 percent. The sharp drop in these numbers after the year 2000 is particularly striking, and coincides with the installation of the first assistance systems in trucks – a process that Mercedes-Benz strongly promoted.

Now that assistance systems such as Active Brake Assist 3 and Lane Keeping Assist can prevent, mitigate, or warn against rear-end collisions and inadvertent lane departures, the focus of new developments is on turning, which is especially important for trucks. Cyclists and pedestrians can quickly be endangered if a truck driver fails to notice them. The innovative Blind Spot Assist for Mercedes-Benz trucks uses radar sensors to scan the truck's entire side and reliably warn the driver of any dangers in the turning area. What's more, the system also takes into account a semitrailer's tractrix curve, so it also warns the driver if the vehicle is at risk of colliding with stationary obstacles such as traffic lights. The system also helps the driver change lanes. With its turning assistant, Daimler Trucks is underscoring its important role in ensuring active safety as it proceeds on the road to accident-free driving. Daimler Trucks is also a pioneer in this area, and it will become the first manufacturer to offer a series-produced version of this system in the years ahead.

Connectivity:

As a forerunner of the intelligent networking of road users, the Future Truck 2025 is a milestone on the path to greater efficiency in road traffic and to reducing the strain on the transportation infrastructure. The autonomously driving Future Truck 2025 vastly improves the efficiency of freight transport. Autonomous driving is enabled by the computer-controlled "brain" of the Future Truck 2025, the Highway Pilot. The Highway Pilot can also communicate with other road users and with the infrastructure. By intelligently networking vehicles with their surroundings, the system improves the traffic flow and increases average transport speeds. Moreover, the homogenous traffic flow saves fuel. This benefits all of the participants of the transportation industry – the freight-forwarding companies and their drivers as well as the loaders and the recipients of the shipments. The total cost of ownership declines for a number of reasons, including the decreased fuel consumption, the more efficient transport logistics for freight assignments, and the improved management of driving and break periods.

Highlights.
2014/2015.







» **January 2014 Presentation of the Actros SLT and Arocs SLT: the king class of trucks.**

Mercedes-Benz Trucks introduces its strongest vehicles at the very end: Mercedes-Benz brings its Euro VI offensive to a close with the presentation of the king class of heavy-duty trucks.

The brand unveils the customized extreme-duty trucks Actros SLT and Arocs SLT, which can move cargo weighing up to 250 tons. The amount of work required to make these trucks is staggering, as they need stronger frames, additional axles, highly efficient cooling systems, a special clutch that helps get the vehicle moving, and a high-performance braking system. And these are only the most important conversion tasks.

Daimler India Commercial Vehicles named Commercial Vehicle Maker of the Year.

Only 15 months after its market entry, the wholly owned Daimler subsidiary receives the renowned Apollo CV Award, which named the company Commercial Vehicle Maker of the Year. In addition, the DICV-produced BharatBenz 1217C, the first dump truck in its weight category in India, wins

the sector award in the category “Commercial Vehicle Innovation of the Year 2013.” The outstanding achievement of Daimler Trucks’ latest brand is further enhanced by the BharatBenz 3128C, which receives the award in the category “HCV Cargo Carrier over 25 tons.”

» **February 2014 Central production location of the FUSO Canter in Europe: The Tramagal plant celebrates its 50th anniversary.**

The Tramagal plant’s more than 300 employees produce FUSO Canter trucks for around 30 countries in Europe. The light-duty Canter is the best-selling vehicle in Daimler Trucks’ entire product range. The vehicle is now in its eighth generation and has been sold approximately 3.8 million times since it was first presented in 1963.

» **April 2014 Expansion of the Kuppenheim stamping facility.**

The official groundbreaking ceremony marks the beginning of the expansion of the stamping facility at the Mercedes-Benz plant in Kuppenheim. The existing stamping facility is having 25,000 square meters of production and storage areas added without in-



interrupting operations in any way. The plant expansion involves a total investment of about €170 million. The stamping building is scheduled to be completed in March 2015, while the logistics building will be finished in early 2016.

Daimler presents complete range of commercial vehicles at IFAT 2014. Daimler AG presents a comprehensive range of vehicles for the public service sector at IFAT, the world's leading trade show for innovations and services related to water, sewage, waste, and raw materials management. The spotlight is on the environmentally-friendly Euro VI, Euro 5b+, and hybrid drive technologies. Highlights of the presentation include job-matched configurations developed by commercial vehicles manufacturer Daimler in cooperation with bodybuilder partners for collecting and transporting waste, for winter and road maintenance services, and for on- and off-road operations.

» July 2014 **Daimler Trucks North America breaks ground on new headquarters in Portland.** The wholly-owned Daimler subsidiary Daimler Trucks North America (DTNA) breaks ground at the site of its new headquarters building on Swan Island in Portland, Oregon. The new building will bring together DTNA employees currently located in different offices throughout the Portland area. To make this possible, Daimler is investing \$150 million in the project, which is slated for completion in 2016.

Zero emissions and quiet as a whisper: Eight new FUSO Canter E-Cell vehicles in customer trials. Offering the cleanest technology for every type of use, Fuso is a pioneer when it comes to green drive systems in commercial vehicles. Daimler Trucks' Hybrid Competence Center is located at the Daimler subsidiary in Japan. Using this experience, Fuso has also developed the new battery-electric Canter E-Cell, which produces no local emissions. The first unit of this small batch of all-electric light trucks drives without producing any emissions and almost no noise. The Canter E-Cell for European



markets is produced at the plant in Tramagal, Portugal. Eight vehicles have now been delivered for customer trials.

World premiere of the Mercedes-Benz Future Truck 2025.

The Mercedes-Benz Future Truck 2025 makes a dream come true as it provides a fascinating and realistic preview of the long-distance haulage truck of the future. Ten years from now, trucks will be able to drive autonomously on Europe's highways. The vehicles' drivers will no longer be truckers but transport managers, whose attractive workplaces on wheels will provide them with new professional opportunities. The system will increase transport efficiency and make traffic safer for all road users while also reducing CO₂ emissions. The networking of all systems will provide the basis for a quantum leap in technology. However, appropriate framework conditions will have to be met to make such autonomous driving possible. All of the participants are now engaged in a dialogue to realize this vision of Daimler Trucks, the technology leader in the global commercial vehicle sector.

» September 2014 The Mercedes-Benz Future Truck 2025 ushers in a new era of long-haulage transportation at the IAA show in Hanover.

Boasting nearly a quarter of a million visitors, the 65th IAA Commercial Vehicles show once again demonstrates that it is the undisputed leader among auto shows for the logistics and mobility sector. At the show, Daimler Trucks once again underscores its position as the technology leader by presenting the autonomously driving Mercedes-Benz Future Truck 2025. With its trendsetting technology and futuristic design, the truck proves to be a major crowd-puller. In addition, Daimler displays the complete range of Euro VI-compliant Mercedes-Benz, Setra, and Fuso vehicles in Hall 14/15. Besides these products, Daimler's auto show presentation focuses on the total cost of ownership, ranging from the procurement of a vehicle to its resale.

Mercedes-Benz Trucks unveils Blind Spot Assist.

The accident statistics speak volumes: collisions when turning corners are among the most common and most serious types of accidents



in conjunction with trucks and unprotected road users. Cyclists and pedestrians can become endangered if truck drivers do not perceive them. The new Blind Spot Assist from Mercedes-Benz reliably warns the driver about dangers when turning corners in critical situations with restricted vision. Moreover, it also takes into account the tractrix curve of a semitrailer and therefore also warns the driver if the vehicle is in danger of colliding with stationary obstacles such as traffic lights and street lamps. The system also helps the driver change lanes.

» **October 2014 Daimler Trucks attains record level of incoming orders in North America.**

In October, Daimler Trucks' U.S. subsidiary books its highest level of incoming orders ever. Customers ordered a total of 31,304 Class 6-8 vehicles of the Freightliner, Western Star, and Thomas Built Buses brands. According to the data collected by the Americas Commercial Transportation Research (ACT) organization, Daimler Trucks North America (DTNA) achieved a new monthly order record for a single manufacturer in the North American truck business.

Contributing to this success were orders from major customers as well as increased demand from small and medium-size fleet operators.

» **December 2014 Production milestone: 200,000th truck built at the Aksaray plant.**

There were cheers at the Mercedes-Benz plant in Aksaray when the 200,000th truck rolled off the assembly line. Because Turkey is the world's third-largest market for Mercedes-Benz Trucks after Brazil and Germany, the Aksaray plant is a key component of the Mercedes-Benz Trucks production network.

Production milestone at

Daimler Trucks in India: The 20,000th locally produced truck of the Bharat-Benz and FUSO brands rolls off the assembly line in Chennai in southeastern India. The wholly-owned Daimler subsidiary Daimler India Commercial Vehicles (DICV) achieves this milestone only two and a half years after it begins producing the first heavy-duty BharatBenz trucks. The milestone vehicle is a BharatBenz 2523C dump truck.

Main Locations. Daimler Trucks.



* Headquarters

** Main locations of Daimler Trucks partnerships

Daimler Trucks (without sales subsidiaries)



Main Locations of Daimler Trucks. Europe.

Mercedes-Benz



Stuttgart
Germany

Employees*: 4,422
Founded in: 1904

Head office functions, sales,
product engineering



Wörth
Germany

Employees*: 11,380
Founded in: 1963

Mercedes-Benz Trucks:
Actros, Antos, Arocs, Atego
Mercedes Benz Special Trucks:
Econic, Unimog, Zetros



Mannheim
Germany

Employees*: 5,101
Founded in: 1908

Engine production, foundry,
remanufactured engines

*As of December 31, 2014



Kassel Germany

Employees*:	2,920
Founded in:	1810
Incorporation of the plant into Daimler-Benz AG:	1969

Axles, powertrains
and components



Gaggenau Germany

Employees*:	6,490
Founded in:	1894
Conversion into Benz-Werke Gaggenau GmbH:	1911

Transmissions, axles, and torque
converters, machining and metal
forming technology, international
logistics

*As of December 31, 2014



Mercedes-Benz



Aksaray
Turkey

Employees*: 1,904
Founded in: 1986

Atego, Axor, Actros, and Unimog,
product engineering



Molsheim
France

Employees*: 569
Founded in: 1967
**Incorporation of the plant
into Daimler-Benz AG:** 1970

Customization of special purpose
vehicles (Mercedes-Benz
Custom Tailored Trucks)

FUSO



Tramagal
Portugal

Employees*: 313
Founded in: 1964

FUSO Truck Europe,
truck production (LDT)

*As of December 31, 2014

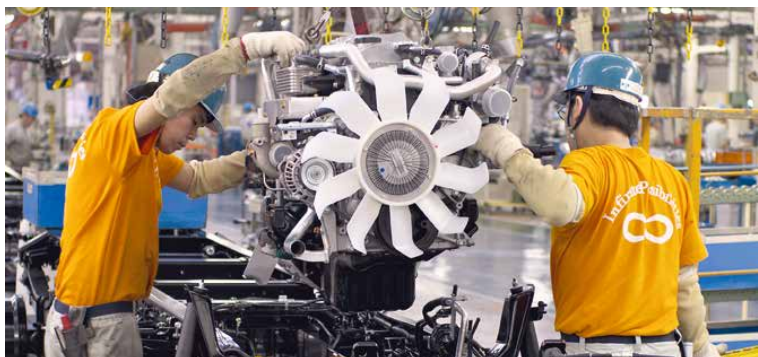
Main Locations of Daimler Trucks. Asia.

FUSO

		<p>Kawasaki Japan</p>
<p>Employees*: 4,714</p> <p>Founded in: 1943</p>	<p>Mitsubishi Fuso Truck and Bus Corporation (MFTBC), head office functions</p> <ul style="list-style-type: none"> <p>• Kawasaki R&D, IT and Purchasing Center Engineering, research and development, Global Hybrid Center, procurement, information technology</p> <p>• Kawasaki plant Production of LDT, MDT, HDT, engines, axles, and industrial engines</p> 	

		<p>Kitsuregawa Japan</p>
<p>Employees*: 343</p> <p>Founded in: 1980</p>	<p>Proving ground, test track for truck and bus development</p>	

*As of December 31, 2014



FUSO



Aikawa
Japan

Employees*: 260
Founded in: 1975

Nakatsu plant, production of transmissions

BharatBenz



Chennai
India




Employees*: 2,709
Founded in: 2012

Production of LDT, MDT, HDT, research and development, proving grounds, test track

*As of December 31, 2014

Main Locations of Daimler Trucks. NAFTA.

Freightliner/Western Star

	<p>Portland/OR USA</p>
<p>Employees*: 4,236 Founded in: 1942</p>	<p>Daimler Trucks North America LLC, truck assembly, head office func- tions, research and development</p>
	<p>Cleveland/NC USA</p>
<p>Employees*: 3,037 Founded in: 1989</p>	<p>Daimler Trucks North America LLC, truck assembly</p>
	<p>Mount Holly/NC USA</p>
<p>Employees*: 1,429 Founded in: 1979</p>	<p>Daimler Trucks North America LLC, truck assembly</p>

*As of December 31, 2014



Freightliner



**Santiago
Tianguistenco
Mexico**

Employees*: 1,749
Founded in: 1991

Daimler Trucks North America LLC, truck assembly, Freightliner M2, Columbia, Coronado, SD 114, and Cascadia trucks



**Saltillo
Mexico**

Employees*: 3,657
Founded in: 2008

Daimler Trucks North America LLC, truck assembly, Freightliner Cascadia truck

Thomas Built Buses



**High Point/NC
USA**

Employees*: 1,387
Founded in: 1916

Thomas Built Buses, school bus assembly, research and development



Detroit



Redford/MI USA

Employees*: 2,538
Founded in: 1938

Detroit Diesel Corporation,
 production of engines,
 transmissions, and axles




*As of December 31, 2014

Further main locations in the NAFTA region

- » **Gaffney/South Carolina/USA**
 741 employees
 Freightliner Custom Chassis Corporation (FCCC), chassis for vans, school buses, shuttle buses, and camper vans
- » **Gastonia/North Carolina/USA**
 1,246 employees
 Daimler Trucks North America LLC, parts production
- » **Logan/New Jersey/USA**
 84 employees
 Mitsubishi Fuso Truck of America, Inc. (MFTA)
- » **Toluca/Mexico**
 139 employees
 Daimler Trucks North America LLC, remanufacturing of engines, transmissions, and components

Main Locations of Daimler Trucks. Latin America and Africa.

Mercedes-Benz

	<p>São Bernardo do Campo Brazil</p>
<p>Employees*: 9,885 Founded in: 1956</p>	<p>Entire Latin American Mercedes-Benz truck product range, engines, axles, and transmissions, stamping facility, product engineering, bus chassis</p>
	<p>Juiz de Fora Brazil</p>
<p>Employees*: 797 Founded in: 1999</p>	<p>Assembly of Accelo and Actros trucks</p>
	<p>Cape Town South Africa</p>
<p>Employees*: 1,008 Founded in: 1979</p>	<p>Foundry</p>

*As of December 31, 2014

Main Locations Daimler Trucks Partnerships. Russia and China.

Cooperation with Kamaz



Naberezhnye Chelny
Russia

Strategic partnership:

Daimler AG and the European Bank for Reconstruction and Development (EBRD) hold a 15 percent share in Kamaz. Daimler Trucks and Kamaz established two joint ventures in 2010. In addition, in 2012 Daimler AG and Kamaz signed the licensing agreement for Axor cabins, Mercedes-Benz engines and axles for Kamaz. Further cooperation is in planning.

- **Mercedes-Benz Trucks Vostok (MBTV)**
50-50 joint venture between Daimler Trucks and Kamaz: Atego, Actros, Axor, and Unimog assembly
- **Fuso Kamaz Trucks Russia (FKTR)**
50-50 joint venture between Daimler Trucks and Kamaz: FUSO Canter assembly

Cooperation with Foton



Beijing
China

Beijing Foton Daimler Automotive (BFDA)
50-50 joint venture for the production of Auman trucks with Mercedes-Benz components

Global Powertrain & Manufacturing Engineering Trucks

Since 2011, Daimler Trucks has combined the functions for the production of truck powertrains and engines as well as for product platforms, quality, and production and network planning in a cross-functional unit called Global Powertrain & Manufacturing Engineering Trucks. Throughout the world, this unit produces powertrains for Daimler Trucks vehicles. In addition, it manufactures and sells engines and components for third parties.

Product highlights:

» **New heavy-duty engine generation:**

Since 2007, the new heavy-duty engine generation produced by Global Powertrain & Manufacturing Engineering Trucks has covered the heavy-duty segment from 10.7 to 15.6 l and from 240 to 460 kW. From the very start, it showed that it is possible to achieve Euro VI compliance and higher fuel efficiency at the same time. The engines were gradually rolled out in the triad markets as well as in off-highway products in recent years. For this engine generation, Daimler Trucks exploits the advantages of a global platform architecture. Because the engines share more than 70 % of their parts, the division can exploit development synergies and globally roll out new innovations more quickly. It will remain the most modern engine platform in the world in the future. The Division will consistently pursue its module strategy for all components, prepare to roll out the engine in additional markets, and simultaneously increase production capacities.





» Integrated powertrain/DT12 transmission:

Mercedes-Benz Trucks is the only truck manufacturer in Europe to offer complete powertrains (ranging from engines and transmissions all the way to axles) for both the medium-duty and the heavy-duty segments from a single source. Customers thus benefit from outstanding levels of fuel efficiency, thanks to optimally coordinated parts within an integrated powertrain.

The integrated powertrain's international success story is now being continued in the USA. The PowerShift transmission that has proven its worth in the new Actros and the Fuso Super Great has also met with a great response in North America since 2013. Within the scope of its module and parts commonization strategy, Daimler Trucks took an important step with the Detroit Transmission 12 (DT12) for use in the Freightliner Cascadia truck. Since 2015, this transmission has been installed in the Freightliner Cascadia Evolution together with the Detroit Diesel 15 (DD15) heavy-duty engine and Detroit axles. As a result, Daimler Trucks North America (DTNA) now offers a fully integrated powertrain on the U.S. market as well. DD15, DT12, and Detroit axles help the Cascadia Evolution to be the TCO champion in the North American heavy-duty segment.

» Third-party business:

The Mercedes-Benz Powertrain unit sells/distributes tailored products to external customers. Mercedes-Benz Powertrain is the only company in the world to offer engines, transmissions, and axles as individual components or as complete powertrain solutions that are optimally adapted to the customer's needs. In this way, the advantages of a global production and service network also benefit the customers of Mercedes-Benz Powertrain.


Product Range.
Mercedes-Benz.








Product Range Mercedes-Benz Europe

	Mercedes-Benz Atego
Gross vehicle weight	6.5–16 t
Vehicle use	Short-radius distribution, light domestic long-distance haulage, construction sites, firefighting, and municipal applications
Engines	4- and 6-cylinder in-line engines
Output	115 kW, 130 kW, 155 kW, 170 kW, 175 kW, 200 kW, 220 kW
Chassis	4x2, 4x4

	Mercedes-Benz Antos
Gross vehicle weight	18–41 t
Vehicle use	Heavy-duty short-radius distribution
Engines	6-cylinder in-line engines
Output	175 kW, 200 kW, 220 kW, 235 kW, 240 kW, 260 kW, 290 kW, 310 kW, 315 kW, 330 kW, 350 kW, 375 kW, 380 kW, 425 kW, 460 kW
Chassis	4x2, 6x2, 6x2/2, 6x4

	Mercedes-Benz Actros
Gross vehicle weight	18–41 t
Vehicle use	Long-distance haulage
Engines	6-cylinder in-line engines
Output	175 kW, 200 kW, 220 kW, 235 kW, 240 kW, 260 kW, 265 kW, 290 kW, 315 kW, 330 kW, 350 kW, 375 kW, 380 kW, 425 kW, 460 kW
Chassis	4x2, 6x2, 6x2/2, 6x4



Mercedes-Benz Arocs

Gross vehicle weight	18–41 t
Vehicle use	Construction distribution
Engines	6-cylinder in-line engines
Output	175 kW, 200 kW, 220 kW, 235 kW, 240 kW, 260 kW, 265 kW, 290 kW, 315 kW, 330 kW, 350 kW, 375 kW, 380 kW, 425 kW, 460 kW
Chassis	4x2, 4x4, 6x2, 6x4, 6x6, 8x2/4, 8x4, 8x4/4, 8x6/4, 8x8/4



Mercedes-Benz Arocs SLT

Gross vehicle weight	18–250 t
Vehicle use	Heavy-haulage vehicle
Engines	6-cylinder in-line engine
Output	380 kW, 425 kW, 460 kW
Chassis	6x4, 8x4, 8x6, 6x6, 8x8



Mercedes-Benz Actros SLT

Gross vehicle weight	18–250 t
Vehicle use	Heavy-haulage vehicle
Engines	6-cylinder in-line engine
Output	380 kW, 425 kW, 460 kW
Chassis	6x4, 8x4



Product Range for non-European Markets



Mercedes-Benz Axor

Gross vehicle weight	18–41 t
Vehicle use	Heavy-duty short-radius distribution, domestic long-distance haulage, construction sites, firefighting, and municipal applications
Engines	6-cylinder in-line engines
Output	175 kW, 188 kW, 210 kW, 240 kW, 265 kW, 295 kW, 315 kW
Chassis	4x2, 4x4, 6x2, 6x2/2, 6x2/4, 6x4, 8x2, 8x4



Mercedes-Benz Actros

Gross vehicle weight	18–41 t
Vehicle use	Long-distance haulage, heavy-duty short-radius distribution, construction sites
Engines	6- 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, 6x2/2, 6x2/4, 6x4, 6x6, 8x4/4, 8x6/4, 8x8/4



Mercedes-Benz Zetros

Gross vehicle weight	18–27 t
Vehicle use	Robust off-road chassis
Engines	6-cylinder in-line engine
Output	240 kW
Chassis	4x4, 6x6



Mercedes-Benz Special Trucks



Mercedes-Benz Unimog U 216 - U 530

Gross vehicle weight	10–16.5 t
Vehicle use	Off-road equipment carrier, tractor vehicle, two-way vehicle
Engines	4- and 6-cylinder in-line engines
Output	115 kW–220 kW
Chassis	4x4



Mercedes-Benz Unimog U 4023/U 5023

Gross vehicle weight	10.3–14.5 t
Vehicle use	Robust off-road chassis
Engines	4-cylinder in-line engines
Output	170 kW
Chassis	4x4



Mercedes-Benz Econic

Gross vehicle weight	18–26 t
Vehicle use	Municipal applications, special vehicles, distribution vehicles, firefighting vehicles
Engines	6-cylinder in-line engines (diesel), natural gas drive
Output	220 kW, 260 kW
Chassis	4x2, 6x4, 6x2/4, 8x4



Product Range Mercedes-Benz Brazil

Medium-Duty Trucks/Heavy-Duty Trucks



Mercedes-Benz Accelo

	Cab-over-engine platform
Gross vehicle weight	8–10 t
Types	Accelo 815 and 1016
Engines	4-cylinder in-line engine
Output	115 kW
Vehicle use	Short-radius distribution, medium-range transport
Chassis	4x2



Mercedes-Benz Atego

	Cab-over-engine platform	Cab-over-engine semitrailer tractor
Gross vehicle weight	14–24 t	–
Gross trailer weight	–	36 tons
Types	Atego 1419, 1719, 1726, 1726 4x4, 1729 garbage truck, 2426, 2430	Atego 1729
Engines	4- and 6-cylinder in-line engines	
Output	136–210 kW	
Vehicle use	Short-radius distribution, medium and long-haul transport	
Chassis	4x2, 4x4, 6x2	



Mercedes-Benz Axor

	Cab-over-engine semitrailer tractor	Cab-over-engine platform
Gross vehicle weight	-	26-40 t
Gross trailer weight	Over 40 t	-
Types	Axor 1933, 2036, 2041, 2536, 2541, 2544, 2641, 2644, 3341, 3344	Axor 2533, 3131, 3341, 3344, 4141, 4144
Engines	6-cylinder in-line engine	
Output	240 - 325 kW	
Vehicle use	Heavy-duty short-radius distribution, long-haul transport, off-road use	
Chassis	4x2, 6x2, 6x4	



Mercedes-Benz Actros

	Cab-over-engine semitrailer tractor	Cab-over-engine platform
Gross vehicle weight	-	Over 40 t
Gross trailer weight	Over 40 t	-
Types	Actros 2546, 2646, 2655, 4160	Actros 4844
Engines	6- and 8-cylinder in-line engines	
Output	335-440 kW	
Vehicle use	Long-distance haulage, off-road use, heavy-duty transport	
Chassis	6x2, 6x4, 8x4, 8x8	



Product Range Mercedes-Benz Brazil

Medium-Duty Trucks/Heavy-Duty Trucks



Mercedes-Benz Atron

	Conventional cab platform	Cab-over-engine	Conventional cab semitrailer tractor
Gross vehicle weight	13-23 t	16-26 t	-
Gross trailer weight	-	-	Over 40 t
Types	Atron 1319 and 2324	Atron 1719 and 2729	Atron 1635
Engines	4- and 6-cylinder in-line engines		
Output	136-254 kW		
Vehicle use	Short-radius distribution, medium and long-haul transport, off-road use		
Chassis	4x2, 6x2, 6x4		



Product Range Mercedes-Benz Türk

Medium-Duty Trucks/Heavy-Duty Trucks



Mercedes-Benz Atego

Gross vehicle weight	11.99–21 t
Types	Atego 1216, 1518, 2124
Output	115–175 kW



Mercedes-Benz Axor

Gross vehicle weight	18–41 t
Types	1829 K, 1836 LS, 1840 LS, 2529 C, 2529 K, 2640 CL, 3029 B, 3029 K, 3229 C, 3236 B, 3240 C, 3340 K, 4140 B
Output	175–295 kW



Mercedes-Benz Actros

Gross vehicle weight	18–41 t
Types	1841 LS, 1844 LS, 1851 LS, 1941 LS, 3341 S, 4151 K
Engines	6- and 8-cylinder V-type engines
Output	300–375 kW

Product Range.
Freightliner.





Product Range
Freightliner



Class 5–8



Freightliner M2

Gross vehicle weight	16,000–80,000 pounds (7.3–36.3 t)
Vehicle use	Ambulances, short-radius distribution, beverage transport, tractors, tankers, refrigeration, towing, municipal applications
Engines	6-cylinder
Output	Up to 476 hp
Chassis	4x2, 6x4, 4x4, 6x6



Freightliner M2 106 Hybrid


Gross vehicle weight	55,000 pounds (24.9 t)
Drive system	Parallel hybrid drive system, diesel-electric
Engine	6-cylinder
Output	Up to 330 hp





Freightliner M2 112 Natural Gas

Gross vehicle weight	33,000–66,000 pounds (15–29.9 t)
Engines	CNG (compressed natural gas) and LNG (liquefied natural gas)
Output	Up to 320 hp
Chassis	4x2, 6x4



	<h2>Freightliner Cascadia Natural Gas</h2>
Gross vehicle weight	80,000 pounds (36.3 t)
Engines	CNG, LNG
Output	400 hp
Chassis	4x2, 6x4

	<h2>Freightliner 114 SD Natural Gas</h2>
Gross vehicle weight	33,000–66,000 pounds (15–29.9 t)
Engines	CNG
Output	Up to 320 hp
Chassis	4x2, 6x4

	<h2>Freightliner 108 SD</h2>
Gross vehicle weight	79,000 pounds (35.8 t)
Vehicle use	Construction, municipal applications
Engines	6-cylinder
Output	Up to 380 hp
Chassis	4x2, 6x4, 4x4, 6x6



Class 8



Freightliner Cascadia

Gross vehicle weight	80,000 pounds (36.3 t)
Vehicle use	Long-distance haulage
Engines	6-cylinder
Output	Up to 600 hp
Chassis	4x2, 6x2, 6x4



Freightliner 122 SD

Gross vehicle weight	92,000 pounds (41.7 t)
Vehicle use	Construction, oil/gas field service, logging, refuse, heavy/specialty haulage
Engines	6-cylinder
Output	Up to 600 hp
Chassis	SBA, SFA, 4x2, 6x4, 8x6



Freightliner Cascadia Evolution

Gross vehicle weight	80,000 pounds (36.3 t)
Vehicle use	Long-distance haulage
Engines	6-cylinder
Output	455-505 hp
Chassis	4x2, 6x2, 6x4



Freightliner 114 SD

Gross vehicle weight	80,000 pounds (36.3 t)
Vehicle use	Construction, refuse, municipal/government applications
Engines	6-cylinder
Output	Up to 470 hp
Chassis	4x2, 6x2



Freightliner Argosy

Gross vehicle weight	52,800–69,828 pounds (24–31.7 t)
Vehicle use	Long-distance haulage
Engines	6-cylinder
Output	Up to 600 hp
Chassis	6x4, 8x4



Freightliner Columbia 120*

*Market-specific model for Mexico

Gross vehicle weight	120,000 pounds (54 t)
Vehicle use	Long-distance haulage
Engines	6-cylinder
Output	Up to 475 hp
Chassis	6x4

Product Range.
Western Star.





Product Range
Western Star



Class 8



Western Star 4700

Gross vehicle weight	Up to 74,000 pounds (up to 33.5 t)
Vehicle use	Dump truck, snowplow, mixer, crane, roll-off, sewer vac, tractor
Types	SF, SB
Engines	6-cylinder
Output	240–470 hp/EPA 10/GHG 14
Chassis	4x2, 6x4



Western Star 4800

Gross vehicle weight	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
Output	350–470 hp/EPA 10/GHG 14
Chassis	4x2, 4x4, 6x4, 6x6, 8x4, 8x6, 10x6



Western Star 4900

Gross vehicle weight	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
Output	350–600 hp Tier 3/EPA 10/GHG 14
Chassis	4x2, 4x4, 6x2, 6x4, 6x6, 8x4, 8x6, 10x6



Western Star 6900

Gross vehicle weight	Up to 138,000 pounds (up to 62.5 t)
Vehicle use	Oilfield, mining, logging, towing/recovery
Types	XD, TS
Engines	6-cylinder
Output	425–600 hp Tier 3/EPA 10
Chassis	6x4, 6x6, 8x4, 8x6, 8x8



Western Star 5700

Gross vehicle weight	Up to 80,000 pounds (up to 36.3 t)
Vehicle use	Expediter, bulk haulage, long-distance haulage
Types	XE, XEi
Engines	6-cylinder
Output	350–600 hp - DD13, DD15, DD16
Chassis	6x2, 6x4

Product Range.
Thomas Built Buses.







School Buses



Thomas Built Buses Type A School & Activity Bus

Gross vehicle weight	9,900–14,500 pounds (4.5–6.6 t)
Types	Minotour, SRW, DRW, My Bus
Engines	8-cylinder (gasoline, diesel, propane, CNG)
Output	250–300 hp
Chassis	4x2



Thomas Built Buses Type C School & Activity Bus

Gross vehicle weight	Up to 33,000 pounds (up to 15 t)
Types	Saf-T-Liner C2
Engines	6-cylinder (diesel, propane, CNG)
Output	Up to 260 hp
Chassis	6x2



Thomas Built Buses Type D Front Engine School & Activity Bus

Gross vehicle weight	Up to 36,200 pounds (up to 16.4 t)
Types	Saf-T-Liner EFX
Engines	6-cylinder (diesel)
Output	Up to 260 hp
Chassis	6x2



Thomas Built Buses Type D Rear Engine School & Activity Bus

Gross vehicle weight	Up to 36,200 pounds (up to 16.4 t)
Types	Saf-T-Liner HDX
Engines	6-cylinder (diesel and CNG)
Output	Up to 300 hp
Chassis	6x2

Product Range.
FUSO.







Light-duty Trucks



FUSO Canter Guts

Gross vehicle weight	3.5 t
Vehicle use	Wide range of commercial and industrial uses, services, distribution and goods transportation, light construction and municipal applications
Engines	4-cylinder in-line engines
Chassis	4x2, 4x4



FUSO Canter

Gross vehicle weight	3.5–8 t
Vehicle use	Wide range of commercial and industrial uses, services, distribution and goods transportation, light construction and municipal applications
Engines	4-cylinder in-line engines
Chassis	4x2, 4x4



FUSO Canter Eco Hybrid

Gross vehicle weight	3.5–7.5 t
Vehicle use	Municipal applications, distribution, especially in stop-and-go traffic
Engines	4-cylinder in-line engines, electric motors
Chassis	4x2



Medium-duty Trucks



FUSO Fighter

Gross vehicle weight	8–20 t
Vehicle use	Distribution and goods transportation, refrigerated transportation, construction and municipal applications, refuse collection, services, fire engines, wide range of commercial and industrial uses
Engines	4- and 6-cylinder in-line engines
Chassis	4x2, 6x4

Heavy-duty trucks



FUSO Super Great V

Gross vehicle weight	15 t and up
Vehicle use	Distribution and goods transportation, construction
Engines	6-cylinder in-line engines
Chassis	4x2, 6x2, 6x4, 8x4



Minibuses



FUSO Rosa

Gross vehicle weight	5–6 t
Vehicle use	Passenger and school transportation, special use transportation
Lengths	3.5–4.6 meters (wheelbase)
Engines	4-cylinder in-line engines
Chassis	4x2

Large buses



FUSO Aero Star

Gross vehicle weight	14–15 t
Models	Non-Step, One-Step, Two-Step
Vehicle use	City transportation, general passenger transportation
Lengths	4.8–6 meters (wheelbase)
Engines	6-cylinder in-line engines
Chassis	4x2



FUSO Aero Midi

Gross vehicle weight	11 t
Models	Non-Step
Vehicle use	City transportation, general passenger transportation
Lengths	4.3 meters (wheelbase)
Engines	6-cylinder in-line engines
Chassis	4x2



FUSO Aero Queen

Gross vehicle weight	16 t
Models	MS (Super Hi-Decker)
Vehicle use	Sightseeing/touring, intercity passenger transportation
Lengths	6 meters (wheelbase)
Engines	6-cylinder in-line engines
Chassis	4x2



FUSO Aero Ace/Aero Ace MM


Gross vehicle weight	16 t	12-13 t
Models	MS (Hi-Decker)	MM (Hi-Decker)
Vehicle use	Sightseeing/touring, intercity passenger transportation	Sightseeing/touring, intercity passenger transportation
Lengths	6 meters (wheelbase)	4.2 meters (wheelbase)
Engines	6-cylinder in-line engines	6-cylinder-in-line engines
Chassis	4x2	4x2

Product Range.
Daimler India
Commercial Vehicles.







Medium-duty Trucks

	<h3>BharatBenz MDT</h3>
Gross vehicle weight	9–16 t
Vehicle use	Distribution and goods transportation, refrigerated transportation, construction, wide range of commercial and industrial uses
Engines	4-cylinder in-line engines
Chassis	4x2

Heavy-duty Trucks

	<h3>BharatBenz HDT</h3>
Gross vehicle weight	25 t, 31 t, 40 t, 49 t (TT)
Vehicle use	Light and medium-duty mining operations
Engines	6-cylinder in-line engines
Chassis	4x2, 6x2, 6x4, 8x2, 8x4

	<h3>Mercedes-Benz Actros</h3>
Gross vehicle weight	48 t
Vehicle use	Construction distribution, excavation
Engines	V6 engine
Chassis	8x4/4

Media Contacts of Daimler Trucks.

Media Contacts of Daimler Trucks.



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Julia Löffler

Business Communications Commercial Vehicles
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