

# DAIMLER TRUCK

Daimler Truck AG

Spotlight

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La traversée du col du Brenner à l'hydrogène : Daimler Truck réalise les premiers essais en altitude avec un camion à pile à combustible



**Stuttgart** – Sur la voie du transport durable, un prototype de camion GenH2 Mercedes-Benz a effectué avec succès ses premiers essais en altitude sur voie publique. Un point de passage majeur sur la liste d'un programme d'essai chargé : le franchissement du col du Brenner, l'une des principales artères du trafic de marchandises en Europe. Rien qu'en 2019, environ 40 millions de tonnes de marchandises ont été transportées par camion via cet itinéraire de transit à quatre voies à la frontière entre l'Autriche et l'Italie et situé à une altitude d'environ 1 370 mètres. Ce qui correspond à près de 2,5 millions de camions par an. Au cours de ces essais qui ont duré une semaine, les ingénieurs de Daimler Truck ont franchi à plusieurs reprises ce col avec ce camion chargé fonctionnant à pile à combustible sur le tronçon d'autoroute de 120 km reliant Bolzano et Innsbruck. Seule émission du trajet : de la vapeur d'eau !

La ville de Bolzano, en Italie, a servi de base aux essais, car elle abrite une station-service à hydrogène exploitée par H2 South Tyrol. En outre, la topographie des environs est idéale pour tester les performances du système de piles à combustible à différentes altitudes. L'un des points forts de ces essais a été la conduite du tracteur sur la route du mont Penser Joch, à une altitude de 2 211 mètres. Les résultats de ce premier programme d'essais en altitude concernant l'interaction entre la pile à combustible et la batterie sur une topographie exigeante, ainsi que la stratégie d'exploitation prospective sur la route du Brenner, sont maintenant intégrés dans le développement ultérieur du véhicule de série. D'autres essais en terrain montagneux sont prévus pour l'année prochaine.

Sur la voie d'un avenir neutre en CO<sub>2</sub>, Daimler Truck a clairement défini son orientation stratégique et poursuit de manière cohérente une stratégie à double voie dans l'électrification de son portefeuille avec des moteurs à batterie et à hydrogène. Le Mercedes-Benz GenH2 est développé en particulier pour des applications flexibles et exigeantes dans le segment du transport lourd sur longue distance. L'objectif de développement est une autonomie de 1 000 kilomètres et plus. Le début de la production en série est prévu pour la deuxième moitié de la décennie.

#### 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 CO<sub>2</sub>-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.