

FUSO

E CANTER



<http://efuso.jp>



Delivering Innovation in Transportation

The World's First*¹ All-Electric Series Produced Truck – eCanter

Renewed interest in electric vehicles is present throughout all facets of society today. And with zero noise/emissions requirements in urban areas, the logistics industry is also starting to take notice.

Drivers, businesses and society as a whole stand to benefit from electric trucks. The all-electric design delivers great performance, and less vibrations mean they are comfortable and easier to drive, which reduces driver fatigue. Efficiency of fleet operations also gets a significant boost with reductions in fuel*² and maintenance costs.

*1 According to study conducted by Mitsubishi Fuso
*2 When using normal charging

***E* CANTER**

The eCanter was launched in 2017 and is already operating with customers from different industries in Japan, Europe and the USA.



All-Electric Performance Complements Superior Truck Capability

With a 7.5 t GVW, wide cab, long body, and heavy-duty payload, the eCanter is more than capable of transporting shipments on time in a safe manner. And with the mountains of torque and exceptional response of its all-electric powertrain, it is a win-win situation for any business seeking efficient and economical logistics. Throw in zero noise operations and ultra-smooth driving comfort, and the eCanter sets a new benchmark for seamless transportation.

Truck Potential

Gross vehicle weight (GVW): 7.5 t

Maximum payload capacity (with cab chassis): 4,125 kg

Cab width (wide cab): 1,995 mm

Wheelbase (long body): 3,400 mm

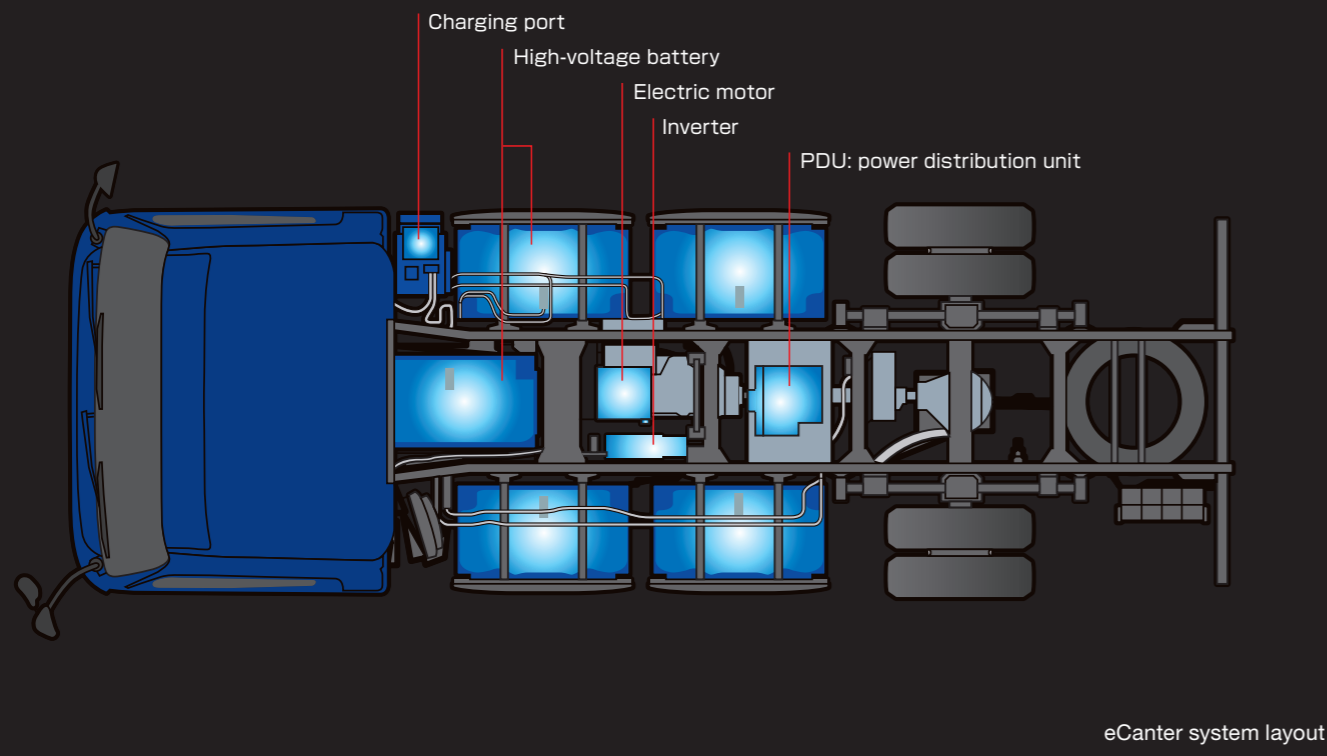
EV Performance

Driving range per charge (JEO5 mode): 100 km

Electric motor maximum power output: 135 kW (equivalent to 180 hp)

Maximum torque: 390 Nm

***E* CANTER**



Simple Design. State-of-the-Art Technology

The key advantage of electric vehicles is their simple mechanical design. Combined with FUSO's advanced technology, we offer a safe, efficient and high-performance electric truck.

Silent city-wide deliveries The features of the eCanter make it ideal for transporting goods around city areas. The torque of the electric motor makes quick work of stop-start driving. Clutch/gear shifts are no longer needed to drive up steep slopes. Night time deliveries also pose no issue, as the eCanter generates no exhaust emissions or noise.

Powered by electric Drivers won't find themselves short on power, as performance is similar to diesel engines in its class. The electric motor generates immense torque that enhances driving comfort and efficiency.

Lithium-ion power packs Six high-voltage lithium-ion battery packs give the eCanter a driving range of 100 km per charge. Quick charging*1 takes up to **1.5 hours**, normal charging can be done overnight, and the eCanter can be charged at public charging stations with the CHAdeMO/CCS2*2 as quick charging standard.

*1 With 50 kW DC charger. Charging time varies depending on state of charge, as well as battery condition.
*2 Based on the market requirements.

Truckconnect

Real-time monitoring An easy way for customers to keep an eye on their trucks performance. Data from eCanter trucks is uploaded to the Customer Assistance Centre, and customers can monitor vehicle information and operating conditions on the Truckconnect website.

5 ways Truckconnect assists business

- Receive alerts of any vehicle issues or drops in performance (remote diagnosis)
- Check driving conditions such as current vehicle location (position and driving conditions)
- Detects and notifies any vehicle maintenance issues (safe operations)
- Monitor daily and monthly power usage data (electrical efficiency)
- Check power usage efficiency as graph data (vehicle management)

Electric motor maximum power output

135 kW
(equivalent to 180 hp)

Maximum torque:

390 Nm

Battery capacity

82.8 kWh
(lithium-ion batteries)

Driving range per charge

100 km
(JEO5 Driving cycle)

Intuitive Layout and Comfort Natural Cockpit Design

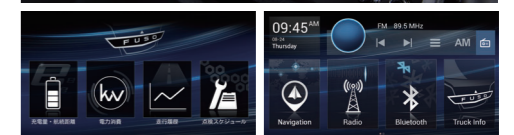
Driver-oriented design aspects are featured throughout the cockpit. The eCanter eliminates the need for any specific driving skills, and allows drivers of all experience levels to maximise the potential of the all-electric platform.

Intuitive layout Drivers will find viewing vehicle information easy, with classic analogue meters on either side of the dashboard, and an upper info panel featuring the speedometer and energy meter showing the amount of power used or generated by the motor. In between the meters is the Ivis Multi-information system and a range of other indicators, for a simple and intuitive instrument cluster.

Large centre display The cockpit dash panel features a large central display with an array of driving and operational data presented clearly to the driver.

Engine starter switch Starting the EV system is easy – simply insert the starter key and press the START/STOP starter switch. The cabin can also be locked/unlocked while drivers are away from the truck using the keyless entry function.

Stress-free driving Seat designs have been optimised for driver comfort, as well as easy access in and out of the cab. Low vibrations of the all-electric system also help reduce driver fatigue.



[Key features of centre display]

- Vehicle data – battery level, driving range and power usage/regeneration
- Navigation system
- Radio
- Bluetooth connectivity





Normal or Quick Charging to Suit Any Type of Operation

The eCanter is designed to suit any type of operation or charging facility, and is equipped with both normal (AC) and quick (DC) charging ports.

Normal (AC) charging The eCanter can be charged slowly with normal (AC) charging.

All you need is a 200–230 V power outlet (32 A current). A full charge can be done overnight.

Quick (DC) charging The eCanter can also be charged quickly with quick (DC) charging. A full charge takes approximately 1.5 hours*1.

Electricity for economical operation The all-electric eCanter has lower running costs and is therefore much more economical than diesel models covering the same driving range. Fewer mechanical components also means a reduction in maintenance costs compared to diesel vehicles.

*1 With 6 kW (200 V/30 A) single-phase AC charger. Charging time varies depending on state of charge as well as battery condition.



Charging port for CHAdeMO outlet



FUSO AC charging cable

Driver's Voice in Japan

“I've never experienced such acceleration before”

Logistics company
Sales driver

The truck has much better response than a petrol or diesel, and it just takes off so well. I've never experienced such acceleration before in 24 years of driving. No engine noise means it is silent in the cabin, which makes it easier to focus on driving. The eCanter can be charged at night after work, and when you think about how long you have to wait at petrol stations to fill up a normal truck, this boosts efficiency immensely during business hours.

“Idling is silent, which is ideal for late-night deliveries”

Retail store
Delivery driver

Driving feels great with full power and there are no jerky gear changes, which means I can concentrate on the road without much stress. It's just so easy to drive. After driving an electric truck, I don't think I would ever want to get into a diesel again. Late-night deliveries used to be cause problems in the past because of the noise of the truck and engine idling, but the eCanter solves all these issues.

eCanter specifications

Weight rating	7.5 t
Cab	Single cab
Passengers	3
Overall length	5,935 mm
Overall width (cab)	1,995 mm
Cab dimensions	1,625 mm
Wheelbase	3,400 mm
Front overhang	1,140 mm
Rear overhang	1,395 mm
Front tread	1,665 mm
Rear tread	1,560 mm
Frame width	750 mm
Maximum gradeability	20 %
Curb weight	3,110 kg
Maximum payload capacity	4,125 kg
Front axle capacity	3,100 kg
Rear axle capacity	6,000 kg
Maximum power	135 kW (equivalent to 180 hp)
Maximum torque	390 Nm
Maximum road speed	80 km/h
Range	1.92 km/charge (JE05)*
Final reduction gear ratio	6.666
Voltage (vehicle power source)	12 V
Batteries	6 battery packs
Battery capacity (Rated/Usable)	82.8 kWh/66 kWh
Tyres	215/70R17.5

* JE05 Japanese standard driving cycle