

***E* CANTER**

FUSO'S FIRST 100% ELECTRIC LIGHT TRUCK



eCANTER HAS ARRIVED.



SPEC OVERVIEW.



Battery

82.8kWh lithium ion
100km-120km practical range



Power / Torque

135kW / 390Nm



GVW

7,500kg



Wheelbase

3,400mm



Configuration

4x2

THE NEXT STEP IN EFFICIENCY.

eCanter is the first all-electric truck released by the world's largest commercial vehicle manufacturer – it is highly anticipated in New Zealand following an extensive nine-month evaluation.

Excited by its zero emissions and significantly reduced operating costs, local operators were stunned by its ease of use and drivability. Many commented that the build quality and cohesiveness of eCanter was notable when compared to aftermarket electrification solutions.

Unrivalled in the truck market, the series manufactured eCanter is now a proven product in relevant operations. Extensive 24-month international trials of eCanter with large global distribution operators have driven refinement in its 'continuous improvement' development methodology.

Following this path, early adopters will operate eCanter under a six-year lease, which will include specialist support. This approach ensures that, as development of eCanter advances, operators are not caught with an asset that may have low residual value.

eCanter will also be New Zealand's safest electric truck. The ground-up build ensures that all safety systems, such as active emergency braking, are uncompromised and fully integrated with the vehicle.

Interest in eCanter is high among New Zealand operators. As a country, we are well-placed for its arrival – as of January 2020, there were 209 DC rapid charging stations nationwide. NZTA has stated that it hopes to encourage installation of a rapid charger every 75km along NZ's main highways.

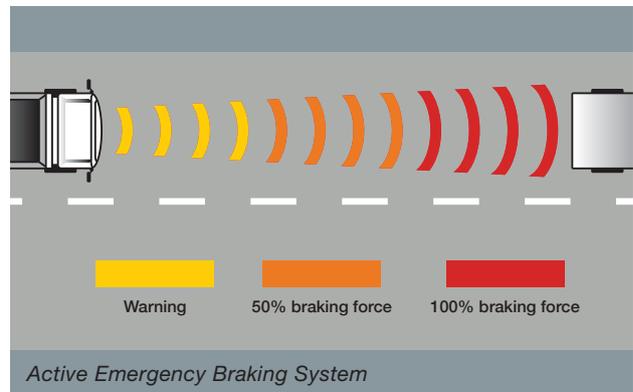
KEY FEATURES



- Zero emissions.
- \$10 to full recharge from 20%.*
- Qualifies for RUC exemption.
- 100km-120km practical range.
- 80% battery charge within 45mins.
- 50% reduction in maintenance costs.
- 135kW / 390Nm electric motor with two-stage regenerative braking.
- GVW: 7,500kg. Optional 6,000kg for car licence.

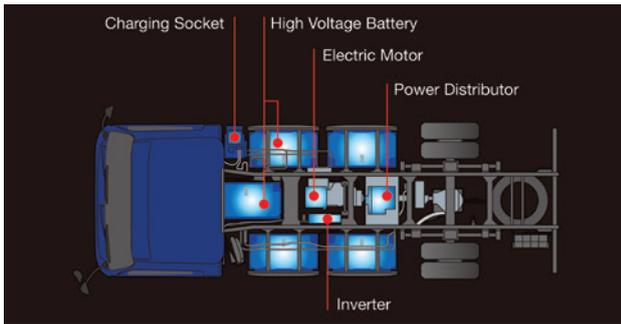
* Approximate cost based on full battery recharge from 20% at off-peak residential rate of \$0.15 per kWh

ADVANCED SAFETY



- **Active Emergency Braking System** – helps avoid or mitigate collisions with pedestrians and other vehicles, using a radar to monitor the road ahead.
- **Lane Departure Warning System** – reduces the risk of lane departure accidents, using a camera behind the windscreen to detect lane markings and trigger an alert if the vehicle crosses with no indicator.
- **Electronic Stability Control** – employs multiple sensors to detect loss of steering control and apply brake force at each wheel, which aids steering control and improves stability.

INNOVATIVE DRIVETRAIN



The eCanter is driven by a permanent synchronous electric motor, powered by a 82.8kWh (420v) lithium-ion, liquid-cooled battery pack. It delivers an impressive 135kW and 390Nm and allows a practical range of up to 120km on a single charge (max of 150km) – well suited to around-town delivery routes.

Two-stage regeneration captures kinetic energy created by the vehicles momentum and stores it in the batteries for future use. Efficient use of the regeneration settings will extend the practical range of the eCanter.

Within the electric motor is a reduction gear, connected directly to the transmission shaft. This means it is able to speed up without shifting, resulting in less wear.

APPLICATION AND CUSTOMISATION



The eCanter was built for the urban environment. Engine and noise pollution are almost nil, making it well suited for around-town applications such as FMCG delivery, furniture removal, refuse and recycling, light commercial work and chilled goods delivery.

eCanter is easily customised – its electric drivetrain is fitted to a standard 3,400mm FUSO Canter cab chassis, meaning customers and bodybuilders will be working with the same, familiar 750mm wide frame.

The batteries are split into six units for even weight distribution, allowing the 7.5T GVM vehicle to carry a nominal payload of around 4T.

FAST CHARGING



A standard CSS2 plug is used for charging, with downtime minimised thanks to DC fast charge capability that will have the battery at 80% capacity within one hour – that is an efficient lunch break!

eCanter comes equipped with a single phase AC charge cable (max 32A), which will allow a full charge overnight using off-peak power.

DRIVER COMFORT



With its stylish and distinctive grille, eCanter is attractively designed on the outside and intuitively configured on the inside for maximum comfort.

The push-button start function with smart key lends a car-like driving experience, while the dash-mounted audio touchscreen provides full connectivity and reverse camera. The in dash display has up-to-the-minute battery data, including range, charge level.

SPECIFICATIONS

- Battery: 82.8kWh lithium ion. 100km-120km practical range.
- Power / Torque: 135kW / 390Nm.
- GVM: 7,500kg (passenger car licence option also available).
- Cab chassis weight: 3,290kg.
- Nominal payload: 3,500kg.
- Front/rear axle ratings: 3,100kg / 6,000kg.
- Wheelbase: 3,400mm.

CHARGING INFORMATION

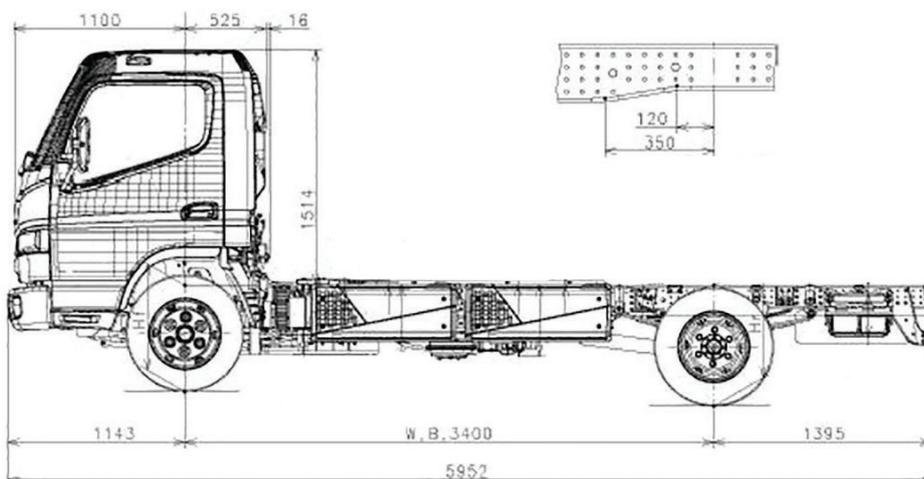
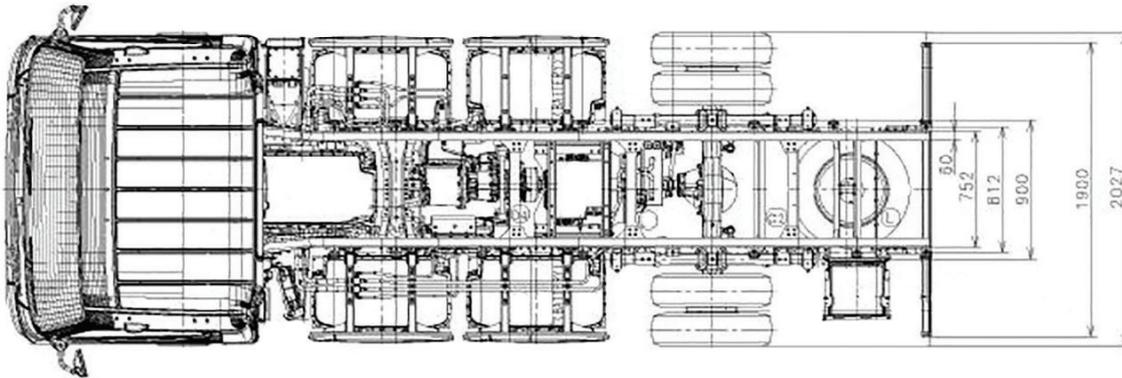
DC Fast Charger (charging port on chassis by RH front wheel)

- Plug: CCS2.
- Max output: 50kW.
- Charge time: 45 mins to 80% charge.

AC 240V Charger

- Truck socket: SAEJ1772.
- Plug: Single phase 32 amp three-pin wall socket.
- Max output: 7.2kW / 32 amps.
- Charge time: 10hrs to 100% charge.

DIMENSIONS





eCANTER LEADS THE CHARGE.

FUSO's fully electric eCANTER has impressed across New Zealand – test-driven by MPs around the Beehive and promoting Waiheke's 'Electric Island' initiative

Associate Minister for Transport Julie Anne Genter – also the minister responsible for EVs – had no troubles navigating the capital's narrow back streets in the eCANTER.

"It quieter, cleaner, and easier to handle than I expected," said Genter. "More so than an SUV."

The eCANTER was in Wellington to raise awareness among regulators and showcase the electric technology emerging from the FUSO fleet.

National's spokesperson for transport Chris Bishop was also keen to take the opportunity to see the truck for himself, taking it for a drive and sharing the same sentiment as Genter regarding its smooth driving and minimal noise.

Genter said having "last mile" options such as the eCANTER can play an important role in achieving emission reductions from the transport sector and added there could be incentives for new technology that helps achieve this.

On a trip to Waiheke Island, eCANTER was used to promote the 'Electric Island' initiative to an international audience – a community-led drive to achieve all-electric transport by 2030.

Zero-emission 'last mile' distribution options, such as those offered by eCANTER, will be essential to achieving that goal, and to providing peace of mind for operators looking to reduce emissions and fuel costs, while ensuring their drivers are as well-protected as they can be.

