 **FES**CELL180/280/120
The new FES fuel cell truck.

ERFOLGSMOBIL

TECHNICAL SPECIFICATIONS

- Total weight 18 t (12 - 26 t possible)
Payload 7,1 t (up to 13,5 t possible)
- **Electric dual-motor powertrain**
280 kW / 380 HP continuous performance
308 kW / 420 HP boost for 30 sec (from 2025)
- **Hydrogen fuel cell system**
at 120 kW continuous performance
(170 kW from 2025)
- **Hydrogen tank made of CFRP**
33 kg at 700 bar for 470...550 km range
+ refillable at passenger car stations
- 350 bar possible upon customer request
- **Li-Ion battery**
57 kWh for boost an >30 km range of reserve
+ CCS rechargeable



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Base vehicle 3. Generation MAN TGM

- Availability of spare parts
- Approachability of normal workshops for mechanical issues

Electric drive, battery, auxiliary units

- Our partner FRAMO GmbH, Löbichau (Germany)
- 24/7 service hotline for complete vehicle
- Coordination of 2nd level support

Fuel cell components and Tanks

- Our Partner
TOYOTA Tsusho Nexty electronics

Service concept

- Currently in development
- Planned with our partner Schloz-Wöllenstein at selected locations

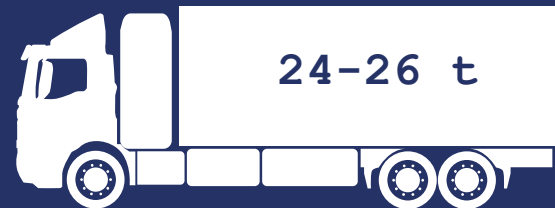
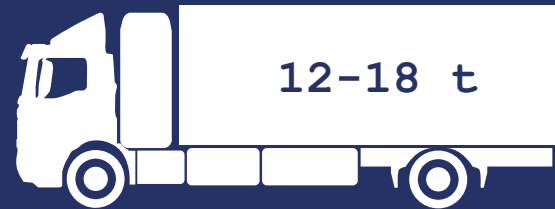


Functionality

- Tank system positioned independently from the truck bodies, giving maximum flexibility for the body structures
- Batteries and fuel cells positioned in the side box for easy servicing
- Radiator positioned behind front blade and in the side boxes for optimized airflow (not on top of tank system)

Body variants 12 to 40 t

- Full flexibility for body structures thanks to the separately standing FES tank system
- Cabins for short-distance and long-distance transport
- Also special body structures possible
- Compensation of cargo space loss due to the tank by means of EU 96/53/EG Art. 10b Par. 2: +900 mm vehicle length
- Enables the possibility of an articulated vehicle combination with two C782 swap containers



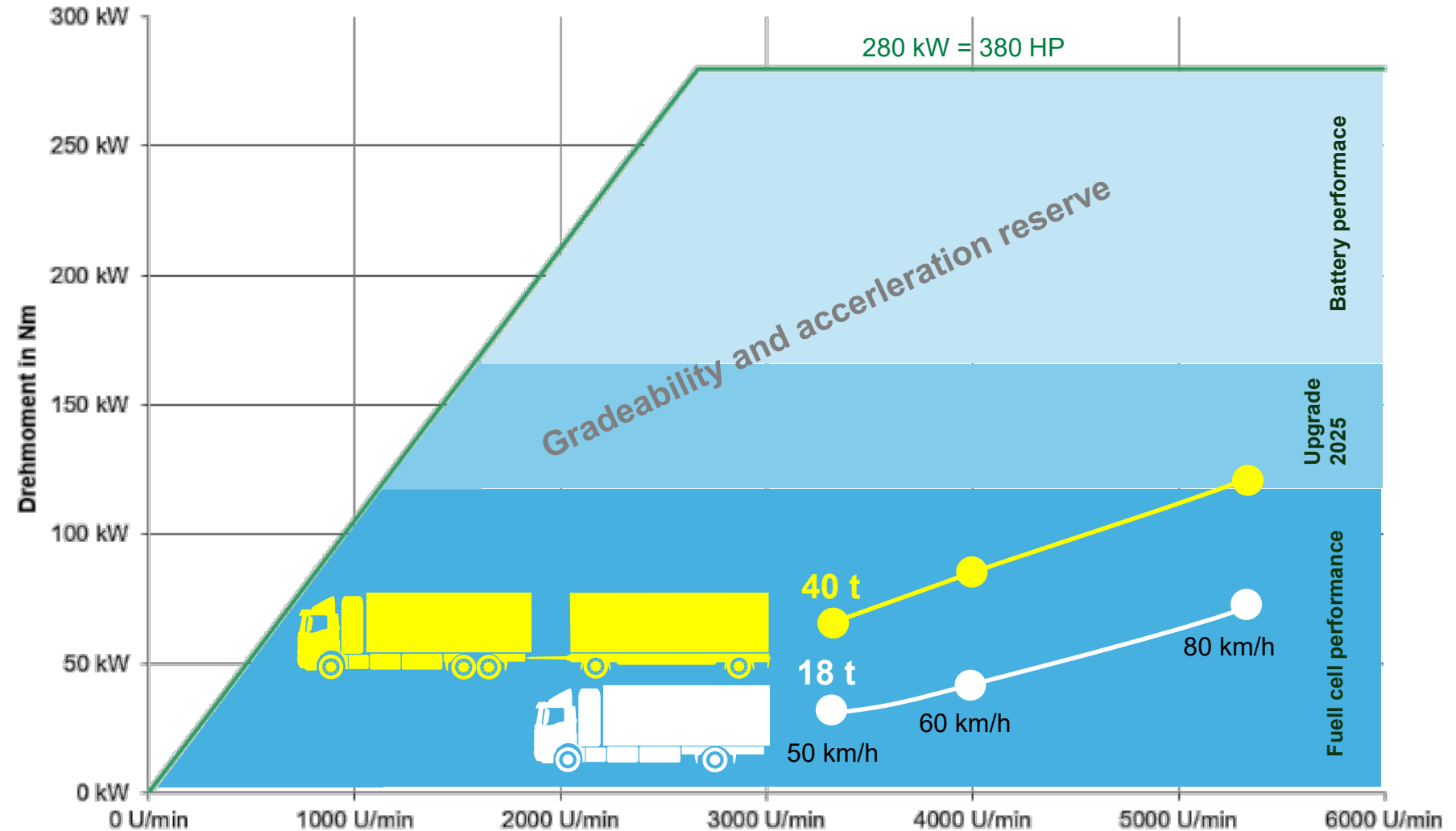
Right Sized Drivetrain

Driving performance 18t

- Gradeability:
 - 18% up to 30 km/h
 - 11% at 60 km/h
 - 6% at 80 km/h

- Acceleration 0...80 km/h:
 - 24 sec

→ Fully suitable for longdistance transportation



Consumption measurement in driving mode (ongoing)

- FC system at full load **66 g H2 pro kWh** on the intermediate circuit
- Motorway drive in the low mountain range 160 km:
 - Zwickau City – motorway feeder road S293 - motorway junction 10 of federal motorway A72 – country road St2692 to HRS Berg
 - Return trip the same way
 - 27°C exterior temperature
 - 18.2 t total mass
 - Cruise control at 83 km/h → **6,99 kg/100 km**
- Motorway and country road drive in the plains 220 km:
 - Dennheritz - federal highway B93 - motorway junction 26 of federal motorway A72 - federal highway B2 - Leipzig City - HRS Leipzig
 - Return trip motorway junction 22 of federal motorway A14 – federal motorway A38 - federal motorway A72 – federal highway B93 – Dennheritz
 - 24°C exterior temperature
 - 18.2 t total mass
 - Cruise control at 83 km/h → **6,59 kg/100 km**
- Trips using an articulated vehicle combination of 36 t and using a VOLKE towing dynamometer
 - tbd.

Special maneuvers

- Temperature stability on low mountain range pass road Gehlberg-Schmücke: **successful**
- 100 mm curb climb test with 18.2 t from standing position: **successful**
- Start-up on 12% gradient with 18.2 t: **successful**

Thank you for your interest!

Order now!



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FESCELL180/280/120

Developing mobility for the future.

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