



Electric diversity expands: Mercedes-Benz Trucks introduces new members of the eActros family

IMAGE SOURCE: Daimler Truck AG

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23 September 2025 by Daimler

- Mercedes-Benz Trucks will unveil an expanded portfolio of the second-generation battery-electric eActros on September 30, including new variants like tractor units and flatbed chassis.
- The new eActros configurations will feature modern drive technology, high energy efficiency, and modular extensions such as different wheelbases and L-cab versions.
- The eActros 600, launched in November last year, has proven its capabilities in real-life conditions and extensive testing tours across Europe.

- The eActros 600 boasts a high battery capacity of over 600 kWh, enabling a range of 500 kilometers without intermediate charging, and can cover over 1,000 kilometers per day with intermediate charging.
- The eActros 600's batteries use lithium iron phosphate cell technology, offering a long service life and maintaining over 80% battery health after 1.2 million kilometers in ten years.
- The eActros 600 has a gross combination mass of up to 44 tons and a payload of around 22 tons in the EU, with potential for higher payloads depending on national laws.

Mercedes-Benz Trucks will unveil the expanded portfolio of the second-generation battery-electric eActros for the first time on September 30. Based on the Mercedes-Benz eActros 600, the offering will be modularly extended to include a wide range of new variants — including tractor units and flatbed chassis with different wheelbases, models with two battery packs, and alternative L-cab versions based on the proven Actros design.

All new configurations combine modern drive technology with high energy efficiency and follow the innovative overall concept of the eActros 600. With a first teaser photo, Mercedes-Benz Trucks offers a preview of the premiere vehicle among the new family members.

About the eActros 600

Mercedes-Benz Trucks celebrated the series launch of the eActros 600 at the end of November last year at the Mercedes-Benz plant in Wörth. Deliveries to customers began in December 2024 and the eActros 600 is now in daily operation on roads across more than 15 European countries. The electric flagship from Mercedes-Benz Trucks has already proven its capabilities several times under real-life conditions: In customer use and as part of the “eActros 600 European Testing Tour 2024”, a 15,000-kilometer all-electric development trip through a total of 22 countries and the “European Testing Tour Winter 2025” on around 6,500 kilometers through Northern Europe, each with a gross combination mass of 40 tons. In addition, the e-truck was voted “International Truck of the Year 2025”. The award is the most important prize in the industry and is presented annually by the International Truck of the Year (IToY) organization, consisting of 24 commercial vehicle journalists from Europe.

The high battery capacity of over 600 kilowatt hours - hence the model designation 600 – and a new, particularly efficient electric drive axle developed in-house enable the eActros 600 to achieve a range of 500 kilometers without intermediate charging. This range is accomplished under very realistic and practical

conditions with a gross combination mass of 40 tons, which can also be significantly exceeded depending on the driving style and the route. The eActros 600 will even be able to cover well over 1,000 kilometers per day. Intermediate charging during statutory driver breaks makes this possible, provided that charging options are available.

The eActros 600 has three battery packs, each with 207 kWh. These offer an installed total capacity of 621 kWh. The batteries are based on lithium iron phosphate cell technology (LFP) and are characterized by a long service life. The development engineers at Mercedes-Benz Trucks designed the eActros 600 to meet the same requirements for the durability of vehicles and components as a comparable conventional heavy-duty long-haul Actros. This means up to 1.2 million kilometers in ten years of operation. After this period of use, the battery state of health should still be above 80 percent. In contrast to other battery cell technologies, more than 95 percent of the installed capacity can also be used with LFP technology. This facilitates a higher range with the same installed battery capacity. The vehicle is technically designed for a gross combination mass of up to 44 tons. With a standard semitrailer, the eActros 600 has a payload of around 22 tons in the EU. There might be cases in which national law allows higher payloads.

Source: Daimler Truck AG

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