



MAN electric trucks have already covered 500,000 kilometres in real logistics operations by 2025

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- **Well over 100 of the first pre-series of around 200 MAN eTrucks have already been in use since the beginning of 2025**
- **Daily mileage for customers of up to 800 kilometres**
- **Average consumption across all vehicles in winter temperatures 106 kWh per 100 kilometres**
- **CO₂ savings of around 400 tonnes compared to diesel trucks when using 100 percent green electricity**
- **Large-scale production of eTrucks to start in mid-2025**

MAN Truck & Bus
Dachauer Straße 667
D-80995 Munich

Should any questions arise,
please contact:
Gregor Jentzsch
Phone: +49 89 1580-2001
Presse-man@man.eu
<https://press.mantruckandbus.com/>

Since the beginning of 2025, well over 100 eTrucks from MAN have been successfully deployed by logistics service providers from Germany, Austria, Belgium and the Netherlands, among others - including well-known names such as Duvenbeck, DB Schenker, Dachser, Dräxlmaier and Koopman. The eTrucks have travelled a total of around 500,000 kilometres so far. Thanks to their battery-electric drive, they would have saved around 400 tonnes of CO₂ when using 100 percent green electricity compared to a diesel truck, which consumes around 27 litres per 100 kilometres. Assuming that each of these vehicles covers 1.2 million kilometres in its lifetime, these eTrucks alone can save around 120 thousand tonnes of CO₂, assuming the same premises. The vehicles are part of an initial pre-series of 200 vehicles that MAN has already produced in 2024 - for customers who want to quickly embark on the path to electromobility. More e-trucks from this first pre-series are being delivered to MAN customers almost daily. 'Even before large-scale production of the MAN eTGX and eTGS starts in May, we are gathering valuable practical experience with the vehicles from this first series together with our customers. We are seeing that our concept of high battery modularity and yet a range suitable for long-distance transport is proving very successful. The version as an ultra-lowliner semitrailer tractor for high volume requirements is particularly popular,' says Dr Frederik

MAN Truck & Bus is one of Europe's leading commercial vehicle manufacturers and providers of transport solutions with an annual sales revenue of around 13.7 billion euros (2024). The company's product portfolio includes trucks and buses/coaches with diesel and zero-emission drives, vans, diesel and gas engines along with services related to passenger and cargo transport. MAN Truck & Bus is a company of TRATON GROUP and employs approx. 33,000 people worldwide.



Zohm, Executive Board Member for Research and Development at MAN Truck & Bus.

The daily workload of the eTrucks is impressive: in typical long-distance transport applications, the electric lions cover between 400 and 600 kilometres, with one of the vehicles even travelling 800 kilometres per day in customer use with intermediate charging. The eTrucks are proving to be extremely frugal and have an average consumption of around 106 kWh per 100 kilometres across the entire fleet, despite the rather wintry weather conditions in the first few months.

William Kratsch, responsible for Direct Operations at DB Schenker, draws a positive conclusion about the all-electric new additions to the fleet: 'So far, the truck has been running smoothly and shows lower consumption compared to other e-trucks used on similar routes. This is a positive sign for the efficiency of the MAN eTGX and makes us optimistic about the future.'

MAN Polar Express: all-electric from the Arctic Circle to Munich

The MAN eTruck has also demonstrated its unrestricted practical suitability with the MAN Polar Express: In mid-March, a battery-electric eTGX semi-trailer truck covered the 3000 kilometre distance from the Arctic Circle to Munich purely on battery power. In doing so, it not only demonstrated its impressive range, even in icy temperatures. It also proved that fully electric trans-European long-distance lorry transport with exclusive use of public charging infrastructure is already possible today. Also in the spotlight: the MAN Charge&Go charging card, which makes public charging at charging stations from various infrastructure providers child's play.

The Polarexpress was accompanied by influencers André Brockschmidt (Bauforum 24) and Christina Scheib (Trucker Babes), who are well-known in the truck scene. They report on their experiences and encounters during the all-electric journey from the Polar Circle to Munich in five video episodes, which were published on the MAN channels on YouTube to accompany the tour. At the same time, the influencers posted impressions of the tour on their own channels.

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Modular concept for a range of up to 500 kilometres



The long-distance version of the MAN eTGX has a range of around 500 kilometres and is a pioneer in its class in terms of battery modularity and variety of configuration options: Up to one million different combination variants are possible, offering the right all-electric truck for every common application. As an ultra-low liner with a 950 mm low semitrailer height and a very short wheelbase of just 3.75 metres, yet with maximum battery capacity, it is perfect for use in automotive logistics, where maximum loading volume up to an interior height of three metres is crucial. However, with a choice of four, five or six battery packs and power levels of 449 and 544 hp, it can also be optimally adapted for any other transport task. In addition to the standard CCS charging technology (up to 375 kW), it can also be ordered with the new MCS standard with up to one megawatt of charging power, which enables even faster intermediate charging during the driver's break from driving.

Transport companies also benefit from MAN's 360-degree eMobility Consulting when switching to electromobility: the advice on switching to electromobility includes customer-specific analyses of vehicle deployment and charging infrastructure requirements. MAN's range of services also includes the provision of charging infrastructure itself through partnerships with charging infrastructure suppliers. In addition, as with conventionally powered trucks, service contracts and financing solutions specially tailored to electric mobility as well as numerous digital services are available for the use of the new electric lions. These include the MAN eReadyCheck, which customers can use to check how their delivery routes can be driven purely electrically, as well as the MAN Charge & Go charging service including charging card, which enables simple, consolidated charging planning and billing for international routes.