



June 4, 2021

P R E S S R E L E A S E

Mitsubishi Fuso launches a new model of the heavy-duty Super Great

- Newly features the emergency driving stop system Emergency Stop Assist as a Japan-first for trucks. The new feature is part of Active Drive Assist 2, the upgraded level 2 automated driving support system. Fitted with Active Sideguard Assist 1.0, making the Super Great the first heavy-duty truck model in Japan to come installed with a braking system to mitigate potential risks in left-turns.

Kawasaki, Japan – Mitsubishi Fuso Truck and Bus Corporation (MFTBC), one of Asia's leading commercial vehicle manufacturers under the umbrella of Daimler Trucks Asia, is announcing the launch of the new model of its heavy-duty Super Great truck, equipped with a Japan-first driver assistance system. The new model will be available through MFTBC sales companies and regional sales units across Japan starting from June.

The new Super Great features the market-first* Emergency Stop Assist, which decelerates and stops the vehicle within its lane in case of an emergency. By installing Emergency Stop Assist into the new Super Great, MFTBC has been able to advance the truck's SAE level 2 automated driving support technology to market-leading levels. With Emergency Stop Assist, the Active Drive Assist automated driving support system is now upgraded to Active Drive Assist 2. In addition to lane keep assist features and adaptive cruise control, drivers are now supported with new technology that detects anomalies in steering wheel activity. When the steering wheel remains inactive for 60 seconds while Active Drive Assist 2 is on, the system issues an alert on the dashboard monitor as well as an audio alarm, while reducing the speed and bringing the vehicle to an emergency stop within the same lane. The deceleration is expected to be particularly beneficial in scenarios where drivers experience sudden changes in health condition at the wheel. Active Drive Assist 2 therefore not only offers less fatiguing hauls through stabilized driving, but enhanced safety for the driver and surrounding vehicles.

This model also newly features Active Sideguard Assist 1.0, which, in a first* for trucks in Japan, enhances the prevention of left turn accidents with a damage mitigation braking system. Active Sideguard Assist 1.0 warns the driver with a lamp when the radar detects an object on the left side of the vehicle, which tends to be a blind spot for the driver. It also emits an alarm when the steering wheel is turned to the left or a left turn signal is activated. In

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addition to these audio-visual warnings, the new model provides another layer of safety with a collision mitigation braking system that decelerates and brings the vehicle to an emergency stop when it detects a risk of collision with objects moving in parallel to the vehicle. ***

In compliance with the latest regulations, the new Super Great also has also been upgraded with various other features. In addition to a Rear Underrun Protection (RUP) device to limit the damage of collisions, the truck's inner rear-view mirror now comes equipped with a shock absorbing structure. Furthermore, in advance of new Japanese regulations, the vehicle is equipped with daytime running lights for increased visibility during daylight hours and a feature that activates headlights automatically at dusk. The Super Great also now comes with a fuel tank that matches the latest regulatory standards for the prevention of fuel leaks. Finally, a co-driver seatbelt indicator has also been introduced to encourage better safety inside the cabin.

Active Driver Assist 2 and its emergency stop function will be also available in Daimler Trucks' heavy-duty Mercedes-Benz Actros from June 2021. MFTBC will continue to develop commercial vehicle automation technology through Daimler Truck's global network, which is built upon competence centers in Japan, Europe and the United States. Daimler Trucks is working towards the realization of an SAE Level 4 autonomous driving truck with its subsidiary TORC Robotics as well as through an alliance with Waymo, which develops autonomous driving technology. MFTBC aims to bring Level 4 autonomous driving technology to FUSO markets by leveraging the collaborative development and shared expertise within the Daimler Group.

* based on research by Mitsubishi Fuso Truck and Bus, as of May 2021, among trucks available in Japan.

** Active Sideguard Assist 1.0 is a feature that is intended to support braking behavior that will mitigate the risk and damage of collisions with pedestrians or cyclists moving parallel to the vehicle. The feature should not be considered a preventative safeguard against every collision.

***when driving speeds are under 20km/h

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The new Super Great

(vehicle specially prepared for photo shooting purposes only)



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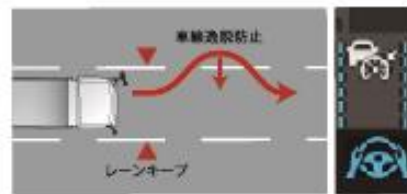
Safety features installed in the new Super Great

Active Drive Assist 2

*Newly installed for the first time in a truck available in Japan

1. Lane keep function

The system provides steering support to keep the vehicle driving in the same lane.



作動条件: (車速) 3.20~4.40m
(車速) レーンキープ 0~90km/h 車線逸脱防止 60~90km/h

2. Hands-on detection system

This system monitors whether the driver is overly dependent on the lane keep function. A warning is provided when the system determines that hands have left the steering wheel, and it brings the vehicle to stop in the same lane after around 60 seconds have passed without any change in activity.

3. Lane Departure Protection System

This function is an upgrade on the LDWS (Lane Departure Warning System). When a vehicle departs from the lane against the driver's wishes, steering is controlled to return it to the lane.

4. Emergency Stop Assist: ESA*

*Newly installed for the first time in a truck available in Japan

Emergency Stop Assist is activated when the driver becomes unable to drive due to a sudden change in health condition, while Active Drive Assist 2 is on. A warning issued through the dashboard monitor and an alarm after the steering wheel remains inactive for around 60 seconds. The vehicle is then decelerated and brought to a stop in the same lane. (This feature is an option offered as part of Active Drive Assist 2.)

* Active Drive Assist 2 is not an autonomous driving system. When using the system, the driver should be responsible for driving safely by operating the steering wheel, brake, accelerator, etc. according to road, traffic and vehicle conditions.

* Option setting in all vehicles

Active Sideguard Assist®1.0*

*Newly installed for the first time in a truck available in Japan

Active Sideguard Assist® 1.0 is a safety system that integrates a radar to monitor the blind-spot on the left side of the vehicle. It also emits an alarm and issues warnings through a lamp when the left turn signal is activated or the steering wheel is turned to the left. When the system determines there is an unavoidable

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risk of a collision with objects or pedestrians moving in parallel to the vehicle, it activates the damage mitigation braking system to bring the vehicle to an emergency stop. (The vehicle must be driving at a speed under 20km/h for Active Sideguard Assist 1.0 to operate as described.)



** Active Sideguard Assist 1.0 is a feature that is intended to support braking behavior that will mitigate the risk and damage of collisions with pedestrians or cyclists moving parallel to the vehicle. The feature should not be considered a preventative safeguard against every collision.* Standard setting in the Premium line and the Pro line. Optional setting for Eco line.

* Active Sideguard Assist® is a registered trademark of MFTBC.

Active Brake Assist5: ABA®5

ABA® 5 is an emergency braking system that detects dangers of head-on collisions and mitigates damage with warnings and brakes. ABA® 5 features a forward-recognition camera and radar to detect traffic conditions with high accuracy, making it possible to reduce the risk of collisions with pedestrians and vehicles driving in front on highway roads.

* Standard setting in the Premium line and the Pro line. Optional setting for Eco line.

*ABA® is a registered trademark of MFTBC.

Intelligent Headlight Control: IHC

The Intelligent Headlight Control (IHC) system automatically switches the headlight to high beam in the dark and to low beam when it is bright with detection through a windshield-mounted camera.

* Standard setting in the Premium line and the Pro line. Optional setting for Eco line.

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Traffic Sign Recognition: TSR

The Traffic Sign Recognition (TSR) system is specifically designed for traffic signs in Japan. A camera recognizes oncoming traffic signs using image recognition technology and displays the relevant traffic sign on the instrument display.

* Standard setting in the Premium line and the Pro line. Optional setting for Eco line.



*The respective safety systems need to meet certain operating conditions to work properly. Depending on road or weather conditions, there are instances where they may not operate as intended.

Truckconnect®

The Truckconnect® service allows customers to check real-time vehicle information such as location, operating route, as well as the status of incidents such as vehicle breakdowns. It also allows the real-time monitoring of the driver's safety score, while supporting customer efficiency both in terms of daily operational utilization rate and fuel savings through features such as the digital tachograph.

*A separate service agreement for Truckconnect is required.

Truckconnect® is a registered trademark of MFTBC

Vehicle specifications and selling price in the Tokyo area

Model	Engine	Transmission	Main Specifications	Price (10% consumption tax included) Unit: 1,000 JPY
2PG- FS74HZ	290kW(394PS)	12 speed AMT 12 Forward 2 Reverse	GVW25t Rear Air-suspension Full cab Pro line	21,593.00

MFTBC at a Glance

Based in Kawasaki, Japan, Mitsubishi Fuso Truck and Bus Corporation (MFTBC) is one of Asia's leading commercial vehicle manufacturers, with 89.29% of its shares owned by Daimler Truck AG and 10.71% by various Mitsubishi group companies. An icon in the Japanese commercial vehicle industry with a longstanding history of more than 85 years with its Fuso brand, MFTBC manufactures a range of commercial vehicles including light, medium, and heavy-duty trucks and

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buses, and industrial engines for over 170 markets worldwide. In 2017, MFTBC introduced the eCanter, the first all-electric light-duty truck in series-production and in 2019, the Super Great – Japan’s first heavy-duty truck fitted with Level 2 Automated Driving Support Technology, a benchmark in the Japanese commercial vehicle market. MFTBC operates under the umbrella of Daimler Trucks Asia, together with its partner organization Daimler India Commercial Vehicles (DICV) in India. This strategic unit allows the entities to collaborate on areas such as product development, parts sourcing and production to provide the best value to customers.

Daimler Trucks Asia at a Glance

Daimler Trucks Asia (DTA), under Daimler Truck AG, is an organizational unit that jointly operates Mitsubishi Fuso Truck and Bus Corporation (MFTBC) – an icon in the Japanese commercial vehicle industry with more than 85 years of history with its Fuso brand – and Daimler India Commercial Vehicles (DICV), an up and rising challenger in the Indian market. DTA adopts a strategic business model that allows its group entities to collaborate on product development, production, exports, sourcing and research activity to provide innovative, cutting-edge and best value products to customers. DTA’s vision is “to develop mobility solutions to embrace a better life for people and the planet”, and is aligned with Daimler Truck’s purpose “For all who keep the world moving.”

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