

BATTERY-ELECTRIC CHASSIS CAB • 7,5 TONNE

eDeliver 75

Long wheelbase • 4 500 mm
120 kWh

A cab-over chassis built to be bodied. Six thousand eight hundred millimetres of usable body length, 4 480 kg of payload before the body, and a driveline with no fuel bill attached to it.

7 490 kg
GVW

4 480 kg
PAYLOAD

280 km
WLTP COMBINED

41 m³
MAX BODY VOLUME

The chassis cab

The eDeliver 75 LWB is a 7 490 kg GVW cab-over chassis on a 4 500 mm wheelbase, rear-wheel driven by a single motor rated 75 kW continuous and 150 kW peak. Leaf-sprung front and rear, 205/75R17.5 on 14PR, and a ladder frame drilled for body mounting from the factory.



Outline is a schematic indication of where a body sits on the chassis, not a scale representation.

DIMENSIONS

Overall length	7 973 mm
Wheelbase	4 500 mm
Width excl. mirrors	2 145 mm
Cab height	2 300 mm
Ground clearance, unladen	185 mm
Turning diameter	14,6 m

WEIGHTS AND DRIVELINE

GVW	7 490 kg
Kerb weight	3 010 kg
Payload before body	4 480 kg
Towing, braked	3 500 kg
Power, rated / peak	75 / 150 kW
Torque, rated / peak	220 / 440 N·m



CAB

Three seats. 12,3" touchscreen with CarPlay and Android Auto, 7" driver display, integral air conditioning, heated steering wheel and heated six-way driver seat, keyless start.



SAFETY, STANDARD

AEB, ESC, EPB, blind spot and moving-off information systems, lane departure and forward collision warning, traffic sign recognition, fatigue monitoring, 360° camera, tyre pressure monitoring.

Volumetric performance

Most distribution work runs out of space before it runs out of weight. The LWB chassis takes a body up to 6 800 mm long, 2 550 mm wide and 3 150 mm tall overall, which puts a conventional dry-freight box in the 30 to 41 m³ range with payload to spare.

MAXIMUM BODY ENVELOPE, LWB



Schematic. Not to scale. Figures are the manufacturer's maximum permissible modification structure dimensions.

CITY DISTRIBUTION

29,6 m³

6 000 x 2 350 x 2 100 mm
internal

STANDARD DRY FREIGHT

35,3 m³

6 400 x 2 400 x 2 300 mm
internal

MAXIMUM VOLUME

41,0 m³

6 700 x 2 450 x 2 500 mm
internal



Battery, charging and range

A 120 kWh pack with liquid cooling and liquid heating, warranted for 250 000 km or eight years. Overnight depot charging on three-phase AC covers a full replenishment in a single shift break; DC covers a mid-day top-up in well under an hour.

120 kWh

BATTERY CAPACITY

280 km

WLTP COMBINED

41,8 kWh

PER 100 KM, WLTP

250 000 km

OR 8 YEARS, BATTERY

MANUFACTURER CHARGING TIMES

SUPPLY	WINDOW	TIME
AC 11 kW, 3-phase	5–100%	11 h
AC 22 kW, 3-phase	5–100%	6,8 h
DC 120 kW	20–80%	38 min

Manufacturer figures. Actual times vary with state of charge, cell temperature, supply quality and charger behaviour.

ESTIMATED TIME AT RATED POWER

CHARGER	120 KWH	PER 100 KM
22 kW AC	5,5 h	2,3 h
60 kW DC	2,0 h	50 min
120 kW DC	1,0 h	25 min

Energy divided by charger rating, at a 0,5 kWh/km loaded consumption assumption. Excludes charging losses and any taper at high state of charge. Planning guidance only.

POWER TAKE-OFF AND V2L

Electric PTO rated 15 kW and 100 kW drives tail lifts, tippers and refrigeration without a secondary engine. Vehicle-to-load supplies 6,6 kW externally and a 2,2 kW 220 V socket in the cab.

DEPOT PLANNING

Thermal management

DC-DC converter

Max speed

Max gradient

Telematics

Liquid cooled and heated

3 kW

90 km/h

30%

IOV remote monitoring, optional



Cost per kilometre

05

The comparison below is energy only: what it costs to move the vehicle a kilometre, at a loaded consumption of 0,5 kWh/km, against a diesel equivalent using 20 l/100 km at R22,00 per litre — R4,40 per kilometre.

ELECTRICITY TARIFF	FULL CHARGE	ENERGY COST	VERSUS DIESEL	PER 100 000 KM
R1,50 / kWh	R180	R0,75 / km	-R3,65 / km	R365 000
R2,00 / kWh	R240	R1,00 / km	-R3,40 / km	R340 000
R2,50 / kWh	R300	R1,25 / km	-R3,15 / km	R315 000
R3,00 / kWh	R360	R1,50 / km	-R2,90 / km	R290 000
R3,50 / kWh	R420	R1,75 / km	-R2,65 / km	R265 000
R4,00 / kWh	R480	R2,00 / km	-R2,40 / km	R240 000

240 km

Working range per charge at 0,5 kWh/km

30 000 km

Service interval across the MAXUS electric range

Scope 2

Grid charging can be addressed with renewable supply; combustion cannot

BASIS AND DISCLAIMERS

Energy comparison only. It excludes acquisition and finance cost, insurance, tyres, maintenance, licensing, driver cost, charging infrastructure, demand and capacity charges, charging losses and residual value. Electric consumption of 0,5 kWh/km is a loaded planning assumption and is higher than the WLTP figure of 41,8 kWh/100 km; actual consumption varies with body size and shape, load, route, temperature, air conditioning and driving style. Diesel baseline of 20 l/100 km at R22,00 per litre is illustrative and should be replaced with your own fleet data. VECTO range of 103 km is a certification figure calculated with standard software values rather than actual vehicle values and is deliberately conservative. WLTP range of 280 km and consumption of 41,8 kWh/100 km are estimates under the EU WLTP test standard. Where a tall body is fitted, an air deflector is advisable to limit the effect on consumption. Body dimensions, masses and payloads on page 3 are indicative and must be confirmed with the body builder and against axle load limits. Specification may change through the evolution of the product; SAIC MAXUS retains the right of interpretation where discrepancies arise. Nothing in this brochure constitutes an offer or a warranty. Confirm current specification, approval status and pricing before order.

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