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MAXUS eTERRON 9: The beginning of a new era - the first fully electric pick-up with all-wheel drive in the mid-size segment

- **Versatile all-wheel drive model with high payload and towing capacity**
- **Powerful electric drive with 325 kW system output and 102 kWh high-voltage battery in Tetris design**
- **High level of comfort thanks to car-level equipment and technology**

The MAXUS eTERRON 9 heralds a new era: As the first all-electric pick-up with all-wheel drive as standard in Europe, the flagship, which is celebrating its world premiere at this year's IAA Transportation in Hanover (16 to 22 September 2024), is setting new standards. The powerful and versatile model with the spacious flatbed offers a high payload and towing capacity as well as exceptional comfort.

The new eTERRON 9 is the harbinger of a comprehensive model offensive: over the next few years, the MAXUS brand, which is part of the SAIC Group, intends to launch numerous new products on the European market, which plays an important role in the company's global orientation. The focus is on sustainable and locally emission-free mobility.

"Europe plays a central role for MAXUS and the SAIC Group. Following the successful start in one of the most demanding regions in the world, we are now going on the offensive. We want to expand our pioneering role in sustainable and emission-free mobility with further new models," explains Utz Rachner, Country Manager Germany at SAIC MAXUS Europe. "Our new eTERRON 9 pick-up, which we are presenting to the global public for the first time here in Hanover, provides an initial foretaste."

Powerful dual motor

The eTERRON 9 relies on two electric motors: the two permanent magnet synchronous motors develop 125 kW/170 hp at the front and 200 kW/272 hp at the rear axle, resulting in an impressive system output of 325 kW/442 hp. In addition to



With impressive acceleration, this combination enables all-wheel drive, which ensures the best traction on the road and even in difficult terrain.

The so-called All-Terrain System (ATS) comprises six preset driving modes, which can be selected by

"Normal" to "Mud" and "Sand". In addition, customers can individually configure a user-defined mode to adapt the steering, engine performance and the response behaviour of the stability control, as well as the energy recovery and the height of the standard air suspension, to their personal preferences. More than 400 different combinations are possible.

Long-range high-voltage battery

The energy required for the electric drive is supplied by a 102 kWh high-voltage battery, which can be charged from 20 to 80 per cent in around 40 minutes with up to 115 kW at corresponding fast charging stations. The lithium iron phosphate battery was designed according to the specially developed Tetris construction method in a nine-cell protective frame, which distributes the forces horizontally and vertically, as in Tetris. This minimises the space required and increases capacity and safety.

Another new feature is the 9-channel ventilation system, which contributes to the optimum battery temperature and guarantees maximum performance in all conditions. Together with efficient energy recovery, the heat management system improves the range in winter by 10 per cent compared to conventional electric cars. The standard range of the eTERRON 9 is up to 430 kilometres per battery charge (WLTP combined).

Thanks to the standard "Vehicle to Load" function (V2L), the vehicle can even be transformed into a rolling "power bank" if required: the energy stored in the battery supplies external consumers with power. In addition to several 2.2 kW sockets in the "frunk" and on the charging area, there is also an external 6.6 kW connection, which can be used, for example, to connect tools from tradesmen or e-bikes and cool boxes on camping holidays.

Functional design enables extended load capacities

Dressed in the "New Electrified Mecha" design language, which creates robust and powerful lines through the interplay of basic geometric shapes, the eTERRON 9 is the



suitable companion for commercial customers and private individuals with an active lifestyle.

The 5.50 metre long model offers a maximum payload of 620 kilograms. If longer items need to be transported, the rear wall of the driver's cab can be lowered at the touch of a button. This creates a loading area up to 2.40 metres long - ideal for a surfboard as well as construction and gardening supplies.

There is also a 236-litre "frunk" under the bonnet, in which luggage can be transported weatherproof. It also offers two seats for a break or a BBQ when camping. If that's not enough, it can tow up to 3.5 tonnes - a record for all-electric pick-ups in this class.

High-quality equipment

MAXUS also makes no compromises when it comes to equipment: Soft leather creates a high-quality ambience in the eTERRON 9, while the eight-way electrically adjustable driver's seat has ventilation and a massage function. The two front seats can also be folded down in a few simple steps to create an almost flat sleeping area 170 centimetres long.

The 20 storage compartments distributed throughout the vehicle are also practical for everyday use. The bonnet and tailgate can be opened electrically.

High comfort, high safety

The multi-link rear suspension and the air suspension, which adjusts the ground clearance depending on the speed, are more likely to be found in a passenger car than in a pick-up. They reduce the rolling and pitching movements of the vehicle. The vehicle height, which can be adjusted using the air suspension, also has an effect on the air resistance and therefore on the range. In Easy Load mode, the loading area can be lowered by 60 millimetres, which makes loading and unloading easier.

In combination with the innovative semi-monocoque body, which combines the advantages of unibody construction and ladder frame, exceptional driving stability and a high level of comfort are guaranteed. Safety is ensured by the high proportion (73 per cent) of ultra-high-strength steel, which is also used in the A, B and C-pillars. In the crash test of the independent



MAXUS

Five stars are expected from the Euro NCAP test organisation. To prevent accidents from occurring in the first place, the standard assistance systems such as an emergency braking system and a lane departure warning system are of course on board.

The Great Surround-Terrain Lighting System improves visibility: the ultra high beam looks more than 400 metres ahead and makes the eTERRON 9 highly recognisable even at night.

MAXUS eTERRON 9

The sales launch for the eTerroron 9 is scheduled for Q4 2024. Further information on the pick-up, including prices and details on the market launch in the individual markets, will be announced at that time.

The homologation and fuel consumption figures will be announced shortly before the market launch.

About Maxomotive Deutschland GmbH

Maxomotive Deutschland GmbH, based in Cologne, is the official importer of vehicles from the Chinese brand SAIC MAXUS for the German market. In Germany, Maxomotive currently offers the eDELIVER 3, eDELIVER 7, eDELIVER 9 and DELIVER 9 vans, the T90 EV electric pick-up, the MIFA 9 luxury van and the Euniq 6 SUV. Further information can be found at <http://www.maxusmotors-presse.de>.

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