



MERCEDES-EQ

Press Information

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Proven sustainability: new EQS passes environmental audit

Stuttgart. From the manufacture of the raw materials, production of the vehicle, to driving operation and then recycling at the end of a vehicle's life, the life cycle assessment (LCA) undertaken by Mercedes-Benz examines all environment-related aspects of a vehicle model. Independent assessors audit this extensive documentation. As the first model based on the electric architecture for large cars, the EQS 450+ has now passed the validation audit. The "360° Environmental Check" provides detailed information on consumption, emissions and life cycle assessment, as well as on the use of renewable raw materials and recycles.

Important factors for the life cycle assessment of an electric car include the production of the high-voltage battery and the external charging processes during vehicle operation. Here, Mercedes-Benz assumes two different requirements in its model calculations: in the "EU electricity mix" scenario, the European electricity mix is taken into account for the charging of the high-voltage battery; in the "regenerative" scenario, renewably produced energy is used for the production of the battery cells and for the charging processes in the vehicle use phase. Both scenarios are based on a mileage of 186,411 miles for the EQS.

Interesting facts & figures: EQS sustainability at a glance

The EQS battery cell cathodes have a cobalt content of **ten percent**.

The components of the EQS made proportionately from resource-saving materials (recycled and renewable raw materials) weigh **176 lbs**.

With its Cd figure¹ from as low as 0.20, the EQS is currently the world's most aerodynamic production car. Compared with an aerodynamically good electric car (Cd figure 0.23), this delivers a range advantage of four (WLTP cycle) to five percent (Mercedes long-distance measurement).

The roof of Factory 56, the production facility for the EQS, is equipped with **12,000 photovoltaic modules**. These have a maximum output of around 5000 kWp and can thus cover around 30 percent of the

¹ Cd figure 0.20: EQS 450+ with 19-inch wheel/tyre combination and AMG Line exterior in SPORT drive program.

Mercedes-Benz AG, 70546 Stuttgart, Germany

Tel. +49 711 17 - 0, fax +49 711 17 - 22244, dialog.mb@daimler.com, www.mercedes-benz.com

Registered Office and Court of Registry: Stuttgart; HRB No. HRB762873

Chairman of the Supervisory Board: Bernd Pischetsrieder

Board of Management: Ola Källenius (Chairman), Jörg Burzer, Renata Jungo Brüngger, Sabine Kohleisen, Markus Schäfer, Britta Seeger, Hubertus Troska, Harald Wilhelm

More information on the official fuel consumption and the official specific CO₂ emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen" [Guide on the fuel economy, CO₂ emissions and power consumption of all new passenger car models], which is available free of charge at all sales outlets and from Deutsche Automobil Treuhand GmbH at www.dat.de.



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factory's energy needs on an annual average. All in all, the energy requirement of Factory 56 is **25 percent** lower than that of other Mercedes-Benz assembly buildings.

Around **40 percent** of the roof area of Factory 56 is greened, and recycled concrete was used for the first time in the main building.

In 2022, a total of **eight Mercedes-EQ** electric vehicle series will already be produced at **seven** locations on **three** continents.

The floor coverings use a new yarn made of regenerated nylon. **One ton** of this yarn (brand name ECONYL) saves more than **6.5 ton of CO₂** compared to virgin material.

After use in the car, a second life is possible for the batteries: for example, in an energy storage system from Mercedes-Benz Energy. Together with its partners, the company has already brought three large-scale storage systems with a total of around **50 MWh** of energy from automotive battery systems onto the German grid. The first 2nd-life battery storage system was connected to the grid in October 2016 in Lünen, Westphalia.

The majority of suppliers, who account for around **90 percent** of the the annual purchasing volume, want to supply only CO₂-neutrally produced parts in the future. They have declared their willingness to do so in an 'Ambition Letter'. From 2039 at the latest, only production materials which have been produced on a CO₂-neutral basis in all value creation stages will be allowed through the Mercedes-Benz plant gates.

Mercedes-Benz started to create transparency in the complex cobalt supply chains for battery cells back in 2018. For this purpose, **120 suppliers** were identified and **60 audits** were carried out according to the guidelines of the OECD (Organisation for Economic Co-operation and Development).

The production of the highly complex lithium-ion batteries at the Hedelfingen plant, part of the Mercedes-Benz site in Stuttgart-Untertürkheim, will be CO₂-neutral from **2022**. As part of strategic partnerships, Mercedes-Benz has also agreed to purchase battery cells manufactured in a CO₂-neutral manner, starting with the EQS.

Since **2005**, Mercedes-Benz has published "360° Environmental Checks" as the result of the systematic integration of environmental aspects into product development in accordance with the ISO/TR 14062 standard.

Contacts:

Michael Minielly	Michael.minielly@mbusa.com
Ashley Gillam	Ashley.gillam@mbusa.com

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