

DAIMLER TRUCK

Daimler Truck Holding AG

Investor Relations Release

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Daimler Buses to offer CO2-neutral vehicles in every segment by 2030 – dual-track strategy based on batteries and hydrogen

- Focus initially on the core markets of Europe and Latin America
- Only CO2-neutral new city buses on offer in Europe by 2030, and only CO2-neutral new vehicles on offer in the core European market by 2039
- Battery-electric Mercedes-Benz eCitaro city bus to receive additional variants: Range extender with fuel cell from 2023 and next generation of high-performance batteries from end of 2022
- First all-electric inter-city bus planned from 2025, coaches with hydrogen-based fuel cell drive from the end of this decade
- Customized e-mobility for transport companies: Daimler Buses expands services as general contractor
- Till Oberwörder, Head of Daimler Buses: "As a worldwide leading bus manufacturer, our ambition is clear: We want to make a contribution to contending climate change and be a driver of the change in transportation that is needed to achieve this. To this end, we are pursuing a clear electrification strategy and putting buses with alternative drive technologies on the road in series production. We want to offer locally CO2-neutral powertrains for each of our segments in our most important markets by 2030 and therefore make a clear commitment: from 2030 at the latest, we will only offer CO2-neutral new vehicles in the city bus segment in Europe and will not invest in Euro VII technology."
- Dr. Volker Wissing, Federal Minister for Digital and Transport: "To achieve our climate goals, we need more zero-emission vehicles. We actively support public transport companies to decarbonise their fleets and provide them with the corresponding infrastructure. We have earmarked a total of 1.25 billion Euro for this purpose. Our goal: by 2030, every second city bus should be electrified."

Stuttgart / Mannheim – Daimler Buses aims to offer locally CO₂-neutral vehicles based on batteries and hydrogen in every segment by 2030. The initial focus will be on the core markets of Europe and Latin America. By 2039, only locally CO₂-neutral new vehicles are to be sold in the core market of Europe. In the city bus segment, this is to be the case in Europe as early as 2030. In addition to expanding its portfolio of CO₂-neutral vehicles, Daimler Buses is also expanding its service offerings as a general contractor for customers' complete electric infrastructure. This was announced today by Till Oberwörder, Head of Daimler Buses, at an event held by the manufacturer at its Mannheim site. Speakers also included Martin Daum, Chairman of the Board of Management of Daimler Truck, and Dr. Volker Wissing, Federal Minister for Digital and Transport.

On the way to the worldwide electrification of passenger transportation, Daimler Buses plans to launch the first all-electric inter-city bus from 2025 and coaches with hydrogen-based fuel cell drive from the end of this decade. In line with the dual-track strategy of its parent company Daimler Truck, Daimler Buses is focusing on both battery-electric and hydrogen-based technologies - because this is the only way to offer tailored zero-emission solutions for the diverse needs of its customers.

Till Oberwörder, Head of Daimler Buses: "As a worldwide leading bus manufacturer, our ambition is clear: We want to make a contribution to contending climate change and be a driver of the change in transportation that is needed to achieve this. To this end, we are pursuing a clear electrification strategy and putting buses with alternative drive technologies on the road in series production. We want to offer locally CO₂-neutral powertrains for each of our segments in our most important markets by 2030 and therefore make a clear commitment: from 2030 at the latest, we will only offer CO₂-neutral new vehicles in the city bus segment in Europe and will not invest in Euro VII technology. We are focusing our development efforts entirely on the zero-emission and fully electrically powered eCitaro."

Oberwörder continued, "We take a holistic view of electrification and go far beyond the vehicle itself. We supply our customers with electric mobility on a 'turnkey' basis, which means they get from us all the modules they need for a functioning electric bus service: We supply the buses, we plan the necessary infrastructure as well as the charging management, we manage the conversion of the depot and we train the staff. Our goal is for electro mobility to become an everyday reality in the bus business."

Dr. Volker Wissing, Federal Minister for Digital and Transport: "To achieve our climate goals, we need more zero-emission vehicles. We actively support public transport companies to decarbonise their fleets and provide them with the corresponding infrastructure. We have earmarked a total of 1.25 billion Euro for this purpose. Our goal: by 2030, every second city bus should be electrified."

Mercedes-Benz eCitaro with fuel cell and new, more powerful batteries

Starting in 2023, Daimler Buses will also equip its previously purely battery-electric Mercedes-Benz eCitaro city bus, which has been in series production since 2018, with a hydrogen-based

fuel cell as a range extender. Daimler Buses is thus adding a vehicle with a range of up to 400 kilometers (solo bus) to its all-electric product portfolio in the city bus segment. As a range extender variant, the powerful and locally CO₂-neutral low-floor bus covers even demanding routes and nearly 100 percent of all transport operators range requirements.

The eCitaro Range Extender is still clearly designed for use as a city bus. The drive system continues to be based on the very powerful battery, while the fuel cell serves purely to extend the range and not as the main energy source. The vehicle is thus an all-electric hybrid bus that combines both power sources. The hydrogen is used in gaseous form at a pressure of 350 bar.

In addition, Daimler Buses will offer the eCitaro with a new generation of high-performance batteries from the end of 2022. The high-energy lithium-ion batteries increase the capacity per battery cell by around 50 percent for the same weight and enable reliable ranges of around 280 kilometers (solo bus). The batteries will be used in both the eCitaro, the eCitaro Range Extender and the recently launched all-electric chassis eO500U from Brazil.

The eCitaro is a successful model from Daimler Buses: more than 600 eCitaro are now in daily use by European customers. In 2021, almost every second all-electric city bus newly sold in Germany came from Daimler Buses.

Daimler Buses supports transport companies as a full-service provider

Daimler Buses offers its customers a complete system for the all-electric eCitaro, which includes project planning and consulting services for the smooth operation of an electric fleet as well as the complete construction of the power supply infrastructure. This also includes the corresponding construction measures, which are offered on a turnkey basis if required. On request, transport companies can thus obtain a coordinated overall package comprising bus, power and charging infrastructure as well as suitable software, digital services, appropriate training for staff and aftersales from a single source.

In particular, the charging management of battery-electric buses is crucial for smooth everyday operations for customers. Here, thanks to the recently announced strategic partnership with IVU Traffic Technologies AG, Daimler Buses has supplemented its portfolio with powerful fleet control software specifically tailored to the eCitaro with regard to charging management.

Electric chassis for Latin America

Daimler Buses is driving electrification forward worldwide: production of the first purely battery-electric bus chassis from Daimler Buses for Latin America and markets in the Oceania region, which has been specially adapted to local requirements, will start this year. The "eO500U" chassis with a range of around 250 kilometers will be manufactured at the São Bernardo do Campo site in Brazil and is largely based on the technology of the eCitaro.

Daimler Buses has already taken 100 orders for the chassis in its main Latin American market of Brazil. Delivery is scheduled for between the end of 2022 and the beginning of 2023.

Pictures of the event can be found on our media site:

<https://media.daimlertruck.com/go/daimler-buses-emobility-days>

Background information Daimler Buses: Contributing to the responsible design of urban transport.

With this clear roadmap and the dual-track strategy based on battery and hydrogen, Daimler Buses is making an important contribution to responsibly shaping the future of urban transportation with its overall electromobility system. By developing innovative buses and mobility solutions, Daimler Buses aims to help make urban transport more environmentally friendly and resource-efficient. Sustainable solutions for passenger transportation are intended to further improve the quality of life in cities. Daimler Buses is thus already shaping the traffic transition and the public transport of tomorrow with intelligent mobility solutions. This commitment is in line with the sustainable business strategy of Daimler Buses.

Forward-looking statements:

This document contains forward-looking statements that reflect our current views about future events. The words “anticipate,” “assume,” “believe,” “estimate,” “expect,” “intend,” “may,” “can,” “could,” “plan,” “project,” “should” and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates, customs and foreign trade provisions; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending government investigations or of investigations requested by governments and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading “Risk and Opportunity Report” in this Annual Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.

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An overview of upcoming events, roadshows or DTG's attendance at investor conferences can be found here: [Roadshows & Conferences](#)