



Investor Relations Release

May 6, 2026

Daimler Truck Holding AG

Daimler Truck with strong order intake in Q1, reaffirming 2026 full-year outlook and paving the way for volume recovery

- Group incoming orders rose by 50% in Q1 to 114,043 units (Q1 2025: 76,222)
- Q1 revenue development mirrors the subdued order environment experienced in the previous year: Revenue of the Industrial Business (IB) of €9.1 billion (Q1 2025: €10.6 billion), adjusted Group EBIT of €498 million (Q1 2025: €1,079 million), adjusted return on sales (IB) of 5.0% (Q1 2025: 9.6%)



- **Trucks North America unit sales in the first quarter were impacted by the historically low order intake in the prior year. Strong operational performance despite low volumes and tariff headwinds; order momentum accelerated**
- **Mercedes-Benz Trucks with solid performance in Europe but market headwinds in Latin America impacting profitability; Daimler Buses delivered a strong performance despite lower volumes due to a weak market environment in Latin America and Mexico**
- **Outlook for the 2026 financial year confirmed, with adjusted return on sales (IB) expected between 6% to 8%**

Leinfelden-Echterdingen – Daimler Truck Holding AG (“Daimler Truck”) started the year 2026 with a continuing positive momentum in order intake. At Group level incoming orders rose by 50% to 114,043 units (Q1 2025: 76,222 units). Incoming orders at Trucks North America grew by 86% compared to the previous year while the order intake at Mercedes-Benz Trucks was up 33% compared to Q1 2025.

Karin Rådström, President and CEO of Daimler Truck: “We are well positioned for continued improvement over the course of the year, even against the backdrop of a challenging first quarter. Global order intake increased by 50% year over year, fueled by a strong recovery in the US, and this momentum will benefit our performance in the quarters ahead. We are consistently strengthening our cost base to fully leverage continued uptick, enhance resilience, and maintain disciplined capital allocation. At the same time, we achieved important strategic milestones on our path to a more profitable and focused company, including the integration of our Mitsubishi Fuso business into ARCHION Corporation.”

As expected, the Group’s financial results in Q1 2026 were primarily affected by a lower profitability at Trucks North America. Industrial Business (IB) revenue in Q1 came in at €9.1 billion (Q1 2025: €10.6 billion), impacted by lower unit sales of 68,849 (Q1 2025: 75,758 units), while unit sales of battery-electric trucks and buses increased significantly to 742 units (Q1 2025: 590). Adjusted Group EBIT declined to €498 million (Q1 2025: €1,079 million). Adjusted return on sales (IB) was at 5.0% (Q1 2025: 9.6%), reflecting the lower profit contribution from North America. The Free Cash Flow (IB) from continuing and discontinued operations came in at minus €445 million (Q1 2025: €33 million), mainly driven by lower EBIT results and by additional inventory buildup due to higher order intake. Earnings per share (EPS) amounted to €0.18 (Q1 2025: €0.94).

Trucks North America revenue was impacted by last year's low order intake leading to significantly lower unit sales of 29,432 (Q1 2025: 38,992). The financial result of the segment reflects a strong operational performance despite historically low volumes and tariff headwinds.

Mercedes-Benz Trucks revenue increased by 4% (Q1 2026: €4.6 billion; Q1 2025: €4.4 billion), mainly driven by positive demand development in the EU30 region and in India. Unit sales increased by 13% (Q1 2026: 34,486; Q1 2025: 30,645). The segment delivered an adjusted return on sales of 5.1% (Q1 2025: 5.4%), reflecting solid performance in Europe and softer results in Latin America.

Daimler Buses demonstrated a strong performance and resilience with an adjusted return on sales of 8.6% (Q1 2025: 9.4%), despite a unit sales decrease of 20%, driven by a weak market environment in Latin America and Mexico.

Eva Scherer, CFO of Daimler Truck: "Daimler Truck continues to operate from a position of financial strength. Our balance sheet remains very solid, and net industrial liquidity is robust, providing flexibility and confidence in a volatile environment. While Trucks North America operated in a historically low demand environment over the past year, the business continues to face tariff headwinds, with full tariff effects reflected in Q1 for the first time. Against this backdrop, underlying operational performance has remained resilient and is supported by strong order momentum. On this basis and backed by our consistent financial management, we are confident in our outlook for 2026."

Outlook for 2026 confirmed

Daimler Truck confirms the full year guidance for the 2026 financial year. Unit sales are projected to range between 330,000 and 360,000 units (2025: 315,000 units from continuing operations¹). The revenue for the Industrial Business (IB) is estimated to come in between €42 billion and €46 billion (2025: €42.1 billion)². Adjusted EBIT on Group level is expected to be in the range between €3.2 billion and €3.7 billion (2025: €3.5 billion)³. The adjusted return on sales (IB) is expected to be between 6% and 8% (2025: 7.9%)⁴. The Free Cash Flow (IB) is anticipated to range between €2.7 billion and €3.2 billion (2025: €1.8 billion)⁵, including an expected cash-inflow of €1.5 billion from the Mitsubishi Fuso integration into the ARCHION Corporation.

The outlook continues to be subject to macroeconomic and geopolitical developments, in particular possible effects from the US trade policy. Daimler Truck is assuming that the current USMCA framework remains in place. At present, the potential effects of the Middle East conflict

¹ see remarks in section "ARCHION - Transaction implications for Daimler Truck"

² from continuing operations

³ from continuing operations

⁴ from continuing operations

⁵ includes the sum of continued and discontinued operations

on supply chains and energy prices cannot be reliably assessed and are therefore not reflected in the outlook.

ARCHION - Transaction implications for Daimler Truck

The integration of Mitsubishi Fuso and Hino into ARCHION Corporation on April 1, 2026, resulted in the deconsolidation of Mitsubishi Fuso from Daimler Truck and the inclusion of the investment in ARCHION using the equity method. The resulting effects on earnings are allocated to discontinued operations. Conversely, the cash flow accrued to Daimler Truck is allocated to continuing operations and will have a positive impact on the free cash flow of the Industrial Business. Daimler Truck plans to reduce its shareholding to 25% and expects to generate a total cash inflow from the transaction between €1.5 billion and €2 billion.

The former Trucks Asia segment of Daimler Truck is reported as discontinued operation for Q1 2026. Daimler Truck's focus is on continuing operations, both in internal management and external reporting.

Key Figures – Group and Segments

Key Figures - Group			
	Q1 2026	Q1 2025	+/-
Incoming Orders	114,043	76,222	50%
Unit Sales	68,849	75,758	-9%
Revenue* (IB)	9,142	10,617	-14%
EBIT (adjusted)*	498	1,079	-54%
ROS (adjusted, IB)**	5.0	9.6	-
Free Cash Flow (IB)*	-445	33	-%
Earnings per share (EPS) in €	0.18	0.94	-80%

Key Figures - Segments			
	Q1 2026	Q1 2025	+/-
Trucks North America			
Incoming Orders	59,195	31,740	86%
Unit Sales	29,432	38,992	-25%
Revenue*	3,838	5,407	-29%
EBIT (adjusted)*	209	778	-73%
ROS (adjusted)**	5.4	14.4	-

Mercedes-Benz Trucks

Incoming Orders	48,987	36,804	33%
Unit Sales	34,486	30,645	13%
Revenue*	4,605	4,409	4%
EBIT (adjusted)*	233	238	-2%
ROS (adjusted)**	5.1	5.4	-

Daimler Buses

Incoming Orders	5,939	7,964	-25%
Unit Sales	4,972	6,206	-20%
Revenue*	1,243	1,335	-7%
EBIT (adjusted)*	107	126	-15%
ROS (adjusted)**	8.6	9.4	-

Financial Services

New Business*	2,170	2,282	-5%
Revenue*	839	891	-6%
EBIT (adjusted)*	39	55	-30%
Return on equity (adjusted)**	5.1	7.3	-

*in millions of €

**in percent

Additional information and documents such as the Interim Report, Factbook as well as a detailed Q1 disclosure on Daimler Truck's four reporting segments are available online in Daimler Truck's investor relations section:

[Daimler Truck 1st quarter results, May 6, 2026](#)

Daimler Truck Share

Listed Entity: Daimler Truck Holding AG

ISIN: DE000DTR0CK8

Ticker Symbol: DTG

Daimler Truck Level I ADR Program

Symbol: DTRUY

ISIN: US23384L1017

Further information on Daimler Truck Group (DTG) is available at:

<https://www.daimlertruck.com/en/investors>

Upcoming Investor Events:

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

Forward-looking statements:

This document contains forward-looking statements that reflect our current views about future events. The words "aim", "ambition", "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; 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 the current 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.