

DAIMLER TRUCK

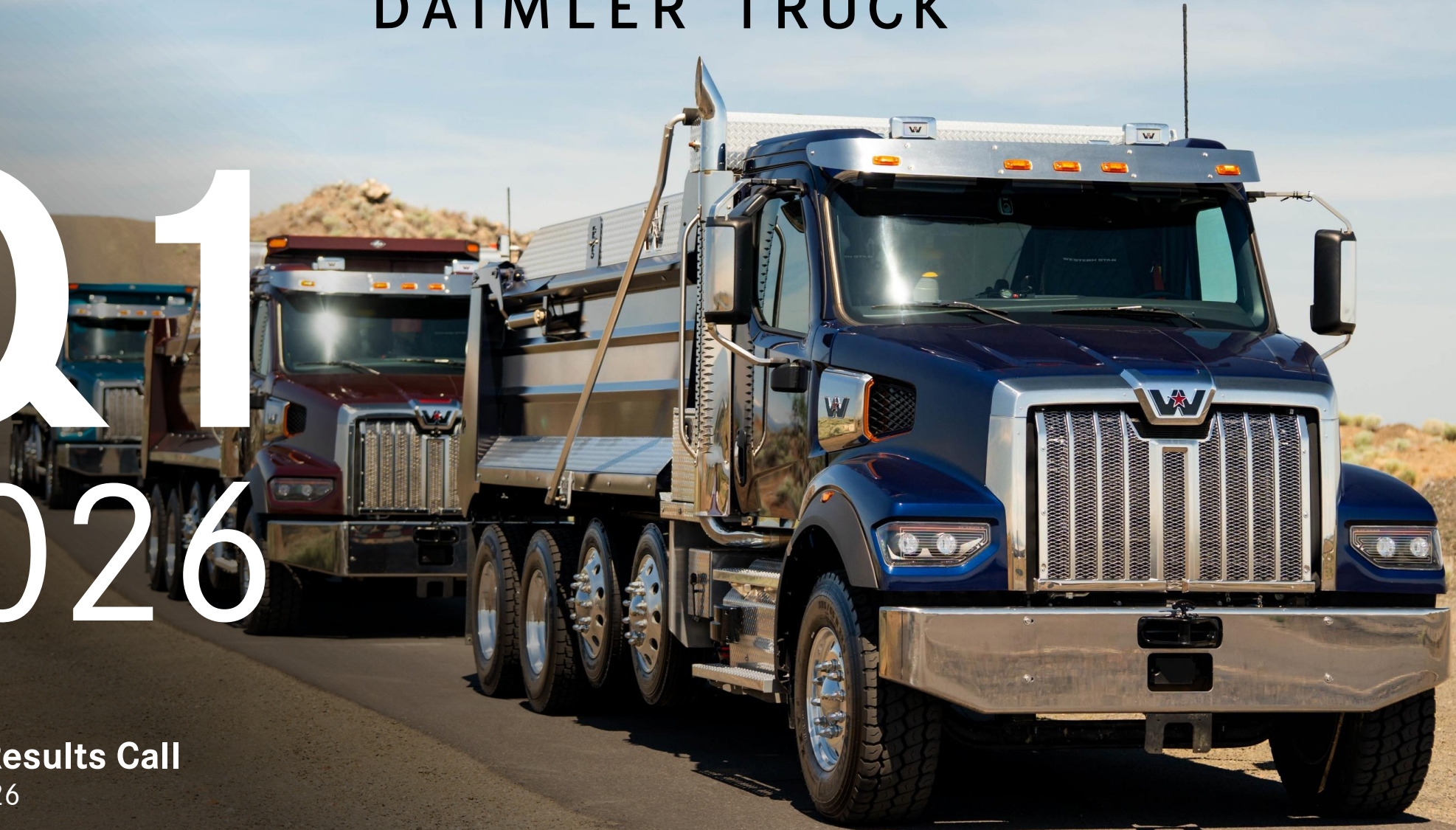
Q1
2026

Interim Results Call
May 06, 2026

Karin Rådström, CEO
Eva Scherer, CFO

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WKN: DTR0CK
ADR Program Symbol: DTRUY

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Reuters Ticker: DTGGe.DE





DAIMLER TRUCK

Q1 2026

Interim Results Call

#1

**Business
Update**

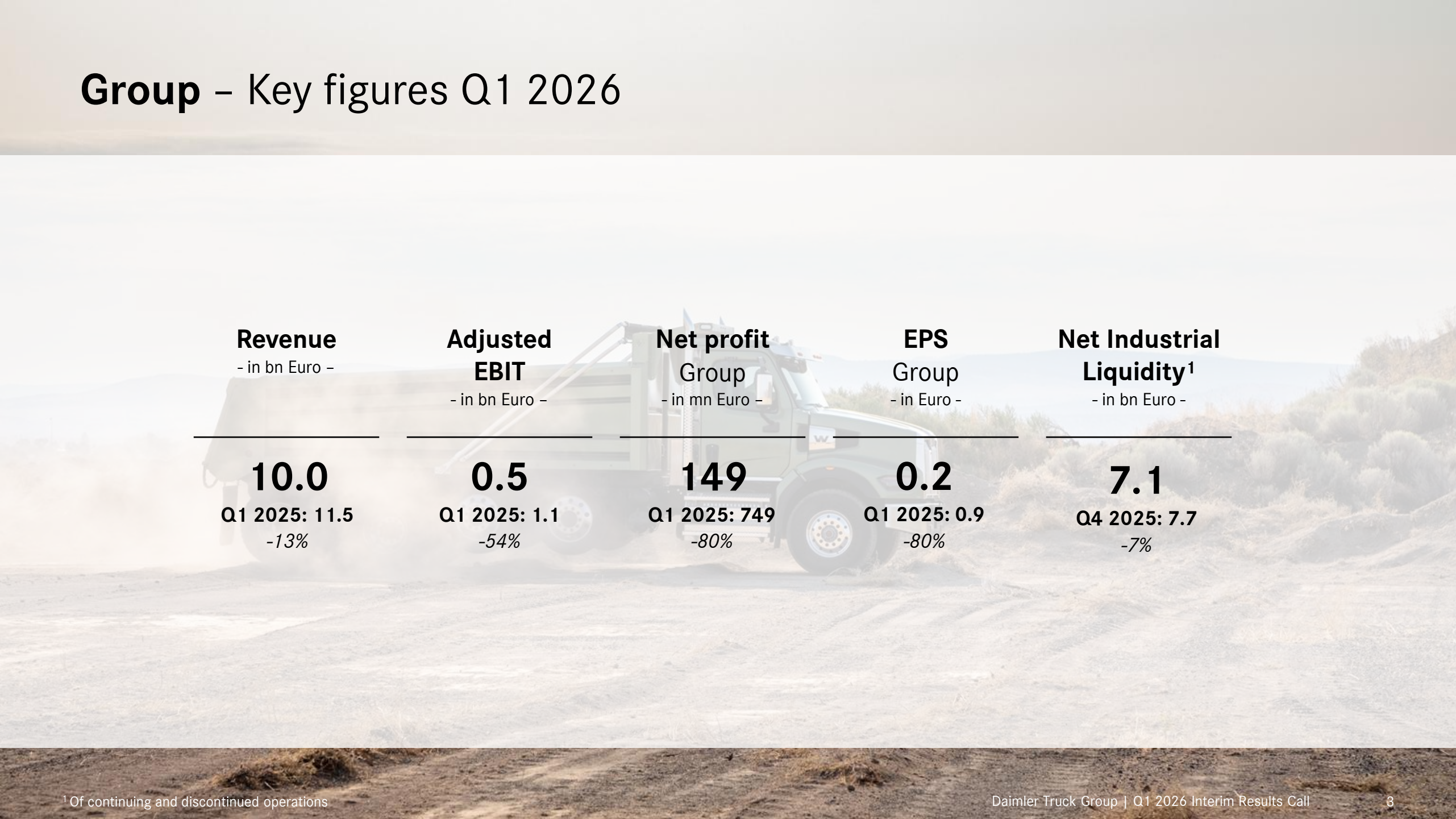
#2

Outlook

#3

Appendix

Group – Key figures Q1 2026



Revenue - in bn Euro -	Adjusted EBIT - in bn Euro -	Net profit Group - in mn Euro -	EPS Group - in Euro -	Net Industrial Liquidity¹ - in bn Euro -
10.0 Q1 2025: 11.5 -13%	0.5 Q1 2025: 1.1 -54%	149 Q1 2025: 749 -80%	0.2 Q1 2025: 0.9 -80%	7.1 Q4 2025: 7.7 -7%

¹ Of continuing and discontinued operations

Robust Industrial Business performance despite challenging economic conditions

Revenue
- in bn Euro -

10.6

9.1

ROS adj.
- in % -

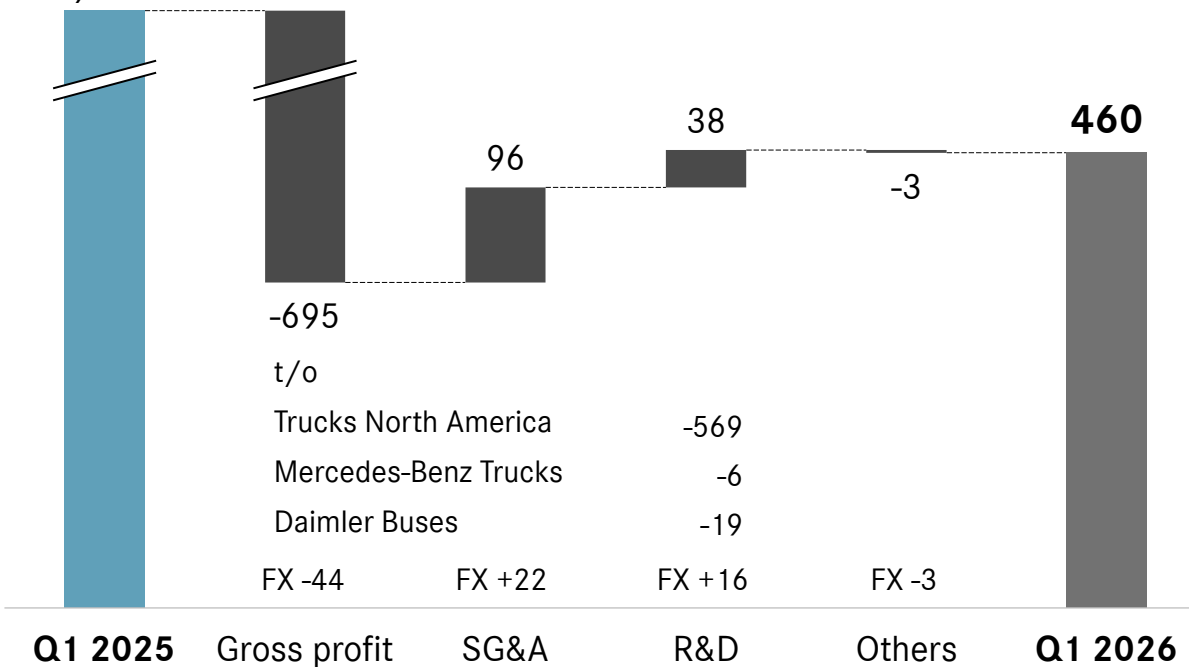
9.6

5.0

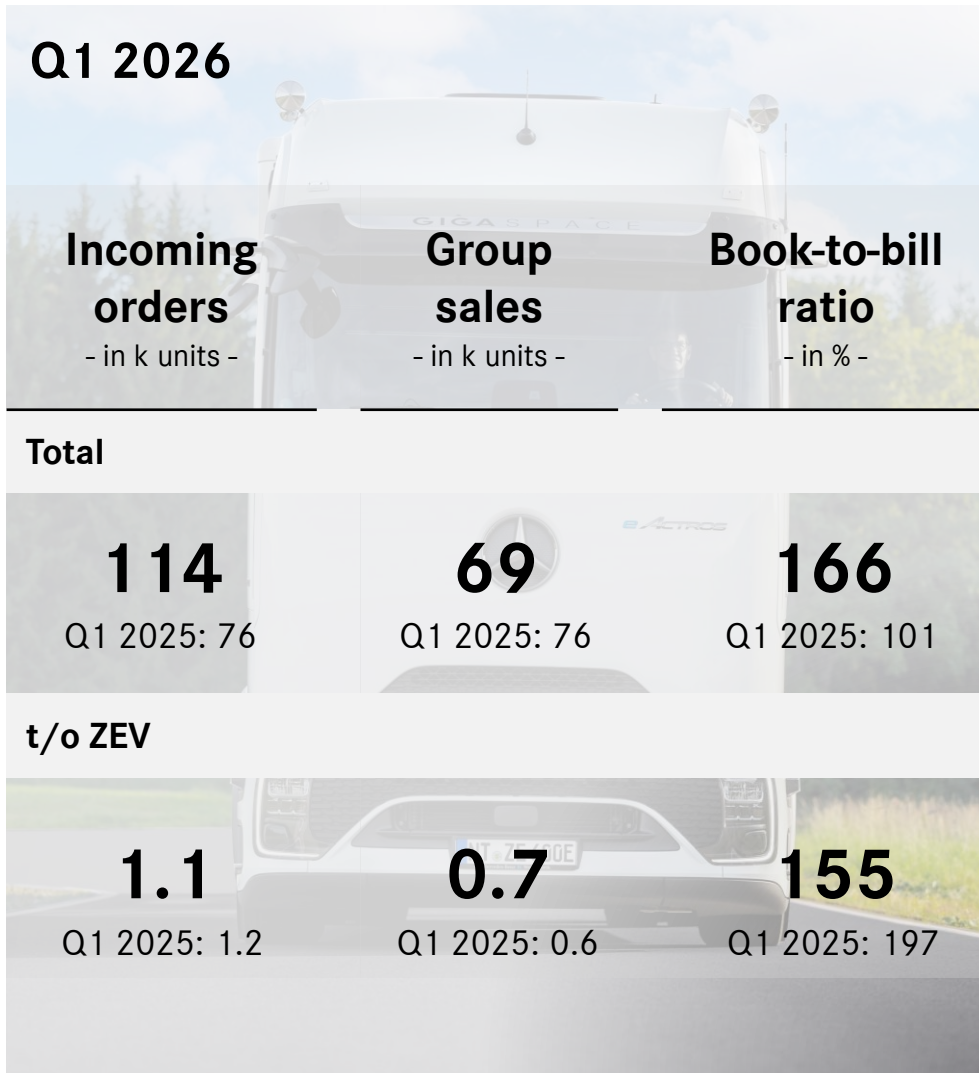
Adj. EBIT
- in mn Euro -

1,023

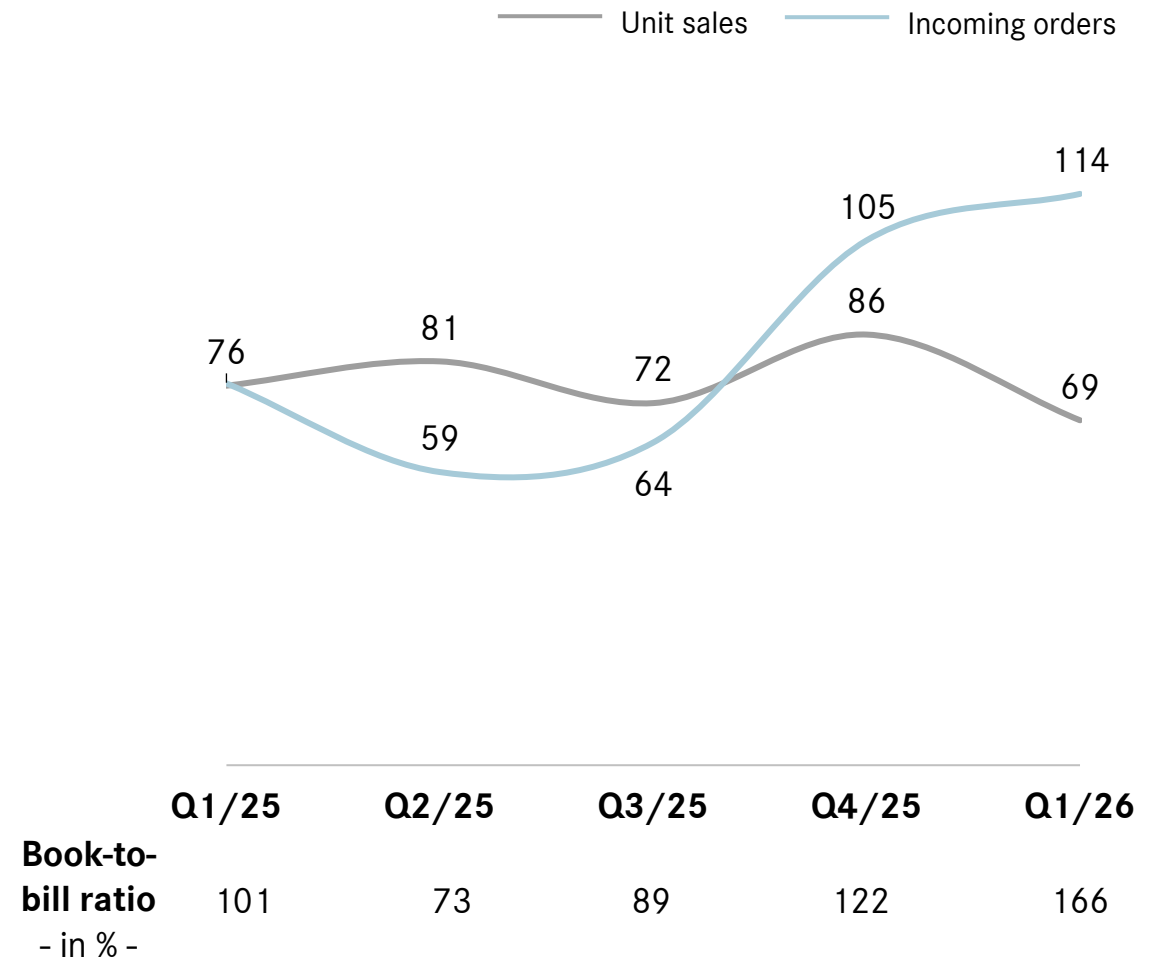
460



Book-to-bill ratio of 166% in Q1 2026 – Order momentum further improving



Development per quarter



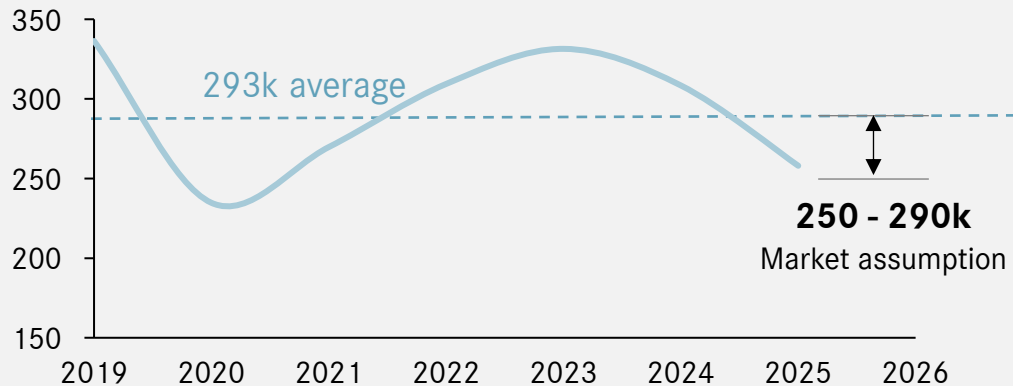
Further market drop in **North America**; **EU30 market** momentum continuing in Q1 2026

North America

Total market Class 8

- in k units -

YTD March
50k



Class 8

37.7%¹

Share of market

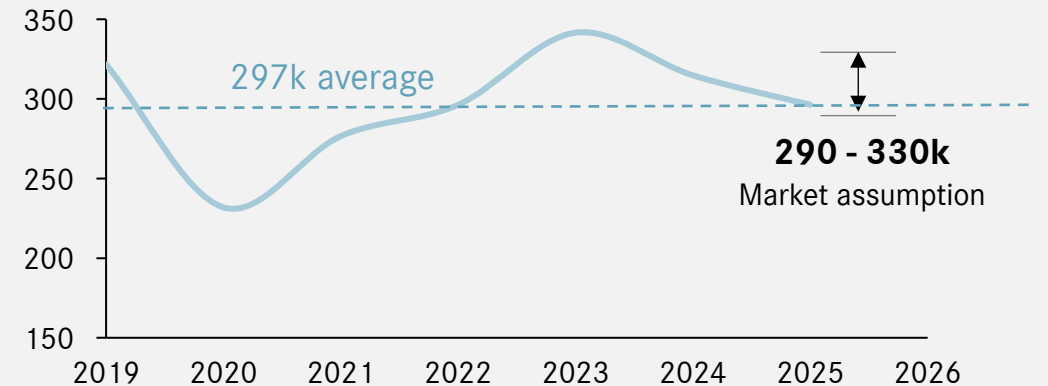
#1

EU30

Total market HDT

- in k units -

YTD March
80k



HDT

18.3%²

Share of market

MDT/HDT

18.5%²

Share of market

#1

ZEV HDT

33.3%²

Share of market

#1

¹ YTD March for Freightliner, Western Star (company internal analysis) ² YTD March for Mercedes-Benz (company internal analysis)

Trucks North America profitability impacted by lower volumes and tariffs

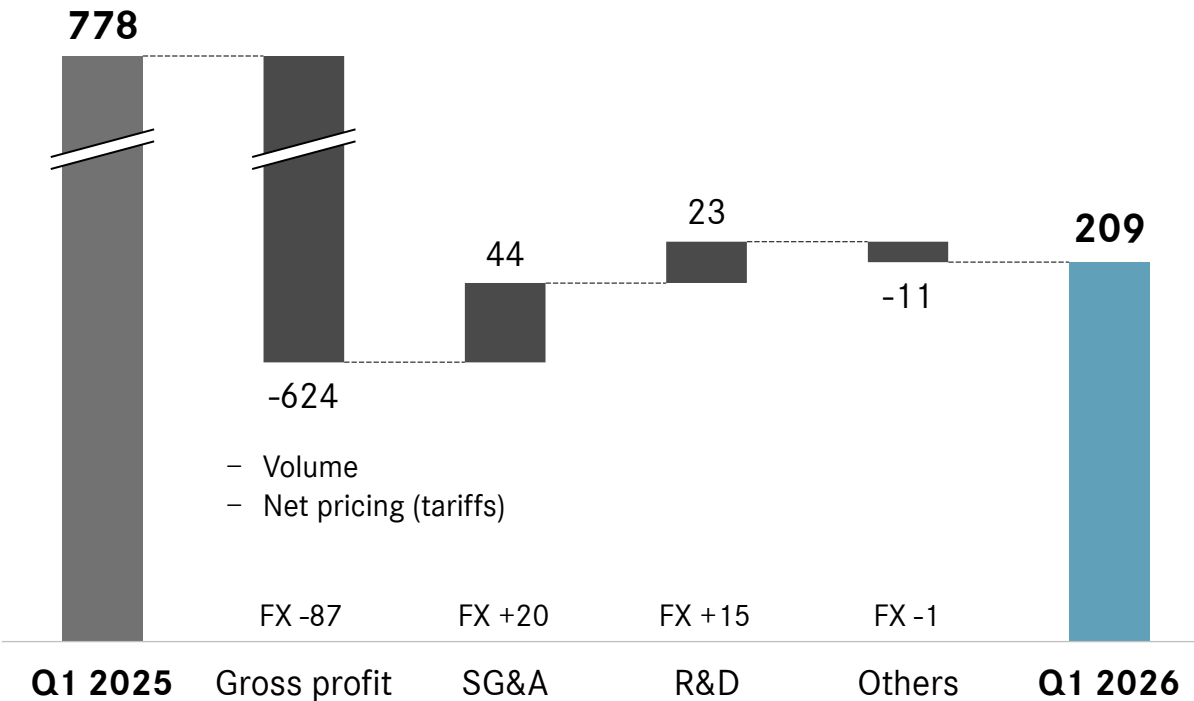
Revenue
- in bn Euro -



Adj. ROS
- in % -



Adj. EBIT
- in mn Euro -



Mercedes-Benz Trucks with solid profitability despite headwinds in Latin America

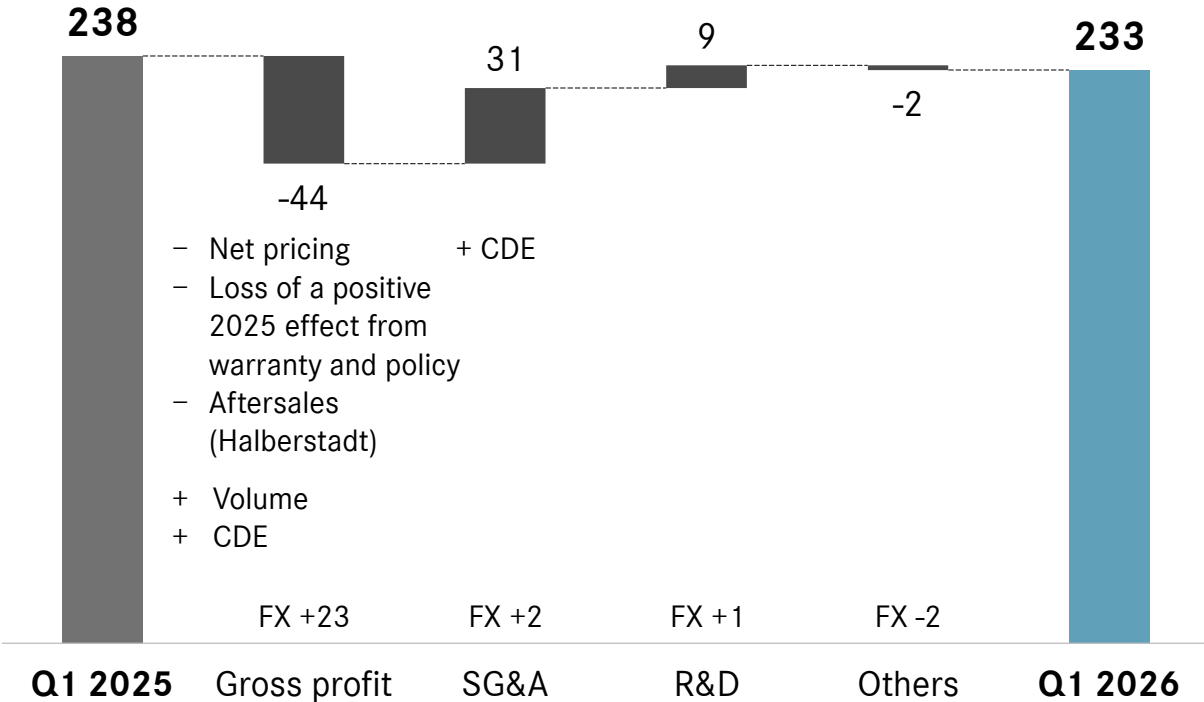
Revenue
- in bn Euro -



Adj. ROS
- in % -



Adj. EBIT
- in mn Euro -



Daimler Buses demonstrates strong performance and resilience in challenging environment

Revenue
- in bn Euro -

1.3

1.2

Adj. ROS
- in % -

9.4

8.6

Adj. EBIT
- in mn Euro -

126

3

-6

-6

-10

107

- + Net pricing
- + FX
- Volume
- Inflation

FX +20

FX 0

FX 0

FX 0

Q1 2025

Gross profit

SG&A

R&D

Others

Q1 2026



Higher interest margin at Financial Services offset by higher loss allowances and FX

Contract vol.
- in bn Euro -

31.2

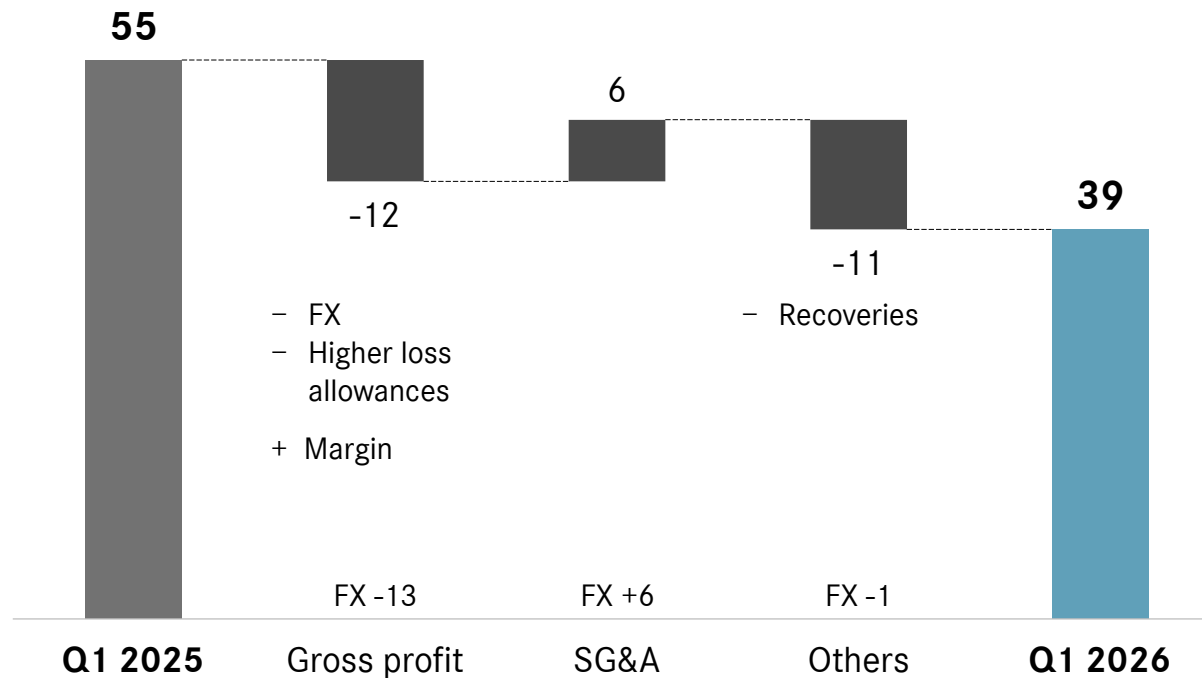
29.9

Adj. ROE
- in % -

7.3

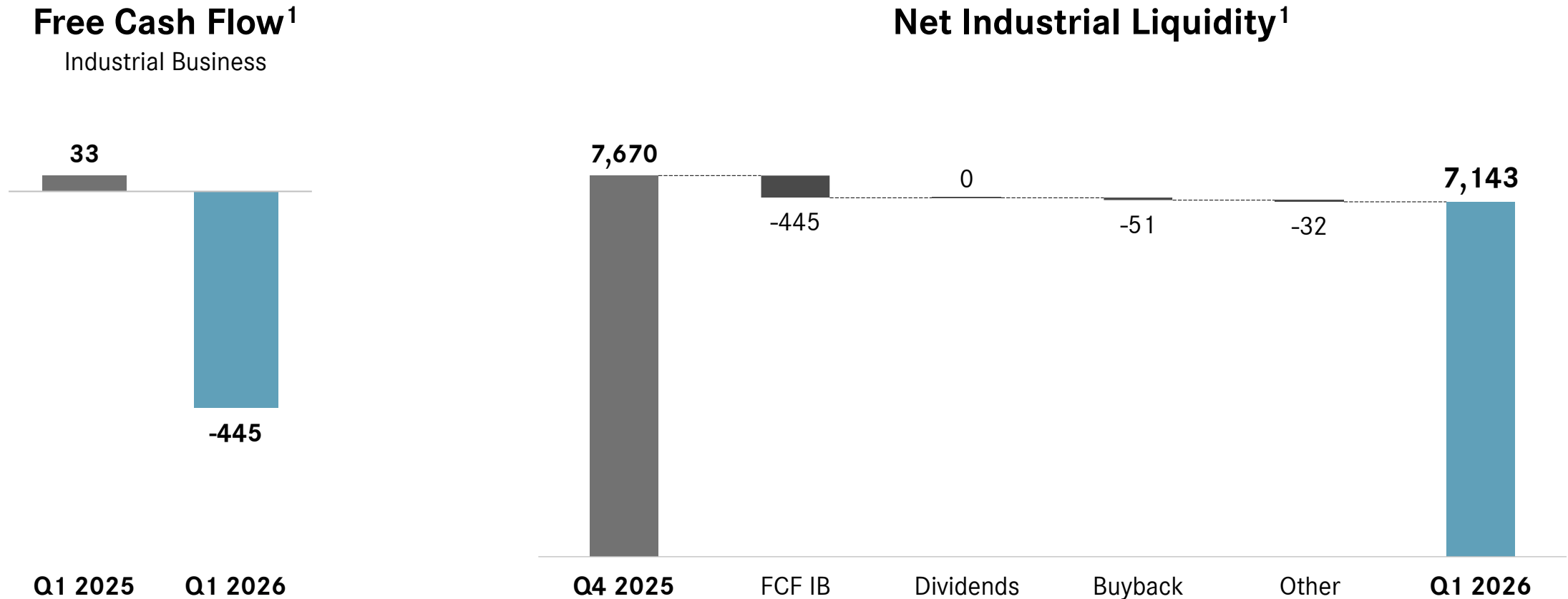
5.1

Adj. EBIT
- in mn Euro -



Negative Free Cash Flow driven by significantly lower sales volumes and inventory build due to strong order intake

- in mn Euro -



¹ Of continuing and discontinued operations

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Market assumptions 2026

Heavy-duty truck market

2026

North America

250 – 290k units

EU30

290 – 330k units

A photograph of a road winding through a mountainous landscape. The road has the year '2026' painted on it in large white letters. The background shows green hills and a cloudy sky.

Daimler Truck segment guidance 2026 and soft guidance Q2 2026

	Unit sales ¹ - in k units -		Adjusted ROS/ROE ¹ - in %-			
	FY 2025	Guidance 2026	FY 2025	Guidance 2026	Q1 2026	Soft guidance Q2 2026
Trucks North America	142	150 – 170	10.7	6 – 8	5.4	Upper end of FY guidance corridor
Mercedes-Benz Trucks	147	150 – 170	6.2	6 – 8	5.1	Lower half of FY guidance corridor
Daimler Buses	27	25 – 30	10.0	8 – 10	8.6	Upper end of FY guidance corridor
Financial Services²			6.1	6 – 8		

¹ Due to the deconsolidation of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and its fully consolidated subsidiaries on April 01, 2026, and the associated focus on continuing operations for internal management and reporting, an outlook for discontinued operations and the former Trucks Asia segment for 2026 financial year is generally omitted. The outlook for the 2026 financial year therefore relates to continuing operations.

² Adjusted ROE

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Daimler Truck Group and Industrial Business Guidance 2026

	FY 2025	Guidance 2026 ¹
Group		
Adjusted EBIT	3.5bn Euro	3.2 – 3.7bn Euro
IB		
Unit sales	315k units	330 – 360k units
Revenue	42.1bn Euro	42 – 46bn Euro
Adjusted ROS	7.9%	6 – 8%
FCF	1.8bn Euro ²	2.7 – 3.2bn Euro ^{2,3}

¹ Due to the deconsolidation of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and its fully consolidated subsidiaries on April 01, 2026, and the associated focus on continuing operations for internal management and reporting, an outlook for discontinued operations and the former Trucks Asia segment for 2026 financial year is generally omitted. The outlook for the 2026 financial year therefore relates to continuing operations.

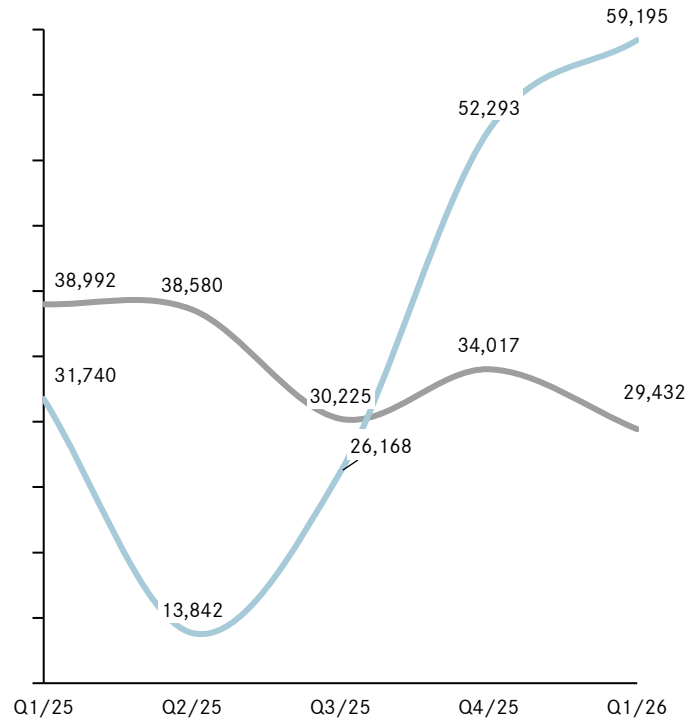
² Includes the sum of continued and discontinued activities.

³ Includes the expected cash-in from the strategic Fuso Hino transaction.

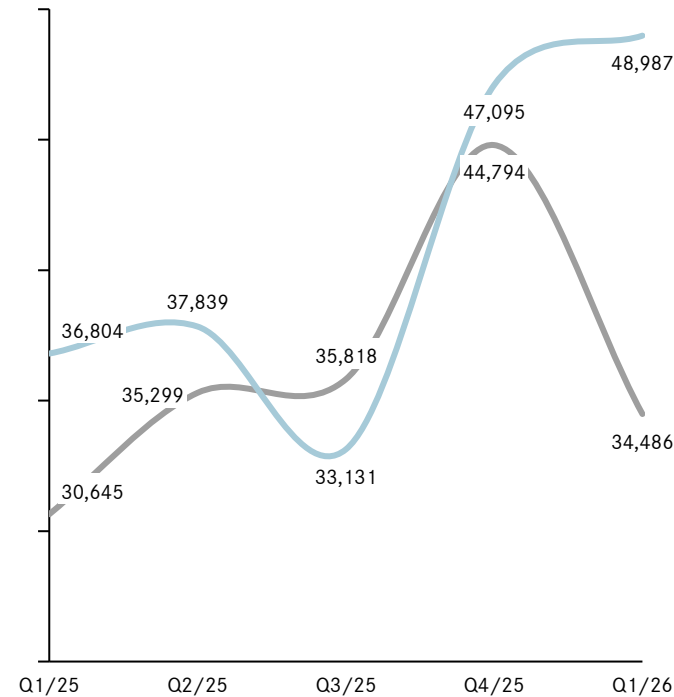
Q1/25 – Q1/26 Incoming orders and unit sales by segment

- in units -

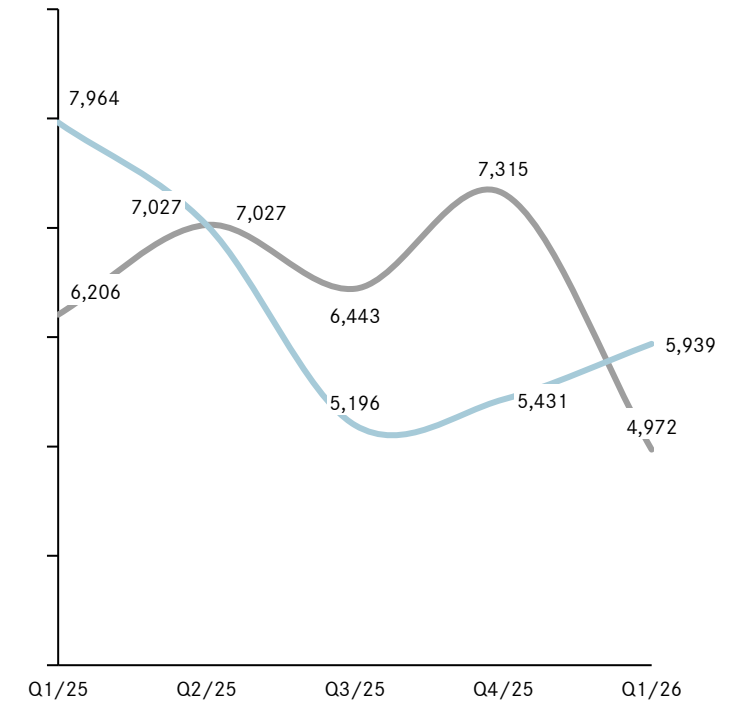
Trucks North America



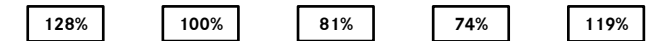
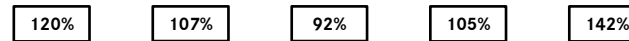
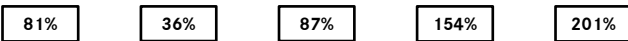
Mercedes-Benz Trucks



Daimler Buses



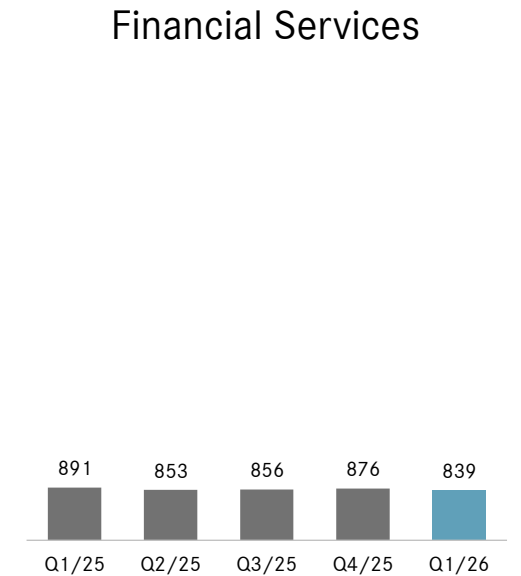
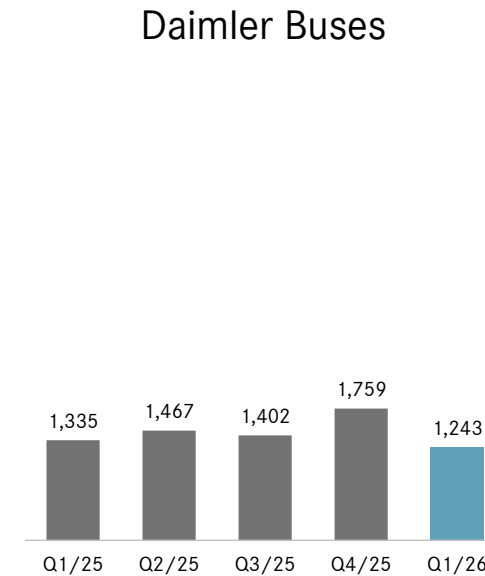
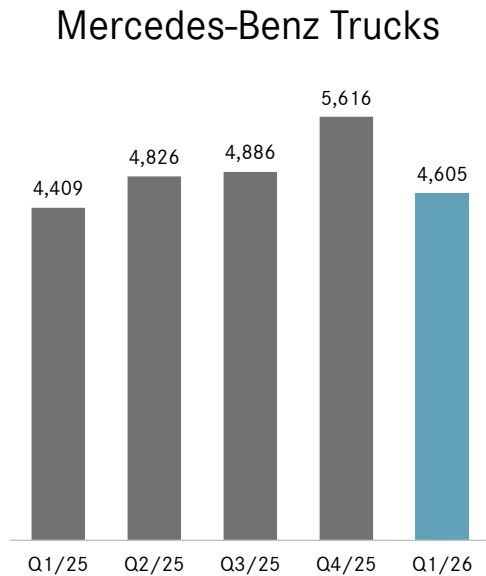
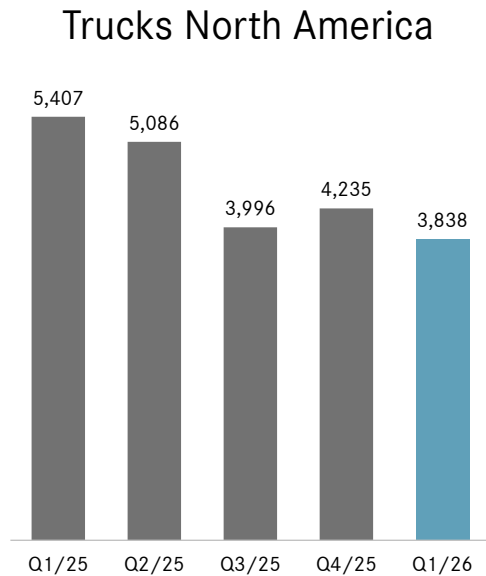
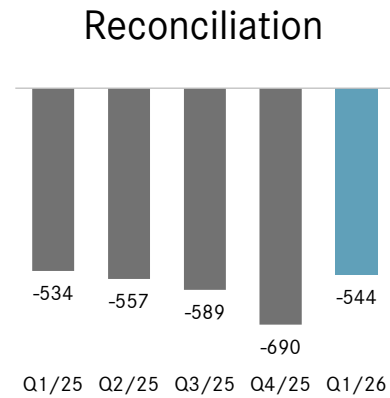
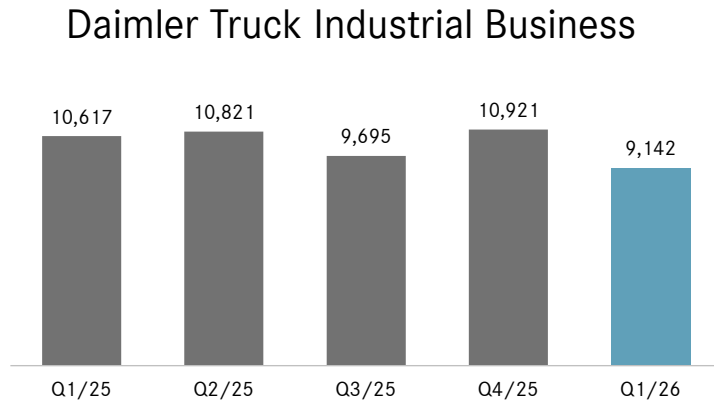
BTB ratio



Unit sales Incoming orders

Q1/25 – Q1/26 IB performance: Revenue by segment

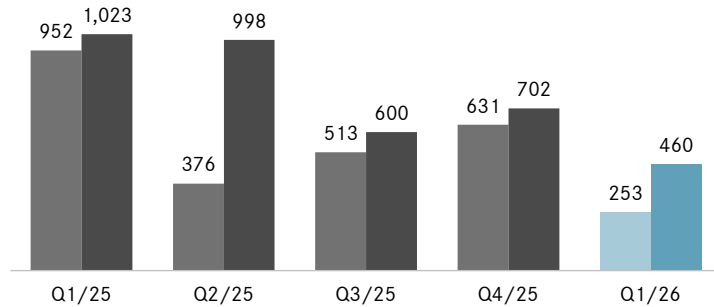
- in mn Euro -



Q1/25 – Q1/26 IB performance: EBIT by segment

- in mn Euro -

Daimler Truck Industrial Business



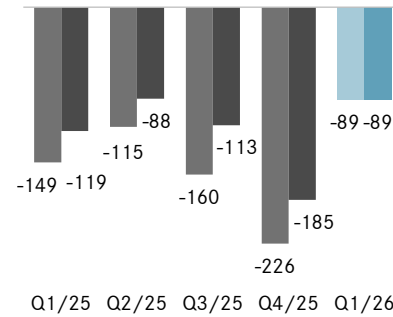
Adj. ROS

9.6% 9.2% 6.2% 6.4% 5.0%

Revenue

10,617 10,821 9,695 10,921 9,142

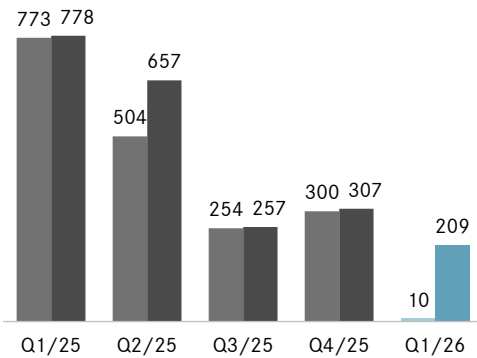
Reconciliation



Q1/25 Q2/25 Q3/25 Q4/25 Q1/26

-534 -557 -589 -690 -544

Trucks North America



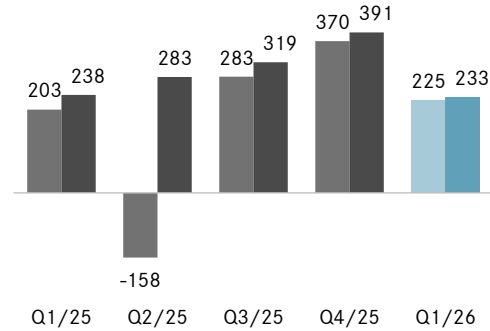
Adj. ROS

14.4% 12.9% 6.4% 7.2% 5.4%

Revenue

5,407 5,086 3,996 4,235 3,838

Mercedes-Benz Trucks

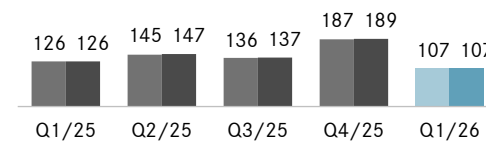


Q1/25 Q2/25 Q3/25 Q4/25 Q1/26

5.4% 5.9% 6.5% 7.0% 5.1%

4,409 4,826 4,886 5,616 4,605

Daimler Buses

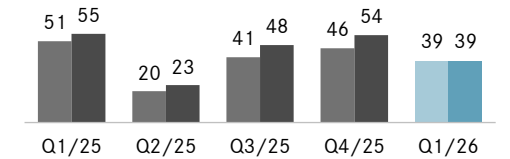


Q1/25 Q2/25 Q3/25 Q4/25 Q1/26

9.4% 10.0% 9.8% 10.7% 8.6%

1,335 1,467 1,402 1,759 1,243

Financial Services



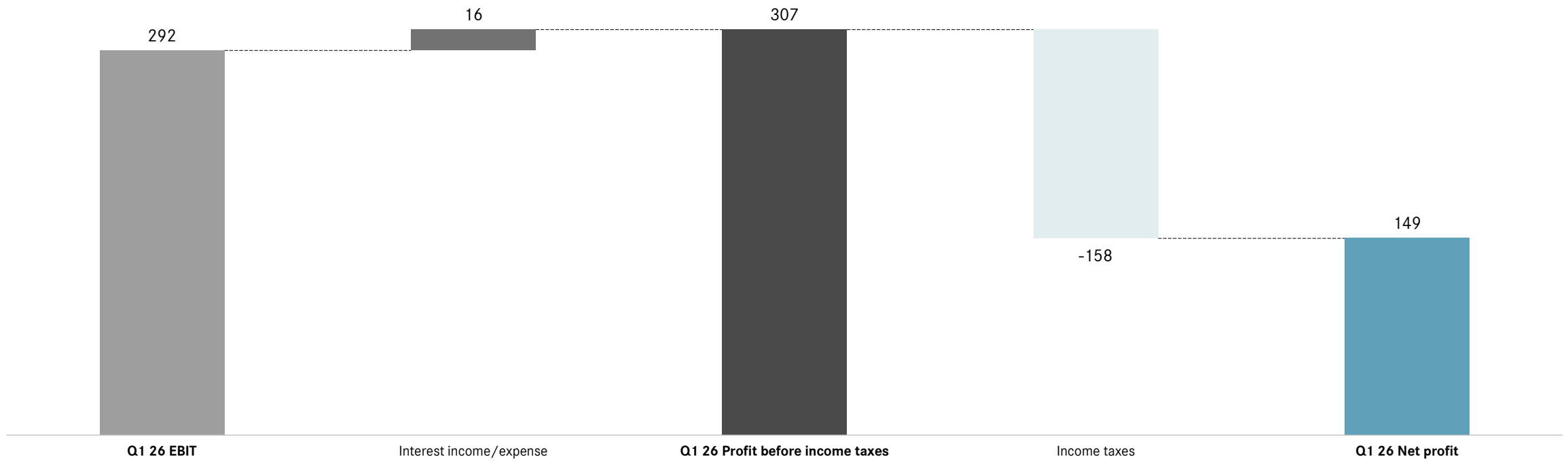
Adj. ROE 7.3% 3.1% 6.5% 7.3% 5.1%

891 853 856 876 839

EBIT Adjusted EBIT

Q1 2026 Net profit

- in mn Euro -



Financial Services – Q1 2026 Key figures

New business

- in mn Euro -

-5%

2,282
2,170

Penetration rate

- in % -

+12bps

20.8 20.9

Contract volume

- in bn Euro at end of period -

+1%

29.5 29.9

Adjusted EBIT

- in mn Euro -

-30%

55
39

Adjusted ROE

- in % -

-221bps

7.3
5.1

■ Q1 2025 ■ Q4 2025 ■ Q1 2026

Capital structure

in mn Euro

	Sep 30, 2025	Dec 31, 2025	Mar 31, 2026
Group liquidity¹			
Cash and cash equivalents	7,753	8,648	8,969
Marketable debt securities and similar investments	2,572	2,725	3,030
Group gross liquidity	10,325	11,373	11,999
Total financing liabilities	-29,879	-29,860	-31,036
Group net debt	-19,554	-18,488	-19,037
Liquidity of the Industrial Business¹			
Cash and cash equivalents	7,396	8,348	8,598
Marketable debt securities and similar investments	2,526	2,679	2,978
Gross liquidity of the Industrial Business	9,921	11,026	11,576
Financing liabilities (nominal)	-4,043	-3,356	-4,434
Net liquidity of the Industrial Business	5,878	7,670	7,143
Pension Benefits			
Benefit obligations	-5,917	-5,441	-5,405
Plan assets	5,674	5,329	5,269
Funded status	-242	-112	-135
Funding ratio	95.9 %	97.9 %	97.5 %
Average number of shares outstanding	Q3 2026	Q4 2025	Q1 2026
in millions; adjusted for treasury stocks			
Basic	766	766	765
Diluted	766	766	765

¹ Of continuing and discontinued operations

Disclaimer

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 utilise our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labour strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimisation 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.