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# DAIMLER TRUCK

## Factbook for Q1 2026\*

May 06, 2026

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\* The Factbook reports on continuing operations, unless explicitly stated otherwise.

With the aim of achieving a more causation-based allocation, cost centers were reclassified within functional costs. For better comparability, the figures for the prior periods have also been restated.

As of January 01, 2025, Daimler Truck integrated its business in China and India into the Mercedes-Benz Trucks segment. The reported figures are based on the new segment composition. The new allocations have no impact at the level of the Industrial Business, Financial Services or the Daimler Truck Group.

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**Disclaimer:** Due to rounding, individual figures may not add up precisely to the totals shown and percentages presented may not accurately reflect the absolute values to which they relate.

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## Stock Market Information

### 1. Stock Market Information

In €m	Q2	Q3	Q4	Q1		Change	FY
	2025	2025	2025	2026	2025		2025
<b>Earnings per share (in €)</b>							
basic	0.29	0.51	0.59	0.18	0.94	-80%	2.33
diluted	0.29	0.51	0.59	0.18	0.94	-80%	2.33
<b>Average number of shares outstanding</b> (adjusted for treasury shares, in millions)							
basic	769	766	766	765	778	-2 %	769
diluted	769	766	766	765	778	-2 %	769
<b>Number of shares outstanding</b> (at period end, in millions)							
	767	766	766	764	775	-1 %	766
<b>Xetra closing price</b> (at period end, in €)							
	40.17	35.02	37.32	41.47	37.12	12%	37.32
<b>Market capitalization, Frankfurt Stock Exchange</b> (based on number of shares outstanding, at period end, in billions of €)							
	30.80	26.81	28.57	31.70	28.76	10%	28.57

# DAIMLER TRUCK

## Key Figures and Ratios

### 1. Key Figures and Ratios Group

In €m	Q2	Q3	Q4	Q1		Change	FY
	2025	2025	2025	2026	2025		2025
<b>Revenue</b>	11,674	10,551	11,797	9,981	11,508	-13%	45,530
<b>EBIT</b>	396	553	677	292	1,003	-71%	2,630
<b>Net profit</b>	245	407	428	149	749	-80%	1,829
<b>Net profit from discontinued operations</b>	65	51	39	45	50	-9%	205
<b>Net profit from continuing and discontinued operations</b>	310	458	467	194	799	-76%	2,033
t/o attributable to the shareholders of Daimler Truck Holding AG	277	434	489	175	770	-77%	1,970

  

	Jun. 30	Sep. 30	Dec. 31	Mar. 31	Dec. 31	Change
	2025	2025	2025	2026	2025	
<b>Total workforce (number of employees)*</b>	110,119	108,815	108,476	108,655	108,476	0%
Trucks North America	27,707	25,608	25,261	25,472	25,261	1%
Mercedes-Benz Trucks	46,626	47,060	46,812	46,560	46,812	-1%
Daimler Buses	17,406	18,218	18,247	18,408	18,247	1%
Financial Services	1,990	2,007	2,025	2,053	2,025	1%

\* The total of the segments does not correspond to total workforce of the Group due to the reconciliation between the segments. Including the employees of Mitsubishi Fuso Truck and Bus Corporation and its fully consolidated subsidiaries.

# DAIMLER TRUCK

## Key Figures and Ratios

### 2. Key Figures and Ratios Industrial Business

In €m	Q2	Q3	Q4	Q1		Change	FY
	2025	2025	2025	2026	2025		2025
<b>Continuing operations</b>							
Unit sales	80,607	72,277	85,961	68,849	75,758	-9%	314,603
Revenue	10,821	9,695	10,921	9,142	10,617	-14%	42,054
EBIT	376	513	631	253	952	-73%	2,472
Adj. EBIT	998	600	702	460	1,023	-55%	3,323
ROS (%)	3.5	5.3	5.8	2.8	9.0	-	5.9
Adj. ROS (%)	9.2	6.2	6.4	5.0	9.6	-	7.9
<b>Sum of continuing and discontinued operations</b>							
EBIT	475	611	673	315	1,029	-69%	2,788
Average operating net assets*	10,645	10,874	10,556	10,405	10,359	0%	10,608
Return on capital employed (%)	17.8	22.5	25.5	12.1	39.7	-	26.3
Free Cash Flow	20	24	1,747	-445	33	-	1,824
Net liquidity	5,926	5,878	7,670	7,143	7,931	-10%	7,670
Investments PP&E	164	275	484	140	184	-24%	1,106
Depreciation and amortization/impairments**	270	237	259	247	289	-14%	1,054
t/o Amortization on capitalized development costs	21	19	20	21	27	-21%	87
Research and development expenditure***	610	520	557	503	585	-14%	2,272
t/o Research and non-capitalized development costs***	534	465	508	463	499	-7%	2,006
t/o Capitalized development costs	75	55	49	40	86	-54%	265
Capitalization ratio in (%)***	12.3	10.6	8.8	8.0	14.7	-	11.7
Research and development costs (EBIT view)***	-555	-485	-528	-484	-526	8%	-2,093
t/o Research and non-capitalized development costs***	-534	-465	-508	-463	-499	7%	-2,006
t/o Amortization on capitalized development costs	-21	-19	-20	-21	-27	21%	-87

\* The operating net assets are calculated on the basis of the values at the end of each quarter. Liquidity as well as income taxes and pensions are not included in the calculation of the operating net assets. Including assets and liabilities held for sale.

\*\* Depreciation and amortization including amortization on capitalized development costs and right-of-use assets, excluding depreciation on leased assets.

\*\*\* Excluding a special item in research and development costs of €218 million in the second quarter of 2025 from a non-cash derecognition of capitalized development costs due to the slower pace of transformation to battery-electric vehicles, especially in the US market.

# DAIMLER TRUCK

## Key Figures and Ratios

### 3. Key Segment Data

In €m	Q2	Q3	Q4	Q1		Change	FY
	2025	2025	2025	2026	2025		2025
<b>Trucks North America</b>							
Unit sales	38,580	30,225	34,017	29,432	38,992	-25%	141,814
Revenue	5,086	3,996	4,235	3,838	5,407	-29%	18,723
Adj. EBIT	657	257	307	209	778	-73%	1,998
Adj. ROS (%)	12.9	6.4	7.2	5.4	14.4	-	10.7
<b>Mercedes-Benz Trucks</b>							
Unit sales	35,299	35,818	44,794	34,486	30,645	13%	146,556
Revenue	4,826	4,886	5,616	4,605	4,409	4%	19,738
Adj. EBIT	283	319	391	233	238	-2%	1,230
Adj. ROS (%)	5.9	6.5	7.0	5.1	5.4	-	6.2
<b>Daimler Buses</b>							
Unit sales	7,027	6,443	7,315	4,972	6,206	-20%	26,991
Revenue	1,467	1,402	1,759	1,243	1,335	-7%	5,963
Adj. EBIT	147	137	189	107	126	-15%	599
Adj. ROS (%)	10.0	9.8	10.7	8.6	9.4	-	10.0
<b>Reconciliation</b>							
Unit sales	-299	-209	-165	-41	-85	52%	-758
Revenue	-557	-589	-690	-544	-534	-2%	-2,370
Adj. EBIT	-88	-113	-185	-89	-119	25%	-504
<b>Financial Services</b>							
Revenue	853	856	876	839	891	-6%	3,476
Adj. EBIT	23	48	54	39	55	-30%	181
Equity (quarterly average, year-to-date)	2,998	2,981	2,979	3,019	3,023	0%	2,979
Adj. ROE (% , year-to-date)	5.2	5.7	6.1	5.1	7.3	-	6.1
<b>Daimler Truck Group</b>							
Unit sales	80,607	72,277	85,961	68,849	75,758	-9%	314,603
Revenue	11,674	10,551	11,797	9,981	11,508	-13%	45,530
Adj. EBIT	1,022	648	756	498	1,079	-54%	3,504

# DAIMLER TRUCK

## Market Information

### 1. Market (company-internal analysis)\*

	Q2	Q3	Q4	Q1		FY	
	2025	2025	2025	2026	2025	Change	2025
<b>Trucks North America</b>							
North America** Class 8							
Market (in k units)	70	65	58	50	65	-23.4%	258
Market Share (in %)	40.4%	37.7%	38.4%	37.7%	41.9%	-4.3%-pts.	39.6%
North America** Class 6-7							
Market (in k units)	34	34	30	31	34	-10.0%	131
Market Share (in %)	30.0%	30.4%	30.0%	33.0%	31.7%	1.3%-pts.	30.6%
<b>North America** Class 6-8</b>							
Market (in k units)	104	99	88	80	99	-18.8%	389
Market Share (in %)	37.0 %	35.3 %	35.5 %	35.9 %	38.4 %	-2.5%-pts.	36.6 %
<b>Mercedes-Benz Trucks</b>							
EU30*** HDT							
Market (in k units)	77	68	79	80	72	11.4%	296
Market Share (in %)	16.2%	19.1%	18.8%	18.3%	14.2%	4.1%-pts.	17.1%
EU30*** MDT							
Market (in k units)	8	8	9	7	8	-13.2%	33
Market Share (in %)	22.8%	24.2%	22.1%	20.5%	22.9%	-2.4%-pts.	23.0%
<b>EU30*** HDT/MDT</b>							
Market (in k units)	85	76	88	87	80	9.0%	329
Market Share (in %)	16.8%	19.7%	19.2%	18.5%	15.1%	3.4%-pts.	17.7%
Brazil HDT							
Market (in k units)	20	22	23	17	22	-21.1%	87
Market Share (in %)	23.1%	22.3%	23.6%	23.0%	20.5%	2.4%-pts.	22.4%
Brazil MDT							
Market (in k units)	5	6	5	4	5	-13.1%	21
Market Share (in %)	38.1%	42.2%	41.5%	39.9%	39.1%	0.8%-pts.	40.3%
<b>Brazil HDT/MDT</b>							
Market (in k units)	25	28	28	21	26	-19.6%	108
Market Share (in %)	26.2 %	26.4 %	27.1 %	26.3 %	23.9 %	2.4%-pts.	25.9 %

\* In contrast to the previous logic, the intra-year market shares were calculated consistently without monthly offset on the basis of the complete respective quarterly months.

\*\* USA, Canada and Mexico.

\*\*\* European Union, United Kingdom, Switzerland and Norway.

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## Financial Statements of the Daimler Truck Group

### 1. Condensed Statement of Income of Daimler Truck Group

In €m	Q2	Q3	Q4	Q1		Change	FY
	2025	2025	2025	2026	2025		2025
<b>Revenue</b>	<b>11,674</b>	<b>10,551</b>	<b>11,797</b>	<b>9,981</b>	<b>11,508</b>	<b>-13%</b>	<b>45,530</b>
Cost of sales	-9,543	-8,699	-9,616	-8,212	-9,032	9%	-36,890
<b>Gross profit</b>	<b>2,131</b>	<b>1,852</b>	<b>2,181</b>	<b>1,769</b>	<b>2,476</b>	<b>-29%</b>	<b>8,640</b>
Selling expenses	-582	-589	-724	-580	-622	7%	-2,517
General administrative expenses	-518	-340	-315	-346	-469	26%	-1,642
Research and non-capitalized development costs	-727	-444	-465	-440	-478	8%	-2,115
Other operating income	225	147	190	172	146	18%	708
Other operating expense	-77	-31	-125	-47	-37	-27%	-270
Profit/loss on equity-method investments, net	-38	-40	-50	-239	-29	-712%	-157
Other financial income/expense, net	-19	-1	-15	2	17	-88%	-18
<b>Earnings before interest and taxes (EBIT)</b>	<b>396</b>	<b>553</b>	<b>677</b>	<b>292</b>	<b>1,003</b>	<b>-71%</b>	<b>2,630</b>
Interest income	90	98	121	94	107	-12%	416
Interest expense	-82	-82	-102	-79	-77	-3%	-344
<b>Profit from continuing operations, before income tax</b>	<b>403</b>	<b>569</b>	<b>696</b>	<b>307</b>	<b>1,034</b>	<b>-70%</b>	<b>2,702</b>
Income taxes	-158	-162	-268	-158	-285	45%	-873
<b>Net profit from continuing operations, after tax</b>	<b>245</b>	<b>407</b>	<b>428</b>	<b>149</b>	<b>749</b>	<b>-80%</b>	<b>1,829</b>
<b>Net profit from discontinued operations, after tax</b>	<b>65</b>	<b>51</b>	<b>39</b>	<b>45</b>	<b>50</b>	<b>-9%</b>	<b>205</b>
<b>Net profit</b>	<b>310</b>	<b>458</b>	<b>467</b>	<b>194</b>	<b>799</b>	<b>-76%</b>	<b>2,033</b>
t/o attributable to non-controlling interests	33	24	-23	20	28	-30%	63
t/o attributable to the shareholders of Daimler Truck Holding AG	277	434	489	175	770	-77%	1,970

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## Financial Statements of the Daimler Truck Group

### 2. Condensed Statement of Financial Position of Daimler Truck Group

In €m	Jun. 30	Sept. 30	Dec. 31	Mar. 31			Mar. 31	Dec. 31	Change
	2025	2025	2025	2026	2025	Change	Q1 2026	Q4 2025	
<b>Assets</b>									
Intangible assets	2,688	2,727	2,771	2,807	3,242	-13%	2,807	2,771	1%
Property, plant and equipment	6,672	6,745	6,991	7,032	8,305	-15%	7,032	6,991	1%
Equipment on operating leases	4,003	3,979	4,117	4,111	4,288	-4%	4,111	4,117	0%
Receivables from financial services	26,523	25,675	26,109	26,214	27,954	-6%	26,214	26,109	0%
Equity-method investments	752	768	896	707	890	-21%	707	896	-21%
Inventories	8,435	8,471	7,209	8,370	9,398	-11%	8,370	7,209	16%
Trade receivables	3,765	3,500	3,652	3,862	4,416	-13%	3,862	3,652	6%
Cash and cash equivalents	6,784	7,670	8,550	8,711	7,420	17%	8,711	8,550	2%
Marketable debt securities and similar investments	1,923	2,572	2,725	3,030	3,398	-11%	3,030	2,725	11%
t/o current	1,814	2,468	2,630	2,925	3,298	-11%	2,925	2,630	11%
t/o non-current	109	104	95	104	100	4%	104	95	10%
Other financial assets	1,937	2,020	1,733	1,739	1,511	15%	1,739	1,733	0%
Other assets	4,461	4,469	4,299	4,270	4,487	-5%	4,270	4,299	-1%
Assets held for sale	3,487	3,335	3,478	3,797	-	-	3,797	3,478	9%
<b>Total assets</b>	<b>71,429</b>	<b>71,931</b>	<b>72,530</b>	<b>74,651</b>	<b>75,309</b>	<b>-1%</b>	<b>74,651</b>	<b>72,530</b>	<b>3%</b>
<b>Equity and liabilities</b>									
Equity	21,086	21,547	22,068	22,448	22,993	-2%	22,448	22,068	2%
Provisions	5,965	5,962	5,984	5,923	6,297	-6%	5,923	5,984	-1%
Financing liabilities	28,670	29,417	29,194	29,921	30,332	-1%	29,921	29,194	2%
t/o current	8,383	7,148	8,767	9,247	9,950	-7%	9,247	8,767	5%
t/o non-current	20,287	22,269	20,426	20,674	20,381	1%	20,674	20,426	1%
Trade payables	4,231	3,884	3,794	4,425	5,012	-12%	4,425	3,794	17%
Other financial liabilities	4,242	3,955	3,797	3,860	4,151	-7%	3,860	3,797	2%
Contract and refund liabilities	3,784	3,766	4,015	4,087	4,079	0%	4,087	4,015	2%
Other liabilities	2,045	1,999	2,079	2,009	2,446	-18%	2,009	2,079	-3%
Liabilities related to assets held for sale	1,405	1,401	1,600	1,976	-	-	1,976	1,600	24%
<b>Total equity and liabilities</b>	<b>71,429</b>	<b>71,931</b>	<b>72,530</b>	<b>74,651</b>	<b>75,309</b>	<b>-1%</b>	<b>74,651</b>	<b>72,530</b>	<b>3%</b>

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## Financial Statements of the Daimler Truck Group

### 3. Condensed Statement of Cash Flows of Daimler Truck Group\*

In €m	Q1-2	Q1-3	Q1-4	Q1		Change
	2025	2025	2025	2026	2025	
<b>Cash and cash equivalents at beginning of period</b>	<b>6,553</b>	<b>6,553</b>	<b>6,553</b>	<b>8,648</b>	<b>6,553</b>	<b>32%</b>
Profit before income taxes	1,607	2,272	3,008	366	1,108	-67%
Depreciation and amortization/impairments	569	816	1,075	253	294	-14%
Oth. non-cash expense/inc. & gains/losses on disposals of assets	225	269	328	242	-4	-
Change in operating assets and liabilities						
t/o Inventories	-894	-1,041	194	-1,153	-555	-108%
t/o Trade receivables	-155	89	-153	-133	-117	-13%
t/o Trade payables	457	103	165	508	474	7%
t/o Receivables from Financial Services	348	1,298	828	451	244	85%
t/o Vehicles on operating leases	148	162	14	14	64	-79%
t/o Other operating assets and liabilities	-476	-705	-321	-179	-525	66%
Dividends received from equity-method investments	4	6	6	-	-	-
Income taxes paid	-569	-733	-808	-107	-198	46%
<b>Cash used for/provided by operating activities</b>	<b>1,263</b>	<b>2,538</b>	<b>4,336</b>	<b>260</b>	<b>786</b>	<b>-67%</b>
Additions to property, plant and equipment	-351	-630	-1,117	-143	-184	22%
Additions to intangible assets	-203	-281	-358	-54	-103	48%
Investments in and proceeds from disposals of shareholdings	-98	-150	-313	-24	-63	62%
Acquisitions and sales of marketable debt securities and similar investments	204	-408	-559	-203	-1,097	81%
Other	170	173	205	-12	22	-
<b>Cash used for/provided by investing activities</b>	<b>-278</b>	<b>-1,297</b>	<b>-2,142</b>	<b>-436</b>	<b>-1,426</b>	<b>69%</b>
Change in financing liabilities	2,023	2,720	2,673	494	1,995	-75%
Dividends paid	-1,600	-1,637	-1,654	-47	-119	61%
Acquisition of treasury shares	-532	-616	-616	-51	-206	75%
Internal equity and financing transactions	0	0	0	0	0	-
<b>Cash used for/provided by financing activities</b>	<b>-110</b>	<b>467</b>	<b>403</b>	<b>396</b>	<b>1,670</b>	<b>-76%</b>
Effect of foreign exchange rate changes on cash & cash equivalents	-489	-507	-502	101	-163	-
<b>Cash and cash equivalents at end of period</b>	<b>6,939</b>	<b>7,753</b>	<b>8,648</b>	<b>8,969</b>	<b>7,420</b>	<b>21%</b>

\* Of continuing and discontinued operations.

# DAIMLER TRUCK

## Industrial Business

### 1. Summary Income Statement of the Industrial Business

In €m	Q2	Q3	Q4	Q1			FY
	2025	2025	2025	2026	2025	Change	2025
<b>Production (units)</b>	<b>83,561</b>	<b>72,839</b>	<b>74,650</b>	<b>77,391</b>	<b>80,625</b>	<b>-4%</b>	<b>311,675</b>
<b>Incoming orders (units)</b>	<b>58,517</b>	<b>64,412</b>	<b>104,764</b>	<b>114,043</b>	<b>76,222</b>	<b>50%</b>	<b>303,915</b>
t/o Zero-Emission Vehicles (ZEV)	664	1,064	1,188	1,149	1,162	-1%	4,078
<b>Unit sales</b>	<b>80,607</b>	<b>72,277</b>	<b>85,961</b>	<b>68,849</b>	<b>75,758</b>	<b>-9%</b>	<b>314,603</b>
t/o Zero-Emission Vehicles (ZEV)	1,162	1,679	1,966	742	590	26%	5,397
<b>Book-to-bill ratio (%)</b>	<b>73</b>	<b>89</b>	<b>122</b>	<b>166</b>	<b>101</b>	<b>-</b>	<b>97</b>
<b>Revenue</b>	<b>10,821</b>	<b>9,695</b>	<b>10,921</b>	<b>9,142</b>	<b>10,617</b>	<b>-14%</b>	<b>42,054</b>
Cost of sales	-8,789	-7,959	-8,861	-7,497	-8,277	9%	-33,886
<b>Gross profit</b>	<b>2,033</b>	<b>1,736</b>	<b>2,060</b>	<b>1,645</b>	<b>2,340</b>	<b>-30%</b>	<b>8,168</b>
Selling expenses	-548	-559	-689	-546	-587	7%	-2,384
General administrative expenses	-465	-293	-261	-297	-411	28%	-1,429
Research and non-capitalized development costs	-727	-444	-465	-440	-478	8%	-2,115
Other operating income	212	136	172	158	127	24%	648
Other operating expense	-71	-22	-118	-30	-26	-13%	-237
Profit/loss on equity-method investments, net	-39	-40	-55	-240	-30	-694%	-164
Other financial income/expense, net	-18	0	-13	3	18	-81%	-14
<b>EBIT</b>	<b>376</b>	<b>513</b>	<b>631</b>	<b>253</b>	<b>952</b>	<b>-73%</b>	<b>2,472</b>
ROS (%)	3.5	5.3	5.8	2.8	9.0	-	5.9
Legal proceedings and related measures	-	44	31	-	-	-	76
Restructuring measures	339	1	-9	-	0	-	331
M&A-related matters	65	41	48	206	71	192%	226
Other	218	-	-	-	-	-	218
<b>Adj. EBIT</b>	<b>998</b>	<b>600</b>	<b>702</b>	<b>460</b>	<b>1,023</b>	<b>-55%</b>	<b>3,323</b>
Adj. ROS (%)	9.2	6.2	6.4	5.0	9.6	-	7.9

# DAIMLER TRUCK

## Industrial Business

### 2. Summary Cash Flow Statement of the Industrial Business\*

In €m	Q2	Q3	Q4	Q1			FY
	2025	2025	2025	2026	2025	Change	2025
Cash flows from operating activities	350	440	2,529	-205	393	-	3,712
Cash flows from investing activities	1,153	-1,013	-842	-432	-1,422	70%	-2,124
Change in marketable debt securities and similar investments	-1,303	611	149	201	1,096	-82%	553
Right-of-use assets	-58	-42	-102	-78	-35	-122%	-237
Other adjustments	-123	29	13	69	1	-	-80
<b>Free cash flow of the Industrial Business</b>	<b>20</b>	<b>24</b>	<b>1,747</b>	<b>-445</b>	<b>33</b>	<b>-</b>	<b>1,824</b>
<b>Net profit (group)</b>	<b>310</b>	<b>458</b>	<b>467</b>	<b>194</b>	<b>799</b>	<b>-76%</b>	<b>2,033</b>
<b>Cash conversion rate**</b>	<b>0.1</b>	<b>0.1</b>	<b>3.7</b>	<b>-2.3</b>	<b>0.0</b>	<b>-</b>	<b>0.9</b>
<b>Net liquidity at the beginning of the period</b>	<b>7,931</b>	<b>5,926</b>	<b>5,878</b>	<b>7,670</b>	<b>8,558</b>	<b>-10%</b>	<b>8,558</b>
FCF	20	24	1,747	-445	33	-	1,824
t/o working capital	-460	-121	905	-672	-304	-121%	20
Other	-2,025	-71	45	-83	-659	87%	-2,711
t/o dividends Daimler Truck Holding AG	-1,462	-	-	-	-	-	-1,462
t/o acquisition of treasury shares	-326	-83	-	-51	-206	75%	-616
<b>Net liquidity at the end of the period</b>	<b>5,926</b>	<b>5,878</b>	<b>7,670</b>	<b>7,143</b>	<b>7,931</b>	<b>-10%</b>	<b>7,670</b>

\* Of continuing and discontinued operations.

\*\* Effective from January 01, 2026, the cash conversion rate (CCR) is calculated from the ratio of the Free Cash Flow of the Industrial Business and to the Net profit of the Group.

## DAIMLER TRUCK

### Industrial Business

#### 3. Return on capital employed of the Industrial Business\*

In €m	Q1-2	Q1-3	Q1-4	Q1		Change
	2025	2025	2025	2026	2025	
<b>EBIT</b>	<b>1,504</b>	<b>2,115</b>	<b>2,788</b>	<b>315</b>	<b>1,029</b>	<b>-69%</b>
Intangible assets	2,944	2,981	3,015	3,041	3,189	-5%
Property, plant and equipment	7,943	7,995	8,218	8,274	8,250	0%
Inventories	9,355	9,448	8,134	9,388	9,323	1%
Trade receivables	3,878	3,484	3,844	3,910	3,907	-%
Other segment assets	4,774	4,656	4,610	4,445	4,654	-4%
<b>Operating assets**</b>	<b>28,894</b>	<b>28,564</b>	<b>27,821</b>	<b>29,059</b>	<b>29,323</b>	<b>-1%</b>
Trade payables	4,718	4,338	4,341	4,899	4,908	-%
Other segment liabilities	13,508	13,145	13,449	13,381	13,793	-3%
<b>Operating liabilities**</b>	<b>18,226</b>	<b>17,483</b>	<b>17,791</b>	<b>18,280</b>	<b>18,700</b>	<b>-2%</b>
<b>Operating net assets**</b>	<b>10,668</b>	<b>11,081</b>	<b>10,030</b>	<b>10,779</b>	<b>10,622</b>	<b>1%</b>
<b>Average operating net assets**</b>	<b>10,502</b>	<b>10,626</b>	<b>10,608</b>	<b>10,405</b>	<b>10,359</b>	<b>0%</b>
<b>Return on capital employed of the Industrial Business (%)</b>	<b>28.6</b>	<b>26.5</b>	<b>26.3</b>	<b>12.1</b>	<b>39.7</b>	<b>-</b>

\* Of continuing and discontinued operations.

\*\* The operating net assets are calculated on the basis of the values at the end of each quarter. Liquidity as well as income taxes and pensions are not included in the calculation of the operating net assets. Including assets and liabilities held for sale.

# DAIMLER TRUCK

## Industrial Business

### 4. Condensed Statement of Financial Position of the Industrial Business

In €m	Jun. 30	Sept. 30	Dec. 31	Mar. 31			Mar. 31	Dec. 31	Change
	2025	2025	2025	2026	2025	Change	2026	2025	
<b>Assets</b>									
Intangible assets	2,634	2,676	2,720	2,755	3,189	-14%	2,755	2,720	1%
Property, plant and equipment	6,619	6,692	6,939	6,981	8,250	-15%	6,981	6,939	1%
Equipment on operating leases	2,829	2,805	2,902	2,900	3,049	-5%	2,900	2,902	0%
Receivables from Financial Services	-9	-3	-10	-10	-8	-16%	-10	-10	-3%
Equity-method investments	750	764	888	698	888	-21%	698	888	-21%
Inventories	8,369	8,412	7,136	8,296	9,323	-11%	8,296	7,136	16%
Trade receivables	3,328	2,935	3,248	3,333	3,907	-15%	3,333	3,248	3%
Cash and cash equivalents	6,535	7,312	8,249	8,340	7,132	17%	8,340	8,249	1%
Marketable debt securities and similar investments	1,880	2,526	2,679	2,978	3,355	-11%	2,978	2,679	11%
t/o current	1,814	2,468	2,630	2,925	3,298	-11%	2,925	2,630	11%
t/o non-current	66	58	49	53	57	-7%	53	49	9%
Other financial assets	798	827	455	475	413	15%	475	455	4%
Other assets	3,283	3,241	2,961	2,928	3,316	-12%	2,928	2,961	-1%
Assets held for sale	3,487	3,335	3,478	3,797	-	-	3,797	3,478	9%
<b>Total assets</b>	<b>40,501</b>	<b>41,524</b>	<b>41,646</b>	<b>43,472</b>	<b>42,813</b>	<b>2%</b>	<b>43,472</b>	<b>41,646</b>	<b>4%</b>
<b>Equity and liabilities</b>									
Equity	18,162	18,573	19,103	19,375	19,974	-3%	19,375	19,103	1%
Provisions	5,813	5,805	5,835	5,767	6,137	-6%	5,767	5,835	-1%
Financing liabilities	2,139	3,581	2,690	3,320	2,399	38%	3,320	2,690	23%
t/o current	-5,860	-6,163	-5,988	-6,072	-5,633	-8%	-6,072	-5,988	-1%
t/o non-current	8,000	9,744	8,677	9,392	8,032	17%	9,392	8,677	8%
Trade payables	4,131	3,773	3,671	4,306	4,908	-12%	4,306	3,671	17%
Other financial liabilities	3,437	3,099	3,044	3,027	3,312	-9%	3,027	3,044	-1%
Contract and refund liabilities	3,783	3,765	4,014	4,086	4,077	0%	4,086	4,014	2%
Other liabilities	1,632	1,526	1,688	1,615	2,006	-19%	1,615	1,688	-4%
Liabilities related to assets held for sale	1,405	1,401	1,600	1,976	-	-	1,976	1,600	24%
<b>Total equity and liabilities</b>	<b>40,501</b>	<b>41,524</b>	<b>41,646</b>	<b>43,472</b>	<b>42,813</b>	<b>2%</b>	<b>43,472</b>	<b>41,646</b>	<b>4%</b>

# DAIMLER TRUCK

## Industrial Business

### 5. Condensed Statement of Cash Flows of the Industrial Business\*

In €m	Q1-2	Q1-3	Q1-4	Q1		Change
	2025	2025	2025	2026	2025	
<b>Cash and cash equivalents at beginning of period</b>	<b>6,363</b>	<b>6,363</b>	<b>6,363</b>	<b>8,347</b>	<b>6,363</b>	<b>31%</b>
Profit before income taxes	1,538	2,163	2,853	328	1,058	-69%
Depreciation and amortization/impairments	558	795	1,054	247	289	-14%
Oth. non-cash expense/inc. & gains/losses on disposals of assets	227	266	325	224	-7	-
Change in operating assets and liabilities						
t/o Inventories	-941	-1,095	154	-1,153	-592	-95%
t/o Trade receivables	-274	123	-271	-31	-179	83%
t/o Trade payables	451	87	136	512	467	10%
t/o Receivables from financial services	-12	-7	5	-18	-15	-26%
t/o Vehicles on operating leases	201	306	379	61	106	-43%
t/o Other operating assets and liabilities	-494	-791	-207	-306	-564	46%
t/o Dividends received from equity-method investments	4	6	6	-	-	-
Income taxes paid	-515	-671	-723	-68	-170	60%
<b>Cash flows from operating activities</b>	<b>743</b>	<b>1,183</b>	<b>3,712</b>	<b>-205</b>	<b>393</b>	<b>-</b>
Additions to property, plant and equipment	-347	-624	-1,106	-140	-184	24%
Additions to intangible assets	-197	-272	-347	-52	-100	48%
Investments in and proceeds from disposals of shareholdings	-98	-150	-313	-24	-63	62%
Acquisitions and sales of market. debt securities and similar investments	206	-404	-553	-201	-1,096	82%
Other	167	168	195	-15	21	-
<b>Cash flows from investing activities</b>	<b>-269</b>	<b>-1,282</b>	<b>-2,124</b>	<b>-432</b>	<b>-1,422</b>	<b>70%</b>
Change in financing liabilities	1,334	2,298	2,393	481	1,709	-72%
Dividends paid	-1,600	-1,637	-1,654	-47	-119	61%
Acquisition of treasury shares	-532	-616	-616	-51	-206	75%
Internal equity and financing transactions	1,129	1,583	767	408	572	-29%
<b>Cash flows from financing activities</b>	<b>330</b>	<b>1,629</b>	<b>891</b>	<b>791</b>	<b>1,955</b>	<b>-60%</b>
Effect of foreign exchange rate changes on cash & cash equivalents	-477	-497	-494	96	-158	-
<b>Cash and cash equivalents at end of period</b>	<b>6,690</b>	<b>7,396</b>	<b>8,348</b>	<b>8,598</b>	<b>7,132</b>	<b>21%</b>

\* Of continuing and discontinued operations.

# DAIMLER TRUCK

## Trucks North America

### 1. Key Figures and Ratios

In €m	Q2	Q3	Q4	Q1		Change	FY
	2025	2025	2025	2026	2025		2025
<b>Production (units)</b>	<b>38,635</b>	<b>28,108</b>	<b>33,235</b>	<b>31,775</b>	<b>38,940</b>	<b>-18%</b>	<b>138,918</b>
<b>Incoming orders (units)</b>	<b>13,842</b>	<b>26,168</b>	<b>52,293</b>	<b>59,195</b>	<b>31,740</b>	<b>86%</b>	<b>124,043</b>
<b>Unit sales</b>	<b>38,580</b>	<b>30,225</b>	<b>34,017</b>	<b>29,432</b>	<b>38,992</b>	<b>-25%</b>	<b>141,814</b>
t/o North America*	38,366	30,066	33,866	29,377	38,847	-24%	141,145
t/o USA	34,033	25,968	30,004	26,741	33,399	-20%	123,404
<b>Book-to-bill ratio (%)</b>	<b>36</b>	<b>87</b>	<b>154</b>	<b>202</b>	<b>81</b>	<b>-</b>	<b>87</b>
<b>Investments PP&amp;E</b>	<b>46</b>	<b>62</b>	<b>133</b>	<b>36</b>	<b>43</b>	<b>-16%</b>	<b>285</b>
<b>Research and development expenditure**</b>	<b>179</b>	<b>155</b>	<b>126</b>	<b>135</b>	<b>183</b>	<b>-26%</b>	<b>643</b>
t/o capitalized development costs	20	-	-	0	25	-93%	45
Capitalization ratio (%)	11.2	-	-	0.0	13.7	-	7.0
<b>Revenue</b>	<b>5,086</b>	<b>3,996</b>	<b>4,235</b>	<b>3,838</b>	<b>5,407</b>	<b>-29%</b>	<b>18,723</b>
Cost of sales	-4,076	-3,425	-3,640	-3,325	-4,269	22%	-15,409
<b>Gross profit</b>	<b>1,010</b>	<b>571</b>	<b>596</b>	<b>514</b>	<b>1,138</b>	<b>-55%</b>	<b>3,314</b>
Selling expenses	-95	-87	-109	-88	-101	14%	-393
General administrative expenses	-124	-79	-50	-88	-122	28%	-375
Research and non-capitalized development costs	-307	-155	-126	-135	-158	14%	-746
Others	19	4	-9	-194	16	-	30
<b>EBIT</b>	<b>504</b>	<b>254</b>	<b>300</b>	<b>10</b>	<b>773</b>	<b>-99%</b>	<b>1,831</b>
ROS (%)	9.9	6.4	7.1	0.2	14.3	-	9.8
Legal proceedings and related measures	-	-	-	-	-	-	-
Restructuring measures	-	-	-	-	-	-	-
M&A-related matters	5	3	6	199	5	-	20
Other	148	-	-	-	-	-	148
<b>Adj. EBIT</b>	<b>657</b>	<b>257</b>	<b>307</b>	<b>209</b>	<b>778</b>	<b>-73%</b>	<b>1,998</b>
Adj. ROS (%)	12.9	6.4	7.2	5.4	14.4	-	10.7

\* USA, Canada and Mexico.

\*\* Excluding a special item in research and development costs of €148 million in the second quarter of 2025 from a non-cash derecognition of capitalized development costs due to the slower pace of transformation to battery-electric vehicles, especially in the US market.

# DAIMLER TRUCK

## Mercedes-Benz Trucks

### 1. Key Figures and Ratios

In €m	Q2	Q3	Q4	Q1			FY
	2025	2025	2025	2026	2025	Change	2025
<b>Production (units)</b>	<b>37,374</b>	<b>37,528</b>	<b>35,561</b>	<b>39,843</b>	<b>34,761</b>	<b>15%</b>	<b>145,224</b>
<b>Incoming orders (units)</b>	<b>37,839</b>	<b>33,131</b>	<b>47,095</b>	<b>48,987</b>	<b>36,804</b>	<b>33%</b>	<b>154,869</b>
t/o Zero-Emission-Vehicle (ZEV)	371	233	748	690	664	4%	2,016
<b>Unit sales</b>	<b>35,299</b>	<b>35,818</b>	<b>44,794</b>	<b>34,486</b>	<b>30,645</b>	<b>13%</b>	<b>146,556</b>
t/o EU30*	12,184	15,012	19,384	13,963	11,262	24%	57,842
t/o Zero-Emission-Vehicle (ZEV)	451	1,011	1,270	445	99	349%	2,831
t/o Germany	3,711	5,452	6,263	4,107	3,928	5%	19,354
t/o Latin America**	9,889	9,911	9,242	7,687	7,424	4%	36,466
t/o Brazil	7,051	6,664	6,861	5,685	5,444	4%	26,020
t/o Asia	7,408	6,189	9,477	8,241	7,352	12%	30,426
t/o India	5,403	4,898	6,325	6,915	5,730	21%	22,356
<b>Book-to-bill ratio (%)</b>	<b>107</b>	<b>92</b>	<b>105</b>	<b>142</b>	<b>120</b>	<b>-</b>	<b>106</b>
<b>Investments PP&amp;E</b>	<b>84</b>	<b>162</b>	<b>232</b>	<b>74</b>	<b>102</b>	<b>-28%</b>	<b>580</b>
<b>Research and development expenditure***</b>	<b>277</b>	<b>221</b>	<b>247</b>	<b>223</b>	<b>260</b>	<b>-14%</b>	<b>1,006</b>
t/o capitalized development costs	49	47	36	29	58	-49%	189
Capitalization ratio (%)	17.7	21.2	14.5	13.1	22.1	-	18.8
<b>Revenue</b>	<b>4,826</b>	<b>4,886</b>	<b>5,616</b>	<b>4,605</b>	<b>4,409</b>	<b>4%</b>	<b>19,738</b>
Cost of sales	-4,086	-3,979	-4,362	-3,719	-3,480	-7%	-15,907
<b>Gross profit</b>	<b>740</b>	<b>907</b>	<b>1,255</b>	<b>886</b>	<b>929</b>	<b>-5%</b>	<b>3,831</b>
Selling expenses	-403	-416	-565	-402	-419	4%	-1,802
General administrative expenses	-254	-139	-174	-130	-166	22%	-733
Research and non-capitalized development costs	-298	-174	-211	-194	-203	4%	-886
Others	56	105	65	65	62	5%	288
<b>EBIT</b>	<b>-158</b>	<b>283</b>	<b>370</b>	<b>225</b>	<b>203</b>	<b>11%</b>	<b>698</b>
ROS (%)	-3.3	5.8	6.6	4.9	4.6	-	3.5
Legal proceedings and related measures	-	-	-	-	-	-	-
Restructuring measures	339	1	-9	-	0	-	331
M&A-related matters	31	34	30	7	35	-80%	131
Other	70	-	-	-	-	-	70
<b>Adj. EBIT</b>	<b>283</b>	<b>319</b>	<b>391</b>	<b>233</b>	<b>238</b>	<b>-2%</b>	<b>1,230</b>
Adj. ROS (%)	5.9	6.5	7.0	5.1	5.4	-	6.2

\* European Union, United Kingdom, Switzerland and Norway.

\*\* Excluding Mexico.

\*\*\* Excluding a special item in research and development costs of €70 million in the second quarter of 2025 from a non-cash derecognition of capitalized development costs due to the slower pace of transformation to battery-electric vehicles, especially in the US market.

# DAIMLER TRUCK

## Daimler Buses

### 1. Key Figures and Ratios

In €m	Q2	Q3	Q4	Q1			FY
	2025	2025	2025	2026	2025	Change	2025
<b>Production (units)</b>	<b>7,552</b>	<b>7,203</b>	<b>5,854</b>	<b>5,773</b>	<b>6,924</b>	<b>-17%</b>	<b>27,533</b>
<b>Incoming orders (units)</b>	<b>7,027</b>	<b>5,196</b>	<b>5,431</b>	<b>5,939</b>	<b>7,964</b>	<b>-25%</b>	<b>25,618</b>
<b>Unit sales</b>	<b>7,027</b>	<b>6,443</b>	<b>7,315</b>	<b>4,972</b>	<b>6,206</b>	<b>-20%</b>	<b>26,991</b>
t/o EU30*	2,189	2,064	3,094	1,698	1,704	0%	9,051
t/o Germany	755	763	1,093	572	596	-4%	3,207
t/o North America**	505	460	623	244	747	-67%	2,335
t/o Latin America	3,781	3,511	2,834	2,678	3,390	-21%	13,516
t/o Brazil	2,752	2,521	2,098	2,083	2,582	-19%	9,953
t/o Asia	5	21	160	44	30	47%	216
<b>Book-to-bill ratio (%)</b>	<b>100</b>	<b>81</b>	<b>74</b>	<b>119</b>	<b>128</b>	<b>-</b>	<b>95</b>
<b>Investments PP&amp;E</b>	<b>19</b>	<b>38</b>	<b>73</b>	<b>22</b>	<b>21</b>	<b>5%</b>	<b>152</b>
<b>Research development expenditure</b>	<b>55</b>	<b>49</b>	<b>62</b>	<b>65</b>	<b>52</b>	<b>25%</b>	<b>218</b>
t/o capitalized development costs	6	8	13	11	4	198%	31
Capitalization ratio (%)	11.0	16.8	21.0	16.6	7.0	-	14.2
<b>Revenue</b>	<b>1,467</b>	<b>1,402</b>	<b>1,759</b>	<b>1,243</b>	<b>1,335</b>	<b>-7%</b>	<b>5,963</b>
Cost of sales	-1,169	-1,123	-1,386	-960	-1,054	9%	-4,732
<b>Gross profit</b>	<b>298</b>	<b>279</b>	<b>373</b>	<b>283</b>	<b>281</b>	<b>1%</b>	<b>1,231</b>
Selling expenses	-72	-71	-93	-76	-71	-8%	-307
General administrative expenses	-50	-41	-45	-49	-49	0%	-185
Research and non-capitalized development costs	-49	-41	-49	-54	-48	-12%	-187
Others	17	10	2	3	13	-78%	42
<b>EBIT</b>	<b>145</b>	<b>136</b>	<b>187</b>	<b>107</b>	<b>126</b>	<b>-15%</b>	<b>594</b>
ROS (%)	9.9	9.7	10.7	8.6	9.4	-	10.0
Legal proceedings and related measures	-	-	-	-	-	-	-
Restructuring measures	-	-	-	-	-	-	-
M&A-related matters	2	1	2	-	0	-	5
<b>Adj. EBIT</b>	<b>147</b>	<b>137</b>	<b>189</b>	<b>107</b>	<b>126</b>	<b>-15%</b>	<b>599</b>
Adj. ROS (%)	10.0	9.8	10.7	8.6	9.4	-	10.0

\* European Union, United Kingdom, Switzerland and Norway.

\*\* USA, Canada and Mexico.

# DAIMLER TRUCK

## Financial Services

### 1. Key Figures and Ratios

In €m	Q2	Q3	Q4	Q1			FY
	2025	2025	2025	2026	2025	Change	2025
New business	2,521	2,435	2,735	2,170	2,282	-5%	9,973
Penetration rate (in %)	22.8	24.1	22.8	20.9	20.8	-	22.7
<b>Revenue</b>	<b>853</b>	<b>856</b>	<b>876</b>	<b>839</b>	<b>891</b>	<b>-6%</b>	<b>3,476</b>
<b>EBIT</b>	<b>20</b>	<b>41</b>	<b>46</b>	<b>39</b>	<b>51</b>	<b>-24%</b>	<b>157</b>
Legal proceedings and related measures	-	-	-	-	-	-	-
Restructuring measures	3	5	6	-	3	-	18
M&A-related matters	1	2	2	-	1	-	6
<b>Adj. EBIT</b>	<b>23</b>	<b>48</b>	<b>54</b>	<b>39</b>	<b>55</b>	<b>-30%</b>	<b>181</b>

In €m	Q1-2	Q1-3	Q1-4	Q1			FY
	2025	2025	2025	2026	2025	Change	2025
<b>EBIT</b>	<b>70</b>	<b>111</b>	<b>157</b>	<b>39</b>	<b>51</b>	<b>-24%</b>	<b>157</b>
Equity (quarterly average, year-to-date)	2,998	2,981	2,979	3,019	3,023	0%	2,979
RoE (% , year-to-date)	4.7	5.0	5.3	5.1	6.7	-	5.3
<b>Adj. EBIT (year-to-date)</b>	<b>79</b>	<b>127</b>	<b>181</b>	<b>39</b>	<b>55</b>	<b>-30%</b>	<b>181</b>
Adj. ROE (% , year-to-date)	5.2	5.7	6.1	5.1	7.3	-	6.1
Contract volume (end of period)	29,682	29,044	29,539	29,874	29,539*	1%	29,539
Equity (end of period)	2,924	2,974	2,965	3,073	2,965*	4%	2,965

\* End of Q4 2025

# DAIMLER TRUCK

## Capital Structure

### 1. Group Liquidity\*

In €m	Jun. 30	Sept. 30	Dec. 31	Mar. 31			Mar. 31	Dec. 31	Change
	2025	2025	2025	2026	2025	Change	2026	2025	
<b>Group liquidity</b>									
t/o Cash and cash equivalents	6,939	7,753	8,648	8,969	7,420	21%	8,969	8,648	4%
t/o Marketable debt securities and similar investments	1,923	2,572	2,725	3,030	3,398	-11%	3,030	2,725	11%
<b>Group gross liquidity</b>	<b>8,862</b>	<b>10,325</b>	<b>11,373</b>	<b>11,999</b>	<b>10,818</b>	<b>11%</b>	<b>11,999</b>	<b>11,373</b>	<b>6%</b>
<b>Total financing liabilities</b>	<b>-29,175</b>	<b>-29,879</b>	<b>-29,860</b>	<b>-31,036</b>	<b>-30,489</b>	<b>-2%</b>	<b>-31,036</b>	<b>-29,860</b>	<b>-4%</b>
<b>Group net debt</b>	<b>-20,313</b>	<b>-19,554</b>	<b>-18,488</b>	<b>-19,037</b>	<b>-19,671</b>	<b>3%</b>	<b>-19,037</b>	<b>-18,488</b>	<b>-3%</b>

\* Of continuing and discontinued operations.

### 2. Industrial Liquidity\*

In €m	Jun. 30	Sept. 30	Dec. 31	Mar. 31			Mar. 31	Dec. 31	Change
	2025	2025	2025	2026	2025	Change	2026	2025	
<b>Liquidity of the Industrial Business</b>									
t/o Cash and cash equivalents	6,690	7,396	8,348	8,598	7,132	21%	8,598	8,348	3%
t/o Marketable debt securities and similar investments	1,880	2,526	2,679	2,978	3,355	-11%	2,978	2,679	11%
<b>Gross liquidity of the Industrial Business</b>	<b>8,570</b>	<b>9,921</b>	<b>11,026</b>	<b>11,576</b>	<b>10,487</b>	<b>10%</b>	<b>11,576</b>	<b>11,026</b>	<b>5%</b>
Financing liabilities (nominal)	-2,644	-4,043	-3,356	-4,434	-2,556	-73%	-4,434	-3,356	-32%
<b>Net liquidity of the Industrial Business</b>	<b>5,926</b>	<b>5,878</b>	<b>7,670</b>	<b>7,143</b>	<b>7,931</b>	<b>-10%</b>	<b>7,143</b>	<b>7,670</b>	<b>-7%</b>

\* Of continuing and discontinued operations.

### 3. Pension benefits

In €m	Jun. 30	Sept. 30	Dec. 31	Mar. 31			Mar. 31	Dec. 31	Change
	2025	2025	2025	2026	2025	Change	2026	2025	
<b>Pension benefits</b>									
Benefit obligations	-5,836	-5,917	-5,441	-5,405	-6,182	13%	-5,405	-5,441	1%
Plan assets	5,561	5,674	5,329	5,269	5,795	-9%	5,269	5,329	-1%
Funded status	-276	-242	-112	-135	-387	65%	-135	-112	-21%
<i>Funding ratio (%)</i>	<i>95.3</i>	<i>95.9</i>	<i>97.9</i>	<i>97.5</i>	<i>93.7</i>	<i>-</i>	<i>97.5</i>	<i>97.9</i>	<i>-</i>

# DAIMLER TRUCK

## Guidance

### 1. Assumptions Heavy Duty Truck Market

	FY 2026*
North America - in thousands of units -	250 to 290
EU30 - in thousands of units -	290 to 330

### 2. Group

	FY 2026*
Adj. EBIT	€3.2 bn. to €3.7 bn.

### 3. Industrial Business

	FY 2026*
Unit Sales** - in thousands of units -	330 to 360
Revenue	€42 bn. to €46 bn.
Adj. ROS IB	6% to 8%
FCF IB***	€2.7 bn. to €3.2 bn.

### 4. Segments

	FY 2026*
<b>Trucks North America</b>	
Unit sales - in thousands of units -	150 to 170
Adj. ROS	6% to 8%
<b>Mercedes-Benz Trucks</b>	
Unit sales - in thousands of units -	150 to 170
Adj. ROS	6% to 8%
<b>Daimler Buses</b>	
Unit sales - in thousands of units -	25 to 30
Adj. ROS	8% to 10%
<b>Financial Services</b>	
Adj. ROE	6% to 8%

\* 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.

\*\* The total of the segments does not correspond to unit sales of the Industrial Business due to eliminations between the segments as well as rounding differences due to the disclosure of unit sale corridors.

\*\*\* Includes the sum of continued and discontinued activities.

## DAIMLER TRUCK

### Disclaimer

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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.

**Terminology:** This document contains terms such as “zero-emission (heavy-duty) vehicle” (abbreviated “ZEV”, “zero-emission vehicle”), “CO<sub>2</sub>e”, “CO<sub>2</sub>e-neutral”, “CO<sub>2</sub>e-neutral on the balance sheet” and “locally CO<sub>2</sub>e-free” or “CO<sub>2</sub>e-free in driving operation”. A “zero-emission heavy-duty vehicle” is according to Article 3 point (11) (a) of the Regulation (EU) 2024/1610 a vehicle without an internal combustion engine or with an internal combustion engine with emissions of no more than 3 g CO<sub>2</sub>/(tkm) or 1 g CO<sub>2</sub>/(pkm). “CO<sub>2</sub>e” stands for carbon dioxide equivalent and refers to the total amount of greenhouse gases released by a particular activity or process. It takes into account not only carbon dioxide, but also other greenhouse gases such as methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and ozone (O<sub>3</sub>) by relating their climate impact to CO<sub>2</sub>. Since these gases have different effects on the climate, CO<sub>2</sub>e enables a holistic view of the climate effect of a particular activity. “CO<sub>2</sub>e-neutral” means that CO<sub>2</sub>e emissions released into the atmosphere by a company’s activities are offset by a corresponding amount of CO<sub>2</sub>e. Offsetting can be achieved through various measures: reducing emissions, reducing energy consumption, switching to renewable energies, etc., or by storing or absorbing CO<sub>2</sub>. “CO<sub>2</sub>e-neutral on the balance sheet” means that CO<sub>2</sub>e emissions released are offset by compensation certificates and related projects. “Locally CO<sub>2</sub>e-free” or “CO<sub>2</sub>e-free in driving operation” means that no carbon or carbon dioxide equivalents (CO<sub>2</sub>e) is emitted from the vehicle into the immediate surroundings while driving. Unless otherwise indicated, the same understanding of terms is used in each case throughout the entire document.