DAIMLER TRUCK



Interim Report Q3 2026

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Q3 Key Figures for the Group

Key figures Daimler Truck Group

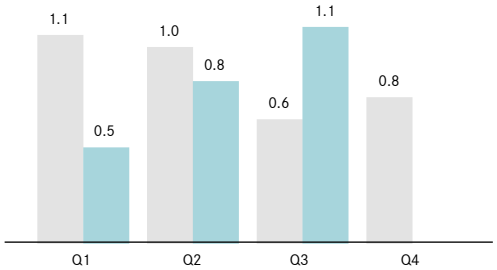
In millions of euros	Q3 2026	Q3 2025	% change	Q1-3 2026	Q1-3 2025	% change
Unit sales	91,260	72,277	+26	246,816	228,642	+8
of which electrified vehicles	1,207	1,679	-28	3,354	3,431	-2
Revenue	12,575	10,551	+19 [3]	34,848	33,733	+3 [3]
Revenue of the Industrial Business[1]	11,635	9,695	+20 [4]	32,194	31,133	+3 [4]
Earnings before interest and taxes (EBIT)	1,045	553	+89	1,697	1,952	-13
EBIT of the Industrial Business	983	513	+92	1,538	1,841	-16
Adjusted EBIT	1,124	648	+73	2,460	2,748	-10
Adjusted EBIT of the Industrial Business	1,062	600	+77	2,301	2,621	-12
Return on sales of the Industrial Business (in %)	8.4	5.3	–	4.8	5.9	–
Adjusted return on sales of the Industrial Business (%)	9.1	6.2	–	7.1	8.4	–
Return on capital employed of the Industrial Business (%)[2]	–	–	–	39.0	26.5	–
Net profit (loss)	702	407	+73	980	1,401	-30
Earnings per share (in euros)	0.91	0.51	+77	1.24	1.74	-28
Free cash flow of the Industrial Business[2]	974	24	+3953	2,292	77	+2887
Net liquidity of the Industrial Business[2]	9,156	7,670[5]	+19	9,156	7,670[5]	+19
Investments in property, plant and equipment[2]	318	278	+14	697	629	+11
Research and development expenditure[2]	514	520	-1	1,534	1,715[6]	-11
of which capitalized[2]	43	55	-21	120	216	-45
Total workforce (number of employees)	100,497	108,476[5]	-7[7]	100,497	108,476[5]	-7[7]

Share price performance of Daimler Truck Holding AG

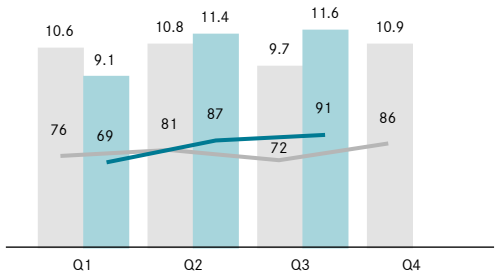
in €	Q4 2025	Q1 2026	Q2 2026	Q3 2026
Closing price XETRA				
High	38.54	44.39	44.75	49.60
Low	33.88	37.50	39.11	41.83
Quarter-end closing price	37.32	41.47	42.20	41.83
Quarter-end number of shares outstanding (in thousands)	765,600	764,337	760,213	757,334
Market capitalization (in billions of euros)	28.6	31.7	32.1	31.7

1 The Industrial Business comprises the vehicle segments Trucks North America, Mercedes-Benz Trucks, and Daimler Buses, as well as the reconciliation.
2 Of continuing and discontinued operations.
3 Adjusted for exchange rate effects, the change in revenue at Group level was +18% (Q3) and +3% (Q1-3).
4 Adjusted for exchange rate effects, the change in revenue of the Industrial Business was +19% (Q3) and +3% (Q1-3).
5 At December 31, 2025.
6 Excluding a special item in research and development costs of €218 million from a non-cash derecognition of capitalized development costs due to the delayed pace of transformation to battery-electric vehicles, especially in the U.S. market.
7 The decline was mainly due to the integration of Mitsubishi Fuso Truck and Bus Corporation into ARCHION Corporation and the associated deconsolidation in the second quarter of 2026, which involved approximately 10,000 employees.

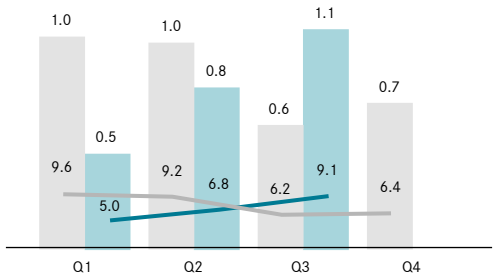
Adjusted EBIT of the Group (in billions of euros)



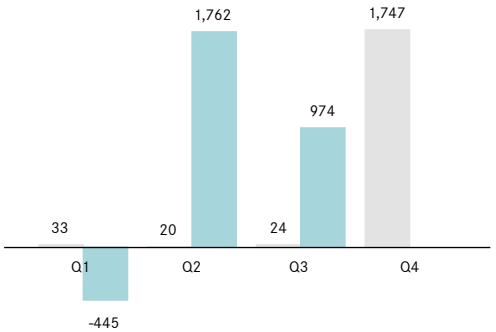
Revenue of the Industrial Business (in billions of euros)[4]
Unit sales of the Industrial Business (in thousands of units)



Adjusted EBIT of the Industrial Business (in billions of euros)
Adjusted return on sales of the Industrial Business (in %)



2025 2026
Free cash flow of the Industrial Business (in millions of euros)[2]



Q3 Key Figures for the Segments

	Trucks North America			Mercedes-Benz Trucks			Daimler Buses			Financial Services		
Three-month periods ended Sept. 30	**Q3 2026**	Q3 2025	% change	**Q3 2026**	Q3 2025	% change	**Q3 2026**	Q3 2025	% change	**Q3 2026**	Q3 2025	% change
In millions of euros												
Unit sales	**45,629**	30,225	+51	**40,362**	35,818	+13	**5,394**	6,443	-16	**–**	–	–
Revenue	**5,704**	3,996	+43	**5,363**	4,886	+10	**1,343**	1,402	-4	**940**	856	+10
Earnings before interest and taxes (EBIT)	**691**	254	+172	**331**	283	+17	**123**	136	-9	**62**	41	+53
Adjusted EBIT	**691**	257	+169	**337**	319	+6	**123**	137	-10	**62**	48	+29
Return on sales (in %)	**12.1**	6.4	–	**6.2**	5.8	–	**9.2**	9.7	–	**–**	–	–
Adjusted return on sales (in %)	**12.1**	6.4	–	**6.3**	6.5	–	**9.2**	9.8	–	**–**	–	–
Investments in property, plant and equipment	**51**	62	-18	**220**	162	+36	**35**	38	-7	**10**	3	+238
Research and development expenditure	**150**	155	-3	**234**	221	+6	**62**	49	+25	**–**	–	–
of which capitalized	**–**	–	–	**29**	47	-37	**14**	8	+70	**–**	–	–
New business	**–**	–	–	**–**	–	–	**–**	–	–	**2,924**	2,435	+20
Contract volume	**–**	–	–	**–**	–	–	**–**	–	–	**30,944**	29,539[2]	+5
Total workforce (number of employees)	**27,279**	25,261[2]	+8	**47,115**	46,812[2]	+1	**18,772**	18,247[2]	+3	**2,032**	2,025[2]	+0

	Trucks North America			Mercedes-Benz Trucks			Daimler Buses			Financial Services		
Nine-month periods ended Sept. 30	**Q1-3 2026**	Q1-3 2025	% change	**Q1-3 2026**	Q1-3 2025	% change	**Q1-3 2026**	Q1-3 2025	% change	**Q1-3 2026**	Q1-3 2025	% change
In millions of euros												
Unit sales	**116,748**	107,797	+8	**113,818**	101,762	+12	**16,498**	19,676	-16	**–**	–	–
Revenue	**14,725**	14,488	+2	**15,286**	14,121	+8	**4,142**	4,204	-1	**2,654**	2,600	+2
Earnings before interest and taxes (EBIT)	**1,135**	1,530	-26	**867**	329	+164	**380**	406	-7	**159**	111	+43
Adjusted EBIT	**1,335**	1,691	-21	**887**	840	+6	**380**	410	-7	**159**	127	+25
Return on sales/return on equity (in %)	**7.7**	10.6	–	**5.7**	2.3	–	**9.2**	9.7	–	**6.8**	5.0	–
Adjusted return on sales/return on equity (in %)	**9.1**	11.7	–	**5.8**	5.9	–	**9.2**	9.7	–	**6.8**	5.7	–
Investments in property, plant and equipment	**143**	152	-5	**437**	349	+25	**92**	78	+17	**15**	6	+139
Research and development expenditure	**442**	516[1]	-14	**695**	758[1]	-8	**184**	156	+18	**–**	–	–
of which capitalized	**0**	45	-100	**84**	153	-45	**36**	18	+99	**–**	–	–
New business	**–**	–	–	**–**	–	–	**–**	–	–	**7,723**	7,238	+7
Contract volume	**–**	–	–	**–**	–	–	**–**	–	–	**30,944**	29,539[2]	+5
Total workforce (number of employees)	**27,279**	25,261[2]	+8	**47,115**	46,812[2]	+1	**18,772**	18,247[2]	+3	**2,032**	2,025[2]	+0

1 Excluding a special item in research and development costs of €218 million from a non-cash derecognition of capitalized development costs due to the delayed pace of transformation to battery-electric vehicles, especially in the U.S. market. Of the total amount, €148 million is attributable to the Trucks North America segment and €70 million to the Mercedes-Benz Trucks segment.

2 At December 31, 2025.

About this report

Structure and segments of the Daimler Truck Group
The Industrial Business comprises the vehicle segments Trucks North America, Mercedes-Benz Trucks, Daimler Buses and the reconciliation. Financial Services corresponds to the Financial Services segment. The eliminations of intra-Group transactions between the Industrial Business and Financial Services are generally allocated to the Industrial Business and are reported in the reconciliation.

The integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), the commencement of business operations, and the initial listing of the new holding company, ARCHION Corporation (ARCHION), on the Prime Market of the Tokyo Stock Exchange, was completed on April 01, 2026. Simultaneously, Mitsubishi Fuso was deconsolidated from the Daimler Truck Group effective April 01, 2026 and the investment in ARCHION was accounted for using the equity method.

Additional Information
This Interim Report provides information to assess any change in financial position, liquidity and capital resources and profitability as well as in the expected development compared to the annual financial reporting for the 2025 reporting year.

Detailed information on Daimler Truck's performance measurement system, including an explanation of financial and non-financial performance measures and performance indicators can be found in the chapter "Performance measurement system" in the combined management report of the Annual Report for the 2025 reporting year at www.daimlertruck.com/en/investors/reports/financial-reports.

The 2025 Annual Report contains detailed information on objectives and strategy, business model, corporate governance and the Group Sustainability Statement of Daimler Truck.

Audit review
These Condensed Interim Consolidated Financial Statements, consisting of the Consolidated Statement of Income, Consolidated Statement of Comprehensive Income, Consolidated Statement of Financial Position, Consolidated Statement of Cash Flows, Consolidated Statement of Changes in Equity and Notes to the Condensed Interim Consolidated Financial Statements as well as the Interim Group Management Report were subject to an audit review by KPMG AG Wirtschaftsprüfungsgesellschaft.

Digital report
For sustainability reasons, annual and interim reports are not printed. These are made available at www.daimlertruck.com/en/investors/reports/financial-reports and can be downloaded as a PDF. The report in this PDF format contains interactive elements. Tables of contents, page headers and references internal and external to the report are linked to the corresponding content.

Editorial notes
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. This report is available in German and English. The German version is binding. For better readability, names, brands and registered trademarks are not identified in this report.

Diversity, equal opportunities and inclusion are important to us
For this reason, we use gender-neutral language throughout this report. In the interest of readability and for terms with legal meaning, we use the generic masculine form. In these cases, the terms chosen include all gender identities without limitation.

Navigation symbols

- Reference to an illustration or table in the report.
- Reference to further information on the Internet.
- Reference within the report.

Terminology
This document contains terms such as "electrified vehicle" (abbreviated "EV"), "CO_2e" and "locally CO_2e-free" or "CO_2e-free in driving operation". In this report, the term "electrified vehicles" refers to battery-electric vehicles and fuel-cell vehicles. "CO_2e" 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_4), nitrous oxide (N_2O) and ozone (O_3) by relating their climate impact to CO_2. Since these gases have different effects on the climate, CO_2e enables a holistic view of the climate effect of a particular activity. "CO_2e-neutral" means that CO_2e emissions released into the atmosphere by a company's activities are offset by a corresponding amount of CO_2e. Offsetting can be achieved through various measures: reducing emissions, reducing energy consumption, switching to renewable energies, etc., or by storing or absorbing CO_2. "Locally CO_2e-free" or "CO_2e-free in driving operation" means that no carbon or carbon dioxide equivalents (CO_2e) 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.

Interim Group Management Report

Daimler Truck in the third quarter of 2026

- Significant increase in unit sales in the third quarter of 2026
- Adjusted Group EBIT in the third quarter of 2026 of €1,124 million significantly above the prior year level
- Revenue of the Industrial Business in the third quarter of 2026 of €11,635 million significantly above the prior year level
- Free cash flow of the Industrial Business in the third quarter of 2026 of €974 million significantly above prior year level

Outlook for the 2026 financial year unchanged

- Adjusted EBIT at Group level expected between €3.6 bn. and €4.1 bn.
- In the Industrial Business, unit sales of 340 to 370 thousand units, adjusted return on sales of 7% to 9% and free cash flow of the Industrial Business expected between €3.0 bn. and €3.5 bn.

The Industrial Business comprises the vehicle segments Trucks North America, Mercedes-Benz Trucks, Daimler Buses and the reconciliation. Financial Services corresponds to the Financial Services segment. The eliminations of intra-Group transactions between the Industrial Business and Financial Services are generally allocated to the Industrial Business and are reported in the reconciliation.

The integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), the commencement of business operations and the initial listing of the new holding company, ARCHION Corporation (ARCHION), on the Prime Market of the Tokyo Stock Exchange, was completed on April 01, 2026. ARCHION Corporation, which holds 100% of the shares in Mitsubishi Fuso and Hino, is headquartered in Tokyo, Japan. Simultaneously, Mitsubishi Fuso was deconsolidated from the Daimler Truck Group effective April 01, 2026, and the investment in ARCHION was accounted for using the equity method. In the third quarter of 2026, Daimler Truck AG completed the previously announced and planned sale of a portion of its equity interest in ARCHION through a secondary offering and now holds a 25% equity interest in ARCHION – as does Toyota Motor Corporation. This fully implements the ARCHION ownership structure as envisaged during the integration process.

Due to the deconsolidation of Mitsubishi Fuso and its fully consolidated subsidiaries as of April 01, 2026, the focus is now placed on continuing operations, both for internal management and consequently for external reporting.

In the explanations regarding business development, unit sales for the reporting and prior year periods are presented on the basis of continuing operations. The presentation of investment and research activities, in the form of Investments in property, plant and equipment, research and development expenditure, and their capitalization, is based on the sum of continuing and discontinued operations.

Business Development

The world economy

The momentum of the global economy slowed in the first three quarters of 2026. The shipping restrictions in the Strait of Hormuz due to the conflict in the Middle East led to rising energy prices and uncertainty worldwide. As a result, the price of Brent crude oil hovered around US$100 per barrel at the end of the third quarter. The globally increased inflation expectations were also reflected in the increased government bond yields of numerous countries.

The impact on the U.S. economy was noticeable in the third quarter. Diesel prices in the U.S. continued to rise. The inflation rate was over 3%. In this environment, the Federal Reserve (Fed) changed interest rates, raising the key rate to a range of 3.75% to 4.0%. Robust consumer and capital expenditure led to overall economic growth of 2.1% in the third quarter compared to the prior year.

In the eurozone, the economy grew by 1.3% in the third quarter. Inflation drifted further from its target, prompting the European Central Bank (ECB) to raise its key interest rate to 2.5%.

The commercial vehicle market

The North American market for heavy duty trucks (Class 8) declined by 7% in the first three quarters, although the third quarter saw a 9% increase compared to the prior year. Supported by replacement demand, the market for heavy-duty trucks in the EU30 region (European Union, United Kingdom, Switzerland, Norway) grew by 8% in the first nine months despite the uncertain economic environment. In the third quarter, the market was slightly above the prior year level (+2%).

Group sales in the third quarter of 2026 significantly above prior year level
In the third quarter of 2026, the Daimler Truck Group sold 91,260 (Q3 2025: 72,277) vehicles worldwide. The number of electrified vehicles included therein decreased significantly to 1,207 (Q3 2025: 1,679) units in the third quarter of 2026.

The **Trucks North America** segment sold 45,629 (Q3 2025: 30,225) units in the third quarter. The significant increase in unit sales compared to the prior year was mainly due to the continued market recovery as well as to the unit sales level in the previous year's quarter, which was burdened by tariff uncertainty. Unit sales in the third quarter rose to 40,084 units in the USA (+54%), to 3,830 units in Canada (+39%) and to 1,455 units in Mexico (+9%).

Unit sales in the **Mercedes-Benz Trucks** segment were significantly higher than the previous year's level in the third quarter at 40,362 (Q3 2025: 35,818) units. Supported by an improved market share, unit sales in the EU30 region increased significantly to 16,989 (Q3 2025: 15,012) units in the third quarter. Within this region, Germany in particular made a significant contribution to the improvement with 6,328 (Q3 2025: 5,452) units in the third quarter of 2026. In India, unit sales increased significantly in the third quarter of 2026 to 6,615 (Q3 2025: 4,898) units, driven by strong demand due to infrastructure investments and replacement purchases. In contrast, unit sales in Latin America declined slightly in the third quarter of 2026 to 9,393 units (-5%), primarily due to the downturn in the Argentine market.

The **Daimler Buses** segment sold a total of 5,394 (Q3 2025: 6,443) units in the third quarter of 2026. The significant decline in unit sales in the third quarter was mainly due to economic and political uncertainty in Latin America. In Brazil, our main market in Latin America, unit sales fell significantly in the third quarter to 1,681 (Q3 2025: 2,521) units. In the EU30 region, the segment recorded a slight decline in unit sales with 1,983 (Q3 2025: 2,064) units in the third quarter of 2026. In contrast, the segment in North America showed a significant increase in unit sales, with 503 (Q3 2025: 460) units sold in the third quarter of 2026.

A.01

Unit sales[1,2]

	Q3 2026	Q3 2025	% change
Daimler Truck Group	**91,260**	72,277	+26
of which electrified vehicles	**1,207**	1,679	-28
Trucks North America	**45,629**	30,225	+51
Mercedes-Benz Trucks	**40,362**	35,818	+13
Daimler Buses	**5,394**	6,443	-16

1 The total of the segments does not correspond to group sales due to eliminations between the segments.
2 Of continuing operations.

The **Financial Services** segment concluded new financing and leasing contracts totaling €2.9 billion (+20%) in the third quarter of 2026. This year-over-year increase is primarily attributable to the North America (+28%) and Latin America (+21%) regions.

Contract volume at the end of September 2026 was €30.9 billion, above the level of the previous year-end (+5%). This was primarily due to positive currency effects and retail volume increases in the European region. Adjusted for exchange rates, the contract volume was at the same level as the previous year's end (+2%).

Investments in property, plant and equipment of the Daimler Truck Group amounted to €318 million in the third quarter of 2026 (Q3 2025: €278 million).

Research and development expenditure including capitalization at Daimler Truck amounted to €514 million (Q3 2025: €520 million) in the third quarter of 2026.

Important Events

Military vehicles for Belgium: Cooperation between Daimler Truck, Lambert Defence and Soframe
As part of the tender for the Belgian Tactical Logistic Trucks Program (TLTP), Daimler Truck, Lambert Defence, and Soframe have signed a Memorandum of Understanding (MoU) for strategic cooperation. The program aims to modernize the logistics vehicle fleet of the Belgian Armed Forces. To implement the program, the three partners are pooling their industrial capabilities and drawing on their long-standing collaboration in defense projects.

Mercedes-Benz Trucks: Extensive portfolio for construction site applications
At the end of July, Mercedes-Benz Trucks provided insights into its current portfolio for applications on and around construction sites. The focus was on practical driving experiences with key technologies such as the turbo retarder clutch, the hydraulic auxiliary drive, and digital and service-oriented solutions. The event also offered the opportunity to get a closer look at the new battery-electric Mercedes-Benz eArocs 400.

Reduction of the ARCHION equity interest to 25%
Daimler Truck has completed the previously announced and planned partial sale of a portion of its equity interest in ARCHION via a secondary offering in the third quarter of 2026. As a result of the transaction, Daimler Truck now holds a 25% equity interest in ARCHION – the shareholding structure that was intended as part of the integration of Mitsubishi Fuso Truck and Bus Corporation and Hino Motors, Ltd. The sale generated approximately €600 million for Daimler Truck.

New production plant in the USA
In August, Daimler Truck North America (DTNA) announced the construction of a new production plant in the United States. This investment strengthens manufacturing capacity in North America for long-haul trucks as well as for vocational vehicles, and underscores DTNA's long-term growth strategy. Construction is scheduled to begin at the end of 2026, with commissioning planned for 2029.

"This new manufacturing facility supports our long term growth plans for North America. It strengthens our ability to serve customers by responding faster and more flexibly to their evolving needs while unlocking our full potential through growth, scale and efficiency in line with our global strategy."

Karin Radström, President & CEO Daimler Truck

New Chief Legal & Compliance Officer at Daimler Truck
Dr. Tobias Brandis has been serving as Chief Legal and Compliance Officer at Daimler Truck since October 01, 2026, and is thus responsible for the areas of Legal, Compliance, and Corporate Audit. He also assumes the role of Human Rights Officer at Daimler Truck.

Daimler Truck Defence: Engines for Poland
With the signing of a letter of intent, Daimler Truck Defence and the Polish defense technology group PGZ have laid the foundation for industrial cooperation: Engine components will be exported to Poland jointly with Mercedes-Benz Powertrain and assembled there by PGZ. Furthermore, long-term cooperation in service, repair, and technical support is planned – the engines are intended to be installed, irrespective of vehicle brand, in defense vehicles of the PGZ Group for the Polish Armed Forces.

Leading companies: Working together for hydrogen
Leading companies from the transport, energy, and industrial sectors, together with political decision-makers in Germany, have laid the foundation for an integrated hydrogen ecosystem in heavy-duty road freight transport. At the IAA Transportation trade fair, Daimler Truck, Volvo Group, Toyota Motor Corporation, Bosch, Air Liquide, TotalEnergies, TEAL Mobility, and MB Energy presented joint plans to promote the market ramp-up of hydrogen-powered trucks in Europe and create the conditions for scalable deployment by 2030.

Daimler Truck Financial Services Germany: Cooperation with SCHUNCK GROUP
Daimler Truck Financial Services Germany (DTFSD) has launched a cooperation with the SCHUNCK GROUP, a leading insurance broker and service provider in the logistics industry. This partnership provides DTFSD's commercial vehicle customers with direct access to specialized advice on risk and insurance issues related to fleet operations. The collaboration is aimed at companies that purchase, lease, finance, or operate commercial vehicles and complements DTFSD's existing services with a business-oriented perspective on risks and their management.

New Headquarters for DTFS North America in Charlotte
Strategic investment to maximize customer focus: Daimler Truck Financial Services (DTFS) North America officially inaugurated its new headquarters in the Ballantyne district of Charlotte, North Carolina, on September 29, 2026. With an investment of approximately $8 million, the state-of-the-art facility brings together formerly dispersed regional offices and provides space for around 350 employees. This targeted investment in a modern, collaborative working environment enables DTFS to respond to the needs of customers and dealers in the USA, Canada and Mexico in an even more agile and focused manner and to provide tailor-made financial and insurance solutions more efficiently.

900 new Actros L ProCabin for Girteka
With an agreement for the delivery of 900 Mercedes-Benz Actros L ProCabin trucks, Daimler Truck and Girteka have expanded their partnership – delivery is planned for the first half of 2027. Girteka, one of Europe's leading private logistics providers with around 6,500 of its own trucks, relies on continuous fleet renewal as a strategic approach to ensure long-term reliability, safety, efficiency and high service quality in its Europe-wide operations.

"With the Actros L ProCabin, we provide our customers with a truck that sets new standards in efficiency, safety, and driver comfort for long-haul transportation. I would like to thank Girteka for the continued trust they place in Mercedes-Benz Trucks."

Achim Puchert, CEO Mercedes-Benz Trucks

Modernized coach portfolio at Daimler Buses
Daimler Buses has upgraded its coaches with a comprehensive update: New engines, transmissions, and a modernized electronic architecture improve efficiency, safety, and digital services, while reducing fuel consumption by up to six percent. These innovations are expected to be introduced for the Setra and Mercedes-Benz brands from 2027.

Daimler Truck at IAA Transportation 2026
At IAA Transportation 2026 – 130 years after Gottlieb Daimler's invention of the truck – Daimler Truck presented innovations in all key areas of the transportation sector. The spectrum ranged from battery-electric and hydrogen-powered vehicles such as the Mercedes-Benz eActros Lowliner and the NextGenH2 Truck, to the new highly efficient Powerliner diesel powertrain generation, as well as safety assistance functions, digital solutions, services, and autonomous driving.



Profitability, liquidity and capital resources, and financial position

Integration of Mitsubishi Fuso and Hino
The integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), the commencement of business operations, and the initial listing of the new holding company, ARCHION Corporation (ARCHION), on the Prime Market of the Tokyo Stock Exchange, was completed on April 01, 2026.

Simultaneously, Mitsubishi Fuso was deconsolidated from the Daimler Truck Group effective April 01, 2026, and the investment in ARCHION was accounted for using the equity method.

The earnings effects resulting from the transaction are allocated to discontinued operations. The cash inflows to the Daimler Truck Group are however allocated to continuing operations and have a positive impact on the free cash flow of the Industrial Business.

Further detailed information is included in Note 2. Discontinued operations and disposed assets and liabilities as well as assets held for sale, in the notes to the Condensed Consolidated Interim Financial Statements.

Further Information
In order to provide a better insight into profitability, liquidity and capital resources, and financial position, the Condensed Consolidated Statement of Income, Condensed Consolidated Statement of Cash Flows, and Condensed Consolidated Statement of Financial Position are presented for the Daimler Truck Group, and additionally for Industrial Business and Financial Services. The Industrial Business comprises the vehicle segments Trucks North America, Mercedes-Benz Trucks, and Daimler Buses, and the reconciliation. Financial Services corresponds to the Financial Services segment. The elimination of intra-Group transactions between the Industrial Business and Financial Services are generally allocated to the Industrial Business and are reported under reconciliation.

The following information explains the changes in the reporting year compared to the prior year and takes into account all effects that are material from the Daimler Truck Group perspective.

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

Further information on profitability, liquidity and capital resources, and financial position of the Group is provided in the Consolidated Statement of Income ↗ **B.01**, the Consolidated Statement of Comprehensive Income ↗ **B.02**, the Consolidated Statement of Financial Position ↗ **B.03**, the Consolidated Statement of Cash Flows ↗ **B.04**, the Consolidated Statement of Changes in Equity ↗ **B.05** and the relevant explanations in the Notes to the Condensed Interim Consolidated Financial Statements.

Profitability

Statement of Income of the Daimler Truck Group in the third quarter of 2026

Revenue of the Daimler Truck Group amounted to €12.6 billion in the third quarter of 2026 and was 19% significantly above that of the same period in the prior year (Q3 2025: €10.6 billion). In the Industrial Business, revenue increased significantly by 20% to €11.6 billion (Q3 2025: €9.7 billion). Adjusted for exchange rate effects, the increase in revenue was 18% at the Group level and 19% in the Industrial Business. This development was primarily due to higher unit sales in the Industrial Business.

Cost of sales increased to €10.2 billion (Q3 2025: €8.7 billion), compared to the same quarter of the previous year. In the Industrial Business, this was significantly due to higher unit sales. This was offset by claims for reimbursement of tariffs paid since November 01, 2025, which were recognized as a result of the U.S. Department of Commerce's recognition of U.S. value-added content, which led to a reduction in the cost of sales of the Trucks North America segment by a low three-digit million euro amount.

Selling expenses remained on prior year level in the third quarter of 2026 at €581 million (Q3 2025: €589 million).

General administrative expenses decreased slightly to €297 million (Q3 2025: €340 million), especially due to lower IT costs.

Research and non-capitalized development costs increased slightly to €471 million (Q3 2025: €444 million).

Other operating income/expense decreased in the third quarter of 2026 to €11 million (Q3 2025: €115 million), mainly due to a disposal loss of -€71 million resulting from the previously announced and planned reduction of the ARCHION equity interest to 25%, completed in the third quarter of 2026 as part of a secondary offering.

The **profit/loss from equity-method investments, net** improved to -€25 million (Q3 2025: -€40 million) in the third quarter of 2026.

Earnings before interest and taxes (EBIT) amounted to €1,045 million in the third quarter of 2026 (Q3 2025: €553 million) and was significantly above that of the same period in the prior year.

In the third quarter of 2026, an expense of €389 million (Q3 2025: expense of €162 million) was recognized under **income taxes**. The effective tax rate was higher than the previous year at 35.6% (Q3 2025: 28.5%), partly due to a non-tax-deductible loss related to previously announced and planned reduction of the ARCHION equity interest to 25%, completed in the third quarter of 2026.

The **net profit from continuing operations after tax** amounted to €702 million in the third quarter of 2026 (Q3 2025: €407 million).

In the third quarter of 2026, there was no **net profit from discontinued operations after tax** (Q3 2025: €51 million).

Net profit of €702 million for the third quarter of 2026 was significantly above that of the prior year's period (Q3 2025: €458 million). Of the net profit, €14 million (Q3 2025: €24 million) was attributable to **non-controlling interests**.

The share of **net profit attributable to shareholders of Daimler Truck Holding AG** amounted to €689 million (Q3 2025: €434 million). Of this, €689 million (Q3 2025: €392 million) was attributable to **continuing operations** and €0 million (Q3 2025: €42 million) to **discontinued operations**.

Earnings per share amounted to €0.91 (Q3 2025: €0.57), of which €0.91 (Q3 2025: €0.51) was from **continuing operations** and €0.00 (Q3 2025 €0.06) was from **discontinued operations**.

The calculation of earnings per share (basic) is based on an average number of outstanding shares of 759 million (Q3 2025: 766 million).

Table ↗ **A.02** shows the Condensed Consolidated Statement of Income of the Daimler Truck Group as well as of the Industrial Business and Financial Services for the third quarter of 2026.

Table ↗ **A.03** shows the composition of EBIT for the Industrial Business for the third quarter of 2026.

A.02

Condensed Consolidated Statement of Income for three-month periods ended September 30[1]

	Daimler Truck Group		Industrial Business		Financial Services	
	Q3 2026	Q3 2025	**Q3 2026**	Q3 2025	**Q3 2026**	Q3 2025
In millions of euros						
Revenue	**12,575**	10,551	**11,635**	9,695	**940**	856
Cost of sales	**-10,186**	-8,699	**-9,376**	-7,959	**-810**	-740
Gross profit	**2,389**	1,852	**2,259**	1,736	**130**	116
Selling expenses	**-581**	-589	**-561**	-559	**-20**	-30
General administrative expenses	**-297**	-340	**-243**	-293	**-54**	-47
Research and non-capitalized development costs	**-471**	-444	**-471**	-444	**–**	–
Other operating income/expense	**11**	115	**6**	114	**5**	2
Profit/loss from equity-method investments, net	**-25**	-40	**-25**	-40	**1**	**1**
Other financial income/expense, net	**18**	-1	**18**	0	**0**	-1
Earnings before interest and taxes (EBIT)	**1,045**	553	**983**	513	**62**	41
Interest income/expense, net	**47**	16	**47**	16	**-1**	0
Profit from continuing operations, before income taxes	**1,091**	569	**1,030**	529	**61**	40
Income taxes	**-389**	-162	**-366**	-151	**-23**	-11
Net profit from continuing operations, after tax	**702**	407	**664**	378	**38**	29
Net profit from discontinued operations, after tax	**–**	51	**–**	51	**–**	–
Net profit	**702**	458	**664**	429	**38**	29
of which attributable to non-controlling interests	**14**	24	**14**	24	**–**	–
of which attributable to the shareholders of Daimler Truck Holding AG	**689**	434	**651**	405	**38**	29
of which from continuing operations	**689**	392	**651**	362	**38**	29
of which from discontinued operations	**–**	42	**–**	42	**–**	–
Earnings per share (in euros) based on profit attributable to the shareholders of Daimler Truck Holding AG						
Basic and diluted	**0.91**	0.57				
of which from continuing operations	**0.91**	0.51				
of which from discontinued operations	**0.00**	0.06				
Earnings before interest and taxes (EBIT)	**1,045**	553	**983**	513	**62**	41
Legal proceedings (and related measures)	**–**	44	**–**	44	**–**	–
Restructuring measures	**–**	6	**–**	1	**–**	5
M&A-related matters	**79**	44	**79**	41	**–**	2
Other	**–**	–	**–**	–	**–**	–
Adjusted EBIT	**1,124**	648	**1,062**	600	**62**	48
Return on sales (in %)	**8.3**	5.2	**8.4**	5.3	**–**	–
Adjusted return on sales (in %)[2]	**8.9**	6.1	**9.1**	6.2	**–**	–

1 The details of the respective EBIT adjustments per segment and category are described in the text of this chapter.
2 The adjusted return on sales of the vehicle segments is calculated as the ratio of adjusted EBIT to revenue.
The adjusted return on equity of Financial Services is determined as the ratio of adjusted EBIT to the average quarterly equity.

A.03

EBIT of the Industrial Business for three-month periods ended September 30

	Industrial Business		Trucks North America		Mercedes-Benz Trucks		Daimler Buses		Reconciliation	
	Q3 2026	Q3 2025	**Q3 2026**	Q3 2025	**Q3 2026**	Q3 2025	**Q3 2026**	Q3 2025	**Q3 2026**	Q3 2025
In millions of euros										
Revenue	**11,635**	9,695	**5,704**	3,996	**5,363**	4,886	**1,343**	1,402	**-775**	-589
Cost of sales	**-9,376**	-7,959	**-4,692**	-3,425	**-4,343**	-3,979	**-1,067**	-1,123	**726**	569
Gross profit	**2,259**	1,736	**1,012**	571	**1,020**	907	**276**	279	**-50**	-20
Selling expenses	**-561**	-559	**-97**	-87	**-397**	-416	**-78**	-71	**12**	14
General administrative expenses	**-243**	-293	**-88**	-79	**-143**	-139	**-41**	-41	**30**	-34
Research and non-capitalized development costs	**-471**	-444	**-150**	-155	**-205**	-174	**-48**	-41	**-68**	-75
Other income/expense	**-1**	73	**14**	4	**57**	105	**14**	10	**-86**	-45
Earnings before interest and taxes (EBIT)	**983**	513	**691**	254	**331**	283	**123**	136	**-162**	-160
Legal proceedings (and related measures)	**–**	44	**–**	–	**–**	–	**–**	–	**–**	44
Restructuring measures	**–**	1	**–**	–	**–**	1	**–**	–	**–**	–
M&A-related matters	**79**	41	**–**	3	**6**	34	**–**	1	**73**	3
Other	**–**	–	**–**	–	**–**	–	**–**	–	**–**	–
Adjusted EBIT	**1,062**	600	**691**	257	**337**	319	**123**	137	**-89**	-113
Return on sales (in %)	**8.4**	5.3	**12.1**	6.4	**6.2**	5.8	**9.2**	9.7	**–**	–
Adjusted return on sales (in %)	**9.1**	6.2	**12.1**	6.4	**6.3**	6.5	**9.2**	9.8	**–**	–

The EBIT in **reconciliation** was -€162 million (Q3 2025: -€160 million). The adjustments in the third quarter of 2026 amounting to €73 million (Q3 2025: €47 million) mainly comprised losses on disposals related to the previously announced and planned reduction of the ARCHION equity interest to 25%, completed in the third quarter of 2026 (M&A-related matters).

Segment EBIT for the third quarter of 2026
The segments were impacted by the following key factors compared to the third quarter of 2025:

Segment	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services
Key factors	+ Significantly higher unit sales + Claims for reimbursement of U.S. tariffs following recognition of U.S. value-added content + Favorable effects from pricing + Favorable effects from exchange rates – Unfavorable effects from manufacturing costs – Unfavorable effects from sales mix	+ Significantly higher unit sales + Favorable effects from sales mix + Favorable effects from conversion costs – Unfavorable effects from material costs – Unfavorable effects from pricing	– Inflation-related increase in manufacturing costs – Significantly lower unit sales in Latin America + Favorable effects from exchange rates + Favorable effects from the aftersales business	+ Favorable effects from increased contract volume + Significantly reduced net charges for credit risk provisions + Favorable effects due to increased interest margin
Adjustments[1]	• Expenses in connection with the spin-off from Mercedes-Benz Group AG incurred in the prior year quarter (Q3 2025: €3 million). (M&A-related matters)	• Expenses related to the China business amounting to €6 million (Q3 2025: €10 million). Expenses related to the spin-off from Mercedes-Benz Group AG incurred in the prior year quarter (Q3 2025: €24 million). (M&A-related matters) • Expenses related to “Cost Down Europe” incurred in the prior year quarter (Q3 2025: €1 million). (restructuring measures)	• Expenses in connection with the spin-off from Mercedes-Benz Group AG incurred in the prior year quarter (Q3 2025: €1 million). (M&A-related matters)	• Expenses related to a transformation and restructuring program in North America incurred in the prior year quarter (Q3 2025: €5 million). (restructuring measures) • Expenses related to the acquisition of the Financial Services business incurred in the prior year quarter (Q3 2025: €2 million). (M&A-related matters)

1 The EBIT adjustments presented above (in the preceding table) reflect the change in our methodology for determining adjusted EBIT as described in the 2025 Annual Report. In accordance with the new policy, adjustments are only made for items whose impact on annual earnings exceeds €50 million (positive or negative). Had the threshold been applied to the comparative period, it would not have had a material impact on the adjusted EBIT reported for that period. Accordingly, the prior year figures have not been restated.

A.04

Condensed Consolidated Statement of Income for nine-month periods ended

	Daimler Truck Group		Industrial Business		Financial Services	
	Q1-3 2026	Q1-3 2025	**Q1-3 2026**	Q1-3 2025	**Q1-3 2026**	Q1-3 2025
In millions of euros						
Revenue	**34,848**	33,733	**32,194**	31,133	**2,654**	2,600
Cost of sales	**-28,499**	-27,274	**-26,252**	-25,025	**-2,247**	-2,250
Gross profit	**6,349**	6,459	**5,942**	6,108	**407**	351
Selling expenses	**-1,760**	-1,793	**-1,667**	-1,695	**-93**	-98
General administrative expenses	**-986**	-1,327	**-826**	-1,168	**-160**	-159
Research and non-capitalized development costs	**-1,392**	-1,650	**-1,392**	-1,650	**–**	–
Other operating income/expense	**14**	373	**11**	356	**4**	17
Profit/loss on equity-method investments, net	**-523**	-107	**-527**	-110	**4**	3
Other financial income/expense, net	**-6**	-3	**-3**	-1	**-3**	-3
Earnings before interest and taxes (EBIT)	**1,697**	1,952	**1,538**	1,841	**159**	111
Interest income/expense, net	**96**	54	**98**	55	**-2**	-1
Profit from continuing operations, before income taxes	**1,793**	2,006	**1,636**	1,896	**157**	109
Income taxes	**-813**	-605	**-755**	-575	**-59**	-30
Net profit from continuing operations, after tax	**980**	1,401	**881**	1,322	**99**	79
Net profit from discontinued operations, after tax	**1,385**	166	**1,385**	166	**–**	–
Net profit	**2,365**	1,567	**2,266**	1,488	**99**	79
of which attributable to non-controlling interests	**45**	86	**45**	86	**0**	0
of which attributable to the shareholders of Daimler Truck Holding AG	**2,320**	1,481	**2,222**	1,402	**99**	79
of which from continuing operations	**947**	1,339	**849**	1,260	**99**	79
of which from discontinued operations	**1,373**	142	**1,373**	142	**–**	–
Earnings per share (in euros) based on profit attributable to the shareholders of Daimler Truck Holding AG						
Basic and diluted	**3.04**	1.92				
of which from continuing operations	**1.24**	1.74				
of which from discontinued operations	**1.80**	0.18				
Earnings before interest and taxes (EBIT)	**1,697**	1,952	**1,538**	1,841	**159**	111
Legal proceedings (and related measures)	**–**	44	**–**	44	**–**	–
Restructuring measures	**–**	352	**–**	340	**–**	11
M&A-related matters	**763**	182	**763**	177	**–**	4
Other	**–**	218	**–**	218	**–**	–
Adjusted EBIT	**2,460**	2,748	**2,301**	2,621	**159**	127
Return on sales/return on equity (in %)	**4.9**	5.8	**4.8**	5.9	**6.8**	5.0
Adjusted return on sales/return on equity (in %)[2]	**7.1**	8.1	**7.1**	8.4	**6.8**	5.7

1 The details of the respective EBIT adjustments per segment and category are described in the text of this chapter.
2 The adjusted return on sales of the vehicle segments is calculated as the ratio of adjusted EBIT to revenue.
The adjusted return on equity of Financial Services is determined as the ratio of adjusted EBIT to the average quarterly equity.

Table ↗ **A.04** shows the Condensed Consolidated Statement of Income of the Daimler Truck Group as well as of the Industrial Business and Financial Services for the first nine months of 2026.

Table ↗ **A.05** shows the composition of EBIT for the Industrial Business for the first nine months of 2026.

Additional information regarding the first nine months of 2026, beyond what is included in the third quarter of this management report, can be found in the chapter “Profitability” of the Interim Report Q2 2026, on pages 15 to 19.

A.05

EBIT of the Industrial Business for nine-month periods ended September 30

	Industrial Business		Trucks North America		Mercedes-Benz Trucks		Daimler Buses		Reconciliation	
	Q1-3 2026	Q1-3 2025	**Q1-3 2026**	Q1-3 2025	**Q1-3 2026**	Q1-3 2025	**Q1-3 2026**	Q1-3 2025	**Q1-3 2026**	Q1-3 2025
In millions of euros										
Revenue	**32,194**	31,133	**14,725**	14,488	**15,286**	14,121	**4,142**	4,204	**-1,960**	-1,680
Cost of sales	**-26,252**	-25,025	**-12,402**	-11,770	**-12,403**	-11,545	**-3,265**	-3,346	**1,818**	1,636
Gross profit	**5,942**	6,108	**2,323**	2,718	**2,883**	2,576	**878**	858	**-142**	-44
Selling expenses	**-1,667**	-1,695	**-297**	-283	**-1,169**	-1,237	**-232**	-213	**32**	39
General administrative expenses	**-826**	-1,168	**-269**	-325	**-424**	-559	**-142**	-140	**10**	-144
Research and non-capitalized development costs	**-1,392**	-1,650	**-442**	-619	**-611**	-675	**-149**	-138	**-191**	-218
Other income/expense	**-519**	246	**-179**	39	**189**	223	**25**	40	**-554**	-56
Earnings before interest and taxes (EBIT)	**1,538**	1,841	**1,135**	1,530	**867**	329	**380**	406	**-845**	-424
Legal proceedings (and related measures)	**–**	44	**–**	–	**–**	–	**–**	–	**–**	44
Restructuring measures	**–**	340	**–**	–	**–**	340	**–**	–	**–**	–
M&A-related matters	**763**	177	**199**	13	**19**	101	**–**	3	**545**	60
Other	**–**	218	**–**	148	**–**	70	**–**	–	**–**	–
Adjusted EBIT	**2,301**	2,621	**1,335**	1,691	**887**	840	**380**	410	**-300**	-319
Return on sales (in %)	**4.8**	5.9	**7.7**	10.6	**5.7**	2.3	**9.2**	9.7	**–**	–
Adjusted return on sales (in %)	**7.1**	8.4	**9.1**	11.7	**5.8**	5.9	**9.2**	9.7	**–**	–

Return on capital employed of the Industrial Business in the first nine months of 2026

The profitability of the capital employed in the Industrial Business is assessed using the return on capital employed. Detailed explanations of this and other key figures of our performance management system can be found in the chapter "Performance measurement system" in the combined management report of the Annual Report for the 2025 reporting year at www.daimlertruck.com/en/investors/reports/financial-reports.

To calculate the return on capital employed of the Industrial Business, EBIT of the Industrial Business is annualized. The return on capital employed was 39.0% in the first nine months of 2026 (Q1-3 2025: 26.5%). The increase compared to the same period of the previous year resulted mainly from the higher EBIT, which in particular stemmed from the discontinued operations related to the deconsolidation of Mitsubishi Fuso in the second quarter of 2026 and was included in the projection for the full year.

The calculation of the return on capital employed of the Industrial Business in the first nine months of 2026 is presented in the following table.

A.06

Return on capital employed of the Industrial Business for nine-month periods ended September 30

In millions of euros	Q1-3 2026	Q1-3 2025	% change
Earnings before interest and taxes (EBIT) from continuing operations	**1,538**	1,841	-16
Earnings before interest and taxes (EBIT) from discontinued operations	**1,460**	274	+434
Earnings before interest and taxes (EBIT) from continuing and discontinued operations	**2,998**	2,115	+42
Intangible assets	**2,832**	2,981	-5
Property, plant and equipment	**7,193**	7,995	-10
Inventories	**8,950**	9,448	-5
Trade receivables	**3,661**	3,484	+5
Other assets	**5,322**	4,656	+14
Operating assets[1,2]	**27,959**	28,564	-2
Trade payables	**5,019**	4,338	+16
Other liabilities	**12,997**	13,145	-1
Operating liabilities[1,2]	**18,016**	17,483	+3
Operating net assets[1,2]	**9,943**	11,081	-10
Average operating net assets	**10,259**	10,626	-3
Return on capital employed (in %)	**39.0**	26.5	–

1 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.

2 Including assets and liabilities held for sale.

Liquidity and Capital Resources

Cash flows from operating activities ↗ **A.07** resulted in a cash inflow of €1.5 billion in the first nine months of 2026 (Q1-3 2025: €2.5 billion). Profit before income taxes was significantly higher than the prior year level. The development was particularly influenced by the deconsolidation result of Mitsubishi Fuso and its fully consolidated subsidiaries in the second quarter of 2026.

Cash flows from operating activities were negatively impacted by the increase in working capital in the first nine months of 2026. This is primarily due to the increase in inventories of raw materials, work in progress, and finished goods resulting from higher order intake and increased production. The volume-driven increase in trade payables partially offset the increase in net operating assets.

The change in other non-cash expense and income and gains/losses on disposals of assets resulted primarily from the deconsolidation of Mitsubishi Fuso and its fully consolidated subsidiaries in the second quarter of 2026. This was offset by impairments on the at-equity investment ARCHION Corporation (ARCHION) and the shares in ARCHION classified as held for sale in the second quarter of 2026, as well as the impairment recognized at Amplify Cell Technologies LLC in the first quarter of 2026.

The changes in other operating assets and liabilities include negative effects, particularly from the increase in plan assets and prepaid expenses, as well as from the reduction of liabilities arising from residual value guarantees as a result of buyback agreements.

Cash flows from investing activities ↗ **A.07** resulted in a cash inflow of €0.4 billion (Q1-3 2025: cash outflow €1.3 billion). The change in the first nine months of 2026 was primarily driven by the positive impact of total cash inflows of €1.4 billion from the integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) into the newly established holding company ARCHION. This was offset by the transfer of cash and cash equivalents transferred as part of the deconsolidation of Mitsubishi Fuso amounting to €0.3 billion. Furthermore, the previously announced and planned reduction of the ARCHION equity interest to 25%, completed in the third quarter of 2026, resulted in a cash inflow of €0.6 billion.

Further changes in the first nine months of 2026 resulted in particular from additions to tangible and intangible assets, as well as from the acquisition of money market funds.

Cash flows from financing activities ↗ **A.07** resulted in a cash outflow of €2.3 billion (Q1-3 2025: cash inflow €0.5 billion). Significant cash outflows were due to dividends paid to shareholders of Daimler Truck Holding AG amounting to €1.5 billion, the acquisition of treasury shares in the amount of €0.3 billion and the repayment of bonds and external financing liabilities.

On the other hand, cash inflows in the first nine months of 2026 resulted from borrowings on international capital markets in the amount of €1.3 billion (Q1-3 2025: € 6.1 billion). The issuance of bonds took place mainly in the USA.

A.07

Condensed Consolidated Statement of Cash Flows[1]

	Daimler Truck Group		Industrial Business		Financial Services	
	Q1-3 2026	Q1-3 2025	**Q1-3 2026**	Q1-3 2025	**Q1-3 2026**	Q1-3 2025
In millions of euros						
Cash and cash equivalents at beginning of period	**8,648**	6,553	**8,348**	6,363	**300**	190
Profit before income taxes from continuing and discontinued operations	**3,251**	2,272	**3,093**	2,163	**157**	109
Depreciation and amortization/impairments	**768**	816	**751**	795	**17**	21
Other non-cash expense and income and gains/losses on disposals of assets	**-380**	269	**-422**	266	**43**	2
Change in operating assets and liabilities						
Inventories	**-1,826**	-1,041	**-1,815**	-1,095	**-10**	54
Trade receivables	**-212**	89	**-217**	123	**5**	-34
Trade payables	**1,081**	103	**1,090**	87	**-9**	16
Receivables from financial services	**-135**	1,298	**-15**	-7	**-120**	1,305
Vehicles on operating leases	**-112**	162	**198**	306	**-310**	-144
Other operating assets and liabilities	**-510**	-698	**-703**	-784	**193**	86
Income taxes paid	**-471**	-733	**-399**	-671	**-72**	-62
Cash flows from operating activities	**1,453**	2,538	**1,561**	1,183	**-108**	1,355
Additions to property, plant and equipment and intangible assets	**-866**	-912	**-847**	-895	**-19**	-16
Proceeds from the disposal of discontinued operations net of cash and cash equivalents disposed of	**1,178**	–	**1,178**	–	**–**	–
Investments in and proceeds from disposal of shareholdings	**473**	-150	**473**	-150	**–**	–
Acquisitions and disposal of marketable debt securities and similar investments	**-319**	-408	**-314**	-404	**-6**	-4
Other	**-37**	173	**-45**	168	**8**	5
Cash flows from investing activities	**429**	-1,297	**446**	-1,282	**-17**	-15
Change in financing liabilities	**-435**	2,720	**-524**	2,298	**88**	421
Acquisition of treasury shares	**-329**	-616	**-329**	-616	**–**	–
Dividend paid to shareholders of Daimler Truck Holding AG	**-1,451**	-1,462	**-1,451**	-1,462	**–**	–
Dividends paid to non-controlling interests	**-65**	-175	**-65**	-175	**–**	–
Internal equity and financing transactions	**–**	–	**-72**	1,583	**72**	-1,583
Cash flows from financing activities	**-2,280**	467	**-2,440**	1,629	**160**	-1,162
Effect of foreign exchange-rate changes on cash and cash equivalents	**150**	-507	**143**	-497	**7**	-10
Cash and cash equivalents at end of period	**8,399**	7,753	**8,056**	7,396	**342**	358

1 The Consolidated Statement of Cash Flows presents the consolidated cash flows from continuing and discontinued operations. The cash flows from continuing and discontinued operations are shown in note 2 of the notes to the consolidated financial statements. A reconciliation to profit before income taxes from continuing and discontinued operations is also included in note 2 of the notes to the consolidated financial statements.

Free cash flow of the Industrial Business
The main indicator of the financial strength of the Daimler Truck Group is the **free cash flow of the Industrial Business** ↗ A.08. Detailed information on this and other key figures of our performance measurement system can be found in the chapter "Performance measurement system" in the combined management report of the Annual Report for the 2025 reporting year at www.daimlertruck.com/en/investors/reports/financial-reports.

In the first nine months of 2026, the **free cash flow of the Industrial Business** resulted in a cash inflow of €2.3 billion (Q1-3 2025: cash inflow of €77 million). The increase in the nine months of 2026 compared to the same period of the previous year was impacted by the following factors:

+ Proceeds of €1.4 billion related to the integration of Mitsubishi Fuso and Hino into ARCHION
+ Greater increase in trade payables due to higher production volumes
+ Proceeds of €0.6 billion arising from the previously announced and planned reduction of the equity interest in ARCHION to 25%, completed in the third quarter of 2026
+ Lower income tax payments
− Significant increase in inventories due to a build-up arising from a higher order intake and increased production
− Increase in trade receivables due to increased revenue compared to the reduction in the prior year period
− Outflow of €0.3 billion in cash and cash equivalents arising from the deconsolidation of Mitsubishi Fuso

In the first nine months of 2026, a cash conversion rate of 1.0 was achieved for the Industrial Business of the Daimler Truck Group. This is higher than the first nine months of 2025, which was 0.0.

A.08

Free cash flow of the Industrial Business

In millions of euros	Q3 2026	Q3 2025	Change	Q1-3 2026	Q1-3 2025	Change
Cash flows from operating activities	**827**	439	+388	**1,561**	1,183	+378
Cash flows from investing activities	**-511**	-1,013	+503	**446**	-1,282	+1,728
Change in marketable debt securities and similar investments	**678**	611	+67	**314**	404	-91
Right-of-use assets	**-70**	-42	-27	**-169**	-135	-34
Other adjustments	**50**	29	+20	**140**	-93	+233
Free cash flow of the Industrial Business	**974**	24	+950	**2,292**	77	+2,215
Net profit of the Group	**702**	458	+244	**2,365**	1,567	+798
Cash conversion rate[1]	**1.4**	0.1		**1.0**	0.0	

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

The **net liquidity of the Industrial Business**, shown in table ↗ A.09, increased significantly by €1.5 billion to €9.2 billion in the first nine months of 2026. The increase was mainly attributable to the positive free cash flow of the Industrial Business of €2.3 billion. Offsetting effects resulted from the dividend paid to the shareholders of Daimler Truck Holding AG in the second quarter of 2026 of €1.5 billion and the cash outflows resulting from the ongoing share buyback program of €0.3 billion. Furthermore, the derecognition of financing liabilities in the amount of €1.0 billion related to the disposal of Mitsubishi Fuso's discontinued operations resulted in an improvement in net liquidity.

A.09

Net liquidity of the Industrial Business

In millions of euros	Sept. 30, 2026	Dec. 31, 2025	Change
Cash and cash equivalents	**8,056**	8,348	-291
Marketable debt securities and similar investments	**3,160**	2,679	+481
Gross liquidity	**11,217**	11,026	+190
Financing liabilities	**-1,578**	-3,245	+1,667
Market valuation and currency hedges for financing liabilities	**-482**	-111	-371
Financing liabilities (nominal)	**-2,061**	-3,356	+1,295
Net liquidity	**9,156**	7,670	+1,486

The **net debt of the Daimler Truck Group** ↗ **A.10**, which arises primarily from refinancing of the leasing and sales-financing business was on prior year level at €17.9 billion.

A.10

Net debt of the Daimler Truck Group

In millions of euros	Sept. 30, 2026	Dec. 31, 2025	Change
Cash and cash equivalents	**8,399**	8,648	-249
Marketable debt securities and similar investments	**3,216**	2,725	+491
Gross Liquidity	**11,615**	11,373	+242
Financing liabilities	**-29,069**	-29,749	+680
Market valuation and currency hedges for financing liabilities	**-483**	-112	-371
Financing liabilities (nominal)	**-29,552**	-29,860	+308
Net debt	**-17,938**	-18,488	+550

Refinancing

In the first nine months of 2026, the Daimler Truck Group successfully issued **bonds** on the international money and capital markets of €1.3 billion. In the third quarter of 2026 the Daimler Truck Group did not issue any benchmark bonds (bonds with a high nominal value).

Financial Position

Total assets amounted to €74.1 billion and were at the prior year level (December 31, 2025: €72.5 billion). Positive foreign exchange effects of €1.6 billion are included; excluding exchange rate effects, a decrease of €0.01 billion was recorded. Of the total assets, €32.3 billion related to Financial Services (December 31, 2025: €30.9 billion). Current assets represented 54% of total assets and remained at the prior year level (December 31, 2025: 56%). At 33%, current liabilities as a proportion of the total equity and liabilities were similar to the prior year (December 31, 2025: 31%).
The Condensed Consolidated Statement of Financial Position for the Daimler Truck Group as well as the Industrial Business and Financial Services is shown in table ↗ **A.11.**

In the consolidated statement of financial position, the assets and liabilities of the Mitsubishi Fuso Group were presented as assets and liabilities held for sale as of December 31, 2025. Upon integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), this classification ceased to apply. Since April 01, 2026, the investment in the new holding company ARCHION Corporation (ARCHION), the holding company of Mitsubishi Fuso and Hino, has been reported within the equity-method investments. Further detailed information is included in 👁 Note 2. Discontinued operations and disposed assets and liabilities as well as assets held for sale, in the notes to the Condensed Consolidated Interim Financial Statements.

A.11

Condensed Consolidated Statement of Financial Position

	Daimler Truck Group		Industrial Business		Financial Services	
	Sept. 30, 2026	Dec. 31, 2025	Sept. 30, 2026	Dec. 31, 2025	Sept. 30, 2026	Dec. 31, 2025
In millions of euros						
Assets						
Intangible assets	2,867	2,771	2,832	2,720	35	51
Property, plant and equipment	7,271	6,991	7,193	6,939	78	52
Equipment on operating leases	4,313	4,117	2,989	2,902	1,323	1,215
Receivables from financial services	27,182	26,109	-8	-10	27,190	26,119
Equity-method investments	1,893	896	1,881	888	12	9
Inventories	9,034	7,209	8,950	7,136	84	73
Trade receivables	4,096	3,652	3,661	3,248	435	404
Cash and cash equivalents	8,399	8,550	8,056	8,249	342	300
Marketable debt securities and similar investments	3,216	2,725	3,160	2,679	56	46
of which current	3,097	2,630	3,096	2,630	–	-
of which non-current	119	95	64	49	55	46
Other financial assets	1,557	1,733	208	455	1,349	1,278
Other assets	4,323	4,299	2,948	2,961	1,375	1,338
Assets held for sale	–	3,478	–	3,478	–	-
Total Assets	74,149	72,530	41,871	41,646	32,279	30,884
Equity and liabilities						
Equity	23,773	22,068	20,579	19,103	3,194	2,965
Provisions	5,857	5,984	5,691	5,835	166	148
Financing liabilities	29,069	29,194	1,578	2,690	27,491	26,504
of which current	11,268	8,767	-4,297	-5,988	15,566	14,755
of which non-current	17,801	20,426	5,875	8,677	11,926	11,749
Trade payables	5,156	3,794	5,019	3,671	137	122
Other financial liabilities	4,075	3,797	3,188	3,044	887	753
Contract and refund liabilities	4,106	4,015	4,105	4,014	1	1
Other liabilities	2,112	2,079	1,710	1,688	402	390
Liabilities related to assets held for sale	–	1,600	–	1,600	–	-
Total Equity and liabilities	74,149	72,530	41,871	41,646	32,279	30,884

Assets

Intangible assets amounted to €2.9 billion and were at the prior year level (December 31, 2025: €2.8 billion). The capitalized development costs (including capitalized borrowing costs) amounted to €126 million in the first nine months of 2026 (Q1-3 2025: €223 million) which represents a share of 8.3% (Q1-3 2025: 11.9%) in the Group's total research and development activities. The additions to capitalized development costs resulted primarily from several product and technology projects for the electrification of our vehicles.

Property, plant and equipment (including right-of-use assets) amounted to €7.3 billion and remained at the prior year level (December 31, 2025: €7.0 billion). Investments in property, plant and equipment for continued operations amounted to €677 million in the first nine months of 2026 (Q1-3 2025: €611 million). The focus of the investments was on modernizing and expanding our production and logistics sites, the ongoing development of the existing product portfolio and supporting technological transformation. These measures included investments in new technologies, e-mobility, digitalization and infrastructure improvements. In the first nine months of 2026, the German sites accounted for investments in property, plant and equipment of €336 million (Q1-3 2025: €296 million).

Equipment on operating leases and **receivables from financial services** were at prior year level of €31.5 billion (December 31, 2025: €30.2 billion). Receivables from financial services were impacted by positive foreign exchange effects and retail volume increases in the European region. The share of the leasing and sales financing business of 42.5% of total assets was at the prior year level (December 31, 2025: 41.7%).

The **equity-method investments** amounted to €1.9 billion as of September 30, 2026 and were therefore significantly above the prior year level of €0.9 billion. The increase resulted primarily from the investment in ARCHION, which has been accounted for using the equity method since April 1, 2026, and had a carrying amount of €1.2 billion as of September 30, 2026. This amount includes an impairment loss of €297 million recognized in the second quarter. Furthermore, capital contributions to the joint ventures cellcentric GmbH & Co. KG (cellcentric) of €75 million and Amplify Cell Technologies LLC (Amplify) of €45 million increased the carrying amount of equity-accounted investments. This was partially offset by the equity result of Amplify, reflecting an impairment loss of €199 million recognized in the first quarter of 2026.

The significant increase in **Inventories** from €7.2 billion at December 31, 2025 to €9.0 billion at September 30, 2026 is mainly attributable to an increase in raw materials, work in progress and finished goods as a result of higher order intake and the associated increase in production.

Cash and cash equivalents remained at the prior year level. Cash inflows resulted primarily from the integration of Mitsubishi Fuso into the newly established holding company ARCHION, established on April 01, 2026, in the amount of €1.4 billion, from the previously announced and planned reduction of the ARCHION equity investment to 25%, completed in the third quarter of 2026, in the amount of €0.6 billion as well as from cash flows from operating activities. Cash outflows resulted from the dividend payment to the shareholders of Daimler Truck Holding AG of €1.5 billion, repayments of financing liabilities, investments in property, plant and equipment and intangible assets, the outflow of Mitsubishi Fuso cash and cash equivalents of €0.3 billion, and payments related to the ongoing share buyback program of €0.3 billion.

The **marketable debt securities and similar investments** amounted to €3.2 billion and were significantly above the prior year level (December 31, 2025: €2.7 billion). The increase was attributable to Daimler Truck Group's liquidity management.

Other financial assets amounted to €1.6 billion as of September 30, 2026 and remained below prior year level (December 31, 2025: €1.7 billion). The decrease is mainly attributable to derivative financial instruments included in hedge accounting. This was offset by claims for reimbursement of tariffs paid since November 01, 2025, amounting to a low three-digit million euro amount, which were recognized in other financial receivables and miscellaneous other financial assets as a result of the U.S. Department of Commerce's recognition of U.S. value-added content.

Equity and liabilities

The Group's **equity** of €23.8 billion was above the prior year level (December 31, 2025: €22.1 billion). The main positive effects resulted from the Group's net profit of €2.4 billion, the deconsolidation of the Mitsubishi Fuso Group amounting to €0.4 billion and currency translation effects of €0.4 billion. These were partially offset by the dividend distribution to the shareholders of Daimler Truck Holding AG of €1.5 billion and the repurchase of treasury shares amounting to €0.3 billion.

Compared with year-end 2025, total assets changed by 2% and equity by 8%. The Group's **equity ratio** amounted to 32.1% (December 31, 2025: 30.4%); while the equity ratio for the Industrial Business was 49.1% (December 31, 2025: 45.9%).

Financing liabilities amounted to €29.1 billion (December 31, 2025: €29.2 billion) and remained at the prior year level; excluding exchange rate effects, financing liabilities decreased. During the first nine months of 2026, bonds to the value of €1.3 billion were issued on the international capital markets, primarily through issuances in the United States in the first quarter of 2026. This was offset by the repayment of bonds to the value of €2.0 billion.

Trade payables of €5.2 billion were significantly above the prior year level (December 31, 2025: €3.8 billion). Compared to the prior year, higher order intake and the resulting increase in production led to a higher purchasing volume and, consequently, to an increase in trade payables.

Risk and Opportunity Report

Daimler Truck is exposed to a variety of risks and opportunities resulting from both its own business activities and external factors. To identify, assess, and manage risks and opportunities at an early stage, the Daimler Truck Group uses management and control systems, which are consolidated in its risk and opportunity management system.

A detailed description of the risk and opportunity management system and the risk and opportunity position is included in the "Risk and Opportunity Report" chapter within the Combined Management Report of the Annual Report 2025. The following section describes changes in significant risks and opportunities since December 31, 2025, that could have a material impact on profitability, liquidity and capital resources, and financial position of the Daimler Truck Group. A material change is expected if the assessment of the financial impact of risks and opportunities results in a classification as "high". This also applies if the assessment changes compared to the prior year in such a way that a risk or an opportunity that had previously been classified as "high" is now classified as "medium" or "low".

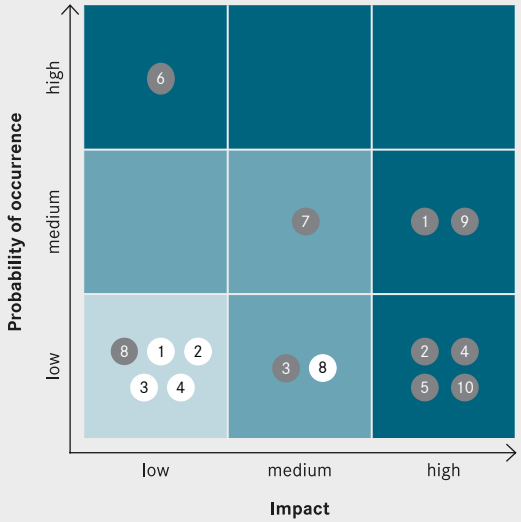
Matters that do not exceed this materiality threshold at the time of preparation, but which management considers relevant to the addressee of the Interim Report due to their public perception or extraordinary nature, may also be reported.

The following risk and opportunity map ↗ **A.12** illustrates the classification of the aggregated risks and opportunities in the respective categories based on the interval limits defined in the Combined Management Report of the Annual Report 2025, as well as the change in the possible impact of the risk and opportunity category compared to December 31, 2025.

Changes in risks and opportunities are continuously monitored, evaluated and, if appropriate, incorporated into the rolling forecast throughout the year.

A.12

Risk and opportunity map



Category	Risk Category Change	Opportunity Category Change
1. General market	=	↓
2. Legal and political framework	=	=
3. Procurement market	↓	↓
4. Production and technology	=	=
5. Information technology	=	–
6. Human Resources	=	–
7. Participations	↓	–
8. Financial market	↓	↓
9. Regulation and legal proceedings	=	–
10. Tax	=	–

Risk Category Opportunity Category

Industry and business risks and opportunities
The general market opportunities and procurement market opportunities are assessed as “low” in their impact compared to December 31, 2025. The risks in the procurement market are rated as “medium” in terms of their potential impact. These assessments are mainly due to the shortened observation period.

The current geopolitical environment remains challenging. In particular, ongoing tensions in the Middle East are contributing to increased volatility and uncertainty in the economic environment. Depending on the further course of the conflict in the Middle East, the resulting risks could impact the real economy, and thus also Daimler Truck, to varying degrees.

As was the case at December 31, 2025, risks relating to the legal and political framework continue to be assessed as “high” in terms of their potential impact, but with a “low” probability of occurrence.

Company-specific risks and opportunities
The integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), the commencement of operations, and the initial listing on the Prime Market of the Tokyo Stock Exchange of the new holding company, ARCHION Corporation were completed on April 01, 2026. In the third quarter of 2026, Daimler Truck AG completed the previously announced and planned sale of a portion of its equity interest in ARCHION through a secondary offering and now holds a 25% equity interest in ARCHION – as does Toyota Motor Corporation. The participation is subject to share price fluctuations, which may affect subsequent measurement. The need for adjustments may vary depending on how the share price develops.

Depending on the outcome of the still ongoing discussions with our partner regarding our China business, we anticipate further potential financial implications.

Compared to December 31, 2025, the assessments of the risks arising from participations have changed and are now classified as “medium” in terms of potential impact and probability of occurrence.

Financial risks and opportunities
Due to the Group's global focus, its operating business and financial transactions give rise to both risks and opportunities related to exchange rate fluctuations. Both transaction and translation risks decreased for the remainder of the 2026 financial year due to the shortened assessment period. Furthermore, country risks have also decreased compared to December 31, 2025.

Relative to December 31, 2025, the assessment of financial risks has changed to a potential impact and probability of occurrence of “low” . For financial opportunities, the estimated potential impact changed from “high” to “medium”.

Outlook

Integration of Mitsubishi Fuso and Hino
The integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), the commencement of operations, and the initial listing of the new holding company, ARCHION Corporation (ARCHION), on the Prime Market of the Tokyo Stock Exchange, was completed on April 01, 2026. Simultaneously, Mitsubishi Fuso was deconsolidated from the Daimler Truck Group effective April 01, 2026, and the investment in ARCHION was accounted for using the equity method. In the third quarter of 2026, Daimler Truck AG completed the previously announced and planned sale of a portion of its equity interest in ARCHION through a secondary offering and now holds a 25% equity interest in ARCHION – as does Toyota Motor Corporation. This fully implements the ARCHION ownership structure as envisaged during the integration process.

The earnings effects resulting from the transaction are allocated to discontinued operations. The cash inflows to the Daimler Truck Group are however allocated to continuing operations and have a positive impact on the free cash flow of the Industrial Business.

The forecast figures for 2026 financial year refer primarily to continuing operations; only the free cash flow of the Industrial Business also includes discontinued operations. Our updated outlook for the free cash flow of the Industrial Business in 2026 financial year, updated in the second quarter of 2026 and based on continuing and discontinued operations, is between €3.0 billion and €3.5 billion and takes into account cash inflows of €1.4 billion related to the integration of Mitsubishi Fuso and Hino, offset by the cash outflow of €0.3 billion arising from the deconsolidation of Mitsubishi Fuso. Further cash inflows from the previously announced and planned reduction of our equity interest in ARCHION of €0.6 billion, completed in the third quarter of 2026, are also included. Excluding these special items, we expect free cash flow of the Industrial Business to be slightly below the prior year level.

Additional remarks
As part of its "Cost Down Europe" restructuring and efficiency program, Daimler Truck has set itself the goal of making its business sustainably competitive in Europe and reducing annual operating costs by more than one billion euros by 2030 at the latest. The resulting payments, as well as further effects from the implementation of "Cost Down Europe", were accordingly taken into account in the outlook for the 2026 financial year.

The tariff regulations in effect at the time of preparation of this management report were taken into account in the outlook for the 2026 financial year, including the U.S. Presidential Proclamation issued pursuant to Section 232 of the Trade Expansion Act. This is based on the assumption that we will continue to be able to operate under the United States-Mexico-Canada Agreement (USMCA). The U.S. Department of Commerce has approved Daimler Truck's application for recognition of U.S. value-added content, effective November 01, 2025. The upward revision of the outlook for the 2026 financial year at Group level, the Industrial Business, and the Trucks North America segment, made in the second quarter, is confirmed by the ongoing business performance in the third quarter. In addition, the outlook takes into account the expected positive earnings effects, in the high double-digit to low-triple-digit million euro range, arising from Daimler Truck's participation in the Import Adjustment Offset (IAO) mechanism for U.S. import tariffs.

Depending on the outcome of the still ongoing discussions with our partner regarding our China business, we expect further financial outcomes that are not currently factored in our outlook.

Our outlook is based on the assumption that the Iran conflict and related regional tensions persist, amid continued uncertainty regarding the further course of the peace talks and persistently elevated energy prices. Significant deviations from this scenario, whether due to a substantial diplomatic rapprochement or a renewed escalation of the regional conflict with far-reaching consequences for global supply chains and energy markets, are not factored into the current assessment.

The world economy
Real economic development will be influenced by the ongoing conflict in the Middle East. We expect global economic growth to slow in the current reporting year compared to the prior year. Higher energy prices and increased uncertainty have a negative impact on private consumption and investment activity. According to our forecasts the global economy will grow by 2.5% in 2026.

We expect the overall U.S. economy to grow by up to 2.5%. Lower disposable income due to rising consumer prices and volatile capital markets could dampen private consumption. We anticipate an average inflation rate of around 3.5% for 2026. Another interest rate hike by the Fed this year is likely.

Increased energy prices in response to the conflict in the Middle East are likely to drive up inflation in the eurozone: We expect an average inflation rate of 3.0% in 2026. The eurozone's economic output is expected to grow by 1.0% in 2026.

Outlook key figures
The following table ↗ **A.13** shows our reported forecast key figures for the 2025 financial year and the outlook for the 2026 financial year.

A.13

Forecast Key Figures Daimler Truck[1]

	2025	2026	Q1 2026	Q2 2026	Q3 2026	
	Reported	Outlook in 2025 Combined Management Report	Updated outlook for 2026	Updated outlook for 2026	Updated outlook for 2026	Explanations of the change in the outlook
Market for heavy-duty trucks						
North America - in thousands of units -	258	250 to 290	–	–	–	
EU30 - in thousands of units -	296	290 to 330	–	–	–	
Group						
Adjusted EBIT	€3.5 bn.	€3.2 bn. to €3.7 bn.	–	**€3.6 bn. to €4.1 bn.**	–	
Industrial Business						
Unit Sales[2] - in thousands of units -	315	330 to 360	–	**340 to 370**	–	
Revenue	€42.1 bn.	€42 bn. to €46 bn.	–	**€43 bn. to €47 bn.**	–	
Adjusted return on sales	7.9%	6% to 8%	–	**7% to 9%**	–	
Free cash flow[3]	€1.8 bn.	€2.7 bn. to €3.2 bn.	–	**€3.0 bn. to €3.5 bn.**	–	
Trucks North America						
Unit sales - in thousands of units -	142	150 to 170	–	**160 to 180**	–	
Adjusted return on sales	10.7%	6% to 8%	–	**9% to 11%**	–	
Mercedes-Benz Trucks						
Unit sales - in thousands of units -	147	150 to 170	–	–	–	
Adjusted return on sales	6.2%	6% to 8%	–	–	–	
Daimler Buses						
Unit sales - in thousands of units -	27	25 to 30	–	**20 to 25**	–	
Adjusted return on sales	10.0%	8% to 10%	–	–	–	
Financial Services						
Adjusted return on equity	6.1%	6% to 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 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.
3 Includes the sum of continued and discontinued operations.

Condensed Interim Consolidated Financial Statements



Consolidated Statement of Income

B.01

In millions of euros	Note	Q3 2026	Q3 2025	Q1-3 2026	Q1-3 2025
Revenue	3	12,575	10,551	34,848	33,733
Cost of sales	4	-10,186	-8,699	-28,499	-27,274
Gross profit		2,389	1,852	6,349	6,459
Selling expenses		-581	-589	-1,760	-1,793
General administrative expenses	4	-297	-340	-986	-1,327
Research and non-capitalized development costs	4	-471	-444	-1,392	-1,650
Other operating income	5	165	147	469	518
Other operating expense	5	-154	-31	-455	-145
Profit/loss on equity-method investments, net	9	-25	-40	-523	-107
Other financial income/expense, net		18	-1	-6	-3
Earnings before interest and taxes (EBIT)	18	1,045	553	1,697	1,952
Interest income		116	98	317	295
Interest expense		-69	-82	-220	-241
Profit from continuing operations, before income taxes		1,091	569	1,793	2,006
Income taxes	6	-389	-162	-813	-605
Net profit from continuing operations, after tax		702	407	980	1,401
Net profit from discontinued operations, after tax	2	–	51	1,385	166
Net profit		702	458	2,365	1,567
of which attributable to non-controlling interests		14	24	45	86
of which attributable to shareholders of Daimler Truck Holding AG		689	434	2,320	1,481
of which from continuing operations		689	392	947	1,339
of which from discontinued operations		–	42	1,373	142
Earnings per share (in euros) for profit attributable to shareholders of Daimler Truck Holding AG					
Basic and diluted		0.91	0.57	3.04	1.92
of which from continuing operations		0.91	0.51	1.24	1.74
of which from discontinued operations		–	0.06	1.80	0.18

Consolidated Statement of Comprehensive Income

B.02

In millions of euros	Q3 2026	Q3 2025	Q1-3 2026	Q1-3 2025
Net profit	**702**	458	**2,365**	1,567
Gains/losses on currency translation	**56**	-3	**1,114**	-1,094
Gains/losses on debt instruments	**–**	–	**1**	-1
Gains/losses on derivative financial instruments	**39**	26	**-94**	88
Items that may be reclassified to profit/loss	**95**	23	**1,021**	-1,007
Gains/losses on equity instruments	**11**	11	**-12**	30
Actuarial gains/losses from pensions and similar obligations	**153**	47	**267**	334
Items that will not be reclassified to profit/loss	**164**	57	**255**	364
Other comprehensive income/loss, net of taxes	**260**	81	**1,276**	-643
of which income/loss attributable to non-controlling interests, net of taxes	**–**	-5	**1**	-14
of which income/loss attributable to shareholders of Daimler Truck Holding AG, net of taxes	**260**	86	**1,275**	-630
Total comprehensive income	**962**	539	**3,641**	923
of which income attributable to non-controlling interests	**14**	19	**45**	72
of which income attributable to shareholders of Daimler Truck Holding AG	**949**	520	**3,596**	851

Consolidated Statement of Financial Position

B.03

In millions of euros	Note	Sept. 30, 2026	Dec. 31, 2025
Assets			
Intangible assets	7	2,867	2,771
Property, plant and equipment	8	7,271	6,991
Equipment on operating leases		4,313	4,117
Equity-method investments	9	1,893	896
Receivables from financial services	10	14,206	13,491
Marketable debt securities and similar investments		119	95
Other financial assets		505	596
Deferred tax assets		2,017	2,229
Long-term trade receivables		21	11
Other assets		857	687
Total non-current assets		34,070	31,884
Inventories	11	9,034	7,209
Trade receivables		4,074	3,641
Receivables from financial services	10	12,976	12,618
Cash and cash equivalents		8,399	8,550
Marketable debt securities and similar investments		3,097	2,630
Other financial assets		1,052	1,137
Other assets		1,449	1,383
Assets held for sale	2	–	3,478
Total current assets		40,080	40,646
Total assets		74,149	72,530

In millions of euros	Note	Sept. 30, 2026	Dec. 31, 2025
Equity and liabilities			
Share capital		766	766
Capital reserves		14,334	14,334
Retained earnings		10,432	9,244
Other reserves		-2,131	-2,792
Equity attributable to shareholders		23,400	21,552
Non-controlling interests		373	517
Total equity	12	23,773	22,068
Provisions for pensions and similar obligations	13	805	908
Provisions for other risks	14	2,713	2,861
Financing liabilities	15	17,801	20,426
Other financial liabilities		1,360	1,280
Deferred tax liabilities		249	42
Deferred income		604	663
Contract and refund liabilities		2,122	2,014
Other liabilities		132	135
Total non-current liabilities		25,786	28,328
Trade payables		5,156	3,794
Provisions for other risks	14	2,339	2,215
Financing liabilities	15	11,268	8,767
Other financial liabilities		2,715	2,516
Deferred income		329	379
Contract and refund liabilities		1,984	2,002
Other liabilities		799	861
Liabilities related to assets held for sale	2	–	1,600
Total current liabilities		24,590	22,133
Total equity and liabilities		74,149	72,530

Consolidated Statement of Cash Flows[1]

B.04

In millions of euros	Q1-3 2026	Q1-3 2025
Profit before income taxes from continuing and discontinued operations	**3,251**	2,272
Depreciation and amortization/impairments	**768**	816
Other non-cash expense and income	**-366**	298
Gains (-)/losses (+) on disposals of assets	**-14**	-29
Change in operating assets and liabilities		
Inventories	**-1,826**	-1,041
Trade receivables	**-212**	89
Trade payables	**1,081**	103
Receivables from financial services	**-135**	1,298
Vehicles on operating leases	**-112**	162
Other operating assets and liabilities	**-511**	-698
Income taxes paid	**-471**	-733
Cash flows from operating activities	**1,453**	2,538
Additions to property, plant and equipment	**-697**	-630
Additions to intangible assets	**-169**	-281
Proceeds from disposals of property, plant and equipment and intangible assets	**45**	84
Proceeds from the disposal of discontinued operations net of cash and cash equivalents disposed of	**1,178**	–
Proceeds from the loss of control over shareholdings	**28**	81
Proceeds from the sale of shares in shareholdings	**606**	–
Investments in shareholdings	**-161**	-231
Acquisition of marketable debt securities and similar investments	**-1,818**	-2,248
Proceeds from sales of marketable debt securities and similar investments	**1,499**	1,840
Other	**-83**	89
Cash flows from investing activities	**429**	-1,297
Change in financing liabilities	**-435**	2,720
Acquisition of treasury shares	**-329**	-616
Dividend paid to shareholders of Daimler Truck Holding AG	**-1,451**	-1,462
Dividends paid to non-controlling interests	**-65**	-175
Cash flows from financing activities	**-2,280**	467
Effect of foreign exchange-rate changes on cash and cash equivalents	**150**	-507
Net decrease in cash and cash equivalents	**-249**	1,200
Cash and cash equivalents at beginning of period	**8,648**	6,553
Cash and cash equivalents at end of period	**8,399**	7,753

1 The Consolidated Statement of Cash Flows presents the consolidated cash flows from continuing and discontinued operations. The cash flows from continuing and discontinued operations are shown in note 2 of the notes to the consolidated financial statements. A reconciliation to profit before income taxes from continuing and discontinued operations is also included in note 2 of the notes to the consolidated financial statements.

Consolidated Statement of Changes in Equity

B.05

In millions of euros	Share capital	Capital reserves	Retained earnings[1]	Other reserves: Currency translation	Other reserves: Equity instruments/ debt instruments	Other reserves: Derivative financial instruments	Other reserves: Treasury share reserve	**Equity attributable to shareholders of Daimler Truck Holding AG**	Non-controlling interests	**Total equity**
Balance at January 01, 2025	792	14,308	9,211	-1,703	-16	-26	-360	22,205	645	22,850
Net profit	–	–	1,481	–	–	–	–	1,481	86	1,567
Other comprehensive income after taxes	–	–	334	-1,079	26	88	–	-631	-14	-644
Total comprehensive income	–	–	1,815	-1,079	26	88	–	850	72	922
Dividends	–	–	-1,462	–	–	–	–	-1,462	-172	-1,634
Acquisition of treasury shares	–	–	–	–	–	–	-616	-616	–	-616
Other changes	–	–	4	–	–	–	–	4	19	23
Balance at September 30, 2025	**792**	**14,308**	**9,568**	**-2,781**	**10**	**62**	**-976**	**20,983**	**564**	**21,547**
Balance at January 01, 2026	**766**	**14,334**	**9,244**	**-2,947**	**8**	**147**	**–**	**21,552**	**517**	**22,068**
Net profit	**–**	**–**	**2,320**	**–**	**–**	**–**	**–**	**2,320**	**45**	**2,365**
Other comprehensive income after taxes	**–**	**–**	**267**	**398**	**15**	**27**	**–**	**708**	**1**	**709**
Total comprehensive income	**–**	**–**	**2,588**	**398**	**15**	**27**	**–**	**3,029**	**46**	**3,074**
Dividends	**–**	**–**	**-1,451**	**–**	**–**	**–**	**–**	**-1,451**	**-65**	**-1,516**
Changes from deconsolidation of the Mitsubishi Fuso subgroup[2]	**–**	**–**	**46**	**716**	**-27**	**-122**	**–**	**614**	**-187**	**426**
Acquisition of treasury shares	**–**	**–**	**-36**	**–**	**–**	**–**	**-347**	**-384**	**–**	**-384**
Changes in the scope of consolidation	**–**	**–**	**-61**	**–**	**–**	**–**	**–**	**-61**	**61**	**–**
Other changes	**–**	**–**	**102**	**–**	**–**	**–**	**–**	**102**	**2**	**105**
Balance at September 30, 2026	**766**	**14,334**	**10,432**	**-1,834**	**-3**	**53**	**-347**	**23,400**	**373**	**23,773**

1 Retained earnings also include items that will not be reclassified to the Consolidated Statement of Income.
2 The portion of actuarial gains/losses from pensions and similar obligations attributable to discontinued operations was recognized in other comprehensive income after tax.

The accompanying Notes are an integral part of the Interim Consolidated Financial Statements.

Notes to the Condensed Interim Consolidated Financial Statements

1. Principles and methods used in the Interim Financial Statements

General
The Interim Consolidated Financial Statements ("Interim Financial Statements") of Daimler Truck Holding AG (hereinafter also referred to as "DTH" or the "Company") and its subsidiaries (hereinafter also referred to as "Daimler Truck", the "Daimler Truck Group" or the "Group") have been prepared in accordance with Section 115 of the German Securities Trading Act ("Wertpapierhandelsgesetz" or "WpHG") and International Accounting Standard (IAS) 34 – Interim Reporting.

The Interim Financial Statements comply with the International Financial Reporting Standards (IFRS) as adopted by the European Union (EU).

Daimler Truck Holding AG is a stock corporation organized under the laws of the Federal Republic of Germany. The Company is domiciled in Stuttgart and is entered in the Commercial Register of the District Court of Stuttgart under No. HRB 778600 with its business address at Fasanenweg 10, 70771 Leinfelden-Echterdingen, Germany.

The Interim Financial Statements are presented in euros. Amounts are stated in millions of euros, except where otherwise indicated. 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.

The Interim Financial Statements were approved for publication by the Board of Management of Daimler Truck Holding AG on November 03, 2026. The Interim Financial Statements have been reviewed by the Group's auditors.

In the opinion of management, the Interim Financial Statements reflect all adjustments (i.e. normal recurring adjustments) necessary for a fair presentation of the profitability, liquidity and capital resources, and financial position of the Group. All material intercompany accounts and transactions have been eliminated.

Accounting policies
Unless otherwise stated, the Interim Financial Statements were prepared on the basis of the accounting policies of the audited and published IFRS Consolidated Financial Statements of Daimler Truck Holding AG and its subsidiaries at December 31, 2025 ("2025 Consolidated Financial Statements") and should be read in conjunction with these.

IFRS issued, EU endorsed and initially adopted in the reporting period
No new standards or other amendments and improvements to standards have been adopted that are mandatory for financial years beginning on January 01, 2026 which are expected to have a material impact on the profitability, liquidity and capital resources and financial position of the Group.

IFRS issued, but not yet applied
The expected impacts of new and amended standards and interpretations effective for periods beginning after December 31, 2025 are disclosed in the 2025 Consolidated Financial Statements. The Daimler Truck Group does not voluntarily early adopt any new or amended standards and interpretations.

In April 2024, the IASB published the new IFRS 18 "Presentation and Disclosures in Financial Statements", which will replace IAS 1 "Presentation of Financial Statements" and is mandatory for all annual reporting periods beginning on or after January 01, 2027.

Daimler Truck will apply the new standard for the first time at its mandatory application date from January 01, 2027. As retrospective application is mandatory, the comparative information for the year 2026 will also be restated in accordance with IFRS 18 and a reconciliation will be prepared. Daimler Truck is in the process of evaluating the estimated impact of the new standard on its consolidated financial statements. The matters described below represent the effects currently estimated to be material. The actual impact of adopting the accounting standard on January 01, 2027 may vary from this.

The structure of Daimler Truck's consolidated statement of profit or loss will change as follows: all income and expenses will be classified into five categories in accordance with IFRS 18: the operating category, the investment category, the financing category, the income tax category and the discontinued operations category. In general, Daimler Truck has determined that classification and presentation by function will continue to provide the most useful structured summary of operating expenses. In addition, the classification of income and expense depends on the main business activities of an entity. Daimler Truck is currently evaluating whether "providing financing to customers" qualifies as a specified main business activity.

Additionally, based on IFRS 18 the Group will present two newly defined subtotals, namely "operating profit" and "profit before financing and income taxes". The Group's Net Profit will not change as a result of the adoption of IFRS 18.

In addition, when preparing the cash flow statement, from 2027 all companies are obliged to use the operating result as a starting point for determining the cash flows from operating activities according to the indirect method. Daimler Truck currently uses “Profit before income taxes from continuing and discontinued operations” as the starting point of the reconciliation to cash flows from operating activities. Certain adjusting items included in the reconciliation will change as a result of the new starting point and will have to be taken into account within the cash flows from operating activities. The amendments to IAS 7 also provide specific regulations on the classification of interest and dividend cash flows, which the Group is currently assessing.

Management-defined performance measures (MPMs) are subtotals of income and expenses used in public communication outside the financial statements that communicate management’s view of certain aspects of the financial performance of the entity as a whole. Following the introduction of IFRS 18, Daimler Truck will make specific disclosures on Management-defined performance measures (MPMs) in a separate note. The Group is currently developing a process to determine public communications relevant when identifying MPMs. MPMs relate to the same reporting period as the financial statements. Therefore, MPMs disclosed by Daimler Truck following the adoption of IFRS 18 will be determined based on public communications issued by the Group relating to the 2027 interim reporting period.

Daimler Truck is assessing the grouping of items on the basis of similar and dissimilar characteristics. Based on this assessment, it will present line items in the primary financial statements that provide useful structured summaries and disclose additional information in the notes.

Economic influences and irregular expenditure
Results for the interim periods presented are not necessarily indicative of the results that may be expected for any future period or for the full financial year.

Income taxes
The income tax expense is recognized based on the best estimate of the weighted average annual income tax rate expected for the full financial year.

2. Discontinued operations and disposed assets and liabilities as well as assets held for sale

The integration of Mitsubishi Fuso Truck and Bus Corporation (Mitsubishi Fuso) and Hino Motors Ltd. (Hino), the commencement of operations, and the initial listing on the Prime Market of the Tokyo Stock Exchange of the new holding company, ARCHION Corporation (ARCHION) were completed on April 01, 2026. The company, with its registered office in Tokyo, Japan, holds 100% of Mitsubishi Fuso and Hino. In the third quarter of 2026, Daimler Truck AG completed the previously announced and planned sale of part of its investment in ARCHION as part of a secondary offering and as of September 30, 2026 holds a 25% equity interest in ARCHION, the same as Toyota Motor Corporation. As a result, the ownership structure of ARCHION envisaged in the course of the integration has been fully implemented.

With the closing of the transaction on April 01, 2026, Mitsubishi Fuso was deconsolidated from the Daimler Truck Group. The initial recognition of the investment in ARCHION resulted in a bargain purchase gain of €51 million from the acquisition of the shares at a price below the provisionally determined fair value of the identifiable net assets acquired, which was recognized within the at-equity earnings.

In the third quarter of 2026, adjustments were made to ARCHION's opening balance sheet based on additional information obtained, which affected the determination of the initial carrying amount of the investment in ARCHION. As a result, the gain recognized in the at-equity result was reduced by €20 million to €31 million. Further information is provided in Note 5. Other operating income and expense and Note 9. Equity-method investments.

Effects on reporting
The criteria for classification as assets and liabilities held for sale and as discontinued operations had been met since June 06, 2025 and continued to be met until completion of the transaction.

Continuing operations are presented in the Consolidated Statement of Income; the profit or loss after tax of discontinued operations is shown in a separate line. Unless otherwise indicated, the information presented in the notes to the condensed consolidated interim financial statements in respect of the income statement relate to continuing operations. The former Trucks Asia segment includes mainly Mitsubishi Fuso and its fully consolidated subsidiaries (Mitsubishi Fuso subgroup).

Due to the deconsolidation of Mitsubishi Fuso and its fully consolidated subsidiaries as of April 01, 2026, the focus is on continuing operations, both for internal management and consequently for external reporting. Since January 01, 2026, the Trucks Asia segment, including its prior year comparative period, has been reclassified to the reconciliation.

In the consolidated statement of financial position, the assets and liabilities of the Mitsubishi Fuso Group were presented as held for sale as of both December 31, 2025 and March 31, 2026. Upon completion of the transaction, this classification ceased to apply. The equity interest in ARCHION has been accounted for using the equity method since April 01, 2026. Further information can be found in Note 9. Equity-method investments.

In the consolidated statement of cash flows, the cash flows of the ongoing business of Mitsubishi Fuso Group are included in the consolidated cash flows up to the effective date of the transaction and are attributable to discontinued operations.

Disposed assets and liabilities
Until completion of the transaction, the assets and liabilities of the Mitsubishi Fuso Group were classified as a disposal group in accordance with IFRS 5 and presented separately. The assets and liabilities disposed as of April 01, 2026 are presented in table ↗ **B.06**.

B.06

Disposed assets and liabilities

In millions of euros	Apr. 01, 2026
Intangible assets	286
Property, plant and equipment	1,293
of which right-of-use	405
Equipment on operating leases	153
Equity-method investments	112
Inventories	1,092
Trade receivables	578
Cash and cash equivalents	258
Other financial assets[1]	-63
Other assets	89
Sum of disposed assets	3,797
Provisions for pensions and similar obligations	11
Provisions for other risks	199
Financing liabilities	970
Trade payables	593
Other financial liabilities	14
Contract and refund liabilities	88
Other liabilities	101
Sum of disposed liabilities	1,976

1 The elimination of intragroup transactions within assets held for sale resulted in a negative presentation in other financial assets.

Sale of shares in ARCHION Corporation
In the second quarter 2026, the shares in ARCHION intended for disposal were classified as assets held for sale. As a result, the respective shares were measured at fair value less costs to sell and an impairment loss was recognized in continuing operations. Further information is provided in Note 5. Other operating income and expense.

In the third quarter 2026, the Daimler Truck Group completed the previously announced and planned disposal of these shares in ARCHION and reduced its equity interest to 25%. The disposal resulted in a cash inflow of €606 million.

Profit/loss from discontinued operations
Table **B.07** shows the composition of profit/loss from discontinued operations after taxes.

Profit/loss from discontinued operations includes the operating results of the Mitsubishi Fuso Group up to April 01, 2026, as well as the gain or loss on disposal of the Mitsubishi Fuso Group and directly attributable transaction costs. In addition, amounts recognized in other reserves in connection with the deconsolidation (-€719 million) were reclassified to the consolidated statement of income and taken into account in determining the deconsolidation result. The reclassification primarily resulted from the realization of foreign currency translation losses. Eliminations from transactions between continuing and discontinued operations are allocated in full to discontinued operations.

B.07

Profit/loss from discontinued operations, after tax

In millions of euros	Q1-3 2026	Q1-3 2025
Revenues	**933**	2,786
Cost of sales	**-695**	-2,042
Gross profit	**238**	744
Selling expenses	**-91**	-299
General administrative expenses	**-27**	-57
Research and non-capitalized development costs	**-22**	-67
Other operating income	**1,368**	-31
Other operating expense	**-6**	-4
Profit/loss on equity-method investments, net	**–**	2
Other financial income/expense, net	**–**	-15
Earnings before interest and taxes (EBIT)	**1,460**	274
Interest result	**-3**	-7
Ordinary income from discontinued operations, before taxes	**1,457**	266
Income tax expense/ income	**-73**	-100
Ordinary income from discontinued operations, after tax	**1,385**	166
of which profit/loss of the ongoing business of discontinued operations, before taxes	**57**	266
Income taxes on profit/loss of the ongoing business	**-10**	-100
of which profit/loss of the ongoing business of discontinued operations, after income taxes	**47**	166
of which gain on sale of discontinued operations, before taxes	**1,400**	–
Income taxes on gain on sale	**-62**	–
of which profit from disposal of discontinued operations, after taxes	**1,338**	–

Consolidated statement of cash flows
The consolidated statement of cash flows for the reporting period (Q1-3 2026) shows consolidated cash flows from continuing and discontinued operations. The cash flows of the Mitsubishi Fuso Group are included in discontinued operations until the transaction became effective. After deconsolidation, no cash flows of the Mitsubishi Fuso Group are included in the consolidated financial statements.

The cash flows from discontinued operations are calculated as the difference between the consolidated cash flows from continuing and discontinued operations and the consolidated cash flows from continuing operations taking into account all elimination entries between continuing and discontinued operations in the discontinued operations.

Table ↗ **B.08** shows the reconciliation of profit/loss before income taxes of continuing operations in the consolidated statement of income to profit before income taxes of continuing and discontinued operations in the consolidated statement of cash flows.

The individual cash flows are presented in table ↗ **B.09**.

B.08

Reconciliation to profit before income taxes from continuing and discontinued operations

In millions of euros	Q1-3 2026	Q1-3 2025
Profit/loss before income taxes from continuing operations	**1,793**	2,006
Profit/loss before income taxes from discontinued operations	**1,457**	266
Profit/loss before income taxes from continuing and discontinued operations	**3,251**	2,272

B.09

Cash flows from continuing and discontinued operations

	Q1-3 2026			Q1-3 2025		
In millions of euros	Cash flows from discontinued operations	Cash flows from continuing operations	Cash flows total	Cash flows from discontinued operations	Cash flows from continuing operations	Cash flows total
Cash used for/ provided by operating activities	**-111**	**1,564**	**1,453**	237	2,301	2,538
Cash used for/ provided by investing activities	**9**	**420**	**429**	21	-1,318	-1,297
Cash used for/ provided by financing activities	**241**	**-2,521**	**-2,280**	-356	823	467

3. Revenue

Revenue disclosed in the Consolidated Statement of Income includes revenue from contracts with customers and other revenue not in the scope of IFRS 15.

Revenue from contracts with customers (revenue according to IFRS 15) is disaggregated into two categories – type of products and services and geographical regions – and presented in table ↗ **B.10**. The category type of products and services corresponds to the reportable segments, taking into account the revised reporting structure as of January 01, 2026, as presented in 👁 Note 18. Segment reporting. The comparative period has been restated accordingly.

Other revenue primarily comprises revenue from the rental and leasing business, interest from the financial services business and effects from currency hedging.

B.10

Revenue for the three-month periods ended September 30

In millions of euros	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services	Total Segments	Reconciliation[2]	Daimler Truck Group
Q3 2026							
Revenue according to IFRS 15	**5,691**	**5,201**	**1,289**	**84**	**12,264**	**-643**	**11,621**
Europe	**19**	**3,162**	**1,009**	**41**	**4,232**	**-276**	**3,956**
North America	**5,625**	**304**	**79**	**29**	**6,038**	**-289**	**5,749**
Asia	**1**	**634**	**12**	**4**	**651**	**-41**	**610**
Latin America[1]	**33**	**801**	**177**	**2**	**1,014**	**-34**	**980**
Other markets	**12**	**300**	**11**	**7**	**329**	**-3**	**326**
Other revenue	**14**	**163**	**54**	**856**	**1,087**	**-132**	**954**
Total revenue	**5,704**	**5,363**	**1,343**	**940**	**13,350**	**-775**	**12,575**
Q3 2025							
Revenue according to IFRS 15	3,996	4,735	1,351	60	10,143	-513	9,630
Europe[3]	15	3,106	1,050	25	4,196	-286	3,909
North America	3,945	161	67	25	4,198	-156	4,042
Asia	1	509	7	3	520	-6	514
Latin America[1]	22	747	212	3	983	-54	929
Other markets[3]	13	212	16	5	247	-11	236
Other revenue	–	151	51	796	997	-76	922
Total revenue	3,996	4,886	1,402	856	11,140	-589	10,551

1 Excluding Mexico.
2 Contains business activities for which the Group's headquarters is responsible and eliminations between segments.
3 In the comparative period, the allocation of revenue within the regions for the Mercedes-Benz Trucks segment was adjusted in the revenue according to IFRS 15. The adjustments had no impact on the segment's revenue according to IFRS 15.

Revenue for the nine-month periods ended September 30

In millions of euros	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services	Total Segments	Reconciliation[2]	Daimler Truck Group
Q1-3 2026							
Revenue according to IFRS 15	**14,685**	**14,816**	**3,978**	**178**	**33,658**	**-1,603**	**32,054**
Europe	**56**	**9,336**	**3,125**	**94**	**12,611**	**-709**	**11,902**
North America	**14,516**	**744**	**194**	**51**	**15,507**	**-727**	**14,780**
Asia	**3**	**1,626**	**44**	**10**	**1,682**	**-49**	**1,633**
Latin America[1]	**82**	**2,238**	**584**	**8**	**2,912**	**-110**	**2,802**
Other markets	**29**	**872**	**31**	**15**	**947**	**-9**	**938**
Other revenue	**40**	**470**	**164**	**2,476**	**3,150**	**-357**	**2,794**
Total revenue	**14,725**	**15,286**	**4,142**	**2,654**	**36,808**	**-1,960**	**34,848**
Q1-3 2025							
Revenue according to IFRS 15	14,464	13,621	4,040	178	32,304	-1,409	30,895
Europe[3]	45	8,531	3,136	79	11,791	-616	11,175
North America	14,302	578	206	62	15,149	-570	14,579
Asia	3	1,619	18	9	1,648	-10	1,638
Latin America[1]	67	2,176	640	7	2,890	-177	2,714
Other markets[3]	48	716	41	21	825	-36	789
Other revenue	24	500	163	2,422	3,109	-271	2,838
Total revenue	14,488	14,121	4,204	2,600	35,413	-1,680	33,733

1 Excluding Mexico.
2 Contains business activities for which the Group's headquarters is responsible and eliminations between segments.
3 In the comparative period, the allocation of revenue within the regions for the Mercedes-Benz Trucks segment was adjusted in the revenue according to IFRS 15. The adjustments had no impact on the segment's revenue according to IFRS 15.

4. Functional costs

Cost optimization programs
In the first nine months of 2025, expenses totaling €340 million from cost optimization programs in connection with the "Cost Down Europe" program announced in January 2025 to reduce costs and cut jobs in a socially responsible manner had an impact on all functional cost areas.

Cost of sales
In the third quarter of 2026, cost of sales increased to €10,186 million (Q3 2025: €8,699 million) and in the first nine months of 2026 to €28,499 million (Q1-3 2025: €27,274 million), mainly due to higher sales volumes. This was offset by claims for reimbursement of tariffs paid since November 01, 2025, which were recognized as a result of the U.S. Department of Commerce's recognition of U.S. value-added content, which led to a reduction in the cost of sales of the Trucks North America segment by a low three-digit million euro amount.

General administrative expenses
In the third quarter of 2026, general administrative expenses amounted to €297 million (Q3 2025: €340 million) and to €986 million (Q1-3 2025: €1,327 million) in the first nine months of 2026. In the prior year, the recognition of provisions for the restructuring and efficiency program "Cost Down Europe" increased general administrative expenses. Furthermore, lower personnel and IT costs compared with the prior year had a positive effect.

Research and non-capitalized development costs
In the third quarter of 2026, research and non-capitalized development costs amounted to €471 million (Q3 2025: €444 million), and to €1,392 million in the first nine months of 2026 (Q1-3 2025: €1,650 million). In the prior year period, they were mainly influenced by a special item of €218 million resulting from the non-cash derecognition of capitalized development costs due to the delayed pace of transformation to battery-electric vehicles, especially in the U.S. market.

5. Other operating income and expense

Other operating income in the third quarter of 2026 amounted to €165 million (Q3 2025: €147 million) and in the first nine months of 2026 to €469 million (Q1-3 2025: €518 million).

In the third quarter of 2026 other operating expense amounted to €154 million (Q3 2025: €31 million) and in the first nine months of 2026 to €455 million (Q1-3 2025: €145 million). This included a special item of €222 million in the second quarter arising from the impairment of the shares in ARCHION held for sale in the second quarter. The previously announced and planned sale of these shares, completed in the third quarter of 2026 as part of a secondary offering, resulted in a realized loss of €71 million. Further information can be found in Note 9. Equity-method investments.

6. Income taxes

Table ↗ **B.11** shows profit before income taxes, income taxes and the derived effective tax rate.

B.11

Income taxes

In millions of euros	**Q3 2026**	Q3 2025	**Q1-3 2026**	Q1-3 2025
Income before income taxes	**1,091**	569	**1,793**	2,006
Income taxes	**-389**	-162	**-813**	-605
Effective tax rate	**35.6%**	28.5%	**45.4%**	30.2%

In the third quarter of 2026, the non-tax-deductible loss from the previously announced and planned disposal of ARCHION shares as part of the completed reduction of the Group's equity interest to 25% had an increasing effect on the tax rate.

In the first nine months of 2026, non-tax-deductible impairments on the investments in Amplify and ARCHION, as well as the non-tax-deductible loss from the previously announced and planned disposal of ARCHION shares as part of the completed reduction of the Group's equity interest to 25%, had an increasing effect on the tax rate.

7. Intangible assets

The composition of intangible assets is shown in table ↗ **B.12**.

B.12

Intangible assets

In millions of euros	**Sept. 30, 2026**	Dec. 31, 2025
Goodwill (acquired)	**591**	564
Development costs (internally generated)	**1,085**	1,019
Other intangible assets[1]	**1,192**	1,188
	2,867	2,771

1 Other intangible assets include acquired assets subject to amortization and assets with indefinite useful lives not subject to amortization.

Intangible assets comprise additions to capitalized development costs (including capitalized borrowing costs) of €46 million in the third quarter of 2026 (Q3 2025: €57 million) and of €126 million in the first nine months of 2026 (Q1-3 2025: €223 million). These primarily resulted from several product and technology projects for the electrification of our vehicles.

Amortization of capitalized development costs for the third quarter of 2026 amounted to €22 million (Q3 2025: €19 million) and in the first nine months of 2026 €64 million (Q1-3 2025: €67 million).

8. Property, plant and equipment

Property, plant and equipment as presented in the Consolidated Statement of Financial Position with a carrying amount of €7,271 million at September 30, 2026 (December 31, 2025: €6,991 million) includes right-of-use assets from lessee accounting.

Property, plant and equipment by category, excluding right-of-use assets, can be found in table ↗ **B.13**.

B.13

Property, plant and equipment (excluding right-of-use assets)

In millions of euros	**Sept. 30, 2026**	Dec. 31, 2025
Land, buildings and leasehold improvements	**2,390**	2,246
Technical equipment and machinery	**1,666**	1,660
Other equipment, factory and office equipment	**1,632**	1,665
Advance payments relating to plant and equipment and construction in progress	**986**	878
	6,673	6,450

Table ↗ **B.14** shows the composition of the right-of-use assets.

B.14

Right-of-use assets

In millions of euros	**Sept. 30, 2026**	Dec. 31, 2025
Land, buildings and leasehold improvements	**510**	474
Technical equipment and machinery	**9**	10
Other equipment, factory and office equipment	**79**	56
	597	540

9. Equity-method investments

Table ↗ **B.15** shows the carrying amounts and earnings of equity-method investments.

Table ↗ **B.16** presents key figures on investees accounted for using the equity-method in the Daimler Truck Group's Interim Consolidated Financial Statements.

cellcentric GmbH & Co. KG (cellcentric)
As of September 30, 2026, the Daimler Truck Group and the Volvo Group made capital contributions totaling €150 million (Q1-3 2025: €140 million) into cellcentric, resulting in an increase in the Daimler Truck Group's equity-method investment of €75 million (Q1-3 2025: €70 million).

On July 17, 2026, the Volvo Group, Daimler Truck Group, cellcentric and Toyota Motor Corporation entered into a binding agreement for Toyota Motor Corporation to join cellcentric as an equal partner and shareholder. Upon completion of the transaction, the Volvo Group, Daimler Truck AG and Toyota Motor Corporation will each hold one-third of the shares in cellcentric. Completion of the transaction is subject to obtaining regulatory approvals and is expected towards the end of the year 2026 or at the start of 2027.

Amplify Cell Technologies LLC (Amplify)
As of September 30, 2026 the Daimler Truck Group, Accelera by Cummins, PACCAR and EVE Energy made total capital contributions of €143 million (Q3 2025: €135 million) to Amplify Cell Technologies LLC, resulting in an increase in the Daimler Truck Group's equity investment of €45 million (Q3 2025: €42 million).

The at-equity earnings from Amplify as of September 30, 2026 was impacted by an impairment of €199 million recognized in the first quarter 2026. The impairment resulted from the current market conditions for battery-electric commercial vehicles which led to the postponement of the start of production and ramp-up of battery production in the U.S.

ARCHION Corporation (ARCHION)
As of September 30, 2026, Daimler Truck AG holds a 25% equity interest in ARCHION.

In connection with the significant decline in the observable market value of ARCHION in the second quarter of 2026, an impairment assessment of the investment was performed. The assessment was conducted using an internal valuation model applying a discounted cash flow method, with inputs classified within Level 3 of the fair value hierarchy. As a result of the impairment assessment, impairment losses totaling €519 million were recognized. Of this amount, €222 million related to the shares in ARCHION classified as held for sale and €297 million to the interest accounted for using the equity method. The impairment loss attributable to the equity interest accounted for using the equity method was recognized in the at-equity result.

In addition, in the third quarter of 2026, adjustments were made to the provisional amounts in ARCHION's opening balance sheet based on additional information, which affected the determination of the initial carrying amount of the shares in ARCHION. This resulted in a €20 million reduction in the gain recognized in the at-equity result to €31 million and a corresponding reduction in the impairment losses to €499 million. Further information is provided in Note 2. Discontinued operations and disposed assets and liabilities as well as assets held for sale.

B.15

Summary of carrying amounts and gains/losses on equity-method investments

In millions of euros	Associated companies	Joint ventures	Joint operations	Total
At September 30, 2026				
Equity investment	**1,174**	**705**	**13**	**1,893**
Equity earnings (Q3 2026)	**7**	**-33**	**1**	**-25**
Equity earnings (Q1-3 2026)	**-212**	**-312**	**2**	**-523**
At December 31, 2025				
Equity investment	9	874	14	896
Equity earnings (Q3 2025)	1	-41	1	-40
Equity earnings (Q1-3 2025)	3	-112	3	-107

B.16

Key information on equity-accounted investees

In millions of euros	cellcentric[1,2]	Amplify[1,3]	ARCHION[1,4]	Other	Total
At September 30, 2026					
Equity interest (in %)	**50.0**	**30.0**	**25.0**		
Equity investment	**411**	**164**	**1,162**	**143**	**1,880**
Equity earnings (Q3 2026)	**-18**	**1**	**6**	**-15**	**-26**
Equity earnings (Q1-3 2026)	**-64**	**-207**	**-216**	**-37**	**-525**
At December 31, 2025					
Equity interest (in %)	50.0	30.0	–		
Equity investment	402	320	–	160	883
Equity earnings (Q3 2025)	-29	-5	–	-6	-40
Equity earnings (Q1-3 2025)	-81	-14	–	-15	-110

1 No dividends were paid to the Daimler Truck Group in any of the presented periods.
2 cellcentric GmbH & Co. KG (cellcentric), joint venture.
3 Amplify Cell Technologies LLC (Amplify), joint venture.
4 ARCHION Corporation (ARCHION), associated company.

10. Receivables from financial services

Table ↗ **B.17** shows the composition of receivables from financial services.

The reported residual-value receivables comprise claims against related parties. Further information is disclosed in
👁 Note 19. Transactions with related parties.

Receivables from financial services were impacted by positive foreign exchange effects and retail volume increases in the European region.

B.17

Receivables from financial services

	Sept. 30, 2026			Dec. 31, 2025		
In millions of euros	Current	Non-current	Total	Current	Non-current	Total
Gross carrying amount	**13,244**	**14,613**	**27,857**	12,848	13,839	26,688
Sales financing with end customers	**5,185**	**9,242**	**14,427**	5,048	8,823	13,871
Sales financing with dealers	**5,815**	**1,039**	**6,854**	5,788	923	6,711
Finance lease contracts	**2,220**	**4,293**	**6,513**	2,013	4,093	6,106
Residual-value receivables	**25**	**38**	**64**	–	–	–
Loss allowances	**-268**	**-407**	**-676**	-230	-348	-578
Net carrying amount	**12,976**	**14,206**	**27,182**	12,618	13,491	26,109

11. Inventories

Inventories are shown in table ↗ **B.18**.

B.18

Inventories

In millions of euros	Sept. 30, 2026	Dec. 31, 2025
Raw materials and manufacturing supplies	**1,770**	1,464
Work in progress	**2,397**	1,742
Finished goods, parts and products held for resale	**4,849**	3,985
Advance payments to suppliers	**18**	19
	9,034	7,209

Inventories increased by €1,825 million as of September 30, 2026 compared to December 31, 2025. This is mainly due to the increase in raw materials, work in progress and finished goods as a result of higher order intake and the associated increase in production.

12. Equity

The individual components of equity and their development over the first nine months of 2026 and 2025 are presented in the Consolidated Statement of Changes in Equity ↗ **B.05**.

Share capital
At September 30, 2026, the share capital of Daimler Truck Holding AG amounted to €765,600,399 (December 31, 2025: €765,600,399). The share capital consists of 765,600,399 no-par-value registered shares.

Treasury shares
In the course of the second share buyback program started on March 16, 2026 8,266,047 treasury shares were repurchased for €347,276,730 during the reporting period, and presented within the "Treasury Share Reserve" column in the Consolidated Statement of Changes in Equity.

Dividend
The Annual General Meeting, held on May 06, 2026, authorized Daimler Truck Holding AG to distribute €1,451 million (€1.90 per no-par-value registered share entitled to dividend) to the shareholders from the 2025 distributable profit. Of the distributable profit remaining after the distribution €2,000 million was transferred to retained earnings and €955 million was carried forward. The dividend was paid on May 11, 2026.

Other components in equity
Other components in equity include changes resulting from a capital increase into TORC Robotics, Inc. that diluted the ownership interests of the non-controlling shareholders as they did not participate in the capital increase.

13. Pensions and similar obligations

Composition of provisions for pensions and similar obligations
The composition of provisions for pensions and similar obligations is shown in table ↗ **B.19.** The change in provision for pension benefits results mainly from the change in discount rates and the performance of plan assets.

B.19

Provisions for pensions and similar obligations

In millions of euros	Sept. 30, 2026	Dec. 31, 2025
Provision for pension benefits	**331**	412
Provision for other post-employment benefits	**474**	496
	805	908

Development of funded status
The funded status of pension obligations is shown in table ↗ **B.20**.

B.20

Development of funded status

In millions of euros	Sept. 30, 2026	Dec. 31, 2025
Present value of the defined benefit obligations	**-5,231**	-5,441
Fair value of plan assets	**5,369**	5,329
Funded status	**138**	-112
Amounts in the balance sheet	**138**	-112
of which presented in other assets	**469**	300
of which presented in provisions for pensions and similar obligations	**-331**	-412

14. Provisions for other risks

Provisions for other risks are comprised as shown in table ↗ **B.21**.

B.21

Provisions for other risks

	Sept. 30, 2026			Dec. 31, 2025		
	Current	Non-current	Total	Current	Non-current	Total
In millions of euros						
Product warranties	**1,051**	**1,149**	**2,200**	1,011	1,129	2,139
Personnel and social costs	**709**	**837**	**1,547**	801	814	1,615
Liability and litigation risks and regulatory proceedings	**326**	**587**	**913**	182	762	944
Other	**253**	**140**	**393**	221	156	378
	2,339	**2,713**	**5,053**	2,215	2,861	5,075

15. Financing liabilities

Table ↗ **B.22** shows the composition of the financing liabilities.

In the first nine months of 2026, bonds to the value of €1,348 million were issued on the international capital markets as well as Asset-Backed-Securities (ABS) with a total volume corresponding to €396 million. This was offset by the repayment of bonds to the value of €1,966 million.

B.22

Financing liabilities

	Sept. 30, 2026			Dec. 31, 2025		
In millions of euros	Current	Non-current	Total	Current	Non-current	Total
Notes/bonds	**5,857**	**12,181**	**18,037**	3,378	15,189	18,567
Commercial papers	**542**	**–**	**542**	345	–	345
Liabilities to financial institutions	**4,181**	**4,155**	**8,336**	4,151	4,043	8,194
Liabilities from ABS transactions	**348**	**558**	**907**	658	386	1,044
Lease liabilities	**176**	**436**	**612**	155	391	546
Loans and other financing liabilities	**164**	**244**	**408**	81	180	260
Non-controlling shareholdings (puttable instruments in accordance with IAS 32)	**–**	**228**	**228**	–	237	237
	11,268	**17,801**	**29,069**	8,767	20,426	29,194

16. Legal proceedings

As described in Note 31. Legal Proceedings of the 2025 Consolidated Financial Statements, Daimler Truck Holding AG and its subsidiaries are confronted with various litigations, claims and regulations (legal proceedings) which are related to a wide range of topics. There were no significant changes in the reporting period.

17. Financial instruments

Carrying amounts and fair values of financial instruments
Table ↗ **B.23** shows the carrying amounts and fair values for the respective classes of the Group's financial instruments. The comparative figures as of December 31, 2025, also include discontinued operations. Excluded are equity instruments measured at amortized cost and not in the scope of IFRS 9, and lease liabilities.

The fair value of a financial instrument is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Given the varying influencing factors, the reported fair values can be viewed only as indicators of prices that may actually be achieved on the market.

The fair values of financial instruments were calculated on the basis of market information available on the balance sheet date. The methods and assumptions used are explained in Note 1. General information and significant accounting policies of the 2025 Consolidated Financial Statements.

Cash and cash equivalents remained at the prior year level. Cash inflows resulted primarily from the integration of Mitsubishi Fuso into the newly established holding company ARCHION, established on April 01, 2026, in the amount of €1.4 billion, from the previously announced and planned reduction of the ARCHION equity investment to 25%, completed in the third quarter of 2026, in the amount of €0.6 billion as well as from cash flows from operating activities. Cash outflows resulted from the dividend payment to the shareholders of Daimler Truck Holding AG of €1.5 billion, repayments of financing liabilities, investments in property, plant and equipment and intangible assets, the outflow of Mitsubishi Fuso cash and cash equivalents of €0.3 billion and payments related to the ongoing share buyback program of €0.3 billion.

The marketable debt securities and similar investments amounted to €3.2 billion and were significantly above the prior year level (December 31, 2025: €2.7 billion). The increase was attributable to Daimler Truck Group's liquidity management.

The derivative financial instruments used in hedge accounting contained the hedge of a net investment with a carrying amount of €127 million as of December 31, 2025. The existing hedge was terminated in conjunction with the integration of Mitsubishi Fuso and Hino into ARCHION Corporation. As of September 30, 2026, there are no longer any derivative financial instruments used in hedge accounting to hedge a net investment.

Other financial receivables and miscellaneous other financial assets amounted to €1.2 billion (December 31, 2025: €0.9 billion). This includes claims for reimbursement of tariffs paid since November 01, 2025, amounting to a low three-digit million euro amount, which were recognized as a result of the U.S. Department of Commerce's recognition of U.S. value-added content.

Financing liabilities amounted to €28.5 billion (December 31, 2025: €28.8 billion) and are described in Note 15. Financing liabilities.

B.23

Carrying amounts and fair values of financial instruments

	Sept. 30, 2026		Dec. 31, 2025	
In millions of euros	Carrying amount	Fair value	Carrying amount	Fair value
Financial assets				
Receivables from financial services	**27,182**	**27,051**	26,113	25,943
Trade receivables	**4,096**	**4,096**	4,248	4,248
Cash and cash equivalents	**8,399**	**8,399**	8,648	8,648
Marketable debt securities and similar investments	**3,216**	**3,216**	2,725	2,725
Recognized at fair value through other comprehensive income	**618**	**618**	273	273
Recognized at fair value through profit or loss	**2,396**	**2,396**	2,344	2,344
Measured at amortized cost	**202**	**202**	108	108
Other financial assets				
Equity instruments and debt instruments	**222**	**222**	250	250
Recognized at fair value through other comprehensive income	**67**	**67**	110	110
Recognized at fair value through profit or loss	**155**	**155**	140	140
Other financial assets recognized at fair value through profit or loss	**8**	**8**	22	22
Derivative financial instruments used in hedge accounting	**91**	**91**	355	355
Other financial receivables and miscellaneous other financial assets	**1,200**	**1,200**	943	943
	44,413	**44,283**	43,304	43,134
Financial liabilities				
Financing liabilities	**28,458**	**28,750**	28,823	29,171
Trade payables	**5,156**	**5,156**	4,464	4,464
Other financial liabilities				
Financial liabilities recognized at fair value through profit or loss	**25**	**25**	29	29
Derivative financial instruments used in hedge accounting	**479**	**479**	260	260
Miscellaneous other financial liabilities	**3,571**	**3,571**	3,555	3,555
Contract and refund liabilities				
Obligations from sales transactions	**450**	**450**	482	482
	38,139	**38,432**	37,614	37,962

Measurement hierarchy
Table ↗ **B.24** provides an overview of the classification into measurement hierarchies of financial assets and liabilities recognized at fair value (according to IFRS 13). The comparative figures as of December 31, 2025, also include discontinued operations.

At the end of each reporting period, the Group reviews the necessity for reclassification between the fair-value hierarchies.

B.24

Measurement hierarchy of financial assets and liabilities recognized at fair value

	Sept. 30, 2026				Dec. 31, 2025			
	Total	Level 1[1]	Level 2[2]	Level 3[3]	Total	Level 1[1]	Level 2[2]	Level 3[3]
In millions of euros								
Financial assets recognized at fair value								
Marketable debt securities	**3,014**	**2,452**	**562**	**–**	2,617	2,391	226	–
Recognized at fair value through other comprehensive income	**618**	**55**	**562**	**–**	273	46	226	–
Recognized at fair value through profit or loss	**2,396**	**2,396**	**–**	**–**	2,344	2,344	–	–
Equity instruments and debt instruments	**222**	**69**	**38**	**115**	250	107	36	107
Recognized at fair value through other comprehensive income	**67**	**67**	**–**	**–**	110	105	–	4
Recognized at fair value through profit or loss	**155**	**2**	**38**	**115**	140	2	36	103
Other financial assets recognized at fair value through profit or loss	**8**	**–**	**8**	**–**	22	–	22	–
Derivative financial instruments used in hedge accounting	**91**	**–**	**91**	**–**	355	–	355	–
	3,335	**2,521**	**699**	**115**	3,244	2,498	639	107
Financial liabilities recognized at fair value								
Financial liabilities recognized at fair value through profit or loss	**25**	**–**	**13**	**12**	29	–	9	20
Derivative financial instruments used in hedge accounting	**479**	**–**	**479**	**–**	260	–	260	–
	504	**–**	**492**	**12**	290	–	269	20

1 Fair-value measurement is based on quoted prices (unadjusted) in active markets for these or identical assets or liabilities.
2 Fair-value measurement is based on inputs that are observable on active markets either directly (i.e., as prices) or indirectly (i.e., derived from prices).
3 Fair-value measurement is based on inputs for which no observable market data is available.

18. Segment reporting

Segment information for the third quarter and the first nine months of 2026 compared to the third quarter and the first nine months of 2025 can be found in table ↗ **B.25**. The table shows the sum of continuing and discontinued operations.

As a result of a change in internal management and reporting structure, the Trucks Asia segment has no longer been reported separately since January 01, 2026. The former segment primarily comprised the Mitsubishi Fuso subgroup (discontinued operations) as well as allocations related to corporate functions. The results of the former Trucks Asia segment up to the date of deconsolidation on April 01, 2026 are fully included in the reconciliation. The comparative period has been restated accordingly.

B.25

Segment reporting

In millions of euros	Trucks North America[2]	Mercedes-Benz Trucks[3]	Daimler Buses	Financial Services	Total Segments	Reconciliation	Sum of continuing and discontinued operations
Q3 2026							
External revenue	**5,677**	**4,771**	**1,285**	**877**	**12,610**	**-35**	**12,575**
Intersegment revenue	**27**	**593**	**57**	**63**	**740**	**-740**	**–**
Total revenue	**5,704**	**5,363**	**1,343**	**940**	**13,350**	**-775**	**12,575**
Segment profit/loss (EBIT)	**691**	**331**	**123**	**62**	**1,207**	**-162**	**1,045**
September 30, 2026							
Segment assets	**7,915**	**16,579**	**4,170**	**32,279**	**60,943**	**1,267**	**62,210**
Segment liabilities	**6,934**	**10,154**	**2,734**	**29,085**	**48,906**	**-1,617**	**47,289**
Q3 2025[1]							
External revenue	3,971	4,238	1,354	813	10,376	1,075	11,451
Intersegment revenue	25	648	48	44	764	-764	–
Total revenue	3,996	4,886	1,402	856	11,140	310	11,451
Segment profit/loss (EBIT)	254	283	136	41	714	-62	652
December 31, 2025[1]							
Segment assets	6,493	15,311	4,156	30,884	56,844	4,123	60,967
Segment liabilities	5,866	9,433	2,930	27,919	46,148	-370	45,778
Q1-3 2026							
External revenue	**14,643**	**13,632**	**3,991**	**2,494**	**34,760**	**1,023**	**35,782**
Intersegment revenue	**83**	**1,655**	**152**	**160**	**2,050**	**-2,050**	**–**
Total revenue	**14,725**	**15,286**	**4,142**	**2,654**	**36,808**	**-1,027**	**35,782**
Segment profit/loss (EBIT)	**1,135**	**867**	**380**	**159**	**2,542**	**616**	**3,157**
Q1-3 2025[1]							
External revenue	14,410	12,366	4,050	2,482	33,307	3,212	36,519
Intersegment revenue	78	1,755	154	118	2,106	-2,106	–
Total revenue	14,488	14,121	4,204	2,600	35,413	1,106	36,519
Segment profit/loss (EBIT)	1,530	329	406	111	2,376	-150	2,226

1 The adjusted segment allocation has been restated in the comparative period.
2 The segment result in the first nine months of 2026 was significantly impacted by a special item of -€199 million from the impairment of Amplify (refer to note 9). In the first nine months of the prior year, the segment result included the non-cash derecognition of capitalized development costs of -€148 million, recognized in the second quarter (refer to note 4).
3 The segment result in the first nine months of 2025 was significantly impacted by a special item of -€340 million related to the "Cost Down Europe" program, as well as by the non-cash derecognition of capitalized development costs in the amount of -€70 million (refer to note 4).

Reconciliation
Table ↗ **B.26** shows the reconciliation of revenue to the Group's consolidated statement of Income.

The reconciliation of the total segments' profit/loss (EBIT) to the Daimler Truck Group's EBIT is shown in table ↗ **B.27**.

The reconciliation comprises business activities for which the Group's headquarters is responsible. Transactions between the segments are eliminated in the context of consolidation.

The at-equity result of the new holding company ARCHION Corporation has been included in the profit/loss on equity-method investments since April 01, 2026. This also included an impairment loss of €297 million in the second quarter of 2026 (further information can be found in 👁 Note 9. Equity-method investments).

In the first nine months of 2026, "Other business activities and corporate items" is comprised primarily of a special item of -€222 million from the impairment of the shares in ARCHION held for sale since April 01, 2026. The previously announced and planned sale of these shares, completed in the third quarter of 2026 as a part of the secondary offering, resulted in a realized loss of €71 million. Further information can be found in 👁 Note 2. Discontinued operations and disposed assets and liabilities as well as assets held for sale and 👁 Note 5. Other operating income and expense. It also included operational expenses of €232 million related to the Daimler Truck Group's autonomous driving business activities (Q1-3 2025: €253 million). These were offset by income from the former Trucks Asia segment amounting to €58 million (Q1-3 2025: €190 million).

B.26

Reconciliation of revenue to the Group's consolidated statement of income

In millions of euros	Q3 2026	Q3 2025	Q1-3 2026	Q1-3 2025
Revenue as shown in segment reporting	**12,575**	11,451	**35,782**	36,519
less revenue from discontinued operations	**–**	-899	**-933**	-2,786
Total revenue as shown in the consolidated statement of income	**12,575**	10,551	**34,848**	33,733

B.27

Reconciliation of the segments to the Consolidated Statement of Income

In millions of euros	Q3 2026	Q3 2025	Q1-3 2026	Q1-3 2025
Total segments profit/loss (EBIT)	**1,207**	714	**2,542**	2,376
Profit/loss on equity-method investments	**-19**	-33	**-304**	-86
Gain on sale of discontinued operations	**–**	–	**1,400**	–
Other business activities and corporate items[1]	**-137**	-32	**-435**	-107
Eliminations	**-6**	3	**-46**	43
EBIT as shown in segment reporting	**1,045**	652	**3,157**	2,226
less EBIT from discontinued operations	**–**	-98	**-1,460**	-274
EBIT of the Group	**1,045**	553	**1,697**	1,952

1 Contains the results of the former Trucks Asia segment.

19. Transactions with related parties

Related parties (companies or persons) are deemed to be Mercedes-Benz Group entities, ARCHION and its subsidiaries, associated companies, joint ventures and subsidiaries not in the scope of consolidation, as well as persons who exercise a significant influence on the financial and business policy of the Daimler Truck Group. For further information regarding related parties and the nature of the business relationships, refer to Note 38. Related party disclosures of the 2025 Consolidated Financial Statements.

Goods and services supplied between the Daimler Truck Group and related companies comprise transactions with the Mercedes-Benz Group, associated companies and joint ventures, and are shown in table ↗ **B.28**.

Leasing and Sales Financing Business with Mitsubishi Fuso in Japan
Daimler Truck Financial Services continues to conduct the leasing and sales financing business for Mitsubishi Fuso commercial vehicles in Japan. The vehicles acquired by Daimler Truck Financial Services Asia Co., Ltd. from Mitsubishi Fuso until March 31, 2026 for the purpose of subleasing continue to be leased to end customers. To the extent that a mandatory return of the vehicles to Mitsubishi Fuso has been agreed, a lease arrangement (head lease) is recognized between Daimler Truck Financial Services Asia Co., Ltd. and Mitsubishi Fuso. In this respect, the contract between Daimler Truck Financial Services Asia Co., Ltd. and the end customer constitutes a sublease. The receivables presented in Table ↗ **B.28** include receivables from residual value guarantees resulting from repurchase agreements amounting to €64 million, which are reported within receivables from financial services. The leased right-of-use assets vis-à-vis Mitsubishi Fuso amounting to €63 million are included in equipment on operating leases.

Lease contracts with the Mercedes-Benz Group
For the sale of vehicles to Mercedes-Benz Group companies where the Daimler Truck Group is obliged to repurchase the vehicles, which are accounted for as a lease, the corresponding liabilities from residual-value guarantees resulting from repurchase agreements at September 30, 2026 amounted to €374 million (December 31, 2025: €528 million). The related deferred income at September 30, 2026 amounted to €126 million (December 31, 2025: €212 million).

Financial liabilities resulting from transactions with companies of the Mercedes-Benz Group include financial liabilities from sale and leaseback transactions where the sale does not satisfy the requirements of IFRS 15.

B.28

Transactions with related companies

	Sales of goods and services and other income[1]				Purchases of goods and services and other expenses[1]				Receivables[2]		Payables[3]	
	Q3 2026	Q3 2025	**Q1-3 2026**	Q1-3 2025	**Q3 2026**	Q3 2025	**Q1-3 2026**	Q1-3 2025	**Sept. 30, 2026**	Dec. 31, 2025	**Sept. 30, 2026**	Dec. 31, 2025
In millions of euros												
Associated companies	**16**	63	**128**	215	**–**	5	**4**	11	**16**	48	**–**	3
Joint ventures	**27**	19	**104**	106	**3**	-5	**14**	16	**38**	59	**12**	15
Mercedes-Benz Group[4]	**276**	386	**928**	1,223	**78**	164	**310**	463	**225**	156	**903**	1,032
ARCHION[5]	**200**	–	**422**	–	**83**	–	**227**	–	**285**	–	**54**	–

1 Transactions of the Mitsubishi Fuso Group with related parties are included until March 31, 2026.
2 Receivables comprise balance sheet items that result in cash inflows such as trade receivables, loans granted and other receivables.
3 Payables comprise liabilities that lead to potential future cash outflows such as trade accounts payable, residual-value guarantees resulting from repurchase agreements, default risks from guarantees, financing liabilities, lease liabilities and other liabilities.
4 In the third quarter 2026, purchases of goods and services and other expenses include expenses for services received from the Mercedes-Benz Group of €33 million (Q3 2025: €83 million) and in the nine-month period ended 2026 in the amount of €133 million (Q1-3 2025: €226 million).
5 Since April 01, 2026, ARCHION and its subsidiaries are related parties for the Daimler Truck Group.

20. Events after the reporting period

U.S. Import Tariffs – Import Adjustment Offset (IAO) Program
On October 05, 2026, after the reporting date, the U.S. Department of Commerce approved Daimler Truck's participation in the IAO Program. Arising from this decision, Daimler Truck expects a positive earnings impact for Trucks North America in the high double-digit to low-triple-digit million euro range.

Auditor’s Review Report

To Daimler Truck Holding AG, Stuttgart

We have reviewed the condensed interim consolidated financial statements of Daimler Truck Holding AG – comprising Consolidated Statement of Income, Consolidated Statement of Comprehensive Income, Consolidated Statement of Financial Position, Consolidated Statement of Cash Flows, Consolidated Statement of Changes in Equity and Notes to the Condensed Interim Consolidated Financial Statements – together with the interim group management report of the Daimler Truck Holding AG, for the period from January 1 to September 30, 2026 that are part of the quarterly financial report according to Section 115 WpHG [“Wertpapierhandelsgesetz“: “German Securities Trading Act”]. The preparation of the condensed interim consolidated financial statements in accordance with International Accounting Standard IAS 34 “Interim Financial Reporting” as adopted by the EU, and of the interim group management report in accordance with the requirements of the WpHG applicable to interim group management reports, is the responsibility of the Company’s management. Our responsibility is to issue a report on the condensed interim consolidated financial statements and on the interim group management report based on our review.

We performed our review of the condensed interim consolidated financial statements and the interim group management report in accordance with the German generally accepted standards for the review of financial statements promulgated by the Institut der Wirtschaftsprüfer (IDW). Those standards require that we plan and perform the review so that we can preclude through critical evaluation, with a certain level of assurance, that the condensed interim consolidated financial statements have not been prepared, in material respects, in accordance with IAS 34, “Interim Financial Reporting” as adopted by the EU, and that the interim group management report has not been prepared, in material respects, in accordance with the requirements of the WpHG applicable to interim group management reports. A review is limited primarily to inquiries of company employees and analytical assessments and therefore does not provide the assurance attainable in a financial statement audit. Since, in accordance with our engagement, we have not performed a financial statement audit, we cannot issue an auditor’s report.

Based on our review, no matters have come to our attention that cause us to presume that the condensed interim consolidated financial statements have not been prepared, in material respects, in accordance with IAS 34, “Interim Financial Reporting” as adopted by the EU, or that the interim group management report has not been prepared, in material respects, in accordance with the requirements of the WpHG applicable to interim group management reports.

Stuttgart, November 04, 2026

KPMG AG
Wirtschaftsprüfungsgesellschaft
[Original German version signed by:]

Pritzer	Rohrbach
Wirtschaftsprüfer	Wirtschaftsprüfer
[German Public Auditor]	[German Public Auditor]

Further Information

Publications for Q3 2026
In addition to this Interim Report, other documents such as Capital Market Presentation and Factbook are available at www.daimlertruck.com/en/investors.

Financial Calendar
Dates of capital market events and publications of quarterly results of the Daimler Truck Group can be found at www.daimlertruck.com/en/investors/financial-calendar.

Daimler Truck Holding AG
70771 Leinfelden-Echterdingen
Tel. +49 711 8485 0
www.daimlertruck.com/en

Investor Relations
ir@daimlertruck.com
www.daimlertruck.com/en/investors

Press
com@daimlertruck.com
www.daimlertruck.com/en/newsroom

Our Code of Conduct
Only those who act responsibly will be successful in the long term. Our Daimler Truck Code of Conduct, our guideline to doing the right thing, provides us with guidance for our actions: The policy sets out clearly which rules apply to every single one of us and which principles we follow. In short, it helps us to make the right decisions.
www.daimlertruck.com/en/company/compliance/daimler-truck-code-of-conduct

Our brand websites

Trucks
- Freightliner
- Western Star
- Mercedes-Benz Trucks
- BharatBenz Trucks

Buses
- Thomas Built Buses
- Mercedes-Benz Buses
- BharatBenz Buses
- Setra

Financial Services
- Financial Services

Daimler Truck AG
Freightliner
Western Star
Thomas Built Buses
Mercedes-Benz Trucks
Mercedes-Benz Unimog
Daimler Truck Defence
BharatBenz
Daimler Buses
Financial Services

Daimler Truck
Freightliner
Western Star
Thomas Built Buses
Mercedes-Benz Trucks
Mercedes-Benz Unimog
BharatBenz
Daimler Truck Career

Daimler Truck
Freightliner
Western Star
Thomas Built Buses
Mercedes-Benz Trucks
Mercedes-Benz Unimog
BharatBenz
Daimler Buses

Thomas Built Buses
BharatBenz

Daimler Truck
Western Star Trucks

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.