DAIMLER TRUCK

Interim Report Q2 2026

Contents

Q2 Key Figures for the Group

Key figures Daimler Truck Group

In millions of euros	Q2 2026	Q2 2025	% change	Q1-2 2026	Q1-2 2025	% change
Unit sales	86,707	80,607	+8	155,556	156,365	-1
thereof zero-emission vehicles	1,405	1,162	+21	2,147	1,752	+23
Revenue	12,292	11,674	+5 [3]	22,273	23,182	-4 [3]
Revenue of the Industrial Business[1]	11,417	10,821	+6 [4]	20,559	21,438	-4 [4]
EBIT	360	396	-9	652	1,399	-53
EBIT of the Industrial Business	302	376	-20	555	1,329	-58
Adjusted EBIT	838	1,022	-18	1,336	2,100	-36
Adjusted EBIT of the Industrial Business	780	998	-22	1,239	2,022	-39
Return on sales of the Industrial Business (in %)	2.6	3.5	–	2.7	6.2	–
Adjusted return on sales of the Industrial Business (%)	6.8	9.2	–	6.0	9.4	–
Return on capital employed of the Industrial Business (%)[2]	–	–	–	38.8	28.6	–
Net profit (loss)	128	245	-48	277	994	-72
Earnings per share (in euros)	0.15	0.29	-46	0.34	1.22	-72
Free cash flow of the Industrial Business[2]	1,762	20	+8,640	1,318	53	+2,401
Net liquidity of the Industrial Business[2]	8,342	7,670[5]	+9	8,342	7,670[5]	+9
Investments in property, plant and equipment[2]	236	166	+42	379	351	+8
Research and development expenditure[2]	517	610[6]	-15	1,020	1,194[6]	-15
of which capitalized[2]	36	75	-52	76	161	-53
Total workforce (number of employees)	98,869	108,476[5]	-9 [7]	98,869	108,476[5]	-9 [7]

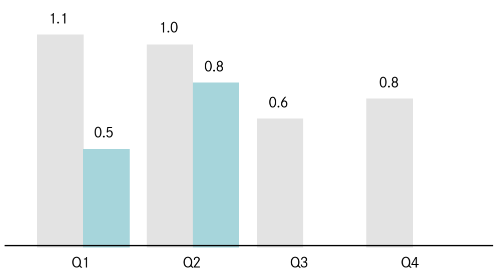
Share price performance of Daimler Truck Holding AG

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

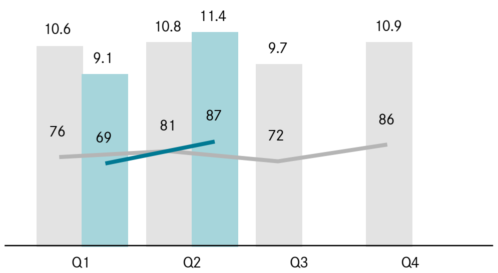
1 The Industrial Business comprises the automotive segments Trucks North America, Mercedes-Benz Trucks, and Daimler Buses, as well as the reconciliation.
2 Of continuing and discontinued operations.
3 Adjusted for exchange rate effects, the change in revenue at Group level was 5% (Q2) and -4% (Q1-2).
4 Adjusted for exchange rate effects, the change in revenue of the Industrial Business was 5% (Q2) and -4% (Q1-2).
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 US 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.

2025 2026

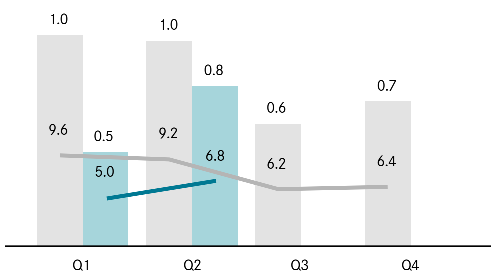
Adjusted EBIT of the Group (in billions of euros)



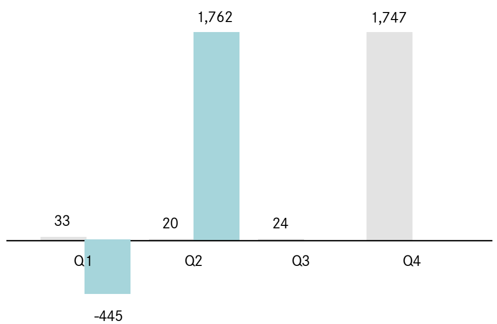
Revenue of the Industrial Business (in billions of euros)[4]
Unit sales of the Industrial Business (in thousands of units)



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



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



Q2 Key Figures for the Segments

	Trucks North America			Mercedes-Benz Trucks			Daimler Buses			Financial Services		
Three-month periods ended June 30	**Q2 2026**	Q2 2025	% change	**Q2 2026**	Q2 2025	% change	**Q2 2026**	Q2 2025	% change	**Q2 2026**	Q2 2025	% change
In millions of euros												
Unit sales	**41,687**	38,580	+8	**38,970**	35,299	+10	**6,132**	7,027	-13	**–**	–	–
Revenue	**5,182**	5,086	+2	**5,318**	4,826	+10	**1,556**	1,467	+6	**876**	853	+3
EBIT	**435**	504	-14	**311**	-158	–	**150**	145	+3	**58**	20	+198
Adjusted EBIT	**435**	657	-34	**317**	283	+12	**150**	147	+2	**58**	23	+151
Return on sales (in %)	**8.4**	9.9	–	**5.8**	-3.3	–	**9.6**	9.9	–	**–**	–	–
Adjusted return on sales (in %)	**8.4**	12.9	–	**6.0**	5.9	–	**9.6**	10.0	–	**–**	–	–
Investment in property, plant and equipment	**56**	46	+21	**142**	84	+69	**34**	19	+80	**2**	3	-0
Research and development expenditure	**157**	179[1]	-12	**238**	277[1]	-14	**58**	55	+6	**–**	–	–
of which capitalized	**–**	20	–	**26**	49	-48	**11**	6	+79	**–**	–	–
New business	**–**	–	–	**–**	–	–	**–**	–	–	**2,628**	2,521	+4
Contract volume	**–**	–	–	**–**	–	–	**–**	–	–	**30,693**	29,539[2]	+4
Total workforce (number of employees)	**26,349**	25,261[2]	+4	**47,036**	46,812[2]	+0	**18,145**	18,247[2]	-1	**2,055**	2,025[2]	+1

Six-month periods ended June 30	**Q1-2 2026**	Q1-2 2025	% change	**Q1-2 2026**	Q1-2 2025	% change	**Q1-2 2026**	Q1-2 2025	% change	**Q1-2 2026**	Q1-2 2025	% change
In millions of euros												
Unit sales	**71,119**	77,572	-8	**73,456**	65,944	+11	**11,104**	13,233	-16	**–**	–	–
Revenue	**9,021**	10,492	-14	**9,923**	9,235	+7	**2,800**	2,802	-0	**1,715**	1,744	-2
EBIT	**445**	1,276	-65	**536**	45	+1,084	**257**	271	-5	**97**	70	+38
Adjusted EBIT	**644**	1,434	-55	**550**	521	+6	**257**	273	-6	**97**	79	+23
Return on sales/return on equity (in %)	**4.9**	12.2	–	**5.4**	0.5	–	**9.2**	9.7	–	**6.3**	4.7	–
Adjusted return on sales/return on equity (in %)	**7.1**	13.7	–	**5.5**	5.6	–	**9.2**	9.7	–	**6.3**	5.2	–
Investment in property, plant and equipment	**92**	89	+3	**216**	187	+16	**57**	41	+40	**5**	3	+54
Research and development expenditure	**292**	362[1]	-19	**461**	537[1]	-14	**122**	106	+15	**–**	–	–
of which capitalized	**0**	45	-100	**55**	107	-49	**22**	10	+124	**–**	–	–
New business	**–**	–	–	**–**	–	–	**–**	–	–	**4,799**	4,803	-0
Contract volume	**–**	–	–	**–**	–	–	**–**	–	–	**30,693**	29,539[2]	+4
Total workforce (number of employees)	**26,349**	25,261[2]	+4	**47,036**	46,812[2]	+0	**18,145**	18,247[2]	-1	**2,055**	2,025[2]	+1

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 US 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, 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 Corporation 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 W 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 W 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.

W Reference to further information on the Internet.

E Reference within the report.

Terminology
This document contains terms such as "zero-emission (heavy-duty) vehicle" (abbreviated "ZEV", "zero-emission vehicle"), "CO_2e", "CO_2e-neutral", "CO_2e-neutral on the balance sheet" and "locally CO_2e-free" or "CO_2e-free in driving operation". A "zero-emission heavy-duty vehicle" is according to Article 3 point (11) (a) of the Regulation (EU) 2024/1610 a vehicle without an internal combustion engine or with an internal combustion engine with emissions of no more than 3 g CO_2/(tkm) or 1 g CO_2/(pkm). "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. "CO_2e-neutral on the balance sheet" means that CO_2e emissions released are offset by compensation certificates and related projects. "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 second quarter of 2026 and the first half year of 2026

- Significant increase in unit sales in the second quarter of 2026, unit sales on prior year level in the first half of 2026
- Adjusted Group EBIT in the second quarter of 2026 of €838 million and in the first half of 2026 of €1,336 million, both significantly below the prior year level
- Revenue of the Industrial Business in the second quarter of 2026 of €11,417 million slightly above the prior year level and in the first half of 2026 of €20,559 million slightly below the previous year's figure
- Free cash flow of the Industrial Business in the second quarter of 2026 of €1,762 million and in the first half of 2026 of €1,318 million both significantly above prior year level

Outlook for the 2026 financial year raised

- Adjusted EBIT at Group level expected between €3.6 bn. to €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. to €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, on the Prime Market of the Tokyo Stock Exchange, was completed on April 01, 2026. The company, with its registered office in Tokyo, Japan, holds 100% of the shares in Mitsubishi Fuso and Hino. Daimler Truck AG and Toyota Corporation each intend to hold a 25% stake in the new holding company.

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 half of 2026. The shipping restrictions in the Strait of Hormuz due to the conflict in the Middle East led to rising energy prices worldwide. As a result, the price of Brent crude oil temporarily rose to over US$110 per barrel in the second quarter.

The impact on the US economy was noticeable in the second quarter. Fuel prices in the USA rose sharply, pushing the inflation rate to over 4% at one point. In this uncertain environment, the Federal Reserve (Fed) refrained from cutting interest rates, keeping the key interest rate in the range of 3.5% to 3.75%. Supported by continued robust consumer and investment expenditure, the overall economy grew by 2.1% in the second quarter compared to the same quarter of the previous year.

In the eurozone, the economy grew by 1.0% in the second quarter. Inflation drifted away from its target, prompting the European Central Bank (ECB) to raise its key interest rate to 2.25%. The industrial sector was particularly affected by the energy price shock, resulting in a decline in production.

The commercial vehicle market

The North American market for Class 8 heavy-duty trucks declined by 14% in the first half of 2026, with the second quarter also down by 6% 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 10% in the first six months despite the challenging economic environment. The market also exceeded the prior year level in the second quarter (+9%).

Group sales in the second quarter of 2026 significantly above prior year level
In the second quarter of 2026, the Daimler Truck Group sold 86,707 (Q2 2025: 80,607) vehicles worldwide, in the first half of 2026 155,556 (Q1-2 2025: 156,365) units were sold. The number of zero-emission vehicles included therein increased significantly to 1,405 (Q2 2025: 1,162) units in the second quarter of 2026 and to 2,147 (Q1-2 2025: 1,752) units in the first half of 2026.

The **Trucks North America** segment sold 41,687 (Q2 2025: 38,580) units in the second quarter and 71,119 (Q1-2 2025: 77,572) units in the first half of 2026. The significant increase in unit sales in the second quarter compared to the prior year was mainly due to improved order intake at the end of the previous year and in the first quarter of 2026. Unit sales in the second quarter rose to 35,844 units in the USA (+5%), to 3,986 units in Canada (+14%) and to 1,638 units in Mexico (+97%). The first half of 2026 saw a contrasting trend: during this period unit sales in the USA fell to 62,585 units (-7%), in Canada to 5,887 units (-19%) and in Mexico to 2,373 units (-6%). The unit sales performance compared with the same period of the previous year was primarily influenced by uncertainties related to US tariff policy, which were particularly evident in unit sales for the first quarter of 2026.

Unit sales in the **Mercedes-Benz Trucks** segment were significantly higher than the previous year's level in the second quarter at 38,970 (Q2 2025: 35,299) units and in the first half of 2026 at 73,456 (Q1-2 2025: 65,944) units. As a result of the positive order development, unit sales in the EU30 region increased significantly to 16,538 (Q2 2025: 12,184) units in the second quarter and to 30,501 (Q1-2 2025: 23,446) units in the first half of of 2026. Within this region, unit sales in Germany showed a significant increase in the second quarter of 2026 with 5,370 (Q2 2025: 3,711) units, as well as in the first half of 2026 with 9,477 (Q1-2 2025: 7,639) units. In contrast, unit sales in Latin America declined slightly in the second quarter of 2026 to 9,447 units (-4%), while in the first half of of 2026, they were at the same level as the previous year at 17,134 units (Q1-2 2025: 17,313). In India, the segment recorded a slight increase in unit sales in the second quarter of 2026 with 5,550 (Q2 2025: 5,403) units and a significant increase in unit sales in the first half of 2026 with 12,465 (Q1-2 2025: 11,133) units compared to the same period of the previous year.

The **Daimler Buses** segment sold a total of 6,132 (Q2 2025: 7,027) units in the second quarter of 2026 and unit sales in the first half of 2026 totaled to 11,104 (Q1-2 2025: 13,233) units. The decline in unit sales in the second quarter and the first half of 2026 was mainly due to the economic and political uncertainties in the Latin and North America regions. In the EU30 region, the segment achieved unit sales on prior year level in both the second quarter with 2,181 units and the first half of 2026 with 3,879 units. In Brazil, our main market in Latin America, unit sales fell significantly in the second quarter to 2,252 (Q2 2025: 2,752) units and in the first half of 2026 to 4,335 (Q1-2 2025: 5,334) units. In North America, the segment recorded a significant decline in unit sales to 460 (Q2 2025: 505) units in the second quarter and to 704 (Q1-2 2025: 1,252) units in the first half of 2026.

The **Financial Services** segment concluded new financing and leasing contracts totaling €2.6 billion (+4%) in the second quarter of 2026. This year-over-year increase is primarily attributable to the Latin America (+35%) and Europe (+33%) regions. In the first half of 2026, new financing and leasing contracts totaling €4.8 billion, on prior year level, were concluded worldwide.

Contract volume at the end of June 2026 was €30.7 billion, above the level of the previous year-end (+4%). This was primarily due to positive currency effects and retail volume increases in the European and Latin American region. Adjusted for exchange rates, the contract volume was at the same level as the previous year's end (+1%).

Investments in property, plant and equipment of the Daimler Truck Group amounted to €236 million in the second quarter of 2026 (Q2 2025: €166 million), and to €379 million in the first half of 2026 (Q1-2 2025: €351 million).

Research and development expenditure including capitalization at Daimler Truck amounted to €517 million (Q2 2025: €610 million) in the second quarter of 2026 and €1,020 million in the first half of 2026 (Q1-2 2025: €1,194 million). Compared to the prior year, the decline resulted primarily from timing effects and discontinued activities. The prior year figures do not include a special item of €218 million in research and development costs, which resulted from a non-cash derecognition of capitalized development costs due to the delayed pace of transformation to battery-electric vehicles, especially in the US market.

A.01

Unit sales[1,2]

	Q2 2026	Q2 2025	% change	Q1-2 2026	Q1-2 2025	% change
Daimler Truck Group	86,707	80,607	+8	155,556	156,365	-1
of which zero-emission vehicles	1,405	1,162	+21	2,147	1,752	+23
Trucks North America	41,687	38,580	+8	71,119	77,572	-8
Mercedes-Benz Trucks	38,970	35,299	+10	73,456	65,944	+11
Daimler Buses	6,132	7,027	-13	11,104	13,233	-16

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

Important Events

Service Leadership for Daimler Buses: New Investment
In mid-April 2026, Daimler Buses announced to invest up to 200 million euros in its European bus specific service network over the coming years. Through new service locations, the modernization of existing facilities, and an expanded offering – particularly for charging infrastructure – the company aims to further strengthen its strong position in bus services. Daimler Buses sees significant potential in the infrastructure business; one notable new development is a team specializing in charging station services.

> **“Daimler Buses is […] becoming a provider of service ecosystems, enabling companies to focus fully on their core business. This is exactly what sets us apart from others in our competitive environment.”**
> Till Oberwörder, CEO Daimler Buses

Anniversary: 75 Years of Setra
Setra is celebrating an anniversary: 75 years have passed since the Daimler Buses premium brand presented its first self-supporting touring coach, the Setra S 8, at the International Motor Show (IAA) in Frankfurt am Main, Germany. Over the past years, Setra has set benchmarks in European bus manufacturing with a total of six model series, inspiring progress, shaping the industry, and driving it forward through leading example.

reECONIC:
A Battery-Electric Vehicle Made from Recycled Materials
At the IFAT 2026, the world’s leading trade fair for environmental technologies in Munich, Germany, Mercedes-Benz Trucks demonstrated the feasibility of a battery-electric waste collection vehicle produced in part from recycled materials. The reECONIC concept vehicle, based on the Mercedes-Benz eEconic, was manufactured together with 32 partners in a particularly resource-efficient manner. The vehicle celebrated its world premiere on May 04, 2026, and is scheduled to undergo extensive real-world testing at REMONDIS in the second half of 2026.

Daimler Truck Own Retail: Entering the UK market
Daimler Truck continues its strategic expansion of corporate owned retail and service centers across Europe and announced the acquisition of the British eStar Truck & Van Ltd., including six locations across the Greater Manchester and Liverpool area. This new market entry supports the ambition of Daimler Truck to expand its European Own Retail network and follows recent strategic moves including acquisitions in Passau, Germany, Trappes, France, and Stránčice, Czech Republic.

Daimler Truck Holding AG: Annual General Meeting 2026
At this year’s Annual General Meeting of Daimler Truck Holding AG, shareholders approved a dividend of €1.90 per share, unchanged from the previous year. By re-electing all ten shareholder representatives to the Supervisory Board, including four new members, the shareholders have ensured both continuity and fresh perspectives for the work of the Supervisory Board, while simultaneously strengthening the board's collective expertise - in particular with respect to key global growth markets, such as the defence business, digital transformation, and international industrial leadership.

Anniversary: 30 Years of Actros
In 2026, Mercedes-Benz Trucks looks back on 30 years of the Actros. Since its market launch in 1996, the Actros has represented the transition from a classic commercial vehicle to a highly advanced, electronically connected work tool. With around 1.5 million vehicles sold to date, the Actros has established new standards in safety, efficiency, driver comfort, and digitalization. The high production volume reflects its economic significance for Mercedes-Benz Trucks.

Around the World in 80 Charges
Professional truck driver Tobias Wagner, known as “Elektrotrucker” with more than 160,000 followers across all major platforms, aims to drive around the world in a Mercedes-Benz eActros 600. This would be the first circumnavigation of the globe completed with a purely battery-electric truck. The expedition is limited to a maximum of 80 charging stops, covers around 45,000 kilometers through more than 35 countries and is expected to take about a year.

Major Unimog order for German Federal Agency for Technical Relief (THW)
The German Federal Agency for Technical Relief (THW) is receiving 66 new extreme-all-terrain emergency response vehicles based on the Unimog U 5025 for civil protection. The vehicles are scheduled to be delivered in stages to the 66 regional THW offices during 2026 and will be used for flood response, evacuations, and operations in difficult terrain. The vehicles are built on a common platform and are equipped with standard customized features depending on the operational scenario.

Inauguration of New Truck and Bus Production Site in Argentina
On May 12, 2026, Mercedes-Benz Camiones y Buses, a subsidiary of Daimler Truck, celebrated the official inauguration of its new Zárate Industrial Center north of Buenos Aires, Argentina. Built on a 20-hectare site, the new industrial center houses the production of Mercedes-Benz truck models and bus chassis as well as a spare parts and components logistics center.

> **"The opening of our new Zárate plant marks an important new chapter for Mercedes-Benz Trucks in Argentina. […] This step underlines our long term commitment to Argentina, our employees – and, of course, to our customers!"**
> Achim Puchert, CEO Mercedes-Benz Trucks

130 years of Truck History and Innovation
With its global anniversary campaign, "130 Years of Forward", Daimler Truck honors its 130-year history since Gottlieb Daimler invented the world's first truck in 1896 - and is celebrating a legacy shaped not only by history but, above all, by progress. Gottlieb Daimler's invention - the first motorized Daimler truck - was based on a converted horse-drawn cart and was delivered to a customer in London. Since then, trucks and buses around the world have helped keep economies and communities moving and people connected with one another.

Launch of Mercedes-Benz eActros Lowliner Variant
At the beginning of June, Mercedes-Benz Trucks introduced another variant to its eActros portfolio: the Mercedes-Benz eActros Lowliner. With the Lowliner, Mercedes-Benz Trucks is directly addressing the growing demand for locally CO_2e-free transport options in the volume intensive long haul logistics segment. The first new models will be available to order starting in the third quarter of 2026 in the EU30 region and additional markets, with series production scheduled to begin in the second quarter of 2027 at the Wörth am Rhein, Germany, plant.

Daimler Truck Defence
At Eurosatory, one of the world's leading defense and security trade fairs, in Paris, France, Daimler Truck announced the consolidation of its global defence activities under the new global brand "Daimler Truck Defence". Going forward, the portfolio will include not only vehicles from Mercedes-Benz Trucks but also progressively incorporate solutions from other global Daimler Truck vehicle portfolios and brands. The announced revenue target for the defence business is one billion euros by 2028.

> **"Defence is a key pillar of Daimler Truck's growth strategy. We are making targeted investments in our production facilities, the development of new solutions, and the expansion of our sales and service network."**
> Karin Rådström, President & CEO Daimler Truck

Cooperation with KEYOU on Hydrogen Combustion Technology
Daimler Truck and KEYOU GmbH (KEYOU) will collaborate to bring hydrogen-powered internal combustion engines to market readiness. The aim of the partnership is to provide an economically viable and robust technology that is available in the near term. Daimler Truck's existing vehicle and engine variants will form the technical basis, while KEYOU will be responsible for the hydrogen conversion. Market launch is planned for 2027.

Profitability, liquidity and capital resources, and financial position

Integration of Mitsubishi Fuso und 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 will however be allocated to continuing operations and will have a positive impact on the free cash flow of the Industrial Business.

Further detailed information is included in E 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 automotive 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 second quarter of 2026
Revenue of the Daimler Truck Group amounted to €12.3 billion in the second quarter of 2026 and was 5% above that of the same period in the prior year (Q2 2025: €11.7 billion). In the Industrial Business, revenue increased slightly by 6% to €11.4 billion (Q2 2025: €10.8 billion). Adjusted for exchange rate effects, the increase in revenue was 5%, both at the Group level and in the Industrial Business. This development was primarily due to higher unit sales in the Industrial Business.

Cost of sales increased to €10.1 billion (Q2 2025: €9.5 billion), compared to the same quarter of the previous year. In the Industrial Business, significant effects resulted from higher unit sales and higher material costs, in particular due to the introduction of tariffs. The prior year's figure was influenced, among other things, by the creation of provisions in connection with the restructuring and efficiency program "Cost Down Europe".

Selling expenses remained on prior year level in the second quarter of 2026 at €599 million (Q2 2025: €582 million).

General administrative expenses decreased significantly to €343 million (Q2 2025: €518 million). These were materially influenced in the prior year by the raising of provisions under the restructuring and efficiency program “Cost Down Europe”. Furthermore, lower personnel costs compared to the previous period had an additional impact.

Research and non-capitalized development costs decreased significantly to €481 million (Q2 2025: €727 million). In the prior year, 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 US market. Taking into account the adjusted special items (the derecognition of capitalized development costs and expenses for the restructuring and efficiency program) in the comparative period, research and non-capitalized development costs were at the same level as the previous year.

Other operating income/expense decreased to -€122 million (Q2 2025: €149 million) in the second quarter of 2026. This included a special item of -€222 million from the impairment of the shares in ARCHION held for sale since April 01, 2026.

The **result from equity-method investments, net,** in the second quarter of 2026 of -€260 million was significantly below that of the same period in the prior year (Q2 2025: -€38 million). During the second quarter of 2026, an impairment loss of €297 million was recognized on the portion of investment in ARCHION that is not held for sale. This effect was partially offset by a bargain purchase gain of €51 million as part of the initial recognition resulting from the acquisition of the shares at a price below the provisionally determined fair value of the identifiable net assets acquired.

EBIT amounted to €360 million in the second quarter of 2026 (Q2 2025: €396 million) and was slightly below that of the same period in the prior year.

In the second quarter of 2026, an expense of €266 million (Q2 2025: expense of €158 million) was recognized under **income taxes**. The effective tax rate was significantly higher than the previous year at 67.5% (Q2 2025: 39.2%). In the second quarter of 2026, an impairment loss on the investment in ARCHION which cannot be recognized for tax purposes had an increasing effect on the effective tax rate.

The **net profit from continuing operations after tax** amounted to €128 million in the second quarter of 2026 (Q2 2025: €245 million).

The **net profit from discontinued operations after tax** amounted to €1,340 million (Q2 2025: €65 million) and resulted from the deconsolidation of Mitsubishi Fuso and its fully consolidated subsidiaries in the second quarter of 2026.

Net profit of €1,468 million for the second quarter of 2026 was significantly above that of the prior year’s period (Q2 2025: €310 million). Of the net profit, €11 million (Q2 2025: €33 million) was attributable to **non-controlling interests**.

The share of **net profit attributable to shareholders of Daimler Truck Holding AG** amounted to €1,457 million (Q2 2025: €277 million). Of this, €117 million (Q2 2025: €219 million) was attributable to **continuing operations** and €1,340 million (Q2 2025: €57 million) to **discontinued operations**.

Earnings per share amounted to €1.91 (Q2 2025: €0.36), of which €0.15 (Q2 2025: €0.29) was from **continuing operations** and €1.76 (Q2 2025 €0.07) was from **discontinued operations**.

The calculation of earnings per share (basic) is based on an average number of outstanding shares of 762 million (Q2 2025: 769 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 second quarter of 2026.

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

A.02

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

	Daimler Truck Group		Industrial Business		Financial Services	
	Q2 2026	Q2 2025	**Q2 2026**	Q2 2025	**Q2 2026**	Q2 2025
In millions of euros						
Revenue	**12,292**	11,674	**11,417**	10,821	**876**	853
Cost of sales	**-10,102**	-9,543	**-9,379**	-8,789	**-723**	-754
Gross profit	**2,191**	2,131	**2,038**	2,033	**153**	98
Selling expenses	**-599**	-582	**-560**	-548	**-39**	-33
General administrative expenses	**-343**	-518	**-285**	-465	**-58**	-53
Research and non-capitalized development costs	**-481**	-727	**-481**	-727	**–**	–
Other operating income/expense	**-122**	149	**-123**	141	**1**	8
Result from equity-method investments, net	**-260**	-38	**-262**	-39	**2**	1
Other financial income/expense, net	**-26**	-19	**-25**	-18	**-1**	-1
EBIT	**360**	396	**302**	376	**58**	20
Interest income/expense, net	**34**	8	**34**	8	**-1**	-1
Profit from continuing operations, before income taxes	**394**	403	**336**	384	**58**	19
Income taxes	**-266**	-158	**-245**	-153	**-22**	-5
Net profit from continuing operations, after tax	**128**	245	**92**	232	**36**	14
Net profit from discontinued operations, after tax	**1,340**	65	**1,340**	65	**–**	–
Net profit	**1,468**	310	**1,432**	296	**36**	14
thereof attributable to non-controlling interests	**11**	33	**11**	33	**–**	–
thereof attributable to the shareholders of Daimler Truck Holding AG	**1,457**	277	**1,420**	263	**36**	14
of which from continuing operations	**117**	219	**81**	206	**36**	14
of which from discontinued operations	**1,340**	57	**1,340**	57	**–**	–
Earnings per share (in euros) based on profit attributable to the shareholders of Daimler Truck Holding AG						
Basic and diluted	**1.91**	0.36				
of which from continuing operations	**0.15**	0.29				
of which from discontinued activities	**1.76**	0.07				
EBIT	**360**	396	**302**	376	**58**	20
Legal proceedings (and related measures)	**–**	–	**–**	–	**–**	–
Restructuring measures	**–**	342	**–**	339	**–**	3
M&A-related matters	**478**	66	**478**	65	**–**	1
Other	**–**	218	**–**	218	**–**	–
Adjusted EBIT	**838**	1,022	**780**	998	**58**	23
Return on sales (in %)	**2.9**	3.4	**2.6**	3.5	**–**	–
Adjusted return on sales (in %)[2]	**6.8**	8.8	**6.8**	9.2	**–**	–

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 June 30

	Industrial Business		Trucks North America		Mercedes-Benz Trucks		Daimler Buses		Reconciliation	
	Q2 2026	Q2 2025	**Q2 2026**	Q2 2025	**Q2 2026**	Q2 2025	**Q2 2026**	Q2 2025	**Q2 2026**	Q2 2025
In millions of euros										
Revenue	**11,417**	10,821	**5,182**	5,086	**5,318**	4,826	**1,556**	1,467	**-640**	-557
Cost of sales	**-9,379**	-8,789	**-4,386**	-4,076	**-4,341**	-4,086	**-1,238**	-1,169	**586**	542
Gross profit	**2,038**	2,033	**796**	1,010	**977**	740	**318**	298	**-54**	-15
Selling expenses	**-560**	-548	**-112**	-95	**-371**	-403	**-77**	-72	**–**	21
General administrative expenses	**-285**	-465	**-94**	-124	**-151**	-254	**-52**	-50	**11**	-38
Research and non-capitalized development costs	**-481**	-727	**-157**	-307	**-212**	-298	**-47**	-49	**-64**	-74
Other income/expense	**-410**	84	**1**	19	**67**	56	**8**	17	**-486**	-9
EBIT	**302**	376	**435**	504	**311**	-158	**150**	145	**-594**	-115
Legal proceedings (and related measures)	**–**	–	**–**	–	**–**	–	**–**	–	**–**	–
Restructuring measures	**–**	339	**–**	–	**–**	339	**–**	–	**–**	–
M&A-related matters	**478**	65	**–**	5	**6**	31	**–**	2	**471**	27
Other	**–**	218	**–**	148	**–**	70	**–**	–	**–**	–
Adjusted EBIT	**780**	998	**435**	657	**317**	283	**150**	147	**-122**	-88
Return on sales (in %)	**2.6**	3.5	**8.4**	9.9	**5.8**	-3.3	**9.6**	9.9	**–**	–
Adjusted return on sales (in %)	**6.8**	9.2	**8.4**	12.9	**6.0**	5.9	**9.6**	10.0	**–**	–

The EBIT in **reconciliation** was -€594 million (Q2 2025: -€115 million). The adjustments of €471 million (Q2 2025: €27 million) in the second quarter of 2026 relate in particular to impairments recognized in respect of the investment in ARCHION and, conversely, to income from the acquisition of the ARCHION shares (M&A-related matters).

Segment EBIT for the second quarter of 2026

The segments were impacted by the following key factors compared to the second quarter of 2025:

Segment	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services
Key factors	– Higher material and manufacturing costs, in particular due to the introduction of tariffs – Negative effects from sales mix + Expenses incurred in the prior year in connection with the derecognition of capitalized development costs not repeated + Improved pricing + Significantly higher unit sales	+ Expenses incurred in the prior year under the “Cost Down Europe” program not repeated + Expenses incurred in the prior year in connection with the derecognition of capitalized development costs not repeated + Significantly higher unit sales + Positive effects from sales mix – Negative effects from pricing – Negative effects from a lower capitalization rate of development costs – Unfavorable ramp-up effects in the aftersales business in Europe (Halberstadt, Germany)	+ Improved pricing + Positive effects from the aftersales business – Inflation-related increase in manufacturing costs – Significantly lower unit sales in Mexico and Latin America	+ Significantly reduced net charges for credit risk provisions + Favorable effects due to increased interest margin – Unfavorable effects from exchange rates
Adjustments[1]	• Expenses in connection with the derecognition of capitalized development costs incurred in the prior year quarter (Q2 2025: €148 million). (other) • Expenses in connection with the spin-off from Mercedes-Benz Group AG incurred in the prior year quarter (Q2 2025: €5 million). (M&A-related matters)	• Expenses related to the China business amounting to €6 million (Q2 2025: €1 million). Expenses related to the spin-off from Mercedes-Benz Group AG incurred in the prior year quarter (Q2 2025: €30 million). (M&A-related matters) • Expenses related to “Cost Down Europe” incurred in the prior year quarter (Q2 2025: €339 million). (restructuring measures) • Expenses in connection with the derecognition of capitalized development costs incurred in the prior year quarter (Q2 2025: €70 million). (other)	• Expenses in connection with the spin-off from Mercedes-Benz Group AG incurred in the prior year quarter (Q2 2025: €2 million). (M&A-related matters)	• Expenses related to the transformation and restructuring program in North America incurred in the prior year quarter (Q2 2025: €3 million). (restructuring measures) • Expenses related to the acquisition of the Financial Services business incurred in the prior year quarter (Q2 2025: €1 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.

Statement of Income of the Daimler Truck Group in the first half of 2026

Revenue of the Daimler Truck Group in the first half of 2026 was 4% below the same level as the previous year at €22.3 billion (Q1-2 2025: €23.2 billion). In the Industrial Business, revenue fell slightly by 4% to €20.6 billion (Q1-2 2025: €21.4 billion). Adjusted for exchange rate effects, the decline in revenue was also 4%, both at the Group level and in the Industrial Business.

The **cost of sales** amounted to €18.3 billion (Q1-2 2025: €18.6 billion). The prior year's figure was influenced, among other things, by the raising of provisions in connection with the restructuring and efficiency program "Cost Down Europe".

Selling expenses were also in line with the prior year level in the first half of 2026, amounting to €1,179 million (Q1-2 2025: €1,203 million).

General administrative expenses decreased significantly to €689 million (Q1-2 2025: €987 million). These were materially influenced in the prior year by the raising of provisions under the restructuring and efficiency program “Cost Down Europe”. Furthermore, lower personnel costs compared to the previous period had an additional impact.

Research and non-capitalized development costs decreased significantly to €921 million (Q1-2 2025: €1,205 million). In the prior year, 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 US market. Taking into account the adjusted special items (the derecognition of capitalized development costs and expenses for the restructuring and efficiency program) in the comparative period, research and non-capitalized development costs were at the same level as the previous year.

Other operating income/expense amounted to €3 million (Q1-2 2025: €258 million). This included a special item of -€222 million from the impairment of the shares in ARCHION held for sale since April 01, 2026.

The **result from equity-method investments, net,** in the first half of 2026 of -€498 million was significantly below that of the same half in the prior year (Q1-2 2025: -€67 million). The development was significantly impacted by the impairment of the investment in Amplify Cell Technologies LLC (Amplify) amounting to to €199 million and on the portion on the investment in ARCHION that is not held for sale, amounting to €297 million. These effects were partially offset by a bargain purchase gain of €51 million as part of the initial recognition resulting from the acquisition of the shares at a price below the provisionally determined fair value of the identifiable net assets acquired.

EBIT amounted to €652 million in the first half of 2026 (Q1-2 2025: €1,399 million) and was significantly below that of the same half in the prior year.

In the first half of 2026, an expense of €424 million (Q1-2 2025: expense of €443 million) was recognized under **income taxes**. The effective tax rate was significantly higher than the previous year’s figure at 60.5% (Q1-2 2025: 30.8%). In the first half of 2026, non-tax-deductible impairments on investments in Amplify and ARCHION had an increasing impact on the effective tax rate.

The **net profit from continuing operations after tax** amounted to €277 million in the first half of 2026 (Q1-2 2025: €994 million).

The **net profit from discontinued operations after tax** amounted to €1,385 million (Q1-2 2025: €114 million) and resulted in particular from the deconsolidation of Mitsubishi Fuso and its fully consolidated subsidiaries in the second quarter of 2026.

Net profit of €1,662 million for the first half of 2026 was significantly above the prior year’s level (Q1-2 2025: €1,108 million). Of the net profit, €31 million (Q1-2 2025: €61 million) was attributable to **non-controlling interests**.

The share of **net profit attributable to shareholders of Daimler Truck Holding AG** amounted to €1,631 million (Q1-2 2025: €1,047 million). Of this, €258 million (Q1-2 2025: €947 million) was attributable to **continuing operations** and €1,373 million (Q1-2 2025: €100 million) to **discontinued operations**.

Earnings per share amounted to €2.14 (Q1-2 2025: €1.35), of which €0.34 (Q1-2 2025: €1.22) from **continuing operations** and €1.80 (Q1-2 2025: €0.13) from **discontinued operations**.

The calculation of earnings per share (basic) is based on an average number of outstanding shares of 764 million (Q1-2 2025: 773 million).

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 half of 2026.

Table **A.05** shows the composition of EBIT for the Industrial Business for the first half of 2026.

A.04

Condensed Consolidated Statement of Income for six-month periods ended June 30[1]

	Daimler Truck Group		Industrial Business		Financial Services	
	Q1-2 2026	Q1-2 2025	**Q1-2 2026**	Q1-2 2025	**Q1-2 2026**	Q1-2 2025
In millions of euros						
Revenue	**22,273**	23,182	**20,559**	21,438	**1,715**	1,744
Cost of sales	**-18,313**	-18,575	**-16,876**	-17,066	**-1,438**	-1,510
Gross profit	**3,960**	4,607	**3,683**	4,372	**277**	234
Selling expenses	**-1,179**	-1,203	**-1,106**	-1,136	**-73**	-68
General administrative expenses	**-689**	-987	**-583**	-875	**-106**	-112
Research and non-capitalized development costs	**-921**	-1,205	**-921**	-1,205	**–**	–
Other operating income/expense	**3**	258	**5**	242	**-2**	15
Profit/loss on equity-method investments, net	**-498**	-67	**-501**	-69	**3**	2
Other financial income/expense, net	**-24**	-2	**-21**	–	**-3**	-2
EBIT	**652**	1,399	**555**	1,329	**97**	70
Interest income/expense, net	**50**	38	**51**	39	**-1**	-1
Profit from continuing operations, before income taxes	**702**	1,437	**606**	1,368	**96**	69
Income taxes	**-424**	-443	**-389**	-424	**-36**	-20
Net profit from continuing operations, after tax	**277**	994	**217**	944	**60**	50
Net profit from discontinued operations, after tax	**1,385**	114	**1,385**	114	**–**	–
Net profit	**1,662**	1,108	**1,602**	1,059	**60**	50
thereof attributable to non-controlling interests	**31**	61	**31**	61	**–**	0
thereof attributable to the shareholders of Daimler Truck Holding AG	**1,631**	1,047	**1,571**	997	**60**	50
of which from continuing operations	**258**	947	**198**	897	**60**	50
of which from discontinued activities	**1,373**	100	**1,373**	100	**–**	–
Earnings per share (in euros) based on profit attributable to the shareholders of Daimler Truck Holding AG						
Basic and diluted	**2.14**	1.35				
of which from continuing operations	**0.34**	1.22				
of which from discontinued activities	**1.80**	0.13				
EBIT	**652**	1,399	**555**	1,329	**97**	70
Legal proceedings (and related measures)	**–**	–	**–**	–	**–**	–
Restructuring measures	**–**	346	**–**	339	**–**	6
M&A-related matters	**684**	138	**684**	136	**–**	2
Other	**–**	218	**–**	218	**–**	–
Adjusted EBIT	**1,336**	2,100	**1,239**	2,022	**97**	79
Return on sales/return on equity (in %)	**2.9**	6.0	**2.7**	6.2	**6.3**	4.7
Adjusted return on sales/return on equity (in %)[2]	**6.0**	9.1	**6.0**	9.4	**6.3**	5.2

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.05

EBIT of the Industrial Business for six-month periods ended June 30

	Industrial Business		Trucks North America		Mercedes-Benz Trucks		Daimler Buses		Reconciliation	
	Q1-2 2026	Q1-2 2025	Q1-2 2026	Q1-2 2025	Q1-2 2026	Q1-2 2025	Q1-2 2026	Q1-2 2025	Q1-2 2026	Q1-2 2025
In millions of euros										
Revenue	20,559	21,438	9,021	10,492	9,923	9,235	2,800	2,802	-1,184	-1,091
Cost of sales	-16,876	-17,066	-7,710	-8,344	-8,060	-7,566	-2,198	-2,223	1,092	1,067
Gross profit	3,683	4,372	1,310	2,148	1,863	1,669	602	579	-92	-24
Selling expenses	-1,106	-1,136	-199	-196	-772	-822	-154	-143	20	25
General administrative expenses	-583	-875	-181	-246	-281	-420	-101	-99	-20	-110
Research and non-capitalized development costs	-921	-1,205	-292	-465	-406	-501	-101	-97	-122	-143
Other income/expense	-518	173	-193	35	132	119	11	30	-468	-11
EBIT	555	1,329	445	1,276	536	45	257	271	-682	-263
Legal proceedings (and related measures)	–	–	–	–	–	–	–	–	–	–
Restructuring measures	–	339	–	–	–	339	–	–	–	–
M&A-related matters	684	136	199	10	14	67	–	2	471	57
Other	–	218	–	148	–	70	–	–	–	–
Adjusted EBIT	1,239	2,022	644	1,434	550	521	257	273	-211	-206
Return on sales (in %)	2.7	6.2	4.9	12.2	5.4	0.5	9.2	9.7	–	–
Adjusted return on sales (in %)	6.0	9.4	7.1	13.7	5.5	5.6	9.2	9.7	–	–

The EBIT in **reconciliation** was -€682 million (Q1-2 2025: -€263 million). The adjustments of €471 million (Q1-2 2025: €57 million) in the first half of 2026 relate in particular to impairments recognized in respect of the investment in ARCHION and, conversely, to income from the acquisition of the ARCHION shares (M&A-related matters).

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

Segment	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services
Key factors	– Higher material and manufacturing costs, especially due to the introduction of tariffs – Significantly lower unit sales – Negative effects from sales mix + Expenses incurred in the prior year in connection with the derecognition of capitalized development costs not repeated + Improved pricing	+ Expenses incurred in the prior year under the “Cost Down Europe” program not repeated + Significantly higher unit sales + Positive effects from sales mix + Expenses incurred in the prior year in connection with the derecognition of capitalized development costs not repeated – Negative effects from pricing – Unfavorable ramp-up effects in the aftersales business in Europe (Halberstadt, Germany)	– Inflation-related increase in manufacturing costs – Significantly lower unit sales in Mexico and Latin America + Improved pricing + Favorable effects from exchange rates	+ Significantly reduced net charges for credit risk provisions + Favorable effects due to increased interest margin – Unfavorable effects from exchange rates
Adjustments[1]	• Expenses related to an impairment of the at-equity result of Amplify of €199 million (Q1-2 2025: €0 million). Expenses in connection with the spin-off from Mercedes-Benz Group AG incurred in the prior half year (Q1-2 2025: €10 million). (M&A-related matters) • Expenses in connection with the derecognition of capitalized development costs incurred in the prior half year (Q1-2 2025: €148 million). (other)	• Expenses related to the China business amounting to €14 million (Q1-2 2025: €12 million). Expenses related to the spin-off from Mercedes-Benz Group AG incurred in the prior half year (Q1-2 2025: €54 million). (M&A-related matters) • Expenses related to “Cost Down Europe” incurred in the prior half year (Q1-2 2025: €339 million). (restructuring measures) • Expenses in connection with the derecognition of capitalized development costs incurred in the prior half year (Q1-2 2025: €70 million). (other)	• Expenses in connection with the spin-off from Mercedes-Benz Group AG incurred in the prior half year (Q1-2 2025: €2 million). (M&A-related matters)	• Expenses related to the transformation and restructuring program in North America incurred in the prior half year (Q1-2 2025: €6 million). (restructuring measures) • Expenses related to the acquisition of the Financial Services business incurred in the prior half year (Q1-2 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.

Return on capital employed of the Industrial Business in the first half 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 W 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 38.8% in the first half of 2026 (Q1-2 2025: 28.6%). The increase compared to the same period of the previous year resulted mainly from the higher EBIT, which in particular stemmed from the discontinued activities 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 half of 2026 is presented in the following table.

A.06

Return on capital employed of the Industrial Business for six-month periods ended June 30

	Q1-2 2026	Q1-2 2025	% Change
In millions of euros			
EBIT from continuing operations	555	1,329	-58
EBIT from discontinued operations	1,460	175	+733
EBIT from continuing and discontinued operations	2,015	1,504	+34
Intangible assets	2,801	2,944	-5
Property, plant and equipment	7,051	7,943	-11
Inventories	8,585	9,355	-8
Trade receivables	3,413	3,878	-12
Other assets	5,771	4,774	+21
Operating assets[1,2]	27,621	28,894	-4
Trade payables	4,751	4,718	+1
Other liabilities	12,859	13,508	-5
Operating liabilities[1,2]	17,609	18,226	-3
Operating net assets[1,2]	10,012	10,668	-6
Average operating net assets	10,400	10,502	-1
Return on capital employed (in %)	38.8	28.6	–

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 €0.7 billion in the first half of 2026 (Q1-2 2025: €1.3 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 half 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. At the same time, the higher volume led to an increase in trade payables, which 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 the impairment of the at-equity associated companies ARCHION Corporation (ARCHION) and Amplify Cell Technologies LLC, as well as the impairment of the shares in ARCHION held for sale.

The changes in other operating assets and liabilities include negative effects, particularly from the reduction in personnel and social provisions, in pension provisions, 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 €0.9 billion (Q1-2 2025: cash outflow €0.3 billion). The change in the first half 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 held in Mitsubishi Fuso in amount of €0.3 billion.

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

Cash flows from financing activities **A.07** resulted in a cash outflow of €2.2 billion (Q1-2 2025: €0.1 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 €0.2 billion and the repayment of bonds and external financing liabilities.

On the other hand, cash inflows in the first half of 2026 resulted from borrowings on international money and capital markets in the amount of €1.2 billion (Q1-2 2025: €4.0 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	
	Q1-2 2026	Q1-2 2025	Q1-2 2026	Q1-2 2025	Q1-2 2026	Q1-2 2025
In millions of euros						
Cash and cash equivalents at beginning of period	8,648	6,553	8,348	6,363	300	189
Profit before income taxes from continuing and discontinued operations[2]	2,159	1,607	2,063	1,538	96	69
Depreciation and amortization/impairments	510	569	499	558	11	11
Other non-cash expense and income and gains/losses on disposals of assets	-485	225	-509	227	24	-2
Change in operating assets and liabilities						
Inventories	-1,466	-894	-1,459	-941	-6	47
Trade receivables	-24	-155	26	-274	-50	120
Trade payables	823	457	831	451	-8	6
Receivables from financial services	-45	348	-18	-12	-28	359
Vehicles on operating leases	-17	148	155	201	-172	-53
Other operating assets and liabilities[2]	-490	-473	-666	-490	177	18
Income taxes paid	-245	-569	-189	-515	-56	-54
Cash flows from operating activities	721	1,263	734	743	-12	520
Additions to property, plant and equipment and intangible assets	-487	-553	-479	-545	-8	-9
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	-84	-98	-84	-98	–	–
Acquisitions and disposal of marketable debt securities and similar investments	360	204	364	206	-4	-3
Other	-18	170	-23	167	5	3
Cash flows from investing activities	949	-278	956	-269	-7	-9
Change in financing liabilities	-507	2,023	-303	1,334	-204	689
Acquisition of treasury shares	-214	-532	-214	-532	–	–
Dividend paid to shareholders of Daimler Truck Holding AG	-1,451	-1,462	-1,451	-1,462	–	–
Dividends paid to non-controlling interests	-47	-138	-47	-138	–	–
Internal equity and financing transactions	–	–	-188	1,129	188	-1,129
Cash flows from financing activities	-2,219	-110	-2,202	330	-16	-440
Effect of foreign exchange-rate changes on cash and cash equivalents	146	-489	137	-477	9	-12
Cash and cash equivalents at end of period	8,245	6,939	7,971	6,690	274	249

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.

2 Profit before income taxes from continuing and discontinued operations and other operating assets and liabilities for Industrial Business have been adjusted due to an insignificant error.

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 w www.daimlertruck.com/en/investors/reports/financial-reports.

In the first half of 2026, the **free cash flow of the Industrial Business** resulted in a cash inflow of €1.3 billion (Q1-2 2025: cash inflow of €53 million). The increase in the first half 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
+ lower income tax payments
+ stable trade receivables compared to the increase in the prior year period due to lower revenue in the first half of 2026
- significantly lower profit before income taxes from Trucks North America due to the lower unit sales in the US Market
- a significant increase in inventories due to a build-up arising from higher order intake
- cash outflow arising from the deconsolidation of Mitsubishi Fuso

In the first half of 2026, a cash conversion rate of 0.8 was achieved for the Industrial Business of the Daimler Truck Group. This is higher than the first half of 2025, which was 0.0.

A.08
Free cash flow of the Industrial Business

In millions of euros	Q2 2026	Q2 2025	Change	Q1-2 2026	Q1-2 2025	Change
Cash flows from operating activities	938	350	+588	734	743	-10
Cash flows from investing activities	1,388	1,153	+235	956	-269	+1,225
Change in marketable debt securities and similar investments	-565	-1,303	+738	-364	-206	-157
Right-of-use assets	-21	-58	+37	-99	-93	-6
Other adjustments	22	-123	+144	91	-122	+213
Free cash flow of the Industrial Business	1,762	20	+1,742	1,318	53	+1,265
Net profit of the Group	1,468	310	+1,158	1,662	1,108	+554
Cash conversion rate[1]	1.2	0.1		0.8	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 by €0.7 billion to €8.3 billion in the first half of 2026. The increase was mainly attributable to the positive free cash flow of the Industrial Business of €1.3 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 €0.2 billion. Furthermore, the derecognition of financing liabilities in amount of €1.0 billion related to the disposal of Mitsubishi Fuso's discontinued operations resulted in an improvement in net liquidity.

The free cash flow of the Industrial Business in the second quarter of 2026 was significantly positively affected by the total cash inflow of €1.4 billion arising from the integration of Mitsubishi Fuso into the newly established holding company ARCHION. This was offset by the outflow of Mitsubishi Fuso's cash and cash equivalents of €0.3 billion.

A.09
Net liquidity of the Industrial Business

In millions of euros	Jun. 30, 2026	Dec. 31, 2025	Change
Cash and cash equivalents	7,971	8,348	-376
Marketable debt securities and similar investments	2,437	2,679	-242
Gross liquidity	10,408	11,026	-618
Financing liabilities	-1,876	-3,245	+1,369
Market valuation and currency hedges for financing liabilities	-191	-111	-80
Financing liabilities (nominal)	-2,067	-3,356	+1,289
Net liquidity	8,342	7,670	+671

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 €18.6 billion.

A.10

Net debt of the Daimler Truck Group

In millions of euros	Jun. 30, 2026	Dec. 31, 2025	Change
Cash and cash equivalents	8,245	8,648	-403
Marketable debt securities and similar investments	2,491	2,725	-234
Gross Liquidity	10,736	11,373	-637
Financing liabilities	-29,136	-29,749	+613
Market valuation and currency hedges for financing liabilities	-192	-112	-80
Financing liabilities (nominal)	-29,327	-29,860	+533
Net debt	-18,591	-18,488	-103

Refinancing

In the first half of 2026, the Daimler Truck Group successfully issued **bonds** on the international money and capital markets of €1.2 billion. In the second 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 €72.6 billion and were at the prior year level (December 31, 2025: €72.5 billion). Positive foreign exchange effects of €1.5 billion are included; excluding exchange rate effects, a decrease of €1.4 billion was recorded. Of the total assets, €31.9 billion related to Financial Services (December 31, 2025: €30.9 billion).

Current assets represented 54.1% of total assets and remained at the prior year level (December 31, 2025: 56.0%). At 31.8%, current liabilities as a proportion of the total equity and liabilities were similar to the prior year (December 31, 2025: 30.5%). 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. To achieve the targeted shareholding of 25%, Daimler Truck resolved to dispose of shares in ARCHION. The shares designated for disposal have been classified as held for sale since April 01, 2026. As of June 30, 2026 the carrying amount of the relevant shares amounts to €679 million. This includes a special item of €222 million from an impairment recognized in the second quarter of 2026.

Further detailed information is included in E 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	
	Jun. 30, 2026	Dec. 31, 2025	**Jun. 30, 2026**	Dec. 31, 2025	**Jun. 30, 2026**	Dec. 31, 2025
In millions of euros						
Assets						
Intangible assets	**2,852**	2,771	**2,801**	2,720	**51**	51
Property, plant and equipment	**7,125**	6,991	**7,051**	6,939	**74**	52
Equipment on operating leases	**4,213**	4,117	**2,902**	2,902	**1,311**	1,215
Receivables from financial services	**27,028**	26,109	**-8**	-10	**27,036**	26,119
Equity-method investments	**1,804**	896	**1,792**	888	**12**	9
Inventories	**8,665**	7,209	**8,585**	7,136	**80**	73
Trade receivables	**3,902**	3,652	**3,413**	3,248	**490**	404
Cash and cash equivalents	**8,245**	8,550	**7,971**	8,249	**274**	300
Marketable debt securities and similar investments	**2,491**	2,725	**2,437**	2,679	**54**	46
thereof current	**2,375**	2,630	**2,375**	2,630	**–**	–
thereof non-current	**116**	95	**62**	49	**54**	46
Other financial assets	**1,321**	1,733	**88**	455	**1,232**	1,278
Other assets	**4,307**	4,299	**3,006**	2,961	**1,301**	1,338
Assets held for sale	**679**	3,478	**679**	3,478	**–**	–
Total	**72,632**	72,530	**40,718**	41,646	**31,914**	30,884
Equity and liabilities						
Equity	**22,938**	22,068	**19,783**	19,103	**3,155**	2,965
Provisions	**5,797**	5,984	**5,647**	5,835	**150**	148
Financing liabilities	**29,136**	29,194	**1,876**	2,690	**27,260**	26,504
thereof current	**10,312**	8,767	**-5,258**	-5,988	**15,570**	14,755
thereof non-current	**18,824**	20,426	**7,134**	8,677	**11,690**	11,749
Trade payables	**4,888**	3,794	**4,751**	3,671	**137**	122
Other financial liabilities	**3,860**	3,797	**3,051**	3,044	**808**	753
Contract and refund liabilities	**4,054**	4,015	**4,052**	4,014	**1**	1
Other liabilities	**1,959**	2,079	**1,557**	1,688	**403**	390
Liabilities related to assets held for sale	**–**	1,600	**–**	1,600	**–**	–
Total	**72,632**	72,530	**40,718**	41,646	**31,914**	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 €80 million in the first half of 2026 (Q1-2 2025: €166 million) which represents a share of 8.0% (Q1-2 2025: 12.1%) in the Group's total research and development activities. The additions to capitalized development costs primarily resulted from several product and technology projects in the area of locally CO_2e-free transport.

Property, plant and equipment (including right-of-use assets) amounted to €7.1 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 €359 million in the first half of 2026 (Q1-2 2025: €345 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 include investments in new technologies, e-mobility, digitalization and infrastructure improvements. In the first half of 2026, the German sites accounted for investments in property, plant and equipment of €151 million (Q1-2 2025: €156 million).

Equipment on operating leases and **receivables from financial services** were at prior year level of €31.2 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 and Latin American region. The share of the leasing and sales financing business of 43.0% of total assets was at the prior year level (December 31, 2025: 41.7%).

The **equity-method investments** amounted to €1.8 billion as of June 30, 2026 and were therefore significantly above the prior year level of €0.9 billion. The increase was primarily attributable to the deconsolidation of Mitsubishi Fuso effective April 01, 2026, and the subsequent accounting of the investment in ARCHION using the equity method. The carrying amount of the investment in ARCHION amounted to €1.1 billion as of June 30, 2026. This included an impairment loss of €297 million recognized in the second quarter of 2026. In addition, capital contributions to the joint venture cellcentric GmbH & Co. KG (cellcentric) of €150 million in the second quarter of 2026 (Q2 2025: €70 million) resulted in an increase of €75 million (Q2 2025: €35 million) in Daimler Truck Group's carrying amount of equity-accounted investments. Offsetting effects resulted from the at-equity earnings from Amplify Cell Technologies LLC (Amplify), which were negatively impacted by an impairment loss of €199 million recognized in the first quarter of 2026.

The increase in **Inventories** from €7.2 billion at December 31, 2025 to €8.7 billion at June 30, 2026 is mainly attributable to a increase in raw materials, work in progress and finished goods as a result of higher order intake and the associated increase in production in the first half of 2026.

Cash and cash equivalents decreased by €0.3 billion to €8.2 billion as of June 30, 2026 (December 31, 2025: €8.5 billion). Cash inflows resulted from the integration of Mitsubishi Fuso into the newly established holding company ARCHION in the amount of €1.4 billion as well as from positive cash flow from operating activities. These inflows were primarily offset by the dividend paid to the shareholders of Daimler Truck Holding AG of €1.5 billion, the repayment of financing liabilities, the cash outflows from Mitsubishi Fuso of €0.3 billion and payments related to the ongoing share buyback program.

The **marketable debt securities and similar investments** amounted to €2.5 billion and were slightly below the prior year level (December 31, 2025: €2.7 billion). The decrease was mainly attributable to Daimler Truck Group's liquidity management.

Equity and liabilities

The Group's **equity** of €22.9 billion was on prior year level (December 31, 2025: €22.1 billion). The main positive effects resulted from the Group's net profit of €1.7 billion, the deconsolidation of the Mitsubishi Fuso Group amounting to €0.4 billion and currency translation effects of €0.3 billion. These effects 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 €0.2 billion.

Compared with year-end 2025, total assets changed by 0.1% and equity by 4%. The Group's **equity ratio** amounted to 31.6% (December 31, 2025: 30.4%); while the equity ratio for the Industrial Business was 48.6% (December 31, 2025: 45.9%).

Provisions amounted to €5.8 billion and were at the prior year level (December 31, 2025: €6.0 billion). Within provisions for personnel and social obligations, utilizations were recorded primarily in relation to the long-term variable compensation component, bonuses, and profit-sharing payments.

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 half of 2026, bonds to the value of €1.2 billion were issued on the international money and 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 €1.6 billion.

Trade payables of €4.9 billion were 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 in the first half of 2026 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".

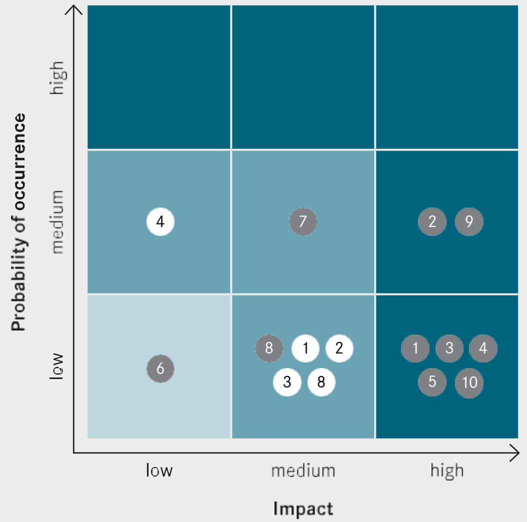
Matters that do not exceed this materiality threshold at the time of preparation, but which management considers relevant to the addressee of the Interim Report due to their public perception or extraordinary nature, may also be reported.

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 the opportunities on the procurement side are assessed as “medium” in their impact compared to December 31, 2025, which is 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 “medium” 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. Daimler Truck AG and Toyota Corporation each intend to hold a 25% stake in the new holding company. The participation is subject to share price fluctuations, which could affect the 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, additional impacts may occur.

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 have changed to a potential impact of “medium” and a “low” probability of occurrence. For financial opportunities, the assessment of the potential impact has changed from “high” to “medium”.

Outlook

Integration of Mitsubishi Fuso und 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. Daimler Truck AG and Toyota Corporation each intend to hold a 25% stake in the new holding company. 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.

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, 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 reduction of our stake in ARCHION 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 US 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). On February 20, 2026, the United States Supreme Court ruled that the tariffs imposed under the International Emergency Economic Powers Act (IEEPA) were unlawful. The U.S. Department of Commerce has approved Daimler Truck’s application for recognition of U.S. value-added content, effective November 01, 2025. Based on this decision, the outlook for the 2026 financial year has been raised at Group level, for the Industrial Business, and the Trucks North America segment.

Depending on the outcome of the still ongoing discussions with our partner regarding our China business, additional impacts may occur during the outlook period.

Our outlook is based on the assumption that ongoing, though limited, geopolitical tensions related to the Iran conflict remain, which primarily affect the oil and gas sectors. Significant deviations from this scenario - whether due to a swift diplomatic resolution or a significant escalation with far-reaching consequences for global supply chains and energy markets - are not factored into the current assessment.

The world economy
Depending on the further course of the conflict in the Middle East real economic developments could be affected to varying degrees. 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 USA economy to grow by 2.0%. 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. Interest rate cuts by the Fed appear unlikely at this time.

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 2.5% in 2026. The eurozone's economic output is expected to grow by 0.5% 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 Reported	2026 Outlook in 2025 Combined Management Report	Q1 2026 Updated outlook for 2026	Q2 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.	Due to updated US tariff regulations and higher expected unit sales for Trucks North America
Industrial Business					
Unit Sales[2] - in thousands of units -	315	330 to 360	–	340 to 370	In line with the explanation regarding the increase in adjusted EBIT
Revenue	€42.1 bn.	€42 bn. to €46 bn.	–	€43 bn. to €47 bn.	In line with the explanation regarding the increase in adjusted EBIT
Adjusted return on sales	7.9%	6% to 8%	–	7% to 9%	In line with the explanation regarding the increase in adjusted EBIT
Free cash flow[3]	€1.8 bn.	€2.7 bn. to €3.2 bn.	–	€3.0 bn. to €3.5 bn.	In line with the explanation regarding the increase in adjusted EBIT
Trucks North America					
Unit sales - in thousands of units -	142	150 to 170	–	160 to 180	In line with the explanation regarding the increase in adjusted EBIT
Adjusted return on sales	10.7%	6% to 8%	–	9% to 11%	In line with the explanation regarding the increase in adjusted EBIT
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	Due to the ongoing weak market situation in Latin America and Mexico
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 activities.

Condensed Interim Consolidated Financial Statements

Consolidated Statement of Income

B.01

	Note	Q2 2026	Q2 2025	Q1-2 2026	Q1-2 2025
In millions of euros					
Revenue	3	12,292	11,674	22,273	23,182
Cost of sales		-10,102	-9,543	-18,313	-18,575
Gross profit		2,191	2,131	3,960	4,607
Selling expenses		-599	-582	-1,179	-1,203
General administrative expenses	4	-343	-518	-689	-987
Research and non-capitalized development costs	4	-481	-727	-921	-1,205
Other operating income	5	132	225	304	371
Other operating expense	5	-254	-77	-301	-114
Profit/loss on equity-method investments, net	9	-260	-38	-498	-67
Other financial income/expense, net		-26	-19	-24	-2
Earnings before interest and taxes (EBIT)	18	360	396	652	1,399
Interest income		106	90	201	197
Interest expense		-73	-82	-151	-159
Profit from continuing operations, before income taxes		394	403	702	1,437
Income taxes	6	-266	-158	-424	-443
Net profit from continuing operations, after tax		128	245	277	994
Net profit from discontinued operations, after tax	2	1,340	65	1,385	114
Net profit		1,468	310	1,662	1,108
thereof attributable to non-controlling interests		11	33	31	61
thereof attributable to shareholders of Daimler Truck Holding AG		1,457	277	1,631	1,047
thereof from continuing operations		117	219	258	947
thereof from discontinued operations		1,340	57	1,373	100
Earnings per share (in euros) for profit attributable to shareholders of Daimler Truck Holding AG					
Basic and diluted		1.91	0.36	2.14	1.35
thereof from continuing operations		0.15	0.29	0.34	1.22
thereof from discontinued operations		1.76	0.07	1.80	0.13

Consolidated Statement of Comprehensive Income

B.02

	Q2 2026	Q2 2025	**Q1-2 2026**	Q1-2 2025
In millions of euros				
Net profit	**1,468**	310	**1,662**	1,108
Gains/losses on currency translation	**757**	-593	**1,058**	-1,091
Gains/losses on debt instruments	**–**	-2	**1**	-1
Gains/losses on derivative financial instruments	**-132**	44	**-133**	62
Items that may be reclassified to profit/loss	**625**	-551	**925**	-1,030
Gains/losses on equity instruments	**-29**	-1	**-23**	19
Actuarial gains/losses from pensions and similar obligations	**132**	108	**114**	287
Items that will not be reclassified to profit/loss	**103**	107	**91**	306
Other comprehensive income/loss, net of taxes	**728**	-444	**1,016**	-724
thereof loss attributable to non-controlling interests, net of taxes	**–**	-9	**1**	-8
thereof income/loss attributable to shareholders of Daimler Truck Holding AG, net of taxes	**728**	-435	**1,015**	-716
Total comprehensive income	**2,196**	-134	**2,678**	384
thereof income attributable to non-controlling interests	**11**	24	**32**	53
thereof income attributable to shareholders of Daimler Truck Holding AG	**2,185**	-159	**2,647**	331

Consolidated Statement of Financial Position

B.03

In millions of euros	Note	Jun. 30, 2026	Dec. 31, 2025
Assets			
Intangible assets	7	2,852	2,771
Property, plant and equipment	8	7,125	6,991
Equipment on operating leases		4,213	4,117
Equity-method investments	9	1,804	896
Receivables from financial services	10	13,845	13,491
Marketable debt securities and similar investments		116	95
Other financial assets		512	596
Deferred tax assets		2,115	2,229
Long-term trade receivables		19	11
Other assets		728	687
Total non-current assets		33,328	31,884
Inventories	11	8,665	7,209
Trade receivables		3,883	3,641
Receivables from financial services	10	13,183	12,618
Cash and cash equivalents		8,245	8,550
Marketable debt securities and similar investments		2,375	2,630
Other financial assets		809	1,137
Other assets		1,464	1,383
Assets held for sale	2	679	3,478
Total current assets		39,304	40,646
Total assets		72,632	72,530

In millions of euros	Note	Jun. 30, 2026	Dec. 31, 2025
Equity and liabilities			
Share capital		766	766
Capital reserves		14,334	14,334
Retained earnings		9,583	9,244
Other reserves		-2,112	-2,792
Equity attributable to shareholders		22,571	21,552
Non-controlling interests		368	517
Total equity	12	22,938	22,068
Provisions for pensions and similar obligations	13	867	908
Provisions for other risks	14	2,837	2,861
Financing liabilities	15	18,824	20,426
Other financial liabilities		1,127	1,280
Deferred tax liabilities		128	42
Deferred income		597	663
Contract and refund liabilities		2,068	2,014
Other liabilities		130	135
Total non-current liabilities		26,578	28,328
Trade payables		4,888	3,794
Provisions for other risks	14	2,093	2,215
Financing liabilities	15	10,312	8,767
Other financial liabilities		2,732	2,516
Deferred income		343	379
Contract and refund liabilities		1,986	2,002
Other liabilities		762	861
Liabilities related to assets held for sale	2	–	1,600
Total current liabilities		23,116	22,133
Total equity and liabilities		72,632	72,530

Consolidated Statement of Cash Flows[1]

B.04

In millions of euros	**Q1-2 2026**	Q1-2 2025
Profit before income taxes from continuing and discontinued operations	**2,159**	1,607
Depreciation and amortization/impairments	**510**	569
Other non-cash expense and income	**-467**	257
Gains (-)/losses (+) on disposals of assets	**-18**	-32
Change in operating assets and liabilities		
Inventories	**-1,466**	-894
Trade receivables	**-24**	-155
Trade payables	**823**	457
Receivables from financial services	**-45**	348
Vehicles on operating leases	**-17**	148
Other operating assets and liabilities	**-490**	-473
Income taxes paid	**-245**	-569
Cash flows from operating activities	**721**	1,263
Additions to property, plant and equipment	**-379**	-351
Additions to intangible assets	**-108**	-203
Proceeds from disposals of property, plant and equipment and intangible assets	**27**	63
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**	71
Investments in shareholdings	**-112**	-169
Acquisition of marketable debt securities and similar investments	**-1,072**	-1,401
Proceeds from sales of marketable debt securities and similar investments	**1,433**	1,605
Other	**-46**	107
Cash flows from investing activities	**949**	-278
Change in financing liabilities	**-507**	2,023
Acquisition of treasury shares	**-214**	-532
Dividend paid to shareholders of Daimler Truck Holding AG	**-1,451**	-1,462
Dividends paid to non-controlling interests	**-47**	-138
Cash flows from financing activities	**-2,219**	-110
Effect of foreign exchange-rate changes on cash and cash equivalents	**146**	-489
Net decrease in cash and cash equivalents	**-402**	386
Cash and cash equivalents at beginning of period	**8,648**	6,553
Cash and cash equivalents at end of period	**8,245**	6,939

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

	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**
In millions of euros										
Balance at January 01, 2025	792	14,308	9,211	-1,703	-16	-26	-360	22,205	645	22,850
Net profit	–	–	1,047	–	–	–	–	1,047	61	1,108
Other comprehensive income after taxes	–	–	287	-1,082	16	62	–	-717	-8	-725
Total comprehensive income	–	–	1,334	-1,082	16	62	–	330	53	383
Dividends	–	–	-1,462	–	–	–	–	-1,462	-121	-1,583
Acquisition of treasury shares	–	–	-13	–	–	–	-559	-572	–	-572
Other changes	–	–	-11	–	–	–	–	-11	17	6
Balance at June 30, 2025	**792**	**14,308**	**9,060**	**-2,785**	**–**	**36**	**-919**	**20,492**	**594**	**21,086**
Balance at January 01, 2026	**766**	**14,334**	**9,244**	**-2,947**	**8**	**147**	**–**	**21,552**	**517**	**22,068**
Net profit	**–**	**–**	**1,631**	**–**	**–**	**–**	**–**	**1,631**	**31**	**1,662**
Other comprehensive income after taxes	**–**	**–**	**114**	**342**	**4**	**-11**	**–**	**448**	**1**	**449**
Total comprehensive income	**–**	**–**	**1,746**	**342**	**4**	**-11**	**–**	**2,080**	**32**	**2,111**
Dividends	**–**	**–**	**-1,451**	**–**	**–**	**–**	**–**	**-1,451**	**-47**	**-1,498**
Changes from deconsolidation of the Mitsubishi Fuso subgroup[2]	**–**	**–**	**46**	**716**	**-27**	**-122**	**–**	**614**	**-187**	**426**
Acquisition of treasury shares	**–**	**–**	**-36**	**–**	**–**	**–**	**-221**	**-258**	**–**	**-258**
Changes in the scope of consolidation	**–**	**–**	**-51**	**–**	**–**	**–**	**–**	**-51**	**51**	**–**
Other changes	**–**	**–**	**86**	**–**	**–**	**–**	**–**	**86**	**2**	**88**
Balance at June 30, 2026	**766**	**14,334**	**9,583**	**-1,890**	**-15**	**14**	**-221**	**22,571**	**368**	**22,938**

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 activities 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 August 06, 2026. The Interim Financial Statements have been reviewed by the Group’s auditors.

In the opinion of the 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 adopted

The expected impact 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 currently evaluating the expected 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. 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 assessing whether the prerequisites for the existence of a specific “customer financing” main business activity are met.

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 flow 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 cashflow 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. As of June 30, 2026, Daimler Truck AG held a 41.4% equity interest in ARCHION. To achieve the targeted shareholding of 25%, Daimler Truck resolved to dispose of additional shares in ARCHION. The shares designated for disposal have been classified as held for sale since April 01, 2026.

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.

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 placed 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 portion of the investment in ARCHION that is not classified as held for sale has been accounted for using the equity method since April 01, 2026. Further information can be found in E Note 9. Equity-method investments.

In the consolidated statement of cash flows, the cash flows of the ongoing business of Mitsubishi Fuso Group are presented as part of discontinued operations up to the effective date of the transaction.

Assets and liabilities held for sale

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
thereof 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.

Planned sale of shares in ARCHION Corporation
The Board of Management of Daimler Truck Group, with the approval of the Supervisory Board, decided to sell a portion of the shares held in ARCHION, thereby reducing the shareholding to 25%. The criteria for classification as assets held for sale have been met since April 01, 2026. Accordingly, the respective shares in ARCHION are presented as held for sale in the consolidated statement of financial position.

As a result of the classification as assets held for sale, the respective shares were measured at fair value less costs to sell and an impairment loss was recognized. Further information is provided in E Note 5. Other operating income and expense.

As of June 30, 2026, the carrying amount of the shares classified as held for sale amounts to €679 million. Further information on the disposal of shares completed after the reporting date is provided in E Note 20. Events after the reporting period.

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	Q1-2 2026	Q1-2 2025
Revenues	933	1,887
Cost of sales	-695	-1,397
Gross profit	238	489
Selling expenses	-91	-216
General administrative expenses	-27	-31
Research and non-capitalized development costs	-22	-46
Other operating income	1,368	-17
Other operating expense	-6	-6
Profit/loss on equity-method investments, net	–	2
Other financial income/expense, net	–	-1
Earnings before interest and taxes (EBIT)	1,460	175
Interest result	-3	-5
Ordinary income from discontinued operations, before taxes	1,457	170
Income tax expense/ income	-73	-56
Ordinary income from discontinued operations, after tax	1,385	114
thereof profit/loss of the ongoing business of discontinued operations, before taxes	57	170
Income taxes on profit/loss of the ongoing business	-10	-56
thereof profit/loss of the ongoing business of discontinued operations, after income taxes	47	114
thereof gain on sale of discontinued operations, before taxes	1,400	–
Income taxes on gain on sale	-62	–
thereof 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 (Q1–2 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.

B.08
Reconciliation to profit before income taxes from continuing and discontinued operations

In millions of euros	Q1-2 2026	Q1-2 2025
Profit/loss before income taxes from continuing operations	702	1,437
Profit/loss before income taxes from discontinued operations	1,457	170
Profit/loss before income taxes from continuing and discontinued operations	2,159	1,607

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.09
Cash flows from continuing and discontinued operations

In millions of euros	Q1-2 2026 Cash flow from discontinued operations	Q1-2 2026 Cash flow from continuing operations	Q1-2 2026 Cash flow total	Q1-2 2025 Cash flow from discontinued operations	Q1-2 2025 Cash flow from continuing operations	Q1-2 2025 Cash flow total
Cash used for/ provided by operating activities	-111	832	721	229	1,034	1,263
Cash used for/ provided by investing activities	9	940	949	32	-310	-278
Cash used for/ provided by financing activities	241	-2,460	-2,219	-302	192	-110

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 E 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 June 30

In millions of euros	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services	Total Segments	Reconciliation[2]	Daimler Truck Group
Q2 2026							
Revenue according to IFRS 15	**5,168**	**5,166**	**1,504**	**48**	**11,887**	**-524**	**11,363**
Europe	**20**	**3,333**	**1,181**	**28**	**4,562**	**-240**	**4,322**
North America	**5,104**	**248**	**72**	**10**	**5,434**	**-239**	**5,194**
Asia	**1**	**484**	**23**	**3**	**510**	**-3**	**507**
Latin America[1]	**35**	**794**	**221**	**3**	**1,052**	**-40**	**1,013**
Other markets	**9**	**308**	**8**	**4**	**329**	**-2**	**327**
Other revenue	**14**	**152**	**52**	**827**	**1,045**	**-116**	**929**
Total revenue	**5,182**	**5,318**	**1,556**	**876**	**12,932**	**-640**	**12,292**
Q2 2025							
Revenue according to IFRS 15	5,082	4,622	1,422	59	11,185	-448	10,736
Europe[3]	14	2,843	973	29	3,858	-182	3,677
North America	5,029	188	215	19	5,452	-187	5,264
Asia	1	568	4	3	576	–	575
Latin America[1]	29	765	213	2	1,009	-63	945
Other markets[3]	9	259	17	5	290	-16	275
Other revenue	4	204	45	794	1,046	-108	938
Total revenue	5,086	4,826	1,467	853	12,231	-557	11,674

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 six-month periods ended June 30

In millions of euros	Trucks North America	Mercedes-Benz Trucks	Daimler Buses	Financial Services	Total Segments	Reconciliation[2]	Daimler Truck Group
Q1-2 2026							
Revenue according to IFRS 15	**8,994**	**9,615**	**2,690**	**94**	**21,394**	**-960**	**20,434**
Europe	**36**	**6,174**	**2,116**	**52**	**8,379**	**-433**	**7,946**
North America	**8,891**	**440**	**116**	**22**	**9,469**	**-438**	**9,031**
Asia	**2**	**992**	**31**	**6**	**1,031**	**-8**	**1,023**
Latin America[1]	**48**	**1,437**	**407**	**6**	**1,897**	**-76**	**1,822**
Other markets	**17**	**572**	**20**	**8**	**618**	**-6**	**612**
Other revenue	**26**	**307**	**110**	**1,620**	**2,065**	**-225**	**1,839**
Total revenue	**9,021**	**9,923**	**2,800**	**1,715**	**23,459**	**-1,186**	**22,273**
Q1-2 2025							
Revenue according to IFRS 15	10,468	8,887	2,689	118	22,161	-896	21,265
Europe[3]	30	5,425	1,936	54	7,445	-329	7,115
North America	10,357	418	290	37	11,102	-414	10,687
Asia	2	1,110	11	6	1,129	-4	1,125
Latin America[1]	45	1,430	428	5	1,907	-122	1,785
Other markets[3]	35	504	24	16	579	-25	553
Other revenue	24	348	113	1,626	2,112	-195	1,917
Total revenue	10,492	9,235	2,802	1,744	24,273	-1,091	23,182

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 comparative period, expenses totaling €339 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.

General administrative expenses

In the second quarter of 2026, general administrative expenses decreased to €343 million (Q2 2025: €518 million) and to €689 million (Q1-2 2025: €987 million) in the first half 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 costs compared to the prior year also had a positive effect.

Research and non-capitalized development costs

In the second quarter of 2026, research and non-capitalized development costs decreased to €481 million (Q2 2025: €727 million), and in the first half of 2026 to €921 million (Q1-2 2025: €1,205 million). In the prior year, 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 US market.

5. Other operating income and expense

Other operating income in the second quarter of 2026 amounted to €132 million (Q2 2025: €225 million) and in the first half of 2026 to €304 million (Q1-2 2025: €371 million).

In the second quarter of 2026 other operating expense amounted to €254 million (Q2 2025: €77 million) and in the first half of 2026 to €301 million (Q1-2 2025: €114 million). This included a special item of €222 million arising from the impairment of the shares in ARCHION held for sale since April 01, 2026. Further information can be found in E Note 2. Discontinued operations and disposed assets and liabilities as well as assets held for sale.

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	Q2 2026	Q2 2025	Q1-2 2026	Q1-2 2025
Income before income taxes	394	403	702	1,437
Income taxes	-266	-158	-424	-443
Effective tax rate	67.5%	39.2%	60.5%	30.8%

In the first and second quarters of 2026, non-tax-deductible impairment losses on investments in Amplify and ARCHION had an increasing effect on the effective tax rate.

7. Intangible assets

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

B.12
Intangible assets

In millions of euros	Jun. 30, 2026	Dec. 31, 2025
Goodwill (acquired)	588	564
Development costs (internally generated)	1,060	1,019
Other intangible assets[1]	1,204	1,188
	2,852	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 €38 million in the second quarter of 2026 (Q2 2025: €77 million) and of €80 million in the first half of 2026 (Q1-2 2025: €166 million). These primarily result from several product and technology projects in the area of locally CO_2e-free transport.

Amortization of capitalized development costs for the second quarter of 2026 amounted to €21 million (Q2 2025: €21 million) and in the first half of 2026 €42 million (Q1-2 2025: €48 million).

8. Property, plant and equipment

Property, plant and equipment as presented in the Consolidated Statement of Financial Position with a carrying amount of €7,125 million at June 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	Jun. 30, 2026	Dec. 31, 2025
Land, buildings and leasehold improvements	2,394	2,246
Technical equipment and machinery	1,659	1,660
Other equipment, factory and office equipment	1,662	1,665
Advance payments relating to plant and equipment and construction in progress	838	878
	6,553	6,450

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

B.14
Right-of-use assets

In millions of euros	Jun. 30, 2026	Dec. 31, 2025
Land, buildings and leasehold improvements	488	474
Technical equipment and machinery	9	10
Other equipment, factory and office equipment	76	56
	573	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 interests in joint ventures accounted for using the equity-method in the Daimler Truck Group's Interim Consolidated Financial Statements.

cellcentric GmbH & Co. KG (cellcentric)
In the first half of 2026, the Daimler Truck Group and the Volvo Group made capital contributions totaling €150 million (Q1-2 2025: €70 million) into cellcentric, resulting in an increase in the Daimler Truck Group's equity-method investment of €75 million (Q1-2 2025: €35 million).

At the end of March 2026, a Memorandum of Understanding was signed regarding the intended entry of Toyota Motor Corporation as an additional shareholder in cellcentric. Subsequent to the reporting date of June 30, 2026, further contractual arrangements were concluded. Further information is provided in E Note 20. Events after the reporting period.

Amplify Cell Technologies LLC (Amplify)
Neither Daimler Truck Group nor the other shareholders made any capital contributions to Amplify in the first half of 2026 (prior year period: €142 million).

The at-equity earnings from Amplify as of June 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)
With the integration of Mitsubishi Fuso Truck and Bus Corporation and Hino Motors Ltd. on April 01, 2026, the investment in the newly established holding company ARCHION is accounted for using the equity method due to Daimler Truck AG's significant influence.

As of June 30, 2026, Daimler Truck AG held a 41.4% equity interest in ARCHION. With reference to the target of a 25% stake in ARCHION, the shares designated for disposal are presented as assets held-for-sale. The remaining 25% investment will continue to be accounted for using the equity method due to Daimler Truck AG's ongoing significant influence. Further information on the planned reduction of the shareholding is provided in E Note 20. Events after the reporting period.

The significant decline in ARCHION's observable market value as of June 30, 2026, represented an indicator of impairment and resulted in an impairment assessment of the investment. The assessment was conducted using an internal valuation model (discounted cash flow method, with inputs classified within Level 3 of the fair value hierarchy). The equity earnings include an impairment loss of €297 million recognized on the equity-accounted portion of the investment. This was partially offset by a bargain purchase gain of €51 million as part of the initial recognition, resulting from the acquisition of the shares at a price below the provisionally determined fair value of the identifiable net assets acquired as well as positive earnings contributions from the investee.

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 June 30, 2026				
Equity investment	**12**	**1,779**	**13**	**1,804**
Equity earnings (Q2 2026)	**2**	**-262**	**1**	**-260**
Equity earnings (Q1-2 2026)	**3**	**-502**	**1**	**-498**
At December 31, 2025				
Equity investment	9	874	14	896
Equity earnings (Q2 2025)	1	-40	1	-38
Equity earnings (Q1-2 2025)	2	-71	2	-67

B.16

Key information on interests in joint ventures accounted for using the equity method

In millions of euros	cellcentric[1,2]	Amplify[1,3]	ARCHION[1,4]	Other	Total
At June 30, 2026					
Equity interest (in %)	**50.0**	**30.0**	**25.0**		
Equity investment	**429**	**117**	**1,097**	**136**	**1,779**
Equity earnings (Q2 2026)	**-20**	**-4**	**-223**	**-15**	**-262**
Equity earnings (Q1-2 2026)	**-46**	**-208**	**-223**	**-26**	**-502**
At December 31, 2025					
Equity interest (in %)	50.0	30.0	–		
Equity investment	402	320	–	152	874
Equity earnings (Q2 2025)	-30	-5	–	-5	-40
Equity earnings (Q1-2 2025)	-52	-9	–	-11	-71

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

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 and Latin American region.

B.17

Receivables from financial services

		Jun. 30, 2026			Dec. 31, 2025	
In millions of euros	Current	Non-current	Total	Current	Non-current	Total
Gross carrying amount	**13,451**	**14,237**	**27,688**	12,848	13,839	26,688
Sales financing with end customers	**5,208**	**9,012**	**14,220**	5,048	8,823	13,871
Sales financing with dealers	**6,053**	**979**	**7,032**	5,788	923	6,711
Finance lease contracts	**2,163**	**4,213**	**6,377**	2,013	4,093	6,106
Residual-value receivables	**26**	**33**	**59**	–	–	–
Loss allowances	**-268**	**-391**	**-660**	-230	-348	-578
Net carrying amount	**13,183**	**13,845**	**27,028**	12,618	13,491	26,109

11. Inventories

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

B.18

Inventories

In millions of euros	Jun. 30, 2026	Dec. 31, 2025
Raw materials and manufacturing supplies	1,663	1,464
Work in progress	2,231	1,742
Finished goods, parts and products held for resale	4,747	3,985
Advance payments to suppliers	25	19
	8,665	7,209

Inventories increased by €1,456 million at the end of the first half of 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 in the second quarter 2026.

12. Equity

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

Share capital
At June 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 5,387,294 treasury shares were repurchased for €221,370,888 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 injection into TORC Robotics, Inc. that diluted the proportionate ownership interests of the non-controlling shareholders due to their non-participation in the transaction.

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	Jun. 30, 2026	Dec. 31, 2025
Provision for pension benefits	364	412
Provision for other post-employment benefits	503	496
	867	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	Jun. 30, 2026	Dec. 31, 2025
Present value of the defined benefit obligations	-5,516	-5,441
Fair value of plan assets	5,498	5,329
Funded status	-17	-112
Net defined benefit liability	-17	-112
thereof presented in other assets	347	300
thereof presented in provisions for pensions and similar obligations	-364	-412

14. Provisions for other risks

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

The change in provisions for personnel and social costs is mainly due to the utilization of the long-term variable remuneration, executive and staff bonus provisions.

B.21

Provisions for other risks

	Jun. 30, 2026			Dec. 31, 2025		
	Current	Non-current	Total	Current	Non-current	Total
In millions of euros						
Product warranties	1,036	1,169	2,206	1,011	1,129	2,139
Personnel and social costs	563	837	1,401	801	814	1,615
Liability and litigation risks and regulatory proceedings	249	680	929	182	762	944
Other	244	151	395	221	156	378
	2,093	2,837	4,930	2,215	2,861	5,075

15. Financing liabilities

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

During the first half of 2026, bonds to the value of €1,182 million were issued on the international money and capital markets. This was offset by the repayment of bonds to the value of €1,594 million.

B.22
Financing liabilities

	Jun. 30, 2026			Dec. 31, 2025		
	Current	Non-current	Total	Current	Non-current	Total
In millions of euros						
Notes/bonds	4,489	13,965	18,455	3,378	15,189	18,567
Commercial papers	503	–	503	345	–	345
Liabilities to financial institutions	4,402	4,012	8,414	4,151	4,043	8,194
Liabilities from ABS transactions	425	206	632	658	386	1,044
Lease liabilities	164	419	583	155	391	546
Loans and other financing liabilities	100	220	320	81	180	260
Non-controlling shareholdings (puttable instruments in accordance with IAS 32)	228	–	228	–	237	237
	10,312	18,824	29,136	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 financial instruments for the Group's continuing and discontinued operations, excluding 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 premises used are explained in Note 1. General information and significant accounting policies of the 2025 Consolidated Financial Statements.

Cash and cash equivalents decreased to €8.2 billion (December 31, 2025: €8.6 billion). Cash inflows resulted from the integration of Mitsubishi Fuso into the newly established holding company ARCHION in the amount of €1.4 billion as well as from positive cash flow from operating activities. These inflows were primarily offset by the dividend paid to the shareholders of Daimler Truck Holding AG of €1.5 billion, the repayment of financing liabilities, the cash outflows from Mitsubishi Fuso of €0.3 billion and payments related to the ongoing share buyback program.

The marketable debt securities and similar investments amounted to €2.5 billion (December 31, 2025: €2.7 billion). The decline is attributable to the liquidity management of the Daimler Truck Group.

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 June 30, 2026, there are no longer any derivative financial instruments used in hedge accounting to hedge a net investment.

Financing liabilities amounted to €28.6 billion in the first half of 2026 (December 31, 2025: €28.8 billion) and are described in E Note 15. Financing liabilities.

B.23
Carrying amounts and fair values of financial instruments

	Jun. 30, 2026		Dec. 31, 2025	
	Carrying amount	Fair value	Carrying amount	Fair value
In millions of euros				
Financial assets				
Receivables from financial services	**27,028**	**26,892**	26,113	25,943
Trade receivables	**3,902**	**3,902**	4,248	4,248
Cash and cash equivalents	**8,245**	**8,245**	8,648	8,648
Marketable debt securities and similar investments	**2,491**	**2,491**	2,725	2,725
Recognized at fair value through other comprehensive income	**481**	**481**	273	273
Recognized at fair value through profit or loss	**1,842**	**1,842**	2,344	2,344
Measured at amortized cost	**168**	**168**	108	108
Other financial assets				
Equity instruments and debt instruments	**212**	**212**	250	250
Recognized at fair value through other comprehensive income	**61**	**61**	110	110
Recognized at fair value through profit or loss	**151**	**151**	140	140
Other financial assets recognized at fair value through profit or loss	**17**	**17**	22	22
Derivative financial instruments used in hedge accounting	**108**	**108**	355	355
Other financial receivables and miscellaneous other financial assets	**948**	**948**	943	943
	42,952	**42,816**	43,304	43,134
Financial liabilities				
Financing liabilities	**28,552**	**28,729**	28,823	29,171
Trade payables	**4,888**	**4,888**	4,464	4,464
Other financial liabilities				
Financial liabilities recognized at fair value through profit or loss	**29**	**29**	29	29
Derivative financial instruments used in hedge accounting	**235**	**235**	260	260
Miscellaneous other financial liabilities	**3,596**	**3,596**	3,555	3,555
Contract and refund liabilities				
Obligations from sales transactions	**431**	**431**	482	482
	37,731	**37,908**	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) of the continuing and 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

	Jun. 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	**2,323**	**1,895**	**427**	**–**	2,617	2,391	226	–
Recognized at fair value through other comprehensive income	**481**	**54**	**427**	**–**	273	46	226	–
Recognized at fair value through profit or loss	**1,842**	**1,842**	**–**	**–**	2,344	2,344	–	–
Equity instruments and debt instruments	**212**	**63**	**37**	**112**	250	107	36	107
Recognized at fair value through other comprehensive income	**61**	**61**	**–**	**–**	110	105	–	4
Recognized at fair value through profit or loss	**151**	**2**	**37**	**112**	140	2	36	103
Other financial assets recognized at fair value through profit or loss	**17**	**–**	**17**	**–**	22	–	22	–
Derivative financial instruments used in hedge accounting	**108**	**–**	**108**	**–**	355	–	355	–
	2,660	**1,958**	**589**	**112**	3,244	2,498	639	107
Financial liabilities recognized at fair value								
Financial liabilities recognized at fair value through profit or loss	**29**	**–**	**13**	**16**	29	–	9	20
Derivative financial instruments used in hedge accounting	**235**	**–**	**235**	**–**	260	–	260	–
	264	**–**	**248**	**16**	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 second quarter and first half of 2026 compared to the second quarter and first half 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
Q2 2026							
External revenue	**5,153**	**4,804**	**1,512**	**824**	**12,293**	**-1**	**12,292**
Intersegment revenue	**29**	**514**	**44**	**52**	**639**	**-639**	**–**
Total revenue	**5,182**	**5,318**	**1,556**	**876**	**12,932**	**-640**	**12,292**
Segment profit/loss (EBIT)	**435**	**311**	**150**	**58**	**954**	**805**	**1,759**
June 30, 2026							
Segment assets	**7,326**	**16,066**	**4,116**	**31,914**	**59,421**	**2,199**	**61,621**
Segment liabilities	**6,550**	**9,850**	**2,796**	**28,759**	**47,955**	**-1,497**	**46,459**
Q2 2025[1]							
External revenue	5,061	4,266	1,404	812	11,543	1,077	12,620
Intersegment revenue	25	560	63	40	688	-688	–
Total revenue	5,086	4,826	1,467	853	12,231	389	12,620
Segment profit/loss (EBIT)	504	-158	145	20	511	-16	494
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
Q1-2 2026							
External revenue	**8,965**	**8,861**	**2,705**	**1,617**	**22,148**	**1,057**	**23,207**
Intersegment revenue	**55**	**1,062**	**94**	**97**	**1,308**	**-1,308**	**–**
Total revenue	**9,021**	**9,923**	**2,800**	**1,715**	**23,458**	**-251**	**23,207**
Segment profit/loss (EBIT)	**445**	**536**	**257**	**97**	**1,335**	**778**	**2,112**
Q1-2 2025[1]							
External revenue	10,439	8,128	2,696	1,669	22,931	2,137	25,069
Intersegment revenue	53	1,107	106	75	1,341	-1,341	–
Total revenue	10,492	9,235	2,802	1,744	24,273	796	25,069
Segment profit/loss (EBIT)	1,276	45	271	70	1,662	-88	1,574

1 The adjusted segment allocation has been restated in the comparative period.
2 The segment result in the first half of 2026 was significantly impacted by a special item of -€199 million from the impairment of Amplify (refer to note 9). In the second quarter of 2025, the segment result included the non-cash derecognition of capitalized development costs of -€148 million (refer to note 4).
3 The segment result in the second quarter of 2025 was significantly impacted by a special item of -€339 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 E Note 9. Equity-method investments).

In the first half of 2026, "Other business activities and corporate items" is comprised primarily of a special item of -€222 million from the impairment on the shares in ARCHION held for sale since April 01, 2026 (further information can be found in E Note 2. Discontinued operations and disposed assets and liabilities as well as assets held for sale and E Note 5. Other operating income and expense). It also included operational expenses of €147 million related to the Daimler Truck Group's autonomous driving business activities (Q1-2 2025: €164 million). These were offset by income from the former Trucks Asia segment amounting to €58 million (Q1-2 2025: €124 million).

B.26
Reconciliation of revenue to the Group's consolidated statement of income

In millions of euros	**Q2 2026**	Q2 2025	**Q1-2 2026**	Q1-2 2025
Revenue as shown in segment reporting	**12,292**	12,620	**23,207**	25,069
less revenue from discontinued operations	**–**	-945	**-933**	-1,887
Total revenue as shown in the consolidated statement of income	**12,292**	11,674	**22,273**	23,182

B.27
Reconciliation of the segments to the Consolidated Statement of Income

In millions of euros	**Q2 2026**	Q2 2025	**Q1-2 2026**	Q1-2 2025
Total segments profit/loss (EBIT)	**954**	511	**1,335**	1,662
Profit/loss on equity-method investments	**-251**	-31	**-285**	-53
Gain on sale of discontinued operations	**1,400**	–	**1,400**	–
Other business activities and corporate items[1]	**-311**	-15	**-298**	-75
Eliminations	**-33**	30	**-40**	40
EBIT as shown in segment reporting	**1,759**	494	**2,112**	1,574
less EBIT from discontinued operations	**-1,399**	-98	**-1,460**	-175
EBIT of the Group	**360**	396	**652**	1,399

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, 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 37. 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 €59 million, which are reported within receivables from financial services. The leased right-of-use assets vis-à-vis Mitsubishi Fuso amounting to €70 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 balances of residual-value guarantees resulting from repurchase agreements at June 30, 2026 amounted to €419 million (December 31, 2025: €528 million). The related deferred income at June 30, 2026 amounted to €150 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]	
	Q2 2026	Q2 2025	**Q1-2 2026**	Q1-2 2025	**Q2 2026**	Q2 2025	**Q1-2 2026**	Q1-2 2025	**Jun. 30, 2026**	Dec. 31, 2025	**Jun. 30, 2026**	Dec. 31, 2025
In millions of euros												
Associated companies	**19**	72	**112**	152	**–**	4	**4**	7	**20**	48	**–**	3
Joint ventures	**38**	44	**77**	86	**6**	4	**11**	21	**40**	59	**13**	15
Mercedes-Benz Group[4]	**319**	414	**651**	838	**132**	143	**232**	299	**216**	156	**944**	1,032
ARCHION[5]	**222**	–	**222**	–	**143**	–	**143**	–	**249**	–	**66**	–

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 second quarter 2026, purchases of goods and services and other expenses include expenses for services received from the Mercedes-Benz Group of €54 million (Q2 2025: €58 million) and in the first half of 2026 in the amount of €101 million (Q1-2 2025: €143 million).
5 Since April 01, 2026, ARCHION and its subsidiaries are related parties for the Daimler Truck Group.

20. Events after the reporting period

Toyota as shareholder of cellcentric GmbH & Co. KG
On July 17, 2026, the Volvo Group, Daimler Truck Group, cellcentric GmbH & Co. KG (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. The parties intend to further strengthen cellcentric's position in the development and production of fuel cell systems for heavy-duty commercial vehicle applications.

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.

Upon closing of the transaction, Daimler Truck AG's ownership interest in cellcentric will be reduced from 50% to one third.

Disposal of shares in ARCHION Corporation
Subsequent to the reporting date, on July 29, 2026, Daimler Truck sold and transferred a portion of its investment in ARCHION by way of a secondary offering. The transaction is expected to result in proceeds in the mid-three-digit million range. As certain transaction-related mechanisms remain outstanding, the final number of shares sold and Daimler Truck's resulting equity interest in ARCHION cannot yet be determined as of the date the Interim Consolidated Financial Statements were authorized for issue.

The transaction constitutes a non-adjusting event after the reporting date and therefore had no impact on the Interim Consolidated Financial Statements as of June 30, 2026.

Update on US Import Tariffs
Subsequent to the reporting date, the U.S. Department of Commerce approved Daimler Truck's U.S. Content application with an effective date of November 01, 2025. Based on this decision and the updated U.S. tariff framework, Daimler Truck expects a lower impact from U.S. import tariffs than previously anticipated. As a result of the updated tariff framework and higher expected unit sales for Trucks North America, Daimler Truck has adjusted its full-year earnings guidance by a three-digit million amount.

Strengthening of the US manufacturing network
After the reporting date, Daimler Truck North America announced its decision to further strengthen its manufacturing network and align production capacities with future business and customer requirements. Daimler Truck North America plans to build a new state-of-the-art US plant, creating a highly flexible manufacturing network and improved network capacity in the United States. Manufacturing operations at the Portland Truck Plant will be discontinued by the end of 2026. The decision to close the Portland Truck Manufacturing Plant is unrelated to the long-term strategic plan to build a new, greenfield manufacturing plant. The financial implications of the planned closure of the Portland Truck Manufacturing Plant are currently being assessed and are expected to be in the high double-digit million range. As the decision was taken after the reporting date, no adjustments have been recognized in the Interim Consolidated Financial Statements as of June 30, 2026.

Responsibility Statement

To the best of our knowledge, and in accordance with the applicable reporting principles for half-yearly financial reporting, the half-yearly consolidated financial statements give a true and fair view of the assets, liabilities, financial position and profit or loss of the group, and the interim management report of the group includes a fair review of the development and performance of the business and the position of the group, together with a description of the material opportunities and risks associated with the expected development of the group for the remaining months of the financial year.

Leinfelden-Echterdingen, August 06, 2026

Karin Rådström	Dr. Andreas Gorbach	Jürgen Hartwig
John O’Leary	Achim Puchert	Eva Scherer

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 June 30, 2026 that are part of the semi annual 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, August 06, 2026

KPMG AG
Wirtschaftsprüfungsgesellschaft
[Original German version signed by:]

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

Further Information

Publications for Q2 2026
In addition to this Interim Report, other documents such as Capital Market Presentation and Factbook are available at w 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 w www.daimlertruck.com/en/investors/financial-calendar.

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

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

Press
m com@daimlertruck.com
w 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.
w www.daimlertruck.com/en/company/compliance/daimler-truck-code-of-conduct

Our brand websites

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

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

Financial Services
- w Financial Services

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

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

Daimler Truck
Freightliner
Western Star
BharatBenz
Daimler Buses

BharatBenz
Thomas Built Buses

Daimler Truck
Western Star Trucks