

DAIMLER TRUCK

Daimler Truck Holding AG

Press Information

4 Mars 2022

Daimler Truck fait son entrée au DAX

- **Deutsche Börse annonce les résultats de la revision régulière de l'indice**
- **Daimler Truck passe à l'indice boursier allemand DAX le 21 Mars**
- **Conférence Résultats annuels de Daimler Truck prévue le 24 Mars**

Stuttgart - La société Daimler Truck Holding AG ("Daimler Truck") fera partie de l'indice boursier allemand DAX à compter du 21 mars. C'est ce qu'a annoncé la Deutsche Börse hier soir, après la clôture de la bourse aux États-Unis. La Deutsche Börse décide des modifications de la composition de l'indice deux fois par an, en mars et en septembre. L'indice boursier DAX suit la performance des 40 valeurs allemandes les plus importantes et les plus rentables en termes de capitalisation boursière sur le marché réglementé de la Bourse de Francfort. Daimler Truck a été séparée de l'ancienne Daimler AG (aujourd'hui : Mercedes-Benz Group) en décembre 2021. Deux mois à peine après sa première cotation, le 10 décembre, Daimler Truck a fait son entrée dans le MDAX - une ascension qui est désormais suivie par celle de la plus haute ligue boursière.

Lors de sa conférence sur les résultats annuels du 24 mars, Daimler Truck présentera des chiffres clés financiers et non financiers détaillés au niveau du groupe et des segments, et présentera ses perspectives pour l'exercice 2022 en cours. Les actions de Daimler Truck sont négociées sur le marché réglementé (Prime Standard) de la Bourse de Francfort sous le symbole DTG. Le numéro d'identification international des titres (ISIN) est DE000DTR0CK8, le numéro d'identification allemand des titres (WKN) DTR0CK

D'autres informations sur Daimler Truck sont disponibles aux adresses suivantes : www.media.daimlertruck.com et www.daimlertruck.com

Forward-looking statements:

This document contains forward-looking statements that reflect our current views about future events. The words “anticipate,” “assume,” “believe,” “estimate,” “expect,” “intend,” “may,” “can,” “could,” “plan,” “project,” “should” and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates, customs and foreign trade provisions; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending government investigations or of investigations requested by governments and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading “Risk and Opportunity Report” in this Annual Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.

Daimler Truck at a glance

Daimler Truck Holding AG (“Daimler Truck”) is one of the world’s largest commercial vehicle manufacturers, with over 40 main locations and more than 100,000 employees around the globe. The founders of Daimler Truck have invented the modern transportation industry with their trucks and buses a good 125 years ago. Unchanged to this day, the company’s aspirations are dedicated to one purpose: Daimler Truck works for all who keep the world moving. Its customers enable people to be mobile and get goods to their destinations reliably, on time, and safely. Daimler Truck provides the technologies, products, and services for them to do so. This also applies to the transformation to CO₂-neutral driving. The company is striving to make sustainable transport a success, with profound technological knowledge and a clear view of its customers’ needs. Daimler Truck’s business activities are structured in five reporting segments: Trucks North America (TN) with the truck brands Freightliner and Western Star and the school bus brand Thomas Built Buses. Trucks Asia (TA) with the FUSO and BharatBenz commercial vehicle brands. Mercedes-Benz (MB) with the truck brand of the same name. Daimler Buses (DB) with the Mercedes-Benz and Setra bus brands. Daimler Truck’s new Financial Services business (DTFS) constitutes the fifth segment, the product range in the truck segments includes light, medium and heavy trucks for long-distance, distribution and construction traffic and special-purpose vehicles used mainly in the municipal and vocational sector. The product range of the bus segment includes city buses, school buses and intercity buses, coaches and bus chassis. In addition to the sale of new and used commercial vehicles, the company also offers aftersales services and connectivity solutions. In 2020, approximately 378,500 trucks and buses were delivered.