

DAIMLER TRUCK

Daimler Truck Holding AG

Investor Relations Release

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Daimler Truck's independent subsidiary Torc Robotics collaborates with leading logistics companies on autonomous trucking

- **Daimler Truck is a leading OEM in the development of autonomous-ready trucks**
- **Torc launches Autonomous Advisory Council with major U.S. logistics companies including Schneider, Covenant Logistics, Penske Truck Leasing, Ryder System, Inc., C.H. Robinson and Baton, as well as Daimler Truck North America as OEM**
- **Autonomous truck testing in the U.S. expanded to include surface streets, ramps and turns at controlled intersections**
- **Martin Daum, CEO Daimler Truck: "We are fully committed to autonomous trucking as it can benefit everyone. It will increase safety, because systems do not get tired and do not lose attention. It will boost logistics performance by enabling trucks to run more. It will help society cope with the growing volume of freight, particularly in times of severe driver shortages. We see an opportunity for Daimler Truck to increase our service revenue, as well as for significant market and growth potential. For all these reasons we are developing the Level 4 autonomous-ready truck of the future."**

Stuttgart / Portland / Albuquerque – Daimler Truck is a leading OEM in the development of SAE Level 4 (L4) autonomous trucks with critical redundant safety systems. With its independent subsidiary Torc Robotics, Daimler Truck is pushing ahead with the development of autonomous trucking in the United States. The companies have the longest autonomous driver technology and truck OEM partnership in the industry and have been safely and reliably testing a fleet of autonomous trucks on public roads in the U.S. on a daily basis. As a next step, Torc is now cooperating with leading U.S. logistics companies to further develop the real-world applications for autonomous trucking. To that end, Torc has established the Torc Autonomous Advisory Council (TAAC) with key freight industry players to incorporate deep industry insights into its development process. Council members such as Schneider, Covenant Logistics, Penske Truck Leasing, Ryder System, Inc., C.H. Robinson and Baton as well as Daimler Truck North America as OEM, will provide strategic guidance to Torc as they integrate

with the freight network and tackle challenges beyond highway driving. With customer co-creation, Torc enters into the next stage of development, focusing even more sharply on specific customer requirements and concrete business models. Daimler Truck and Torc firmly believe in making autonomous trucking a reality and commercializing the technology within this decade.

Martin Daum, Chairman of the Board of Management of Daimler Truck: “We are fully committed to autonomous trucking as it can benefit everyone. It will increase safety, because systems do not get tired and do not lose attention. It will boost logistics performance by enabling trucks to run more. It will help society cope with the growing volume of freight, particularly in times of severe driver shortages. We see an opportunity for Daimler Truck to increase our service revenue, as well as for significant market and growth potential. For all these reasons we are developing the Level 4 autonomous-ready truck of the future.”

Joe Kaeser, Chairman of the Supervisory Board of Daimler Truck Holding AG: “I am really impressed with what we have experienced at the Albuquerque test center. The Daimler Truck team has done a fascinating job in making autonomous trucking work. Riding along in the Level 4 trucks provides a real sense of what is possible. Combined with our innovation power in sustainable technologies, we can support our customers in building their mobility business of the future.”

Progress on the way to hub-to-hub deployment in the U.S.

Since acquiring a majority stake in Torc three years ago, Daimler Truck has made significant progress in turning autonomous trucks from an idea into reality. Typical driving scenarios such as lane changes and complex merges have been tested intensively and have proven that Torc’s autonomous driving software can safely navigate on highways. Recently, Torc has expanded its testing and is demonstrating L4 autonomous trucks with enhanced capabilities in more complex scenarios. Equipped with state-of-the-art LiDAR, radar and camera technology, the trucks are capable of advanced driving behaviors on surface streets, ramps and turns at controlled intersections.

These capabilities are essential for the planned deployment in the hub-to-hub use case. In this application, drivers deliver goods in conventional trucks over the first mile to transfer hubs along highways in key U.S. freight corridors. From there, the trailer is coupled with a purpose built L4 autonomous truck that safely navigates long stretches of highways by driving autonomously from hub-to-hub. Once the L4 truck reaches the destination hub, the last-mile distribution will continue via manually driven trucks. Factors such as long, open stretches of highway, increasing demand for freight movement, large fleets and forward-looking regulators make the U.S. the ideal proving ground to deploy this new technology first.

Dr. Peter Vaughan Schmidt, Head of Autonomous Technology Group at Daimler Truck: “Three years ago, we set out with a clear goal to commercialize Level 4 autonomous trucks. Technologically, we have come a long way since. As a next step, Torc is now involving leading logistic companies to specifically develop the real-world use case of the autonomous logistic

system of the future. We are on the right path and together with our partners we share the pioneering spirit and the willingness to succeed in autonomous trucking.”

Michael Fleming, Founder and CEO of Torc: “With Torc’s experience in commercializing autonomous vehicle solutions and Daimler Truck’s strong customer relationships in the freight industry, we’ve formed a powerhouse team to develop Level 4 technology for long-haul applications. The cooperation with our partners from the logistics industry creates numerous opportunities to co-develop concepts and facilities, and conduct research and development for Class 8 autonomous trucks, hub-to-hub operations, fleet operations, and fleet maintenance services.”

Daimler Truck develops autonomous-ready Freightliner Cascadia

In the past few years, engineers at Daimler Truck North America have successfully developed the first scalable autonomous truck platform with critical safety systems. Based on Freightliner’s industry-leading flagship truck, the Class 8 autonomous-ready Cascadia with redundant functions enables the deployment of autonomous trucking. This truck has been designed and developed with a second set of critical systems, such as steering and braking to meet Daimler Truck’s uncompromising safety standards. The vehicle continuously monitors and assesses the health of these systems. In case of interruption or errors, the newly developed redundant systems will be able to safely control the truck. The L4 autonomous-ready Freightliner Cascadia represents a strong foundation that every smart autonomous driving system needs and is ideal for the integration of autonomous software, hardware and compute. Thanks to its redundancy of systems, the autonomous truck can contribute to enhancing safety in traffic. Ultimately, it brings Daimler Truck much closer to its vision of accident-free driving.

For more information on Daimler Truck’s autonomous strategy, visit our [YouTube channel](#) or the [Daimler Truck Investor Relations](#) site for a video with Statements from Martin Daum, CEO Daimler Truck, and further executives.

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.

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www.daimlertruck.com/investors

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Upcoming Investor Events:

An overview of upcoming events, roadshows or DTG's attendance at investor conferences can be found here: [Roadshows & Conferences](#)