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Expansion of emission-free long-distance haulage: Dachser puts new eActros 600 into operation

- **Use in long-haul general cargo transport**
- **Long-standing partnership between Dachser and Mercedes-Benz Trucks**
- **Winfried Sorg, Center Manager of the Mercedes-Benz Neu-Ulm Commercial Vehicle Center: "The handover of the first eActros 600 to Dachser is an important step on our joint path to emission-free logistics. With the integration of the eActros 600 into regular operations, Dachser is sending out a strong signal for more sustainable transport solutions and underscoring its role as a pulse generator for the transition to emission-free logistics in Europe."**
- **Alexander Tonn, Chief Operations Officer (COO) Road Logistics at Dachser: "Increasing the use of e-trucks on long-distance journeys is one of our priorities. We are consistently continuing to advance the practical use of trucks with zero-emission drives, and the eActros 600 is another important building block for this."**

Leinfelden-Echterdingen/Kempten – Logistics service provider Dachser continues to rely on battery-electric trucks from Mercedes-Benz Trucks. The company, headquartered in Kempten/Allgäu, recently took over the first seven of a total of 15 all-electric eActros 600 for long-distance haulage at the Mercedes-Benz Wörth am Rhein plant.

The vehicles are part of the transformation process towards more sustainable logistics at Dachser and will in future be used in long-distance haulage in the logistics service provider's general cargo network at the Hamburg, Karlsruhe, Dortmund and Freiburg locations. The eight other vehicles are to be delivered to Dachser locations and service partners in the coming months.

Winfried Sorg, Center Manager of the Mercedes-Benz Neu-Ulm Commercial Vehicle Center, emphasizes: "The handover of the first eActros 600 to Dachser is an important step on our joint path to emission-free logistics. With the integration of the eActros 600 into regular operations, Dachser is sending out a strong signal for more sustainable



transport solutions and underscoring its role as a driving force for the transition to emission-free logistics in Europe."

Alexander Tonn, Chief Operations Officer (COO) Road Logistics at Dachser: "Increasing the use of e-trucks on long-distance routes is one of our priorities. We are consistently pushing forward with the practical use of trucks with zero-emission drives, and the eActros 600 is another important component for this." Dachser already used the first electrically powered vehicles in delivery logistics ten years ago, initially on the last mile, but now also for routes over 500 kilometers. In total, more than 140 e-trucks for Dachser are on the road at various European locations.

As part of its climate protection strategy, the logistics service provider has been working closely with Mercedes-Benz Trucks since 2019, including within the framework of customer trials with pre-series vehicles and eActros 300 prototypes. At the time, Dachser was one of the selected customers who had gained valuable experience with the eActros prototype early on and thus shared important findings with the development team of Mercedes-Benz Trucks. Since the end of last year, Dachser subsidiary Brummer has already been using twelve eActros 600 – another example of the successful partnership with Mercedes-Benz Trucks.

To support the increased practical use of electric trucks at Dachser, Daimler Truck Financial Services Germany (DTFSD) offers service leasing for all-electric vehicles. The Leasing Complete service combines leasing, individual service contracts and optional digital Fleetboard services – including monitoring of the battery level, charging status or charging history of the e-trucks – and thus creates added value and transparency for fleet operators.

About the eActros 600

Mercedes-Benz Trucks celebrated the series launch of the eActros 600 at the end of November last year at the Mercedes-Benz plant in Wörth. Deliveries to customers began in December 2024. The electric flagship from Mercedes-Benz Trucks has already proven its capabilities several times under real-life conditions: In customer use and as part of the "eActros 600 European Testing Tour 2024", a 15,000-kilometer all-electric development trip through a total of 22 countries and the "European Testing Tour Winter 2025" on around 6,500 kilometers through Northern Europe, each with a gross combination mass of 40 tons. In addition, the e-truck was voted "International Truck of the Year 2025". The award is the most important prize in the industry and is presented annually by the International Truck of the Year (IToY) organization, consisting of 24 commercial vehicle journalists from Europe.



The high battery capacity of over 600 kilowatt hours - hence the model designation 600 – and a new, particularly efficient electric drive axle developed in-house enable the eActros 600 to achieve a range of 500 kilometers^[1] without intermediate charging. This range is accomplished under very realistic and practical conditions with a gross combination mass of 40 tons, which can also be significantly exceeded depending on the driving style and the route. The eActros 600 will even be able to cover well over 1,000 kilometers per day. Intermediate charging during statutory driver breaks makes this possible, provided that charging options are available.

The eActros 600 has three battery packs, each with 207 kWh^[2]. These offer an installed total capacity of 621 kWh. The batteries are based on lithium iron phosphate cell technology (LFP) and are characterized by a long service life. The development engineers at Mercedes-Benz Trucks designed the eActros 600 to meet the same requirements for the durability of vehicles and components as a comparable conventional heavy-duty long-haul Actros. This means up to 1.2 million kilometers in ten years of operation. After this period of use, the battery state of health should still be above 80 percent. In contrast to other battery cell technologies, more than 95 percent of the installed capacity can also be used with LFP technology. This facilitates a higher range with the same installed battery capacity. The vehicle is technically designed for a gross combination mass of up to 44 tons. With a standard semitrailer, the eActros 600 has a payload of around 22 tons in the EU. There might be cases in which national law allows higher payloads.

^[1] The range was determined internally under specific test conditions, after preconditioning with a 4x2 tractor unit with a 40 tons total towing weight at 20°C outside temperature in long-haul operation and may deviate from the values determined in accordance with Regulation (EU) 2017/2400.

^[2] Nominal capacity of a new battery, based on internally defined boundary conditions. This may vary depending on the application and ambient conditions.

About Dachser

Dachser, a family-owned company headquartered in Kempten, Germany, offers transport logistics, warehousing and customer-specific services within two business fields: Dachser Air & Sea Logistics and Dachser Road Logistics. The latter is divided into the two business lines Dachser European Logistics and Dachser Food Logistics. Comprehensive contract logistics services as well as industry-specific solutions complete the range. An extensive European and intercontinental transport network and fully integrated information systems provide intelligent logistics solutions worldwide. With around 37,300 employees at 433 locations worldwide, Dachser generated consolidated sales of around 8 billion euros in 2024. The logistics service provider moved a total of 83.2 million consignments with a tonnage of 44.1



million. Dachser is represented in 43 countries with its own subsidiaries.
Further information: www.dachser.com

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Forward-looking statements:

This document contains forward-looking statements that reflect our current views about future events. The words "aim", "ambition", "anticipate", "assume", "believe", "estimate", "expect", "intend", "may", "can", "could", "plan", "project", "should" and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates, customs and foreign trade provisions; a shift in consumer preferences; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilise our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labour strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimisation measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending government investigations or of investigations requested by governments and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading "Risk and Opportunity Report" in the current / in this Annual Report or in the current Interim 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 RIZON commercial vehicle brands. Mercedes-Benz Trucks (MBT) with the truck brand of the same name and BharatBenz. 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.

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