

**Supplement No. 4 dated May 4, 2026  
to the Prospectus dated May 22, 2025**



**Mercedes-Benz Group AG**  
Stuttgart, Federal Republic of Germany

**Mercedes-Benz Financial Services Australia Pty Ltd**  
(ABN 73 074 134 517)  
Mulgrave, Victoria, Australia

**Mercedes-Benz International Finance B.V.**  
Nieuwegein, the Netherlands

**Mercedes-Benz Finance Canada Inc.**  
Montréal, Quebec, Canada

**Mercedes-Benz Finance North America LLC**  
Delaware, USA

**Mercedes-Benz Finance Co., Ltd.**  
Chiba, Japan

**EUR 70,000,000,000**  
Euro Medium Term Note Programme (the "**Programme**")

unconditionally and irrevocably guaranteed by

**Mercedes-Benz Group AG**  
Stuttgart, Federal Republic of Germany

This supplement No. 4 (the "**Supplement**") constitutes a supplement for the purposes of (i) Article 23 (1) of Regulation (EU) 2017/1129 of the European Parliament and of the Council of June 14, 2017 on the prospectus to be published when securities are offered to the public or admitted to trading on a regulated market, and repealing Directive 2003/71/EC, as amended (the "**Prospectus Regulation**"), and (ii) Article 30 of the Luxembourg Law on Prospectuses for Securities (*loi du 16 juillet 2019 relative aux prospectus pour valeurs mobilières*; the "**Luxembourg Prospectus Act**") to the prospectus (which constitutes six base prospectuses for the purposes of Article 8 of the Prospectus Regulation and six alleviated base prospectuses for the purposes of Article 22 of the Luxembourg Prospectus Act) of Mercedes-Benz Group AG ("**MBG**" or the "**Guarantor**"), Mercedes-Benz Financial Services Australia Pty Ltd (ABN 73 074 134 517) ("**MBFSA**"), Mercedes-Benz

International Finance B.V. ("**MBIF**"), Mercedes-Benz Finance Canada Inc. ("**MBFCI**"), Mercedes-Benz Finance North America LLC ("**MBFNA**") and Mercedes-Benz Finance Co., Ltd. ("**MBFJ**") dated May 22, 2025 (together, the "**Prospectus**"), which has been prepared in connection with the Programme established by MBG, MBFSA, MBIF, MBFCI, MBFNA and MBFJ (each, an "**Issuer**" and, together, the "**Issuers**"). Terms defined in the Prospectus have the same meaning when used in this Supplement.

The purpose of this Supplement is to amend the risk factors and the disclosure relating to the Issuers and the Guarantor and set out in the Prospectus, in particular following the publication of the interim report (*Zwischenbericht*) in relation to the first three months of the financial year 2026 of Mercedes-Benz Group AG on April 29, 2026.

This Supplement is supplemental to, and should be read in conjunction with, the Prospectus (as supplemented by supplement no. 1 to the Prospectus dated August 14, 2025 (the "**Supplement No. 1**"), supplement no. 2 to the Prospectus dated November 12, 2025 (the "**Supplement No. 2**") and supplement no. 3 to the Prospectus dated March 26, 2026 (the "**Supplement No. 3**")) and all documents incorporated by reference into the Prospectus.

Copies of the Prospectus, any document incorporated by reference into the Prospectus, Supplement No. 1, Supplement No. 2, Supplement No. 3 and this Supplement will be published in electronic form on the website of the Luxembourg Stock Exchange ([www.luxse.com/programme/Programme-MercedesBenzGrp/2370](http://www.luxse.com/programme/Programme-MercedesBenzGrp/2370)) and will be viewable on, and obtainable free of charge from, such website.

To the extent that there is any inconsistency between (i) any statements in this Supplement or any statements incorporated by reference into the Prospectus by this Supplement, and (ii) any other statement in or incorporated by reference into the Prospectus, the statements in (i) above will prevail.

MBG and each of the other Issuers accept responsibility for the information contained in this Supplement (including any information incorporated by reference into the Prospectus by this Supplement) except that each Issuer other than MBG accepts responsibility only for information which exclusively refers to it. Each Issuer declares that, having taken all reasonable care to ensure that such is the case, the information contained in this Supplement (including any information incorporated by reference into the Prospectus by this Supplement) for which it is responsible is, to the best of its knowledge, in accordance with the facts and does not omit anything likely to affect the import of such information.

**A. Amendments to the section commencing on page 15 of the Prospectus which is entitled "*Risk Factors*"**

**1. Amendments to the subsection commencing on page 15 of the Prospectus which is entitled "*Risk Factors Relating to MBG, MBFSA, MBIF, MBFCI, MBFNA and MBFJ – 1. Industry and Business Risks*" (as amended by Supplement No. 2 and replaced by Supplement No. 3):**

**The fourth and fifth paragraphs of the subsection commencing on page 17 of the Prospectus which is entitled "*Risks Relating to the Legal and Political Framework*" shall be replaced in their entirety as follows:**

Political tensions and the associated danger of geopolitical conflicts remain high and are associated with far-reaching risks for the business development of the Mercedes-Benz Group. Persistent geopolitical tensions could exert significant pressure on global economic development. These include the ongoing tensions between the United States of America (the "**United States**") and the People's Republic of China ("**China**"), a further deterioration in relations between the European Union (the "**EU**") and China, as well as the future development of the relationship between the EU and the United States. In addition, there are numerous risks from a renewed escalation of the conflict in the Middle East, the United States' and Israel's attacks on Iran and subsequent retaliatory strikes, the further development of the Russia-Ukraine war and the flare-up of regional conflicts, particularly in the South and East China Seas. These developments, and especially a prolonged conflict in the Middle East, could lead to severe disruptions in global supply chains and have a greater than previously

expected impact on the availability of components and the sales and production programme. Furthermore, rising energy prices, additional inflationary pressure, tougher sanctions, and a deterioration of the economic growth outlook may follow.

Some countries may attempt to defend and improve their competitiveness in the world's markets by increasingly resorting to interventionist and protectionist measures. In particular, a spiral of tariff increases such as those announced by the U.S. administration on May 1, 2026 with regard to tariffs on cars and trucks produced within the European Union to 25% from the previously agreed 15% could pose a risk to the competitiveness of the Mercedes-Benz Group and thus could have a negative impact on the earnings of the Mercedes-Benz Group.

**2. The subsection commencing on page 22 of the Prospectus which is entitled "*Risk Factors Relating to MBG, MBFSA, MBIF, MBFCI, MBFNA and MBFJ* – 3. Legal and Tax Risks" (as amended by Supplement No. 2 and replaced by Supplement No. 3) shall be replaced in its entirety as follows:**

### **3. Legal and Tax Risks**

The Mercedes-Benz Group is exposed to legal and tax risks. Should any of the following risks materialize, this could have material adverse effects on the Mercedes-Benz Group's business, net assets, financial condition and results of operations.

#### *Regulatory Risks*

The automotive industry is subject to extensive governmental regulations worldwide. Laws and regulations of various jurisdictions govern, among other things, the environmental impact of vehicles, including emissions levels, fuel economy and noise, as well as the emissions of the factories where vehicles or parts thereof are produced. For example, regulation extends to vehicle safety, including occupant safety; the export of vehicles and vehicle parts; supply chains; the handling of personal data; the protection of human rights and financial services. Furthermore, regulation, particularly in the EU, governs communication regarding sustainability topics (environmental, social and governance topics), whereby such regulation remains complex. The introduction of certain new regulations may be associated with uncertainties relating to their interpretation. Furthermore, the advancing regulation may, also as an outcome of global developments, evolve differently and even inversely depending on the region, potentially resulting in negative effects on the profitability, cash flows and financial position of the Mercedes-Benz Group. Also, the risk of non-compliance with such regulations may rise, especially if regulations in different regions contradict one another. In the event that applicable regulations are not complied with, this can result in significant penalties, damage claims, reputational harm and/or exclusion from tenders. In the case of laws and regulations applicable to vehicles, this can even lead to the inability to certify vehicles in the affected markets. The expenses of compliance with these laws and regulations are considerable, and in this context the Group continues to expect a significant level of costs. The introduction of certain new regulations may be associated with uncertainties relating to their interpretation.

#### *Risks from Legal Proceedings*

MBG and its subsidiaries are confronted with various legal proceedings and claims as well as governmental investigations and orders (legal proceedings) covering a wide range of topics. Such topics may include, among others, the aforementioned regulated areas, dealer, supplier and other contractual relationships, intellectual property rights (especially patent infringement lawsuits), as well as warranty claims or antitrust matters (including actions for damages) and investor litigation. Product-related litigation involves, among other things, claims alleging faults in vehicles. Some of these claims are asserted by way of class actions. If the outcome of such legal proceedings is detrimental to the Mercedes-Benz Group or such proceedings are settled, the Group may encounter substantial financial burdens, e.g. from damages payments, monetary penalties, service actions, recall campaigns or other costly actions. Some of these proceedings and related settlements may also have an impact on MBG's reputation and/or lead to the exclusion from tenders.

Investors in shares of Mercedes-Benz Group AG from Germany and abroad have filed lawsuits for damages with the Stuttgart Regional Court (*Landgericht*) alleging the violation of disclosure requirements under capital markets law (main proceedings) and have also raised out-of-court claims for damages. The investors allege that MBG did not immediately disclose inside information in connection with the emission behaviour of its diesel vehicles and that it had made false and misleading public statements. Since 2021, model case proceedings under the German Act on Model Case Proceedings in Disputes under Capital Markets Law (*Kapitalanleger-Musterverfahrensgesetz*) (model case proceedings) have been pending before the Stuttgart Higher Regional Court (*Oberlandesgericht*) in this context. Multiple investors have used the possibility to register claims in a considerable amount with the model case proceedings in order to suspend the period of limitation.

In addition, in Germany, a large number of customers of Mercedes-Benz diesel vehicles have filed lawsuits for damages or rescission of sales contracts. They assert that the vehicles contained illegal defeat devices and/or showed impermissibly high emission values. In particular, they refer to recall orders of the German Federal Motor Transport Authority (*Kraftfahrtbundesamt*; the "**KBA**"), which the KBA based on its view that the Mercedes-Benz Group had used impermissible defeat devices. Although the number of pending lawsuits is declining, a future increase cannot be ruled out. Following a decision of the European Court of Justice (the "**ECJ**") in the first quarter of 2023, the German Federal Court of Justice (*Bundesgerichtshof*) ruled in the second quarter of 2023 that vehicle purchasers are entitled to claim damages against the manufacturer if it intentionally or negligently used an inadmissible defeat device. Various preliminary proceedings on legal issues related to diesel exhaust emissions are pending before the ECJ. In an opinion on a preliminary proceeding, which has since been deleted, the competent Advocate General of the ECJ has taken on a very broad interpretation of the emission regulations. If the ECJ were to adopt this position in further proceedings, new orders for remedial actions by authorities and new lawsuits cannot be ruled out. This may have a negative effect on, *inter alia*, the Mercedes-Benz Group. With similar allegations as in the aforementioned lawsuits by individual customers, the Federation of German Consumer Organizations (*Verbraucherzentrale Bundesverband e.V.*) filed a model declaratory action (*Musterfeststellungsklage*) against MBG with the Stuttgart Higher Regional Court (*Oberlandesgericht*) in 2021. Such action seeks a ruling that certain preconditions of alleged consumer claims are met. In March 2024, the Stuttgart Higher Regional Court (*Oberlandesgericht*) largely granted the model declaratory action. MBG and, in respect of the dismissed claims, also the plaintiff have appealed against the decision to the Federal Court of Justice (*Bundesgerichtshof*).

In the United Kingdom (in England, Wales and in Scotland), consumer class actions have also been filed against the Mercedes-Benz Group with similar allegations as in the aforementioned lawsuits by customers in Germany. The plaintiffs in the United Kingdom also claim that the Mercedes-Benz Group had deceived consumers in connection with advertising statements for Mercedes-Benz diesel vehicles. The proceedings in England and Wales consist of several individual lawsuits that have been consolidated into one class action. The plaintiffs in this class action also allege, among others, anti-competitive behaviour relating to technology for the treatment of diesel exhaust emissions. Since 2019, consumer class actions raising similar allegations as in the United Kingdom had been filed in Israel, the Netherlands, Portugal and Australia against Mercedes-Benz Group AG and further Group companies. The proceeding in Israel was concluded in March 2025 with a court approved settlement in which the Mercedes-Benz Group consents to continue the implementation of diesel-related field measures.

In the past, U.S. state authorities had opened investigations pursuant to both local environmental and consumer protection laws in connection with diesel exhaust emissions of Mercedes-Benz vehicles and had requested documents and information.

In the third quarter of 2025, the Mercedes-Benz Group reached an agreement in principle with U.S. state authorities to settle claims under local environmental and consumer protection laws, as part of which the Mercedes-Benz Group denies the allegations raised in the investigations by such authorities and does not admit liability, but agrees to make settlement payments. The settlement has been approved by the relevant state authorities and has been memorialized in binding consent judgments. To a large extent, the relevant courts have granted the necessary final approvals. The Mercedes-Benz Group expects the total costs for these settlements to reach a low three-digit million euro amount. This has been appropriately accounted for.

The activities of various further authorities worldwide (e.g. the German KBA, the South Korean authorities, the Canadian environmental regulator and the Brazilian antitrust authority) in connection with diesel exhaust emissions of Mercedes-Benz vehicles are partly ongoing. In the past, these activities carried the risk that authorities could raise new suspicions, initiate investigations or make certain determinations and that plaintiffs or further authorities could adopt such suspicions or determinations. The Mercedes-Benz Group continues to fully cooperate with the relevant authorities.

Negative allegations or findings in court proceedings may have the consequence that one or more administrative authorities worldwide initiate, or have to initiate, proceedings or take, or have to take, measures against the Mercedes-Benz Group. Therefore, it cannot be ruled out that the Mercedes-Benz Group will become subject to, as the case may be, significant additional fines and other sanctions, measures and actions as well as claims. Furthermore, such detrimental judicial findings could also be adopted by authorities or other courts as well as by plaintiffs, or negative allegations raised by plaintiffs could be adopted in court decisions. The occurrence of such events could therefore impair the ability of the Mercedes-Benz Group to defend itself in legal proceedings. Likewise, the ability of the Mercedes-Benz Group to defend itself could also be affected depending on how and by which means legal proceedings are concluded. The occurrence of the aforementioned events in whole or in part could cause significant damage to the Mercedes-Benz Group.

In 2021, individual persons associated with *Deutsche Umwelthilfe e.V.* ("**DUH**") had filed a lawsuit before the Stuttgart Regional Court (*Landgericht*) against Mercedes-Benz AG. They claimed injunctive relief, demanding that Mercedes-Benz AG refrain from distributing passenger cars with combustion engines after November 2030 and reduce its respective sales prior to this point in time. In March 2026, the German Federal Court of Justice (*Bundesgerichtshof*) finally dismissed the claims.

If court proceedings have an unfavourable outcome for the Mercedes-Benz Group, the Group may encounter substantial financial burdens, e.g. from damages payments, remedial works or other cost-intensive measures. Court proceedings can also have an adverse effect on the reputation of the Group.

As legal proceedings are subject to a high degree of uncertainty, it is possible that the provisions recognized for them may prove to be insufficient in some cases after their final procedural resolution. As a result, substantial additional expenditures may arise. This also applies to legal proceedings for which the Group has seen no requirement to recognize a provision.

It cannot be ruled out that the regulatory risks and risks from legal proceedings described above, individually or in the aggregate, may materially adversely impact the profitability, cash flows and financial position of the Group or any of its segments.

Further information on legal proceedings is provided in Note 29 (*Legal proceedings*) of the Notes to the Annual Consolidated Financial Statements 2025 of MBG and Note 19 (*Legal proceedings*) of the Notes to the Unaudited Consolidated Interim Financial Statements Q1 2026, each incorporated by reference in this Prospectus.

#### *Tax Risks*

Mercedes-Benz Group and its subsidiaries operate in many countries worldwide and are therefore subject to numerous different statutory provisions and tax audits. Tax risks can affect the profitability, cash flows and financial position of the Group. Additionally, there are tax risks to the operating result of the Mercedes-Benz Group. Any changes in legislation and jurisdiction, as well as different interpretations of the law by the fiscal authorities – especially in the field of cross-border transactions – may be subject to considerable uncertainty. It is therefore possible that the provisions recognized will not be sufficient, which could have negative effects on the Group's net profit and cash flows.

In addition, if future taxable income is not earned or is too low, there is a risk that the tax benefit from loss carryforwards and tax-deductible temporary differences may not be recognized or may no longer be recognized in full, which could have a negative impact on net profit.

**B. Amendments to the section commencing on page 195 of the Prospectus which is entitled "*Description of MBG*"**

**1. Amendments to the subsection commencing on page 195 of the Prospectus which is entitled "*2. Financial Information*"**

- a. The following subsection which is entitled "*(iv) Financial Information Relating to the First Three Months of the Financial Year 2026 of MBG*" shall be added to the end of the subsection commencing on page 198 of the Prospectus which is entitled "*b. Group Interim Financial Information*" (as amended by Supplement No. 1 and Supplement No.2).

**(iv) Financial Information Relating to the First Three Months of the Financial Year 2026 of MBG**

The Group interim financial information set out below has been extracted or derived from the unaudited but reviewed condensed consolidated interim financial statements of MBG as of and for the three months period ended March 31, 2026 (consisting of consolidated statement of income/loss, consolidated statement of comprehensive income/loss, consolidated statement of financial position, consolidated statement of cash flows, consolidated statement of changes in equity and the notes to the interim consolidated financial statements (the "**Unaudited Consolidated Interim Financial Statements Q1 2026**") as set out in the interim report (*Zwischenbericht*) in relation to the first three months of the financial year 2026 (the "**Interim Report Q1 2026**") or the accounting system of MBG.

Such Unaudited Consolidated Interim Financial Statements Q1 2026 are incorporated by reference into this Prospectus.

**Selected Financial Information**

The Group interim financial information set out below should be read and analyzed together with the section entitled "*Notes to the Interim Consolidated Financial Statements*" as set out in the Interim Report Q1 2026. These notes are an integral part of the Unaudited Consolidated Interim Financial Statements Q1 2026.

**Consolidated Statement of Income/Loss Q1 (Unaudited)**

The following table presents selected figures extracted from the consolidated statement of income (unaudited) of MBG for the three months period ended March 31, 2026 (the financial information for the three months period ended March 31, 2025 represents the prior year comparative figures contained in the consolidated statement of income (unaudited) of MBG for the three months period ended March 31, 2026):

|   | <b>January 1, 2026 to<br/>March 31, 2026</b> | <b>January 1, 2025 to<br/>March 31, 2025</b> |
|---|--|--|
|   | <b>(unaudited)<br/>(in millions of €)</b>    |  |
| Revenue   | 31,602                                       | 33,224                                       |
| Cost of sales   | -26,138                                      | -26,660                                      |
| <b>Gross profit in relation to revenue</b>                            | <b>5,464</b>                                 | <b>6,564</b>                                 |
| <b>Profit before income taxes</b>                                     | <b>2,012</b>                                 | <b>2,422</b>                                 |
| <b>Net profit</b>   | <b>1,433</b>                                 | <b>1,731</b>                                 |
| Thereof profit attributable to non-controlling interests              | 15   | 53   |
| Thereof profit attributable to shareholders of Mercedes-Benz Group AG | 1,418  | 1,678  |

## Consolidated Statement of Financial Position (Unaudited)

The following table presents selected figures extracted or derived from the consolidated statement of financial position (unaudited) of MBG as of March 31, 2026 or the accounting system of MBG (the financial information as of December 31, 2025 represents the comparative figures as of December 31, 2025 contained in or derived from the consolidated statement of financial position (unaudited) of MBG as of March 31, 2026 or the accounting system of MBG):

|   | As of March<br>31, 2026           | As of December<br>31, 2025 |
|---|-----------------------------------|----------------------------|
|   | (unaudited)<br>(in millions of €) |                            |
| <b>Assets</b>   |                                   |                            |
| <b>Total non-current assets</b>                               | <b>153,815</b>                    | <b>153,334</b>             |
| <b>Total current assets</b>                                   | <b>104,803</b>                    | <b>102,132</b>             |
| <b>Balance sheet total</b>                                    | <b>258,618</b>                    | <b>255,466</b>             |
| <b>Equity and liabilities</b>                                 |                                   |                            |
| <b>Equity attributable to shareholders of MBG</b>             | <b>94,199</b>                     | <b>93,257</b>              |
| Non-controlling interests                                     | 1,029                             | 983                        |
| <b>Total equity</b>   | <b>95,228</b>                     | <b>94,240</b>              |
| <b>Total non-current liabilities</b>                          | <b>87,955</b>                     | <b>87,458</b>              |
| <b>Total current liabilities</b>                              | <b>75,435</b>                     | <b>73,768</b>              |
| <b>Total equity and liabilities</b>                           | <b>258,618</b>                    | <b>255,466</b>             |
| Additional Information on the Consolidated Financial Position |                                   |                            |
| <b>Net debt</b>   | <b>-80,098</b>                    | <b>-80,817</b>             |

The table below shows the reconciliation of the Group's net debt as of March 31, 2026 and December 31, 2025.

|   | As of March<br>31, 2026           | As of December<br>31, 2025 |
|---|-----------------------------------|----------------------------|
|   | (unaudited)<br>(in millions of €) |                            |
| Cash and cash equivalents <sup>1</sup>                                      | 12,230                            | 12,276                     |
| Marketable debt securities and similar investments <sup>2</sup>             | 7,905                             | 7,566                      |
| <b>Liquidity</b>  | <b>20,135</b>                     | <b>19,842</b>              |
| Financing liabilities <sup>3</sup>  | -100,047                          | -100,506                   |
| Market valuation and currency hedges for financing liabilities <sup>4</sup> | -186                              | -153                       |
| <b>Financing liabilities (nominal)</b>                                      | <b>-100,233</b>                   | <b>-100,659</b>            |
| <b>Net debt<sup>5</sup></b>   | <b>-80,098</b>                    | <b>-80,817</b>             |

<sup>1</sup> Consists of cash and cash equivalents and includes cash and cash equivalents in the amount of € 22 million as of March 31, 2026 (€ 22 million as of December 31, 2025) presented as assets held for sale in the consolidated statement of financial position.

<sup>2</sup> Consists of current and non-current marketable debt securities and similar investments presented in the consolidated statement of financial position.

<sup>3</sup> Consists of current and non-current financing liabilities and includes financing liabilities in the amount of €516 million as of March 31, 2026 (€ 500 million as of December 31, 2025) presented as liabilities held for sale in the consolidated statement of financial position.

<sup>4</sup> Market valuation and currency hedges for financing liabilities comprises the market valuation of financing liabilities, derivative financial assets and derivative financial liabilities included in financing liabilities, other financial assets and other financial liabilities, respectively, presented in the consolidated statement of financial position.

<sup>5</sup> Including net debt held for sale.

## Consolidated Statement of Cash Flows (Unaudited)

The following table presents selected figures extracted from the consolidated statement of cash flows (unaudited) of MBG for the three months period ended March 31, 2026 (the financial information as of March 31, 2025 represents the prior year comparative figures contained in the consolidated statement of cash flows (unaudited) of MBG for the three months period ended March 31, 2026):

|  | January 1, 2026 to<br>March 31, 2026            | January 1, 2025 to<br>March 31, 2025 |
|--|---|--------------------------------------|
|  | <b>(unaudited)</b><br><b>(in millions of €)</b> |                                      |
| Profit before income taxes   | 2,012   | 2,422                                |
| Depreciation and amortization/<br>impairments  | 1,740   | 1,851                                |
| Other non-cash expense and income  | -175  | -385                                 |
| Gains (-)/losses (+) from disposals of<br>assets   | -73   | -20                                  |
| Change in operating assets and<br>liabilities  |   |                                      |
| – Inventories  | -124  | -941                                 |
| – Trade receivables and trade<br>payables  | 2,529   | 2,112                                |
| – Receivables from financial services  | 400   | 2,641                                |
| – Vehicles on operating leases   | -804  | -730                                 |
| – Other operating assets and<br>liabilities  | -1,787  | -304                                 |
| Dividends received from equity-method<br>investments   | 46  | 30                                   |
| Income taxes paid  | 21  | -710                                 |
| <b>Cash flow from operating activities</b>   | <b>3,785</b>                                    | <b>5,966</b>                         |
| <b>Cash flow from investing activities</b>   | <b>-1,971</b>                                   | <b>-4,275</b>                        |
| <b>Cash flow from financing activities</b>   | <b>-1,949</b>                                   | <b>-4,203</b>                        |
| Effect of foreign exchange-rate changes<br>on cash and cash equivalents  | 89  | -252                                 |
| <b>Change in cash and cash equivalents</b>   | <b>-46</b>                                      | <b>-2,764</b>                        |
| <b>Cash and cash equivalents at<br/>beginning of period (Consolidated<br/>Statement of Financial Position)</b> | <b>12,254</b>                                   | <b>14,511</b>                        |
| <b>Cash and cash equivalents at end of<br/>period (Consolidated Statement of<br/>Financial Position)</b>       | <b>12,201</b>                                   | <b>11,752</b>                        |

b. The subsection commencing on page 201 of the Prospectus which is entitled "*c. Information Relating to Group Annual Financial Information and Group Interim Financial Information*" (as replaced by Supplement No. 1, Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:

c. **Information Relating to Group Annual Financial Information and Group Interim Financial Information**

#### **Accounting Policies**

The Annual Consolidated Financial Statements 2023 of MBG, the Annual Consolidated Financial Statements 2024 of MBG and the Annual Consolidated Financial Statements 2025 of MBG have been prepared in accordance with Section 315e of the German Commercial Code (*Handelsgesetzbuch*) and comply with the IFRS Accounting Standards ("**IFRS**") as adopted by the European Union.

The Unaudited Consolidated Interim Financial Statements Q1 2025 of MBG, the Unaudited Consolidated Interim Financial Statements Q2 2025 of MBG, the Unaudited Consolidated Interim Financial Statements Q3 2025 of MBG and the Unaudited Consolidated Interim Financial Statements Q1 2026 of MBG have been prepared in accordance with International Accounting Standard ("**IAS**") 34 (Interim Financial Reporting).

#### **Auditing of Historical Annual Financial Information**

The Annual Consolidated Financial Statements 2023 of MBG have been audited by KPMG in accordance with German Generally Accepted Auditing Standards, and KPMG issued an unqualified auditor's report (*uneingeschränkter Bestätigungsvermerk*) on the Annual Consolidated Financial Statements 2023 of MBG. KPMG has not performed any audit on any financial statements of MBG as of any date or for any period subsequent to December 31, 2023.

The Annual Consolidated Financial Statements 2024 of MBG and the Annual Consolidated Financial Statements 2025 of MBG have been audited by PwC in accordance with German Generally Accepted Auditing Standards and in supplementary compliance with the International Standards on Auditing (ISAs), and in each case PwC issued an unqualified auditor's report (*uneingeschränkter Bestätigungsvermerk*) on each of the Annual Consolidated Financial Statements 2024 of MBG and the Annual Consolidated Financial Statements 2025 of MBG. PwC has not performed any audit on any financial statements of MBG as of any date or for any period subsequent to December 31, 2025.

The Unaudited Consolidated Interim Financial Statements Q1 2025 of MBG, the Unaudited Consolidated Interim Financial Statements Q2 2025 of MBG, the Unaudited Consolidated Interim Financial Statements Q3 2025 of MBG and the Unaudited Consolidated Interim Financial Statements Q1 2026 of MBG have not been audited but have been reviewed by PwC.

2. The subsection on page 206 of the Prospectus which is entitled "*5. Trend Information and Significant Change in Mercedes-Benz Financial Performance and Financial Position*" (as replaced by Supplement No. 1, Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:

5. **Trend Information and Significant Change in Mercedes-Benz Financial Performance and Financial Position**

There has been no material adverse change in the prospects of MBG since December 31, 2025, being the date of its last published audited financial statements, and there has been no significant change in the financial performance and in the financial position of the Group since March 31, 2026, being the end of the last financial period for which financial information has been published by MBG.

3. The second table contained in the subsection on page 211 of the Prospectus which is entitled "7. Major Shareholders" (as replaced by Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:

| Attribution of voting rights to the following legal entities | Share of voting rights | Reference date of latest voting rights announcement |
|--|------------------------|---|
| Bank of America, Wilmington, USA                             | 5.22%                  | March 2, 2026                                       |
| BlackRock, Inc., Wilmington, USA                             | 6.11%                  | March 31, 2026                                      |
| Morgan Stanley, Wilmington, USA                              | 7.79%                  | February 11, 2026                                   |

4. Amendments to the subsection commencing on page 212 of the Prospectus which is entitled "8. Financial Information Concerning MBG's Assets and Liabilities, Financial Position and Profit and Losses"
- a. The subsection on page 212 of the Prospectus which is entitled "Historical Financial Information" (as replaced by Supplement No. 1, Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:

#### Historical Financial Information

The Annual Consolidated Financial Statements 2023 of MBG as set out in the MBG Annual Report 2023, the Annual Consolidated Financial Statements 2024 of MBG as set out in the MBG Annual Report 2024 and the Annual Consolidated Financial Statements 2025 of MBG as set out in the MBG Annual Report 2025, the Unaudited Consolidated Interim Financial Statements Q1 2025 of MBG as set out in the Interim Report Q1 2025, the Unaudited Consolidated Interim Financial Statements Q2 2025 of MBG as set out in the Interim Report Q2 2025, the Unaudited Consolidated Interim Financial Statements Q3 2025 of MBG as set out in the Interim Report Q3 2025 and the Unaudited Consolidated Interim Financial Statements Q1 2026 of MBG as set out in the Interim Report Q1 2026 are incorporated by reference into this Prospectus, to the extent set out in the section entitled "Documents Incorporated by Reference".

- b. The subsection commencing on page 212 of the Prospectus which is entitled "Legal and Arbitration Proceedings" (as amended by Supplement No. 1 and as replaced by Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:

#### Legal and Arbitration Proceedings

MBG and its subsidiaries are confronted with various legal proceedings and claims as well as governmental investigations and orders (legal proceedings) covering a wide range of topics. Such topics include, among others, vehicle safety, emissions, fuel economy, financial services, dealer, supplier and other contractual relationships, intellectual property rights (including but not limited to patent infringement actions), warranty claims, environmental matters, antitrust matters (including actions for damages) as well as investor litigation. Product-related litigation involves, among other things, claims alleging faults in vehicles. Some of these claims are asserted by way of class actions. If the outcome of such legal proceedings is detrimental to the Mercedes-Benz Group or such legal proceedings are settled, the Group may encounter substantial financial burdens, e.g. from damages payments or service actions, recall campaigns, monetary penalties or other costly actions, which would adversely affect the earnings of MBG. Legal proceedings and related settlements may also have an impact on the company's reputation and/or may lead to the exclusion from tenders. The legal proceedings described below as of the date of this Prospectus constitute the legal proceedings deemed material for the Mercedes-Benz Group, therefore they do not constitute a complete description of all legal proceedings.

Investors in shares of Mercedes-Benz Group AG from Germany and abroad have filed lawsuits for damages with the Stuttgart Regional Court (*Landgericht*) alleging the violation of disclosure requirements under capital

markets law (main proceedings) and have also raised out-of-court claims for damages. The investors allege that MBG did not immediately disclose inside information in connection with the emission behaviour of its diesel vehicles and that it had made false and misleading public statements. They further claim that the purchase price of the financial instruments acquired by them (in particular Mercedes-Benz Group AG shares, formerly Daimler AG shares) would have been lower if Mercedes-Benz Group AG had complied with its disclosure obligations. Since 2021, model case proceedings under the German Act on Model Case Proceedings in Disputes under Capital Markets Law (*Kapitalanleger-Musterverfahrensgesetz*) (model case proceedings) have been pending before the Stuttgart Higher Regional Court (*Oberlandesgericht*) in this context. The purpose of the model case proceedings is to reach a decision that is binding for the main proceedings regarding common factual and legal questions. The main proceedings before the Stuttgart Regional Court (*Landgericht*) will be suspended until a decision is reached on the questions submitted, insofar as they cannot be dismissed independently of the questions to be decided in the model case proceedings. The decision in the model case proceedings is binding for the suspended main proceedings. Multiple investors have used the possibility to register claims in a considerable amount with the model case proceedings in order to suspend the period of limitation.

In addition, in Germany, a large number of customers of Mercedes-Benz diesel vehicles have filed lawsuits for damages or rescission of sales contracts. They assert that the vehicles contained illegal defeat devices and/or showed impermissibly high emission values. In particular, they refer to recall orders of the German Federal Motor Transport Authority (*Kraftfahrtbundesamt*; the "**KBA**"), which the KBA based on its view that the Mercedes-Benz Group had used impermissible defeat devices. Although the number of pending cases is declining, a future increase cannot be ruled out. Following a decision of the European Court of Justice in the first quarter of 2023, the German Federal Court of Justice (*Bundesgerichtshof*) ruled in the second quarter of 2023 that vehicle purchasers are entitled to claim damages against the manufacturer if it intentionally or negligently used an inadmissible defeat device. With similar allegations as in the aforementioned lawsuits by individual customers, the Federation of German Consumer Organizations (*Verbraucherzentrale Bundesverband e.V.*) filed a model declaratory action (*Musterfeststellungsklage*) against Mercedes-Benz Group AG with the Stuttgart Higher Regional Court (*Oberlandesgericht*) in 2021. Such action seeks a ruling that certain preconditions of alleged consumer claims are met. In March 2024, the Stuttgart Higher Regional Court (*Oberlandesgericht*) largely granted the model declaratory action. Mercedes-Benz Group AG and, in respect of the dismissed claims, also the plaintiff have appealed against the decision to the Federal Court of Justice (*Bundesgerichtshof*).

In the United Kingdom (in England, Wales and in Scotland), consumer class actions have also been filed against the Mercedes-Benz Group with similar allegations as in the aforementioned lawsuits by customers in Germany. The plaintiffs in the United Kingdom also claim that the Mercedes-Benz Group had deceived consumers in connection with advertising statements for Mercedes-Benz diesel vehicles. The proceedings in England and Wales consist of several individual lawsuits that have been consolidated into one class action. The plaintiffs in this class action also allege, among others, anti-competitive behaviour relating to technology for the treatment of diesel exhaust emissions. Since 2019, consumer class actions raising similar allegations as in the United Kingdom had been filed in Israel, the Netherlands, Portugal and Australia against Mercedes-Benz Group AG and further Group companies. The proceeding in Israel was concluded in March 2025 with a court approved settlement in which the Mercedes-Benz Group consents to continue the implementation of diesel-related field measures.

In the past, U.S. state authorities had opened investigations pursuant to both local environmental and consumer protection laws in connection with diesel exhaust emissions of Mercedes-Benz vehicles and had requested documents and information. In the third quarter of 2025, the Mercedes-Benz Group reached an agreement in principle with these authorities to settle claims under local environmental and consumer protection laws. As part of this settlement, the Mercedes-Benz Group denies the allegations raised in the investigations and does not admit liability, but agrees to make settlement payments. The settlement has been approved by the relevant state authorities and has been memorialized in binding consent judgments. To a large extent, the relevant courts

have granted the necessary final approvals. The Mercedes-Benz Group expects the total costs for these settlements to reach a low three-digit million-euro amount. This has been appropriately accounted for.

In the United States, the Mercedes-Benz Group reached agreements in 2020 with various authorities to settle civil environmental claims regarding the emission control systems of certain diesel vehicles. As part of these settlements, the Mercedes-Benz Group agreed to, among other things, conduct an emission modification programme for the affected vehicles and take certain other measures. Meanwhile, the Mercedes-Benz Group has substantially satisfied its obligations from these agreements. Provisions have been recognized for the emission modification programme and other measures; in the case of the emission modification programme under product warranties.

The activities of various further authorities worldwide (e.g. the KBA, the South Korean authorities, the Canadian environmental regulator and the Brazilian antitrust authority) in connection with diesel exhaust emissions of Mercedes-Benz vehicles are partly ongoing. In the past, these activities carried the risk that authorities could raise new suspicions, initiate investigations or make certain determinations and that plaintiffs or further authorities could adopt such suspicions or determinations. In the view of the Mercedes-Benz Group these risks have meanwhile decreased and as at the date of this Prospectus they do not, either individually or in their entirety, constitute a material risk to the Mercedes-Benz Group. The Mercedes-Benz Group continues to fully cooperate with the relevant authorities.

In accordance with the accounting provision IAS 37.92, no further information is disclosed with respect to whether, or to what extent, provisions have been recognized and/or contingent liabilities have been disclosed with respect to the procedures described in the preceding paragraphs, so as not to prejudice the Mercedes-Benz Group's position. This does not apply to provisions insofar as a settlement has been reached or a proceeding has been concluded.

In 2019, the UK Financial Conduct Authority (the "**FCA**") started a review into commission models that allowed broker discretion on interest rates (discretionary commission arrangements, the "**DCAs**"). In the view of the FCA, such models created incentives for brokers to charge a higher interest rate to customers in order to earn more commission and therefore caused customer harm on a potentially significant scale. A large number of customers who entered into finance agreements with Mercedes-Benz Financial Services UK Limited ("**MBFS UK**") have raised out-of-court complaints for damages and/or filed court claims against MBFS UK for damages. They claim that the brokers and MBFS UK breached contractual, regulatory and/or other duties owed to customers by failing to provide adequate disclosure in respect of commission arrangements. In a case to which the Mercedes-Benz Group was not a party, the UK Supreme Court found in August 2025 that liability could extend to non-DCA cases where there was an unfair contractual relationship. In October 2025, the FCA published details of a Draft Motor Finance Redress Scheme (the "**Draft Scheme**"). It proposes that redress be provided to customers for agreements since 2007 that constitute DCAs or which entail high charges for credit that are materially above market conditions or in cases where the broker is commercially tied to a single financing party or a small group of lenders. The Draft Scheme is not final, and relevant industry bodies have, in the course of a corresponding consultation by the FCA, provided comprehensive feedback on it. In March 2026, the FCA published its final Motor Finance Redress Scheme. The FCA has implemented two separate Schemes, one for agreements beginning between April 6, 2007 – March, 31 2014 and a second scheme for agreements beginning between April 1, 2014 – November 1, 2024. Both schemes continue to presume a business relationship detrimental (unfair) to the customer in the case of a DCA, high charges for credit or where the broker is commercially tied. In comparison to the draft for a respective scheme published by the FCA in October 2025, the threshold for high charges has been increased. Furthermore, the FCA has identified that commercial ties would not be deemed unfair if there were clear and visible links for the customer between the lender and manufacturer. However, the FCA has increased the minimum rate of interest to be applied to 3% and updated its calculation methods for redress. Mercedes-Benz Group has appealed the schemes. Based on the developments set out above and taking into account the current schemes, the provisions remain at a mid-three-digit million euro amount.

In 2021, a number of Australian Mercedes-Benz dealers lodged a claim against Mercedes-Benz Australia/Pacific Pty Ltd. ("**MBAuP**") with a Federal Court in Australia. They alleged that MBAuP forced the dealers to accept a change in their business model from a dealership model to an agency model and thus

deprived them of the goodwill they created through their investments in the Australian Mercedes-Benz dealership network. They sought reinstatement of the dealership model or, alternatively, compensation for the damage they allegedly incurred. All lower courts dismissed the action in its entirety. In November 2025, the High Court of Australia, which has final jurisdiction, dismissed an application for leave to appeal filed by some of the dealers. Therefore, the claim is finally dismissed in its entirety in favour of MBAuP.

Since 2022, two class actions have been pending in the United States alleging claims based on a voluntary recall of certain Mercedes-Benz ML-, GL- and R-Class vehicles produced during the 2004–2015 model years for potentially corroded brake boosters. Among other things, the plaintiffs allege that the brake boosters in such vehicles can corrode and lead to reduced braking force. They allege failure to disclose the claimed defect and assert various claims. In March 2026, the class action lawsuit of Washington State residents was dismissed; the plaintiffs have appealed the decision. The other class action lawsuit has meanwhile also been dismissed, however it may be filed again if certain formal criteria are fulfilled.

In 2021, individual persons associated with *Deutsche Umwelthilfe e.V.* ("DUH") filed a lawsuit before the Stuttgart Regional Court (*Landgericht*) against Mercedes-Benz AG. They claimed injunctive relief, demanding that Mercedes-Benz AG refrain from distributing passenger cars with combustion engines after November 2030 and reduce its respective sales prior to this point in time. In March 2026, the German Federal Court of Justice (*Bundesgerichtshof*) finally dismissed the claim.

To avoid prejudicing the Mercedes-Benz Group's position in the proceedings described in the two preceding paragraphs, the Mercedes-Benz Group, in accordance with the accounting provision IAS 37.92, no further information is disclosed with respect to whether, or to what extent, provisions have been recognized and/or contingent liabilities have been disclosed.

**5. The subsection on page 217 of the Prospectus which is entitled "12. Recent Developments" (as replaced by Supplement No. 1, Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:**

## **12. Recent Developments**

At IAA MOBILITY 2025, which took place in Munich from September 9 to 14, 2025, the all-electric GLC 400 4MATIC, the electric CLA Shooting Brake, and a prototype of the all-electric VLE were presented. Also on display was the CONCEPT AMG GT XX concept vehicle, which was unveiled in Affalterbach in June 2025 and offers a preview of the technology programme of future series-production models based on the new AMG.EA vehicle architecture.

On September 24, 2025, the Supervisory Board of MBG resolved that Dr Jörg Burzer should assume responsibility for the "Chief Technology Officer (CTO), Development & Procurement" division from Markus Schäfer effective December 1, 2025. Markus Schäfer left the board on November 30, 2025. The Supervisory Board also resolved to appoint Michael Schiebe to the Board of Management as Dr Jörg Burzer's successor for "Production, Quality & Supply Chain Management" effective December 1, 2025. Olaf Schick has been a member of the Board of Management of MBG since October 1, 2025. He assumed responsibility for "Integrity, Governance & Sustainability" from Renata Jungo Brünger, who left the Board of Management on October 31, 2025.

With the "Tomorrow XX" technology programme presented on December 11, 2025, the Mercedes-Benz Group continues its holistic approach to decarbonization, resource utilization, and the circular economy across the entire lifecycle of a vehicle and along the entire supply chain. This approach has already proven successful with the VISION EQXX and CONCEPT AMG GT XX models and plans call for its application to extend across the entire product range in future.

The Board of Management of the Mercedes-Benz Group decided at the end of December 2025 to sell the Athlon Group. The contracts with the BNP Paribas Group were signed in April 2026. The completion of the transaction is subject to the reset of all necessary regulatory approvals and is expected in the second half of 2026.

On January 29, 2026, Mercedes-Benz celebrated 140 years of innovation since registering its first engine patent in 1886.

On February 12, 2026, the Group presented its preliminary financial results for 2025 and preliminary outlook for 2026 at its Annual Results Conference. A central component was also a detailed strategy update on the Mercedes-Benz Cars future direction and its medium-term objectives. The focus of this strategy is primarily on the consistent further development of products and technologies to drive growth in all product categories, and the implementation of targeted measures to increase efficiency and optimize costs.

On February 20, 2026, the Supreme Court of the United States ruled that the additional tariffs imposed in 2025 under the "International Emergency Economic Powers Act" (IEEPA) were unlawful. The ruling has no impacts on the Annual Consolidated Financial Statements 2025. As at the date of this Prospectus, the Mercedes-Benz Group does not anticipate any significant financial impact for the year 2026 from this judgement.

The Annual General Meeting of Mercedes-Benz Group AG took place on April 16, 2026. The Chairman of the Supervisory Board, Dr Martin Brudermüller, and the Chairman of the Board of Management, Ola Källenius, reaffirmed the strategic focus on transformation and efficiency in addition to further strengthening technological leadership. In addition, Dr Katharina Beumelburg and Dr Rashmi Misra were elected to the Supervisory Board and Marco Gobetti was re-elected; this is intended to deepen the expertise of the Board, particularly in the areas of sustainability and artificial intelligence. A dividend of €3.50 per no-par-value share entitled to a dividend was decided for the 2025 financial year.

Significant uncertainties regarding the current geopolitical and trade policy conditions, as well as potential unexpected macroeconomic and political developments, will also persist in 2026. The Mercedes-Benz Group continues to monitor the geopolitical environment and macroeconomic conditions with heightened attention. Since the outbreak of the Iran war at the end of February 2026, the focus has been particularly on developments in the Middle East and their potential impacts on the economic conditions and the business development of the Group.

**6. The subsection commencing on page 217 of the Prospectus which is entitled "13. Outlook" (as replaced by Supplement No. 1, Supplement No. 2 and Supplement No. 3) shall be replaced in its entirety as follows:**

### **13. Outlook**

For 2026, the Mercedes-Benz Group expects global economic growth to be subdued.

The outlook regarding the development of tariffs is based on the regulations applicable on February 19, 2026 and on the assumption that the tariff agreement between the EU and the U.S. from October 2025 will also be implemented by the EU. On February 20, 2026, the Supreme Court of the United States ruled that the additional tariffs imposed in 2025 under the "International Emergency Economic Powers Act" (IEEPA) were unlawful. As at the date of this Prospectus, the Mercedes-Benz Group does not anticipate any significant financial impact for the year 2026 from this judgement. However, on May 1, 2026, the U.S. administration announced further tariff increases with regard to tariffs on cars and trucks produced within the European Union to 25% from the previously agreed 15%. The outlook is subject to considerable uncertainty, particularly with regard to the U.S. administration's tariff policy and potential countermeasures by trading partners. In addition to unexpected macroeconomic developments, the geopolitical and trade policy environment in particular continues to cause uncertainty for the world economy and the business development of the Mercedes-Benz Group.

In the Eurozone, real GDP growth is expected to be significantly lower than in 2025 due to higher inflation and potential interest rate hikes by the ECB. Despite the strain of the Middle East conflict, the US economy should continue to expand noticeably, supported by tax cuts and the ongoing boom in artificial intelligence. Chinese economic growth is expected to slow only slightly thanks to robust exports and greater resilience to the impacts of higher energy prices, reaching the government's target of 4.5% to 5.0%. Most central banks are

likely to lower policy interest rates cautiously at best, or, as in the case of the ECB, possibly even raise them, given rising inflation rates.

Overall, global GDP growth of around 2.5% is expected.

These subdued macroeconomic conditions are likely to continue to dampen growth in the global automotive markets. Against this background, the global car market as well as the major sales markets in Europe, the United States and China are expected to remain on the same level as in the calendar year 2025. Price competition is expected to remain intense, in particular, in the Chinese market.

For the relevant van markets, the growth outlook for the calendar year 2026 is rather muted overall. In Europe, the market segments for mid-size and large vans are both likely to remain at the level of the calendar year 2025. The U.S. market for large vans is expected to reach the same level as of the calendar year 2025. In China, the market segment for mid-size vans is expected to increase significantly compared to the level of the calendar year 2025.

The potential impacts of the war in the Middle East are exacerbating existing uncertainties. The forecasts regarding the impacts, particularly on material, raw material, and energy prices, inflation, and sales development, assume that the conflict is not protracted.

### **C. Amendments to the section commencing on page 265 of the Prospectus which is entitled "*Documents Incorporated by Reference*"**

On April 29, 2026, MBG published its "*Interim Report Q1 2026*", containing, *inter alia*, the unaudited but reviewed consolidated interim financial statements of MBG as of and for the first three months of the financial year 2026 of MBG ended on March 31, 2026 (the "**Interim Report Q1 2026**"). A copy of the Interim Report Q1 2026 has been filed with the *Commission de Surveillance du Secteur Financier*.

By virtue of this Supplement, the Interim Report Q1 2026 shall be incorporated by reference in, and form part of, the Prospectus to the extent set out below, provided that any information not specifically set out below, but included in the Interim Report Q1 2026 is either not relevant for an investor or is covered elsewhere in the Prospectus and shall therefore not be deemed to be included in the Prospectus. In this context, the following amendments shall be made to the section commencing on page 265 of the Prospectus which is entitled "*Documents Incorporated by Reference*".

**The following subsection "B.4" shall be added after the subsection "B.3" to the table commencing on page 265 of the Prospectus which is entitled "*Table of Documents Incorporated by Reference*" (as amended by Supplement No. 1, Supplement No. 2 and Supplement No. 3) as follows:**

B.4 Interim Report Q1 2026 of MBG (containing the Unaudited Consolidated Interim Financial Statements Q1 2026 prepared in accordance with IAS 34 (Interim Financial Reporting)), including

|   |               |
|---|---------------|
| - Consolidated Statement of Income/Loss               | Page 32       |
| - Consolidated Statement of Comprehensive Income/Loss | Page 33       |
| - Consolidated Statement of Financial Position        | Pages 34 – 35 |
| - Consolidated Statement of Cash Flows                | Pages 36 –37  |
| - Consolidated Statement of Changes in Equity         | Page 38       |

- Notes to the Interim Consolidated Financial Statements

Pages 39 –58

- Auditor's Review Report

Page 59

<https://dl.luxse.com/dlp/105b0d9d037ad640b4b5f1691b6deafe57>

#### **D. Withdrawal Right**

Any investor who had already agreed to purchase or subscribe for any notes (the "**Notes**") to be issued by any of the Issuers before this Supplement was published may, if the Notes have not yet been delivered to the investor at the time when the significant new factor, material mistake or material inaccuracy arose or was noted, exercise any withdrawal right arising pursuant to Article 23 (2) of the Prospectus Regulation or Article 30.2 of the Luxembourg Prospectus Act, respectively, as a result of the publication of this Supplement, on or before May 7, 2026. Such withdrawal, if any, does not have to be justified or substantiated. Any investor who wishes to exercise its right of withdrawal may contact

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In order to comply with the time limit set out above, punctual dispatch of the withdrawal is sufficient.