PACCAR Inc

2026 IFRS S2 (TCFD) CDP Climate Annual Report

Table of Contents Page

Forward Looking Statement i
Reporting Boundary i
Climate Transition Plan ii
Governance ii
Strategy ii
Risk Management iii
Scenario Analysis iv
Metrics and Targets v
CDP Report 01
C1. Introduction 07
C2. Identification…risks, and opportunities 13
C3. Disclosure of risks and opportunities 26
C4. Governance 43
C5. Business strategy 80
C6. Environmental performance - Consolidation approach 133
C7. Environmental performance - Climate change 134
C11. Environmental performance – Biodiversity 245
C13. Further information & sign off 247

Forward Looking Statement / Cautionary Statements

PACCAR Climate Transition Plan and CDP Climate Change Questionnaire responses may contain statements that are forward looking. These statements are based on current expectations and assumptions that are subject to risks and uncertainties, which may cause actual results to differ materially. A summary of risks and uncertainties is described in more detail in our periodic reports filed with the Securities and Exchange Commission (SEC). We undertake no duty to update or revise these responses whether as a result of new information, future events or otherwise. For the most recent financial, risk and other information about PACCAR, please see our SEC filings and most recent earnings release available on the Investor Relations page of www.investors.paccar.com.

2026 IFRS S2 (TCFD) CDP Climate Annual Report

Climate Transition Plan

Reporting Boundary: This IFRS S2 (TCFD) aligned report covers PACCAR Inc. and its consolidated subsidiaries, including manufacturing facilities, operations, and offices worldwide. The data and disclosures encompass environmental, social, and governance performance for the fiscal year ending December 31, 2025, unless otherwise specified. The report excludes joint ventures, dealers, and suppliers not under PACCAR's direct operational or financial control.

Governance

Board Oversight: PACCAR's Board of Directors oversees climate-related risks and opportunities through its Nominating and Governance Committee, which receives updates at Board meetings. Strategy and performance are standing agenda items and include climate-related items.

Management's Role: The Chief Executive Officer (CEO) responsibility includes climate-related strategy, risk assessment, and transition planning. The CEO (who is also a Board member) is accountable for integrating climate-related considerations into business operations and reports progress to the Board. The CEO is supported by the Chief Technology Officer (CTO) and division leaders in executing climate-related initiatives. The CTO leads advanced vehicle technology development (e.g., electrification, alternative fuels) and monitors climate-related trends, reporting to the CEO on a routine basis. This governance framework ensures clear oversight and accountability for climate-related issues from the Board level down through senior management.

Strategy

Climate Transition Plan: PACCAR has a published climate transition plan aligned with a 1.5 °C scenario (Paris Agreement goals). The plan is informed by multiple climate scenario analyses – including IEA Beyond 2°C and Net Zero 2050 scenarios for transition pathways, and IPCC RCP 2.6/4.5/8.5 scenarios for physical climate impacts. The plan is primarily driven by key external dependencies, such as the availability of affordable renewable energy along with fueling and charging infrastructure leading to customer demand for lower- and zero-emission vehicles. PACCAR's strategy assumes a gradual increase of supply of renewable energy and fuels by the energy sector along with new infrastructure to transport and distribute that energy by governments and utility sectors. As these dependencies catalyze so will customer demand for total cost of ownership and lifecycle costing competitive lower- and zero emission vehicles.

Business Model Resilience: PACCAR is investing heavily to ensure its business remains resilient and competitive in the transition to using renewable energy for powering trucks.

2026 IFRS S2 (TCFD) CDP Climate Annual Report

PACCAR's excellent long-term profits, strong balance sheet and consistent focus on quality have enabled the company to invest $9.2 billion in new and enhanced facilities, innovative products and new technologies during the past decade. The company has invested in a broad portfolio of more efficient, low and zero-emission vehicle powertrains including battery-electric and hydrogen fuel cell trucks, as well as hybrid and low-emission engine technologies. These new products position PACCAR well to meet shifting customer demand and regulatory requirements for evolving renewable powered trucks. PACCAR is also improving the efficiency of its manufacturing and operations to produce these vehicles as ordered by customers. PACCAR invested $728.5 million in capital projects and $445.5 million in research and development expenses in 2025. Furthermore, PACCAR engages with its suppliers, dealers, and customers to support decarbonization across the value chain (for example, collaborating on sustainable materials and offering fleet management tools to optimize fuel efficiency). Collectively, these strategic efforts mitigate transition risks and create opportunities. PACCAR's climate-related strategy is integrated with its overall corporate strategy and is continuously reviewed to adapt to emerging market and technological trends.

Risk Management

Integration into Risk Management: Risks, including climate-related risks, are identified, assessed and managed within PACCAR's compliance and risk management policy, procedures, and framework. Management evaluates risks at least semi-annually as part of multi-disciplinary risk reviews including climate-related risk. This process covers the full value chain (from supply chain to operations to product use) and multiple time horizons (short, medium, and long-term). Key categories of climate-related risk considered include transition risks, e.g., changing customer preferences for low-emission trucks, and greenhouse gas regulation by agencies like CARB, EPA, and the EU; and physical risks, e.g., acute extreme weather events or chronic climate shifts that could affect facilities or supply continuity. PACCAR also identifies climate-related opportunities, such as increased demand for fuel efficient, low, and zero-emission trucks and partnerships in battery and fuel-cell technology, which are evaluated alongside risks.

Risk Mitigation: PACCAR addresses risks through proactive mitigation strategies. For market transition risk, the company is diversifying its product mix with biofuels, electric, hybrid, and hydrogen-powered trucks, thereby reducing market share risk. For regulatory risk, PACCAR invests in continuous improvement of engine efficiency and emissions controls, conducts compliance testing, and engages with policymakers and industry groups to keep compliant of new regulations. For physical risks, PACCAR has business continuity plans: supply chain and manufacturing are geographically diversified, facilities are built with local climate-related risks in mind, and the company carries insurance. PACCAR also works closely with critical suppliers on their preparedness and conducts assessments of suppliers' resilience. Risks are integrated into PACCAR's Compliance and Risk Management policy, procedures, and process. The Executive Committee and Board receive regular updates on risk exposure

and mitigation progress. PACCAR's active risk management has so far prevented climate-related issues from materially impacting operations or financial results. The company will continue to monitor all risks and adjust its strategies as needed. PACCAR discloses material risks in its annual financial filing Form 10-K. At present, identified climate-related risks are projected to remain below this threshold.

Scenario Analysis

PACCAR employs climate scenario analysis to test the resilience of its strategy against a range of possible futures. The company uses both transition scenarios and physical climate scenarios for these assessments:

For transition risk: PACCAR models a rapid decarbonization scenario (e.g., IEA Net Zero 2050). This assumes infrastructure provides access to affordable renewable energy, aggressive policies, technology shifts to low/zero-emission vehicles, and high carbon prices. PACCAR also considers regulatory-specific scenarios using tools like EPA's GEM and the EU VECTO model to anticipate and keep pace with compliance requirements. In addition, PACCAR updates models for total energy forecast (e.g., IEA World Energy Outlook 2025) and the forecasted availability, reliability, and affordability of energy for the transportation sector, specifically for heavy and medium duty trucks, to evaluate customer demand based on total cost of ownership for different truck models.

For physical risk: PACCAR evaluates a high-emissions scenario (akin to IPCC RCP 8.5) where global warming may lead to more frequent and severe extreme weather by mid-century. Site-level impacts (flood plains, storm intensity, wildfire zones, etc.) are analyzed under this scenario, as well as a moderate scenario (RCP 4.5) and low-emissions pathway (RCP 2.6) for comparison.

Key Findings: The scenario analysis to date indicates that PACCAR's current strategy is resilient and no anticipated climate-related scenario is likely to cause a material financial impact on the company. In an aggressive transition scenario aligned with 1.5 °C, the heavy-duty truck market shifts rapidly to low and zero-emission technologies by 2050. PACCAR's modeling shows that, because of its ongoing investments in products matching customer demand, this combines with PACCAR ability to manufacture those trucks to retain market share. Under a severe physical climate scenario, catastrophic events and impacts are contained by business continuity planning including PACCAR's diversified operations and continued investment in those operations, supply chain and insurance coverage.

Strategic Planning: These scenario results have been integrated into PACCAR's strategic planning. For example, insights influenced the scale and timing of PACCAR's investments. Physical risk scenarios have guided facilities planning. Overall, the scenario analysis reinforces that PACCAR's proactive measures effectively limit its climate-related risk exposure. The company will continue to update scenario analyses at least every two years,

or more frequently if material new risks emerge, to inform its risk management and strategic direction. Information is published annually in PACCAR's annual financial Form 10-K filings and sustainability reports at investors.paccar.com.

Metrics and Targets

GHG Emissions Inventory (2025): PACCAR tracks greenhouse gas emissions across its operations and value chain, consistent with the GHG Protocol categories. For the year 2025, emissions were: Scope 1 (direct emissions from PACCAR operations) 102,299 metric tons CO_2e; Scope 2 (indirect emissions from purchased electricity, location-based) was 117,334 metric tons CO_2e; Scope 3 (indirect emissions in the value chain), of which the largest category is Use of Sold Products – 80,222,834 metric tons CO_2e. The Scope 3 Use of Sold Products figure represents the estimated tailpipe emissions over the lifetime fuel use of PACCAR vehicles sold, and it dominates PACCAR's carbon footprint (>95% of total emissions). Reported emissions data have been externally verified under ISO 14064-3 standards.

Targets: PACCAR has set science-based GHG reduction targets approved by the Science Based Targets initiative (SBTi). The targets are: (1) an absolute reduction of 35% in Scope 1 and 2 emissions by 2030 from a 2018 baseline; and (2) a 25% reduction in Scope 3 "use-phase" emissions intensity per vehicle kilometer by 2030 from 2018. These targets are aligned with a well-below 2 °C pathway.

Progress: PACCAR is on track toward its 2030 goals. By the end of 2025, the company had achieved approximately 71% of the required reduction for its Scope 1 & 2 target. This progress reflects energy efficiency projects and increased use of renewable electricity at PACCAR facilities. For Scope 3, progress is less direct so far: the emissions intensity of sold products achieved approximately 17% of the target reduction for Scope 3, Category 11 target in 2025. PACCAR expects the use phase emissions intensity to continue decreasing as increasing renewable energy and related infrastructure increased customer demand for low and zero-emission trucks alongside new diesel models delivering better fuel economy with increasing blends of renewable and biodiesel. PACCAR reports updated metrics annually.

CDP Report: PACCAR annually responds to the CDP (formerly known as the Carbon Disclosure Project), providing comprehensive disclosures on its climate-related risks, opportunities, and emissions performance. The company has consistently participated in the CDP reporting process since 2014, demonstrating its ongoing commitment to transparency and sustainability. This report offers stakeholders insights into PACCAR's strategy and progress toward its climate transition plan.

PACCAR Inc

CDP Corporate Questionnaire 2026

Contents

C1. Introduction 7

(1.1) In which language are you submitting your response? 7

(1.2) Select the currency used for all financial information disclosed throughout your response. 7

(1.3) Provide an overview and introduction to your organization. 7

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years. 8

(1.4.1) What is your organization's annual revenue for the reporting period? 8

(1.5) Provide details on your reporting boundary. 8

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)? 9

(1.7) Select the countries/areas in which you operate. 10

(1.21) For which transport modes will you be providing data? 11

(1.24) Has your organization mapped its value chain? 11

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities 13

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities? 13

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts? 14

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities? 14

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities. 15

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed? 21

(2.3) Have you identified priority locations across your value chain? 22

(2.4) How does your organization define substantive effects on your organization? 23

C3. Disclosure of risks and opportunities 26

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future? 26

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future. 26

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks. 33

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)? 35
(3.5.1) Select the carbon pricing regulation(s) which impact your operations. 36
(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by. 36
(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by? 37
(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future? 38
(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future. 38
(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities. 41

C4. Governance 43

(4.1) Does your organization have a board of directors or an equivalent governing body? 43
(4.1.1) Is there board-level oversight of environmental issues within your organization? 44
(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues. 44
(4.2) Does your organization's board have competency on environmental issues? 47
(4.3) Is there management-level responsibility for environmental issues within your organization? 48
(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals). 49
(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets? 52
(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals). 53
(4.6) Does your organization have an environmental policy that addresses environmental issues? 58
(4.6.1) Provide details of your environmental policies. 59
(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives? 61
(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment? 62
(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year? 64
(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year. 70
(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response? 74

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication. 74

C5. Business strategy 81

(5.1) Does your organization use scenario analysis to identify environmental outcomes? 81

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis. 81

(5.1.2) Provide details of the outcomes of your organization's scenario analysis. 94

(5.2) Does your organization's strategy include a climate transition plan? 95

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning? 98

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy. 99

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning. 103

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition? 104

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition. 104

(5.4.3) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment. 106

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities? 106

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years. 107

(5.10) Does your organization use an internal price on environmental externalities? 111

(5.10.1) Provide details of your organization's internal price on carbon. 112

(5.11) Do you engage with your value chain on environmental issues? 115

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment? 116

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues? 117

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process? 118

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place. 118

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues. 122

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain. 126

(5.12) Indicate any mutually beneficial environmental initiatives you could collaborate on with specific CDP Supply Chain members. 131

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement? 133

(5.13.1) Specify the CDP Supply Chain members that have prompted your implementation of mutually beneficial environmental initiatives and provide information on the initiatives. 133

C6. Environmental performance - Consolidation approach 136

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data. 136

C7. Environmental performance - Climate change 137

(7.1) Is this your first year of reporting emissions data to CDP? 137

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data? 137

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year? 137

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions. 138

(7.3) Describe your organization's approach to reporting Scope 2 emissions. 138

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are excluded from your disclosure of climate-related data? 138

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions which are not included in your disclosure. 139

(7.5) Provide your base year and base year emissions. 141

(7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e? 150

(7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e? 150

(7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions. 150

(7.9) Indicate the verification/assurance status that applies to your reported emissions. 162

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements. 162

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements. 163

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements. 165

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year? 166

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year. 166

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure? 172

(7.12) Does your organization have significant land sector activities in its operations or value chain? 172

(7.13) Does your organization choose to account for and report technological CO2 removals or captured CO2 with geologic storage, or have you done so in previous years? 173
(7.15) Does your organization break down its Scope 1 and/or Scope 2 emissions by greenhouse gas type? 173
(7.15.1) Break down your total gross global Scope 1 and Scope 2 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP). 173
(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area. 175
(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide. 182
(7.17.3) Break down your total gross global Scope 1 emissions by business activity. 183
(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e. 183
(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide. 183
(7.20.3) Break down your total gross global Scope 2 emissions by business activity. 184
(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e. 184
(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response. 184
(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response? 186
(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary. 186
(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period. 191
(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges? 194
(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future? 195
(7.29) What percentage of your total operational spend in the reporting year was on energy? 195
(7.30) Select which energy-related activities your organization has undertaken. 195
(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh. 196
(7.30.6) Select the applications of your organization's consumption of fuel. 198
(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type. 199
(7.30.14) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year. 201
(7.30.15) Provide details on the electricity purchases that were accounted for at a zero or near-zero emission factor in the reporting year. 213
(7.35) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services. 224
(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations. 226
(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport. 227

(7.52) Provide any additional climate-related metrics relevant to your business. 229
(7.53) Did you have an emissions target that was active in the reporting year? 230
(7.53.1) Provide details of your absolute emissions targets and progress made against those targets. 230
(7.53.2) Provide details of your emissions intensity targets and progress made against those targets. 234
(7.54) Did you have any other climate-related targets that were active in the reporting year? 239
(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases. 239
(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings. 240
(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below. 240
(7.55.3) What methods do you use to drive investment in emissions reduction activities? 246
(7.73) Are you providing product level data for your organization's goods or services? 247
(7.74) Do you classify any of your existing goods and/or services as low-carbon products? 247
(7.74.1) Provide details of your products and/or services that you classify as low-carbon products. 247
(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year. 249
(7.79) Has your organization retired any project-based carbon credits within the reporting year? 250

C11. Environmental performance - Biodiversity 251
(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments? 251
(11.3) Does your organization use biodiversity indicators to monitor performance across its activities? 251
(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year? 252

C13. Further information & sign off 254
(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party? 254
(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used? 254
(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored. 255
(13.3) Provide the following information for the person that has signed off (approved) your CDP response. 256

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☑ USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Description of Business PACCAR is a multinational company operating in three principal industry segments: (1) The Truck segment includes the design, manufacture and distribution of high-quality medium and heavy duty commercial trucks. Heavy duty trucks have a gross vehicle weight (GVW) of over 33,000 lbs (Class 8) in North America and over 16 metric tonnes in Europe and South America. Medium-duty trucks have a GVW ranging from 19,500 to 33,000 lbs (Class 6 to 7) in North America, and in Europe range between 6 and 16 metric tonnes. Trucks are configured with the engine in front of cab (conventional) or cab-over-engine (COE). (2) The Parts segment includes the distribution of aftermarket parts for trucks and related commercial vehicles. (3) The Financial Services segment includes finance and leasing products and services provided to customers and dealers. PACCAR's finance and leasing activities are principally related to PACCAR products and associated equipment. PACCAR established its science-based greenhouse gas emission reduction targets to meet the goals of the Paris Agreement. PACCAR continually monitors developments in emissions and climate change-related laws and regulations in the markets in which it conducts business. PACCAR will continue to fund capital and R&D projects to meet future emissions and certification requirements through the introduction of new technologies into its products, engines and exhaust after-treatment systems. PACCAR believes in all material respects it is in compliance with the laws and regulations applicable to our plants and operations. Information regarding the effects that compliance with international, federal, state and local environmental regulations have on the Company's capital and operating

expenditures and the Company's involvement in environmental matters is included in PACCAR's annual Form 10-K disclosure to the Unites States Securities and Exchange Commission (SEC).
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2025	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

28444800000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

PCAR

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ No
[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ China
☑ India
☑ Italy
☑ Spain
☑ Brazil
☑ Belgium
☑ Czechia
☑ Germany
☑ Hungary
☑ Australia
☑ Canada
☑ France
☑ Mexico
☑ Poland
☑ Austria
☑ Netherlands
☑ Switzerland
☑ United Kingdom
☑ United States of America

(1.21) For which transport modes will you be providing data?

Select all that apply
☑ Heavy Duty Vehicles (HDV)

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:
☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply
☑ Upstream value chain
☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ All supplier tiers known have been mapped

(1.24.7) Description of mapping process and coverage

Upstream value chain, downstream value chain & end-of-life mapping is inherent as a regulated manufacturer of highway trucks. PACCAR is subject to the National Traffic and Motor Vehicle Safety Act and Federal Motor Vehicle Safety Standards promulgated by the National Highway Traffic Safety Administration as well as environmental laws and regulations in the US, and is subject to similar regulations in all countries where it has operations and where its trucks are distributed. In addition, the Company is subject to certain other licensing requirements to do business in the US and Europe. The Company believes it is in compliance with laws & regulations applicable to safety standards, the environment and other licensing requirements in all countries where it has operations and where its trucks are distributed. PACCAR requires all suppliers to be in compliance with IATF 16949 Quality System Requirements published by the Automotive Industry Action Group, Detroit MI (www.aiag.org). PACCAR requires suppliers to provide high quality products which are warranted to be free from defects in materials and workmanship. All PACCAR Divisions require compliance to the automotive and truck Production Parts Approval Process (PPAP) which is available from Automotive Industry Action Group (AIAG) at www.aiag.org. PACCAR suppliers are required to verify compliance to the design record for any new or revised product or for any significant process changes. Verification must be completed prior to shipment of production parts. PACCAR Supplier Quality will issue a PPAP notification specifying submission level, location, and due date. Mapping monitors standards imposed by the U.S. EPA, the European Union, U.S. state regulatory agencies (such as CARB), regulatory agencies in other international markets where the Company operates, and non-binding international accords related to climate change. The primary laws and regulations are the EPA's GHG Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles, EPA's Clean Truck Initiative, the Regulation of the European Parliament and of the Council on the Monitoring and Reporting of CO2 Emissions from Fuel Consumption of New Heavy-Duty Vehicles, and the Heavy-Duty Omnibus Regulation and Advanced Clean Truck (ACT) regulation of CARB which has been adopted by several other states, requires an increasing percentage of medium- and heavy-duty trucks sold into the state to be zero emissions.
[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

3

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Vehicle model years are completed 0 to 3 years before orders are taken and rolling off production lines to customers.

Medium-term

(2.1.1) From (years)

4

(2.1.3) To (years)

10

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Customer specifications and regulatory activity influencing vehicle design from 4 to 10 years in advance.

Long-term

(2.1.1) From (years)

11

(2.1.2) Is your long-term time horizon open ended?

Select from:
☑ Yes

(2.1.4) How this time horizon is linked to strategic and/or financial planning

R&D, new technology, and the like take decades before being safe, reliable and affordable for customers to explore and regulators to approve.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: ☑ Yes	*Select from:* ☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

☑ Biodiversity

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

☑ End of life management

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

☑ Local

☑ Sub-national

☑ National

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ EcoVadis

☑ IBAT – Integrated Biodiversity Assessment Tool

Enterprise Risk Management

☑ COSO Enterprise Risk Management Framework

☑ Enterprise Risk Management

☑ Risk models

☑ Stress tests

International methodologies and standards

☑ Environmental Impact Assessment

☑ IPCC Climate Change Projections

☑ ISO 14001 Environmental Management Systems

☑ Life Cycle Assessment

Databases

☑ Nation-specific databases, tools, or standards, please specify :Ecoinvent and other LCA supporting data sets and services.

Other

☑ Materiality assessment

☑ Partner and stakeholder consultation/analysis

☑ Scenario analysis

(2.2.2.15) Risk types and criteria considered

Acute physical

☑ Drought

☑ Tornado

☑ Avalanche

☑ Heat wave

☑ Landslide

☑ Pollution incident

☑ Glacial lake outburst

and evaluated by insurance provider.

☑ Cyclone, hurricane, typhoon

☑ Heavy precipitation (rain, hail, snow/ice)

☑ Flood (coastal, fluvial, pluvial, ground water)

☑ Wildfires

☑ Subsidence

☑ Cold wave/frost

☑ Disease or pests

☑ Invasive species

☑ Storm (including blizzards, dust, and sandstorms)

☑ Other acute physical risk, please specify **:Location specific risks as identified**

Chronic physical

☑ Heat stress

☑ Soil erosion

☑ Solifluction

☑ Water stress

☑ Sea level rise

☑ Changing wind patterns

☑ Coastal erosion

☑ Soil degradation

☑ Permafrost thawing

☑ Ocean acidification

☑ Groundwater depletion

☑ Increased ecosystem vulnerability

☑ Declining water quality
☑ Temperature variability
☑ Overexploitation of species
☑ Declining ecosystem services
☑ Water availability at a basin/catchment level
☑ Seasonal supply variability/interannual variability
☑ Changing temperature (air, freshwater, marine water)
☑ Operations in or adjacent to areas important for biodiversity
☑ Changing precipitation patterns and types (rain, hail, snow/ice)
☑ Increased levels of environmental pollutants in freshwater or marine bodies
☑ Increased levels of macro or microplastic leakage to air, soil, freshwater and/or marine bodies
☑ Other chronic physical risk, please specify :Location specific list is maintained and reviewed annually, as well as evaluated by insurance provider

☑ Change in land/freshwater/ocean use
☑ Water quality at a basin/catchment level
☑ Precipitation or hydrological variability
☑ Increased severity of extreme weather events

Policy

☑ Carbon pricing mechanisms
☑ Protected area designation
☑ Regulation of noise pollution
☑ Changes to national legislation
☑ Poor coordination between regulatory bodies
☑ Uncertainty and/or conflicts involving land tenure rights and water rights
☑ Other policy risk, please specify **:Policy and regulations are monitored in all jurisdictions where PACCAR operates.**

☑ Poor enforcement of environmental regulation
☑ Increased difficulty in obtaining operations permits
☑ Changes to international law and bilateral agreements
☑ Changes to regulations of existing products and services
☑ Lack of mature certification and sustainability standards

Market

☑ Changing customer behavior
☑ Lack of availability and/or increased cost of certified sustainable material
☑ Lack of availability and/or increased cost of raw materials
☑ Uncertainty in market signals
☑ Other market risk, please specify :Extensive market and supply chain monitoring and screening in markets served by PACCAR.

Reputation

☑ Impact on human health

☑ Stigmatization of sector

☑ Increased concern and/or negative feedback from partners and stakeholders

☑ Exclusion of vulnerable and marginalized stakeholders (e.g., informal workers)

☑ Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g., GHG emissions, deforestation & conversion, water stress, excessive bycatch)

☑ Other reputation risk, please specify :Reputation Risks are segment and market specific in risk assessment models.

Technology

☑ Unsuccessful investment in new technologies

☑ Dependency on water-intensive energy sources

☑ Lack of access to data or monitoring systems

☑ Transition to lower emissions technology and products

☑ Transition to water intensive, low carbon energy sources

☑ Other technology risk, please specify **:Lifecycle technology risk assessments.**

Liability

☑ Exposure to sanctions and litigation

☑ Non-compliance with regulations and legislation

☑ Other liability risk, please specify :Local, national, and global liability risk assessments.

(2.2.2.16) Partners and stakeholders considered

Select all that apply

☑ NGOs

☑ Customers

☑ Employees

☑ Investors

☑ Suppliers

☑ Other commodity users/producers at a local level

☑ Regulators

☑ Local communities

☑ Indigenous peoples

☑ National and/or subnational governments

☑ Other water users at the basin/catchment level

☑ Other, please specify **:Segments and Divisions have overlap in stakeholders as well as bespoke stakeholders depending on lifecycle boundaries.**

(2.2.2.17) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.18) Further details of process

A key element of PACCAR's environmental strategy is to offer our customers commercial vehicles that reduce environmental impacts and this requires robust processes for identifying, assessing, and managing environmental dependencies, impacts, risks, and opportunities. This begins by annually assessing the life-cycle of truck models using ISO 14040/14044 aligned and International Material Systems (IMDS) informed life-cycle assessment models accounting for impacts to global warming, human health, natural ecosystems, and raw materials availability. Engineers and scientists are looking for a high quality, affordable, reliable truck model type design configuration meeting interdependencies between customer specifications, compliance regulations, safety, quality, and environmental impacts. Taken into consideration is the sourcing of materials, logistics, production, assembly, use phase, and end-of-life phase involving PACCAR suppliers, operations, communities, regulators and customers. Significant or material variances are raised for leadership to address as part of PACCAR's site, division, and company-wide risk management governance described in the CDP Governance section. Detailed information may be found at investors.paccar.com, Annual Report and SEC filings & Investor Presentations.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ Yes

(2.2.7.2) Description of how interconnections are assessed

A key element of PACCAR's environmental strategy is to offer our customers commercial vehicles that reduce environmental impacts. This starts by assessing the lifecycle of truck models using ISO 14040/14044 aligned and International Material Systems (IMDS) informed life-cycle assessment models accounting for impacts and interdependencies between global warming, human health, natural ecosystems, and raw materials depletion/availability. Engineers and scientists are looking for a high quality, affordable, reliable truck configuration meeting customer specifications, compliance regulations, and environmental impacts holistically along the entire value chain and operations of PACCAR.

[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

☑ Upstream value chain

(2.3.3) Types of priority locations identified

Sensitive locations

☑ Areas important for biodiversity

☑ Areas of limited water availability, flooding, and/or poor quality of water

☑ Areas of importance for ecosystem service provision

Locations with substantive dependencies, impacts, risks, and/or opportunities

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to water

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to biodiversity

(2.3.4) Description of process to identify priority locations

Direct operations are screened annually for proximity and reliance. A list of operations may be found in the attached Annual Report on page 96, in 2025 no locations were identified in their value chain where action should be prioritized most urgently due to locations being in or near sensitive locations and/or areas where the organization has substantive nature-related dependencies, impacts, risks, and/or opportunities. This includes tier one suppliers' compliance with PACCAR's supplier

code of conduct and their assessment annually using international framework(s) on material factors, including nature-related issues, and their management of those factors.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ Yes, we will be disclosing the list/geospatial map of priority locations

(2.3.6) Provide a list and/or spatial map of priority locations

PACCAR Annual Report 92938747-efc5-4089-a533-2e0540fc48b8.pdf
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Revenue

(2.4.3) Change to indicator

Select from:

☑ % decrease

(2.4.4) % change to indicator

Select from:

☑ 1-10

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

☑ Other, please specify :Financial and Non-financial impact including environmental, social, and other considerations.

(2.4.7) Application of definition

Determine if an event is substantive or material to support decisions and necessary actions to mitigate the risk.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ Other, please specify :Return on Investment

(2.4.3) Change to indicator

Select from:

☑ % increase

(2.4.4) % change to indicator

Select from:

☑ 21-30

(2.4.6) Metrics considered in definition

Select all that apply

☑ Frequency of effect occurring

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

☑ Other, please specify :Financial and Non-financial impact including environmental, social, and other considerations.

(2.4.7) Application of definition

Determine if an event is substantive or material to support decisions and necessary actions to engage the opportunity.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental risks identified
Climate change	*Select from:* ☑ Yes, both in direct operations and upstream/downstream value chain

[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Market

☑ Changing customer behavior

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Downstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ United States of America

(3.1.1.9) Organization-specific description of risk

The Company evaluates climate-related risks and opportunities by tracking global regulation of greenhouse gas emissions, shifting customer preferences and expectations, and technological advances in truck design and logistics. It collaborates with suppliers, customers, and third parties with knowledge of emerging trends related to road freight. In 2025, the risk to PACCAR is changing customer preferences leading to lower sales if Kenworth, Peterbilt and DAF commercial vehicles are not meeting changing customer expectations for vehicles and engines with improved fuel economy and reduced greenhouse gas emissions. PACCAR's product planning is focused on customer preferences and consistent with climate change scenarios. An IEA "Future of Trucks" climate scenario prediction indicates that by 2060 diesel trucks will comprise 14% of sales, hybrid vehicles will be 21% of sales, CNG/LNG 3%, and 64% of sales will be fuel cell and electric road system (ERS) capable. The past decade, PACCAR has invested $9.2 billion in world-class facilities, next generation products and state of the art technologies. Investing in technologies that reduce greenhouse gas emissions such as highly fuel-efficient diesel engines, natural gas and biofuel engines, as well electric, hybrid, and hydrogen fuel cell powertrains. Kenworth, Peterbilt and DAF delivered battery-electric trucks to customers in 2025 and have thirteen zero emissions vehicle models in production.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced demand for products and services

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Unlikely

(3.1.1.14) Magnitude

Select from:

☑ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

For risk and potential impact to PACCAR's future market share by changing customer preference based on the estimated 2060 market is a 12% margin on half to one percent of the market share or approximately $25 million to $50 million.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

250000000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

500000000

(3.1.1.25) Explanation of financial effect figure

*PACCAR’s road freight product planning through 2030 takes into account customer preferences and is consistent with climate change scenario analysis for limiting global warming to below 2 degrees C through 2060. Key climate scenario prediction (“Future of Trucks”, IEA https://www.iea.org/reports/the-future-of-trucks) of the size and composition of road freight vehicle sales indicate that by 2060 diesel trucks will comprise 14% of sales, hybrids will be 21% of sales, CNG/LNG 3%, and 64% of sales will be fuel cell and electric road system (ERS) capable trucks. Also, overall sales are projected to increase by 280% over 2015 sales (*Note: 2015 is used as the original baseline year for evaluating Scope 3 science based GHG emissions targets and remains relevant baseline to the 2025 CDP report.). Applying these projections to PACCAR’s 2015 sales revenue of 14,782,500,000 indicates that if PACCAR is unable to offer customers a full range of industry leading, low carbon*

road freight vehicles including hybrids, CNG/LNG, fuel cell and ERS capable trucks, that by 2060, PACCAR truck sales revenue will be reduced by about 86% or close to 36 billion. This is calculated by multiplying 2015 revenue by projected sales growth through 2060 and then multiplied by the potential reduction in market share of non-diesel vehicles in 2060 (14,782,500,000 x 280% x 86% 35,596,260,000) In 2025, it now appears unlikely that PACCAR will not offer competitive vehicle models and service solutions to sustain or expand market share and avoid the nearly 36 billion in estimated reduction in revenue by 2060. In 2025, PACCAR is a leader in the development of battery-electric, hybrid, hydrogen combustion and hydrogen fuel cell vehicles, as well as, launching truck models in North America and Europe with up to a 7% and 10% fuel efficiency gain respectively. However, risk remains as vehicles require renewable energy infrastructure and the IEA World Energy Outlook 2025 forecasts a "Net Zero Emissions by 2050 Scenario" will require a doubling in worldwide spending on clean energy infrastructure to 2030. With competitive products and service entering the marketplace in 2025, a new estimation focuses on an estimate of one half to one percent of market share estimated for 2060 and the lost margin estimated at 12% on unbuilt and unsold vehicles. (14,782,500,000 x 280% x either 0.5% or 1% range of approximately 206,955,000 to 413,910,000 x 12% lost vehicle margin).

(3.1.1.26) Primary response to risk

Diversification

☑ Develop new products, services and/or markets

(3.1.1.27) Cost of response to risk

7796250000

(3.1.1.28) Explanation of cost calculation

The cost to manage long term changing customer preferences for innovative road freight technology is calculated by multiplying 50% of the estimated climate-related annual R&D expenses for 2025 times thirty-35 years to extrapolate the order of magnitude for R&D spending over the thirty-five years between 2025 and 2060 (35 x 226,500,000 =7,796,250,000).

(3.1.1.29) Description of response

PACCAR manages the risk of shifting customer preferences, which could substantially impact PACCAR’s revenues and market share by [Task] continuing to expand climate-related advanced technology truck offerings, which exceed customer performance expectations through innovative research and development, partnerships and collaboration. In the short- (0-3 years), medium- (4-10 years) term PACCAR continues to invest and develop innovative products. For example, in 2025, PACCAR's strategic decision was to spend nearly 70% of the overall $445.5 million research and development spending, on climate related product innovation to reduce greenhouse gas emissions and improve fuel economy. As also seen in PACCAR's strategic focus on improving fuel economy, PACCAR invested in the further development of battery-electric, hybrid and hydrogen fuel cell vehicles. The long term impacts remain to be seen as markets adopt and transition to better fuel economy and battery-electric, hybrid and hydrogen fuel cell vehicles and the technology continue to evolve. As a result, PACCAR’s Kenworth and Peterbilt Divisions

continues taking customer orders for production models including Kenworth K270E and T680E; Peterbilt Models 220EV, 579EV, 520EV; DAF LF, CF, XF and XD battery electric trucks in total 13 production models in 2025. In addition, PACCAR's extensive zero emissions field testing program, with customers operating hundreds of Kenworth, Peterbilt and DAF test trucks, will provide valuable real-world experience to enhance these future product launches. Kenworth and Peterbilt customers are also able to order electric chargers from PACCAR Parts, and PACCAR Financial will provide flexible financing options for infrastructure and charging systems. PacLease bundles the cost of charging systems within full-service lease offerings to customers.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☑ Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ United States of America

(3.1.1.9) Organization-specific description of risk

In 2025, PACCAR's operations and products are subject to extensive statutory and regulatory requirements governing greenhouse gas and non-greenhouse gas emissions. These include standards imposed by the U.S. EPA, the EU, U.S. state regulatory agencies (such as CARB), and regulatory agencies in other international markets where the Company operates. The primary laws and regulations are the EPA's Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles, the Regulation of the European Parliament and of the Council on the Monitoring and Reporting of CO2 Emissions

from Fuel Consumption of New Heavy-Duty Vehicles, and the Heavy-Duty Omnibus Regulation of the California Air Resources Board. The Company continually monitors developments in emissions and climate change-related laws and regulations in the markets in which the Company conducts business. Regulations such as the U.S. EPA's Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles as found in Federal Register vol 78 No 116 require PACCAR to improve fuel efficiency and reduce greenhouse gas emissions from the commercial vehicles and engines sold in the U.S. Canada has similar regulations. The risk for PACCAR is the potential increased costs due to fines if Kenworth and Peterbilt vehicles and engines are not compliant with greenhouse gas regulatory standards in the United States.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased direct costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ About as likely as not

(3.1.1.14) Magnitude

Select from:

☑ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Historical penalties on a competitor's engines that exceeded EPA's engine emissions standards amounted to about $2,000 per engine. If the same penalty was applied to PACCAR's 2025 vehicle deliveries in the US and Canada with PACCAR engines, that would be a cost in the range of $22 million to $40 million due.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

22000000

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

44000000

(3.1.1.25) Explanation of financial effect figure

If the same penalty was applied to PACCAR's 2025 vehicle deliveries with PACCAR engines in the US and Canada, that would be a cost range of an estimated 22 million to 44 million due to non-compliance penalties depending on the quantity of engines affected. This cost is calculated by multiplying 2,000 times an estimated range of PACCAR's 2025 deliveries of vehicles in the US and Canada with PACCAR MX engines impacted by non-compliance (2,000 x range of 11,000 to 22,000 =22,000,000 to 44,000,000) [

(3.1.1.26) Primary response to risk

Compliance, monitoring and targets

☑ Greater compliance with regulatory requirements

(3.1.1.27) Cost of response to risk

222750000

(3.1.1.28) Explanation of cost calculation

The risk that new greenhouse gas regulation of products could adversely impact revenue, market share and operating costs is managed through continuous improvement of fuel efficiency, alternative and low carbon fuel compatible products. The cost to manage the product regulatory risk includes product research and development, policy engagement and compliance testing. The Company invests in technologies that reduce emissions such as highly fuel-efficient diesel engines, natural gas and biofuel engines, as well as next generation electric, hybrid, and hydrogen fuel cell powertrains. To develop these industry-leading products and

technologies, PACCAR makes significant R&D and capital investments every year. For example, in 2025, PACCAR spent nearly 70% of the 2025 445.5 million R&D budget on climate-related advanced vehicle technology.

(3.1.1.29) Description of response

PACCAR's Zero Emissions Trucks - R&D efforts include several demonstration and development projects for Kenworth, Peterbilt and DAF vehicles, including battery-electric, hydrogen fuel cell, hydrogen combustion and hybrid technologies. PACCAR is currently producing thirteen battery-electric Kenworth, Peterbilt and DAF truck models. Low Carbon and Renewable Fuels – as of 2025, all PACCAR's MX-13 and MX-11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and up to B20 biofuel in the U.S. Advanced Vehicles - In 2025, PACCAR is launching its SuperTruck 3 program to continue the development of its Class 8 Kenworth and Peterbilt battery-electric and fuel cell vehicles, along with its vehicle charging stations. SuperTruck 3 is a U.S. Department of Energy (DOE) initiative to develop state-of-the-art zero emissions medium- and heavy-duty trucks. The SuperTruck initiative was launched in 2009 by the DOE to improve heavy-duty truck freight efficiency. Kenworth and Peterbilt successfully developed state-of-the-art vehicles in the SuperTruck and SuperTruck 2 programs. PACCAR sustains the launch of DAF's, industry-leading heavy-duty truck models in DAF XF, XG and XG+ trucks represent a $1 billion investment. The DAF truck's streamlined design delivers up to 10% greater fuel efficiency. PACCAR's research and development spending resulted in market leading development of alternative powertrains including battery-electric, fuel cell and hybrid commercial vehicles.
[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:
☑ Revenue

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

28444800000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ 1-10%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

28444800000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

PACCAR is a global technology company whose Truck segment includes the design and manufacture of high-quality light-, medium- and heavy-duty commercial trucks. In the U.S. and Canada, trucks are sold under the Kenworth and Peterbilt nameplates, in Europe, under the DAF nameplate and in Mexico, Australia and South America, under the Kenworth and DAF nameplates. The Parts segment includes the distribution of aftermarket parts for trucks and related commercial vehicles. The Company's Financial Services segment derives its earnings primarily from financing or leasing PACCAR products in North America, Europe, Australia and South America. 2025 Financial Highlights. Worldwide net sales and revenues were $28.44 billion in 2025. Proportion of this metric vulnerable to the substantive effects of environmental risks are 1-10% for transition risks and less than 1% for physical risks.

Climate change

(3.1.2.1) Financial metric

Select from:

☑ CAPEX

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

1174000000

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:
☑ 1-10%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

1174000000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:
☑ Less than 1%

(3.1.2.6) Amount of CAPEX in the reporting year deployed towards risks related to this environmental issue

821800000

(3.1.2.7) Explanation of financial figures

PACCAR's financial strength enabled the company to invest in 2025 nearly 1.2 billion in combined capital projects and research and development to expand its range of trucks, enhance its manufacturing operations and grow its global aftermarket parts and financial services businesses. PACCAR's consistently strong profits and balance sheet have allowed the company to invest 9.2 billion in capital projects and research and development over the last decade. These investments have supported the development of advanced new vehicle models, new manufacturing and distribution facilities and innovative technologies. PACCAR's investments create transportation solutions that provide our customers with the highest levels of quality, safety and reliability, as well as the lowest total cost of operation. In 2025, capital investments were 729 million and research and development expenses were 446 million. These investments enabled PACCAR's truck factories to build zero emissions vehicles, increase global production capacity and implement advanced technologies to enhance manufacturing efficiency, including expanded use of automated guided vehicles.
[Add row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☑ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply
☑ EU ETS

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

100

(3.5.2.2) Scope 2 emissions approach

Select from:
☑ No compliance obligation for scope 2 emissions

(3.5.2.3) % of Scope 2 emissions covered by the ETS

0

(3.5.2.4) Period start date

01/01/2025

(3.5.2.5) Period end date

12/31/2025

(3.5.2.6) Allowances allocated

15696

(3.5.2.7) Allowances purchased

15696

(3.5.2.8) Verified Scope 1 emissions in metric tons CO2e

41633

(3.5.2.9) Verified Scope 2 emissions in metric tons CO2e

15245

(3.5.2.10) Details of ownership

Select from:
☑ Facilities we own and operate

(3.5.2.11) Comment

None
[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

The strategy is to reduce greenhouse gas emissions by reducing consumption of energy, and purchasing credits, if needed, or if the market circumstances are profitable to do so. Currently, energy conservation is pursued using energy management systems and the systematic replacement of process equipment with higher energy efficient models as well as electrification, if possible. In 2025, DAF Eindhoven facility has multiple building efficiency initiatives underway while continuing to complete energy assessments of all facilities. To reduce its reliance on buying additional ETS allowances, DAF Trucks completed approximately 28 energy efficiency projects across its Eindhoven, Westerlo, and Leyland plants. This included upgrading process insulation in the Eindhoven Parts Paint Shop to directly lower the facility's Scope 1 gas usage and associated carbon liabilities. In the future, the storage of unused allowances will be used throughout the EU-ETS 2021-2030 trading period.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:
☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services
☑ Development of new products or services through R&D and innovation

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Upstream value chain

(3.6.1.8) Organization specific description

PACCAR can increase revenues by developing innovative new products through research and development, and supplier partnerships and collaborations. The company's research and development spending decisions are strategically focused on supplier collaborations for new product innovation such as hybrid, electric, and hydrogen road freight vehicles. An example of PACCAR's product development research and development and supplier collaborations include PACCAR's multi-year collaboration with suppliers to develop and commercialize zero and near-zero emissions trucks. Phase I featured Kenworth's CNG range-extended plug-in hybrid electric trucks developed under the SCAQMD/DOE ZECT 2 program, as well as Peterbilt battery design for increased capacity at the same system weight to increase electric range. Later phases under the program included partnerships for Class 8 drayage hydrogen fuel cell truck as well as fueling infrastructure. In 2025, PACCAR used its research and development investments to launch next-generation battery-electric trucks across its Kenworth, Peterbilt, and DAF brands. They also introduced cleaner, regulatory-compliant diesel engines and funded a new joint venture to build specialized electric truck battery cells. Finally, the company upgraded its fleet management software while adding advanced robotics to its factories to improve manufacturing efficiency. The financial benefit to PACCAR is estimated to be in the 8.5 to 10 billion range.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ About as likely as not (33–66%)

(3.6.1.12) Magnitude

Select from:

☑ High

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

As a result of supplier collaborations the financial benefit to PACCAR is estimated to be in the 8.5 to 10.0 billion range based on climate scenario estimates of the growth in hybrid, LNG/CNG, hydrogen and electric road system vehicles through 2035.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

8533440000

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

9955680000

(3.6.1.23) Explanation of financial effect figures

Diesel heavy duty vehicles are predicted by climate scenarios to comprise 28.3 million units and still the majority of in use vehicles in 2025. The new product market share for hybrid and CNG/LNG/ERS is predicted to grow by 30% to 35%. The potential financial benefit for PACCAR is based on 2025 revenue and the climate scenario growth in road freight in use units as a proxy for revenue growth through 2035. The low range of revenue increase is calculated to be 8.5 billion, which is calculated by multiplying 2025 revenue by the low range market share growth of 30% (28,444,800,000 x 0.3 8,533,440,000) through 2035. A high end estimate of additional potential revenue through 2035 is calculated to be 10 billion ((28,444,800,000 x 0.35 9,955,680,000) with the development of market competitive hybrid, CNG/LNG and ERS road freight heavy duty vehicles.

(3.6.1.24) Cost to realize opportunity

311850000

(3.6.1.25) Explanation of cost calculation

In 2025, PACCAR spent nearly 70% of PACCAR's overall 445.5 million research and development spending, on climate-related advanced vehicle technology research and development and supplier collaboration (445,500,000 x 70% =311,850,000)

(3.6.1.26) Strategy to realize opportunity

The investment in development, the mid-term strategy (4-10 years) is described below based on scenario analysis. Long term strategy (11-30) requires further evaluation as market evolves. [Situation] Climate scenario modelling of medium term, in use, road freight composition indicates that diesel trucks will compose a smaller market share in 2035 than in 2025. Hybrid and CNG/LNG trucks are expected to increase substantially in market share by 2035. In order to increase revenues, [Task] PACCAR's supplier collaboration, and research and development spending decisions must be strategically focused on the predicted increasing demand for new products and services such as hybrid and CNG/LNG and ERS vehicles. [Action] In 2025, PACCAR spent nearly 70% of PACCAR's overall 445.5 million research and development spending, on climate-related advanced vehicle technology research and development and supplier collaboration (445,500,000 x 70% 311,850,000) [Results] Because of PACCAR's focus on supplier partnerships, collaboration, and research and development spending on new product development, PACCAR's R & D spending included funding for the development of hybrid and CNG/LNG range extended, road freight vehicles providing PACCAR with the knowledge and partnerships needed to increase revenue over the medium term as the market for road freight vehicles transitions to low carbon, alternative powertrains.
[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:
☑ Other, please specify :R&D Spend

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

445500000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:
☑ 61-70%

(3.6.2.4) Explanation of financial figures

In 2025, PACCAR spent nearly 70% of PACCAR's overall 445.5 million research and development spending, on climate-related advanced vehicle technology research and development and supplier collaboration

Climate change

(3.6.2.1) Financial metric

Select from:
☑ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

728500000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:
☑ 71-80%

(3.6.2.4) Explanation of financial figures

Systemic Lifecycle Framework: PACCAR's 2025 investments with substantive environmental benefits extend well beyond direct factory upgrades and across much of the company's operational footprint. Investment areas include advanced design software, flexible manufacturing lines, circular aftermarket support, and fuel-efficient fleet financing. Environmental Impact: medium and heavy-duty trucks are a critical part of the global freight network. Investments that improve vehicle design, production flexibility, product circularity, and fleet efficiency can therefore contribute to climate mitigation and lower fuel consumption throughout the vehicle lifecycle. Estimated capital expenditure: under this integrated, economy-wide perspective, where industrial efficiency also supports environmental stewardship, an estimated 70% to 80% of PACCAR's 2025 capital budget could be considered environmentally impactful.
[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ Quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Nominating and Governance Committee is responsible for evaluating director candidates and selecting nominees for approval by the independent members of the Board of Directors. It also makes recommendations to the Board on corporate governance matters, including director compensation, and environmental and social matters. The Committee has established written criteria for the selection of new directors, which are available at www.paccar.com/about-us/board-of-directors/guidelines-for-board-membership. The criteria state that a diversity of perspectives, skills and business experience relevant to the Company's global

operations should be represented on the Board. The Committee recognizes the importance of having a diversity of gender, heritage and backgrounds to ensure that a variety of opinions and perspectives are represented on the Board. Initial lists of director candidates include qualified racially/ethnically and gender diverse candidates. To be a qualified director candidate, a person must have achieved significant success in business, education or public service, must not have a conflict of interest and must be committed to representing the long-term interests of the stockholders.

(4.1.6) Attach the policy (optional)

2026-proxy-statement-final-April-1.pdf,2026-proxy-statement-final-April-1.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Executive Officer (CEO)
☑ Board-level committee
☑ Other, please specify :NOMINATING and GOVERNANCE COMMITTEE

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:
☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply
☑ Board Terms of Reference
☑ Other policy applicable to the board, please specify :NOMINATING and GOVERNANCE COMMITTEE CHARTER

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:
☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply
☑ Reviewing and guiding annual budgets
☑ Overseeing and guiding scenario analysis
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Approving corporate policies and/or commitments
☑ Overseeing reporting, audit, and verification processes
☑ Monitoring the implementation of a climate transition plan
☑ Overseeing and guiding the development of a business strategy
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Overseeing and guiding public policy engagement
☑ Reviewing and guiding innovation/R&D priorities
☑ Approving and/or overseeing employee incentives
☑ Overseeing and guiding major capital expenditures
☑ Monitoring the implementation of the business strategy

☑ Monitoring supplier compliance with organizational requirements
☑ Monitoring compliance with corporate policies and/or commitments
☑ Overseeing and guiding the development of a climate transition plan
☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

The Board of Directors Nomination and Governance Committee shall monitor developments in effective corporate governance, including the Company's response to stockholder proposals, and periodically recommend changes to the Board for its consideration and adoption as appropriate. The Committee shall also review and make recommendations on environmental and social matters. PACCAR's Chief Executive Officer (CEO), who is a member of the Board of Directors, has responsibility for climate-related issues. The CEO made a climate-related decision in 2025 to spend nearly 70% of PACCAR's $445.5 million of R&D, on climate-related vehicle research and development to reduce product-use greenhouse gas emissions. This is because climate strategy, planning and responses are integrated into PACCAR's operations, planning, and capital budgeting processes, which are the responsibility of the CEO. The senior executives in charge of division operations, planning, strategy, and innovation report directly to the CEO on a weekly basis. For example, significant progress with advanced vehicle technology, including hybrid vehicles, low carbon fueled and electric vehicles is reported to the CEO on a weekly basis by PACCAR's Chief Technology Officer (CTO). The CTO's focus is on electrification and connected vehicles, hybrid vehicles, low carbon fuels and fuel cell technology for commercial freight applications. Between the CEO, CTO and other senior executives, presentation on the progress and strategies for advanced vehicles were provided to the Board of Directors at each Board Meeting.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply
☑ Chief Executive Officer (CEO)
☑ Board-level committee
☑ Other, please specify :NOMINATING and GOVERNANCE COMMITTEE

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:
☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

☑ Other policy applicable to the board, please specify :NOMINATING and GOVERNANCE COMMITTEE CHARTER

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Sporadic – agenda item as important matters arise

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

☑ Monitoring compliance with corporate policies and/or commitments

☑ Monitoring supplier compliance with organizational requirements

(4.1.2.7) Please explain

Biodiversity is a global concern and important environmental issues. PACCAR's Risk Management System continuously evaluate environmental risks. PACCAR's Risk Management System is designed to proactively identify, assess, and mitigate environmental and ecological risks across its global operations, integrating sustainability and quality throughout the company's value chain. This system helps PACCAR focus on locations and processes with significant dependencies, impacts, and risks related to nature, positive environmental and operational outcomes. The assessment in 2025 did not identify biodiversity as a material risk to PACCAR. For material risks refer to PACCAR's annual form 10-K disclosure at investors.paccar.com. PACCAR will continue to assess annually.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Integrating knowledge of environmental issues into board nominating process

☑ Having at least one board member with expertise on this environmental issue

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Other, please specify :The Nominating and Governance Committee is responsible for evaluating director candidates and selecting nominees for approval by the independent members of the Board of Directors including environmental and social matters such as climate change.

(4.2.3) Environmental expertise of the board member

Academic

☑ Undergraduate education (e.g., BSc/BA in environment and sustainability, climate science, environmental science, water resources management, environmental engineering, forestry, etc.), please specify :Engineering

☑ Postgraduate education (e.g., MSc/MA/PhD in environment and sustainability, climate science, environmental science, water resources management, forestry, etc.), please specify :Engineering, Engineering Management, Industrial Management

Experience

☑ Executive-level experience in a role focused on environmental issues

☑ Management-level experience in a role focused on environmental issues

☑ Staff-level experience in a role focused on environmental issues

☑ Experience in an academic role focused on environmental issues

☑ Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues
☑ Managing supplier compliance with environmental requirements
☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets
☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Measuring progress towards environmental science-based targets
☑ Setting corporate environmental policies and/or commitments
☑ Setting corporate environmental targets

Strategy and financial planning
☑ Developing a climate transition plan
☑ Implementing a climate transition plan
☑ Conducting environmental scenario analysis
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other
☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:
☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

PACCAR's CEO, who is a member of the Board of Directors, has responsibility for climate-related issues in climate strategy, planning, operations, and capital budgeting processes. PACCAR's Chief Technology Officer reports directly to the CEO. Responsibility for strategic climate related issues has been assigned to the CTO because this role is also responsible for PACCAR's global information technology, innovation and technical centers in Silicon Valley and Washington State, and PACCAR's Engine and Powertrain groups and for PACCAR's advancement in electrification and connected vehicles, hybrid vehicles, low carbon fuels and fuel cell technology for commercial freight applications. The CTO monitors strategic climate-related issues through regulatory liaison work and collaboration with both existing suppliers and new advanced vehicle technology developers. This makes the CTO uniquely qualified to lead PACCAR's climate-related program for next generation products including strategy and planning for low carbon transitioning, scenario analysis and product-use greenhouse gas emissions goals. The CTO reports progress and strategies for advanced vehicles to the Board of Directors at some Board meetings including climate-related issues. In addition, the CTO provides progress reports on advanced technology vehicles such as hybrids, alternative low carbon fueled and electric vehicles, and other climate-related issues to the CEO, who is a member of the Board of Directors, on a weekly basis.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Risk committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Strategy and financial planning

☑ Conducting environmental scenario analysis

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

PACCAR's Global Compliance Program meets quarterly with the Compliance Steering Committee with core members of PACCAR's Executive Operating Committee. [Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

100

(4.5.3) Please explain

Climate Change Linked Compensation Elements Base Salary - Experience, knowledge of the industry, duties and scope of responsibility including climate related responsibilities. Short-Term Incentive Compensation - Success in achieving annual objectives including climate related risk mitigation and engagement of opportunities. Long-Term Incentive Compensation - Continued excellence and attainment of objectives over time. Success in long term growth and development. Contributions to climate-related risk mitigation and opportunity engagement.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

☑ Reduction in absolute emissions in line with net-zero target

☑ Other targets-related metrics, please specify :The Company’s executive compensation program is comprised of base salaries, annual incentive cash and long-term incentives consisting of cash, stock options and restricted stock/RSUs For details see PACCAR's Annual Proxy Statement.

Strategy and financial planning

☑ Achievement of climate transition plan

☑ Increased alignment of capex with transition plan and/or sustainable finance taxonomy

☑ Board approval of climate transition plan

☑ Other strategy and financial planning-related metrics, please specify **:The Company's executive compensation program is comprised of base salaries, annual incentive cash and long-term incentives consisting of cash, stock options and restricted stock/RSUs For more information see PACCAR's Annual Proxy Statement.**

☑ Increased investment in environmental R&D and innovation

☑ Shift to a business model compatible with a net-zero carbon future

☑ Increased proportion of revenue from low environmental impact products or services

Resource use and efficiency

☑ Other resource use and efficiency-related metrics, please specify :The Company's executive compensation program is comprised of base salaries, annual incentive cash and long-term incentives consisting of cash, stock options and restricted stock/RSUs For more information see PACCAR's Annual Proxy Statement.

Pollution

☑ Other pollution-related metrics, please specify :The Company's executive compensation program is comprised of base salaries, annual incentive cash and long-term incentives consisting of cash, stock options and restricted stock/RSUs For more information see PACCAR's Annual Proxy Statement.

Policies and commitments

☑ Other policies and commitments-related metrics, please specify :The Company's executive compensation program is comprised of base salaries, annual incentive cash and long-term incentives consisting of cash, stock options and restricted stock/RSUs For more information see PACCAR's Annual Proxy

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

Compensation Elements Base Salary - Experience, knowledge of the industry, duties and scope of responsibility including climate related responsibilities. Short-Term Incentive Compensation - Success in achieving annual objectives including climate related risk mitigation and engagement of opportunities. Long-Term Incentive

Compensation - Continued excellence and attainment of objectives over time. Success in long term growth and development. Contributions to climate-related risk mitigation and opportunity engagement.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

PACCAR's Risk and Opportunity Management is inclusive of Climate-related risks. PACCAR group risk management processes assess risks and opportunities multiple times a year – monthly, quarterly, annually, continuously identifying, assessing, and responding to potential impacts. Risks and opportunities are assessed for short-, medium- and long-term time horizons as well as evaluated aligned with IFRS defined "Double Materiality" assessment. Direct operations, upstream supply chain and downstream product use and end-of-life risk and opportunity management is integrated into PACCAR's multidisciplinary management process including the assignment of incentives to achieve short and long term goals to mitigate risk and engage opportunities.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Facility/Unit/Site management

☑ Business unit manager

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Reduction in emissions intensity

☑ Increased share of renewable energy in total energy consumption
☑ Reduction in absolute emissions

Resource use and efficiency
☑ Improvements in emissions data, reporting, and third-party verification
☑ Energy efficiency improvement
☑ Reduction in total energy consumption

Pollution
☑ Reduction/elimination of environmental incidents and/or environmental notices (notices of violation)

(4.5.1.4) Incentive plan the incentives are linked to

Select from:
☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

Compensation Element Base Salary - Experience, knowledge of the industry, duties and scope of responsibility including climate related responsibilities. Short-Term Incentive Compensation - Success in achieving annual objectives including climate related risk mitigation and engagement of opportunities. Long-Term Incentive Compensation - Continued excellence and attainment of objectives over time. Success in long term growth and development. Contributions to climate-related risk mitigation and opportunity engagement.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

PACCAR's Risk and Opportunity Management is inclusive of Climate-related risks. PACCAR group risk management processes assess risks and opportunities multiple times a year – monthly, quarterly, annually, continuously identifying, assessing, and responding to potential impacts. Risks and opportunities are assessed for short-, medium- and long-term time horizons as well as evaluated aligned with IFRS defined "Double Materiality" assessment. Direct operations, upstream supply chain and downstream product use and end-of-life risk and opportunity management is integrated into PACCAR's multidisciplinary management process including the assignment of incentives to achieve short and long term goals to mitigate risk and engage opportunities.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Senior-mid management

☑ Other senior-mid manager, please specify :General and Assistant General Managers

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Reduction in emissions intensity

☑ Increased share of renewable energy in total energy consumption

☑ Reduction in absolute emissions

Resource use and efficiency

☑ Improvements in emissions data, reporting, and third-party verification

☑ Energy efficiency improvement

☑ Reduction in total energy consumption

Pollution

☑ Reduction/elimination of environmental incidents and/or environmental notices (notices of violation)

☑ Other pollution-related metrics, please specify :Air, land, water, energy, materials, and waste metrics compliance.

Policies and commitments

☑ Increased supplier compliance with environmental requirements

☑ New or tighter environmental requirements applied to purchasing practices

Engagement

☑ Increased engagement with suppliers on environmental issues

☑ Increased engagement with customers on environmental issues

☑ Increased value chain visibility (traceability, mapping)

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

Compensation Element Base Salary - Experience, knowledge of the industry, duties and scope of responsibility including climate related responsibilities. Short-Term Incentive Compensation - Success in achieving annual objectives including climate related risk mitigation and engagement of opportunities. Long-Term Incentive Compensation - Continued excellence and attainment of objectives over time. Success in long term growth and development. Contributions to climate-related risk mitigation and opportunity engagement.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

PACCAR's Risk and Opportunity Management is inclusive of Climate-related risks. PACCAR group risk management processes assess risks and opportunities multiple times a year – monthly, quarterly, annually, continuously identifying, assessing, and responding to potential impacts. Risks and opportunities are assessed for short-, medium- and long-term time horizons as well as evaluated aligned with IFRS defined "Double Materiality" assessment. Direct operations, upstream supply chain and downstream product use and end-of-life risk and opportunity management is integrated into PACCAR's multidisciplinary management process including the assignment of incentives to achieve short and long term goals to mitigate risk and engage opportunities.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(4.6.1.4) Explain the coverage

PACCAR's annual SASB-ESG Report contains links to PACCAR's Global Code of Conduct, Supplier Code of Conduct, and a description of Environmental Standards Policies. PACCAR's success starts with its core principles: integrity, quality, safety, and is based on a long-standing commitment to operational excellence and responsibility to the Company's customers and the communities the Company serves. PACCAR's strength derives from the Company's focus on quality and its well-earned reputation for honesty and ethical conduct. Everyone at PACCAR embodies these values by the way they act as individual directors, officers and employees, and as citizens in the community. Each employee is required to follow the Code of Conduct on the job and while engaged in outside activities that may affect or reflect on the Company. In addition, PACCAR expects dealers, suppliers, customers, and other business partners to act ethically and in a manner consistent with the Code of Conduct.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to respect legally designated protected areas

☑ Commitment to stakeholder engagement and capacity building on environmental issues

Climate-specific commitments

☑ Commitment to 100% renewable energy

Social commitments

☑ Commitment to promote gender equality and women's empowerment

☑ Commitment to respect internationally recognized human rights

Additional references/Descriptions

☑ Description of environmental requirements for procurement

☑ Description of grievance/whistleblower mechanism to monitor non-compliance with the environmental policy and raise/address/escalate any other greenwashing concerns

☑ Description of membership and financial support provided to organizations that seek to influence public policy

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

IFRS-Sustainability-Report-Apr-2026rev1.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ Global Reporting Initiative (GRI) Community Member

☑ Science-Based Targets Initiative (SBTi)

☑ Task Force on Climate-related Financial Disclosures (TCFD)

(4.10.3) Describe your organization’s role within each framework or initiative

PACCAR's climate transition plan adheres with TCFD, now IFRS S2 Climate Related Disclosures. PACCAR's 2030 GHG Emission Targets are aligned approved by SBTi, and evolving towards ISSB IFRS S2 as adopted by countries where PACCAR operates. PACCAR's investor reporting is aligned with IFRS S1 and S2.
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Yes

☑ Yes, we engaged directly with policy makers

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

☑ Another global environmental treaty or policy goal, please specify :Voluntary, IFRS S1 and S2

(4.11.4) Attach commitment or position statement

IFRS-Sustainability-Report-Apr-2026rev1.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ Yes, my organization is registered

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Mandatory government register

☑ Non-government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

Voluntary register with the independent CPA-Zicklin Index of Corporate Political Disclosure and Accountability. ID is PACCAR. Mandatory government register the U.S. Senate is main portal for both disclosure quarterly and mid-year reports. Senate ID# is: 401103263-12 and U.S. House ID# is: 329410000

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

The governance of PACCAR's climate transition strategy. The Board of Directors and the Nominating & Governance Committee hold responsibility for environmental, social, and governance "sustainability" strategy. The Executive Operating Committee has responsibility for executing the sustainability strategy. PACCAR's Chief Executive Officer (CEO), who is a member of the Board of Directors of the Company, has responsibility for climate-related issues. Climate strategy, planning and responses are integrated into PACCAR's global operations, planning, and capital budgeting processes, which are the responsibility of the CEO. Within the PACCAR framework of governance, the Senior Management Team of the Company are responsible for company specific risks and opportunities and have local responsibility for day-to-day management and control of those risks. The sustainability strategy to mitigate risks and engage opportunities is delivered by Corporate Functions working collaboratively with PACCAR Divisions performing tasks including environmental and climate related risk and opportunity assessments, scenario analysis, planning, project delivery and collaboration across a matrix of directors and managers. PACCAR's policies, investments, technologies, engineering, and business capability support achieving science-based targets aligned with the Paris Agreement goals. Proven zero and lower-emission technologies capabilities meet customer adoption as their fleets transition when zero or low carbon fuels and infrastructure meet duty-cycle requirements, total cost of ownership expectations, reliability needs and uptime priorities. PACCAR's policy engagement and lobbying activity at the local, state, regional, and national level are centrally managed by region. For example, in the U.S., PACCAR's public affairs office in Washington, D.C. reports to the corporate General Counsel to ensure consistent alignment with overall business strategy including climate related priorities. In the EU, DAF engages in climate policy outreach through the European Automobile Manufacturer's Association (ACEA) and reports to PACCAR's President. Both PACCAR's President and General Counsel are members of PACCAR's executive operating committee ensuring consistent climate strategy across business units and geographies. PACCAR Internal Audit and PACCAR Compliance functions monitor and check that process and procedures are consistent and fulfilled.
[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

EPA's Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

☑ Emissions – CO2

☑ Emissions – other GHGs

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ North America

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Discussion in public forums

☑ Responding to consultations

☑ Provided funding or in-kind support

☑ Submitting written proposals/inquiries

☑ Participation in voluntary government programs

☑ Participation in working groups organized by policy makers

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

PACCAR engages with United States government agencies and policymakers seeking public comment and technical input on legislative, regulatory, and other public policy issues affecting supply chains, manufacturing, sales, and operations of medium- and heavy-duty commercial vehicles. This public input is vital for elected officials and career civil servants who rely on the expertise of engineers, scientists, economists, business analysts, and other industry professionals to ensure that the public policies they are pursuing will achieve positive real-world outcomes and avoid negative unintended consequences. PACCAR established its science-based greenhouse gas emission reduction targets to meet the goals of the Paris Agreement. The Company continually monitors developments in emissions and climate change-related laws and regulations in the markets in which the Company conducts business. The Company will continue to fund capital and R&D projects to meet future emissions and certification requirements through the introduction of new technologies to our products, engines and exhaust after-treatment systems.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply
☑ Paris Agreement

Row 2

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Regulation of the European Parliament and of the Council on the Monitoring and Reporting of CO2 Emissions from Fuel Consumption of New Heavy-Duty Vehicles.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply
☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures
☑ Emissions – CO2
☑ Emissions – other GHGs

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:
☑ Regional

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply
☑ Western Europe

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Discussion in public forums

☑ Responding to consultations

☑ Submitting written proposals/inquiries

☑ Participation in voluntary government programs

☑ Participation in working groups organized by policy makers

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

PACCAR engages with EU government agencies and policymakers seeking public comment and technical input on legislative, regulatory, and other public policy issues effecting supply chains, manufacturing, sales, and operations of medium- and heavy-duty commercial vehicles. This public input is vital for elected officials and career civil servants who rely on the expertise of engineers, scientists, economists, business analysts, and other industry professionals to ensure that the public policies they are pursuing will achieve positive real-world outcomes and avoid negative unintended consequences. PACCAR established its science-based greenhouse gas emission reduction targets to meet the goals of the Paris Agreement. The Company continually monitors developments in emissions and climate change-related laws and regulations in the markets in which the Company conducts business. The Company will continue to fund capital and R&D projects to meet future emissions and certification requirements through the introduction of new technologies to our products, engines and exhaust after-treatment systems.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 3

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Heavy-Duty Omnibus Regulation of the California Air Resources Board

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

☑ Emissions – CO2

☑ Emissions – other GHGs

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Sub-national

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Other, please specify :California

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Discussion in public forums

☑ Responding to consultations

☑ Submitting written proposals/inquiries

☑ Participation in voluntary government programs

☑ Participation in working groups organized by policy makers

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

PACCAR engages with California government agencies and policymakers seeking public comment and technical input on legislative, regulatory, and other public policy issues affecting supply chains, manufacturing, sales, and operations of medium- and heavy-duty commercial vehicles. This public input is vital for elected officials and career civil servants who rely on the expertise of engineers, scientists, economists, business analysts, and other industry professionals to ensure that the public policies they are pursuing will achieve positive real-world outcomes and avoid negative unintended consequences. PACCAR established its science-based greenhouse gas emission reduction targets to meet the goals of the Paris Agreement. The Company continually monitors developments in emissions and climate change-related laws and regulations in the markets in which the Company conducts business. The Company will continue to fund capital and R&D projects to meet future emissions and certification requirements through the introduction of new technologies to our products, engines and exhaust after-treatment systems.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:
☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply
☑ Paris Agreement
[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:
☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America
☑ Other trade association in North America, please specify :Engine Manufacturers Association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Trade associations provide a collective industry perspective and bring additional expertise to help inform public policy debates and rulemaking activities in areas such as vehicle safety, electrification, emissions reduction, alternative fuels, tax and trade policies, automation, and driver assistance technologies.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

25000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

The Engine Manufacturers Association works cooperatively with regulatory agencies, including the US Environmental Protection Agency (EPA), the California Air Resources Board (ARB), the National Highway Transportation Safety Administration (NHTSA), state governments and international regulatory agencies to develop and implement cost-effective and technologically feasible emissions, fuel efficiency and safety regulations that result in fewer emissions, better fuel efficiency, and enhanced safety. EMA's President recently stated, "our members continue to increase fuel efficiency and lower greenhouse gas emission in line with standards that will continue to challenge us through the next decade. EMA members are ready to build upon these successes to achieve even greater reductions."

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:
☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply
☑ Paris Agreement

Row 2

(4.11.2.1) Type of indirect engagement

Select from:
☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe
☑ European Automobile Manufacturers Association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply
☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Trade associations provide a collective industry perspective and bring additional expertise to help inform public policy debates and rulemaking activities in areas such as vehicle safety, electrification, emissions reduction, alternative fuels, tax and trade policies, automation, and driver assistance technologies.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

25000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

In their position paper, ACEA presents a ten point plan for addressing climate change risks and opportunities of road freight in Europe including industry support for reaching carbon neutrality in road freight by 2050, predictions for market share of battery electric medium and heavy-duty vehicles in Europe by 2025 and 2030, as well as fuel cell electric vehicles by 2030, recommended infrastructure targets for battery electric and fuel cell hydrogen refueling stations for 2025 and 2030, and recommendations to expedite the infrastructure roll out by providing the necessary financial incentives to support both public and private investments, as well as transport operators transition challenges.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply
☑ Paris Agreement
[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:
☑ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:
☑ In other regulatory filings

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:
☑ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply

☑ Other, please specify :Unites States of America law requiring public companies to submit an annual Form 10-K to the SEC is the Securities Exchange Act of 1934

(4.12.1.4) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Biodiversity

(4.12.1.5) Status of the publication

Select from:

☑ Complete

(4.12.1.6) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Risks & Opportunities

☑ Value chain engagement

☑ Dependencies & Impacts

☑ Biodiversity indicators

☑ Public policy engagement

☑ Climate-related targets

☑ Greenhouse gas emissions figures

☑ Content of environmental policies

☑ Other, please specify :An SEC Form 10-K is divided into four main parts that contain a total of 15 required items.

(4.12.1.7) Page/section reference

Pages 1 to 88

(4.12.1.8) Attach the relevant publication

2025 PACCAR SEC Form 10k 6834aeb4-56d1-4cc8-9aba-df13de4ca4c5.pdf

(4.12.1.9) Comment

None

Row 2

(4.12.1.1) Publication

Select from:

☑ In mainstream reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:

☑ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply

☑ IFRS

☑ TCFD

☑ Other, please specify :ISSB SASB

(4.12.1.4) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Biodiversity

(4.12.1.5) Status of the publication

Select from:

☑ Complete

(4.12.1.6) Content elements

Select all that apply

☑ Strategy
☑ Governance
☑ Risks & Opportunities
☑ Value chain engagement
☑ Dependencies & Impacts
☑ Biodiversity indicators
☑ Public policy engagement
☑ Climate-related targets
☑ Greenhouse gas emissions figures
☑ Content of environmental policies
☑ Other, please specify **:Content associated with IFRS S1 and S2 (TCFD as well).**

(4.12.1.7) Page/section reference

Pages 1 to 34

(4.12.1.8) Attach the relevant publication

IFRS-Sustainability-Report-Apr-2026rev1.pdf

(4.12.1.9) Comment

None

Row 3

(4.12.1.1) Publication

Select from:
☑ In mainstream reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:
☑ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply

☑ IFRS

☑ TCFD

☑ TNFD

☑ Other, please specify :CDP Climate

(4.12.1.4) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Biodiversity

(4.12.1.5) Status of the publication

Select from:

☑ Complete

(4.12.1.6) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Risks & Opportunities

☑ Value chain engagement

☑ Dependencies & Impacts

☑ Biodiversity indicators

☑ Public policy engagement

☑ Climate-related targets

☑ Greenhouse gas emissions figures

☑ Content of environmental policies

☑ Other, please specify :IFRS S2 (TCFD) framework, as well as climate related elements of ISSB SASB Standards. CARB compliant.

(4.12.1.7) Page/section reference

Pages 1 to 187

(4.12.1.8) Attach the relevant publication

TCFD-IFRS-CARB-CDP-Climate-Report-Oct-2025rev1.pdf

(4.12.1.9) Comment

None

Row 4

(4.12.1.1) Publication

Select from:
☑ In mainstream reports

(4.12.1.2) Is your publication in line with a standard or framework?

Select from:
☑ Yes

(4.12.1.3) Standard or framework the publication is in line with

Select all that apply
☑ ESRS
☑ IFRS
☑ Other, please specify :CSRD CSDDD

(4.12.1.4) Environmental issues covered in publication

Select all that apply
☑ Climate change
☑ Biodiversity

(4.12.1.5) Status of the publication

Select from:
☑ Complete

(4.12.1.6) Content elements

Select all that apply
☑ Strategy
☑ Governance
☑ Risks & Opportunities
☑ Value chain engagement
☑ Dependencies & Impacts
☑ Other, please specify **:DMA Material ESRS Topics**
☑ Biodiversity indicators
☑ Public policy engagement
☑ Climate-related targets
☑ Greenhouse gas emissions figures
☑ Content of environmental policies

(4.12.1.7) Page/section reference

Pages 1 to 41

(4.12.1.8) Attach the relevant publication

DAF-Sustainability-Report-2025.pdf

(4.12.1.9) Comment

None
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

☑ Yes

(5.1.2) Frequency of analysis

Select from:

☑ More than once a year

[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA B2DS

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Product-level

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

☑ Policy

☑ Market

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.6°C - 1.9°C

(5.1.1.7) Reference year

2018

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

☑ 2060

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes

☑ Level of action (from local to global)

☑ Global targets

☑ Methodologies and expectations for science-based targets

☑ Other regulators, legal and policy regimes driving forces, please specify :Regulatory energy and GHG emissions requirements in national, state, and local jurisdictions where PACCAR operates.

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

As a manufacturer of heavy-duty commercial vehicles and diesel combustion engines, PACCAR is subject to extensive statutory and regulatory requirements governing reduction of greenhouse gas and non-greenhouse gas emissions that collectively cover a spectrum of milestones for between 2025 and 2050. A multitude of requirements applies both quantitatively and qualitatively to inform compliance scenario analysis. These include standards imposed by the U.S. Environmental Protection Agency (EPA), the European Union, U.S. state regulatory agencies (such as the California Air Resources Board), regulatory agencies in other international markets where the Company operates, and non-binding international accords related to climate change.

(5.1.1.11) Rationale for choice of scenario

The primary developments in these laws and regulations involve future stricter requirements, over time, under the EPA's Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles, the Regulation of the European Parliament and of the Council on the Monitoring and Reporting of CO2 Emissions from Fuel Consumption of New Heavy-Duty Vehicles, and the Heavy-Duty Omnibus Regulation of the California Air Resources Board. Scenario analysis based on the statutory and regulatory requirements listed above, as well as others, inform the Company's product strategy. As a result, PACCAR is on the pathway of advanced technology, smart manufacturing capability, and training its industry leading labor force to deliver battery electric, hybrid, fuel cell, and internal combustion engine technology in DAF, Peterbilt, and Kenworth trucks. In production today are eight industry leading battery-electric vehicle models and multiple hydrogen fuel vehicle models in development.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2018

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025
☑ 2030
☑ 2040
☑ 2050
☑ 2060

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes
☑ Global targets

Direct interaction with climate
☑ Perception of efficacy of climate regime
☑ Other direct interaction with climate driving forces, please specify :Lower or zero emission medium and heavy duty truck adoption rates by 2050.

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Parameters for analysis, PACCAR invests in technologies that reduce greenhouse gas emissions such as fuel-efficient diesel engines, natural gas and biofuel engines, and next-generation battery- electric, hybrid, hydrogen combustion, and hydrogen fuel cell powertrains. To develop and manufacture these industry leading products and technologies, the Company makes significant investments in capital expenditures and R&D each year. Various predictive models and interpretations applies both quantitatively and qualitatively to inform product strategy in the short, medium, and long term to evaluate adoption rates. Constraint of the quantity of affordable and reliable renewable energy by 2050 slows the adoption rate initially of medium duty trucks - but significantly for heavy duty trucks beyond 2050. Assumptions, The Company's investment programs are primarily focused on developing cost-effective and fuel-efficient transportation solutions. Capital investments and R&D expenses incurred to develop next-generation truck models and engines have combined goals of reducing emissions and improving fuel efficiency while also enhancing performance, reliability, and durability. Capital investments incurred to expand or enhance the Company's manufacturing facilities similarly have the combined goals of reducing emissions and promoting sustainability by conserving energy and natural resources and lowering operating costs. Reducing emissions and improving fuel efficiency are critical aspects of meeting PACCAR's science-based targets.

(5.1.1.11) Rationale for choice of scenario

PACCAR's manufacturing factories as well as products are reliant on clean, reliable, affordable and accessible energy in IEA member and association countries. In recent years, the energy sector was responsible for around three-quarters of global greenhouse gas (GHG) emissions. The Net Zero Emissions by 2050 Scenario (NZE) is a normative IEA scenario that shows a pathway for the global energy sector to achieve net zero CO2 emissions by 2050, as well as seeking to quantify the

costs and benefits of increased infrastructure availability for transmission and distribution of alternative fuels to achieve those goals. However, this assumes investment in renewable energy generation, transmission, distribution, and storage remains on time, which it currently is not.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Customized publicly available climate transition scenario, please specify :EPA Greenhouse Gas Emission Model (GEM) and EU Vehicle Energy Consumption calculation Tool (VECTO)

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Product-level

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

(5.1.1.9) Driving forces in scenario

Regulators, legal and policy regimes

☑ Global regulation

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

As a manufacturer of heavy-duty commercial vehicles and diesel combustion engines, PACCAR is subject to extensive statutory and regulatory requirements governing reduction of greenhouse gas and non-greenhouse gas emissions that collectively cover a spectrum of milestones for between 2025 and 2050. A multitude of requirements applies both quantitatively and qualitatively to inform compliance scenario analysis. Assumptions include, standards imposed by the U.S. Environmental Protection Agency (EPA), the European Union, U.S. state regulatory agencies (such as the California Air Resources Board), regulatory agencies in other international markets where the Company operates, and non-binding international accords related to climate change.

(5.1.1.11) Rationale for choice of scenario

The primary developments in these laws and regulations involve future stricter requirements, over time, under the EPA's Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles, the Regulation of the European Parliament and of the Council on the Monitoring and Reporting of CO2 Emissions from Fuel Consumption of New Heavy-Duty Vehicles, and the Heavy-Duty Omnibus Regulation of the California Air Resources Board. Scenario analysis based on the statutory and regulatory requirements listed above, as well as others, inform the Company's product strategy. As a result, PACCAR is on the pathway of advanced technology, smart manufacturing capability, and training its industry leading labor force to deliver battery electric, hybrid, fuel cell, and internal combustion engine technology in DAF, Peterbilt, and Kenworth trucks. In production today are eight industry leading battery-electric vehicle models and multiple hydrogen fuel vehicle models in development.

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 2.6

(5.1.1.2) SSPs used in conjunction with scenario

Select from:

☑ SSP2

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 2.0°C - 2.4°C

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Parameters include, applicable physical climate scenarios are incorporated annually into supply chain, built assets, and operational parameters decisions on a site-by-site and project-by-project basis where physical risk to locations and supply chains require assessment and incorporation into risk control measures for identifying potential hazards to determine threats and develop mitigation measures. The impact assumption vary by geographical location and project characteristics but generally involve identifying hazards associated with supply chain or operational interruptions. Physical risks that may be considered are increase concentrations of heat, cold, perception, drought, storm severity, flooding, etc. that may pose a hazard requiring evaluation.

(5.1.1.11) Rationale for choice of scenario

Physical risks parameters are evaluated over short-, mid-, and long-term time frames on various models to simulate the impacts associated with different climate scenarios to identify potential hazards. [Analytical Choices] Modeling includes evaluating different baselines levels for a specific geographic boundary for projects, sites, and suppliers' locations to apply various RCP scenarios – e.g., RCP 2.6 with low concentrations to RCP 4.5 as a moderate scenario in which emissions peak around 2040 and then decline vs. RCP 8.5 as an extreme baseline scenario in which emissions continue to rise with various overlay to evaluate physical risk parameters. Mitigation measures are evaluated at appropriate management levels depending on established bottom-to-top capital and operational risk and budget control measures.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 4.5

(5.1.1.2) SSPs used in conjunction with scenario

Select from:

☑ SSP2

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 3.0°C - 3.4°C

(5.1.1.7) Reference year

2025

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Applicable physical climate scenarios are incorporated annually into supply chain, built assets, and operational parameters decisions on a site-by-site and project-by-project basis where physical risk to locations and supply chains require assessment and incorporation into risk control measures for identifying potential hazards to determine threats and develop mitigation measures. Applicable physical climate scenarios are incorporated annually into supply chain, built assets, and operational parameters decisions on a site-by-site and project-by-project basis where physical risk to locations and supply chains require assessment and incorporation into risk control measures for identifying potential hazards to determine threats and develop mitigation measures.

(5.1.1.11) Rationale for choice of scenario

Physical risks parameters are evaluated over short-, mid-, and long-term time frames on various models to simulate the impacts associated with different climate scenarios to identify potential hazards. [Analytical Choices] Modeling includes evaluating different baselines levels for a specific geographic boundary for projects, sites, and suppliers' locations to apply various RCP scenarios – e.g., RCP 2.6 with low concentrations to RCP 4.5 as a moderate scenario in which emissions peak around 2040 and then decline vs. RCP 8.5 as an extreme baseline scenario in which emissions continue to rise with various overlay to evaluate physical risk parameters. Mitigation measures are evaluated at appropriate management levels depending on established bottom-to-top capital and operational risk and budget control measures.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) SSPs used in conjunction with scenario

Select from:

☑ SSP2

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Applicable physical climate scenarios are incorporated annually into supply chain, built assets, and operational parameters decisions on a site-by-site and project-by-project basis where physical risk to locations and supply chains require assessment and incorporation into risk control measures for identifying potential hazards to determine threats and develop mitigation measures. The impacts vary by geographical location and project characteristics but generally involve identifying hazards associated with supply chain or operational interruptions. Physical risks that may be considered are increase concentrations of heat, cold, perception, drought, storm severity, flooding, etc. that may pose a hazard requiring evaluation.

(5.1.1.11) Rationale for choice of scenario

Physical risks parameters are evaluated over short-, mid-, and long-term time frames on various models to simulate the impacts associated with different climate scenarios to identify potential hazards. [Analytical Choices] Modeling includes evaluating different baselines levels for a specific geographic boundary for projects, sites, and suppliers' locations to apply various RCP scenarios – e.g., RCP 2.6 with low concentrations to RCP 4.5 as a moderate scenario in which emissions peak around 2040 and then decline vs. RCP 8.5 as an extreme baseline scenario in which emissions continue to rise with various overlay to evaluate physical risk parameters. Mitigation measures are evaluated at appropriate management levels depending on established bottom-to-top capital and operational risk and budget control measures.
[Add row]

(5.1.2) Provide details of the outcomes of your organization’s scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the influence of the scenario analysis on the selected business processes

In 2025, the scenario narrative used for short-, medium, and long-term provided insights on climate-related impacts company wide as well as on products and services and on facilities and regional supply chains. Battery Cell Joint Venture: PACCAR continued funding its 30% ownership stake in Amplify Cell Technologies. This joint venture began building a massive manufacturing facility in Mississippi to produce specialized lithium-iron-phosphate (LFP) battery cells designed specifically for commercial electric trucks. Also, in 2025, Biofuel Certification: The company maintained its target of ensuring 100% of its global truck and diesel engine sales were fully certified to run on eco-friendly biofuels, such as B20 in the United States and various advanced XTL biofuels in Europe. In 2025, scenario analysis is still not (IEA Net Zero Emissions 2050) showing a viable pathway to net zero for medium and heavy duty trucks by 2050, the impacts of regulations and demand for products and services (IEA B2DS, EPA GEM 2.0, and EU VECTO) and then of course limited impacts visualized to facilities (RCP 2.6, 4.5, and 4.5). A key outcome of scenario analysis enhanced PACCAR’s understanding of climate scenarios resulted in approved Science Based Targets (SBTs). As a result of this detailed climate scenario analysis, PACCAR developed and obtained approval for Science Based Targets of 25% reduction for Scope 3 Use of Product (gram C02e/vkm) between a baseline year of 2018 and target year of 2030 while also increasing sectoral, regional, and operational understanding of achieving SBTs. Industry specific sectoral context of the product use climate scenario is based on the assumptions for the low carbon transition pathway in the IEA publication "The Future of Trucks" including predictions of lower transport related energy demand due to increased logistical efficiency, transportation energy efficiency improvements and fuel switching emissions reductions due to a larger role for biofuels and renewables in commercial transport sector. This also requires as the IEA predicts in its report "Net Zero by 2050 A Roadmap for the Global Energy Sector" that clean energy innovation must accelerate rapidly, with governments putting R&D, demonstration and deployment

at the core of energy and climate policy. Regionally, EIA's B2DS SDA applies to PACCAR's Scope 3 Product-Use emissions for heavy and medium duty vehicle sales in the US, Canada and the European Union regions. Product use climate change modelling requires evaluating and identifying regional data inputs including sales weighted, tank to wheel emissions and payloads by regions and definitions for regulatory reporting, for example, the US EPA GHG Emission Model for the US and as applicable for Canada as well as the vehicle energy consumption calculation tool developed by the European Commission. Product use analysis was conducted with online tools provided by Science Based Targets Initiative (SBTi) as well as spreadsheet and database analysis of PACCAR's sales product mix and related emissions. Operationally, as a result of scenario analysis, PACCAR has a broader understanding of the potential medium- and long-term trajectory of carbon intensity of both facility related and product use technology, energy supply, and the government's role in the energy transition through 2060. For example, climate scenario predictions that the share of electricity in the energy mix is expected to increase by 27% and the carbon intensity of electricity is expected to decrease by 98% by 2060, provides PACCAR with confidence in allocating capital, and research and development funding over the short and medium term towards low carbon technologies. This includes PACCAR's focus on electrification of heavy-duty vehicles and plans to participate in the roll-out of charging stations infrastructure for commercial vehicles is justified by a deeper understand of the predicted decarbonization of the electrical grid through 2060.
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:
☑ Yes, we have a climate transition plan which aligns with a 1.5°C world

(5.2.3) Publicly available climate transition plan

Select from:
☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:
☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

PACCAR's products and services are not fossil fuel expansion activities of exploration, production, midstream, or sales and marketing of fossil fuel, i.e., oil, gas, and coal.

(5.2.10) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We have a different feedback mechanism in place

(5.2.11) Description of feedback mechanism

Along with PACCAR's Annual Report, each year PACCAR's TCFD-CDP Report is made available on PACCAR.com containing updates to the essential elements of PACCAR's climate transition plan aligned with specific TCFD topics of Governance, Strategy, Risk Management, and Metrics & Targets. Information includes Science-based targets of PACCAR aligned to the goals of the Paris Agreement – limiting global warming to well-below 2°C above pre-industrial levels and pursuing efforts to limit warming to 1.5°. PACCAR hosts a conference on the morning of its quarterly earnings press release. the Quarterly Financial Results webcasts are held approximately three weeks following the end of each calendar quarter (in late April, July, October and January) as a regular mechanism by which feedback is collected. In addition to quarterly calls, PACCAR responds to requests for individual investor inquiries made directly or via www.paccar.com/investors/investor-contacts/ and in 2025 conducted more than 200 meetings with institutional shareholders. Topics covered by PACCAR's annual reports, TCFD-CDP Report and investor presentations may include climate related discussions on capital and R&D investments, zero emissions trucks, low carbon and renewable fuel capabilities, and other advanced technology and manufacturing to fulfil PACCAR's strategy related to climate transition planning. Information is found at PACCAR.com/investors

(5.2.12) Frequency of feedback collection

Select from:

☑ More frequently than annually

(5.2.13) Description of key assumptions and dependencies on which the transition plan relies

Key assumption is the transition to powering medium and heavy duty commercial vehicles with renewable energy. The key dependency is the availability, reliability, and affordability of renewable power for the operation of medium and heavy duty commercial vehicles.

(5.2.14) Description of progress against transition plan disclosed in current or previous reporting period

PACCAR's financial strength enabled the company to invest 1.2 billion in 2025 in capital projects and research and development to expand its range of trucks, enhance its manufacturing operations and grow its global aftermarket parts and financial services businesses. PACCAR has invested a total of 9.2 billion in capital projects, world-class facilities, next-generation products, and state-of-the-art technologies over the last decade. PACCAR's consistently strong profits and balance sheet have allowed the company to invest 8.6 billion in capital projects and research and development over the last decade. These investments have supported the development of advanced new vehicle models, new manufacturing and distribution facilities and innovative technologies. PACCAR's investments create transportation solutions that provide our customers with the highest levels of quality, safety and reliability, as well as the lowest total cost of operation. In 2025, capital investments were 729 million and research and development expenses were 445.5 million. These investments enabled PACCAR's truck factories to build zero emissions vehicles, increase global production capacity and implement advanced technologies to enhance manufacturing efficiency, including expanded use of automated guided vehicles. The company is a recognized environmental leader and is partnering with industry groups to reduce the effects climate change. In addition to the production of the company's battery-electric truck models, PACCAR continues to emphasize "zero waste to landfill," solar power generation, water recycling and increasing the recyclable material content in its trucks. PACCAR is a leader in the development of battery-electric vehicles. Kenworth, Peterbilt and DAF delivered hundreds of battery-electric trucks to customers and have eight zero emissions vehicle models in production. PACCAR announced that it will participate in a U.S.-based joint venture that will manufacture high performing lithium-iron-phosphate (LFP) battery cells designed specifically for its electric trucks. Production of the battery cells is expected to begin in 2027. PACCAR is internationally recognized for its innovative vehicles and powertrains, including state-of-the-art clean diesel and zero emissions battery-electric, hydrogen fuel cell and hydrogen combustion.

(5.2.15) Attach any relevant documents which detail your climate transition plan (optional)

TCFD-IFRS-CARB-CDP-Climate-Report-Oct-2025rev1.pdf

(5.2.16) Other environmental issues that your climate transition plan considers

Select all that apply

☑ Forests

☑ Plastics

☑ Water

☑ Biodiversity

☑ Other, please specify :PACCAR's risk management process evaluates environmental impacts.

(5.2.17) Explain how the other environmental issues are considered in your climate transition plan

The governance of PACCAR's climate transition plan (CTP) - the Board of Directors and the Nominating & Governance Committee hold responsibility for environmental, social, and governance "sustainability" strategy. The Executive Operating Committee has responsibility for executing the overall sustainability strategy and CTP. PACCAR's Chief Executive Officer (CEO), who is a member of the Board of Directors of the Company, has responsibility for climate-related and environmental issues. Climate strategy, planning and responses are integrated into PACCAR's global operations, incentives, planning, and capital budgeting

processes, which are the responsibility of the CEO. Within the PACCAR framework of governance, the Senior Management Team of the Company are responsible for company specific climate and environmental issues and have local responsibility for day-to-day management and control. The sustainability strategy to mitigate risks and engage opportunities is delivered by Corporate Functions working collaboratively with PACCAR Divisions performing tasks including ESG risk and opportunity assessments, scenario analysis, planning, project delivery and collaboration across a matrix of directors and managers.

(5.2.18) Adaptation-specific objectives included within your climate transition plan

Select from:

☑ Yes

(5.2.19) Describe the adaptation objectives included in your climate transition plan or standalone adaptation plan

In PACCAR's climate transition plan, which aligns with ISSB IFRS S2 the Task Force on Climate-related Financial Disclosures (TCFD) framework, PACCAR includes specific adaptation objectives to build climate resilience against physical risks. Unlike mitigation objectives (which focus on cutting emissions), these adaptation goals are designed to protect the company's manufacturing, supply chain, and facilities.
[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Transition risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

PACCAR operates in a highly competitive market and its future financial results will reflect its ability to develop, manufacture, and market competitive products that meet future customer demand. The Company has invested in technologies that reduce greenhouse gas emissions such as next generation diesel engines, natural gas and biofuel engines, and zero emissions battery-electric and hydrogen fuel cell powertrains. PACCAR is aware that its competitors are also developing lower diesel emissions and alternative powertrain commercial vehicles and that other companies are attempting to enter the alternative powertrain commercial vehicle market. PACCAR evaluates the impact of climate related risks and opportunities to its products and services by tracking global emerging regulation of road freight vehicle greenhouse gas emissions, shifting customer preferences and expectations, and technological advances in truck design and logistics, and by collaborating with suppliers, customers and third parties with knowledge of emerging trends related to road freight. PACCAR's research and development efforts include several demonstration and development projects for Kenworth, Peterbilt and DAF vehicles, including battery-electric, hydrogen fuel cell, hydrogen combustion and hybrid technologies. In 2025, PACCAR was producing thirteen battery-electric Kenworth, Peterbilt and DAF trucks. PACCAR EX electric motors are installed in New Generation DAF XF, XD and XB battery-electric vehicles. Low Carbon and Renewable Fuels. In 2025, all truck sales and diesel engine unit sales are certified to use biofuels. PACCAR's MX-13 and MX-11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 biofuel in the U.S. Engines used in PACCAR trucks not manufactured by the Company are certified to use up to B20 biofuels. In 2025, PACCAR continues its SuperTruck 3 program to continue the development of its Class 8 Kenworth and Peterbilt battery-electric and fuel cell vehicles, along with its vehicle charging stations. SuperTruck 3 is a U.S. Department of Energy (DOE) initiative to develop state-of-the-art zero emissions medium- and heavy-duty trucks. The DAF Connect fleet management system gives fleet customers real-time information on vehicle and driver performance including fuel consumption, fleet utilization, idle time and route optimization. This information enables customers to improve fleet operating efficiency and reduce fuel consumption and CO2 emissions. PACCAR has introduced technologies that train drivers to operate vehicles more efficiently. To develop these industry-leading products and technologies, PACCAR makes significant research and development and capital investments every year. PACCAR has invested 9.2 billion in capital projects, new products and technologies in the last decade ended 2025

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Transition risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

PACCAR is evaluating the impact of climate related risks and opportunities to its supply chain by tracking global emerging regulation of road freight vehicle greenhouse gas emissions, shifting customer preferences and expectations, and technological advances in truck design and logistics. PACCAR collaborates with suppliers, customers, and third parties with knowledge of emerging trends related to road freight and participates in trade associations, such as The Truck and Engine Manufacturers Association in the U.S. and Canada and the European Automobile Manufacturers' Association in the E.U. By continuing to evaluate climate risks and opportunities, collaborations with suppliers can be fined tuned as development in road freight products and services evolve through 2040 and beyond. For example, in 2025 PACCAR, Cummins, Daimler Trucks and EVE Energy are implementing their state-of-the-art commercial vehicle battery cell production. The joint venture partners expect growing demand for zero emissions vehicles throughout the decade. The planned factory in Marshall County, Mississippi, will provide cost effective scale and industry leading battery cell technology, which will benefit commercial vehicle customers. The total investment is expected to be in the range of 2-3 billion, with PACCAR, Cummins and Daimler Truck each owning 30% of the joint venture and EVE Energy having 10% ownership and contributing its industry leading battery cell design and manufacturing expertise. Also in 2025, PACCAR and Toyota collaborated on fuel cell truck development. PACCAR has invested in a strategic partnership with Aurora to develop, test and commercialize autonomous Peterbilt and Kenworth trucks. PACCAR's autonomous vehicle platform will be integrated with Aurora self-driving technologies and customers will benefit from the autonomous vehicles' enhanced safety and operational efficiency. PACCAR is working with Cummins Inc. offering the Cummins X15N natural gas engine in Kenworth and Peterbilt trucks. The X15N is the first natural gas engine to be specifically designed for heavy-duty truck applications. When operating on renewable natural gas, also known as RNG or biomethane, the X15N engine will be able to achieve major reductions in the lifecycle greenhouse gas emissions of Peterbilt and Kenworth trucks. This supply chain collaboration provides PACCAR with first hand insight into the complexities, risks and opportunities of electric and alternative fuel vehicle infrastructure, which is essential for evaluation of medium term strategies to address emerging, climate related supply chain risks and opportunities.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Transition risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

By continuing to evaluate climate-related risks and opportunities, PACCAR's strategic decisions regarding the focus and scale of R&D budgets will evolve as commercial transportation solutions are developed and be fined tuned as road freight products and services evolve through 2030 and beyond. PACCAR's evaluation process includes the tracking of global emerging regulation of road freight vehicle greenhouse gas emissions, shifting customer preferences and expectations, and technological advances in truck design and logistics, and collaborating with suppliers, customers and third parties with knowledge of emerging trends related to road freight, and participation in trade associations such as The Truck and Engine Manufacturers Association in the US and Canada and ACEA in the EU. PACCAR invests in technologies that reduce greenhouse gas emissions such as fuel-efficient diesel engines, natural gas and biofuel engines, and next-generation battery-electric, hybrid, hydrogen combustion, and hydrogen fuel cell powertrains. To develop and manufacture these industry leading products and technologies, the Company makes significant investments in capital expenditures and R&D each year. In 2025, capital investments were 729 million, and research and development expenses were 445.5 million. These investments enabled PACCAR's truck factories to build zero emissions vehicles, supported global production capacity increases and implemented advanced technologies to enhance manufacturing efficiency, including the expanded use of automated guided vehicles. PACCAR continues its investment in next generation clean diesel and electric powertrain technologies, autonomous driving systems, connected vehicle services, advanced manufacturing and distribution capabilities. PACCAR's Technical Centers in Europe, North America and India provide technical leadership in product development, validation and innovation. Engineers, scientists and technicians with expertise in powertrain and vehicle development accelerate the launch of new technologically advanced products. The Technical Center in Mount Vernon, Washington and its project partners successfully completed the U.S. Department of Energy SuperTruck 2 program, which demonstrated record vehicle and engine PACCAR earned a SuperTruck grant to further develop fleet electrification, SuperTruck 3. Technical Center computer simulation tools, laboratories and test tracks are used to develop and validate emerging technologies for PACCAR products, including hydrogen fuel cell and electric powertrains, diesel and hydrogen combustion engines, autonomous driving, and connectivity to other road users and surrounding infrastructure. Data analytics tools based on machine learning provide faster response times and proactively recommend maintenance schedules to enhance the daily performance of PACCAR vehicles. Investments in battery testing and fast charging technology support electric vehicles.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Physical risks

☑ Transition risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

PACCAR's evaluation process for operational investment strategy development includes the evaluation processes related to new product develop described in "Products and Services" row of this response, as well as supply chain logistics and resiliency, and developments in factory automation. Geographic considerations are also part of PACCAR's evaluation process for operational investments, including the siting and locations of factories, warehousing, and options for supply chain logistics flexibility. PACCAR invests in technologies that reduce greenhouse gas emissions such as fuel-efficient diesel engines, natural gas and biofuel engines, and next-generation battery- electric, hybrid, hydrogen combustion, and hydrogen fuel cell powertrains. To develop and manufacture these industry leading products and technologies, the Company makes significant investments in capital expenditures and R&D each year. Investments in manufacturing property, plant and equipment in 2025 were 729 million. Over the past decade, the Company's combined investments in worldwide capital projects and R&D totaled 9.2 billion and have significantly increased the operating capacity and efficiency of its facilities and enhanced the quality and operating efficiency of the Company's premium products. PACCAR is investing in new and expanded manufacturing and distribution facilities, as well the factory tooling for manufacturing and parts distribution services advanced new vehicle models, and innovative technologies such as advanced powertrains, zero emissions vehicles, autonomous driving and connected services. Remanufacturing is the industrial process of returning a previously used component to "like-new" condition. Remanufacturing helps the environment by reducing waste and GHG emissions. PACCAR's aftermarket parts division sells remanufactured engines and many other remanufactured components. PACCAR is planning a new engine remanufacturing facility in Columbus, Mississippi to be opened in 2025. DAF opened a 54,000 square-foot electric truck assembly plant in Eindhoven, the Netherlands. The state-of-the-art facility produces zero emissions DAF XD and XF PACCAR is committed to environmental responsibility in the vehicle production process. PACCAR is continuously looking for ways to reduce waste, reuse materials, conserve energy in its facilities and reduce the environmental impact of our activities. PACCAR's factories are ISO 14001 certified and more than 80% are zero waste-to-landfill. PACCAR is evaluating environmental impacts alongside ROI, quality, and safety during budgeting cycles for funding operational, capital, and behavior change projects impacts. PACCAR developed science based greenhouse gas emissions reduction targets of 35% in tonnes of CO2 on an absolute basis for global facilities between 2018 and 2030.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Capital expenditures

☑ Capital allocation

☑ Other, please specify :R&D allocation

(5.3.2.2) Effect type

Select all that apply

☑ Physical risks

☑ Transition risks

☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

PACCAR has ongoing product development programs intended to address changing customer demand in the context of climate change and achieve its targeted reductions in emissions. These involve the continuing development of compliant clean diesel powertrains and the design, manufacture, and sale of alternative powertrain commercial vehicles (e.g., battery-electric, hybrid, hydrogen fuel cell, and hydrogen combustion). The pace of transition from diesel combustion to alternative powertrain commercial vehicles is highly uncertain and will be influenced by: the success of the Company's research and development programs; customer demand for alternative powertrain vehicles; advancements in battery-electric, hydrogen fuel cell, and hydrogen combustion technology; the cost of batteries, hydrogen fuel cells and liquid hydrogen; global regulations requiring the use of alternative powertrain vehicles and/or providing incentives to facilitate the transition to alternative powertrain commercial vehicles; investments in energy and power infrastructure (e.g., renewable power supply, electric charging services, hydrogen

supply and distribution) in key markets, as well as the associated utility costs; the ability of the supply chain to deliver components, including commodities and raw materials that are unique to alternative powertrain commercial vehicles; the success of new and existing competitors in developing and selling alternative powertrain commercial vehicles. The Company believes its current strategies, programs and resources are sufficient to address changes in customer demand in the context of climate change and to meet its emissions reduction targets. If the Company is not successful in addressing the risks noted above, there may be a material adverse impact on its business, operations, and financial condition. Capital and R&D Investments in 2025 were 1.2 billion. Over the past decade, the Company's combined investments in worldwide capital projects and R&D totaled 9.2 billion and have significantly increased the operating capacity & efficiency of its facilities and enhanced the quality & operating efficiency of the Company's premium products. PACCAR estimates that it will invest $725-$775 million in capital projects and $450-$500 million in research and development expenses in 2026. The Company is increasing its investment in next generation, more efficient powertrain technologies, autonomous driving systems, connected vehicle services, advanced manufact
[Add row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition	Methodology or framework used to assess alignment with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
	Select from: ☑ Yes	*Select all that apply* ☑ A sustainable finance taxonomy	*Select from:* ☑ At the organization level only

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:
☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ Other, please specify :ETP Clean Energy Technology Guide

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Climate change mitigation

(5.4.1.5) Financial metric

Select from:

☑ CAPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

728500000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

70

(5.4.1.8) Percentage share of selected financial metric planned to align in 2030 (%)

74

(5.4.1.9) Percentage share of selected financial metric planned to align in 2035 (%)

70

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization’s climate transition

Investment and spending associated with the engineering, design, testing, certification, supply chain, quality, compliance, component manufacturing, assembly, servicing, and end-of-life of lower or zero emission products and services.
[Add row]

(5.4.3) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.

(5.4.3.2) Additional contextual information relevant to your taxonomy accounting

No additional

(5.4.3.3) Indicate whether you will be providing verification/assurance information relevant to your taxonomy alignment in question 13.1

Select from:
☑ No

(5.4.3.4) Explain why you will not be providing verification/assurance information relevant to your taxonomy alignment in question 13.1

It's not relevant to PACCAR's Climate Transition Plan since the overwhelming majority of products and services for those products classify as low or zero carbon.
[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
	Select from: ☑ Yes	*Investment in R&D of new low and zero carbon technologies is needed to mitigate transition risk.*

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Heavy Duty Vehicles (HDV)

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :Current and Future Vehicle Powertrain, Cab, Chassis, and Information Technology Quality, Environmental, and Safety Areas Driving Fuel Efficiency; Alternative Fuels, and Leading Technology.

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Large scale commercial deployment

(5.5.8.4) Average % of total R&D investment over the last 3 years

50

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

445500000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

60

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

An overwhelming majority of PACCAR's GHG Emissions is Scope 3 is downstream during product use phase. As such, PACCAR's historical, current and future annual R&D and capital investments continues to be significant investment into more efficient, cleaner, and safer products vehicle model year after vehicle model year along with the capability and infrastructure to procure materials, manufacture, and service future vehicle models. Reducing emissions and improving fuel efficiency are critical aspects of meeting PACCAR's science-based targets. Innovative Products R&D: Company invests in technologies that reduce greenhouse gas emissions such as highly fuel-efficient diesel engines, natural gas and biofuel engines, as well as next generation electric, hybrid, and hydrogen powertrains. To develop these industry-leading products and technologies, PACCAR makes significant research and development and capital investments every year. PACCAR's Zero Emissions Trucks: PACCAR's research and development efforts include demonstration and development projects for Kenworth, Peterbilt and DAF vehicles, including battery-electric, hydrogen fuel cell, hydrogen combustion and hybrid technologies. In 2025, PACCAR is producing thirteen battery-electric Kenworth, Peterbilt and DAF truck models. Connected Trucks and Driver Training R&D - PACCAR Connect fleet management system gives fleet customers real-time information on vehicle and driver performance including fuel consumption, fleet utilization, idle time and route optimization. This information enables customers to improve fleet operating efficiency and reduce fuel consumption and CO2 emissions. Low Carbon and Renewable Fuels R&D: In 2025, all truck sales and diesel engine unit sales are certified to use biofuels. PACCAR's MX-13 and MX-11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 biofuel in the U.S. Engines used in PACCAR trucks not manufactured by the Company are certified to use up to B20 biofuels. R&D aligns nearly to 100% of 2025 spending on R&D related to directly influencing fuel efficiency, biofuel certified engines, battery electric vehicles, zero emission vehicle models, and information technology that drive energy efficiency. The ratio may change in the future depending on different taxonomies under development standardizing classifications for assigning R&D aligned to climate mitigation and adaptation activities.

Row 2

(5.5.8.1) Activity

Select all that apply

☑ Heavy Duty Vehicles (HDV)

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :Current and Future Vehicle Powertrain, Cab, Chassis, and Information Technology Quality, Environmental, and Safety Areas Driving Fuel Efficiency; Alternative Fuels, and Leading

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Applied research and development

(5.5.8.4) Average % of total R&D investment over the last 3 years

20

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

445500000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

20

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

An overwhelming majority of PACCAR's GHG Emissions is Scope 3 is downstream during product use phase. As such, PACCAR's historical, current and future annual R&D and capital investments continues to be significant investment into more efficient, cleaner, and safer products vehicle model year after vehicle model year along with the capability and infrastructure to procure materials, manufacture, and service future vehicle models. Reducing emissions and improving fuel efficiency are critical aspects of meeting PACCAR's science-based targets. Innovative Products R&D: Company invests in technologies that reduce greenhouse gas emissions such as highly fuel-efficient diesel engines, natural gas and biofuel engines, as well as next generation electric, hybrid, and hydrogen powertrains. To develop these industry-leading products and technologies, PACCAR makes significant research and development and capital investments every year. PACCAR's Zero Emissions Trucks: PACCAR's research and development efforts include demonstration and development projects for Kenworth, Peterbilt and DAF vehicles, including battery-electric, hydrogen fuel cell, hydrogen combustion and hybrid technologies. In 2025, PACCAR is producing thirteen battery-electric Kenworth, Peterbilt and DAF truck models. Connected Trucks and Driver Training R&D - PACCAR Connect fleet management system gives fleet customers real-time

information on vehicle and driver performance including fuel consumption, fleet utilization, idle time and route optimization. This information enables customers to improve fleet operating efficiency and reduce fuel consumption and CO2 emissions. Low Carbon and Renewable Fuels R&D: In 2025, all truck sales and diesel engine unit sales are certified to use biofuels. PACCAR's MX-13 and MX-11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 biofuel in the U.S. Engines used in PACCAR trucks not manufactured by the Company are certified to use up to B20 biofuels. R&D aligns nearly to 100% of 2025 spending on R&D related to directly influencing fuel efficiency, biofuel certified engines, battery electric vehicles, zero emission vehicle models, and information technology that drive energy efficiency. The ratio may change in the future depending on different taxonomies under development standardizing classifications for assigning R&D aligned to climate mitigation and adaptation activities.

Row 3

(5.5.8.1) Activity

Select all that apply

☑ Heavy Duty Vehicles (HDV)

(5.5.8.2) Technology area

Select from:

☑ Other, please specify :Current and Future Vehicle Powertrain, Cab, Chassis, and Information Technology Quality, Environmental, and Safety Areas Driving Fuel Efficiency; Alternative Fuels, and Leading

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Pilot demonstration

(5.5.8.4) Average % of total R&D investment over the last 3 years

30

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

445500000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

20

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

An overwhelming majority of PACCAR's GHG Emissions is Scope 3 is downstream during product use phase. As such, PACCAR's historical, current and future annual R&D and capital investments continues to be significant investment into more efficient, cleaner, and safer products vehicle model year after vehicle model year along with the capability and infrastructure to procure materials, manufacture, and service future vehicle models. Reducing emissions and improving fuel efficiency are critical aspects of meeting PACCAR's science-based targets. Innovative Products R&D: Company invests in technologies that reduce greenhouse gas emissions such as highly fuel-efficient diesel engines, natural gas and biofuel engines, as well as next generation electric, hybrid, and hydrogen powertrains. To develop these industry-leading products and technologies, PACCAR makes significant research and development and capital investments every year. PACCAR's Zero Emissions Trucks: PACCAR's research and development efforts include demonstration and development projects for Kenworth, Peterbilt and DAF vehicles, including battery-electric, hydrogen fuel cell, hydrogen combustion and hybrid technologies. In 2025, PACCAR is producing thirteen battery-electric Kenworth, Peterbilt and DAF truck models. Connected Trucks and Driver Training R&D - PACCAR Connect fleet management system gives fleet customers real-time information on vehicle and driver performance including fuel consumption, fleet utilization, idle time and route optimization. This information enables customers to improve fleet operating efficiency and reduce fuel consumption and CO2 emissions. Low Carbon and Renewable Fuels R&D: In 2025, all truck sales and diesel engine unit sales are certified to use biofuels. PACCAR's MX-13 and MX-11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 biofuel in the U.S. Engines used in PACCAR trucks not manufactured by the Company are certified to use up to B20 biofuels. R&D aligns nearly to 100% of 2025 spending on R&D related to directly influencing fuel efficiency, biofuel certified engines, battery electric vehicles, zero emission vehicle models, and information technology that drive energy efficiency. The ratio may change in the future depending on different taxonomies under development standardizing classifications for assigning R&D aligned to climate mitigation and adaptation activities.
[Add row]

(5.10) Does your organization use an internal price on environmental externalities?

Carbon

(5.10.1) Use of internal pricing for this environmental externality

Select from:
☑ Yes

Other

(5.10.1) Use of internal pricing for this environmental externality

Select from:

☑ Yes

(5.10.4) Environmental externalities priced

Select all that apply

☑ Forests

☑ Plastics

☑ Biodiversity

☑ Water

☑ Other, please specify :During engineering, Vehicle Total Cost of Ownership (TCO) may be integrated with a Life Cycle Assessment (LCA). This combines the physical data from an LCA with estimated financial data from TCO, it is called Life Cycle Costing (LCC).

(5.10.5) Further details of environmental externalities priced

According to the EF Method v3.1 LCIA method, the following environmental impact categories may be evaluated for lifecycle costing: Acidification, Climate Change, Ecotoxicity, freshwater, Human toxicity, Eutrophication, terrestrial, Eutrophication, freshwater, Eutrophication marine, Land use, Ionising radiation, Ozone depletion, Resource use, fossils, Water Use
[Fixed row]

(5.10.1) Provide details of your organization’s internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

☑ Drive energy efficiency
☑ Drive low-carbon investment
☑ Conduct cost-benefit analysis
☑ Influence strategy and/or financial planning
☑ Incentivize consideration of climate-related issues in decision making
☑ Incentivize consideration of climate-related issues in risk assessment

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Scenario analysis
☑ Existing or pending legislation
☑ Alignment with the price of a carbon tax
☑ Price/cost of renewable energy procurement
☑ Price with substantive impact on business decisions
☑ Cost of required measures to achieve climate-related targets
☑ Alignment with the price of allowances under an Emissions Trading Scheme

(5.10.1.4) Calculation methodology and assumptions made in determining the price

Carbon price comparisons for a given market give an idea of a carbon value based on similar recently completed projects in the area and respective carbon markets. Environmental managers and capital project management team members take this into account along with other decision making and computational criteria that are relevant to the place and type of asset. They also take many other factors into account based on the impact, longevity of the change and magnitude of progress toward GHG reduction goal when assessing appraised carbon values. A value is set per metric tonne C02e and placed in the budgeting tool record for each individual project.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1
☑ Scope 2
☑ Scope 3, Category 11 - Use of sold products
☑ Scope 3, Category 12 - End-of-life treatment of sold products

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Differentiated

(5.10.1.7) Indicate how and why the price is differentiated

Price is differentiated based on geographical location, asset type, energy sources, available technology types, implementation hurdles, and impact to the goals and targets of PACCAR's climate transition plan.

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Evolutionary

(5.10.1.9) Indicate how you expect the price to change over time

Remain variable and increase - peaking in 2030 and then decreasing as renewable energy become less than or on parity with fossil fuel energy in different circumstances under consideration for carbon pricing.

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

1

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

84.01

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Operations

☑ Risk management

☑ Impact management

☑ Dependencies management

☑ Capital expenditure
☑ Opportunity management

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:
☑ Yes, for some decision-making processes, please specify :Capital and operational expenditures

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

94

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:
☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

Capital project expenditures and the expected monetary, safety, quality, and environmental impacts are audited at the completion of every project and reported to leadership.
[Add row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:*	*Select all that apply*

	Engaging with this stakeholder on environmental issues	Environmental issues covered
	☑ Yes	☑ Climate change
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

☑ Other, please specify :The ISSB SASB Industry Sector Standards identify the sustainability-related risks and opportunities most relevant to 77 industries including twelve industry sectors most prominent in PACCAR's supply chain.

(5.11.1.3) % Tier 1 suppliers assessed

Select from:
☑ 76-99%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

The sustainability-related risks and opportunities that are most likely to affect cash flows, access to finance and cost of capital vary by industry. Industry-based disclosure reduces costs and minimizes noise by surfacing the most relevant information for PACCAR.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:
☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

4
[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:
☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

(5.11.2.4) Please explain

PACCAR is driven to provide its customers with the highest quality truck with the lowest lifetime operating costs especially related to fuel economy, safety, reduced emissions, and next generation transport technology. PACCAR challenges all suppliers to improve vehicle fuel efficiency and reduce greenhouse gas emissions using cutting-edge technology. Active collaboration with the top 100 suppliers annually, which accounts for over 80% of PACCAR's total spend, is strategically focused on those suppliers who can best contribute to vehicle fuel economy improvements and reduced emissions. In addition, the top 100 suppliers are screened using the International Sustainability Standard Boards (ISSB, part of the International Financial Reporting Standards Foundation) to identify relevant ESG issues attributed to the industry sector associated with each supplier (https://sasb.org/standards/materiality-finder/find/); as well as evaluating each supplier's annual sustainability scoring for S&P Global CSA, Sustainalytics, and CDP Climate and noting Science-based Target Initiative (SBTi) greenhouse emission reduction targets commitments.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process	Policy in place for addressing supplier non-compliance	Comment
Climate change	*Select from:* ☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts	*Select from:* ☑ Yes, we have a policy in place for addressing non-compliance	*None*

[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Environmental disclosure through a non-public platform

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ First-party verification

☑ Grievance mechanism/ Whistleblowing hotline

☑ Supplier scorecard or rating

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 100%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ Less than 1%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

(5.11.6.12) Comment

None

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Environmental disclosure through a public platform

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ First-party verification

☑ Supplier scorecard or rating

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:
☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:
☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 100%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ Less than 1%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

(5.11.6.12) Comment

None
[Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to measure GHG emissions

☑ Support suppliers to develop public time-bound action plans with clear milestones

☑ Other capacity building activity, please specify :Provide environmental performance expectations in supplier code of conduct.

Financial incentives

☑ Feature environmental performance in supplier awards scheme

Information collection

☑ Collect climate transition plan information at least annually from suppliers

☑ Collect environmental risk and opportunity information at least annually from suppliers

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

☑ Collaborate with suppliers on innovative business models and corporate renewable energy sourcing mechanisms

☑ Invest jointly with suppliers in R&D of relevant low-carbon technologies

☑ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

PACCAR is driven to provide its customers with the highest quality truck with the lowest lifetime operating costs especially related to fuel economy, safety, reduced emissions and next generation transport technology. PACCAR challenges all suppliers to improve vehicle fuel efficiency and reduce greenhouse gas emissions using cutting-edge technology. Active collaboration with approximately 100 suppliers, accounting for over 82% of PACCAR's total supply chain spend and around 99% of supplier related GHG emissions, is strategically focused on those suppliers who can best contribute to vehicle fuel economy improvements and reduced emissions. Success is measured by the improvement in fuel economy and reduction of greenhouse gas emissions from PACCAR's trucks and will reflect in SBTi approved science-based target (SBT) reducing Scope 3, category 11 Use of Sold product, by 25% in 2030 on a 2018 baseline. Suppliers are critical partners in technology to achieve the SBT. For example, PACCAR collaboration with Faith Technologies and Schneider Electric to provide charging infrastructure solutions for customers who purchase industry-leading battery electric Kenworth and Peterbilt trucks in the United States and Canada. PACCAR and Toyota continue to collaborate on fuel cell truck development. PACCAR has invested in a strategic partnership with Aurora to develop, test and commercialize autonomous Peterbilt and Kenworth trucks. PACCAR's autonomous vehicle platform will be integrated with the Aurora self-driving technologies and customers will benefit from the autonomous vehicles'

enhanced safety and operational efficiency. PACCAR is working with Cummins Inc. to offer the new Cummins X15N natural gas engine in Kenworth and Peterbilt trucks. The X15N is the first natural gas engine to be specifically designed for heavy-duty truck applications. When operating on renewable natural gas, also known as RNG or biomethane, the X15N engine will be able to achieve major reductions in the lifecycle greenhouse gas emissions of Peterbilt and Kenworth trucks. When the X15N is operating on renewable natural gas, also known as RNG or biomethane, the X15N engine will be able to achieve major reductions in the lifecycle greenhouse gas emissions of Peterbilt and Kenworth trucks.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Annual assessments show year-on-year improvements.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Circular economy

(5.11.7.3) Type and details of engagement

Capacity building

☑ Support suppliers to set their own environmental commitments across their operations

Financial incentives

☑ Feature environmental performance in supplier awards scheme

Information collection

☑ Other information collection activity, please specify :product specifications collected annually for life-cycle assessment modeling.

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

☑ Encourage suppliers to take Beyond Value Chain Mitigation (BVCM) actions

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

LCA – the life-cycle assessment of PACCAR trucks shows a breakdown of materials such as steel, cast iron, plastics and other metals and purchasing category managers are engaged with these suppliers on quality, safety, compliance, and environmental performance – including emissions. Additionally, PACCAR will ask for product specifications of different components for life-cycle modeling and collaboration with suppliers.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :Monitoring suppliers components contributions and higher quality, better safety, and mitigating environmental impacts.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:
☑ Yes
[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:
☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing
☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks
☑ Share information about your products and relevant certification schemes
☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration
☑ Collaborate with stakeholders in creation and review of your climate transition plan

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ Less than 1%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Request from stakeholders for publicly available information (see investors.PACCAR.com/ESG). Feedback mechanism response to requests for information directly by stakeholders. Engagement with investors and shareholders resulted in PACCAR celebrating 120 years of success in 2025 by delivering revenues of $28.44 billion to its shareholders. In 2025, the PACCAR team did an excellent job managing record production at the factories and delivering record aftermarket parts to our dealers and customers. This is the 87th consecutive year of earning a net profit — a notable achievement considering the cyclicality of the capital goods market.

(5.11.9.6) Effect of engagement and measures of success

In 2025, along with PACCAR's Annual Report, PACCAR's TCFD-CDP Report is made available on investors.PACCAR.com containing updates to the essential elements of PACCAR's climate transition plan aligned with specific TCFD topics of Governance, Strategy, Risk Management, and Metrics & Targets. Information includes Science-based targets of PACCAR aligned to the goals of the Paris Agreement – limiting global warming to well-below 2°C above pre-industrial levels and pursuing efforts to limit warming to 1.5°. In 2025, PACCAR hosted a conference on the morning of each of its quarterly earnings press release. the Quarterly Financial Results webcasts are held approximately three weeks following the end of each calendar quarter (in late April, July, October and January) as a regular mechanism by which feedback is collected and shareholder satisfaction measured. In addition to quarterly calls, PACCAR responds to requests for individual investor inquiries made directly or via www.paccar.com/investors/investor-contacts/ and in 2025 conducted more than 200 meetings with shareholders. In 2025, additional topics were added to annual report based on investor and shareholder feedback include: TCFD-CDP Report and investor presentations include climate related discussions on capital and R&D investments, zero emissions trucks, low carbon and renewable fuel capabilities, and other advanced technology and manufacturing to fulfil PACCAR's strategy related to climate transition planning.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☑ Share information about your products and relevant certification schemes
☑ Share information on environmental initiatives, progress and achievements

Innovation and collaboration
☑ Align your organization’s goals to support customers’ targets and ambitions
☑ Collaborate with stakeholders in creation and review of your climate transition plan
☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:
☑ 76-99%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

In 2025, the PACCAR team did an excellent job meeting customer expectations requiring the management of solid production at the factories and delivering aftermarket parts to our dealers and customers. In 2025, PACCAR continues provides information, training and recognition to all customers to optimize fuel economy and reduce greenhouse gas emissions of PACCAR’s nameplate DAF, Peterbilt and Kenworth trucks because the driver’s skills in using PACCAR advanced vehicles can reduce transport related greenhouse gas emissions significantly. For example, the delivery of a new trucks always comes with a comprehensive explanation of the vehicle’s features. After everything has been explained and the keys handed over, the driver also receives a voucher for Training program. This voucher is valid for six months and the driver can use it to participate in an intensive 1-on-1 training session in their own truck. The training is provided by an instructor trained and certified. PACCAR offers all customers driver training through instructional videos, hands-on classroom Driver Academy and in-vehicle driver information centers to reduce fuel consumption and CO2 emissions, improve vehicle reliability and driver productivity, and enhance the health and safety of the driver and the environment. For example, at the start of the training the driver is challenged to show his or her actual driving skills. During the session, time, fuel consumption and Driver Performance Assistant scores are monitored. In the second stage of training, the driver receives all the theoretical information on how to make optimum use of all the truck systems that enable him or her to drive as economically as possible. The final part of the Driver Training is a coached driving session, during which all theoretical information is put into practice and new scores are monitored to show the improvement, which is a measure of success for each driver. Also, the DAF, Kenworth and Peterbilt Driver Performance Assistant offers interactive in-dash coaching for customers to continue improvement in driver skills on-the-job, and to

provide real-time truck and fleet information on truck systems that can improve fuel economy including tire pressure, aerodynamic settings of cab roof spoilers, fuel efficient shifting, braking, and predictive cruise control.

(5.11.9.6) Effect of engagement and measures of success

Lowering GHG emissions of trucks is influenced by the fuel efficiency of the vehicle and the skills of drivers. The performance trucks is measured by SBTi approved science-based target (SBT) reducing Scope 3, category 11, Use of Sold product, by 25% in 2030 on a 2018 baseline. The skills of drivers of PACCAR's trucks are part of achieving the highest possible fuel efficiency and reduction of greenhouse gas emissions. The impact of providing driver training to all PACCAR customers in the use of PACCAR's advance vehicles is improved vehicle reliability, increased driver productivity, enhanced driver safety, better fuel economy, reduced operating expense, and reduced vehicle emissions including greenhouse gas emissions. The measure of success is the fuel efficiency increase and operational safety improvement for our customers. Drivers who have taken the training drive at least 10% more efficiently. The performance assist coupled with the Kenworth T680's aerodynamics and fuel efficiency of the PACCAR MX-engine, have all contributed to the T680 delivering an average 1.2 mpg improvement in fuel economy over the other trucks in our fleet. That's a 21 percent improvement in fuel economy performance. As an impact, in 2025, Kenworth and Peterbilt new trucks continues seeing up to a 7% fuel efficiency improvement and up to 10% in Europe with DAF's new line of trucks lowering emissions.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Suppliers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Share information about your products and relevant certification schemes

Innovation and collaboration

☑ Collaborate with stakeholders in creation and review of your climate transition plan

☑ Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

PACCAR supplier engagement focuses on improving performance, driving innovation, and enhancing sustainability through its Supplier Performance Management (SPM) program and the Cost Management Partnership (CMP) program. Key aspects include active collaboration on fuel efficiency and emission reduction, evaluation of ESG performance, and recognition of top-performing suppliers through annual awards. PACCAR requires suppliers to meet strict standards for product quality, warranty, and ethical conduct, fostering strong, continuous improvement-oriented relationships.

(5.11.9.6) Effect of engagement and measures of success

For PACCAR: Enhanced product quality, consistent supply, greater innovation, reduced costs, and achievement of sustainability goals is measured annually in market share performance of PACCAR vehicles. For Suppliers: Strengthened relationships, opportunities for growth and recognition, increased competitiveness, and improved productivity is measured as part of the Supplier Performance Management (SPM): PACCAR's comprehensive SPM program evaluates supplier performance in product development, operations, and aftermarket support. Top-performing suppliers are recognized annually. Through programs like the 10 PPM Supplier Award, PACCAR recognizes suppliers for delivering fewer than 10 defective parts per million, ensuring high product quality and customer satisfaction

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :Employees

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Share information about your products and relevant certification schemes
☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:
☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

PACCAR fosters employee engagement through principled leadership, comprehensive mentorship and development programs, and providing meaningful work in the industry and the environment. The company's focus on innovation, empowerment, and recognizing employee contributions contributes to a positive work environment where employees feel respected, valued, and inspired and deliver PACCAR's environmental policies and procedures while achieving their goals and PACCAR's targets.

(5.11.9.6) Effect of engagement and measures of success

On the environmental impact, as well as many other topics, PACCAR measures employee engagement by combining data from annual and pulse surveys, 1-on-1 meetings, focus groups, and exit interviews to understand key drivers like leadership, growth, and communication. PACCAR also tracks metrics such as turnover and retention rates, absenteeism, and productivity to identify trends and evaluate the impact of engagement initiatives.
[Add row]

(5.12) Indicate any mutually beneficial environmental initiatives you could collaborate on with specific CDP Supply Chain members.

Row 1

(5.12.1) Requesting member

Select from:

☑ Toyota Tsusho Corporation

(5.12.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.12.4) Initiative category and type

Innovation

☑ New product or service that has a lower upstream emissions footprint

(5.12.5) Details of initiative

Innovative Products - Company invests in technologies that reduce greenhouse gas emissions such as highly fuel-efficient diesel engines, natural gas and biofuel engines, as well as next generation electric, hybrid, and hydrogen powertrains. To develop these industry-leading products and technologies, PACCAR makes significant research and development and capital investments every year. PACCAR's Zero Emissions Trucks - PACCAR's research and development efforts include demonstration and development projects for Kenworth, Peterbilt and DAF vehicles, including battery-electric, hydrogen fuel cell, hydrogen combustion and hybrid technologies. PACCAR is currently producing battery-electric Kenworth, Peterbilt and DAF trucks.

(5.12.6) Expected benefits

Select all that apply

☑ Reduction of customers' operational emissions (customer scope 1 & 2)

(5.12.7) Estimated timeframe for realization of benefits

Select from:

☑ > 5 years

(5.12.8) Are you able to estimate the lifetime CO2e and/or water savings of this initiative?

Select from:
☑ No

(5.12.11) Please explain

CO2e lifetime estimates are available, but depend on the duty cycle and vehicle configuration of respective fleets.
[Add row]

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement?

	Environmental initiatives implemented due to CDP Supply Chain member engagement
	Select from: ☑ Yes

[Fixed row]

(5.13.1) Specify the CDP Supply Chain members that have prompted your implementation of mutually beneficial environmental initiatives and provide information on the initiatives.

Row 1

(5.13.1.1) Requesting member

Select from:
☑ Toyota Tsusho Corporation

(5.13.1.2) Environmental issues the initiative relates to

Select all that apply

☑ Climate change

(5.13.1.4) Initiative ID

Select from:

☑ Ini1

(5.13.1.5) Initiative category and type

Innovation

☑ New product or service that reduces customers' operational emissions

(5.13.1.6) Details of initiative

A key element of PACCAR's environmental strategy is to offer our customers commercial vehicles that reduce environmental impacts. This starts by assessing the life-cycle of truck models using ISO 14040/14044 aligned and International Material Systems (IMDS) or industry averages informed life-cycle assessment models accounting for impacts to global warming, human health, natural ecosystems, and raw materials availability. Engineers and scientists are looking for a high quality, affordable, reliable truck configuration meeting customer specifications, compliance regulations, and environmental impacts. Total Cost and Value of Ownership.

(5.13.1.7) Benefits achieved

Select all that apply

☑ Reduction of customers' operational emissions (customer scope 1 & 2)

☑ Reduction of downstream value chain emissions (own scope 3)

(5.13.1.8) Are you able to provide figures for emissions savings or water savings in the reporting year?

Select from:

☑ No

(5.13.1.11) Please explain how success for this initiative is measured

Customer satisfaction with total cost of ownership of PACCAR products and services.

(5.13.1.12) Would you be happy for CDP Supply Chain members to highlight this work in their external communication?

Select from:

☑ Yes

[Add row]

C6. Environmental performance - Consolidation approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

	Consolidation approach used	Provide the rationale for the choice of consolidation approach
Climate change	*Select from:* ☑ Operational control	*Operations manufacturing medium and heavy duty trucks is the majority of climate related activity.*
Biodiversity	*Select from:* ☑ Operational control	*Manufacturing locations are located in industrial zones and are monitored for proximity to sensitive areas.*

[Fixed row]

C7. Environmental performance - Climate change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply

	Change(s) in methodology, boundary, and/or reporting year definition?
	☑ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

(7.3) Describe your organization's approach to reporting Scope 2 emissions.

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ We are reporting a Scope 2, market-based figure	*None.*

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are excluded from your disclosure of climate-related data?

Select from:

☑ Yes

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions which are not included in your disclosure.

Row 1

(7.4.1.1) Source of excluded emissions

CO2 emission related to CH4 and N2O from some fuel combustion and electricity purchased.

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply

☑ Scope 1

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.8) Estimated percentage of total Scope 1+2 emissions this excluded source represents

0.2

(7.4.1.10) Explain why this source is excluded

N2O and CH4 emissions amount to less than a 1% change in PACCAR's overall emissions.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

Most of the emission factors PACCAR uses are CO2e which include CH4 and N20 emissions. Those locations (for electricity emission factors) or fuels where we have not used CO2e emission factors have CO2e emission factors that are less than 1% larger than the emission factor used or represent far less than 1% of PACCAR's overall GHG emissions.

Row 2

(7.4.1.1) Source of excluded emissions

CO2 emissions from various small offices or leased facilities where energy usage data is not readily available.

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.4.1.4) Relevance of location-based Scope 2 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.5) Relevance of market-based Scope 2 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.8) Estimated percentage of total Scope 1+2 emissions this excluded source represents

0.1

(7.4.1.10) Explain why this source is excluded

Based on the square footage of these small offices and leased facilities, and the average energy intensity of similar facilities operated by PACCAR, the consolidated CO2 emissions are less than 1% of PACCAR's overall CO2 emissions.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

Based on the square footage of these small offices and leased facilities, and the average energy intensity of similar facilities operated by PACCAR, the consolidated CO2 emissions are less than 1% of PACCAR's overall CO2 emissions.
[Add row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

121123.0

(7.5.3) Methodological details

Scope 1 emissions are direct greenhouse (GHG) emissions that occur from sources that are controlled by PACCAR (e.g., emissions associated with fuel combustion in boilers, furnaces, vehicles).

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

171594.0

(7.5.3) Methodological details

Scope 2 emissions are indirect GHG emissions associated with the purchase of electricity, steam, heat, or cooling. Although scope 2 emissions physically occur at the facility where they are generated, they are accounted for in PACCAR's GHG inventory because they are a result of the organization's energy use. Location based emission factors.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

178892.0

(7.5.3) Methodological details

Scope 2 emissions are indirect GHG emissions associated with the purchase of electricity, steam, heat, or cooling. Although scope 2 emissions physically occur at the facility where they are generated, they are accounted for in PACCAR's GHG inventory because they are a result of the organization's energy use. Market based emission factors. Residual mix emission factors are used when market based is not known.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

3765405.0

(7.5.3) Methodological details

Emissions calculation methodology: Average product method. Explanation: Calculations are based on the number of new truck deliveries in a year and internal life cycle assessment (LCA) of material components of heavy-duty trucks. The internal LCA was compared with industry-wide analysis by the Argonne National Laboratory to verify data quality. Component emission factors are based on published values including those from the IPCC, UNFCCC and ICLEI.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

1040603.0

(7.5.3) Methodological details

Emissions calculation methodology: Spend-based method. Explanation: The spend for property plant and equipment including equipment acquired for operating leases less asset disposal proceeds was multiplied by the appropriate emission factor for supply chain emissions from DEFRA Environmental Reporting Guidelines.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

25549

(7.5.3) Methodological details

Emissions calculation methodology: Fuel-based method. Explanation: The IPCC default emissions factors for upstream emissions from natural gas, diesel, propane, butane, gasoline and jet fuel were applied to PACCAR's fuel usage. Global emission factors for electricity transmission and distribution losses were obtained from the World Bank online data tables and multiplied by PACCAR's location specific electricity usage.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

1806487

(7.5.3) Methodological details

Emissions calculation methodology: Hybrid method. Explanation: Calculation based on PACCAR's global new truck deliveries, actual logistics miles traveled in the North America, PACCAR's EPA SmartWay composite freight emission factor, North American spend for ocean and air freight and DEFRA's Environmental Reporting Guidelines emission factors for ocean and air freight. Global emissions are extrapolated based on proportional new truck deliveries and updated global road freight CO2 emission factors.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

309.0

(7.5.3) Methodological details

Emissions calculation methodology: Supplier-specific method. Explanation: PACCAR recycles or recovers energy from most of its waste with most manufacturing facilities achieving Zero Waste to Landfill status. CO2 emissions from waste are calculated based on internal tracking of manufacturing waste and EPA's warm model for emissions for waste disposed in a landfill. Emissions credits due to recycling and energy recovery are not reported, nor used in the calculation of waste related emissions, as part of a conservative approach to determining PACCAR’s greenhouse gas emissions inventory.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

11312.0

(7.5.3) Methodological details

Emissions calculation methodology: Supplier-specific method. Explanation: Air travel CO2 emissions are provided by PACCAR's global travel agent. Business travel in company owned and leased vehicles is included in Scope 1 emissions.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

45276.0

(7.5.3) Methodological details

Emissions calculation methodology: Average data method. Explanation: calculated based on CDP data for industrial and auto manufacturers multiplied by the current number of PACCAR's worldwide full time employees. Sensitivity analysis of industry specific emission factors using high, low and average values does not change the finding that CO2e emissions from employee commuting does not exceed the 5% relevancy threshold.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

CO2e emissions from leased assets that are operated by PACCAR are included in Scope 1 and 2 emissions reported.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

566042

(7.5.3) Methodological details

Emissions calculation methodology: Hybrid method. Explanation: Calculation is based on PACCAR's global new truck deliveries, outbound finished truck delivery miles in North America, and PACCAR's EPA SmartWay composite freight emission factor. Global emissions are extrapolated based on proportional new truck deliveries and updated global road freight CO2 emission factors.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

89387

(7.5.3) Methodological details

Emissions calculation methodology: Average data method. Explanation: PACCAR's products are processed further by adding trailers and equipment, or mounting winches. Estimating downstream emissions related to processing of sold products is based on the new truck deliveries multiplied by an emission factor using internal emissions intensity for similar processes.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

120607222

(7.5.3) Methodological details

Emissions calculation methodology: Hybrid method. Explanation: Calculations are based on PACCAR global sales mix for new truck deliveries and PACCAR's weighted CO2 emissions intensity for heavy and medium duty vehicles sold in the US and Canada, and heavy-duty vehicles sold in the EU. Vehicle emissions are as reported to US EPA, Environment and Climate Change Canada (ECCC), and the EU Environmental Agency (EEA), and other geographically specific emission factors, as well as regionally appropriate average vehicle life cycle kilometers and payloads. Product use emissions are based on CO2 emission factors for heavy and medium duty vehicle specific to PACCAR's sales mix by model and region to the extent available. Regionally specific life cycle miles or kilometers, as well as payloads are also used.

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

14009

(7.5.3) Methodological details

Emissions calculation methodology: Waste-type-specific method. Explanation: Calculations are based on new truck deliveries and life cycle assessment modeling of recyclable content. Emission factors for non-recyclable plastics, rubber and miscellaneous materials such as textiles are based on EPA's WARM waste emissions model.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

1589

(7.5.3) Methodological details

Emissions calculation methodology: Average data method. Explanation: CO2 emissions for downstream leased assets is limited to the estimated emissions from downstream leased buildings which we own but do not operate based on the emissions intensity factor for each type of building use. Downstream CO2 emissions in 2018 baseline from truck leasing is now included in Use of Sold Products, Category 11, above.

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

PACCAR owned dealerships are included in Scope 1 and 2 emissions. All other dealerships are independently owned and operated.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

PACCAR investments are related to financing of PACCAR branded truck purchases and are included in the new truck delivery estimates of "Use of Sold Product" category.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

No other upstream CO2 emissions have been identified.

Scope 3: Other (downstream)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

No other downstream CO2 emissions have been identified
[Fixed row]

(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO2e?

	Gross global Scope 1 emissions (metric tons CO2e)	Methodological details
Reporting year	*102299*	*GHG Protocol*

[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

	Gross global Scope 2, location-based emissions (metric tons CO2e)	Gross global Scope 2, market-based emissions (metric tons CO2e)	Methodological details
Reporting year	*117334*	*82021*	*GHG Protocol*

[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1207330

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.6) Please explain

Calculations are based on the number of new truck deliveries in 2025 and internal life cycle assessment (LCA) of material components of heavy-duty trucks. [For baseline consistency] The internal LCA was compared with industry-wide analysis by the Argonne National Laboratory to verify data quality. Component emission factors are based on published values including those from the IPCC (2019 Refinements), UNFCCC and ICLEI. The calculated CO2e emissions from purchased goods and services are much less than 5% of overall Scope 3 emissions.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

423057

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average spend-based method

(7.8.6) Please explain

The 2025 spend for property plant and equipment including equipment acquired for operating leases less asset disposal proceeds was multiplied by the appropriate emission factor for supply chain emissions from DEFRA Environmental Reporting Guidelines. The calculated capital goods related CO2e emissions are much less than 5% of overall Scope 3 emissions.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

19726

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Fuel-Based Method

(7.8.6) Please explain

The IPCC default emissions factors for upstream emissions from natural gas, diesel, propane, butane, gasoline and jet fuel were applied to PACCAR's 2025 fuel usage. Global emission factors for electricity transmission and distribution losses were obtained from the World Bank online data tables and multiplied by PACCAR's location specific electricity usage. The calculated upstream fuel and energy CO2e emissions are much less than 5% of overall Scope 3 emissions.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

2335397

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Hybrid Method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

59

(7.8.6) Please explain

Calculation based on PACCAR's global new truck deliveries in 2025, logistics miles travelled in the North America, PACCAR's EPA SmartWay composite freight emission factor, North American spend for ocean and air freight and DEFRA's Environmental Reporting Guidelines emission factors for ocean and air freight. Global emissions are extrapolated based on proportional new truck deliveries and updated global road freight CO2 emission factors. The calculated upstream transportation and distribution CO2 emissions are much less than 5% of overall Scope 3 emissions which is the threshold considered to be relevant.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

347

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Supplier-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.6) Please explain

PACCAR recycles or recovers energy from most of its waste with most manufacturing facilities achieving Zero Waste to Landfill status. CO2 emissions from waste are calculated based on internal tracking of manufacturing waste and EPA's warm model for emissions for waste disposed in a landfill. Emissions credits due to recycling and energy recovery are not reported, nor used in the calculation of waste related emissions, as part of a conservative approach to determining PACCAR's greenhouse gas emissions inventory. The calculated CO2 emissions from waste generated from operations are much less than 5% of overall Scope 3 emissions which is the threshold considered to be relevant.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

6985

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Supplier-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.6) Please explain

Air travel CO2 emissions are provided by PACCAR's global travel agent. Business travel in company owned and leased vehicles is included in Scope 1 emissions. The calculated CO2 emissions from business air travel are provided by our travel supplier and are much less than 5% of overall Scope 3 emissions which is the threshold considered to be relevant.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

41880

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.6) Please explain

Calculated based on CDP data for industrial and auto manufacturers multiplied by the current number of PACCAR's worldwide full time employees. Sensitivity analysis of industry specific emission factors using high, low and average values does not change the finding that CO2e emissions from employee commuting does not exceed the 5% relevancy threshold.

Upstream leased assets

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:
☑ Emissions covered under scope 1 or 2

(7.8.6) Please explain

CO2e emissions from leased assets that are operated by PACCAR are included in Scope 1 and 2 emissions reported.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:
☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

313454

(7.8.3) Emissions calculation methodology

Select all that apply
☑ Other, please specify :Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

66

(7.8.6) Please explain

Calculation is based on PACCAR's global new truck deliveries in 2025, outbound finished truck delivery miles in North America, and PACCAR's EPA SmartWay composite freight emission factor. Global emissions are extrapolated based on proportional new truck deliveries and updated global road freight CO2 emission factors. The calculated CO2 emissions for downstream transportation and distribution are less than 5% of overall Scope 3 emissions, which is the threshold considered relevant.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

56115

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.6) Please explain

PACCAR's products are processed further by adding trailers and equipment or mounting winches. Estimating downstream emissions related to processing of sold products is based on the new truck deliveries multiplied by an emission factor using internal emissions intensity for similar processes. The calculated CO2 emissions downstream processing of sold products are much less than 5% of overall Scope 3 emissions

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

80222834

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Other, please specify :Hybrid Method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

68

(7.8.6) Please explain

Calculations are based on PACCAR global sales mix for new truck deliveries in 2025 and PACCAR's weighted CO2 emissions intensity for heavy and medium duty vehicles sold in the US and Canada, and heavy duty vehicles sold in the EU. Vehicle emissions are as reported to US EPA, Environment and Climate Change Canada (ECCC), and the EU Environmental Agency (EEA), and other geographically specific emission factors, as well as regionally appropriate average vehicle life cycle kilometers and payloads. Product use emissions are based on CO2 emission factors for heavy and medium duty vehicle specific to PACCAR's sales mix by model and region to the extent available. Regionally specific life cycle miles or kilometers, as well as payloads are also used.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

10683

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

(7.8.6) Please explain

Calculations are based on the 2025 new truck deliveries and life cycle assessment modelling of recyclable content. Emission factors for non-recyclable plastics, rubber and miscellaneous materials such as textiles are based on EPA's WARM waste emissions model. The calculated CO2e emissions for the end of life treatment of product sold are much less than 5% of Scope 3 emissions and are not considered relevant.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

785

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.6) Please explain

CO2 emissions for downstream leased assets is limited to the estimated emissions from downstream leased buildings which we own but do not operate based on the emissions intensity factor for each type of building use. The calculated CO2e emissions for the downstream leased assets are much less than 5% of Scope 3 emissions and are not considered relevant. Downstream CO2 emissions from truck leasing is included in Use of Sold Products above to avoid double counting.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☑ Emissions covered under scope 1 or 2

(7.8.6) Please explain

Company owned dealerships are included in Scope 1 and 2 emissions. All other dealerships are independently owned and operated.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:

☑ Emissions covered under another scope 3 category, please specify :Use of Sold Products

(7.8.6) Please explain

Investments are related to financing of PACCAR branded truck purchases and are included in the new truck delivery estimates of "Use of Sold Product" category.

Other (upstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:
☑ Not applicable to our organization’s activities

(7.8.6) Please explain

No other upstream CO2 emissions have been identified

Other (downstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Reason for this category not being relevant

Select from:
☑ Not applicable to our organization’s activities

(7.8.6) Please explain

No other downstream CO2 emissions have been identified.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:
☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.1.4) Attach the statement

2026 PACCAR GHG Scope 1-3 Assurance Letter CY2025.pdf

(7.9.1.5) Page/section reference

Pages 1-3

(7.9.1.6) Relevant standard

Select all that apply
☑ ISO14064-3

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

2026 PACCAR GHG Scope 1-3 Assurance Letter CY2025.pdf

(7.9.2.6) Page/ section reference

Pages 1 to 3

(7.9.2.7) Relevant standard

Select all that apply

☑ ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply
☑ Scope 3: Use of sold products

(7.9.3.2) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:
☑ Limited assurance

(7.9.3.5) Attach the statement

2026 PACCAR GHG Scope 1-3 Assurance Letter CY2025.pdf

(7.9.3.6) Page/section reference

(7.9.3.7) Relevant standard

Select all that apply
☑ ISO14064-3

(7.9.3.8) Proportion of selected emissions categories verified (%)

100

(7.9.3.9) Proportion of total reported scope 3 emissions verified (%)

95
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:
☑ Decreased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

35314

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

13.9

(7.10.1.4) Please explain calculation

PACCAR's consumption of renewable energy and electrification efforts continued in 2025. However, PACCAR's reported overall emissions for previous years did not subtract out the amount of renewable energy (location-based vs. market based) used and therefore year-over-year comparisons of reported emissions will not be impacted by the use of renewable electricity. Reduction is primarily driven by grid decarbonization by utilities and robust energy efficiency management program at PACCAR.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

7543

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

3.3

(7.10.1.4) Please explain calculation

PACCAR's production decreased nearly 22% and Energy Usage was increasing for testing BEV, ZEV, and Compliant ICE engines, but overall Scope 1 and 2 emissions decreased 3.3% as work continues to de-couple GHG emissions from energy usage required for production.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not applicable
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

☑ Location-based

(7.12) Does your organization have significant land sector activities in its operations or value chain?

(7.12.1) Agriculture, forestry or other land sector activities

Select from:

☑ No, explanation provided

(7.12.3) Specify the reason for no significant activities

Select from:

☑ Relevant activities identified but evaluated to be below the significance threshold

(7.12.4) Significance threshold

Under the Greenhouse Gas Protocol corporate accounting framework, PACCAR has evaluated its land-related exposures such as biogenic emissions and determined them to be below the materiality and significance thresholds required for formal disclosure. Rather than reporting on land management metrics, PACCAR's environmental strategy concentrates resources on decarbonization of manufacturing and vehicular emissions.
[Fixed row]

(7.13) Does your organization choose to account for and report technological CO2 removals or captured CO2 with geologic storage, or have you done so in previous years?

	Technological CO2 removals or captured CO2 with geologic storage in the reporting year	Specify the reason for no technological CO2 removals or captured CO2 with geological storage in the reporting year	Technological CO2 removals or captured CO2 with geologic storage were accounted for and reported in previous years
	Select from: ☑ No, explanation provided	*Select from:* ☑ No relevant activities identified	*Select from:* ☑ No

[Fixed row]

(7.15) Does your organization break down its Scope 1 and/or Scope 2 emissions by greenhouse gas type?

(7.15.1) Emissions breakdown by greenhouse gas type

Select from:
☑ Yes, Scope 1 emissions only
[Fixed row]

(7.15.1) Break down your total gross global Scope 1 and Scope 2 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

100721

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

100721

(7.15.1.8) GWP Reference

Select from:
☑ IPCC Fifth Assessment Report (AR5 – 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:
☑ HFCs

(7.15.1.2) Scope 1 emissions (metric tons of selected gas)

1578

(7.15.1.3) Scope 1 emissions (metric tons of CO2e)

1578

(7.15.1.8) GWP Reference

Select from:
☑ IPCC Fifth Assessment Report (AR5 – 100 year)
[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

2552

(7.16.2) Scope 2, location-based (metric tons CO2e)

5198

(7.16.3) Scope 2, market-based (metric tons CO2e)

5198

Austria

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

2

(7.16.3) Scope 2, market-based (metric tons CO2e)

2

Belgium

(7.16.1) Scope 1 emissions (metric tons CO2e)

8379

(7.16.2) Scope 2, location-based (metric tons CO2e)

6027

(7.16.3) Scope 2, market-based (metric tons CO2e)

3216

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

141

(7.16.2) Scope 2, location-based (metric tons CO2e)

460

(7.16.3) Scope 2, market-based (metric tons CO2e)

460

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

6240

(7.16.2) Scope 2, location-based (metric tons CO2e)

1879

(7.16.3) Scope 2, market-based (metric tons CO2e)

1879

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

80

(7.16.3) Scope 2, market-based (metric tons CO2e)

80

Czechia

(7.16.1) Scope 1 emissions (metric tons CO2e)

116

(7.16.2) Scope 2, location-based (metric tons CO2e)

112

(7.16.3) Scope 2, market-based (metric tons CO2e)

112

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

231

(7.16.2) Scope 2, location-based (metric tons CO2e)

40

(7.16.3) Scope 2, market-based (metric tons CO2e)

40

Germany

(7.16.1) Scope 1 emissions (metric tons CO2e)

121

(7.16.2) Scope 2, location-based (metric tons CO2e)

394

(7.16.3) Scope 2, market-based (metric tons CO2e)

394

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

700

(7.16.2) Scope 2, location-based (metric tons CO2e)

238

(7.16.3) Scope 2, market-based (metric tons CO2e)

238

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

313

(7.16.3) Scope 2, market-based (metric tons CO2e)

313

Italy

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

18

(7.16.3) Scope 2, market-based (metric tons CO2e)

18

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

3054

(7.16.2) Scope 2, location-based (metric tons CO2e)

15830

(7.16.3) Scope 2, market-based (metric tons CO2e)

15830

Netherlands

(7.16.1) Scope 1 emissions (metric tons CO2e)

30362

(7.16.2) Scope 2, location-based (metric tons CO2e)

21349

(7.16.3) Scope 2, market-based (metric tons CO2e)

10684

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

32

(7.16.3) Scope 2, market-based (metric tons CO2e)

32

Spain

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

8

(7.16.3) Scope 2, market-based (metric tons CO2e)

8

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0.2

(7.16.3) Scope 2, market-based (metric tons CO2e)

0.2

United Kingdom

(7.16.1) Scope 1 emissions (metric tons CO2e)

2559

(7.16.2) Scope 2, location-based (metric tons CO2e)

1820

(7.16.3) Scope 2, market-based (metric tons CO2e)

125

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

47844

(7.16.2) Scope 2, location-based (metric tons CO2e)

63533

(7.16.3) Scope 2, market-based (metric tons CO2e)

43390
[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply
☑ By activity

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*Warehouses*	*2331*
Row 2	*Test Facilities*	*5378*
Row 3	*Manufacturing*	*88340*
Row 4	*Other facilities including office buildings, used truck lots and PacLease facilities.*	*6250*

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	*88340*	*Includes manufacturing only. Test facilities, office buildings, warehouses, and other facilities are excluded.*

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By activity

(7.20.3) Break down your total gross global Scope 2 emissions by business activity.

	Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Warehouses*	*4409*	*4405*
Row 2	*Test Facilities*	*3233*	*3233*
Row 3	*Manufacturing*	*105048*	*69738*
Row 4	*Other facilities including office buildings, used truck lots and PacLease facilities.*	*4645*	*4645*

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	*105048*	*69738*	*Includes manufacturing only. Test facilities, office buildings, warehouses, and other facilities are excluded.*

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

102299

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

117334

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

82021

(7.22.4) Please explain

All entities are accounted for in PACCAR consolidated accounting group. For more information see description of business SEC 2025 Form 10-K

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

All entities are accounted for in PACCAR consolidated accounting group. For more information see description of business SEC 2025 Form 10-K

[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:
☑ Yes

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

The Truck Segment

(7.23.1.2) Primary activity

Select from:
☑ Heavy vehicles

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply
☑ Ticker symbol
☑ Other unique identifier, please specify :PACCAR is a multinational company operating in three principal segments - Truck, Parts, and Financial Services.

(7.23.1.7) Ticker symbol

PCAR

(7.23.1.11) Other unique identifier

Description of business SEC 2025 Form 10-K page 3

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

93713

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

108354

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

73045

(7.23.1.15) Comment

None

Row 2

(7.23.1.1) Subsidiary name

The Financial Services Segment

(7.23.1.2) Primary activity

Select from:
☑ Other financial

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply
☑ Ticker symbol
☑ Other unique identifier, please specify :PACCAR is a multinational company operating in three principal segments - Truck, Parts, and Financial Services.

(7.23.1.7) Ticker symbol

PCAR

(7.23.1.11) Other unique identifier

Description of business SEC 2025 Form 10-K page 3

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

230

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

322

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

322

(7.23.1.15) Comment

None

Row 3

(7.23.1.1) Subsidiary name

The Parts Segment

(7.23.1.2) Primary activity

Select from:
☑ Transportation equipment wholesale & dealing

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Ticker symbol

☑ Other unique identifier, please specify :PACCAR is a multinational company operating in three principal segments - Truck, Parts, and Financial Services.

(7.23.1.7) Ticker symbol

PCAR

(7.23.1.11) Other unique identifier

Description of business SEC 2025 Form 10-K page 3

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

2605

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

4415

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

4410

(7.23.1.15) Comment

None

Row 4

(7.23.1.1) Subsidiary name

Other and Corporate

(7.23.1.2) Primary activity

Select from:

☑ Heavy vehicles

(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

☑ Ticker symbol

☑ Other unique identifier, please specify :PACCAR is a multinational company operating in three principal segments - Truck, Parts, and Financial Services.

(7.23.1.7) Ticker symbol

PCAR

(7.23.1.11) Other unique identifier

Description of business SEC 2025 Form 10-K page 3

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

5752

(7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

4244

(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

4244

(7.23.1.15) Comment

None
[Add row]

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row 1

(7.26.1) Requesting member

Select from:
☑ Toyota Tsusho Corporation

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: location-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Other allocation method, please specify :Allocation based on trucks Delivered in 2025

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify :Truck Delivered in 2025

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1

(7.26.9) Emissions in metric tonnes of CO2e

1.229

(7.26.10) Uncertainty (±%)

0

(7.26.11) Major sources of emissions

Purchased electricity

(7.26.12) Allocation verified by a third party?

Select from:
☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Electricity for PACCAR controlled global operations for manufacturing, servicing and financial services.

(7.26.14) Where published information has been used, please provide a reference

Annual CDP Report and investors.paccar.com/esg

Row 2

(7.26.1) Requesting member

Select from:

☑ Toyota Tsusho Corporation

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Other allocation method, please specify :Allocation based on trucks delivered in 2025.

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :Truck Delivered in 2025

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1

(7.26.9) Emissions in metric tonnes of CO2e

1.41

(7.26.10) Uncertainty (±%)

0

(7.26.11) Major sources of emissions

Natural Gas

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Natural Gas and other mobile emissions for PACCAR controlled operations for manufacturing, servicing, and financial services.

(7.26.14) Where published information has been used, please provide a reference

Annual CDP Report and investors.paccar.com/esg
[Add row]

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

☑ Other, please specify :Case-by-case basis for customers

(7.27.2) Please explain what would help you overcome these challenges

Customers are encouraged to request Scope 3 product use emissions during their purchasing process as greenhouse gases are in part dependent on the customer's selection of unit configurations. Customer's lifetime Scope 3 emissions are also highly dependent on customer driving practices, duty cycles, and selection of fuels

including biofuels. Customers allocation of scope 1 and 2 greenhouse gas emissions can be calculated based on PACCAR's CDP disclosures and customer's knowledge of the number of units purchased. Unique product level allocations of scope 1 and 2 are not available or require specific business terms and conditions with each customer.
[Add row]

(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

(7.28.1) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Select from:

☑ Yes

(7.28.2) Describe how you plan to develop your capabilities

Improvements over time in Lifecycle assessment (LCA) and digital modeling and information management will enable greater granularity into specifications for products and services on many metrics, including climate related metrics. Customers both use and continue exploring different data services with PACCAR for products and services.
[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

☑ More than 0% but less than or equal to 5%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ No
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ No

[Fixed row]

(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

510877

(7.30.1.5) Total (renewable + non-renewable) MWh

510877.00

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

184556

(7.30.1.3) MWh from non-renewable sources

199935

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

42294

(7.30.1.5) Total (renewable + non-renewable) MWh

384491.00

Total energy consumption

(7.30.1.2) MWh from renewable sources

184556

(7.30.1.3) MWh from non-renewable sources

710812

(7.30.1.4) MWh from non-renewable zero or near-zero emission sources

42294

(7.30.1.5) Total (renewable + non-renewable) MWh

895368.00
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

None

Other biomass

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

None

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

None

Coal

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

None

Oil

(7.30.7.1) Total fuel MWh consumed by the organization

0

(7.30.7.7) Comment

None

Gas

(7.30.7.1) Total fuel MWh consumed by the organization

402770

(7.30.7.7) Comment

None

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Total fuel MWh consumed by the organization

108107

(7.30.7.7) Comment

None

Total fuel

(7.30.7.1) Total fuel MWh consumed by the organization

510877

(7.30.7.7) Comment

None
[Fixed row]

(7.30.14) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Australia

(7.30.14.1) Consumption of purchased electricity (MWh)

6683

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6683.00

Austria

(7.30.14.1) Consumption of purchased electricity (MWh)

18

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

18.00

Belgium

(7.30.14.1) Consumption of purchased electricity (MWh)

40583

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

40583.00

Brazil

(7.30.14.1) Consumption of purchased electricity (MWh)

6174

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6174.00

Canada

(7.30.14.1) Consumption of purchased electricity (MWh)

17066

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

17066.00

China

(7.30.14.1) Consumption of purchased electricity (MWh)

182

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

182.00

Czechia

(7.30.14.1) Consumption of purchased electricity (MWh)

255

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

255.00

France

(7.30.14.1) Consumption of purchased electricity (MWh)

618

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

618.00

Germany

(7.30.14.1) Consumption of purchased electricity (MWh)

1076

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1076.00

Hungary

(7.30.14.1) Consumption of purchased electricity (MWh)

1282

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1282.00

India

(7.30.14.1) Consumption of purchased electricity (MWh)

426

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

426.00

Italy

(7.30.14.1) Consumption of purchased electricity (MWh)

58

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

58.00

Mexico

(7.30.14.1) Consumption of purchased electricity (MWh)

42981

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

42981.00

Netherlands

(7.30.14.1) Consumption of purchased electricity (MWh)

74831

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

74831.00

Poland

(7.30.14.1) Consumption of purchased electricity (MWh)

51

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

51.00

Spain

(7.30.14.1) Consumption of purchased electricity (MWh)

49

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

49.00

Switzerland

(7.30.14.1) Consumption of purchased electricity (MWh)

9

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

9.00

United Kingdom

(7.30.14.1) Consumption of purchased electricity (MWh)

9254

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

9254.00

United States of America

(7.30.14.1) Consumption of purchased electricity (MWh)

182894

(7.30.14.2) Consumption of self-generated electricity (MWh)

0

(7.30.14.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.14.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.14.6) Total electricity/heat/steam/cooling energy consumption (MWh)

182894.00
[Fixed row]

(7.30.15) Provide details on the electricity purchases that were accounted for at a zero or near-zero emission factor in the reporting year.

Row 1

(7.30.15.1) Country/area of electricity consumption

Select from:
☑ Australia

(7.30.15.2) Sourcing method

Select from:
☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:
☑ Solar

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

906

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Energy supplier managed.

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ Australia

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 2

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ Belgium

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Renewable electricity mix, please specify :Wind and Solar

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

23670

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ Belgium

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 3

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ Belgium

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:
☑ Nuclear

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

9582

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:
☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:
☑ Belgium

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:
☑ No

(7.30.15.14) Comment

None

Row 4

(7.30.15.1) Country/area of electricity consumption

Select from:
☑ Brazil

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Hydropower (capacity unknown)

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

6760

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ Brazil

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 5

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ Canada

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Hydropower (capacity unknown)

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

17529

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ Canada

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 6

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ Netherlands

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Renewable electricity mix, please specify :Wind and Solar

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

40960

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ Netherlands

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 7

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ Netherlands

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Nuclear

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

4846

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ Netherlands

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 8

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ United Kingdom

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Renewable electricity mix, please specify :Solar and Wind

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

9437

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:

☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:

☑ United Kingdom

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:

☑ No

(7.30.15.14) Comment

None

Row 9

(7.30.15.1) Country/area of electricity consumption

Select from:

☑ United States of America

(7.30.15.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:

☑ Renewable electricity mix, please specify :73% wind, 26% solar energy, and 1% hydro.

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

85294

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:
☑ REC [US and Canada]

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:
☑ United States of America

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:
☑ No

(7.30.15.14) Comment

None

Row 10

(7.30.15.1) Country/area of electricity consumption

Select from:
☑ United States of America

(7.30.15.2) Sourcing method

Select from:
☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.15.3) Low-carbon technology type

Select from:
☑ Nuclear

(7.30.15.5) Low-carbon electricity consumed via selected sourcing method in the reporting year (MWh)

27866

(7.30.15.6) Energy attribute certificate (EAC) tracking system used

Select from:
☑ Other, please specify :Supplier Managed

(7.30.15.7) Country/area of origin (generation) of the low-carbon electricity or energy attribute

Select from:
☑ United States of America

(7.30.15.8) Are you able to report the commissioning or re-powering year of the electricity generation facility?

Select from:
☑ No

(7.30.15.14) Comment

None
[Add row]

(7.35) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Row 1

(7.35.1) Activity

Select from:
☑ Heavy Duty Vehicles (HDV)

(7.35.2) Metric figure

1.5

(7.35.3) Metric numerator

Select from:
☑ tCO2e

(7.35.4) Metric denominator

Select from:
☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

219633

(7.35.6) Metric denominator: Unit total

144200

(7.35.7) % change from previous year

24

(7.35.8) Please explain

PACCAR's 2025 GHG emissions per unit of new truck delivery increased 24% in truck deliveries due to lower retail demand in all major markets resulting in a 22% decrease in truck production numbers. However, this combined with decreasing energy usage and lowering associated Scope 1 and Scope 2 GHG emissions year-on-year in manufacturing locations and spare part distribution warehouses.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.000007

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

219633

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

28444800000

(7.45.5) Scope 2 figure used

Select from:
☑ Location-based

(7.45.6) % change from previous year

1

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

(7.45.9) Please explain

PACCAR's 2025 GHG emissions per unit of revenue was flat with similar revenue and a 22% reduction in units produced. Revenue was lower in truck segment and higher in Parts and Financial Services. PACCAR continues to efforts to lower Scope 1 and 2 emissions through energy efficiency, electrification, and using renewable energy.
[Add row]

(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

Row 1

(7.50.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.50.2) Emissions intensity figure

0.000062

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

80222834

(7.50.4) Metric denominator

Select from:
☑ t.km

(7.50.5) Metric denominator: Unit total

1300107200000

(7.50.6) % change from previous year

-23.8

(7.50.7) Vehicle unit sales in reporting year

144200

(7.50.8) Vehicle lifetime in years

10

(7.50.9) Annual distance in km or miles (unit specified by column 4)

70000

(7.50.10) Load factor

The average payload for heavy and medium duty vehicles PACCAR sold in the US, Canada, and the EU was 14.2 tons in 2025 vs 14.5 tons in 2024

(7.50.11) Please explain the changes, and relevant standards/methodologies used

The year-over-year change in total lifetime product use C02e emissions decreased 25.4% between 2025 and 2024 and was flat when normalized for total vehicles sold by PACCAR due an decrease in sales weighted, tonne-mile emissions intensity in the US, Canada, and the EU; and less overall vehicles sold. Calculations are based on PACCAR global sales mix for new trucks deliveries in 2025 and PACCAR's weighted C02 emissions intensity for heavy and medium duty vehicles sold in the US and Canada, and heavy duty vehicles sold in the EU. Vehicle emissions are as reported to US EPA, Environment and Climate Change Canada (ECCC), and the EU Environmental Agency (EEA), and other geographically specific emission factors, as well as regionally appropriate average vehicle life cycle kilometers and payloads.
[Add row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:

☑ Other, please specify :See Sustainability and IFRS S2 aligned reports at investors.paccar.com

(7.52.2) Metric value

0

(7.52.3) Metric numerator

0

(7.52.4) Metric denominator (intensity metric only)

N/A

(7.52.5) % change from previous year

0

(7.52.6) Direction of change

Select from:

☑ No change

(7.52.7) Please explain

Environmental, including climate related metrics and performance are available at investors.paccar.com/ESG
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Absolute target

☑ Intensity target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

2021-04-05 SBTI Decision Letter.pdf

(7.53.1.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(7.53.1.5) Date target was set

04/05/2021

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Location-based

(7.53.1.11) End date of base year

12/31/2018

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

121123

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

171594

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

292717.000

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/31/2030

(7.53.1.55) Targeted reduction from base year (%)

35

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

190266.050

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

102299

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

117334

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

219633.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

71.34

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

PACCAR Scope 1 and 2 emission per GHG Protocol, no exclusions.

(7.53.1.83) Target objective

Decarbonization of operational energy for manufacturing of medium and heavy duty trucks.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

In 2025, operational scope 1 and 2 emissions at PACCAR locations had four main levers for decoupling greenhouse gas emissions from energy consumption are: 1. Annual ISO 14001 aligned demand side energy efficiency efforts. 2. Purchasing renewable power from local utilities (market based emissions factors.). 3. Decarbonization of local utility generation (location based emission factors). 4. Electrifying diesel, petrol, or natural gas on-site mobile sources (battery electric or zero emission vehicles, material handling, engine testing) and natural gas equipment (heating, air emission controls, humidity stabilization in paint facilities, etc.). Progress at the end of 2025 was made in all four categories. A continuous variable rate of progress towards the target is anticipated and/or observed to change from year to year.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

2021-04-05 SBTI Decision Letter.pdf

(7.53.2.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(7.53.2.5) Date target was set

04/05/2021

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Nitrogen trifluoride (NF3)

☑ Sulphur hexafluoride (SF6)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

☑ Category 11: Use of sold products

(7.53.2.11) Intensity metric

Select from:

☑ Metric tons CO2e per kilometer

(7.53.2.12) End date of base year

12/31/2018

(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products

0.001005

(7.53.2.32) Intensity figure in base year for total Scope 3

0.0010050000

(7.53.2.33) Intensity figure in base year for all selected Scopes

0.0010050000

(7.53.2.46) % of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

85

(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

96

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

96

(7.53.2.55) End date of target

12/31/2030

(7.53.2.56) Targeted reduction from base year (%)

25

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

0.0007537500

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

-37

(7.53.2.72) Intensity figure in reporting year for Scope 3, Category 11: Use of sold products

0.0009634

(7.53.2.79) Intensity figure in reporting year for total Scope 3

0.0009634000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.0009634000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

16.56

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

Scope 3 science based target is a 25% reduction in product use greenhouse gas emissions in grams of CO2 emissions per vehicle kilometre, well to wheel, from the heavy duty vehicles PACCAR sells in the US, Canada and the EU, and the medium duty vehicles PACCAR sells in the US and Canada between a baseline year of 2018 and a target year of 2030. This science based target is a medium term target for product use emissions based on the Sectoral Decarbonization Approach Transport Tool for below two degrees Celsius (B2DS).

(7.53.2.86) Target objective

Emissions intensity of PACCAR's heavy duty vehicle sold within the US, Canada, and the EU decreased between 2024 and 2025 regardless of low customer demand for BEV and ZEV vehicles hampering progress in reducing vehicle greenhouse gas emissions and increasing the mixture of vehicles delivered in 2025 containing vehicle types with reduced greenhouse gas emissions. An annual cycle of higher and lower emissions intensity of heavy duty vehicles will trend towards PACCAR's SBT once the mixture of alternative powertrains, including battery-electric, hydrogen fuel cell, hybrid and natural gas vehicles displace higher emission fuel. This requires an affordable and reliable renewable energy or fuel supplies to PACCAR's customers. PACCAR has battery electric, hybrid, hydrogen, and all engines may run on a diesel blend or fully renewable diesel. If customers choose to order these vehicle types emissions will trend towards zero.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

PACCAR's strategy and climate transition plan for achieving this target is in place. PACCAR is a leader in the development of alternative powertrains, including battery-electric, hydrogen fuel cell, hybrid and natural gas. Kenworth, Peterbilt and DAF have 13 production models of zero emissions trucks in 2025 as well as hydrogen fuel cell and hydrogen internal combustion engines. DAF's XF, XG and XG conventional trucks improve fuel efficiency by up to 10 percent and the Kenworth T680 and Peterbilt 579 models deliver up to a seven percent fuel efficiency improvement and reduced CO2 emissions. Exponential change was anticipated with regulatory mandates for zero emission vehicles driving customer demand and the rate of progress towards the target and it is anticipated to be to be faster at the end after 2029 into 2030. This is now in doubt. The primary factor to drive customer adoption of low or no emission vehicles is a steady and affordable supply of renewable energy and fuel accessible to PACCAR customers. PACCAR is fully ready to meet demand for low and no emission vehicles when the demand signal presents itself in the market place.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:
☑ Yes
[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply
☑ No other climate-related targets

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

	Emissions reduction initiatives that were active within the reporting year
	Select from: ☑ Yes

[Fixed row]

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
Under investigation	*25*	
To be implemented	*12*	*260*
Implementation commenced	*10*	*205*
Implemented	*31*	*542*
Not to be implemented	*0*	

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Waste reduction and material circularity

☑ Product or service design

(7.55.2.2) Estimated annual CO_2e savings (metric tonnes CO2e)

32

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

2152857

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

4768759

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 3-5 years

(7.55.2.9) Comment

None

Row 2

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Other energy efficiency in buildings initiative, please specify :Multiple layered combinations of technology, envelope, roof, insulation, equipment, etc. energy efficiency in buildings.

(7.55.2.2) Estimated annual CO_2e savings (metric tonnes CO2e)

209

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

9848511

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

44573793

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 21-30 years

(7.55.2.9) Comment

None

Row 3

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes
☑ Machine/equipment replacement

(7.55.2.2) Estimated annual CO_2e savings (metric tonnes CO2e)

168

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply
☑ Scope 1
☑ Scope 2 (location-based)
☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:
☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

126785597

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

38605347

(7.55.2.7) Payback period

Select from:
☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 6-10 years

(7.55.2.9) Comment

None

Row 4

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes
☑ Electrification

(7.55.2.2) Estimated annual CO_2e savings (metric tonnes CO2e)

134

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

19196732

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

4087411

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

None
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Employee engagement

(7.55.3.2) Comment

PACCAR's manufacturing locations are ISO14001 certified and include continuous environmental improvement including reducing energy use and emissions.

Row 2

(7.55.3.1) Method

Select from:

☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

PACCAR's global capital budget process fast tracks regulatory compliance projects including emissions reductions and energy efficiency requirements.

Row 3

(7.55.3.1) Method

Select from:

☑ Financial optimization calculations

(7.55.3.2) Comment

Energy and greenhouse gas reduction projects are included in PACCAR's global capital budget review process.

Row 4

(7.55.3.1) Method

Select from:

☑ Internal incentives/recognition programs

(7.55.3.2) Comment

PACCAR's six sigma and EcoDesign programs include annual awards and recognition for best environmental projects including energy and emissions reduction projects.
[Add row]

(7.73) Are you providing product level data for your organization's goods or services?

Select from:

☑ No, I am not providing data

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☑ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Group of products or services

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☑ The IEA Energy Technology Perspectives Clean Energy Technology Guide

(7.74.1.3) Type of product(s) or service(s)

Road

☑ Other road, please specify :Low and No Emissions Powertrain Technology

(7.74.1.4) Description of product(s) or service(s)

In 2025, ALL PACCAR's MX 13 and MX 11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 in the U.S. including renewable fuels. Biofuel capable unit sales represents nearly 100% of PACCAR's total global ICE trucks delivered.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify :WRI GHG Protocol GHG Emissions from Transport or Mobile Sources http://www.ghgprotocol.org/calculation-tools/all-tools

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☑ Use stage

(7.74.1.8) Functional unit used

PACCAR's MX 13 and MX 11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 in the U.S. including renewable fuels.

(7.74.1.9) Reference product/service or baseline scenario used

Road transport scope one fuel use for heavy duty vehicle emission factor for one liter of on-road diesel fuel vs. one liter of B20 biodiesel/diesel. https://afdc.energy.gov/fuels/biodiesel_blends.html

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☑ Use stage

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

0.001

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

0.001 (metric tons C02e) emission factor difference between diesel fuel which is 0.003 vs. B20 biodiesel/diesel that is 0.002.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

77
[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.75.2) Metric

Select from:

☑ Production

(7.75.3) Technology

Select from:

☑ Other, please specify :Bio-fuel, Conventional Hybrid, PHEV, BEV, FCEV

(7.75.4) Metric figure

100

(7.75.5) Metric unit

Select from:

☑ % of fleet

(7.75.6) Explanation

In 2025, PACCAR’s MX 13 and MX 11 engines are certified to use B10/B20/B30 and XTL biofuels in Europe and B20 in the U.S. including renewable fuels. Biofuel capable unit sales represents nearly 100% of PACCAR's total global ICE trucks delivered.
[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☑ No

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Other, please specify :Plan, do, check, act annual assessment of improvements in assessments methods, tools, or approaches.

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ State and benefit indicators ☑ Pressure indicators ☑ Response indicators

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
		☑ Other, please specify :% Manufacturing Sites assessed annually, 100%

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ No	*N/A*
UNESCO World Heritage sites	*Select from:* ☑ No	*N/A*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ No	*N/A*
Ramsar sites	*Select from:* ☑ No	*N/A*
Key Biodiversity Areas	*Select from:* ☑ No	*N/A*
Other areas important for biodiversity	*Select from:*	*N/A*

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
	☑ No	

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Electricity/Steam/Heat/Cooling consumption

☑ Fuel consumption

☑ Renewable Electricity/Steam/Heat/Cooling consumption
☑ Renewable fuel consumption

(13.1.1.3) Verification/assurance standard

General standards
☑ ISO 14064-3

(13.1.1.4) Further details of the third-party verification/assurance process

Relevant material is provided to third party for assurance. Relevant standards are documented in the verification letter.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

2026 PACCAR GHG Scope 1-3 Assurance Letter CY2025.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

(13.2.1) Additional information

PACCAR CDP Climate Change Questionnaire responses may contain statements that are forward looking. These statements are based on current expectations and assumptions that are subject to risks and uncertainties, which may cause actual results to differ materially. A summary of risks and uncertainties is described in more detail in our periodic reports filed with the Securities and Exchange Commission (SEC). We undertake no duty to update or revise these responses whether as a result of new information, future events or otherwise. For the most recent financial, risk and other information about PACCAR, please see our SEC filings and most recent earnings release available on the Investor Relations page of www.investors.paccar.com.

(13.2.2) Attachment (optional)

2025 PACCAR SEC Form 10k 6834aeb4-56d1-4cc8-9aba-df13de4ca4c5.pdf
[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Director of Sustainability

(13.3.2) Corresponding job category

Select from:
☑ Other, please specify :Corporate Strategy, Global Director of Sustainability
[Fixed row]