MOBILITY AG

# HALF-YEAR FINANCIAL REPORT | 2026


Photo: Sebas Romero Rally Dakar 2026-Winner Luciano Benavides

# GROUP KEY FINANCIAL FIGURES[1)]

in EUR k

| EARNINGS FIGURES | H1 2026 | H1 2025 | Δ [2)] |
|---|---|---|---|
| Revenues | 701,413 | 425,163 | +65.0% |
| EBITDA | 37,576 | 1,003,201 | -96.3% |
| EBITDA margin | 5.4% | 236.0% | -230.6 PP |
| EBIT | -24,794 | 930,282 | -102.7% |
| EBIT margin | -3.5% | 218.8% | -222.3 PP |
| Net result of the period | -47,009 | 739,325 | -106.4% |
| Earnings per share (EUR) | -1.38 | 22.00 | -106.3% |

| BALANCE SHEET FIGURES | 30.06.2026 | 31.12.2025 | Δ [2)] |
|---|---|---|---|
| Balance sheet total | 1,579,619 | 1,586,073 | -0.4% |
| Equity | 339,939 | 385,237 | -11.8% |
| Equity ratio | 21.5% | 24.3% | -2.8 PP |
| Working capital employed | 395,907 | 342,647 | +15.5% |
| Net debt | 826,835 | 798,409 | +3.6% |
| Gearing | 243.2% | 207.3% | +17.4% |

| CASHFLOW | H1 2026 | H1 2025 | Δ [2)] |
|---|---|---|---|
| Cash flow from operating activities | 17,321 | -61,924 | +128.0% |
| Cash flow from investing activities | -39,443 | 23,438 | -268.3% |
| **Free Cash flow** | **-22,122** | **-38,485** | **+42.5%** |
| Cash flow from financing activities | 8,545 | 42,158 | -79.7% |
| | | | |
| **Employees (average)** [3)] | **3,607** | **4,306** | **-16.2%** |

1) Explanations on Alternative Performance Measures can be taken from the Glossary accompanying the group financial statements for business year 2025.
2) Change H1 2026 to H1 2025 or June 30, 2026, to Dec. 31, 2025; PP = percentage points.
3) Including temporary employees.

# HALF-YEAR FINANCIAL REPORT 2026

FOR THE PERIOD FROM JANUARY 1 TO JUNE 30 (H1) AND
FOR THE SECOND QUARTER OF 2026 FROM APRIL 1 TO JUNE 30 (Q2)

## HIGHLIGHTS FIRST HALF / SECOND QUARTER OF 2026

- Motorcycle revenue for the KTM, Husqvarna, and GASGAS brands rose by more than 117% in Q2 compared with the same quarter a year ago and by more than 109% in H1 compared with the first half of the previous year
- PG&A and other revenue increased by over 40% in Q2 and over 27% in H1 compared to the same period last year
- Return to positive operating result (EBIT) in Q2 2026
- EBITDA continued its positive trend in Q2 2026, with an EBITDA margin of 8.7% for Q2 2026 and 5.4% for H1 2026
- Cash flow from operating activities in H1 2026 increased by 128% compared to H1 2025
- Inventory reduced by an additional 10,190 units in H1 2026, including 4,045 units in Q2 2026
- KTM AG secures a refinancing loan of EUR 550 million in February 2026 to strengthen its financial base
- Implementation of further restructuring measures is in full swing
- Sale of remaining bicycle inventory completed
- Streamlining of the Group structure is moving forward; further measures are planned

## About Bajaj Mobility Group

Bajaj Mobility AG (formerly PIERER Mobility AG) is a global leader in premium motorcycles and the listed subsidiary of Bajaj Auto Limited, the world's most valuable two- and three-wheeler company. As the holding company of KTM AG, Bajaj Mobility AG brings together some of the most iconic and performance-driven brands in the global motorcycle industry – KTM, Husqvarna Motorcycles and GASGAS. Headquartered in Austria, the company represents a pinnacle of European engineering excellence across high-performance racing motorcycles, street and offroad bikes, and travel-oriented models, complemented by premium WP components. With an established presence across these segments and a trusted rider base in more than 70 countries, Bajaj Mobility AG is recognized for its innovative engineering and strong product portfolio. Through its parent Bajaj Auto Limited, the group benefits from extensive technological expertise and a worldwide distribution network, enabling decisive execution and long-term value creation. Together, the group continues to set benchmarks in performance, quality, and global reach across the international motorcycle industry.

The shares of Bajaj Mobility AG are listed primarily on the "Swiss Performance Index (SPI)" of the SIX Swiss Exchange in Zurich and are also listed in the Prime Market of the Vienna Stock Exchange.

## About this report

Neither this condensed interim consolidated management report nor the condensed interim consolidated financial statements for the first half of 2026 have been audited or reviewed. They do not contain all the information and disclosures required for consolidated financial statements as of the end of the financial year and should therefore be read in conjunction with the Group Management Report and consolidated financial statements as of December 31, 2025.

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# 1 CORPORATE GOVERNANCE

## 29TH ANNUAL GENERAL MEETING

The 29th Annual General Meeting of Bajaj Mobility AG resolved to carry forward to new accounts the retained earnings of EUR 396,566,009.42 reported in the annual financial statements as of December 31, 2025.

MOORE CENTURION Wirtschaftsprüfungs- und Steuerberatungs GmbH was elected as the auditor for the annual financial statements and the consolidated financial statements for the financial year 2026. In addition, KPMG Austria GmbH Wirtschaftsprüfungs- und Steuerberatungsgesellschaft was appointed as the auditor for the (consolidated) sustainability reporting for the 2026 financial year.

The Annual General Meeting also resolved to increase the number of Supervisory Board members from four to five. The statutory minimum of three members is thus still met.

All other agenda items submitted for a resolution were also approved by the shareholders represented at the Annual General Meeting.

## CHANGES IN THE EXECUTIVE AND SUPERVISORY BOARDS

A current list of members of the Executive Board and Supervisory Board is available on the Bajaj Mobility AG website, under the “Investor Relations” tab in the “Corporate Governance” section.

**» Executive Board**

There were no changes to the Executive Board of Bajaj Mobility AG in the first half of 2026.

At KTM AG, Stephan Reiff, who holds a degree in business administration and engineering, joined the Executive Board as the new Chief Commercial Officer on April 1, 2026. His area of responsibility includes marketing and sales activities, with the goal of further increasing the commercial performance of the company and, by extension, the Bajaj Mobility Group.

In addition, Christof Lischka, M.Eng., will join the Executive Board of KTM AG on October 1, 2026, in his future role as Chief Technology and Product Officer (CTPO). He will assume responsibility for research and vehicle development (R&D) and will also drive the strategic advancement of the product portfolios.

**» Supervisory Board**

Srinivasan Ravikumar’s term as a member and chairman of the Supervisory Board of Bajaj Mobility AG was extended early by the Annual General Meeting through his reelection. In addition, the Annual General Meeting elected Mag. Ewald Oberhammer as the fifth member of the Supervisory Board of Bajaj Mobility AG, effective upon the conclusion of the Annual General Meeting on April 24, 2026. Both terms of office extend until the conclusion of the Annual General Meeting that resolves on the discharge of the Supervisory Board for the financial year 2030.

The committees of the Supervisory Board have since been composed as follows (representatives of shareholders):

| | |
|---|---|
| **Audit Committee** | » Dinesh Thapar (Chairman, financial expert)<br>» Srinivasan Ravikumar (Deputy Chairperson)<br>» Dr. Wulf Gordian Hauser (Member) |
| **Remuneration Committee** | » Srinivasan Ravikumar (Chairman)<br>» Pradeep Shrivastava (Deputy Chairperson)<br>» Dinesh Thapar (Member)<br>» Mag. Ewald Oberhammer (Member) |
| **Committee for Compliance, Investor Relations (IR) and Sustainability (ESG)** | » Dr. Wulf Gordian Hauser (Chairman)<br>» Pradeep Shrivastava (Deputy Chairperson)<br>» Dinesh Thapar (Member)<br>» Mag. Ewald Oberhammer (Member) |

Since the Supervisory Board continues to consist of no more than 6 members, the duties of the Nominating Committee are carried out by the entire Supervisory Board.

## MANAGERS‘ TRANSACTIONS

Purchases and sales by members of the Executive Board, the Supervisory Board, and related parties are reported to the Financial Market Authority (FMA) and published via an EU-wide system as well as on the Bajaj Mobility AG website. The relevant disclosures can be found on the Bajaj Mobility AG website under the “Investor Relations” section, specifically in the “Managers' transactions” subsection.

# 2 GROUP INTERIM MANAGEMENT REPORT

## 2.1 STRUCTURAL DEVELOPMENT OF THE GROUP

For Bajaj Mobility AG, the first half of 2026 was positive despite a challenging global environment. Over the course of the half-year, the restructuring was consistently pursued, with a particular emphasis on focusing on the motorcycle business, reducing organizational complexity, further reducing inventory levels, and achieving sustainable cost reductions. The positive effects of these measures are reflected in the improvement of key financial performance indicators.

As part of the restructuring, additional measures were taken to streamline organizational structures in order to achieve a sustainable strengthening of competitiveness. Thus, in the first quarter of 2026, an unavoidable workforce reduction of approximately 500 employees was initiated, primarily affecting the salaried staff and middle management. Social plans for these layoffs were developed in collaboration with the works council and social partners to ensure they were as socially responsible as possible. The Bajaj Mobility Group expects this workforce reduction to be fully completed in Q3 2026.

### CHANGES IN SUBSIDIARY STRUCTURES IN THE GROUP

The Group's Executive Board has decided to terminate the development and business activities with the subsidiary CERO Design Studios S.L. in agreement with the minority shareholder and to sell its shares held in the company. The aim of this measure is to reduce the complexity of the corporate structures within the Bajaj Mobility Group and to utilize its own resources in the area of research and development more efficiently. The Bajaj Mobility Group previously held a 50.01% stake in CERO Design Studios S.L., Barcelona, Spain, and included the company in the consolidated financial statements as a fully consolidated subsidiary. The relevant agreements were mutually signed and implemented at the end of June 2026.

The Group's structural streamlining is also reflected in its corporate structure. As of the balance sheet date of June 30, 2026, the following subsidiaries are in liquidation, and management is currently reviewing further measures to streamline the Group's structure:

» KTM-Sportmotorcycle India Private Limited, Pune, India;
» PIERER E-Commerce North America Inc., Murrieta, CA, USA;
» PIERER New Mobility Deutschland GmbH, Ursensollen, Germany;
» Platin 1483. GmbH, Schweinfurt, Germany.

In early July 2026, liquidation proceedings were also initiated for Avocodo GmbH and PIERER E-Commerce GmbH.

### TRENDS IN EMPLOYEE NUMBERS

As of June 30, 2026, the number of employees was 3,416 (as of the balance sheet date of December 31, 2025: 3,782):

| | |
|---|---|
| As of Jan 1, 2026 | 3,782 |
| Changes in the first quarter of business year 2026 | -120 |
| As of March 31, 2026 | 3,662 |
| Changes in the second quarter of business year 2026 | -246 |
| **As of June 30, 2026** | **3,416** |

### TRENDS IN THE NUMBERS OF MOTORCYCLE STOCKS

The Group aims to further stabilize both its own inventory stock and the inventory stock of motorcycles held by dealers and importers and maintain it at a sustainably efficient level. Inventory levels developed as follows during the financial year:

| | Held in Bajaj Mobility-Group | Dealer stock |
|---|---|---|
| As of Dec. 31, 2025 | 35,592 | 111,835 |
| Changes in the first quarter of business year 2026 | +885 | -7,030 |
| **As of March 31, 2026** | **36,477** | **104,805** |
| Changes in the second quarter of business year 2026 | -3,152 | -893 |
| **As of June 30, 2026** | **33,325** | **103,912** |

## 2.2 INFORMATION ON MEDIA COVERAGE REGARDING ENDURO-MODELS

KTM AG, a subsidiary of Bajaj Mobility AG, is facing allegations in European media reports that it is putting illegal motorcycles on the market. The group firmly rejects these allegations. The Bajaj Mobility Group’s sales practices are fully in compliance with applicable European regulations.

The media coverage is based on a fundamental misunderstanding. Enduro models are, at their core, sports vehicles; however, in their homologated delivery condition, they are also permitted to be ridden on public roads. This dual-use capability is both intentional and necessary. In order for enduro motorcycles to participate in official sporting competitions, they must first be delivered in a homologated condition in accordance with the regulations of the International Motorcycling Federation (FIM). All KTM-, Husqvarna-, and GASGAS-branded enduro models leave our factory exclusively in a homologated condition that meets road-legal requirements.

At the customer’s express request, these machines can be configured for competition and off-road use after purchase from an authorized dealer. Buyers of our enduro motorcycles are explicitly advised that road approval is revoked upon conversion for competition, and the vehicle may no longer be used on public roads.

Media reports have also addressed related issues concerning emissions. According to the German Federal Environment Agency, motorcycles account for approximately 0.3% of total $CO_2$ emissions in Germany. Enduro competition models represent only a small fraction of this total. Their mileage is many times lower than that of street motorcycles, as they are used for only a few hours a year in sports and training.

The enduro models sold in Europe account for approximately 3% of KTM’s global sales.

Notwithstanding an ongoing official investigation into the sales processes criticized in media reports, the Bajaj Mobility Group assesses the likelihood of regulatory measures or legally enforceable recourse claims as low. Against this backdrop, the Group has not recognized any related provisions on its balance sheet.

## 2.3 NEW MODELS

**KTM**

In the first half of 2026, KTM made targeted adjustments to its model portfolio across several segments, adding new products as well as extensive updates and enhancements to existing models.

**2026 KTM 1390 SUPER DUKE RR AND 2026 KTM 1390 SUPER DUKE RR TRACK**

In its 2026 model year, the KTM 1390 SUPER DUKE RR underwent a major update that reinforces its position as the uncompromising flagship of KTM’s street motorcycle lineup. The new model features a total weight reduction of 11 kilograms, achieved through the latest carbon innovations across all materials. The 2026 model features state-of-the-art technology across all components, particularly in the powertrain and the MotoGP-derived suspension technology. Production of this street-legal hypernaked motorcycle is limited to just 350 units.

The newly unveiled KTM 1390 SUPER DUKE RR TRACK, limited to 100 units, is KTM’s first model to be developed, designed, and built exclusively for the racetrack and in compliance with applicable FIM regulations. Because it was built solely for this purpose, the model is not street-legal. It is based on the 2026 KTM 1390 SUPER DUKE RR described above, whose weight has been reduced by an additional nine kilograms and which has been stripped of all equipment required for street use. To meet individual motorsports needs, the KTM 1390 SUPER DUKE RR TRACK offers a level of configurability and equipment depth unlike any other KTM motorcycle.

**2027 ENDURO- AND MX-PORTFOLIO SOWIE 450 RALLY REPLICA**

The products in the EXC and EXC-F (Enduro) as well as XC and XC-F lines have not only undergone a comprehensive, brand-consistent facelift in their annual update. The revised model series features the latest innovations in individual components – particularly the suspension systems – as well as an updated integration of all active technologies and rider peripherals. These new developments culminate in the 2027 KTM 450 RALLY REPLICA, limited to just over 100 units, which embodies the winning spirit of the Dakar Rally and the necessary equipment as closely and intuitively as possible.

**HUSQVARNA**

**2027 MX-PORTFOLIO**

Similar to the KTM model series, the 2027 versions of Husqvarna's TC and FC series have also undergone a fundamental modernization. The models largely rely on components used and tested in off-road racing to meet their own performance standards.

## 2.4 ACTIVITIES AND ACHIEVEMENTS IN MOTORSPORTS

The Bajaj Mobility Group's successes in motorsports underscore the strategic importance of motorsports as an integral part of its value creation – both as a development platform for production-ready technologies and as a global brand and image driver.

**RACE RESULTS FOR ALL EVENTS**

The start of the 2026 motorsports season impressively underscores the Bajaj Mobility Group's global competitive strength. At the start of 2026, Luciano Benavides' overall victory at the Dakar Rally sent a strong signal: With a two-second lead, Red Bull KTM Factory Racing not only achieved the most prestigious victory in rally racing but also celebrated KTM's 21st Dakar title. Buoyed by this success, Benavides signed a contract extension with Red Bull KTM Factory Racing.

Red Bull KTM also leads the W2RC World Championship standings. The factory rally team has won three of the five World Rally-Raid Championship rounds held so far. Daniel Sanders, who has extended his contract with KTM beyond 2026, leads the overall standings following victories in Portugal and Argentina.

In MotoGP, KTM took the lead in the World Championship standings at the start of the season for the first time in the company's history. Pedro Acosta impressed as the winner of the season-opening Sprint in Thailand and confirmed his strong performance with podium finishes in Thailand and Austin. Acosta also demonstrated this at the Hungarian Grand Prix with second-place finishes in both the Sprint and the Grand Prix.

The season opener was particularly strong in the off-road disciplines, which traditionally play a central role in technology development, brand profile, and customer engagement.

Billy Bolt was crowned SuperEnduro World Champion for the sixth consecutive time, impressively underscoring Husqvarna Factory Racing's sustained dominance in this discipline.

In the FIM Motocross World Championship, Red Bull KTM Factory Racing was among the dominant forces in both the rider and manufacturer standings through the middle of the season. Lucas Coenen made his mark in the MXGP class with strong performances and the overall lead before an injury forced him to take a break from racing; since then, his focus has been on his recovery. In the MX2 category, Sacha Coenen established himself as a promising title contender on his KTM 250 SX-F. KTM also holds top positions in the manufacturer standings in both classes. Austrian rider Ricardo Bauer was crowned FIM Junior 125 World Champion on his KTM and subsequently EMX 125 European Champion.

Husqvarna Factory Racing is prioritizing continuity in the FIM Motocross World Championship and is extending its partnership with the Nestaan Husqvarna Team as well as MXGP rider Kay de Wolf through multi-year agreements. This strengthens the successful partnership and further solidifies Husqvarna's competitive position in international motocross.

With an exceptionally successful season in the FIM EnduroGP World Championship, Red Bull KTM Factory Racing once again underscored its leadership role in international enduro racing. Josep Garcia was crowned the EnduroGP and Enduro1 double world champion on his KTM 250 EXC-F, while Andrea Verona won the Enduro2 world title on the KTM 450 EXC-F. The team also finished the season in the top two spots in the

EnduroGP overall standings. KTM further secured the manufacturers' world championship titles in the EnduroGP, Enduro1, and Enduro2 categories, once again demonstrating its sporting and technical excellence.

In Hard Enduro, Manuel Lettenbichler continues his winning streak. In addition to leading the overall World Championship standings, the German rider made history on his KTM 300 EXC by claiming his fifth consecutive victory at the Red Bull Erzbergrodeo. Manuel Lettenbichler added another milestone to his title collection for Red Bull KTM Factory Racing: He won the 2026 Red Bull Romaniacs, tying the record of seven overall victories at the world's most renowned and demanding hard enduro rally.

This strong overall off-road performance was complemented by the US Supercross Series, where Eli Tomac had already secured four wins by the midpoint of the season and led the championship for much of the campaign. However, Tomac was unable to continue competing for the title in the second half of the season due to injury-related limitations.

The US Pro Motocross Series, which began shortly thereafter, delivered outstanding moments for Red Bull KTM thanks to Jorge Prado and Julien Beaumer. Lucas and Sacha Coenen also made individual appearances in Pro Motocross that garnered international attention.

#### DEVELOPMENTS IN MOTOGP

With the Würth Group and Motorex, Red Bull KTM already had two new partners on board for the 2026 MotoGP season even before the season began. In the first quarter, KTM was able to further expand this foundation and enter into a new multi-year partnership with the sports betting platform Interwetten.news. The company, founded in Austria, has since become a sponsor partner of the Red Bull KTM Factory Racing MotoGP team. This commitment clearly reflects the unwavering trust in and enthusiasm for the KTM brand. Midway through the year, the long-term collaboration with main partner Red Bull was also extended through a multi-year contract renewal. The partnership between the two Austrian companies, which has existed for over 20 years, stands for reliability, mutual trust, and sustainable shared success.

With the participation agreement for the 2027–2031 MotoGP seasons, all active MotoGP manufacturers – including KTM – have worked together with the promoter, the MotoGP Group, to create a long-term and reliable framework for the further development of the premier class. The agreement strengthens competitive performance, promotes technological innovation, and ensures the long-term global appeal of MotoGP.

The rider lineup for the Red Bull KTM Factory Racing team for the 2027 season has been confirmed as current MotoGP Vice World Champion Álex Márquez and Grand Prix winner Fabio Di Giannantonio, who will be switching from rival teams to KTM.

Thanks to a new multi-year agreement and a realigned partnership with the Tech3 team, KTM will continue to be represented by four factory KTM RC16s in the MotoGP World Championship. The MotoGP Tech3 team led by Günther Steiner will continue to rely on the KTM RC16's technical package and support from Austria.

## 2.5 ECONOMIC ENVIRONMENT AND MARKET DEVELOPMENT

#### ECONOMIC AND GEOPOLITICAL DEVELOPMENTS

Global economic development continued to show robust momentum overall in 2025, but was noticeably hampered in the first half of 2026 by a significant increase in geopolitical tensions. In particular, the conflict in the Middle East – which had been escalating since late February 2026 – disrupted the previously stable growth trend and placed new strains on the global economy. Even after the conclusion of corresponding peace agreements, the situation in the Middle East remains unclear and uncertain, and the ceasefire agreements are fragile. Against this backdrop, the International Monetary Fund (IMF) estimates that global economic growth for 2026 will be around 3.0%, which is below the previous year's level.

Economic momentum continues to vary significantly by region. In the eurozone, moderate growth of about 0.9% is forecast for 2026. Rising energy prices, weak industrial performance, and the indirect effects of geopolitical uncertainties are having a particularly negative impact. Although Germany is showing signs of slight economic stabilization, it remains constrained by structural factors and cost pressures, particularly in the energy sector.

Growth of around 2.3% is expected for the U.S. in 2026. Economic development will be supported by fiscal stimulus, continued high levels of investment – particularly in the technology sector – and the lingering effects of monetary policy measures. At the same time, trade policy measures and increased global uncertainty are dampening economic momentum.

Global economic development continues to be characterized by heightened uncertainties. The conflict in the Middle East is having an impact through rising energy prices, potentially prolonged disruptions to key trade routes, and increased volatility in the financial markets. The conflict in Ukraine and increasing geopolitical fragmentation also remain significant risk factors for global economic development.

In terms of fiscal policy, many major economies face structural challenges. Rising defense and investment spending, as well as measures to cushion energy price shocks, are placing increased pressure on public budgets. At the same time, government debt-to-GDP ratios remain at high levels and continue to pose a risk to the stability of financial markets.

Global inflation trends remained largely flat in the first half of 2026. According to the IMF, an inflation rate of around 4.7% is expected for 2026, up from about 4.1% in the previous year. The main drivers are rising energy and food prices resulting from geopolitical tensions.

Overall, the global economy remains resilient but is increasingly vulnerable to external shocks. The risks to future economic development are predominantly on the downside and stem in particular from a possible further escalation of geopolitical conflicts as well as persistently high energy and commodity prices.

| **IMF-World economic growth projection** | **2026** | **2027** |
|---|---|---|
| **World output** | **3.0%** | **3.4%** |
| **Advanced economies** | **1.7%** | **1.8%** |
| Euro area | 0.9% | 1.2% |
| Germany | 0.7% | 1.0% |
| United States | 2.3% | 2.2% |
| **Emerging market and developing economies** | **3.8%** | **4.5%** |
| China | 4.6% | 4.1% |
| India | 7.0% | 6.4% |

## MARKET DEVELOPMENT

### » Data availability and relevant jurisdictions

To analyze market trends, the Bajaj Mobility Group uses various data sources from different countries, with data quality varying depending on the databases available in each country. The data used ranges from governmental registration agencies and national statistical offices to data service providers as well as importers. Consequently, the level of detail and content of the available data varies and is not consistently available; it may be updated with a time lag or replaced by other new data sources. Against this backdrop, it should be noted that, due to these limitations in data availability and quality, the assessments provided below cannot present a complete picture of the situation. It should therefore be noted that while this report cannot provide a complete, comprehensive picture of the situation, the underlying data reflect what the Bajaj Mobility Group considers to be the best possible representation and assessment of the motorcycle market.

| **Jurisdictions included in the analysis below** | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AR | AT | AU | BE | CA | CH | CN | CZ | DE | DK | EE | ES | FI | FR |
| GB | GR | HK | HU | IT | JP | LT | LV | NL | NO | NZ | PL | RO | SE |
| SK | TR | US | ZA | | | | | | | | | | |
| **Not available at the time of preparing this report** | | | | | | | | | | | | | |
| BR | CO | PT | TW | | | | | | | | | | |
| **Overall missing data** | | | | | | | | | | | | | |
| IN | MX | | | | | | | | | | | | |

**» Trends in the motorcycle market in the first half of 2026 compared to the first half of 2025**

The market, as defined above, grew by +7.83% in the first half of 2026, corresponding to an increase of 92,750 units in motorcycle registrations[1] compared to the first half of the previous year. A key influencing factor, as described in the 2025 Management Report, is the change in homologation from 2024 to 2025 affecting the European market. As a result, registrations were brought forward to 2024, causing registration figures in Europe for 2025 to be exceptionally low.

The countries with the strongest growth in terms of numbers are Argentina (+17.75%), Spain (+32.21%), Germany (+23.32%), Turkey (+15.61%), Poland (+45.72%), and the U.S. (+3.90%). By contrast, registration figures declined in Switzerland (-11.95%), Austria

(-9.80%), New Zealand (-13.15%), Norway (-2.56%), and China (-4.57%). Overall, the markets are stable or showing moderate growth, taking into account the impact of the type approval change in Europe as explained above. Argentina is an exception, as it is developing similarly to Brazil, as expected, suggesting growth in the overall South American market.

The growth in the number of vehicles registered for the Bajaj Mobility Group's brands amounts to +24.63% compared to the first half of the previous year.

**Europe (excl. Motocross and Sportminicycles)**
The European market recorded 532,658 registrations, representing an increase of +14.11% compared with the first half of 2025. Adjusted for the effect of the homologation change – estimated at approximately 10 percentage points relative to the full-year volume – the market showed a slight decline (approximately 80,000 registrations brought forward vs. +65,848 registrations for H1 2026). Poland (+45.72%) in particular, but also Hungary (+41.78%), are among the growth markets in Europe, while the markets that had declined in the previous year – Germany (-38.78% for H1 2025, +23.23% for H1 2026), the United Kingdom (-19.19% for H1 2025, +15.04% for H1 2026), and Italy (-18.75% for H1 2025, +4.98% for H1 2026) are recovering only slowly.

The Group's brands – KTM, Husqvarna, and GASGAS – continued to expand their market share, reaching 5.67% at the end of H1 2026 (4.46% at the end of financial year 2025).

**North America (incl. Motocross)**
The North American motorcycle market grew by +3.58% to 262,020 registered units in the first half of 2026. The Group's brands held a market share of 8.60% in H1 2026, slightly below the full-year share of 9.10% at the end of financial year 2025.

**Australia/New Zealand (incl. Offroad)**
The motorcycle markets in Australia and New Zealand posted growth of +4.26% and 1,250 vehicles, respectively. In these countries, the Group's brands achieved their highest market share of 15.18% in the first half of 2026 (+0.72 percentage points compared to financial year 2025).

**Asia (>250 cc from China, Hong Kong, Japan)**
The available data for the Asian markets show negative growth of -3.16% or -8,884 vehicles compared to the same period last year. As a result, the Asian markets are the only market region to show a decline. This trend is driven in particular by China, which recorded a decline of -4.57% in motorcycle registrations, or -11,077 units.

The market share of the Bajaj Mobility Group's brands fell from 1.22% at the end of financial year 2025 to 0.75% at the end of the first half of 2026.

[1] Including off-road vehicles that have been registered but are not licensed in the strict sense of the term, particularly those owned by motorcycle clubs. See below for more information.

**Offroad – Australia, Canada, Great Britain, New Zealand and USA**

For Australia, Canada, the United Kingdom, New Zealand, and the United States, vehicle figures for the off-road sector are published by the respective national motorcycle associations. Based on this indicator—which covers the sector monitored by the associations but represents only a portion of the product range offered by the Bajaj Mobility Group—the market for the first half of 2026 appears stable compared to the previous year, with growth of +2.82%, which puts an end to the downward trend of previous years (notably -11.05% for H1 2025).[2]

## 2.6 ECONOMIC DEVELOPMENT OF BAJAJ MOBILITY GROUP

### BUSINESS DEVELOPMENT AND ANALYSIS OF EARNINGS FIGURES

Performance in the first half of 2025 was largely shaped by the restructuring phase, during which production and sales activities were significantly curtailed or temporarily halted. Against this backdrop, the figures presented are only comparable to a limited extent.

**» Trends in group sales for H1 2026**

Sales trends in the first half of 2026 underscore the continued strong demand for motorcycles. A total of 89,004 motorcycles from the KTM, Husqvarna, and GASGAS brands were sold – nearly twice as many as in the same period last year (H1 2025: 46,386). KTM products remain among the "best-in-class" offerings on the market. The brand's ongoing success in motorsports continued in the first half of 2026, impressively demonstrating its commitment to technological leadership and the brands' strong competitiveness.

The "Other products" category listed below includes sold "CFMOTO" and "MV Agusta" motorcycles, E-Balance bikes, and KTMX-BOWs.

| **Group sales by product groups** | **H1 2026** | | **H1 2025** | **Change** |
|---|---|---|---|---|
| | **Units** | **in %** | **Units** | **in %** |
| Offroad sport motorcycles | 20,252 | 22.6% | 15,509 | +30.6% |
| Street sport motorcycles | 60,926 | 68.1% | 25,107 | +142.7% |
| Sportminicycles | 7,826 | 8.7% | 5,770 | +35.6% |
| **Motorcycles branded KTM, Husqvarna and GASGAS** | **89,004** | **99.5%** | **46,386** | **+91.9%** |
| Other products | -21 | 0.0% | 5,712 | -100.4% |
| **Total vehicles Motorcycles-Segment** | **88,983** | **99.5%** | **52,098** | **+70.8%** |
| Total Bicycles-Segment | 476 | 0.5% | 50,105 | -99.0% |
| **Total Bajaj Mobility Group** | **89,459** | **100.0%** | **102,203** | **-12.5%** |
| Motorcycles Bajaj Sales | 58,568 | - | 34,950 | +67.6% |
| **Total Vehicles considering Bajaj-Direct sales** | **148,027** | **-** | **137,153** | **+7.9%** |

From a regional perspective, North America remained the Group's largest single market in the first half of 2026, accounting for 26.5% of sales (previous year: 15.5%). In terms of motorcycle sales, Germany (8.2%; prior year: 6.4%), France (6.5%; prior year: 4.3%), Italy (6.0%; prior year: 3.1%), and Spain (4.2%; previous year: 3.3%) were the top-performing markets in Europe. Overall, 64.8% (previous year: 58.0%) of motorcycle sales were generated in the Group's ten most important countries worldwide.

[2] The segments included were "Enduro Competition," "Motocross," "Supermoto Competition," "Trial," and "Supermoto Competition."

| Group sales by region | H1 2026 | | H1 2025 | Change |
|---|---|---|---|---|
| | Units | in % | Units | in % |
| Europe | 43,426 | 48.5% | 20,102 | +116.0% |
| North America | 23,671 | 26.5% | 15,835 | +49.5% |
| Latin America | 10,143 | 11.3% | 5,738 | +76.8% |
| Africa | 1,224 | 1.4% | 637 | +92.2% |
| Asia | 5,251 | 5.9% | 6,770 | -22.4% |
| Oceania | 5,268 | 5.9% | 3,016 | +74.7% |
| **Total vehicles Motorcycles-Segment** | **88,983** | **99.5%** | **52,098** | **+70.8%** |
| Total Bicycles-Segment | 476 | 0.5% | 50,105 | -99.0% |
| **Total Bajaj Mobility Group** | **89,459** | **100.0%** | **102,203** | **-12.5%** |
| | | | | |
| Motorcycles Bajaj Sales | 58,568 | - | 34,950 | +67.6% |
| **Total Vehicles considering Bajaj-Direct sales** | **148,027** | **-** | **137,153** | **+7.9%** |

Sales trends in the bicycle segment during the same period last year were driven by the sale of previously high inventory levels in order to accelerate the withdrawal from this business segment. In the first half of 2026, only remaining inventory was sold.

**» Trends in group sales for Q2 2026**

Sales performance for the second quarter of 2026 also clearly reflects the trends described above for the first half of 2026. This also applies to sales performance in the bicycle segment, as described above.

The “Other products” category listed below includes sold “CFMOTO” and “MV Agusta” motorcycles, E-Balance bikes, and KTMX-BOWs.

Consolidated sales by product group for Q2 2026 are as follows:

| Group sales by product groups | Q2 2026 | | Q2 2025 | Change |
|---|---|---|---|---|
| | Units | in % | Units | in % |
| Offroad sport motorcycles | 9,591 | 19.7% | 9,273 | +3.4% |
| Street sport motorcycles | 33,655 | 69.1% | 15,667 | +114.8% |
| Sportminicycles | 5,426 | 11.1% | 3,531 | +53.7% |
| **Motorcycles branded KTM, Husqvarna and GASGAS** | **48,672** | **100.0%** | **28,471** | **+71.0%** |
| Other products | 0 | 0.0% | 2,751 | -100.0% |
| **Total vehicles Motorcycles-Segment** | **48,672** | **100.0%** | **31,222** | **+55.9%** |
| Total Bicycles-Segment | 7 | 0.0% | 26,456 | -100.0% |
| **Total Bajaj Mobility Group** | **48,679** | **100.0%** | **57,678** | **-15.6%** |
| | | | | |
| Motorcycles Bajaj Sales | 28,387 | - | 16,337 | +73.8% |
| **Total Vehicles considering Bajaj-Direct sales** | **77,066** | **-** | **74,015** | **+4.1%** |

From a regional perspective, the distribution of the Group's sales for Q2 2026 is as follows:

| Group sales by region | Q2 2026 | | Q2 2025 | Change |
|---|---|---|---|---|
| | Units | in % | Units | in % |
| Europe | 20,884 | 42.9% | 10,050 | +107.8% |
| North America | 16,299 | 33.5% | 9,411 | +73.2% |
| Latin America | 5,359 | 11.0% | 5,249 | +2.1% |
| Africa | 594 | 1.2% | 360 | +65.0% |
| Asia | 3,436 | 7.1% | 4,407 | -22.0% |
| Oceania | 2,100 | 4.3% | 1,745 | +20.3% |
| **Total vehicles Motorcycles-Segment** | **48,672** | **100.0%** | **31,222** | **+55.9%** |
| Total Bicycles-Segment | 7 | 0.0% | 26,456 | -100.0% |
| **Total Bajaj Mobility Group** | **48,679** | **100.0%** | **57,678** | **-15.6%** |
| | | | | |
| Motorcycles Bajaj Sales | 28,387 | - | 16,337 | +73.8% |
| **Total Vehicles considering Bajaj-Direct sales** | **77,066** | **-** | **74,015** | **+4.1%** |

**» Trends in group revenue for H1 2026**

Consolidated revenue increased by 65.0% to EUR k 701,413 in the first half of 2026, with motorcycles from the KTM, Husqvarna, and GASGAS – with an increase of 109.1% and approximately EUR k 302,433, respectively – accounted for the largest share of the increase in value. This significant increase is attributable not only to the positive sales trend but also, in particular, to the restructuring phase during the same period of the previous year, during which production and all sales activities were significantly curtailed or, at times, came to a complete standstill.

The “Other products” category listed below includes sold “CFMOTO” and “MV Agusta” motorcycles, E-Balance bikes, and KTMX-BOWs.

| Group revenue by product group | H1 2026 | | H1 2025 | Change |
|---|---|---|---|---|
| | EUR k | in % | EUR k | in % |
| Offroad sport motorcycles | 146,617 | 20.9% | 97,693 | +50.1% |
| Street sport motorcycles | 402,581 | 57.5% | 163,098 | +146.8% |
| Sportminicycles | 30,392 | 4.3% | 16,366 | +85.7% |
| **Motorcycles branded KTM, Husqvarna and GASGAS** | **579,590** | **82.8%** | **277,157** | **+109.1%** |
| Other products | 256 | 0.0% | 607 | -57.9% |
| Parts, garments and accessories and others Motorcycles-Segment | 120,192 | 17.2% | 93,977 | +27.9% |
| **Total Motorcycles-Segment** | **700,037** | **100.0%** | **371,742** | **+88.3%** |
| Vehicles Bicycles-Segment | 577 | 42.8% | 57,079 | -99.0% |
| Parts, garments and accessories and others Bicycles-Segment | 770 | 57.2% | -4,975 | -115.5% |
| **Total Bicycles-Segment** | **1,347** | **100.0%** | **52,103** | **-97.4%** |
| Others and consolidation | 28 | 100.0% | 1,318 | -97.9% |
| **Total Bajaj Mobility Group** | **701,413** | **100.0%** | **425,164** | **+65.0%** |

Aggregated consolidated revenue by region for H1 2026 is as follows:

| Group revenue by region | H1 2026 | | H1 2025 | Change |
|---|---|---|---|---|
| | EUR k | in % | EUR k | in % |
| Europe | 393,698 | 56.2% | 162,368 | +142.5% |
| North America incl. Mexico | 171,541 | 24.5% | 121,507 | +41.2% |
| Asia | 38,704 | 5.5% | 39,830 | -2.8% |
| Other regions | 96,095 | 13.7% | 48,036 | +100.0% |
| **Total Motorcycles-Segment** | **700,037** | **99.8%** | **371,742** | **+88.3%** |
| Total Bicycles-Segment | 1,347 | 0.2% | 52,103 | -97.4% |
| Others and consolidation | 28 | 0.0% | 1,318 | -97.9% |
| **Total Bajaj Mobility Group** | **701,413** | **100.0%** | **425,164** | **+65.0%** |

Revenue growth in the bicycle segment during the same period last year was driven by the sale of previously high inventory levels in order to accelerate the withdrawal from this business segment. In the first half of 2026, only remaining inventory was sold.

**» Trends in group revenue for Q2 2026**

Similar to the sales trend in the second quarter of 2026, the revenue trend in the second quarter of 2026 also reflects the trend for the first half of the year. Here, too, the corresponding trend is evident in the bicycle segment.

The “Other products” category listed below includes sold “CFMOTO” and “MV Agusta” motorcycles, E-Balance bikes, and KTMX-BOWs.

Consolidated revenue by product group for Q2 2026 is as follows:

| Group revenue by product group | Q2 2026 | | Q2 2025 | Change |
|---|---|---|---|---|
| | EUR k | in % | EUR k | in % |
| Offroad sport motorcycles | 68,462 | 18.5% | 58,762 | +16.5% |
| Street sport motorcycles | 217,272 | 58.8% | 72,192 | +201.0% |
| Sportminicycles | 21,545 | 5.8% | 10,315 | +108.9% |
| **Motorcycles branded KTM, Husqvarna and GASGAS** | **307,279** | **83.1%** | **141,270** | **+117.5%** |
| Other products | 189 | 0.1% | 17,060 | -98.9% |
| Parts, garments and accessories and others Motorcycles-Segment | 62,309 | 16.9% | 46,247 | +34.7% |
| **Total Motorcycles-Segment** | **369,777** | **100.0%** | **204,577** | **+80.8%** |
| Vehicles Bicycles-Segment | 9 | 2.6% | 26,823 | -100.0% |
| Parts, garments and accessories and others Bicycles-Segment | 344 | 97.4% | -1,525 | -122.6% |
| **Total Bicycles-Segment** | **353** | **100.0%** | **25,298** | **-98.6%** |
| Others and consolidation | 28 | 100.0% | 684 | -95.9% |
| **Total Bajaj Mobility Group** | **370,158** | **100.0%** | **230,560** | **+60.5%** |

Aggregated consolidated revenue by region for Q2 2026 is as follows:

| Group revenue by region | Q2 2026 EUR k | in % | Q2 2025 EUR k | Change in % |
|---|---|---|---|---|
| Europe | 187,246 | 50.6% | 82,961 | +125.7% |
| North America incl. Mexico | 114,269 | 30.9% | 69,375 | +64.7% |
| Asia | 23,426 | 6.3% | 19,810 | +18.3% |
| Other regions | 44,836 | 12.1% | 32,432 | +38.2% |
| **Total Motorcycles-Segment** | **369,777** | **99.9%** | **204,577** | **+80.8%** |
| Total Bicycles-Segment | 353 | 0.1% | 25,298 | -98.6% |
| Others and consolidation | 28 | 0.0% | 684 | -95.9% |
| **Total Bajaj Mobility Group** | **370,158** | **100.0%** | **230,560** | **+60.5%** |

**» Analysis of earnings figures**

The improvement in profitability, which had already begun in the second half of 2025 and was clearly evident in the first quarter of 2026, continued steadily into the second quarter of 2026. In the first half of 2026, a gross margin of 21.2% was achieved, compared to -3.3% in the same period of the previous year. This development underscores the effectiveness of the cost-reduction measures consistently implemented within the Group and signals a return to positive profitability levels. The positive trend in the gross margin in the first half of 2026 was supported in particular by a reduction in the cost of goods sold for the services rendered to generate revenue. A key factor here was the receipt of refunds totaling EUR k 9,853 for U.S. import duties paid in the prior year, which contributed to a corresponding reduction in cost of goods sold. On the other hand, the Group faced one-time expenses related to the settlement of previous supply contracts; the associated expenses amounted to EUR k 3,651 in the first half of 2026. At the same time, the Bajaj Mobility Group entered into an additional obligation related to a retail sales promotion at the end of the first half of 2026, which led to an increase in current financial liabilities from price discounts and a corresponding reduction in revenue of EUR k 5,830. Adjusted for these effects, there was no change in the gross margin for the first half of 2026, which underscores the structurally positive trend and progress in implementing the Group's restructuring measures.

Earnings from operating activities (EBIT) for the first half of 2026 amounted to EUR k -24,794 (previous year: EUR k 930,282, of which EUR k 1,186,536 was a restructuring gain), corresponding to an EBIT margin of -3.5% (previous year: +218.8%; excluding the restructuring gain: -60.3%). Although EBIT was thus negative overall in the first half of the year, the Bajaj Mobility Group was already able to achieve a positive EBIT in the second quarter of 2026, thereby clearly underscoring the aforementioned progress in the Group's restructuring. EBIT for Q2 2026 amounted to EUR k 1,277 (Q2 2025: EUR k 1,021,878; excluding restructuring gain: EUR k -164,658), corresponding to an EBIT margin of 0.3% (Q2 2025: 443.2%; excluding restructuring gain: -71.4%).

The Group's profitability, as measured by EBITDA (earnings from operating activities, or EBIT, plus depreciation, amortization, and impairment charges in accordance with IAS 36 and IFRS 5), also reflects the positive trends described above regarding the gross margin and EBIT. EBITDA for the first half of 2026 amounted to EUR k 37,576 (previous year: EUR k 1,003,201; excluding restructuring gain: EUR k -183,335). This corresponds to an EBITDA margin of 5.4% in the first half of 2026 and, for the prior year, 236.0% (excluding restructuring gain: -43.1%). Looking at the second quarter alone, EBITDA amounted to EUR k 32,032 with an EBITDA margin of 8.7% (same quarter of the prior year: EUR k 1,058,998, EBITDA margin 459.3%; excluding restructuring gain: EUR k -127,538 or -55.3%).

In the first half of 2026, the Group's financial result amounted to EUR k -40,717, representing a year-over-year change of EUR k -6,624. However, the prior-year figure can only be used for comparative purposes to a limited extent, as interest accrual on interest-bearing financial liabilities that were part of the restructuring process was suspended in the prior year. A comparison of the first and second quarters of 2026 also highlights, in particular, the effect of KTM AG's successful refinancing and the resulting reduction in the Group's interest expense: In Q1 2026, the financial result was still EUR k -24,079, while in Q2 2026 it amounted to EUR k -16,638. This corresponds to a quarterly improvement of EUR k +7,442.

The explanations above show that the financial result, in particular, is responsible for the overall negative pre-tax result in the first half of 2026 and also in the second quarter of 2026.

Net income for the first half of 2026 amounts to EUR k -47,009 (prior year: EUR k 739,325), of which EUR k -11,860 (prior-year quarter: EUR k 847,444) is attributable to the second quarter of 2026. Earnings per share amount to -1.38 EUR (first half of 2025: 22.00 EUR).

**ANALYSIS OF CHANGES IN STATEMENT OF FINANCIAL POSITION**

The balance sheet structure of Bajaj Mobility Group looks as follows:

| | Jun 30, 2026 | | Dec 31, 2025 | |
|---|---|---|---|---|
| | **EUR k** | **Share** | **EUR k** | **Share** |
| Non-current assets | 772,640 | 48.9% | 773,876 | 48.8% |
| Current assets | 801,330 | 50.7% | 805,115 | 50.8% |
| Assets held for sale and disposal groups | 5,650 | 0.4% | 7,081 | 0.4% |
| **Assets** | **1,579,619** | **100.0%** | **1,586,073** | **100.0%** |
| Equity | 339,939 | 21.5% | 385,237 | 24.3% |
| Non-current liabilities | 944,057 | 59.8% | 944,416 | 59.5% |
| Current liabilities | 295,623 | 18.7% | 256,419 | 16.2% |
| **Equity and liabilities** | **1,579,619** | **100.0%** | **1,586,073** | **100.0%** |

The Bajaj Mobility Group's total assets remained essentially unchanged as of June 30, 2026, compared to December 31, 2025; however, the composition of these assets changed.

In terms of non-current assets, there was a shift between primarily intangible assets and property, plant, and equipment on the one hand, and deferred tax assets on the other. The reduction in intangible assets and property, plant, and equipment is attributable to the fact that recognized depreciation exceeded the investments made, as explained in greater detail below. The increase in deferred tax assets, which offsets this decrease, is due to the recognition of the best possible estimate of the weighted-average effective annual income tax rate.

Working capital employed increased by EUR k +53,260 to EUR k 395,907. This is primarily due to the increase in trade receivables resulting from higher sales volume in Europe and North America.

Cash and cash equivalents decreased by EUR k -14,907 to EUR k 122,363 as of June 30, 2026. The decline in cash and cash equivalents in the first half of 2026 is primarily attributable to the negative free cash flow. Despite positive cash flows from operating and financing activities, the cash outflows related to investments could not be fully offset. For further details, please refer to the notes to the consolidated statement of cash flows in the condensed consolidated notes, specifically subsection 3.10.

Net debt increased by EUR k +28,426 to EUR k 826,835 as of June 30, 2026. In addition to the aforementioned reduction in cash and cash equivalents, financial liabilities also increased. KTM AG successfully refinanced itself in the first half of 2026 and took out a new loan in the amount of EUR k 550,000. At the same time, it repaid a loan of EUR k 450,000 granted by Bajaj Auto International Holdings B.V., an affiliated company. The remaining liquidity from KTM AG's loan was used by Bajaj Mobility AG to repay a portion of the long-term loan granted by Bajaj Auto International Holdings AG, the majority shareholder of Bajaj Mobility AG, in the amount of EUR k 77,000. Net debt as of June 30, 2026, resulted in a gearing ratio of 243.2% (as of December 31, 2025: 207.3%).

Equity decreased by -11.8% to EUR k 339,939 due to the net loss for the period (as of December 31, 2025: EUR k 385,237). The equity ratio thus stood at 21.5% as of June 30, 2026 (December 31, 2025: 24.3%).

Current liabilities increased primarily due to financial liabilities and other current liabilities. While the increase in current financial liabilities is attributable to the reclassification of the current portion of the aforementioned refinancing of KTM AG, the change in other current liabilities was driven by an increase in employee-related liabilities (EUR k +11,953), liabilities to tax authorities (EUR k +4,191), advance payments received (EUR k +3,856), and obligations arising from sales bonuses granted (EUR k +3,658).

The Group continues to have contingent liabilities arising from guarantees totaling EUR k 10,796 as of the balance sheet date of June 30, 2026 (as of December 31, 2025: EUR k 4,630). For details regarding their nature and explanation, please refer to Note 40 of the Notes to the Consolidated Financial Statements for the 2025 financial year. The legal classification of the declaration dated August 1, 2024, is currently the subject of legal proceedings. The related legal proceedings are in an early stage, which is why the prospects of success in the proceedings cannot yet be adequately assessed. In the first half of 2026, the Bajaj Mobility Group essentially provided a bank guarantee in the amount of USD k 6,000 – equivalent to EUR k 5,266 as of June 30, 2026 – to an U.S. financial institution for the settlement of customs-related matters.

The other asset and liability items did not change significantly compared to December 31, 2025.

**CASH FLOW**

Cash flow trends in the first half of 2026 were shaped in particular by the effects of working capital employed and other net assets on the one hand, and cash-outflow for investments on the other. Cash flow from operating activities improved by +128.0% to EUR k 17,321 (previous year: EUR k -61,924) compared to the first half of the previous year, during which cash flow from operating activities was primarily influenced by restrictions on business operations resulting from the insolvency restructuring proceedings. Although gross cash flow remained negative at EUR k -28,218, it increased by +82.3% in the first half of 2026 compared to the same period of the previous year. Since cash flow from working capital employed in the prior-year period was significantly influenced by the sales of inventory, the increase in trade receivables in the first half of 2026 had a negative impact on this figure (EUR k -36,585; same period of the previous year: EUR k +178,645). Cash flow from other net assets amounted to EUR k 82,124 in the first half of 2026, representing an increase of EUR k +162,847 compared to the same period last year. This high figure is primarily attributable, on the one hand, to the return of security deposits and proceeds received from advance payments made, and, on the other hand, to the increase in other current liabilities, as described above. Further details on this can be found in Section 3.9 of the condensed notes to the interim financial statements.

Cash flow from investing activities amounted to EUR k -39,443 in the first half of 2026 (prior year: EUR k 23,438). In both the first half of 2026 and the same period of the prior year, this figure was influenced by one-time effects from proceeds from the sale of assets and groups classified as “held for sale.” Adjusted for these effects, it amounted to EUR k -40,759 in H1 2026 (prior year: EUR k -46,954), which corresponds to an improvement of EUR k +6,195 after adjustment compared to the prior year. The reason for this reduced cash-based investment volume is the high level of investment in previous years, allowing the Group to target a lower volume in the medium term.

Compared to the first half of the previous year, free cash flow improved from EUR k -38,485 to EUR k -22,122, representing an increase of EUR k +16,363.

Cash flow from financing activities amounted to EUR k 8,545 in the first half of 2026 and was slightly positive (previous year: EUR k 42,158). This figure for H1 2026 resulted from two opposing effects. On the one hand, KTM AG took out a loan as part of its refinancing, and on the other hand, Bajaj Mobility AG used the liquidity received from this to repay other long-term loans. In terms of amount, the new loan exceeds the repayment, as explained above in the balance sheet analysis of net debt. In addition, lease liabilities and other short-term loans were repaid.

**INVESTMENTS**

In the first half of 2026, the Bajaj Mobility Group made total investments of EUR k 43,663 (previous year: EUR k 43,487), including investments in leased assets. The investments are broken down by individual assets as follows:

| **EUR k** | **H1 2026** | **H1 2025** |
|---|---|---|
| Intangible fixed assets assets | 735 | 1,101 |
| Capitalized R&D expenses | 21,137 | 21,603 |
| Tangible fixed assets (incl. tools) | 15,391 | 11,939 |
| **Investments excl. leased assets** | **37,263** | **34,644** |
| Leased assets | 6,400 | 8,844 |
| **Total investments** | **43,663** | **43,487** |

Although capital expenditures in the first half of 2026 were at a similar level compared with the same period of the previous year, they remain low relative to other prior periods. Investments in the first half of 2026 primarily relate to the capitalization of research and development costs and property, plant, and equipment.

## 2.7 REPORT ON RISKS AND OPPORTUNITIES

Detailed information on opportunities and risks can be found in the Bajaj Mobility Group's 2025 Annual Financial Report. The following remarks supplement the report on risks and opportunities found there with insights gained during the first half of 2026.

**RISK ENVIRONMENT**

The Bajaj Mobility Group's risk environment continues to be shaped by geopolitical uncertainties, volatile market conditions, and macroeconomic factors. Global developments may continue to impact supply chains, commodity and energy prices, and demand trends in individual markets. In addition, changing regulatory frameworks and increasing requirements in the areas of sustainability and value chains are leading to greater complexity in corporate management. The Group continuously monitors these developments and takes relevant changes into account as part of its established risk management process.

**RISK MANAGEMENT SYSTEM**

The company-wide risk management system was further developed during the reporting period and expanded to include additional tools. A key focus was on the full implementation of an AI-powered risk radar, which enables the structured and continuous identification of external developments in the areas of geopolitics, markets, regulation, competition, and commodities. Relevant information is systematically analyzed, evaluated, and integrated into existing risk management processes.

In addition, a standardized ad hoc reporting system was established. This ensures the timely and structured recording of risks that arise on short notice and supports their consistent assessment. The additional digital reporting option supports the early identification of relevant developments, so that these can be incorporated into existing management and decision-making processes as needed.

The ongoing development of these systems helps to further increase transparency and traceability in the Group's risk management and to strengthen company-wide control capabilities. The key risks are reported to the Executive Board and the Supervisory Board as part of a regular risk reporting process and are monitored on an ongoing basis.

**SIGNIFICANT RISKS AND OPPORTUNITIES**

The current geopolitical situation continues to represent a significant source of uncertainty and may affect the Group's business activities both directly and indirectly. In particular, there is a risk of delivery delays or temporary disruptions from suppliers as a result of geopolitical tensions and the resulting disruptions to global supply chains. The ongoing hostilities in the Middle East, as well as the continuing military conflicts related to the Russia-Ukraine conflict, are leading to restrictions on key transport routes, such as the Strait of Hormuz. This can impair the availability of components, delay procurement processes, and increase the risk of supply bottlenecks. In addition, capacity constraints regarding shipping space and empty containers, as well as rising freight and logistics costs, are placing further strain on supply chains. Furthermore, increased risks may arise in the supplier structure, particularly with regard to price adjustments or potential failures of individual suppliers. Consequently, this may have an impact on working capital and capital tied up, for example as a result of extended delivery times or increased inventory levels.

An escalation of geopolitical conflicts could also lead to increased volatility in energy and commodity prices – primarily metals, as well as oil and gas. Potential government interventions in individual producing countries – for example, in connection with energy supply, export restrictions, or trade policy measures such as tariff increases – can cause temporary disruptions to production and result in additional cost burdens along the supply chain. The Group addresses these developments through continuous monitoring of critical supply chains, close coordination with key suppliers, and the evaluation of alternative sourcing options.

In addition to the supply-side effects described above, geopolitical uncertainties can also impact the demand side. Rising energy prices and persistently high inflation can lead to increasing consumer caution. This primarily affects the leisure segment. Furthermore, regulatory measures or changes in the regulatory framework related to energy consumption and mobility may also influence customer behavior. The Group continuously monitors these developments and adjusts its procurement, production, and sales planning accordingly as needed.

Regulatory developments, particularly those related to sustainability, energy consumption, and global supply chains, may entail additional requirements and the need to adapt the business model.

In addition to the risks described above, the current operating environment also presents opportunities for the Bajaj Mobility Group. The ongoing transformation and optimization measures offer the opportunity to align existing structures more efficiently and to strengthen competitiveness in the long term. The increasing focus on strategic core areas, as well as the further development of the product portfolio, can contribute to improved market positioning and quality. Furthermore, regulatory developments and the growing importance of sustainability open up the possibility of further developing existing processes and value chains and aligning them more closely with the future.

#### OVERALL EVALUATION

In summary, no additional risks were identified in the first half of 2026 that could jeopardize the company's continued existence. Through the continuous improvement of its risk management and control systems, as well as the early identification of relevant developments, the Bajaj Mobility Group is well-equipped to adequately address the challenges it currently faces.

## 2.8 OUTLOOK

In the second half of financial year 2026, the focus remains on the systematic restructuring of the Group. The clear alignment with the core motorcycle business is being consistently advanced through the implementation of targeted measures.

In the first half of 2026, as part of efforts to improve efficiency, steps were consistently taken to consolidate the organizational structure, further optimize inventory levels, and implement workforce adjustments. A particular focus was placed on streamlining management structures to increase organizational effectiveness. The Executive Board of Bajaj Mobility AG took only targeted measures to strengthen operational structures:

Effective October 1, 2026, Christof Lischka, M.Eng., will join the Executive Board of KTM AG in his future role as Chief Technology and Product Officer (CTPO). He will assume responsibility for research and vehicle development (R&D) and will also drive the strategic advancement of the product portfolios.

On the financing side, Bajaj Mobility AG has made significant progress with the refinancing of KTM AG in the amount of EUR k 550,000, which was successfully completed in the first half of 2026. As part of ongoing financial optimization, the company plans to further optimize existing financing instruments – particularly factoring programs – and gradually resume cash pooling measures to sustainably strengthen liquidity management and the financing structure.

The restructuring program is extensive and is also influenced by the geopolitical situation. From February through at least June 2026, the United States and Israel conducted joint military operations against Iran. Due to the highly volatile situation at the time this interim report was prepared, it is unclear whether the Strait of Hormuz will be permanently navigable and, if so, under what conditions. The Middle East is neither a significant sales market nor a significant procurement market for the Group; therefore, no immediate financial impact is expected from direct business relationships. However, a renewed escalation of the conflict or a prolonged dispute could lead to a rise in raw material prices and supply bottlenecks, particularly through more severe disruptions to global energy supplies and supply chains. Depending on the stability of the resolution to the conflict, market-driven reductions in demand cannot be ruled out either. From today's perspective, adverse effects on the Group's business operations cannot therefore be ruled out. Management is continuously monitoring the situation and, if necessary, evaluating the implementation of appropriate measures to mitigate potential negative impacts. A reliable estimate of the financial impact is therefore still not possible at the time of this interim report's release.

The Bajaj Mobility Group's earnings situation continues to be influenced by U.S. tariff policy. The known and foreseeable effects of the existing tariff regulations as of the reporting date were taken into account in the assessment of business performance. Nevertheless, despite a formal agreement between the European Union and the United States on the handling and imposition of reciprocal tariffs, the future development of trade and tariff regulations remains subject to considerable uncertainty. In particular, potential adjustments to existing tariff rates or the introduction of additional trade restrictions could lead to different economic impacts. According to current estimates, while noticeable effects on earnings are to be expected, these will not fundamentally impair either the Group's U.S. business or its strategic direction. The above statements are based on information available as of the reporting date and are subject to the uncertainties of future trade policy decisions.

Whether the positive trend from Q2 2026 will continue depends on geopolitical and economic developments, on the one hand, and on the related development of demand for motorcycles, on the other. The progress already made toward the turnaround has management confident that it will achieve the internal targets set for 2026. The overarching, clear goal is to sustainably increase profitability and generate positive free cash flows.

Mattighofen, on August 27, 2026

The Executive Board

Mag. Gottfried Neumeister
CEO

Mag. Petra Preining
CFO

# 3 GROUP INTERIM FINANCIAL STATEMENTS

WITH CONDENSED CONSOLIDATED NOTES FOR H1 2026

## CONSOLIDATED STATEMENT OF PROFIT OR LOSS

FROM APRIL 1 TO JUNE 30 FOR Q2 OR FROM JANUARY 1 TO JUNE 30 FOR H1

| EUR k | Q2 2026 | Q2 2025 | H1 2026 | H1 2025 |
|---|---|---|---|---|
| Revenue | 370,158 | 230,559 | 701,413 | 425,163 |
| Cost of sales | -285,635 | -251,474 | -552,696 | -438,982 |
| **Gross profit** | **84,523** | **-20,915** | **148,717** | **-13,818** |
| Selling and racing expenses | -42,266 | -56,177 | -87,319 | -107,217 |
| Research and development expenses | -17,946 | -28,765 | -39,003 | -47,372 |
| Administration expenses | -24,968 | -52,032 | -47,394 | -85,698 |
| Other operating expenes | -2,574 | -5,534 | -4,117 | -10,367 |
| Expenses relating to impairments according to IFRS 5 | 0 | -1,895 | 0 | -1,895 |
| Effects related to the restructuring gain | 311 | 1,186,536 | 186 | 1,186,536 |
| Other operating income | 476 | 499 | 725 | 9,668 |
| Result from at-equity holdings | 3,720 | 159 | 3,412 | 445 |
| **Result from operating activities** | **1,277** | **1,021,878** | **-24,794** | **930,282** |
| Interest income | 771 | 1,875 | 1,412 | 5,082 |
| Interest expenses | -17,087 | -22,409 | -42,193 | -32,708 |
| Other financial and participation result | -321 | -4,658 | 64 | -6,467 |
| **Result before tax** | **-15,361** | **996,686** | **-65,511** | **896,189** |
| Tax expense | 3,501 | -149,242 | 18,502 | -156,863 |
| **Result for the financial year** | **-11,860** | **847,444** | **-47,009** | **739,325** |
| of which attributable to the owners of the parent company | -11,779 | 850,536 | -46,566 | 743,408 |
| of which attributable to non-controlling interests | -81 | -3,092 | -443 | -4,083 |
| **Basic (=diluted) earnings per share (EUR)** | **-0.35** | **25.17** | **-1.38** | **22.00** |

# CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

## FROM APRIL 1 TO JUNE 30 FOR Q2 OR FROM JANUARY 1 TO JUNE 30 FOR H1

| EUR k | Q2 2026 | Q2 2025 | H1 2026 | H1 2025 |
|---|---|---|---|---|
| **Result for the financial year** | **-11,860** | **847,444** | **-47,009** | **739,325** |
| Other comprehensive income - Possible reclassification into the income statement | | | | |
| Currency translation of foreign subsidiaries | 1,119 | -5,551 | 1,217 | -8,411 |
| Currency translation of associates accounted for using the equity method | 677 | -933 | 1,305 | -1,415 |
| Valuation of cash flow hedges | 0 | -485 | 0 | -1,939 |
| Deferred tax on the valuation of cash flow hedges | 0 | 112 | 0 | 446 |
| | **1,796** | **-6,857** | **2,522** | **-11,320** |
| Other comprehensive income - No reclassification into the income statement | | | | |
| Recognized actuarial gains/losses | -279 | 575 | -414 | 575 |
| Deferred tax on the recognized actuarial gains/losses | 64 | -132 | 95 | -132 |
| | **-215** | **443** | **-319** | **443** |
| **Other comprehensive income after tax** | **1,581** | **-6,414** | **2,203** | **-10,877** |
| **Total comprehensive income** | **-10,279** | **841,030** | **-44,806** | **728,448** |
| of which attributable to the owners of the parent company | -10,198 | 843,959 | -44,363 | 732,274 |
| of which attributable to non-controlling interests | -81 | -2,930 | -443 | -3,825 |

# CONSOLIDATED STATEMENT OF FINANCIAL POSITION

AS OF JUNE 30, 2026

| EUR k | Jun 30, 2026 | Dec 31, 2025 |
|---|---|---|
| **Assets** | | |
| **Non-current assets:** | | |
| Intangible assets | 405,290 | 418,363 |
| Tangible assets | 308,402 | 315,720 |
| Investments accounted for using the equity method | 20,758 | 16,041 |
| Deferred tax assets | 34,212 | 13,995 |
| Other non-current assets and receivables | 3,979 | 9,758 |
| | **772,640** | **773,876** |
| **Current assets:** | | |
| Inventories | 373,570 | 377,062 |
| Trade receivables | 165,391 | 114,747 |
| Other current assets and receivables | 137,857 | 174,357 |
| Current tax assets | 2,149 | 1,679 |
| Cash and cash equivalents | 122,363 | 137,270 |
| | **801,330** | **805,115** |
| **Assets held for sale and disposal groups** | **5,650** | **7,081** |
| **ASSETS** | **1,579,619** | **1,586,073** |

# CONSOLIDATED STATEMENT OF FINANCIAL POSITION

AS OF JUNE 30, 2026

| EUR k | Jun 30, 2026 | Dec 31, 2025 |
|---|---|---|
| **Equity and liabilities** | | |
| **Equity:** | | |
| Share capital | 33,797 | 33,797 |
| Capital reserves | 9,949 | 9,949 |
| Reserves including retained earnings | 295,769 | 339,256 |
| **Equity of the owners of the parent company** | **339,515** | **383,001** |
| Non-controlling interests | 425 | 2,236 |
| | **339,939** | **385,237** |
| **Non-current liabilities:** | | |
| Financial liabilities | 915,157 | 915,222 |
| Liabilities for employee benefits | 22,304 | 21,886 |
| Deferred tax liabilities | 438 | 564 |
| Other non-current liabilities | 6,157 | 6,745 |
| | **944,057** | **944,416** |
| **Current liabilities:** | | |
| Financial liabilities | 34,041 | 20,457 |
| Trade payables | 143,054 | 149,162 |
| Provisions | 17,805 | 13,708 |
| Tax liabilities | 3,540 | 3,371 |
| Other current liabilities | 97,182 | 69,721 |
| | **295,623** | **256,419** |
| **EQUITY AND LIABILITIES** | **1,579,619** | **1,586,073** |

# CONSOLIDATED STATEMENT OF CASH FLOWS

FROM JANUARY 1 TO JUNE 30

| EUR k | | H1 2026 | H1 2025 |
|---|---|---|---|
| **Operating activities** | | | |
| | **Result for the financial year** | **-47,009** | **739,325** |
| + (-) | Interest expenses / interest income | 40,781 | 27,626 |
| + (-) | Tax expenses / tax income | -18,502 | 156,863 |
| + | Depreciation/amortization and impairment of tangible and intangible assets | 62,369 | 72,919 |
| + (-) | Addition (reversal) of non-current liabilities for employee benefits | -15 | -626 |
| - (+) | Profit (loss) from investments accounted for using the equity method | -3,412 | -445 |
| - (+) | Profit (loss) from the disposal of fixed assets | -517 | -5,582 |
| - (+) | Profit (loss) from restructuring proceedings | -186 | -1,186,547 |
| - (+) | Other non-cash effective income (expense) | -16,569 | 51,699 |
| + | Interest received | 1,237 | 3,269 |
| - | Interest paid | -43,498 | -17,908 |
| - | Tax payments | -2,899 | -440 |
| | **Gross cash flow** | **-28,218** | **-159,846** |
| - (+) | Increase (decrease) in inventories | 8,319 | 165,993 |
| - (+) | Increase (decrease) in trade receivables | -44,136 | 24,679 |
| + (-) | Increase (decrease) in trade payables | -768 | -12,027 |
| | **Increase (decrease) in Working Capital Employed** | **-36,585** | **178,645** |
| - (+) | Increase (decrease) in prepayments, other current and non-current assets | 51,036 | -76,236 |
| + (-) | Increase (decrease) in prepayments, and other current and non-current liabilities | 26,556 | 3,771 |
| + (-) | Increase (decrease) in tax liabilities, current tax assets, deferred tax and provisions | 4,532 | -8,258 |
| | **Increase (decrease) in other net assets** | **82,124** | **-80,723** |
| **Cash flow from operating activities** | | **17,321** | **-61,924** |

# CONSOLIDATED STATEMENT OF CASH FLOWS

FROM JANUARY 1 TO JUNE 30

| EUR k | | H1 2026 | H1 2025 |
|---|---|---|---|
| **Investing activities** | | | |
| - | Payments for the acquisition of intangible assets and property, plant and equipment | -40,329 | -54,388 |
| + | Receipts from the sale of intangible assets and property, plant and equipment | 347 | 4,340 |
| - (+) | Loans to companies | 0 | 3,093 |
| + (-) | Disposal of subsidiaries less disposed liquid funds | -777 | 0 |
| + | Cash received from assets classified as "held for sale" and disposal groups | 1,317 | 70,392 |
| **Cash flow from investing activities** | | **-39,443** | **23,438** |
| **Free Cash flow** | | **-22,122** | **-38,485** |
| **Financing activities** | | | |
| + (-) | Sale of non-controlling interests | 0 | 2,840 |
| + | Taking out non-current financial liabilities | 547,230 | 813,674 |
| - | Repayment of lease liabilities | -9,800 | -15,741 |
| - | Repayment of long-term financial liabilities | -527,000 | -16,783 |
| - | Payments to meet the restructuring quota | 0 | -525,000 |
| - | Repayment of other short-term financial liabilities | -1,884 | -217,730 |
| + | Taking out other short-term financial liabilities | 0 | 0 |
| + (-) | Other financing activities | 0 | 899 |
| **Cash flow from financing activities** | | **8,545** | **42,158** |
| **Total cash flow** | | **-13,577** | **3,673** |
| + (-) | Change due to exchange rate fluctuations | -1,331 | 5,001 |
| + | Opening balance of liquid funds within the group | 137,270 | 163,407 |
| **Closing balance of liquid funds within the group** | | **122,363** | **172,081** |
| thereof included in the balance sheet item cash and cash equivalents | | 122,363 | 161,093 |
| thereof included in the balance sheet item assets held for sale | | 0 | 10,988 |

# CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

## FROM JANUARY 1 TO JUNE 30

| EUR k | Equity of the owners of the parent company | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Share capital** | **Capital reserves** | **Reserves including consolidated net retained profit/loss** | **Cash flow hedge reserve** | **Currency translation** | **Total** | **Non-controlling interests** | **Total Group equity** |
| **Status as of January 1, 2026** | **33,797** | **9,949** | **347,957** | **0** | **-8,701** | **383,002** | **2,236** | **385,237** |
| Other comprehensive income | 0 | 0 | -319 | 0 | 2,522 | 2,203 | 0 | 2,203 |
| Result of the reporting period | 0 | 0 | -46,565 | 0 | 0 | -46,565 | -443 | -47,008 |
| **Total comprehensive income** | **0** | **0** | **-46,884** | **0** | **2,522** | **-44,362** | **-443** | **-44,805** |
| Changes in the scope of consolidation | 0 | 0 | 489 | 0 | 0 | 489 | -982 | -493 |
| Miscellaneous | 0 | 0 | 387 | 0 | 0 | 387 | -387 | 0 |
| **c** | **33,797** | **9,949** | **301,948** | **0** | **-6,179** | **339,515** | **425** | **339,939** |

| EUR k | Equity of the owners of the parent company | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Share capital** | **Capital reserves** | **Reserves including consolidated net retained profit/loss** | **Cash flow hedge reserve** | **Currency translation** | **Total** | **Non-controlling interests** | **Total Group equity** |
| **Status as of January 1, 2025** | **33,797** | **9,949** | **-243,694** | **2,081** | **1,104** | **-196,763** | **3,014** | **-193,749** |
| Other comprehensive income | 0 | 0 | 443 | -1,493 | -10,085 | -11,135 | 258 | -10,877 |
| Result of the reporting period | 0 | 0 | 743,408 | 0 | 0 | 743,408 | -4,083 | 739,325 |
| **Total comprehensive income** | **0** | **0** | **743,852** | **-1,493** | **-10,085** | **732,274** | **-3,825** | **728,449** |
| Additional payments for squeeze-out transactions | 0 | 0 | 2,835 | | 0 | 2,835 | 0 | 2,835 |
| Change in non-controlling interests without change of control | 0 | 0 | -17 | 0 | 0 | -17 | -7,983 | -8,000 |
| Options on non-controlling interests | 0 | 0 | -9,266 | 0 | 0 | -9,266 | 11,410 | 2,143 |
| Miscellaneous | 0 | 0 | 10 | 0 | 0 | 10 | 134 | 144 |
| **Status as of June 30, 2025** | **33,797** | **9,949** | **493,719** | **588** | **-8,981** | **529,072** | **2,750** | **531,823** |

# CONDENSED NOTES TO THE INTERIM FINANCIAL REPORT

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## 3.1 GENERAL INFORMATION

Bajaj Mobility AG (formerly PIERER Mobility AG) is a global leader in premium motorcycles, offering a strong portfolio of performance driven brands for international markets. As the holding company of KTM AG, Bajaj Mobility AG unites KTM, Husqvarna Motorcycles and GASGAS under one roof, complemented by premium components from WP. As a listed subsidiary of Bajaj Auto Limited – the world's most valuable two and three-wheeler company – the group benefits from extensive technological expertise and a broad global distribution footprint.

Bajaj Mobility AG is included in the consolidated financial statements of Bajaj Auto International Holdings AG, Mattighofen, Austria, and Bajaj Auto Ltd., Pune, India. All companies included in the consolidated financial statements of Bajaj Auto Ltd. and controlled or significantly influenced by Bajaj Auto Ltd. are reported as related parties in the category "Shareholders related companies". The consolidated financial statements of Bajaj Mobility AG are filed with the Regional and Commercial Court of Ried im Innkreis (formerly: Wels) under number FN 78112 x.

The shares of Bajaj Mobility AG are listed primarily on the "Swiss Performance Index (SPI)" of the SIX Swiss Exchange in Zurich and are also listed in the Prime Market of the Vienna Stock Exchange.

## 3.2 ACCOUNTING PRINCIPLES

The condensed interim consolidated financial statements as of June 30, 2026 (H1 2026), were prepared in accordance with the IFRS Accounting Standards (IFRS) issued by the International Accounting Standards Board (IASB) and the interpretations of the International Financial Reporting Interpretations Committee (IFRIC), to the extent that they are applied in the European Union, in accordance with IAS 34 "Interim Financial Reporting." The financial statements were prepared on a going-concern basis.

These condensed interim consolidated financial statements for H1 2026 have not been audited or reviewed. They do not contain all the information and disclosures required for consolidated financial statements at the end of the financial year and should therefore be read in conjunction with the consolidated financial statements as of December 31, 2025.

The financial reporting of the companies included in the consolidated financial statements is based on uniform accounting principles. With the exception of newly applied standards, these are identical to those of the 2025 financial year and were applied by all included companies. The individual financial statements of all subsidiaries are prepared as of the reporting date of the consolidated financial statements.

The consolidated financial statements are prepared in the parent company's functional currency, the euro. Unless otherwise noted, all amounts are rounded to the nearest 1,000 euros (EUR k), although rounding differences may occur.

The consolidated balance sheet is broken down into long-term and short-term assets and liabilities. The consolidated statement of income is presented using the cost-of-sales method. The consolidated statement of cash flows is prepared using the indirect method.

For the interim consolidated financial statements, income tax expense is estimated in accordance with IAS 34 based on the average annual tax rate expected for the entire financial year.

Provisions for severance pay and long-service awards are measured using the projected unit credit method. The amount of the provisions is determined on the basis of an actuarial report. Actuarial reports are prepared for valuation purposes as of the year-end reporting date. These values are carried forward to the interim consolidated financial statements. If significant changes in the parameters have occurred during the year, a revaluation of the net liability is performed. As of June 30, 2026, no adjustment to the interest rate was made, as the relevant interest rate of 3.98% remained unchanged as of the reporting date compared to December 31, 2025. Furthermore, there were no other material changes with respect to the consolidated financial information presented for the first half of 2026.

## 3.3 NEWLY APPLIED AS WELL AS IN THE FUTURE TO BE APPLIED STANDARDS AND INTERPRETATIONS

The following table shows the standards and interpretations that are mandatory for the first time and have already been adopted by the European Commission as of January 1, 2026:

| First-time adoption | New standards and interpretations | Published by the IASB |
|---|---|---|
| **January 1, 2026** | | |
| | Amendments to IFRS 9 *Financial instruments* and IFRS 7 *Financial instruments: Disclosures* - Amendments to the Classification and Measurement of Financial Instruments | 30.05.2024 |
| | Amendments to IFRS 9 *Financial instruments* and IFRS 7 *Financial instruments: Disclosures* - Contracts Referencing Nature-dependent Electricity | 18.12.2024 |
| | Annual Improvements Volume 11 | 10.07.2025 |

None of the amended standards and interpretations are relevant to the Bajaj Mobility Group or have a material impact.

The following table shows the amendments to standards and interpretations that have already been **adopted by the European Commission** but were not yet mandatory as of the balance sheet date and were not applied early:

| First-time adoption | New standards and interpretations | Published by the IASB |
|---|---|---|
| **January 1, 2027** | | |
| | IFRS 18 *Presentation and Disclosure in Financial Statements* | 09.04.2024 |

The IASB and the IFRIC have adopted additional standards and interpretations; however, these are **not yet** mandatory for the 2025 financial year or have not yet been **adopted by the European Commission**. These include the following standards and interpretations:

| New or amended standards and interpretations | Published by the IASB | Date of application of IASB |
|---|---|---|
| IFRS 19 *Subsidiaries without Public Accountability: Disclosures* | May 9, 2024 | Jan 01, 2027 |
| IFRS 20 *Regulatory Assets and Regulatory Liabilities* | May 27, 2026 | Jan 1, 2029 |
| Amendments to IFRS 19 *Subsidiaries without public accountability: Disclosures* | Aug 21, 2025 | Jan 01, 2027 |
| Amendments to IAS 21 *The Effects of Changes in Foreign Exchange Rates* - Translation to a Hyperinflationary Presentation Currency | Nov 13, 2025 | Jan 01, 2027 |
| Amendments to the Fair Value Option in IAS 28 *Investments in Associates and Joint Ventures* | June 26, 2026 | Jan 01, 2027 |

The standards and interpretations to be applied in the future are not expected to result in any significant material changes to the carrying amounts of assets, liabilities, or other disclosures in the consolidated financial statements. The Group has analyzed and assessed the effects of the initial application of IFRS 18, particularly with regard to the structure of the income statement, the statement of cash flows, and the additional disclosure requirements for management performance measures. The Bajaj Mobility Group anticipates that the standards to be applied in the future will not result in any significant material effects on the consolidated financial statements. With regard to the income statement, the Group expects only the structural adjustments prescribed by the standard, namely to include mandatory interim subtotals as required, and by separating the result from investments held at equity from operating income in accordance with IFRS 18 and including it, together with interest income, in income before financing and income taxes in accordance with IFRS 18. Similarly, the Group expects a structural adjustment to the statement of cash flows for the same reason, in that it will begin with operating income in accordance with IFRS 18 – i.e., earnings before interest, income taxes, and income from equity-accounted investments – rather than with the net result for the reporting period. Furthermore, the Group currently expects only the reclassifications required by the standard: cash-effective interest income will be reclassified to the cash flow from investing activities, and cash-effective interest expenses to the cash flow from financing activities. The review of the standard's impact on how information is grouped in the financial statements – including items currently designated as "Other" – has not yet been finalized; in this regard as well, the Group does not anticipate any significant material effects.

## 3.4 ESTIMATES AND DISCRETIONARY DECISIONS

The interim consolidated financial statements require, to a certain extent, the use of estimates and assumptions that affect the carrying amounts of assets and liabilities, the disclosure of contingent liabilities as of the balance sheet date, and the recognition of expenses and revenues during the financial year. When making estimates, the Executive Board takes into account historical experience and current forecasts. Actual amounts may differ from the estimates if the assumed parameters develop contrary to expectations. When new information becomes available, it is taken into account accordingly, and previous assumptions are adjusted.

Estimates and judgments are explained in greater detail in the consolidated financial statements of Bajaj Mobility AG as of December 31, 2025, under Section 6 "Estimates and discretionary decisions".

## 3.5 SEASONALITY

The Bajaj Mobility Group's business is influenced by macroeconomic conditions and the resulting customer demand patterns in its key markets. These factors amplify or mask underlying seasonality, whereby sales in the on-road segment tend to be higher in the first half of the year than in the second half. In the off-road segment, the seasonality is reversed.

## 3.6 CHANGES IN THE SCOPE OF CONSOLIDATION

All subsidiaries under the legal or de facto control of Bajaj Mobility AG are included in these interim consolidated financial statements as of June 30, 2026. The number of companies in the scope of consolidation changed as follows during the first half of 2026:

| | Fully consolidated subsidiaries | Entities held at equity |
|---|---|---|
| **As at December 31, 2024** | **79** | **5** |
| Additions in the scope of consolidation | 1 | 0 |
| Disposals from the scope of consolidation | -14 | -1 |
| **As at December 31, 2025** | **66** | **4** |
| Disposals from the scope of consolidation | -1 | -1 |
| **Stand am 30.06.2026** | **65** | **3** |
| thereof entities abroad | 45 | 2 |
| thereof classified as "held for sale" | 0 | 0 |

Bajaj Mobility AG, the parent company of the Bajaj Mobility Group, was not included in this list.

**CHANGES IN SUBSIDIARIES**

**» CERO Design Studios S.L.**

The Bajaj Mobility Group previously held a 50.01% stake in CERO Design Studios S.L., Barcelona, Spain, and included the company in the consolidated financial statements as a fully consolidated subsidiary. In June 2026, the shares held were sold to the former minority owner, No Limits Management Holding S.L., for a purchase price of EUR k 150.

The related agreement was finally signed on June 23, 2026, and the transaction was completed the following day upon payment of the purchase price, at which point control of the company was transferred to the purchaser. Since initial discussions regarding the liquidation of the company had already begun at the end of March 2026 and the company no longer had any significant assets or liabilities as of the end of May 2026, no transactions took place between June 1 and June 24, 2026, that had a material impact on the company's net assets, financial position, and results of operations. Consequently, in the absence of any objective reasons to the contrary, the deconsolidation was carried out, for the sake of simplicity, as of June 1, 2026.

The result of the deconsolidation is as follows:

| **EUR k** | |
|---|---|
| Non-current assets | 1,187 |
| Current assets | 1,088 |
| Non-current liabilities | 379 |
| Current liabilities | 421 |
| **Net assets disposed** | **1,475** |
| | |
| Means of payment | 150 |
| **Consideration received** | **150** |
| | |
| Net assets disposed | -1,475 |
| Adjustment for one-sided effects related to insolvency proceedings | -489 |
| Non-controlling interests | 982 |
| Consideration received | 150 |
| **Result from deconsolidation (loss)** | **-832** |
| | |
| Consideration received | 150 |
| Disposal of cash and cash equivalents | -927 |
| **Net cash outflow on disposal** | **-777** |

#### OTHER COMPANIES

As of December 31, 2025, the Bajaj Mobility Group classified and measured its 20% stake in KISKA GmbH as “held for sale.” Pursuant to an agreement dated January 14, 2026, the stake in KISKA GmbH held for sale was sold to the previous majority owner, Loxone GmbH, at the carrying amount of EUR k 1,300. This transaction did not result in a gain or loss on disposal for the Bajaj Mobility Group in financial year 2026. The agreement provides for payment of the purchase price in several annual installments, beginning on July 1, 2026. The final payment is scheduled for July 1, 2029.

## 3.7 SEGMENT REPORTING

At Bajaj Mobility AG, business operations are managed on the basis of the two business segments “Motorcycles” and “Bicycles.” For a further explanation of the segments and their structure, please refer to the consolidated financial statements for the 2025 financial year.

As explained there, the “Bicycle” division is in the process of winding down all business activities. Although these activities were largely discontinued in the first half of 2026, the Group still generated revenue from residual activities through the sale of remaining inventory and spare parts. The Bajaj Mobility Group expects that sales of spare parts, in particular – at least in connection with the fulfillment of statutory warranty obligations – will generate additional revenue over the next two years. Against this backdrop, classification as a discontinued operation in accordance with IFRS 5 is not applicable; therefore, segment reporting is presented below in the same manner as in the prior year.

| H1 2026 / 30.06.2026<br>EUR k | Motorrad | Fahrrad | Sonstige | Consolidation | Total |
|---|---|---|---|---|---|
| External revenue | 700,037 | 1,347 | 28 | 0 | 701,413 |
| **Revenue by segments** | **700,037** | **1,347** | **28** | **0** | **701,413** |
| | | | | | |
| Cost of sales | -551,503 | -1,193 | 0 | 0 | -552,696 |
| Selling and racing expenses | -86,894 | -425 | 0 | 0 | -87,319 |
| Research and development expenses | -39,045 | 42 | 0 | 0 | -39,003 |
| Administration expenses | -52,728 | -250 | 5,584 | 0 | -47,394 |
| Other operating income and expenses | -3,402 | 19 | -9 | 0 | -3,392 |
| Effects related to the restructuring gain | 186 | 0 | 0 | 0 | 186 |
| Result from at-equity holdings | 3,442 | 0 | -31 | 0 | 3,412 |
| **Result from operating activities** | **-29,907** | **-460** | **5,573** | **0** | **-24,794** |
| | | | | | |
| **Result before tax** | **-6,276** | **-973** | **107,329** | **-165,590** | **-65,511** |
| | | | | | |
| Investments | 37,424 | 0 | 0 | -161 | 37,263 |
| Depreciation and amortization | -61,573 | 0 | -796 | 0 | -62,369 |
| | | | | | |
| Balance sheet total | 1,533,226 | 20,555 | 2,581,477 | -2,555,638 | 1,579,619 |
| Equity | 572,705 | -330,898 | 2,228,288 | -2,130,155 | 339,939 |
| Working capital employed | 383,038 | -2,930 | 5,566 | 10,233 | 395,907 |
| Net debt | 518,053 | 329,840 | 313,418 | -334,475 | 826,835 |

| H1 2025 / 31.12.2025<br>EUR k | Motorrad | Fahrrad | Sonstige | Consolidation | Total |
|---|---|---|---|---|---|
| Revenue between the segments | 38 | 28 | 3,317 | -3,384 | 0 |
| External revenue | 371,703 | 52,076 | 1,385 | 0 | 425,163 |
| **Revenue by segments** | **371,742** | **52,103** | **4,702** | **-3,384** | **425,163** |
| Cost of sales | -390,461 | -51,482 | 0 | 2,962 | -438,982 |
| Selling and racing expenses | -97,096 | -9,595 | 0 | -526 | -107,217 |
| Research and development expenses | -45,324 | -526 | 0 | -1,523 | -47,372 |
| Administration expenses | -60,381 | -2,094 | -25,921 | 2,699 | -85,698 |
| Other operating income and expenses | -1,658 | 1,008 | 178 | -227 | -699 |
| Expenses relating to impairments according to IFRS 5 | -1,895 | 0 | 0 | 0 | -1,895 |
| Effects related to the restructuring gain | 1,190,150 | 0 | 0 | -3,613 | 1,186,536 |
| Result from at-equity holdings | 952 | 0 | -507 | 0 | 445 |
| **Result from operating activities** | **966,029** | **-10,586** | **-21,547** | **-3,613** | **930,282** |
| **Result before tax** | **1,248,581** | **-17,579** | **-27,651** | **-307,163** | **896,189** |
| Investments | 34,393 | 249 | 1 | 0 | 34,644 |
| Depreciation and amortization | -71,706 | -62 | -1,150 | 0 | -72,919 |
| thereof impairment according to IFRS 5 | -1,895 | 0 | 0 | 0 | -1,895 |
| Balance sheet total | 1,556,799 | 28,326 | 2,568,163 | -2,567,215 | 1,586,073 |
| Equity | 692,043 | -329,705 | 2,108,827 | -2,085,927 | 385,237 |
| Working capital employed | 341,490 | -1,171 | -7,907 | 10,235 | 342,647 |
| Net debt | 435,036 | 333,930 | 375,617 | -346,175 | 798,409 |

Investments in leased assets were excluded from the investments shown above. In H1 2026, additions to leased assets totaled EUR k 6,400 (H1 2025: EUR k 8,844 ).

#### INFORMATION ON GEOGRAPHIC REGIONS

Non-current fixed assets (excluding tax claims and financial instruments), broken down by geographic region, are as follows:

| | Non-current fixed assets | |
|---|---|---|
| **EUR k** | **Jun 30, 2026** | **Dec 31, 2025** |
| Austria | 639,377 | 655,011 |
| Europe (excl. Austria) | 15,074 | 16,570 |
| North America incl. Mexico | 75,196 | 75,642 |
| Other regions | 4,803 | 2,902 |
| **Total** | **734,449** | **750,124** |

For an overview of the breakdown of revenue by geographic region, please refer to Section 2.6 of the Group Interim Management Report.

## 3.8 NOTES TO THE CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND COMPREHENSIVE INCOME

Performance in the first half of the prior year, 2025, was significantly influenced by the insolvency and restructuring phase, during which production came to a complete standstill in some cases and all sales activities were considerably restricted. These restrictions no longer applied in the first half of financial year 2026. Against this backdrop, the figures presented are only comparable to a limited extent.

Revenue increased by EUR k +276,249 compared to the prior year, reaching EUR k 701,413 (+65.0%). Approximately 96.5% (previous year: 94.6%) of revenue was generated outside Austria. Further information on revenue, in particular a breakdown by region and product group, can be found in the Group Interim Management Report, specifically Section 2.6.

In the first half of 2026, gross profit was positive and amounted to EUR k 148,717 (+1,176.2% compared to the previous year), resulting in a gross margin of 21.2% (previous year: -3.3%). In addition to the increase in revenue, a reduction in the cost of goods sold for the services rendered to generate revenue was a key factor in the positive development of the gross margin. The Group's goal is to reduce production costs to a sustainably healthy level through targeted restructuring measures related to cost and supply chain structures. In the second quarter of 2026, production costs were further reduced, on the one hand, by refunds received for U.S. import duties that had been overpaid in the prior year due to regulations that were unclear at the time. This effect totaled EUR k 9,853. On the other hand, the Group faced one-time expenses related to the settlement of former supply contracts; the associated expenses amounted to EUR k 3,651 in the first half of 2026. At the same time, the Bajaj Mobility Group assumed an additional obligation at the end of the first half of 2026 arising from a retail sales promotion, which led to an increase in current financial liabilities from price discounts and a corresponding reduction in revenue of EUR k 5,830.

Sales and motorsports expenses decreased by EUR k -19,898 compared to the prior year, to EUR k 87,319 (-18.6%). While motorsports expenses remained at a similar level to the first half of the prior year (H1 2026: EUR k 26,567, corresponding to a reduction of EUR k -3,056), selling expenses were primarily responsible for this decline. This is primarily due to a reduction in personnel expenses in this area (EUR k -6,393 compared to the prior year) as well as lower transportation expenses (EUR k -5,148) and effects related to the valuation of trade receivables (EUR k -5,847).

Gross development costs in the first half of 2026 decreased by EUR k -11,429 compared to the same period last year, to EUR k 66,863 (-15.2% year-over-year). Taking into account the capitalization of development costs excluding research grants in the amount of EUR k 23,256 (-5.8% year-over-year), the capitalization rate for H1 2026 was 34.8% (H1 2025: 32.1%). Research grants amounted to EUR k 6,723 in the first half of 2026 (-27.8% compared to the prior year). In total, this results in net research and development expenses of EUR k 39,003 (previous year: EUR k 47,372). The low capitalization rate compared to previous years stems from various concurrent circumstances and reasons. Essentially, on the one hand, the implementation of further restructuring measures, as well as the reorganization of existing areas – such as product and production optimizations – and the creation of new sub-areas of research and development activity, for example, regarding the product design department established within the company, are increasingly leading to expenses that cannot be capitalized. On the other hand, the Group's development activities with a focus on motorsports and its increasingly specific needs have changed with respect to the requirements and feasibility of serial models. Furthermore, the Bajaj Mobility Group is concentrating its strategic development activities on a more precisely defined field of activity, which is also part of the restructuring measures.

In the area of administrative expenses, the reduction in expenses incurred was particularly significant at EUR k -38,304 compared to the first half of the previous year. While personnel expenses were also reduced in this area (EUR k -5,878), expenses incurred in the first half of financial year 2026 for external consulting services weighed significantly less on overhead costs; they were reduced by EUR k -32,574, although the high figure from the prior year was attributable to the consulting services required to manage the restructuring process.

Total operating expenses for the first half of 2026 (sales and racing expenses, research and development expenses, and administrative expenses, other operating expenses and income, as well as the result from associated companies accounted for using the equity method) amounted to EUR k 173,510 (previous year: total other operating income EUR k 944,100 due to the restructuring gain of EUR k 1,186,536; excluding the restructuring gain: other operating expenses of EUR k 242,436). This corresponds to a change of -118.4% (excluding restructuring gain: -28.4%); the change excluding the restructuring gain shows that total overhead costs in the first half of 2026 were significantly reduced by more than a quarter compared to the same period of the previous year. The impact of the restructuring gain on earnings is reported as a separate line item in the income statement.

In the first half of 2026, the Group reported effects related to the restructuring proceedings and the prior year's restructuring gain. This is due to the now-completed procedures for determining and paying out, on the one hand, individual creditor claims and, on the other hand, for clarifying conditionally filed or disputed creditor claims. In addition, Austrian insolvency rules grant creditors a multi-year period – depending on the type of claim – to file previously unfiled claims, which may also result in adjustments to the final restructuring gain. The Group continues to assume that there will be no significant late filings that would result in corresponding payments.

Earnings from operating activities (EBIT) amounted to EUR k -24,794 (prior year: EUR k 930,282). Adjusted for effects related to the restructuring gain, this results in a change of EUR k +231,275 or +90.3% (adjusted EBIT H1 2026: EUR k -24,979; H1 2025: EUR k -256,254).

Against this backdrop, the Group achieved an EBIT margin of -3.5% (previous year: +218.8%). Adjusted again for effects related to the restructuring gain, the EBIT margin for the first half of 2026 shows only a slight deterioration of 0.1 percentage points; for the prior year, however, it amounts to -60.3%. It is particularly noteworthy that, in the second quarter of 2026, the Group was able to achieve positive EBIT – adjusted for effects related to the restructuring gain – for the first time since the restructuring phase. This adjusted EBIT amounted to EUR k 965 for Q2 2026 (Q2 2025: EUR k -164,658), corresponding to an adjusted EBIT margin of 0.3% (Q2 2025: -71.4%).

The financial result changed by EUR k -6,624 compared to the prior year and amounts to EUR k -40,717. The financial result consists primarily of interest income, interest expense, and currency valuation effects on bank balances. The reasons for this change between the two half-years are, on the one hand, in particular the suspension of interest offsetting for interest-bearing financial liabilities – which was part of the restructuring process in the prior-year period – and, on the other hand, foreign currency effects. When comparing Q2 2026 to Q2 2025, it is notable that interest expense was significantly reduced due to KTM AG's successful refinancing.

The tax rate for the first half of 2026 corresponds to the best possible estimate of the weighted average effective annual income tax rate expected for the entire financial year. Due to revenue considered tax-exempt and similar factors, the Bajaj Mobility Group's effective tax rate as of June 30, 2026, therefore amounts to 28.2% (previous year: 17.5%). To arrive at the weighted-average annual effective income tax rate, the Group recognized tax income of EUR k 19,354 (prior year: tax expense of EUR k 168,128).

For the reasons stated above, earnings before interest and taxes changed from EUR k 739,325 (excluding restructuring gain: EUR k -447,211) in the prior year to EUR k -47,009 in the first half of 2026.

Other comprehensive income changed during the reporting period primarily due to currency translation differences of EUR k +2,522, which increased equity (prior year: EUR k -9,827). Actuarial gains and losses amounted to -319 EUR k in the first half of 2026 (previous year: EUR k +443).

Comprehensive income reduced the Group's equity by EUR k -44,805 in the first half of 2026 (prior year: EUR k +728,448, which was primarily attributable to the recognized restructuring gain).

## 3.9 NOTES TO THE CONSOLIDATED STATEMENT OF FINANCIAL POSITION AND TO CHANGES IN EQUITY

**» Non-current assets**

The Group's non-current assets decreased by EUR k -1,237 in the first half of the year to EUR k 772,640 as of the balance sheet date of June 30, 2026. While intangible assets and property, plant, and equipment decreased by a total of EUR k -20,392, the increase in deferred tax assets of EUR k 20,217 nearly fully offset this change. The increase in deferred tax assets is primarily attributable to the recognition of tax loss carryforwards.

The positive results of the companies accounted for using the equity method led to an increase in the carrying amount of the recognized equity interests of EUR k +4,717. The decrease in other long-term assets and receivables is primarily attributable to the return of collateral provided; the corresponding balance sheet item changed by EUR k -5,405.

**» Current assets**

In addition to cash and cash equivalents, the Group's current assets, besides cash and cash equivalents, consist primarily of the asset components of working capital employed, i.e. inventories and trade receivables, as well as other current assets and receivables. The changes in current assets for the first half of 2026 also stem primarily from these items.

Inventories remained at the previous year's level, with a change of EUR k -3,493; however, trade receivables increased significantly by EUR k +50,644 to EUR k 165,391 as of June 30, 2026. The balance of receivables sold to third parties through the factoring program changed from EUR k 84,338 as of December 31, 2025 (maximum volume: EUR k 100,000) to EUR k 150,226 (maximum volume: EUR k 150,000; the excess is due to currency translation effects) as of June 30, 2026. The increase in factoring is driven by the raise in the maximum volume agreed upon with the factoring financial services provider in February 2026, followed by the full utilization of the expanded factoring line. The increase in the net trade receivables position is primarily attributable to higher sales volumes in Europe and North America.

In contrast, other current assets and receivables decreased by EUR k -36,500 in the first half of 2026 to EUR k 137,857 as of June 30, 2026. This was primarily due, on the one hand, to the receipt of a cash settlement of a receivable from financial institutions in the amount of EUR k 17,207 in exchange for collateral provided by the Group, as well as areduction in advance payments made for inventory in the amount of EUR k 26,126.

Cash and cash equivalents decreased by EUR k -14,907 in the first half of 2026 to EUR k 122,363 as of June 30, 2026. For the related explanations, please refer to the notes on the consolidated statement of cash flows in subsection 3.10 below.

**» Assets held for sale and disposal groups**

The change in assets held for sale and disposal groups amounted to EUR k -1,432 in the first half of 2026 and consists of various factors described below.

First, in the first half of 2026, the Group sold its 20% stake in KISKA GmbH at the carrying amount of EUR k 1,300. As of December 31, 2025, the shares had already been classified and measured as “held for sale,” so this sale did not result in any effect on income for the Group in the first half of 2026.

Second, sales of inventory classified as “held for sale” – specifically, finished KTM XBOW products – totaling EUR k 1,317 reduced the balance sheet item. The sale of the former subsidiary KTM Sportcar GmbH took place in the second half of financial year 2025. Inventories, which continue to be classified as “held for sale,” consist of finished KTM XBOW products related to the transaction, which are being sold to the purchaser on a rolling basis at their book value. As of June 30, 2026, the remaining inventory of finished KTM XBOW products classified as “held for sale” amounts to EUR k 4,465.

In addition, land and buildings were newly classified, valued, and reported as “held for sale” as of June 30, 2026. These are assets that are no longer in use, and whose sale in the near future was considered highly probable as of the reporting date due to the advanced stage of contract negotiations. On July 30, 2026, the corresponding notarized purchase agreement was finally signed. The transfer of title had not yet been completed as of the balance sheet date. According to the purchase agreement, the transaction will not be fully and legally effective until the purchaser is entered in the land register, which will occur after the balance sheet date, although the Bajaj Mobility Group expects the entry to take place in the near future. The purchase price amounts to EUR k 1,400 and represents the fair value less costs to sell. Since this amount exceeds the carrying amount of EUR k 1,185 recognized on the balance sheet, the Group did not recognize any valuation effect from this transaction as of the reporting date of June 30, 2026.

**» Consolidated equity and changes in consolidated equity**

In the first six months of financial year 2026, consolidated equity decreased by EUR k -45,298 to EUR k 339,939. The main factor behind this was the net loss for the period of EUR k -47,009. Other effects relate primarily to the recognition of foreign currency translation differences outside of profit or loss and the revaluation of net liability from defined benefit pension plans. As of June 30, 2026, the equity ratio was 21.5% (December 31, 2025: 24.3%).

**» Non-current liabilities**

The Group’s non-current liabilities decreased by EUR k -359 in the first half of the year to EUR k 944,057 as of the balance sheet date of June 30, 2026, and thus remained essentially unchanged. The changes in the individual balance sheet items show that obligations for employee benefits increased only slightly, while deferred tax liabilities and other long-term liabilities decreased slightly. These two movements largely offset each other in terms of amount.

In the first half of 2026, KTM AG successfully completed a refinancing. It was granted a long-term loan of up to EUR k 550,000 by an international banking consortium consisting of DBS Bank Limited, J.P. Morgan SE, MUFG Bank Ltd., and HSBC, with the maximum credit line having been fully utilized as of the balance sheet date of June 30, 2026, for the repayments described below. The loan is unsecured, has a term of five years, and carries total financing costs in the low to mid single-digit percentage range. In addition, the loan agreement provides for covenants that must be met cumulatively and that would result in the early call of the loan. The underlying financial ratios include the requirement for positive equity as well as debt-to-earnings ratios, specifically the ratio of net financial debt to EBITDA and the ratio of EBITDA to interest expense.

These covenants are not required to be met until June 30, 2027. The Bajaj Mobility Group does not anticipate that there will be a breach of these covenants or an early call of the loan.

To settle the restructuring quotas within the KTM Group, Bajaj Auto International Holdings BV, Netherlands, an affiliated company, granted KTM AG a restructuring loan in the amount of EUR k 450,000 in financial year 2025. Following successful refinancing, KTM AG repaid this loan in full ahead of schedule in the first half of 2026, including accrued interest in the amount of EUR k 21,619. Utilizing the credit facility from the refinancing also enabled the Group to partially repay the loan provided by Bajaj Auto International Holdings AG, an affiliated company, to its subsidiary Bajaj Mobility AG. Thus, in the first half of 2026, EUR k 77,000 of the loan granted (as of December 31, 2025: EUR k 350,000) was repaid with a cash effect.

**» Current liabilities**

The carrying amount of current liabilities as of the balance sheet date of June 30, 2026, was EUR k 295,623, which is EUR k +39,204 higher than the carrying amount as of the balance sheet date of the previous year.

Current financial liabilities increased by EUR k +13,584, of which EUR k +15,000 is attributable to the reclassification of the current portion of the aforementioned refinancing of KTM AG.

While trade payables (EUR k -6,108), provisions (EUR k +4,097), and tax liabilities (EUR k +169) remained essentially unchanged in total, other current liabilities increased by EUR k +27,462. This increase consists primarily of current payroll liabilities (EUR k +11,953), liabilities to tax authorities (EUR k +4,191), advance payments received (EUR k +3,856), obligations arising from sales bonuses granted (EUR k +3,658), and other current liabilities (EUR k +3,704).

**» Contingent liabilities**

As of the balance sheet date of June 30, 2026, the Group continues to have contingent liabilities totaling to EUR k 10,796 (as of December 31, 2025: EUR k 4,630). For details regarding their nature and explanation, please refer to Note 40 of the Notes to the Consolidated Financial Statements for financial year 2025. The legal classification of the declaration dated August 1, 2024, is currently the subject of legal proceedings. The related legal proceedings are in an early stage, which is why the prospects of success in the proceedings cannot yet be adequately assessed.

In the first half of 2026, the Bajaj Mobility Group primarily provided a bank guarantee in the amount of USD k 6,000 – equivalent to EUR k 5,266 as of June 30, 2026 – as of June 30, 2026, to a U.S. financial institution for the settlement of customs-related matters.

## 3.10 NOTES TO THE CONSOLIDATED STATEMENT OF CASH FLOWS

Compared to the first half of the previous year, free cash flow improved from EUR k -38,485 to EUR k -22,122, representing an increase of EUR k +16,363. Free cash flow consists of cash flow from operating activities in the amount of EUR k 17,321 (previous year: EUR k -61,924) and cash flow from investing activities in the amount of EUR k -39,443 (previous year: EUR k 23,438).

Although gross cash flow remained negative at EUR k -28,218 – primarily due to the net loss for the financial year – an increase of EUR k +131,628 was achieved compared to the first half of the prior year. At the same time, the increase in trade receivables resulted in a negative overall contribution from working capital employed to cash flow from operating activities in the amount of EUR k -36,585. In the prior year, the strongly positive contribution of EUR k +178,645 from working capital employed was primarily driven by the reduction in excess inventory. By contrast, the development of other net assets in the first half of 2026 was positive at EUR k 82,124, representing an increase of EUR k +162,847 compared to the same period of the prior year. The changes in other current and non-current asset and liability items explained in the preceding section 3.9 account for this. In total, these three components result in cash flow from operating activities of EUR k 17,321 for the first half of 2026 (prior year: EUR k -61,924).

Cash flow from investing activities amounted to EUR k -39,443 in the first half of 2026 (prior year: EUR k 23,438). Adjusted for one-time effects from proceeds from the sale of assets classified as “held for sale” and disposal groups, it amounted to EUR k -40,759 in H1 2026 (prior year: EUR k -46,954), which corresponds to an improvement of EUR k +6,195 after adjustment. This increase is primarily due to a reduction in cash-effective investments in intangible assets and property, plant, and equipment as part of the implementation of restructuring measures. While cash outflows of EUR k -54,388 were still incurred in this regard during the first half of the prior year, this issue amounted to only EUR k -40,329 in H1 2026.

Cash flow from financing activities amounted to EUR k 8,545 in H1 2026. Financing activities in the first half of 2026 primarily comprised two transactions involving the raising and repayment of loans. KTM AG was able to complete a refinancing with an international banking consortium and took out a loan of EUR k 550,000, net of transaction costs incurred. This corresponds to the maximum volume of the facility granted. At the same time, the loan of EUR k 450,000 granted by Bajaj Auto International Holdings B.V., Netherlands, an affiliated company, to cover the required restructuring quota, was repaid in full in the first quarter of 2026. The accrued interest of EUR k 21,619 was also settled but is included in gross cash flow and thus in cash flow from operating activities. Utilizing the refinancing credit line also enabled the Group to partially repay the loan provided by Bajaj Auto International Holdings AG, an affiliated company, to its subsidiary Bajaj Mobility AG. Consequently, in the first half of 2026, EUR k 77,000 of the loan was repaid with cash outflow and reported in cash flow from financing activities. Furthermore, the cash repayment of financial liabilities from leases amounted to EUR k 9,800 in the first half of 2026 due to lower investment activity in leased assets, which represents a decrease of EUR k 5,941 compared to the previous year.

## 3.11 NOTES TO FINANCIAL INSTRUMENTS

The measurement categories under IFRS 9 were used to classify and measure assets. The fair value of a financial instrument is determined using quoted market prices for the identical instrument in active markets (Level 1). If no quoted market prices are available for the instrument in active markets, fair value is determined using valuation techniques whose key parameters are based exclusively on observable market data (Level 2). Otherwise, fair value is determined using valuation methods for which at least one parameter is not based on observable market data (Level 3).

The table below shows the carrying amounts and fair values of financial assets (financial instruments on the assets side), broken down by class or measurement category in accordance with IFRS 9. However, it does not include information on the fair value or level of financial assets and financial liabilities that were not measured at fair value if the carrying amount is a reasonable approximation of fair value.

| EUR k | Fair Value-Level | Classification category | Jun 30, 2026 | | Dec 31, 2025 | |
|---|---|---|---|---|---|---|
| | | | Carrying amount | Fair value | Carrying amount | Fair value |
| **Financial assets measured at fair value** | | | | | | |
| Other non-current financial assets | Level 3 | FVOCI (w/o re-cycling) | 16 | 16 | 216 | 216 |
| Trade receivables | Level 3 | FVPL | 13,643 | 13,643 | 2,232 | 2,232 |
| **Total** | | | **13,659** | | **2,448** | |
| **Financial assets not measured at fair value** | | | | | | |
| Cash and cash equivalents | | AC | 122,363 | 122,363 | 137,270 | 137,270 |
| Trade receivables | | AC | 151,748 | 151,748 | 112,515 | 112,515 |
| Other financial assets | | AC | 34,502 | 34,502 | 53,838 | 53,838 |
| **Total** | | | **308,613** | | **303,623** | |
| **Total sum** | | | **322,272** | | **306,071** | |

The table below shows the carrying amounts and fair values of financial liabilities (liability-side financial instruments), broken down by class or measurement category in accordance with IFRS 9. If the information below regarding the fair value or category of financial liabilities not measured at fair value is not provided, the carrying amount represents an appropriate approximation of the fair value.

| EUR k | Fair Value-Level | Classification category | Jun 30, 2026 | | Dec 31, 2025 | |
|---|---|---|---|---|---|---|
| | | | Carrying amount | Fair value | Carrying amount | Fair value |
| **Financial liabilities not measured at fair value** | | | | | | |
| **At amortized cost** | | | | | | |
| Financial liabilities | Level 3 | AC | 949,198 | 958,309 | 935,679 | 947,396 |
| Trade payables | Level 3 | AC | 143,054 | 143,054 | 149,162 | 149,162 |
| Other current and non-current financial liabilities | Level 3 | AC | 48,589 | 48,589 | 42,744 | 42,744 |
| **Total** | | | **1,140,842** | | **1,127,585** | |
| **Total sum** | | | **1,140,842** | | **1,127,585** | |

## 3.12 DISCLOSURES ON RELATED PARTY-TRANSACTIONS

Business relationships with related parties, as described in the consolidated financial statements as of December 31, 2025, are based on arm's-length contracts. Those financial statements also contain detailed explanations of the nature and scope of transactions with related parties.

To settle the restructuring quotas within the KTM Group, Bajaj Auto International Holdings BV, Netherlands, granted KTM AG a restructuring loan in the amount of EUR k 450,000 during the 2025 financial year. As part of the refinancing successfully completed by KTM AG in the first quarter of 2026, this loan, plus accrued interest in the amount of EUR k 21,619, was also repaid in full ahead of schedule in the first quarter of 2026.

Utilizing the credit line from the refinancing also enabled the Group to partially repay the loan provided by Bajaj Auto International Holdings AG to its subsidiary Bajaj Mobility AG. Consequently, in the first half of 2026, EUR k 77,000 of the loan (as of December 31, 2025: EUR k 350,000) was repaid.

## 3.13 SIGNIFICANT EVENTS AFTER THE REPORTING DATE

The notarial purchasing contract relating to the land parcels and buildings classified as "held for sale," as described in Section 3.9, was signed on July 30, 2026. The transfer of ownership, as well as all opportunities and risks associated with the assets, was stipulated therein to take effect upon the purchaser's registration in the land registry, with the Bajaj Mobility Group anticipating that registration will occur promptly. The purchase price remains unchanged at EUR k 1,400 and will be received by the Group upon registration in the land register.

At the end of July 2026, PIERER New Mobility Deutschland GmbH received a final, yet still preliminary notice from the tax audit in Germany. This notice essentially contains a mutual agreement between the company and the German tax authorities regarding the payment of taxes arising from cross-border asset transfers in the amount of approximately EUR k 3,000. The aim of the agreement was to conclude the tax proceedings promptly and with legal certainty in light of the requested liquidation of PIERER New Mobility Deutschland GmbH. Based on the double taxation treaty between Germany and Austria, the Group considers it highly likely that this expense can be claimed for tax purposes in Austria. For the estimation of the weighted average effective annual income tax rate, these opposing factors are, in aggregate, of only minor significance. Therefore, there are no material effects recognized in this interim financial report.

After the balance sheet date, a legislative amendment was passed in Austria to raise the corporate income tax rate from the current 23% to 24% in the future. Since the legislative decisions were not made until after June 30, 2026, the legislative amendment had not yet been substantively enacted as of the balance sheet date and was therefore not taken into account in the measurement of deferred taxes as of June 30, 2026. The increase in the corporate income tax rate is scheduled to apply to financial years beginning after January 1, 2028. The Group is monitoring the ongoing legislative implementation and will account for the effects of the increased corporate income tax rate on current and deferred tax positions in the second half of 2026.

Other events occurring after June 30, 2026, that are material to the measurement of assets and liabilities are either reflected in this interim financial report or are not known.

# 4 STATEMENT OF ALL LEGAL REPRESENTATIVES

## DECLARATION OF THE EXECUTIVE BOARD ACCORDING TO § 125, PARAGRAPH 1, ITEM 3 OF THE AUSTRIAN STOCK EXCHANGE ACT

We confirm to the best of our knowledge that the interim financial statements give a true and fair view of the assets, liabilities, financial position and profit or loss of the group as required by the applicable accounting standards and that the group interim management report gives a true and fair view of important events that have occurred during the first six months of the financial year and their impact on the interim financial statements, of the principal risks and uncertainties for the remaining six months of the financial year and of the major related party transactions to be disclosed.

Mattighofen, on August 27, 2026

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|---|---|
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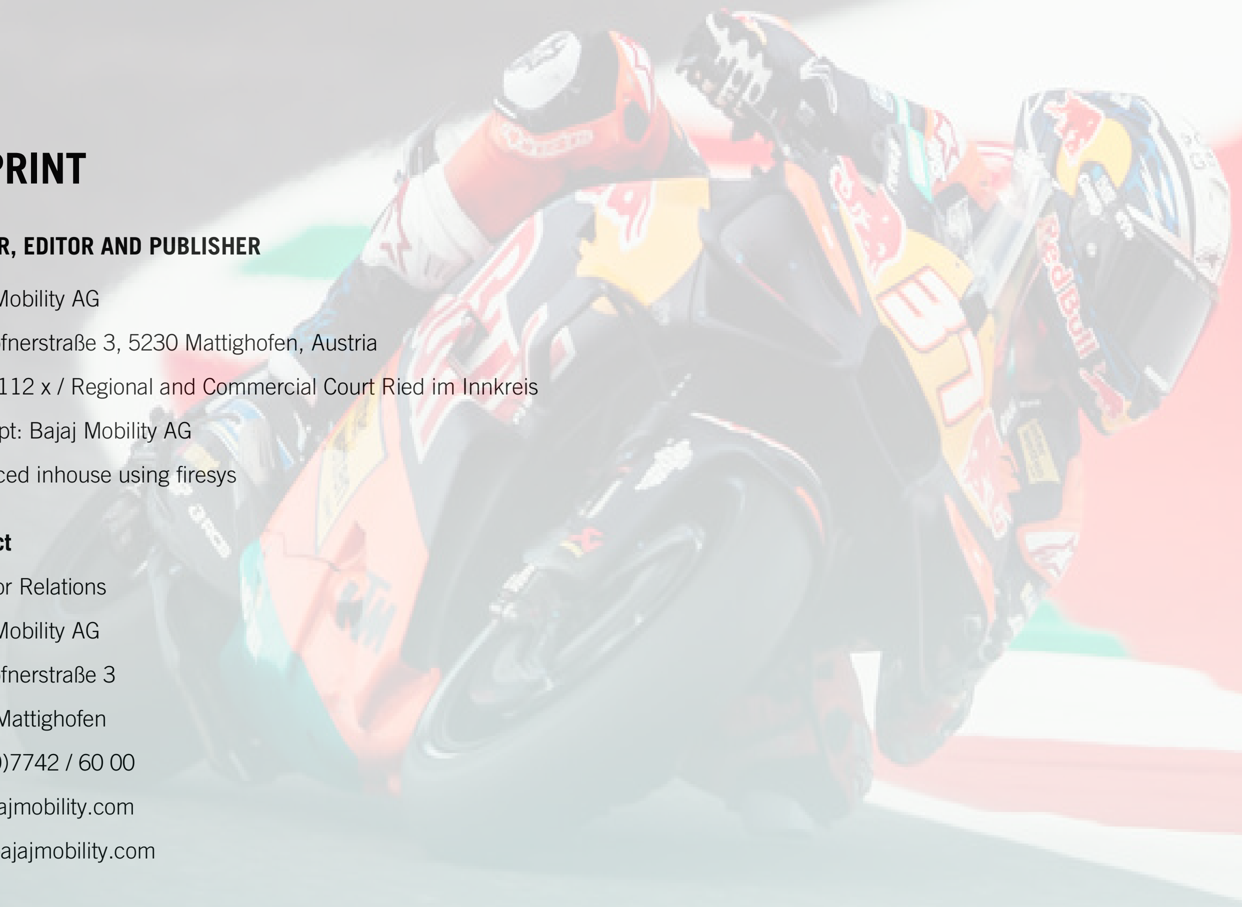

Photo: Rob Gray Pedro Acosta - Round 7 MotoGP 2026 - Autodromo Internazionale del Mugello (ITA)