TERMS AND CONDITIONS

Governing the Media Statement / Public Claim

regarding Potential Additional Profit of up to ₹15 Lakh over 5 Years
from the Blazo i-TRK due to up to 10% Higher Fuel Economy

(Calculated vis-à-vis the Customer's Current Comparable Vehicle under Like-to-Like Conditions)

Issued by: Mahindra Truck and Bus Division (a division of Mahindra & Mahindra Ltd.)
Effective Date: 15 August 2026
Applicable to: All public communications, advertisements, media statements, press releases, brochures, digital content, social media posts, dealer communications, and any other representations that refer to or rely upon the above claim.

These Terms and Conditions ("T&Cs") govern the interpretation, use, publication, and reliance upon the claim that the Blazo i-TRK can deliver up to ₹15 lakh additional profit over a period of 5 years arising from up to 10% higher fuel economy, calculated on the basis of 8,400 km monthly running. The additional profit is measured strictly as the difference in fuel-related operating cost between the Blazo i-TRK and the customer's current vehicle under like-to-like conditions. By referring to, publishing, sharing, quoting, or relying upon the said claim in any form whatsoever, the reader, recipient, media organisation, dealer, or customer acknowledges and agrees to be bound by these T&Cs in their entirety.

1. Nature of the Claim

1. The statement is an illustrative, estimated, and conditional projection based on internal company calculations, controlled testing, simulations, and/or aggregated operational data available to the Company as of the date of the statement.
2. The words "up to" are used deliberately and signify the maximum potential under a specific set of optimal assumptions and conditions. They do not represent a guarantee, warranty, average, median, typical, or assured outcome for any customer or fleet.
3. "Additional profit" means solely the estimated reduction in fuel cost (and the consequent positive impact on operating profit) that may arise when the Blazo i-TRK is compared with the customer's current available vehicle. The claim does not take into account any other operating costs, revenues, financing costs, taxes, insurance, residual value, downtime, or commercial factors.
4. The claim is comparative in nature. It has meaning only when the Blazo i-TRK is evaluated against the customer's existing vehicle under the strict like-to-like requirements set out in Section 2 below.

2. Like-to-Like Comparison Requirements

The claim of additional profit is valid only when the comparison between the Blazo i-TRK and the customer's current vehicle satisfies all of the following like-to-like criteria simultaneously. Failure to meet any one of these criteria renders the stated figure inapplicable.

a) **Like-to-like Model and Segment:** The current vehicle must belong to the same commercial vehicle segment and a comparable Gross Vehicle Weight (GVW) or Gross Combination Weight (GCW) category as the specific Blazo i-TRK variant under consideration.

b) **Like-to-like Engine and Powertrain Specifications:** The current vehicle must have a similar engine capacity (displacement), the same number of cylinders (for example, a 4-cylinder engine cannot be compared with a 6-cylinder engine), the same fuel type (diesel), and the same or equivalent emission norms (for example, BS6 / BS6 OBD-II). Significant differences in engine architecture, cylinder configuration, capacity, fuel system, or emission compliance level render the comparison invalid.

c) **Like-to-like Application:** Both vehicles must be deployed in the same primary application (for example, long-haulage, tipper, tractor-trailer, bulk carrier, container, tanker, or car carrier). Comparison across different applications is not permitted.

d) **Like-to-like Driving and Route Conditions:** The comparison must be based on back to back, identical route profiles, terrain (plain, ghat, or mixed), average operating speed, traffic density, and overall operational pattern.

e) **Like-to-like Load Conditions:** Both vehicles must operate at same payload levels relative to their respective rated capacities and under similar load distribution practices.

f) **Like-to-like Configuration and Condition:** The current vehicle must be in a standard, unmodified original equipment manufacturer (OEM) configuration. No unauthorised mechanical, electronic, or software alterations are permitted. The age, maintenance history, and tyre condition of the current vehicle must be reasonably comparable for a fair assessment.

g) **Like-to-like Driver and Operational Practices:** Driving style, idle-time management, gear selection, use of recommended drive modes, and adherence to eco-driving practices must be equivalent. Preferably, the same set of drivers should operate both vehicles during any comparative evaluation.

h) **Like-to-like Fuel and Environmental Factors:** The same fuel quality grade, similar ambient temperature and weather conditions, and comparable tyre pressures must be maintained throughout any comparative assessment.

If the customer's current vehicle does not satisfy the above like-to-like requirements, the claim of up to ₹15 lakh additional profit has no applicability and cannot be relied upon in any manner.

3. Key Assumptions Underlying the Calculation

The figure of up to ₹15 lakh is derived solely from the following core assumptions (among others that remain proprietary to the Company):

- Monthly running distance of 8,400 km, assumed constant throughout the evaluation period; This is not applicable for in port, short haul, special applications or tippers.
- Evaluation period of 5 years (60 months), resulting in a total distance of approximately 5,04,000 km;
- Fuel economy improvement of up to 10% higher than the customer's current comparable vehicle when both are operated under the like-to-like conditions defined in Section 2;
- An assumed constant average diesel price as on the date of this document release used purely for modelling purposes (actual market prices fluctuate daily by location and over time and may differ the ₹15 lakh figure);
- Only the differential in fuel cost is considered; all other operating costs, revenues, financing costs, taxes, insurance premiums, residual values, and costs associated with downtime are assumed to remain unchanged;
- Both the Blazo i-TRK and the current vehicle are operated in their original OEM configuration without any unauthorised modifications;
- Ideal or controlled operating conditions consistent with the Company's internal assessment protocols.

Any deviation from the above assumptions, or any failure to maintain the like-to-like conditions, will materially alter (and in most cases reduce) the outcome. The detailed calculation methodology, the exact baseline fuel economy of the reference vehicle used internally, and the precise fuel price assumption remain proprietary to the Company and will not be disclosed publicly.

4. Conditions Required for Realisation of the Claimed Benefit

Achievement of results approaching the stated figure is possible only if all of the following conditions are continuously satisfied in respect of the Blazo i-TRK:

i) The vehicle is maintained strictly in accordance with the Company's recommended service schedule, using only genuine parts, oils, AdBlue and lubricants;

j) The vehicle is operated by trained drivers who consistently utilise the recommended features, and insights available through the iMAXX (or equivalent) digital platform;

k) Fuel ad AdBlue of the quality grade recommended by the Company is used at all times;

l) Tyres are maintained at the correct pressure and are as per OEM standard fitment and maintained strictly as per Company recommendations;

m) The vehicle is not overloaded beyond its rated GVW or GCW and is operated predominantly on routes and under load profiles consistent with the internal assessment conditions;

n) No mechanical, electronic, or software modifications of any kind (including chip tuning, exhaust system alterations, or interference with the telematics system) are carried out;

o) The iMAXX telematics system (or the equivalent Company digital platform) remains active and the data generated is actively utilised for continuous improvement of driving and operational practices.

p) This is not applicable for in port, short haul, special applications or tippers.

5. Factors That Will Cause Actual Results to Differ

Even when a genuine like-to-like comparison is undertaken, actual fuel economy and therefore the quantum of additional profit will vary, often materially, on account of the following factors (without limitation):

- Differences in driver behaviour, skill level, and consistency of driving practices;
- Variations in terrain, traffic conditions, altitude, and road surface quality;
- Ambient temperature, weather, monsoon effects, and seasonal variations;
- Actual payload levels and load distribution practices relative to rated capacity;
- Fuel quality variations across regions, suppliers, and filling stations;
- Age, cumulative kilometres, maintenance history, and component wear of the current vehicle being compared;
- Idle time, congestion, and day-to-day operational practices;
- Fluctuations in diesel prices over the five-year period;
- Any periods of downtime or non-operation of either vehicle.

Individual results will almost invariably differ from the stated figure. The “up to ₹15 lakh” amount represents a best-case potential under optimal like-to-like conditions and is neither an expected nor an average outcome.

6. Important Disclaimers

- The claim is not a promise, warranty, representation, undertaking, or guarantee of any particular level of fuel economy, cost saving, or additional profit.
- The claim is provided strictly for illustrative and informational purposes. It should not form the sole or primary basis of any purchase decision, financing decision, fleet replacement decision, or any other commercial decision.
- Past performance data, internal test results, customer testimonials, or any other historical information do not guarantee future results for any specific customer or fleet.
- Comparison of the Blazo i-TRK with a vehicle that is not like-to-like (different segment, different application, different engine capacity or cylinder configuration, different emission norms, significantly different age or technology generation, modified configuration, or materially different operating conditions) renders the claim wholly inapplicable.
- The Company reserves the absolute right to modify, qualify, withdraw, or update the claim and these T&Cs at any time without prior notice and without assigning any reason.

7. No Third-Party Rights

Nothing in these T&Cs or in the claim creates any right enforceable by any third party. The claim does not constitute an endorsement of any particular customer’s operations, fleet performance, or commercial results.

8. Governing Law and Jurisdiction

These T&Cs and any dispute, controversy, or claim arising out of or in connection with the claim or these T&Cs shall be governed by and construed in accordance with the laws of India. Subject to the exclusive jurisdiction of the competent courts at Mumbai, Maharashtra.

9. Severability

If any of these T&Cs is held to be invalid, illegal, or unenforceable by a court of competent jurisdiction, such provision shall be modified to the minimum extent necessary to make it valid and enforceable, or if modification is not possible, shall be severed. The remaining T&Cs shall continue in full force and effect.

10. Entire Understanding

These T&Cs constitute the entire understanding between the Company and any person relying upon the claim with respect to the subject matter hereof and supersede all prior oral or written statements, representations, warranties, or understandings relating to the same subject.

For any clarification regarding these Terms and Conditions, please contact:

Mahindra Truck and Bus Division
Through the official channels listed on www.mahindratruckandbus.com

Mahindra Truck and Bus Division
A division of Mahindra & Mahindra Ltd.