Position of the management on the countermotions for the Annual Meeting of the Shareholders to be held on April 1, 2015

The Board of Management and the Supervisory Board maintain their motions as presented in the Agenda and state their positions on the countermotions as follows:

Export of military vehicles

The export of products in a correct manner and in conformance with the law has always been a fundamental principle of responsible business conduct for Daimler. We adhere to the strict restrictions of legislation on the supply of military goods. Furthermore, we give due consideration to the assessment of the German government on the political situation in the respective countries. When no positive advance information is provided, export permits are not even applied for. In this context, we would like to point out that the German government applies strict criteria when deciding on export permits and accordingly does not grant export permits for the supply of military vehicles in crisis areas and war zones.

Furthermore, we have introduced internal processes for transactions with governments and government-related organizations, including our own critical review. In certain cases, this also entails doing without business that could be transacted in accordance with the law.

It is true that Daimler produces military vehicles, but these vehicles do not carry weapons. A possible protective version serves to protect the occupants and is therefore neither aggressive nor offensive.

Accusations relating to the military dictatorship in Brazil

Daimler has so far been contacted neither by the Brazilian authorities nor by the Truth Commissions, which are investigating violations of human rights during the military dictatorship. We are following the work of the Commissions and started our own broadly based investigations some time ago. Our own research has not yet revealed any indications of support for the former military regime in Brazil. And we have not found any evidence for the claim that Mercedes-Benz Brazil financially supported OBAN, the semi-state organization composed of military and police personnel (Operação Bandeirante). Neither can such evidence be found in the final report of the national Truth Commission. Respecting and protecting human rights are of key importance for Daimler. We are of course willing to support the authorities with clarification of the facts.

Toll Collect

The operator agreement between the Federal Republic of Germany and the Toll Collect consortium always included an option for the German government to extend the agreement for a total of another three years until August 2018. In December 2014, the federal government exercised the contractual extension option and thus extended the agreement until August 2018. It is not the case that Daimler or Toll Collect “succeeded in achieving an extension.” The extension ensures that the federal government continues to have a stable
and disturbance-free system for the collection of tolls. We are pleased about this clear demonstration of trust.

In the Toll Collect case of arbitration, the federal government is demanding compensation for damages and contractual penalties. In addition, the federal government is retaining a part of Toll Collect’s remuneration. We regard the demands and the retention as unjustified and are therefore defending our position. The case will be continued in 2015.

In the operator agreement, strict confidentiality was agreed upon with the Federal Republic of Germany. We are adhering to this contractual provision. According to our information, the extension of the agreement with Toll Collect was the subject of several small interpolations in the German parliament (Bundestag), which were answered by the federal government (e.g. small interpolation by DIE LINKE of December 19, 2014, Parliamentary Documentation 18/3667; small interpolation by BÜNDNIS 90/DIE GRÜNEN of April 11, 2014, Parliamentary Documentation 18/887). In addition, the extension of the agreement was discussed by the Transport Committee and the Budget Committee of the Bundestag. So in our view, there is no question of a "removal of public-democratic control."

**Period of abstinence for politicians / move of Eckart von Klaeden**

The Berlin Public Prosecutor’s Office discontinued its investigations of Eckart von Klaeden, Head of External Affairs at Daimler AG, on January 26, 2015. This confirms the conviction of Daimler AG that all parties involved acted correctly.

We fundamentally regard an exchange between politics and business as reasonable and very important. In this context, we see the existing regulations of the EU institutions for politicians moving to business positions as a pragmatic solution that supports such an exchange between business and politics. It would be a good thing if comparable regulations existed in all member states, because that would create uniform understanding throughout Europe and would avoid suspicion. We welcome the fact that there is soon to be a law also in Germany that will regulate the details of such moves.

**QR code for emergency services**

Since 2013, Daimler AG has marked all new Mercedes-Benz cars with a QR code system, which provides emergency personnel solely with specific technical vehicle details. These details include the location in the vehicle of airbags, batteries, tanks, electrical wiring, pressure cylinders and other components relevant for rescue work (e.g. high-voltage cables). Older vehicles can be retrofitted accordingly.

Irrespective of the fact that mere ideas cannot be patented, Mr. Schlappal claims to have been hindered in the marketing of his own emergency code focused on personal health data by the introduction of the QR code system for Mercedes-Benz cars, although the two concepts are different from each other and it is incomprehensible how Mr. Schlappal’s intellectual property could have been encroached upon.

Contrary to the impression that Mr. Schappal creates in his countermotion, the QR code system for Mercedes-Benz cars is not a necessity or a condition for registration for electric or hybrid vehicles, but is to be regarded as a contribution towards improving traffic safety, to which Mercedes-Benz has traditionally felt an obligation.
Daimler AG applied for a patent for the Mercedes-Benz QR code system at the German Patent and Trademark Office (DPMA) in Munich in early August 2011. After publication of this patent application by the DPMA in May 2012, Daimler decided not to pursue this patent application any further in order to make this safety-relevant technology freely available to everyone. This was duly mentioned in the press release criticized by Mr. Schlappal. At the time when the patent application was withdrawn, Daimler AG had not received any notification concerning the possibility of obtaining a patent. The accusation that the public was falsely informed is therefore expressly rejected. Furthermore, the objection that a possible dispute with Daimler AG could not be ruled out is incomprehensible. Mr. Schlappal was informed from the start that Daimler AG had no objections to the public description of his emergency code.

Stuttgart, March 2015
Daimler AG