

May 6, 2015

World premiere on US highway: Daimler Trucks drives first autonomous truck on public roads

- **Freightliner Inspiration Truck with Highway Pilot becomes world's first autonomous truck to be granted a license for road use in the State of Nevada**
- **Brian Sandoval, Governor of Nevada, and Dr. Wolfgang Bernhard, member of the Daimler AG board responsible for Trucks and Buses, take first autonomous drive on a US highway near Las Vegas**
- **Initial research findings of Daimler Trucks show autonomous driving relieves the strain of truck drivers**
- **Dr. Bernhard: "The license for road use in the USA marks an important milestone in the story of the autonomous truck."**
- **Martin Daum, President and CEO of Daimler Trucks North America: "After successfully introducing our Super Truck study, we again underline our technology leadership by presenting the Freightliner Inspiration Truck, which demonstrates how our society, environment and economy can benefit from autonomous driving trucks."**

Stuttgart / Las Vegas, Nevada – Today Daimler Trucks became the world's first manufacturer to be granted a road license for an autonomous heavy-duty truck. The first journey in the so-called Freightliner Inspiration Truck, which took place on US highway 15 in Las Vegas, was made by Brian Sandoval, Governor of Nevada, and Dr. Wolfgang Bernhard. The truck is equipped with the intelligent Highway Pilot system for autonomous driving. The state of Nevada licensed two Freightliner Inspiration Trucks for regular

operation on public roads. Daimler Trucks is the global leading truck manufacturer and, with the Freightliner brand, also the biggest producer in the U.S.

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Highway Pilot system to be developed to series production standard

Transport in the future must be even safer, more efficient and more networked – this is the aspiration that Daimler Trucks has expressed in the new Freightliner Inspiration Truck. In July of last year, Daimler Trucks provided the world’s first demonstration of an autonomous truck in action when the Mercedes-Benz Future Truck 2025 drove along a cordoned-off section of the A14 autobahn near Magdeburg. Now, the first appearance of the Inspiration Truck on a public road in the U.S. marks the logical next step on the journey to series production. In the last few months the technology has been tested over many thousands of kilometers and configured for use in U.S. highway traffic.

“We are in a unique position among manufacturers that we are able to implement technologies across all business units and brands. We have transferred our Highway Pilot system to our U.S. Freightliner brand within a very short time frame and developed it for the world’s first autonomous truck to be licensed for road use,” reports Dr. Bernhard.

Freightliner Inspiration Truck: Revolutionary technology will be tested on public roads

The Freightliner Inspiration Truck is based on the series-produced US Freightliner Cascadia Evolution model, but with the addition of the Highway Pilot technology. The latter comprises a front radar and a stereo camera plus tried-and-tested assistance systems such as the Adaptive Cruise Control+, as seen in the Mercedes-Benz Actros. For licensing on public roads in Nevada, the technology was further developed and the excellent interaction of components extensively tested. As part of the truck’s so-called Marathon Run, the Freightliner Inspiration Truck covered over 10,000 miles (over 16,000 kilometers) on a test circuit in Germany.

“The Freightliner Inspiration Truck is all about more sustainable transport, for the benefit of the economy, society and consumers alike. It remains our goal to be in a position to offer the Highway Pilot in series-produced vehicles from the middle of the coming decade. With licensing for road use in the USA we have reached an important milestone in

autonomous truck driving,” emphasizes Martin Daum, President and CEO of Daimler Trucks North America (DTNA).

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“Daimler Trucks is actively urging dialogue with politicians, authorities and all other parties involved. Our next goal is to test the Highway Pilot technology on public roads in Germany too. Preparations are already under way”, Dr. Bernhard adds.

Consistent continuation of Freightliner Trucks technology strategy

With Daimler Trucks North America and the brands Freightliner, Western Star and Thomas Built Buses, the company is the clear market leader in the U.S. Its success can largely be attributed to the technological advantages of Daimler Trucks, which ensure optimum operating costs, reliability and service offerings for customers. Daimler Trucks focuses both globally and in North America on the strategically vital aspects of efficiency, safety and connectivity.

For example, the long-distance **Freightliner Cascadia Evolution** truck is the most fuel efficient truck on the NAFTA market. The Cascadia Evolution can be fitted with the integrated Detroit powertrain, including the automated DT12 transmission. When compared with its EPA 2010 Cascadia predecessor, the Cascadia Evolution is up to seven percent more fuel efficient. The Cascadia Evolution is equipped as standard with the Detroit Connect telematics system. Detroit Connect includes an on-board diagnosis system and a fleet monitoring system. The Detroit Connect can determine the cause behind fault messages during the journey. For example, a real time report on the technical status of the engine is transmitted to the Detroit Customer Service Center where the data is analyzed and recommended corrective measures are then emailed to the driver. Detroit Connect can significantly reduce repair costs and increase operating times by up to six percent.

Martin Daum: “We are concentrating on our strengths when it comes to efficiency, safety and connectivity, and thereby sustainably securing our technological leadership. So we remain best-in-class when it comes to lowering real cost of ownership and are highly valued by our customers.”
Daum adds: “With our innovative Super Truck, we have recently presented an important component of our strategy to make future road transportation as environmentally friendly and fuel efficient as possible. With the Freightliner Inspiration Truck we now demonstrate how our society, environment and economy can benefit from autonomous driving trucks.”

The **Freightliner SuperTruck** made its debut at the end of March at the Mid-America Trucking Show, the biggest commercial vehicle show in the U.S. In addition to the existing series-production vehicles the SuperTruck from Freightliner shows how targeted measures in aerodynamics, energy management, the use of an intelligent powertrain and other levers can further reduce fuel consumption. For example, the SuperTruck is equipped with the DT12 automated transmission and predictive technology that controls the vehicle speed using GPS and digital 3D maps. In test drives, the SuperTruck at a weight of 29.5 metric tons (65,000 lbs GVWR) consumed an average of about 19 liters of fuel per 100 kilometers (12.2 mpg) at a speed of around 100 km/h (65 mph). In this weight category regular consumption to date has been around the 39 liter mark.

The **Freightliner Inspiration Truck** represents the third demonstration of the consistent way in which the Freightliner Trucks technology strategy has developed in the USA. As a global commercial vehicle manufacturer Daimler is demonstrating how intelligent technologies can be rolled out across Group brands within the shortest time frame. Daimler Trucks' worldwide platform strategy in particular allows economies of scale to be made.

Despite the common technologies, the Freightliner Inspiration Truck, the Mercedes-Benz Future Truck and both brands' standard vehicles are independent vehicle concepts which are adapted to the appropriate market and set of demands.

This document contains forward-looking statements that reflect our current views about future events. The words "anticipate," "assume," "believe," "estimate," "expect," "intend," "may," "can," "could," "plan," "project," "should" and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a worsening of the sovereign-debt crisis in the euro zone; an increase in political tension in Eastern Europe; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, epidemics, acts of terrorism, political unrest, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending official investigations and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which we describe under the heading "Risk and Opportunity Report" in Daimler's most recent Annual Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume

any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.

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Further Investor Relations information on Daimler is available on the Internet via www.daimler.com/investors and on handhelds via www.daimler.mobi/ir.

If you have any questions, please contact our Investor Relations Team:

Bjoern Scheib

Tel. +49/711-17-95256

Lutz Deus

Tel. +49/711-17-92261

Alexander Vollmer

Tel. +49/711-17-97778

Rolf Bassermann

Tel. +49/711-17-95277

Julian Krell

Tel. +49/711-17-99320

Dr. Stephan Georg Schoen

Tel. +49/711-17-95361

E-mail: ir.dai@daimler.com