

July 28, 2015

Daimler and Renault-Nissan Alliance Start Manufacturing Joint Venture in Mexico

- **Manufacturing joint venture called COMPAS (Cooperation Manufacturing Plant Aguascalientes).**
- **To build plant for the production of next-generation premium compact vehicles for the brands Mercedes-Benz and Infiniti.**
- **COMPAS led by international management team from Daimler and Nissan.**

AGUASCALIENTES, Mexico – Five years after their strategic cooperation was established, Daimler and the Renault-Nissan Alliance have significantly expanded their collaboration with the start of a manufacturing joint venture in Aguascalientes in central Mexico.

The new business entity COMPAS (Cooperation Manufacturing Plant Aguascalientes) is 50:50 owned by Daimler and Nissan. The partners will invest a total of US\$1 billion in COMPAS which will oversee the construction and operation of a manufacturing plant for the production of next-generation premium compact vehicles for the brands Mercedes-Benz and Infiniti.

The state-of-the-art plant will be located near the Nissan Aguascalientes A2 plant. It will have an initial annual production capacity of more than 230,000 vehicles and will create about 3,600 direct jobs by 2020. Depending on the market development and

customer demand, there will be the potential to add additional capacity. Production of Infiniti vehicles will begin in 2017, first Mercedes-Benz vehicles will roll off the line in 2018.

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COMPAS is led by an international management team from Daimler and Nissan: Ryoji Kurosawa is Chief Executive Officer (CEO); Uwe Jarosch is Chief Financial Officer (CFO) and Glaucio Leite is Chief Quality Officer (CQO).

The decision-making process of COMPAS is supported by a Board of Directors made up of three executives from each company. The board members from Daimler are: Michael Göbel, Head of Production Compact Cars, Mercedes-Benz Cars; Axel Harries, Head of Quality Management, Mercedes-Benz Cars; and Christian Schulz, Head of Controlling, Mercedes-Benz Cars Operations. The Nissan executives are: Armando Avila, Manufacturing VP, Nissan Mexico; Carlos Servin, Finance VP, Nissan North America; and Takehiro Terai, Total Customer Satisfaction VP, Nissan North America.

“COMPAS is an outstanding example of the global reach of the Renault-Nissan Alliance and Daimler cooperation. Together we are combining the manufacturing expertise of Nissan and Daimler in one production plant in Mexico for the production of next-generation premium compact cars,” said COMPAS CEO Kurosawa.

“Aguascalientes was selected as the location for this new plant thanks to the state’s well-established supplier base and Nissan’s track record in highly efficient manufacturing in Mexico for more than three decades,” he added.

Kurosawa has more than 30 years’ manufacturing experience at both Nissan and Infiniti. In his last position as General Manager of the Tochigi Plant in Japan, he was in charge of the production and quality of Infiniti, including the Infiniti Q50 flagship sedan.

“With COMPAS, Mercedes-Benz Cars will for the first time have a production location for compact cars in the NAFTA region and will thus be able to serve its customers close to the market in a flexible and efficient manner,” said COMPAS CFO Jarosch.

During more than 40 years at Daimler, Jarosch has completed various and largely international assignments in finance and controlling. In his last position as CFO of the Mercedes-Benz passenger cars business in India, he had a responsible role in the significant expansion of the local production and the sales network in the country.

“By incorporating the best from both companies in terms of manufacturing and quality processes, we will produce top-quality products, maximize resources, and optimize costs at the same time. We are also making sure that both brands’ quality requirements and identities are safeguarded,” added COMPAS CQO Leite.

During 24 years at Daimler, Leite has taken over various functions in production and planning at Mercedes-Benz commercial vehicles as well as passenger cars in Brazil and Germany. In his last position, after several project assignments at the passenger car plants in the USA and China, he oversaw preparations for the final assembly of the next-generation E-Class at the Mercedes-Benz Sindelfingen plant in Germany.

As announced in June 2014, Daimler and Infiniti will also cooperate in the development of the next-generation premium compact vehicles for the brands Mercedes-Benz and Infiniti. The two partners will closely collaborate at every stage of the product creation process. Brand identity will be safeguarded as the Mercedes-Benz and Infiniti vehicles will clearly differ from each other in terms of product design, driving characteristics, and specifications.

Daimler and Nissan will also produce the next-generation premium compact cars at other production locations around the world, including Europe and China.

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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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