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Daimler and Uber join forces to bring more self-driving vehicles on the road

- **Daimler and Uber sign general agreement on the intended supply and operation of self-driving Mercedes-Benz vehicles on Uber's network**

Stuttgart/ San Francisco – Daimler and Uber today announced an agreement on their intent to cooperate on the supply and operation of self-driving vehicles. Under the terms of the cooperation Daimler plans to introduce self-driving vehicles also on Uber's global ridesharing network in the coming years. Daimler is the first auto company to join with Uber as it opens up its platform for manufacturers to introduce their own self-driving cars.

With its new corporate strategy entitled CASE – which stands for “Connected”, “Autonomous”, “Shared & Services” and “Electric” – Mercedes-Benz Cars is marking out the cornerstones for its future success and the reshaping of mobility. This agreement is the next step into the future of shared and autonomous driving. Daimler is a pioneer when it comes to self-driving vehicle technologies. The new Mercedes-Benz E-Class is the world's first series-production vehicle to be awarded a test licence for autonomous driving in the US state of Nevada. With its Highway Pilot system, Daimler Trucks is now the world's first truck manufacturer with plans to develop an autonomous driving system for use in commercial vehicles.

Uber has assembled a strong self-driving engineering group with its Advanced Technology Group, which is testing self-driving vehicles on the road in the US. Uber's Otto division is also working on self-driving trucks. And Uber has valuable experience that comes from running a ridesharing and delivery network across 74 countries.

Each company will benefit from the other's industry-leading capabilities in research and development of autonomous driving and network operations.

Page 2

“As the inventor of the automobile, Daimler aims to be a leader in autonomous driving – one of the most fascinating aspects of reinventing mobility”, said Dieter Zetsche, Chairman of the Board of Management of Daimler AG and Head of Mercedes-Benz Cars. “Mobility service providers offer an ideal platform for autonomous driving technology and Uber is a leading mobility platform company. The real revolution in future mobility lies in intelligently linking the four major trends we call CASE: connectivity, autonomous driving, sharing and electric mobility. And we will certainly be the driver of these changes.”

Travis Kalanick, CEO and Co-Founder of Uber, said: “Self-driving technology holds the promise of creating cities that are safer, cleaner and more accessible. But we can't get to that future alone. That's why we're opening up the Uber platform to auto manufacturers like Daimler. By combining Daimler's and Uber's technological strengths, more people can get access to reliable transportation at the push of a button.”

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 deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, acts of terrorism, political unrest, armed conflicts, 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 government investigations or of investigations requested by governments 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 the current 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.

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

Christian Crusen

Tel. +49/711-17-97778

Julian Krell

Tel. +49/711-17-99320

Daniel Eichele

Tel. +49/711-17-92104

Rolf Bassermann

Tel. +49/711-17-95277

Edith Callsen

Tel. +49/711-17-97366

Viktor Schmidt

Tel. +49/711-17-76169

Page 3

E-mail: ir.dai@daimler.com