

## Investor Relations Release

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### **Daimler and HERE to bring HD Live Map to future Mercedes-Benz models**

- **Highly precise maps will be a key element for autonomous driving**
- **Data from car sensors enables near real-time map “self-healing”**
- **HD Live Map complements ADAS applications for more safety**

Amsterdam/Stuttgart – Daimler and HERE Technologies have teamed up to make HERE HD Live Map an integral part of Daimler’s autonomous driving technology. With these efforts both companies are laying the groundwork for upcoming generations of highly automated and autonomous Mercedes Benz vehicles\* to come to market with the benefits of HD Live Map on board. For Daimler this is a logical step as the current E- and S Class models and the new A Class are already using maps from HERE.

Highly precise digital maps are a key component for advanced driver assistance systems (ADAS) and autonomous driving. The machine-readable, cloud-based HD Live Map allows an automated vehicle to effectively ‘see around corners’ and consists of multiple layers of information essential for it to know where exactly it is, what lies ahead and what it should do in various scenarios.

#### **Maps from cars for cars: self-healing maps require large amounts of vehicle sensor data**

HERE has created HD Live Map to be “self-healing”. This means it can reflect dynamic changes in the road environment and update itself accordingly in near real-time. This enables vehicles to proactively adjust to changing road conditions – for example, switching lanes and adjusting speed ahead of time in the case of an upcoming lane closure.

Vehicle sensor data is the most crucial element for an HD map to self-heal because of its quality, and the sheer volume of vehicles on the road that can detect and validate change. HERE is already receiving rich vehicle sensor data from multiple automakers, including Daimler, to produce near real-time map updates. With passenger safety top of mind, HERE HD Live Map constantly publishes changes to the map through an innovative content validation process, where multiple vehicle sensors act as a “closed loop” to detect any deviations from the published data.

“The map of the future is one that’s self-healing – constantly updating to mirror what is happening across the road network” said Ralf Herrtwich, SVP Automotive at HERE Technologies. “Together with Daimler, we are mastering this powerful mapping technology and are truly excited to make it available for the next generation of Mercedes-Benz vehicles.”

Ola Källenius, Member of the Board of Management for Group Research and Mercedes-Benz Cars Development, emphasized: “Maps with centimetre precision updating themselves in near real-time, is one key element for autonomous driving. With the new HD Live Map and the rich, continuously growing information it provides we are taking a big step on the way towards autonomous driving.”

\*Vehicles with level 3-5 automation, as defined by SAE International.

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.

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