

Investor Relations Release

December 21, 2018

Daimler hands over first electric Freightliner truck to Penske Truck Leasing in the US

- **Fully-electric Freightliner eM2 has been handed over to Penske Truck Leasing Corporation in Los Angeles**
- **With a range of up to 230 miles the medium-duty truck (6 to 12 t) is intended for local distribution**
- **First of 30 e-trucks from Freightliner's innovation fleet**
- **Daimler Trucks is the first OEM worldwide testing electric trucks of all segments in collaboration with clients**
- **Daimler Trucks at Consumer Electric Show (CES) in Las Vegas for the first time, to announce further technology highlights**

Stuttgart / Los Angeles – With the hand-over of the first fully electric Freightliner eM2, Daimler Trucks starts day to day-operation testing of heavy-duty and medium-duty e-trucks in the United States. On December 20th, 2018, Daimler's subsidiary Daimler Trucks North America (DTNA) has handed over the first medium-duty Freightliner eM2 to US customer Penske Truck Leasing Corporation in Los Angeles. Penske Truck Leasing is going to operate the electric truck in local distribution traffic in the Northwest Pacific and in California. In the course of 2019, Penske Truck Leasing Corporation will receive in total 20 fully-electric Freightliner trucks: ten medium-duty eM2 and ten eCascadia for heavy-duty transportation. In total the Freightliner's innovation fleet will include 30 vehicles. The series production is planned for 2021.

“Penske is honored to be the first company to put this new medium-duty electric truck into service,” said Brian Hard, President and CEO of Penske Truck Leasing. “I commend and thank Roger Nielsen and his team at Daimler Trucks North America for their outstanding collaboration and spirit of co-creation with us over the last nine months to bring this innovative technology to market. Penske is committed to providing the most effective vehicle technologies to our customers and driving innovation and sustainability when it comes to mobility.”

“We aim to be frontrunners with electric trucks just as we are with conventional trucks – and we deliver on this objective once again: With the hand-over of our Freightliner eM2 to Penske Truck Leasing Corporation, we now test electric trucks in all segments in day to day

operations with our clients worldwide. When it comes to innovations the demands of our customers are pivotal for us. Together we develop solutions for the future of trucks”, Martin Daum, Daimler Board Member responsible for Trucks and Buses, emphasizes. “We’ve got news coming already in January: At Las Vegas’s Consumer Electric Show we are going to announce further commitment of our next steps in another key technology: automated driving”, Daum adds.

Daimler Trucks & Penske Truck Leasing Corporation electrify urban distribution traffic

The hand-over to Penske Truck Leasing Corporation is the first step towards electrification of the urban distribution traffic of the United States. Penske Truck Leasing Corporation is a leading global transportation services provider operating more than 270.000 vehicles and serving customers from more than 1.000 locations in North America, South America, Europe, Australia and Asia. With a range of 230 miles, the Freightliner eM2 is perfect for last-mile delivery services. The batteries charge up to 80 percent in about 60 minutes, thus providing 325 kWh usable capacity for up to 480 peak horsepower. The Freightliner eCascadia is based on the Cascadia, the most successful heavy-duty long-distance truck (class 8, 80,000 lb. gross combined weight rating) in the North American market. At start of series production, the eCascadia will have up to 730 peak horsepower. The batteries provide 550 kWh usable capacity, a range of up to 250 miles and have the ability to charge up to 80 percent (providing a range of 200 miles) in about 90 minutes.

Gesa Reimelt, head of E-mobility Group Daimler Trucks & Buses: “Early on, Daimler has started electrifying its trucks. Today, customers in the US, Japan and Europe already operate our battery-driven trucks almost noiseless and locally free of emissions: Our light-weight FUSO eCanter which is in series production and our near-series heavy-duty truck Mercedes-Benz eActros. In collaboration with our clients, we are now going to speed up developing our electric Freightliner models eCascadia and eM2 to optimize them for tough everyday operations – technologically and economically. Here we benefit from our global sharing of knowledge and experience within our E-Mobility Group. It pools all of our e-activities in one organization - independently of brand, region and vehicle segment.”

CES 2019: Daimler Trucks on trends, innovations and automated driving

On January 7th, 2019, one day before the Consumer Electronics Shows opens, Daimler Trucks will be at the show for the first time and will invite media to a press conference announcing the latest company news, technology developments and commitment to advancing automated driving. Following the keynote from Martin Daum and Roger Nielsen media will have the opportunity to experience the latest products of the North American Daimler Trucks and Bus portfolio at the Las Vegas Motor Speedway.

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 and tariff regulations; 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:

<https://www.daimler.com/investors/services/contacts.html>

E-mail: ir.dai@daimler.com

Fax: +49 (0) 711 17 94075

For an overview of major roadshows and conferences please see:

<https://www.daimler.com/investors/events/roadshows>