

## **MERCEDES-BENZ USA REPORTS BEST-EVER JUNE SALES OF 28,473, UP 1.5%**

July 1, 2016

ATLANTA – Mercedes-Benz USA (MBUSA) today reported June sales of 28,473 vehicles, which closes out the second-quarter at 162,777 year-to-date. Mercedes-Benz Vans also reported best-ever June sales with 3,085 units, and smart reported 407 units, bringing MBUSA grand total to 31,965 vehicles for the month, up 2.3% from last year.

“A major highpoint for June was the launch of the new E-Class,” said Dietmar Exler, president and CEO of MBUSA. “This, along with the launch of several dream cars, will position us for a strong third quarter.”

Mercedes-Benz volume leaders in June included the C-Class, GLE and E-Class (including the CLS) model lines. The C-Class took the lead at 6,867, followed by the GLE at 4,515. The new E-Class, which went on sale the last week of June, rounded out the top three with 4,292 units sold.

Mercedes-AMG high-performance models sold 1,597 units in June, up 56.4% from last year (1,021), with a total of 10,945 units sold year-to-date (up 81%).

Separately, Mercedes-Benz Certified Pre-Owned (MBCPO) models recorded sales of 9,646 vehicles in June, an increase of 10.9% from last year (8,700). On a year-to-date basis, MBCPO sold 60,346 vehicles, an increase of 2.5%.

Mercedes-Benz Passenger Vehicles	Jun-16	Jun-15	Monthly %	YTD 2016	YTD 2015	Yearly %
<b>B-CLASS</b>	44	242	-81.8%	310	1,172	-73.5%
<b>CLA</b>	2,296	2,391	-4.0%	13,611	16,103	-15.5%
<b>C-CLASS</b>	6,867	8,316	-17.4%	37,305	43,337	-13.9%
<b>E-CLASS/CLS</b>	4,292	4,055	5.8%	22,458	25,053	-10.4%
<b>S-CLASS</b>	1,487	1,593	-6.7%	8,493	10,632	-20.1%
<b>SLK</b>	168	421	-60.1%	1,737	2,080	-16.5%
<b>SL</b>	191	303	-37.0%	1,798	2,201	-18.3%
<b>AMG GT</b>	79	106	-	678	607	-
<b>*SLS AMG</b>	-	4	-	1	27	-
<b>GLA</b>	1,750	2,177	-19.6%	12,815	12,313	4.1%
<b>GLC/GLK</b>	3,771	2,549	47.9%	23,391	13,835	69.1%
<b>GLE/M-CLASS</b>	4,515	3,541	27.5%	25,186	22,960	9.7%
<b>GLS/GL</b>	2,651	2,086	27.1%	12,880	12,938	-0.4%
<b>G-CLASS</b>	362	260	39.2%	2,114	1,708	23.8%
<b>TOTAL</b>	<b>28,473</b>	<b>28,044</b>	<b>1.5%</b>	<b>162,777</b>	<b>164,966</b>	<b>-1.3%</b>
<b>Vans<sup>1</sup></b>	<b>3,085</b>	<b>2,442</b>	<b>26.3%</b>	<b>15,762</b>	<b>13,534</b>	<b>16.5%</b>
<b>smart</b>	<b>407</b>	<b>774</b>	<b>-47.4%</b>	<b>2,593</b>	<b>3,624</b>	<b>-28.4%</b>
<b>MBUSA Combined Total</b>	<b>Jun-16</b>	<b>Jun-15</b>	<b>Monthly %</b>	<b>YTD 2016</b>	<b>YTD 2015</b>	<b>Yearly %</b>
<b>GRAND TOTAL</b>	<b>31,965</b>	<b>31,260</b>	<b>2.3%</b>	<b>181,132</b>	<b>182,124</b>	<b>-0.5%</b>

<sup>1</sup> Mercedes-Benz, Freightliner Sprinter and Metris Vans are sold and marketed in the U.S. by Mercedes-Benz USA and Daimler Vans USA, respectively.

\*out of production

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, 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 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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