Mobility of the Future
-Connected-Autonomous-Shared-Electric
Investor Relations Program
Mondial de l'Automobile
Paris, September 30, 2016
Emission regulations and battery technology development favour battery cost position

- Conventional powertrain costs
- HV battery system costs

<table>
<thead>
<tr>
<th>Year</th>
<th>Expected Cost € / kWh</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>200 – 300</td>
</tr>
<tr>
<td>2020</td>
<td>150</td>
</tr>
<tr>
<td>2025</td>
<td>100 EV &gt;= conventional</td>
</tr>
<tr>
<td>2030</td>
<td>200 – 300</td>
</tr>
</tbody>
</table>
Introduction of 10 plug-in-hybrid vehicles by 2017
Ambitious Re-Definition of our EV market targets

- Greater China: Highest Potential EV Share Mercedes-Benz Cars 2025
- NAFTA: 2
- WEU: 3

EV Share Mercedes-Benz Cars Sales 2025

Ready for the market

- 100%
- 75%
- 50%
- 25%
- 15%
- Up to...
Electric Line Up extended into the Future

Daimler AG

Intelligent EV-Architecture

Battery-electric vehicle with up to 500 km range

SLS AMG Coupé
Electric Drive

B 250 e

smart fortwo
electric drive

smart electric drive -
fortwo and forfour

Mercedes-Benz GLC F-CELL
New generation fuel cell system shows first step to emission free mobility

<table>
<thead>
<tr>
<th>Year</th>
<th>Package Type</th>
<th>Platinum (g)</th>
<th>kW / m² active area</th>
<th>Component Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>Underfloor package</td>
<td>206</td>
<td>4</td>
<td>Screw compressor</td>
</tr>
<tr>
<td>2017</td>
<td>Compartment package</td>
<td>20</td>
<td>9</td>
<td>Electric turbo charger with turbine</td>
</tr>
</tbody>
</table>

- **30%** reduction fuel cell engine size
- **90%** reduction of Platinum
- **30%** higher electric range in future vehicles
- **40%** higher mileage
Foundation of new Mercedes-Benz electric vehicle strategy
Modular set up of next generation drive train technologies will allow a variety of derivatives.
Flexible integration of e-mobility in global production network

Existing architecture orientation

Integration across architectures

Existing regional orientation

Integration across regions

Existing MBC production locations

MFA

MRA

MHA

NAFTA

Europe

Asia
Investment of 500 million euros in our second battery plant in Germany

- Production space stocked up from 20,000 to 60,000 m²
- 2nd plant start of operations: summer 2017
- Production of Li-Ion batteries for hybrid as well as electric vehicles and energy storage systems

Deutsche ACCUMOTIVE GmbH & Co. KG, Kamenz, Germany
E-Mobility thought to the end
World's largest 2nd-use battery storage is starting up
Resource allocation aligned to e-mobility ramp up

Drivetrain

DieSEL
Gasoline
48V

Hybrid

eDrive

now

Future
One brand for Electric Intelligence

Electric Intelligence by Mercedes-Benz
Individual e-mobility by convenient charging system

Customer requirements
- available
- fast
- intelligent
- comfortable

Electric Vehicle
Charging Infrastructure
Digital Services

Customer requirements:
- @home
- @work
- highway
- rest stop
- parking lot
- mall
- cinema
- airport
- gym
- bakery
- supermarket
- zoo
- stadium
- restaurant
- parking lot
- public

Available in:
- Private trip
- Daily business
- Holidays
Different charging solutions adjusted to customer needs

- AC Charging
- DC Charging
- Inductive Charging
Digital services enabling hassle free charging

What’s my charging status?

Where can I charge?

How can I pay?
Leadership in Future Mobility will be determined by the combination of the four dimensions:

- E-Mobility
- Autonomous Driving
- Digitalized Eco System
- Shared Mobility

Mobility of the Future
The Mobility of the Future is

And driven by Mercedes-Benz!
Disclaimer

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, caused for example by the possible exit of the United Kingdom from the European Union; 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.