



Interim Report 1 January to 31 March 2025

Mercedes-Benz Group



Contents

3 KEY FIGURES**6 REPORTING PRINCIPLES****7 INTERIM GROUP
MANAGEMENT REPORT**

- 7 Important Events
- 8 Business Development
- 13 Profitability
- 18 Cash Flows
- 25 Financial Position
- 29 Outlook
- 31 Risk and Opportunity Report

**32 CONDENSED INTERIM
CONSOLIDATED FINANCIAL
STATEMENTS**

- 33 Consolidated Statement of Income/Loss
- 34 Consolidated Statement of
Comprehensive Income/Loss
- 35 Consolidated Statement of Financial Position
- 37 Consolidated Statement of Cash Flows
- 39 Consolidated Statement of
Changes in Equity
- 40 Notes to the Interim Consolidated
Financial Statements

59 FURTHER INFORMATION

- 59 Review Report
- 60 Information on the Internet

Key Figures

Financial key figures of the Mercedes-Benz Group

	Q1 2025	Q1 2024	Change
In millions of euros			in %
Revenue	33,224	35,873	-7
EBIT	2,289	3,863	-41
Adjusted EBIT	2,546	3,598	-29
Net profit	1,731	3,025	-43
Earnings per share (in euros) ¹	1.74	2.86	-39
Free cash flow of the industrial business	2,357	2,233	+6
Adjusted free cash flow of the industrial business	2,405	2,323	+4
Net liquidity of the industrial business (31 March 2025/31 December 2024)	33,333	31,417	+6
Investments in property, plant and equipment	685	659	+4
Research and development expenditure	2,317	2,197	+5
thereof capitalized development costs	710	729	-3

¹ Based on the share of the net profit attributable to shareholders of Mercedes-Benz Group AG.

Financial key figures of the segments

	Mercedes-Benz Cars			Mercedes-Benz Vans		
	Q1 2025	Q1 2024	Change	Q1 2025	Q1 2024	Change
In millions of euros			in %			in %
Revenue	24,238	25,713	-6	4,080	4,893	-17
EBIT	1,758	2,456	-28	229	933	-75
Adjusted EBIT	1,768	2,323	-24	475	800	-41
Return on sales (in %)	7.3	9.6	.	5.6	19.1	.
Adjusted return on sales (in %)	7.3	9.0	.	11.6	16.3	.
CFBIT	2,789	2,297	+21	588	643	-9
Adjusted CFBIT	2,812	2,341	+20	612	688	-11
Adjusted cash conversion rate ¹	1.6	1.0	.	1.3	0.9	.
Investments in property, plant and equipment	567	601	-6	86	46	+87
Research and development expenditure	2,068	1,933	+7	242	241	0
thereof capitalized development costs	573	601	-5	137	127	+8

	Mercedes-Benz Mobility		
	Q1 2025	Q1 2024	Change
In millions of euros			in %
Revenue	6,422	6,855	-6
EBIT	287	279	+3
Adjusted EBIT	287	279	+3
Return on equity (in %)	8.6	8.5	.
Adjusted return on equity (in %)	8.6	8.5	.
New business	13,622	14,750	-8

¹ The adjusted cash conversion rate is the ratio of adjusted CFBIT to adjusted EBIT.

Non-financial key figures

	Mercedes-Benz Cars			Mercedes-Benz Vans		
	Q1 2025	Q1 2024	Change	Q1 2025	Q1 2024	Change
In units			in %			in %
Total unit sales	446,300	462,978	-4	82,943	105,425	-21
thereof						
Electrified vehicles (xEV)	86,814	90,177	-4	4,749	2,980	+59
All-electric vehicles (BEV)	40,706	47,521	-14	4,749	2,980	+59
Plug-in hybrid vehicles (PHEV)	46,108	42,656	+8	-	-	.
Share of electrified vehicles (xEV) in % of unit sales	19.5	19.5	.	5.7	2.8	.
Share of all-electric vehicles (BEV) in % of unit sales	9.1	10.3	.	5.7	2.8	.

Reporting Principles

The Interim Report of Mercedes-Benz Group AG as of 31 March 2025 contains an Interim Group Management Report and Condensed Interim Consolidated Financial Statements. In keeping with IAS 34 (Interim Financial Reporting), the Interim Financial Statements have been prepared in accordance with the International Financial Reporting Standards (IFRS) of the International Accounting Standards Board (IASB) and their interpretations as endorsed by the European Union (EU) and effective at the reporting date. This Interim Management Report and these Interim Financial Statements also comply with the requirements of the German Securities Trading Act (WpHG).

This Interim Report should be read in conjunction with the Annual Report for the year 2024 and the additional information contained therein.

The Group includes the segments Mercedes-Benz Cars, Mercedes-Benz Vans and Mercedes-Benz Mobility. The reconciliation of the segments to the Group (reconciliation) primarily shows investments not allocated to the segments and effects at the corporate level. The reconciliation also includes effects from the elimination of intra-Group transactions between the segments.

The Interim Report is presented in euros (€). Unless otherwise stated, all amounts are stated in millions of euros. All figures shown are commercially rounded.

The Interim Report is published in German and English. The German version is binding.

The Interim Management Report and the Interim Financial Statements have been reviewed by the Mercedes-Benz Group auditor.

Interim Group Management Report

Important Events

First quarter 2025

Extension of job security until 2035 and actions to reduce personnel costs in Germany

As part of the “Next Level Performance” programme, costs are to be sustainably reduced in the coming years. In this context, in the fourth quarter of 2024, the management of Mercedes-Benz Group AG began discussions with the General Works Council on measures to reduce personnel costs with the goal of sustainably improving the company’s competitiveness and thus enabling the extension of the job security guarantee by a further five years until 31 December 2034. At the beginning of March 2025, the management and the General Works Council agreed on a key points paper that includes measures to reduce personnel costs in Germany. In addition, a personnel reduction programme based on double voluntary action by employees and company will be enabled in Germany and will start at the end of April with non-binding offers to employees.

Sale of production and sales capacities in Argentina

In February 2025, the Board of Management of Mercedes-Benz Group AG resolved to sell the production and sales capacities in Argentina. The transaction is anticipated to be completed in the second quarter of 2025. Overall, the transaction is expected to result in expenses of approximately €0.4 billion.

Further information can be found in the Interim Consolidated Financial Statements in the Notes to the Interim Consolidated Financial Statements under the Note [Significant disposals of investments](#).

Uncertain macroeconomic conditions

The US tariff policy, as well as the countermeasures of other governments and the associated changes in tariff rates, are leading to considerable uncertainty for the world economy. For the Mercedes-Benz Group, this is one of the factors causing greater uncertainty regarding the forward-looking statements in the chapter [Outlook](#).

In addition, these uncertainties may have an impact on the accounting and valuation of assets and liabilities.

Further information can be found in the Interim Consolidated Financial Statements in the Notes to the Interim Consolidated Financial Statements under the Note [Basis of preparation](#).

Launch of the product offensive with the new CLA

On 13 March 2025, the all-electric CLA was unveiled, featuring low consumption, a long range, and very high charging speed. The new CLA is the first vehicle to be based on the in-house developed Mercedes-Benz Operating System (MB.OS). The new CLA is intended to underpin the company’s claim to leadership in electromobility and vehicle software.

Reaffirming commitment to sustainability

At the 2025 Sustainability Update on 28 March 2025, Mercedes-Benz Group AG reported on progress in the six focus areas for implementing the sustainable transformation and further embedding sustainability in its operations. In particular, the Board of Management provided information on further developments related to decarbonization, resource utilization and the circular economy for sustainable production.

Business Development

World economy

The economic momentum of the world economy slowed slightly in the first quarter. A significant increase in the US trade deficit due to front-loading ahead of US import tariffs dampened growth there, while economic output in the Eurozone again expanded only marginally. Growth in the Chinese economy remained robust in the first quarter thanks to strong exports ahead of the US tariffs and fiscal support measures. The decline in inflation rates stalled in many countries; nevertheless, most major central banks, with the exception of the US and Japan, continued their monetary easing cycles.

Automotive markets

In the automotive markets, customer demand remained subdued in many markets. Accordingly, the global **car market** only remained at the previous year's level in the first quarter. The market volume in Europe was also at the previous year's level in the first quarter. Unit sales of xEV models rose significantly in Europe; the xEV share was 25%. The US market for light vehicles excluding vans recorded a slight increase, primarily due to advance purchases before import tariffs on automobiles came into effect. Unit sales of xEV models were significantly higher than in the prior year period, reaching a market share of 9%. The Chinese market

increased slightly; unit sales of xEV models were significantly above the previous year's level. The xEV share was 46%. The market situation in the premium and luxury segment in China remained tense, with many foreign manufacturers in particular reporting significant declines in unit sales.

Key **van markets** presented a mixed picture in the past quarter. In Europe, the market for mid-size and large vans was significantly below the prior year's level in the first quarter. The small van segment in Europe was slightly above the prior-year level in the same period. The US market for large vans was significantly above the prior-year level in the first quarter. The Chinese market for mid-size vans also grew significantly. The market share of xEV models remained low in Europe and the US. In China, xEV unit sales continued to rise significantly, reaching a market share of 48%.

Unit sales

Mercedes-Benz Cars

In a continuing dynamic market environment and prior to the market launch of the new CLA, Mercedes-Benz Cars' unit sales in the first quarter of 2025 were 4% below the previous year's level, at 446,300 units.

With a decrease of around 2%, unit sales of Top-End vehicles were maintained at the previous year's level, particularly as a result of the positive unit sales development at Mercedes-AMG. The Top-End category's share of total unit sales rose to 15% in the first quarter of 2025 (Q1 2024: 14%).

Total unit sales of Core vehicles also remained stable compared to the prior year. This category accounted for 59% of the total portfolio (Q1 2024: 58%). Continued high demand for the GLC and E-Class models led to increased unit sales of both models.

The Entry category represented 26% of the total portfolio in the first quarter of 2025 (Q1 2024: 28%) and was 9% lower than the previous year's quarter. This development was influenced by upcoming model changes and phase-outs. The first models of the new CLA are scheduled to be available in European markets in summer 2025, while sales in the US and China are scheduled to begin in the second half of 2025.

Unit sales by product categories and classes

	Q1 2025	Q1 2024	Change
In units			in %
Total unit sales¹	446,300	462,978	-4
Top-End	65,097	66,554	-2
S-Class models ^{2,3}	27,070	35,325	-23
Mercedes-AMG	34,026	28,981	+17
G-Class ²	10,823	9,206	+18
Mercedes-Maybach	4,769	5,228	-9
Core	263,448	267,662	-2
E-Class models ²	111,651	111,845	-0
C-Class models ²	169,582	168,589	+1
Entry	117,755	128,762	-9
B-Class models ²	40,881	38,892	+5
A-Class models ²	83,151	92,316	-10
smart	8	3,758	-100
thereof			
Electrified vehicles (xEV)	86,814	90,177	-4
All-electric vehicles (BEV)	40,706	47,521	-14
Plug-in hybrid vehicles (PHEV)	46,108	42,656	+8
Share of electrified vehicles in % of unit sales	19.5	19.5	

1 This figure includes the unit sales of the associated company Beijing Benz Automotive Co., Ltd. (BBAC), which is an equity-method investment.

2 Including AMG models and their derivatives.

3 Including Maybach variants.

Mercedes-Benz Cars achieved a share of electrified vehicles of 19.5% of total unit sales in the first quarter of 2025, unchanged compared to the same period last year (Q1 2024: 19.5%). Unit sales of all-electric vehicles were below the previous year's level, influenced by the phase-out of the electric smart (combined energy consumption: 16.3-14.2 kWh/100 km; combined CO₂ emissions: 0 g/km; CO₂ class: A) in Europe and a difficult market environment in key markets. Unit sales of plug-in hybrids, on the other hand, increased in the first quarter of 2025, particularly due to strong demand in the US market.

In Europe, overall unit sales were below the previous year's level, influenced by sales declines in Germany and France. In contrast, unit sales in North America increased in the first quarter of 2025 compared to the same quarter of the previous year. In Asia, unit sales continued to decrease slightly compared to the same period last year.

Unit sales by region

	Q1 2025	Q1 2024	Change
In units			in %
Total unit sales	446,300	462,978	-4
Europe ¹	148,666	160,169	-7
thereof Germany	45,324	50,437	-10
North America ²	76,907	74,015	+4
thereof United States	67,391	66,570	+1
Asia	199,817	210,745	-5
thereof China ³	152,775	168,899	-10
Rest of World	20,910	18,049	+16

1 European Union, United Kingdom, Switzerland and Norway.

2 United States, Canada and Mexico.

3 This figure includes the unit sales of the associated company Beijing Benz Automotive Co., Ltd. (BBAC), which is an equity-method investment.

Mercedes-Benz Vans

Mercedes-Benz Vans sold 82,900 vehicles worldwide in the first quarter of 2025, below the strong sales of the first quarter of 2024 (105,400 vehicles).

For commercial vans, unit sales of 67,500 units were 27% below the previous year's level, due to intensified competition and the difficult overall economic situation. In contrast, unit sales of private vans developed positively, rising 22% year-on-year.

Sales of electrified vans increased to 4,700 units in the first three months of 2025 compared to the same quarter of the previous year (Q1 2024: 3,000 units). The share of electric vehicles in total unit sales of Mercedes-Benz Vans was 5.7% (Q1 2024: 2.8%).

The development of the market environment had a particularly negative impact on the commercial vans segment in Europe. In the US, unit sales were impacted by the planned discontinuation of the Metris (Vito) and the market conditions for large vans. The Chinese market was heavily influenced by local competitors in the EV segment and had a negative impact on Mercedes-Benz Vans' unit sales overall.

Unit sales by segment

	Q1 2025	Q1 2024	Change
In units			in %
Total unit sales¹	82,943	105,425	-21
Commercial vans	67,533	92,770	-27
Large vans (Sprinter/eSprinter)	42,701	56,652	-25
Mid-size vans (Vito/eVito)	19,368	31,060	-38
Small vans (Citan/eCitan)	5,464	5,058	+8
Private vans	15,410	12,655	+22
Mid-size vans (V-Class, EQV)	13,787	11,431	+21
Small vans (T-Class, EQT ²)	1,623	1,224	+33
thereof			
Electrified vehicles (xEV)³	4,749	2,980	+59
Share of electrified vehicles in % of unit sales	5.7	2.8	.

¹ This figure includes the unit sales of the joint venture Fujian Benz Automotive Co., Ltd (FBAC).

² Mercedes-Benz EQT (energy consumption combined: 20.9 - 19.3 kWh/100 km | CO₂ emissions combined: 0 g/km | CO₂ class: A).

³ Exclusively all-electric models (BEV).

Unit sales by region

	Q1 2025	Q1 2024	Change
In units			in %
Total unit sales	82,943	105,425	-21
Europe ¹	57,354	66,979	-14
thereof Germany	21,480	23,882	-10
North America ²	9,993	19,429	-49
thereof United States	7,653	16,053	-52
Asia	7,120	9,807	-27
thereof China ³	4,648	7,670	-39
Rest of World	8,476	9,210	-8

¹ European Union, United Kingdom, Switzerland and Norway.

² United States, Canada and Mexico.

³ This figure includes the unit sales of the joint venture Fujian Benz Automotive Co., Ltd (FBAC).

Mercedes-Benz Mobility

In the first quarter of 2025, Mercedes-Benz Mobility recorded a contract volume of €133.7 billion, slightly below the level of 31 December 2024 (€138.1 billion).

Influenced by developments on the sales side and continued high competition in the financial services sector, the number of new financing and leasing contracts in the first quarter of 2025 was 274,400 (Q1 2024: 318,300), 14% below the previous year's level.

At €13.6 billion (Q1 2024: €14.8 billion), new business was 8% below the prior-year period. However, the decrease was lower compared to the development in the number of contracts due to a higher average financing and leasing volume per contract.

In Germany, new business in the first quarter of 2025 was 14% below the previous year's level. New business in the USA was down by 5%. In China, new business decreased by 47% due to continued intense competition on the sales side and in the financial services sector. In the other markets, however, new business increased by 4%.

Investment and research activities

Investments in property, plant and equipment

The investments in property, plant and equipment of the **Mercedes-Benz Group** amounted to €0.7 billion in the first quarter of 2025 (Q1 2024: €0.7 billion).

Investments in property, plant and equipment¹

	Q1 2025	Q1 2024	Change in %
In millions of euros			
Mercedes-Benz Group	685	659	+4
thereof Mercedes-Benz Cars	567	601	-6
thereof Mercedes-Benz Vans	86	46	+87

¹ The investments in property, plant and equipment correspond to additions to property, plant and equipment in the Consolidated Statement of Cash Flows in the Consolidated Financial Statements.

The focus of **Mercedes-Benz Cars'** investments in property, plant and equipment in the first quarter of 2025 was on the introduction of derivatives of the new flexible drive (MMA) and electric (MB.EA) architectures. **Mercedes-Benz Vans** investments in property, plant and equipment in Q1 2025 were significantly higher than the previous year. The focus was on topics such as the planned transformation of the Mercedes-Benz van fleet and investments in the expansion of the van plants.

Research and development

The research and development expenditure of the **Mercedes-Benz Group** amounted to €2.3 billion in the first quarter of 2025 (Q1 2024: €2.2 billion), of which €0.7 billion (Q1 2024: €0.7 billion) was capitalized.

Research and development

	Q1 2025	Q1 2024	Change in %
In millions of euros			
Research and development expenditure	2,317	2,197	+5
thereof Mercedes-Benz Cars	2,068	1,933	+7
thereof Mercedes-Benz Vans	242	241	+0
Research and non-capitalized development costs	1,607	1,468	+9
Capitalized development costs	710	729	-3
Capitalization rate in %	31	33	

Research and development expenditure at **Mercedes-Benz Cars** in the first quarter 2025 was slightly higher than the prior-year level. The decrease in capitalization was due to the market launch of the new flexible drive architecture (MMA).

Research and development expenditure at **Mercedes-Benz Vans** in the first quarter of 2025 was at the same level as the previous year. The focus continued to be on the changeover to the new, modular and scalable Van Architecture.

Profitability, Cash Flows and Financial Position

The profitability, cash flows and financial position shows, in addition to the figures for the Mercedes-Benz Group, figures for the industrial business and the segment Mercedes-Benz Mobility. The industrial business comprises the automotive segments Mercedes-Benz Cars and Mercedes-Benz Vans. The effects from intra-Group eliminations between the industrial business and Mercedes-Benz Mobility, as well as items at the corporate level, are generally allocated to the industrial business.

Profitability

Consolidated Statement of Income/Loss of the Mercedes-Benz Group

Revenue of €33,224 million in the first three months of 2025 was slightly below the prior-year figure of €35,873 million. This was mainly due to negative net pricing effects, the slight decrease in unit sales and a decreasing component business with Beijing Benz Automotive Co., Ltd. (BBAC), which is measured at equity.

Cost of sales amounted to €26,660 million in the first quarter of 2025 (Q1 2024: €28,673 million) and was thus slightly below prior-year level. The decrease resulted mainly from the slight decrease in unit sales, cost efficiencies, primarily in purchasing and manufacturing, as well as a positive material cost development.

Gross profit in relation to revenue in the first quarter of 2025 was significantly below the level of the previous year.

Selling expenses in the first quarter of 2025 were at prior-year level.

General administrative expenses in the first three months of 2025 were below the level of the prior-year period, mainly due to lower variable wage and salary components and as a result of efficiency measures.

Research and non-capitalized development costs increased slightly in the first three months of 2025 compared to the same period last year. The increase is mainly due to higher expenses in connection with electric vehicle architectures and the digital networking of products.

Other operating income/expense decreased significantly in the first quarter of 2025 compared to the same period of the previous year. This was primarily due to impairments in connection with the sale of the production and sales capacities in Argentina. In the previous year, income from the reversal of provisions in connection with governmental and court proceedings and measures taken relating to Mercedes-Benz diesel vehicles had a positive impact.

In particular, the lower proportional contribution of the investment in Daimler Truck Holding AG as well as the lower income from the Chinese investments led to a decrease in the **gains/losses on equity-method investments** in the first three months of 2025.

The **other financial income** in the first quarter of 2025 was at prior-year level.

EBIT amounted to €2,289 million in the first three months of 2025 and was thus significantly below the prior-year level of €3,863 million.

In the first quarter of 2025, **net interest income/expense** decreased, partly due to lower income from cash deposits, to an income of €133 million (Q1 2024: €166 million).

The **income tax expense** recognized in the first three months of 2025 amounted to €691 million (Q1 2024: €1,004 million). The tax rate in the first three months of 2025 was above the prior-year figure at 28.5% (Q1 2024: 24.9%). The increase in the expected income tax rate is mainly due to a reduction in the tax-free gains/losses on the equity-method investments and a positive effect from the updated assessment of tax risks in the first quarter of 2024.

Net profit amounted to €1,731 million in the first three months of 2025 (Q1 2024: €3,025 million). **Non-controlling interests** accounted for a profit of €53 million (Q1 2024: profit of €51 million). The **share of net profit attributable to shareholders of Mercedes-Benz Group AG** amounted to €1,678 million (Q1 2024: €2,974 million). This caused a decrease in **earnings per share** to €1.74 (Q1 2024: €2.86).

The calculation of earnings per share (basic) is based on an average number of outstanding shares of 962.9 million (Q1 2024: 1,038.4 million).

Further information on the items in the [Consolidated Statement of Income/Loss](#) can be found in the Notes to the Interim Consolidated Financial Statements.

Condensed Consolidated Statement of Income/Loss

	Mercedes-Benz Group		Industrial Business		Mercedes-Benz Mobility	
	Q1 2025	Q1 2024 (adjusted)	Q1 2025	Q1 2024 (adjusted)	Q1 2025	Q1 2024
In millions of euros						
Revenue	33,224	35,873	26,802	29,018	6,422	6,855
Cost of sales ¹	-26,660	-28,673	-20,830	-22,444	-5,830	-6,229
Gross profit in relation to revenue¹	6,564	7,200	5,972	6,574	592	626
Selling expenses ¹	-2,400	-2,409	-2,267	-2,246	-133	-163
General administrative expenses ¹	-660	-746	-483	-542	-177	-204
Research and non-capitalized development costs	-1,607	-1,468	-1,607	-1,468	-	-
Other operating income/expense	23	706	1	670	22	36
Gains/losses on equity-method investments, net	385	590	401	605	-16	-15
Other financial income/expense, net	-16	-10	-15	-9	-1	-1
EBIT	2,289	3,863	2,002	3,584	287	279
Interest income	133	166				
Profit before income taxes	2,422	4,029				
Income taxes	-691	-1,004				
Net profit	1,731	3,025				
thereof profit attributable to non-controlling interests	53	51				
thereof profit attributable to shareholders of Mercedes-Benz Group AG	1,678	2,974				
Earnings per share (in euros)						
For profit attributable to shareholders of Mercedes-Benz Group AG						
Basic	1.74	2.86				
Diluted	1.74	2.86				

¹ For a more suitable presentation, reclassifications have been carried out in the functional costs. The reclassifications are described in Note 1 of the Condensed Interim Consolidated Financial Statements in the chapter Notes to the Interim Consolidated Financial Statements.

EBIT of the segments

In the first quarter of 2025, the **Mercedes-Benz Cars** segment reported an adjusted EBIT significantly below the prior-year period. EBIT development was influenced by the following material factors:

- Negative net pricing effects
- Lower unit sales and decreased remarketing result in used car business
- Decrease in component business with the Beijing Benz Automotive Co., Ltd. (BBAC), which is measured using the equity method, as well as its lower proportional result
- Cost efficiencies, primarily in purchasing and manufacturing

In the first quarter of 2025, the **Mercedes-Benz Vans** segment reported an adjusted EBIT significantly below the high prior-year figure. The development of earnings showed the following main influencing factors:

- Significantly lower unit sales
- Slightly negative net pricing effects and increased leasing share in new vehicle business
- Favourable product mix as a result of a strong product substance
- Positive material cost development

In the first quarter of 2025, impairments in connection with the sale of the production and sales capacities in Argentina were adjusted in EBIT.

In the first quarter of 2025, the **Mercedes-Benz Mobility** segment reported an adjusted EBIT on prior-year level. The segment's earnings were primarily influenced by the following factors:

- Improved cost of credit risk
- Lower functional costs as a result of efficiency measures
- Additions to provisions in connection with legal proceedings regarding commissions in the United Kingdom
- Expenses for further ramp-up of the charging business

In the first three months of 2025, the EBIT of the **reconciliation** was below the level of the previous year, mainly due to the lower proportional contribution of the investment in Daimler Truck Holding AG.

EBIT

	Mercedes-Benz Group		Mercedes-Benz Cars		Mercedes-Benz Vans		Mercedes-Benz Mobility		Reconciliation	
	Q1 2025	Q1 2024 (adjusted)	Q1 2025	Q1 2024 (adjusted)	Q1 2025	Q1 2024 (adjusted)	Q1 2025	Q1 2024	Q1 2025	Q1 2024 (adjusted)
In millions of euros										
Revenue	33,224	35,873	24,238	25,713	4,080	4,893	6,422	6,855	-1,516	-1,588
Cost of sales ¹	-26,660	-28,673	-19,180	-20,307	-3,112	-3,706	-5,830	-6,229	1,462	1,569
Gross profit in relation to revenue ¹	6,564	7,200	5,058	5,406	968	1,187	592	626	-54	-19
Selling expenses ¹	-2,400	-2,409	-1,894	-1,869	-363	-363	-133	-163	-10	-14
General administrative expenses ¹	-660	-746	-384	-410	-61	-65	-177	-204	-38	-67
Research and non-capitalized development costs	-1,607	-1,468	-1,495	-1,332	-105	-114	-	-	-7	-22
Other income/expense	392	1,286	473	661	-210	288	5	20	124	317
EBIT	2,289	3,863	1,758	2,456	229	933	287	279	15	195
Legal proceedings (and related measures)	12	-265	6	-133	5	-133	-	-	1	1
Restructuring measures	-	-	-	-	-	-	-	-	-	-
M&A transactions	245	-	4	-	241	-	-	-	-	-
Adjusted EBIT	2,546	3,598	1,768	2,323	475	800	287	279	16	196
Return on sales/return on equity (in %) ²			7.3	9.6	5.6	19.1	8.6	8.5		
Adjusted return on sales/return on equity (in %) ²			7.3	9.0	11.6	16.3	8.6	8.5		

¹ For a more suitable presentation, reclassifications have been carried out in the functional costs. The reclassifications are described in Note 1 of the Condensed Interim Consolidated Financial Statements in the chapter Notes to the Interim Consolidated Financial Statements.

² The (adjusted) return on sales of the segments Mercedes-Benz Cars and Mercedes-Benz Vans is calculated as the ratio of (adjusted) EBIT to revenue. The (adjusted) return on equity of the segment Mercedes-Benz Mobility is determined as the ratio of (adjusted) EBIT (annualized) to the average equity of each quarter.

Cash Flows

Condensed Consolidated Statement of Cash Flows

	Mercedes-Benz Group		Industrial Business		Mercedes-Benz Mobility	
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024
In millions of euros						
Cash and cash equivalents at beginning of period	14,516	15,972	11,525	13,117	2,991	2,855
thereof cash and cash equivalents classified as assets held for sale at beginning of period	5	10	1	10	4	-
Profit before income taxes	2,422	4,029	2,134	3,751	288	278
Depreciation and amortization/impairments	1,851	1,643	1,827	1,617	24	26
Other non-cash expense and income and gains/losses from disposals of non-current assets	-405	-617	-436	-633	31	16
Change in operating assets and liabilities						
Inventories	-941	-1,876	-967	-1,836	26	-40
Trade receivables and trade payables	2,112	1,924	2,242	2,152	-130	-228
Receivables from financial services	2,641	1,153	-61	35	2,702	1,118
Vehicles on operating leases	-730	-302	56	-27	-786	-275
Other operating assets and liabilities	-304	-676	-492	-777	188	101
Dividends received from equity-method investments	30	35	30	35	-	-
Income taxes paid	-710	-749	-650	-665	-60	-84
Cash flow from operating activities	5,966	4,564	3,683	3,652	2,283	912

Condensed Consolidated Statement of Cash Flows

	Mercedes-Benz Group		Industrial Business		Mercedes-Benz Mobility	
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024
In millions of euros						
Additions to property, plant and equipment and intangible assets	-1,477	-1,446	-1,438	-1,426	-39	-20
Investments in and cash inflows from disposals of shareholdings	24	139	28	266	-4	-127
Acquisitions of and cash inflows from sales of marketable debt securities and similar investments	-2,825	-481	-2,791	-394	-34	-87
Other cash flows	3	-23	-31	-48	34	25
Cash flow from investing activities	-4,275	-1,811	-4,232	-1,602	-43	-209
Change in financing liabilities	-4,197	-1,220	-3,476	-866	-721	-354
Dividends paid	-6	-1	-3	-	-3	-1
Acquisition of treasury shares	-56	-370	-56	-370	-	-
Other cash inflows	56	18	15	18	41	-
Internal equity and financing transactions	-	-	2,846	444	-2,846	-444
Cash flow from financing activities	-4,203	-1,573	-674	-774	-3,529	-799
Effect of foreign exchange-rate changes on cash and cash equivalents	-252	56	-229	55	-23	1
Cash and cash equivalents at end of period	11,752	17,208	10,073	14,448	1,679	2,760
thereof cash and cash equivalents classified as assets held for sale at end of period	-	19	-	19	-	-

Free cash flow of the industrial business

The free cash flow of the industrial business is regarded as a key performance indicator for the Mercedes-Benz Group. In the following table, the free cash flow of the industrial business is derived from the reported cash flows from the operating and investing activities. The cash flows from purchases and sales of marketable debt securities and similar investments included in cash flow from investing activities are deducted, as those securities are allocated to liquidity and changes in them are thus not a part of the free cash flow. On the other hand, effects in connection with the recognition and measurement of right-of-use assets, which result from lessee accounting and are largely non-cash items, are included in the free cash flow of the industrial business. Other adjustments relate to effects from the financing of the Group's own dealerships and effects from internal deposits within the Group. In addition, the calculation of the free cash flow includes the cash flows to be shown under cash flow from financing activities in connection with the acquisition or disposal of interests in subsidiaries without loss of control.

Free cash flow of the industrial business			
	Q1 2025	Q1 2024	Change
In millions of euros			
Cash flow from operating activities	3,683	3,652	+31
Cash flow from investing activities	-4,232	-1,602	-2,630
Change in marketable debt securities and similar investments	2,791	394	+2,397
Right-of-use assets	2	-150	+152
Other adjustments	113	-61	+174
Free cash flow of the industrial business	2,357	2,233	+124
Legal proceedings (and related measures)	48	90	-42
Restructuring measures	-	-	-
M&A transactions	-	-	-
Adjusted free cash flow of the industrial business	2,405	2,323	+82

The free cash flow of the industrial business amounted to €2.4 billion in the first three months of 2025 (Q1 2024: €2.2 billion) and was thus slightly above the level of the prior-year period. The development compared to the same period of the previous year was influenced by the following partly opposing factors:

- Positive development of working capital mainly due to lower inventory build-up compared to the previous year and a stronger increase in trade payables; partly offset by a lower decrease in trade receivables
- Lower profit before income taxes adjusted for non-cash items

In the interest of greater transparency in reporting on the ongoing business, an **adjusted free cash flow of the industrial business** of €2.4 billion (Q1 2024: €2.3 billion) is additionally calculated and reported. In the first three months of 2025 and 2024, payments by the industrial business in connection with ongoing governmental and legal proceedings and related measures taken with regard to Mercedes-Benz diesel vehicles were adjusted.

As well as being calculated on the basis of the disclosed cash flows from operating and investing activities, the free cash flow of the industrial business can also be calculated on the basis of the cash flows before interest and taxes (CFBIT) of the automotive segments. The reconciliation from the CFBIT of Mercedes-Benz Cars and Mercedes-Benz Vans to the free cash flow of the industrial business also includes the payments for taxes and interest. The other reconciling items primarily comprise eliminations between the segments and items that are allocated to the industrial business but for which the automotive segments are not responsible.

Reconciliation from CFBIT to the free cash flow of the industrial business

	Q1 2025	Q1 2024
In millions of euros		
CFBIT Mercedes-Benz Cars	2,789	2,297
CFBIT Mercedes-Benz Vans	588	643
Income taxes paid/refunded	-650	-665
Interest paid/received	10	147
Other reconciling items	-380	-189
Free cash flow of the industrial business	2,357	2,233

Free cash flow of the Mercedes-Benz Group

In the first three months of 2025, the free cash flow of the Mercedes-Benz Group resulted in a cash inflow of €4.6 billion (Q1 2024: €3.3 billion), which was thus above the prior-year level. In addition to the increase in free cash flow of the industrial business, this development is primarily due to the year-on-year increase in free cash flow from Mercedes-Benz Mobility.

Cash flow from financing activities of the Mercedes-Benz Group

In the reporting period, the cash flow from financing activities of the Mercedes-Benz Group resulted in a cash outflow of €4.2 billion (Q1 2024: €1.6 billion). The higher cash outflow is primarily due to lower net refinancing compared to the prior year.

CFBIT and cash conversion rate of the automotive segments

The CFBIT of the automotive segments is derived from EBIT and the change in net assets, and also includes additions to right-of-use assets. The following table shows the composition of CFBIT for Mercedes-Benz Cars and Mercedes-Benz Vans compared with the prior-year period. In addition, the reconciliation from CFBIT to adjusted CFBIT and the adjusted cash conversion rate for Mercedes-Benz Cars and Mercedes-Benz Vans are shown.

The line Other was affected, among other things, by dividend payments from equity-method investments, payments for the settlement of payables and provisions recognized in previous years through profit or loss, and by the elimination of non-cash income and expenses included in EBIT.

Reconciliation from EBIT to adjusted CFBIT

	Mercedes-Benz Cars		Mercedes-Benz Vans	
	Q1 2025	Q1 2024	Q1 2025	Q1 2024
In millions of euros				
EBIT	1,758	2,456	229	933
Change in working capital	1,232	308	79	40
Net financial investments	29	-25	26	9
Net investments in property, plant and equipment and intangible assets	-1,205	-1,379	-225	-176
Depreciation and amortization/impairments	1,536	1,491	289	126
Other	-561	-554	190	-289
CFBIT	2,789	2,297	588	643
Legal proceedings (and related measures)	23	44	24	45
Restructuring measures	-	-	-	-
M&A transactions	-	-	-	-
Adjusted CFBIT	2,812	2,341	612	688
Adjusted EBIT	1,768	2,323	475	800
Adjusted cash conversion rate¹	1.6	1.0	1.3	0.9

¹ The adjusted cash conversion rate is the ratio of adjusted CFBIT to adjusted EBIT.

Net liquidity and net debt

The **net liquidity of the industrial business**, which is shown in the following table, increased by €1.9 billion to €33.3 billion since 31 December 2024. The increase is mainly due to the positive free cash flow of the industrial business.

Net liquidity of the industrial business			
	31 March	31 Dec.	
	2025	2024	Change
In millions of euros			
Cash and cash equivalents	10,073	11,525	-1,452
Marketable debt securities and similar investments	9,694	6,874	+2,820
Liquidity	19,767	18,399	+1,368
Financing liabilities ¹	13,807	13,378	+429
Market valuation and currency hedges for financing liabilities	-241	-360	+119
Financing liabilities (nominal)	13,566	13,018	+548
Net liquidity	33,333	31,417	+1,916

¹ Including liabilities from refinancing of internal dealerships.

To the extent that the Group's internal refinancing of the financial services business is provided by the companies of the industrial business, this amount is deducted by an elimination in the financing liabilities in the calculation of the net debt of the industrial business. This led to negative financing liabilities in the industrial business in both the reporting year and the prior year, so that the financing liabilities are shown in the table Net liquidity of the industrial business with a positive effect on net liquidity.

As can be seen in the following table, after taking exchange-rate effects into account, the cash and cash equivalents of the Mercedes-Benz Group have decreased to €11.8 billion since 31 December 2024. Total liquidity, which also includes marketable debt securities and similar investments, increased by €0.1 billion to €22.3 billion, as also shown in the following table. **Net debt** at the Group level, which primarily results from refinancing the leasing and sales-financing business, decreased by €6.7 billion to €84.2 billion compared with 31 December 2024.

Net debt of the Mercedes-Benz Group			
	31 March	31 Dec.	
	2025	2024	Change
In millions of euros			
Cash and cash equivalents	11,752	14,516	-2,764
Marketable debt securities and similar investments	10,580	7,730	+2,850
Liquidity	22,332	22,246	+86
Financing liabilities	-106,316	-112,825	+6,509
Market valuation and currency hedges for financing liabilities	-243	-359	+116
Financing liabilities (nominal)	-106,559	-113,184	+6,625
Net debt	-84,227	-90,938	+6,711

Refinancing

The Mercedes-Benz Group once again utilized the international money and capital markets for refinancing in the first three months of 2025.

During this period, the Mercedes-Benz Group had a cash inflow of €0.7 billion from the **issuance of bonds** (Q1 2024: €5.5 billion). The redemption of bonds resulted in cash outflows of €2.7 billion (Q1 2024: €4.7 billion).

In addition, **asset-backed securities (ABS) transactions** with a total financing volume equivalent to €1.8 billion (Q1 2024: €2.4 billion) were carried out in the first three months of 2025. The ABS transactions were conducted in the United States and Great Britain in 2025 and can include both new and extended financing transactions.

The syndicated **credit line** of €11.0 billion had not been utilized as of the reporting date.

Financial Position

As of 31 March 2025, the **balance sheet total** of the Group was at the prior-year level. Even adjusted for currency effects, there was no significant change compared to 31 December 2024.

Condensed Consolidated Statement of Financial Position

	Mercedes-Benz Group		Industrial Business		Mercedes-Benz Mobility	
	31 March 2025	31 December 2024	31 March 2025	31 December 2024	31 March 2025	31 December 2024
In millions of euros						
Assets						
Intangible assets	19,563	19,436	19,010	18,877	553	559
Property, plant and equipment including right-of-use assets	25,815	26,537	25,472	26,210	343	327
Equipment on operating leases	45,212	45,220	14,725	14,698	30,487	30,522
Receivables from financial services	83,627	87,867	-63	-119	83,690	87,986
Equity-method investments	12,829	12,786	12,519	12,461	310	325
Inventories	26,740	26,234	26,323	25,786	417	448
Trade receivables	6,835	6,973	6,069	6,418	766	555
Cash and cash equivalents	11,752	14,511	10,073	11,524	1,679	2,987
Marketable debt securities and similar investments	10,580	7,730	9,694	6,874	886	856
Other financial assets	6,464	5,888	-9,412	-10,436	15,876	16,324
Other assets	11,848	11,668	3,800	3,393	8,048	8,275
Assets held for sale	-	160	-	73	-	87
Total assets	261,265	265,010	118,210	115,759	143,055	149,251

	Mercedes-Benz Group		Industrial Business		Mercedes-Benz Mobility	
	31 March 2025	31 December 2024	31 March 2025	31 December 2024	31 March 2025	31 December 2024
In millions of euros						
Equity and liabilities						
Equity	95,336	93,630	82,068	80,268	13,268	13,362
Provisions	15,559	15,972	14,812	15,218	747	754
Financing liabilities	106,316	112,798	-13,819	-13,399	120,135	126,197
Trade payables	13,270	11,312	11,971	10,104	1,299	1,208
Other financial liabilities	5,056	5,561	2,646	3,053	2,410	2,508
Contract and refund liabilities	10,645	11,246	10,319	10,935	326	311
Other liabilities	15,083	14,445	10,213	9,599	4,870	4,846
Liabilities held for sale	-	46	-	-19	-	65
Total equity and liabilities	261,265	265,010	118,210	115,759	143,055	149,251

Mercedes-Benz Mobility accounts for 55% of the Mercedes-Benz Group's balance sheet total, almost unchanged from 31 December 2024. Current assets account for 38% of the balance sheet total and are at the prior-year level. Current liabilities amount to 29% of the balance sheet total and are slightly above the prior-year level.

Assets

Receivables from financial services decreased to €83.6 billion (31 December 2024: €87.9 billion), mainly due to the reduction in sales financing with dealers and end customers, especially in the USA and China.

The increase in **marketable debt securities and similar investments** to €10.6 billion (31 December 2024: €7.7 billion) resulted from increased investment in similar investments as part of liquidity management.

Cash and cash equivalents decreased correspondingly to €11.8 billion (31 December 2024: €14.5 billion).

Liabilities and equity

Compared to 31 December 2024 the Group's **equity** increased from €93.6 billion to €95.3 billion. The increase is mainly due to the positive net profit of €1.7 billion.

The Group's **equity ratio** increased to 34.9% (31 December 2024: 33.8%); the equity ratio for the industrial business was 65.9% (31 December 2024: 65.8%). It should be noted that the equity ratios for 2025 and 2024 have been adjusted for the proposed dividend payment.

Financing liabilities of €106.3 billion were below the level of €112.8 billion as of 31 December 2024. The decrease is due in particular to the non-current bonds and liabilities to financial institutions, in particular in China.

Trade payables were higher than the figures for 31 December 2024, partly due to the higher production level.

Further information on the assets presented in the Statement of Financial Position and on the Group's equity and liabilities is provided in the [Consolidated Statement of Financial Position](#), the [Consolidated Statement of Changes in Equity](#) and the related notes in the Notes to the Interim Consolidated Financial Statements.

The following table shows the derivation of net assets of the automotive segments. They relate to the operating assets and liabilities for which the segments are responsible.

Derivation of net assets of the automotive segments

	Mercedes-Benz Cars		Mercedes-Benz Vans	
	31 March 2025	31 December 2024	31 March 2025	31 December 2024
In millions of euros				
Intangible assets, mainly development costs	17,108	17,048	1,897	1,823
Property, plant and equipment including right-of-use assets	23,275	23,849	2,170	2,332
Inventories	23,217	22,836	3,144	2,981
Trade receivables	5,196	5,382	849	1,030
Other segment assets	23,347	23,250	3,175	3,244
Segment assets	92,143	92,365	11,235	11,410
thereof assets held for sale	-	52	-	15
Trade payables	10,643	8,848	1,356	1,260
Other segment liabilities	41,436	42,136	8,715	8,542
Segment liabilities	52,079	50,984	10,071	9,802
thereof liabilities held for sale	-	17	-	3
Net assets	40,064	41,381	1,164	1,608

Outlook

The assumptions regarding the overall economic conditions and the development of the automotive markets continue to be characterized by exceptionally high levels of uncertainty. In addition to unexpected macroeconomic and geopolitical developments, trade policy events in particular are causing uncertainty for the world economy and thus for the business development of the Mercedes-Benz Group.

World economy

The growth outlook for the world economy has recently deteriorated noticeably. Weak consumer sentiment and the impact of a significant increase in US tariffs will weigh on growth this year, particularly in the USA. In China in particular, the tariffs are expected to contribute to a significant slowdown in exports, amid persistently weak domestic demand; however, fiscal stimulus should support growth in return. Most central banks are expected to respond to this slowdown in growth with further interest rate cuts. However, tariffs will significantly increase inflationary pressure in the USA and make interest rate cuts by the Federal Reserve Bank more difficult. Overall, a noticeable slowdown in global growth to just over 2% is expected.

Automotive markets

Customer demand is expected to remain rather weak in the global automotive markets. Accordingly, based on the current assessment, the global **car market** for 2025 as a whole is likely to remain at the previous year's level. In the sales region Europe, the market is also expected to be on the same level as last year. The market in the USA is expected to decrease slightly. In China, the market is expected to remain unchanged versus the prior year. In the Chinese premium and luxury segment, a weaker sales performance than in the prior year is expected for many foreign manufacturers.

Key **van markets** show a mixed picture this year. In Europe, the market segment for mid-size and large vans is expected to decline slightly compared to the prior year. The small van segment in Europe is also expected to decline slightly. The US market for large vans is expected to remain at the previous year's level. In China, the market segment for mid-size vans is expected to experience a significant increase.

Overview of forecast key figures

Without taking into account the tariff increases that came into force after 11 March 2025, the forecasts in the Annual Report 2024 would still apply.

However, the current trade policy environment, particularly the considerable uncertainties resulting from US tariff policy and the countermeasures of other governments, are leading to an exceptionally high level of uncertainty regarding future business development, which significantly impairs forecasting. At this time, it is not possible to reliably estimate the impacts this will have on customer behaviour and important sales markets.

At this point in time, we are unable to estimate the following reporting figures for the rest of the year, which we normally forecast, in the usual level of detail and specificity: we assume that EBIT and free cash flow of the industrial business, as well as the adjusted returns on sales of Mercedes-Benz Cars and Mercedes-Benz Vans, will be negatively impacted. Negative impacts on the cash conversion rates of the automotive segments cannot be ruled out either.

Forward-looking statements for the year 2025

	Annual Report 31 December 2024	Interim Report 31 March 2025 (taking into account tariffs valid on 28 April 2025)
Mercedes-Benz Group		
Revenue	Slightly below the prior-year level	–
EBIT	Significantly below the prior-year level	Outlook negatively affected
Free cash flow of the industrial business	Significantly below the prior-year level	Outlook negatively affected
Mercedes-Benz Cars		
Unit sales	Slightly below the prior-year level	–
Share of electrified vehicles (xEV)	20–22%	–
Adjusted return on sales	6–8%	Outlook negatively affected
Adjusted cash conversion rate	0.9–1.1	Outlook negatively affected
Investments in property, plant and equipment	Significantly above the prior-year level	–
Research and development expenditure	At the prior-year level	–
Mercedes-Benz Vans		
Unit sales	Slightly below the prior-year level	–
Share of electrified vehicles (xEV)	8–10%	–
Adjusted return on sales	10–12%	Outlook negatively affected
Adjusted cash conversion rate	0.5–0.7	Outlook negatively affected
Investments in property, plant and equipment	Significantly above the prior-year level	–
Research and development expenditure	Significantly above the prior-year level	–
Mercedes-Benz Mobility		
Adjusted return on equity	8–9%	–

Risk and Opportunity Report

The Mercedes-Benz Group is exposed to a large number of risks that are directly linked with the business activities of Mercedes-Benz Group AG and its subsidiaries or that result from external influences. At the same time, it is important to identify opportunities in order to safeguard and enhance the competitiveness of the Mercedes-Benz Group.

At the Mercedes-Benz Group, the risk and opportunity management system is integrated into the value-based management and planning system and is a fixed component of the overall planning, management and reporting process. Changes in risks and opportunities are continuously monitored, assessed and, if necessary, incorporated into the planning during the year.

A detailed presentation of the risk and opportunity management system and the risk and opportunity situation is included in the chapter Risk and Opportunity Report in the Combined Management Report of the Annual Report 2024.

Business, company-specific, and financial risks and opportunities

The uncertainties described in the chapter Outlook concerning US tariff policy and potential counter-measures by other governments as well as the ongoing generally tense geopolitical and trade policy situation increase the risk situation of the Mercedes-Benz Group. Nevertheless, the statements in the Risk and Opportunity Report of the Annual Report 2024 remain valid for business, company-specific, and financial risks and opportunities.

Legal and tax risks and opportunities

Apart from the following developments, there were no significant changes to the legal and tax risks and opportunities compared to 31 December 2024.

Legal risks

Regulatory risks

As previously reported, the automotive industry is subject to extensive governmental regulations worldwide.

The advancing regulation may, also as an outcome of global developments, evolve differently and even inversely depending on the region, potentially resulting in negative effects on the profitability, cash flows and financial position. Also, the risk of non-compliance with such regulations may rise, especially if regulations in different regions contradict one another.

Risks from legal proceedings in connection with diesel exhaust gas emissions – civil court proceedings

As previously reported, consumer class actions regarding diesel emission behaviour were filed against Mercedes-Benz Group AG in Israel in 2019. In March 2025, the proceeding was concluded with a court approved settlement in which Mercedes-Benz consents to continue the implementation of diesel-related field measures.

Condensed Interim Consolidated Financial Statements



Consolidated Statement of Income/Loss

	Note	Q1 2025	Q1 2024 (adjusted)
In millions of euros			
Revenue	3	33,224	35,873
Cost of sales ¹	4	-26,660	-28,673
Gross profit in relation to revenue¹		6,564	7,200
Selling expenses ¹	4	-2,400	-2,409
General administrative expenses ¹	4	-660	-746
Research and non-capitalized development costs	4	-1,607	-1,468
Other operating income	5	338	792
Other operating expense	5	-315	-86
Gains/losses on equity-method investments, net	12	385	590
Other financial income/expense, net	6	-16	-10
Earnings before interest and taxes (EBIT)	21	2,289	3,863
Interest income	7	180	210
Interest expense	7	-47	-44
Profit before income taxes		2,422	4,029
Income taxes	8	-691	-1,004
Net profit		1,731	3,025
thereof profit attributable to non-controlling interests		53	51
thereof profit attributable to shareholders of Mercedes-Benz Group AG		1,678	2,974
Earnings per share (in euros)			
For profit attributable to shareholders of Mercedes-Benz Group AG			
Basic		1.74	2.86
Diluted		1.74	2.86

1 For a more suitable presentation, reclassifications have been carried out in the functional costs. The reclassifications are described in Note 1.

Consolidated Statement of Comprehensive Income/Loss

	Q1 2025	Q1 2024
In millions of euros		
Net profit	1,731	3,025
Gains/losses from currency translation	-629	312
Gains/losses on debt instruments	1	-
Gains/losses on derivative financial instruments	478	-66
Gains/losses on equity-method investments	-151	4
Items that may be reclassified to profit/loss in the Statement of Income in the future	-301	250
Actuarial gains/losses from pensions and similar obligations	282	1,177
Gains/losses on equity instruments	-22	9
Gains/losses on equity-method investments	20	43
Items that will not be reclassified to profit/loss in the Statement of Income	280	1,229
Other comprehensive income/loss after taxes	-21	1,479
thereof income/loss attributable to non-controlling interests after taxes	-45	-4
thereof income/loss attributable to shareholders of Mercedes-Benz Group AG after taxes	24	1,483
Total comprehensive income/loss	1,710	4,504
thereof income/loss attributable to non-controlling interests	8	47
thereof income/loss attributable to shareholders of Mercedes-Benz Group AG	1,702	4,457

Consolidated Statement of Financial Position

	Note	31 March 2025	31 December 2024
In millions of euros			
Assets			
Intangible assets	9	19,563	19,436
Property, plant and equipment including right-of-use assets	10	25,815	26,537
Equipment on operating leases	11	45,212	45,220
Equity-method investments	12	12,829	12,786
Receivables from financial services	13	46,433	48,547
Marketable debt securities and similar investments		618	644
Other financial assets		3,058	3,020
Deferred tax assets		4,337	4,335
Income tax assets		243	327
Other assets		2,743	2,391
Total non-current assets		160,851	163,243
Inventories	14	26,740	26,234
Trade receivables		6,835	6,973
Receivables from financial services	13	37,194	39,320
Cash and cash equivalents		11,752	14,511
Marketable debt securities and similar investments		9,962	7,086
Other financial assets		3,406	2,868
Income tax assets		1,043	1,034
Other assets		3,482	3,581
Assets held for sale		-	160
Total current assets		100,414	101,767
Total assets		261,265	265,010

	Note	31 March 2025	31 December 2024
In millions of euros			
Equity and liabilities			
Share capital		3,070	3,070
Capital reserves		11,718	11,718
Retained earnings		77,466	75,469
Other reserves		2,053	2,368
Treasury shares		-	-
Equity attributable to shareholders of Mercedes-Benz Group AG		94,307	92,625
Non-controlling interests		1,029	1,005
Total equity	15	95,336	93,630
Provisions for pensions and similar obligations	16	936	952
Provisions for other risks	17	7,514	7,332
Financing liabilities	18	68,407	73,487
Other financial liabilities		1,216	1,490
Deferred tax liabilities		7,731	7,497
Contract and refund liabilities		2,726	3,100
Income tax liabilities		1,323	1,342
Other liabilities		1,239	1,354
Total non-current liabilities		91,092	96,554
Trade payables		13,270	11,312
Provisions for other risks	17	7,109	7,688
Financing liabilities	18	37,909	39,311
Other financial liabilities		3,840	4,071
Contract and refund liabilities		7,919	8,146
Income tax liabilities		771	705
Other liabilities		4,019	3,547
Liabilities held for sale		-	46
Total current liabilities		74,837	74,826
Total equity and liabilities		261,265	265,010

Consolidated Statement of Cash Flows

	Q1 2025	Q1 2024
In millions of euros		
Profit before income taxes	2,422	4,029
Depreciation and amortization/impairments	1,851	1,643
Other non-cash expense and income	-385	-599
Gains (-)/losses (+) from disposals of non-current assets	-20	-18
Change in operating assets and liabilities		
Inventories	-941	-1,876
Trade receivables and trade payables	2,112	1,924
Receivables from financial services	2,641	1,153
Vehicles on operating leases	-730	-302
Other operating assets and liabilities	-304	-676
Dividends received from equity-method investments	30	35
Income taxes paid	-710	-749
Cash flow from operating activities	5,966	4,564
Additions to property, plant and equipment	-685	-659
Additions to intangible assets	-792	-787
Cash inflows from disposals of property, plant and equipment and intangible assets	16	25
Investments in shareholdings	-40	-120
Cash inflows from disposals of shareholdings	64	259
Acquisition of marketable debt securities and similar investments	-4,444	-869
Cash inflows from sales of marketable debt securities and similar investments	1,619	388
Other cash flows	-13	-48
Cash flow from investing activities	-4,275	-1,811

	Q1 2025	Q1 2024
In millions of euros		
Change in short-term financing liabilities	-1,974	-3,181
Additions to long-term financing liabilities	5,680	12,689
Repayment of long-term financing liabilities	-7,903	-10,728
Dividends paid to non-controlling interests	-6	-1
Acquisition of treasury shares	-56	-370
Other cash inflows	56	18
Cash flow from financing activities	-4,203	-1,573
Effect of foreign exchange-rate changes on cash and cash equivalents	-252	56
Net decrease in cash and cash equivalents	-2,764	1,236
Cash and cash equivalents at beginning of period	14,516	15,972
less cash and cash equivalents classified as assets held for sale at beginning of period	5	10
Cash and cash equivalents at beginning of period (Consolidated Statement of Financial Position)	14,511	15,962
Cash and cash equivalents at end of period	11,752	17,208
less cash and cash equivalents classified as assets held for sale at end of period	-	19
Cash and cash equivalents at end of period (Consolidated Statement of Financial Position)	11,752	17,189

Consolidated Statement of Changes in Equity

				Other Reserves			Equity attributable to shareholders of Mercedes-Benz Group AG		Non-controlling interests	Total equity
	Share capital	Capital reserves	Retained earnings	Difference of currency translation	Equity instruments/ debt instruments	Derivative financial instruments	Treasury shares			
In millions of euros										
Balance at 1 January 2024	3,070	11,718	76,670	1,199	-142	1,514	-2,256	91,773	1,043	92,816
Net profit	-	-	2,974	-	-	-	-	2,974	51	3,025
Other comprehensive income/loss after taxes	-	-	1,214	359	16	-106	-	1,483	-4	1,479
Total comprehensive income/loss	-	-	4,188	359	16	-106	-	4,457	47	4,504
Dividends	-	-	-	-	-	-	-	-	-33	-33
Changes in the consolidated group	-	-	-10	-	-	-	-	-10	-	-10
Acquisition of treasury shares	-	-	-	-	-	-	-501	-501	-	-501
Issue and disposal of treasury shares	-	-	-	-	-	-	73	73	-	73
Other	-	-	-105	-	77	7	-	-21	-	-21
Balance at 31 March 2024	3,070	11,718	80,743	1,558	-49	1,415	-2,684	95,771	1,057	96,828
Balance at 1 January 2025	3,070	11,718	75,469	2,247	-148	269	-	92,625	1,005	93,630
Net profit	-	-	1,678	-	-	-	-	1,678	53	1,731
Other comprehensive income/loss after taxes	-	-	315	-746	-34	489	-	24	-45	-21
Total comprehensive income/loss	-	-	1,993	-746	-34	489	-	1,702	8	1,710
Dividends	-	-	-	-	-	-	-	-	-25	-25
Capital increase	-	-	-	-	-	-	-	-	41	41
Acquisition of treasury shares	-	-	-	-	-	-	-56	-56	-	-56
Issue and disposal of treasury shares	-	-	-	-	-	-	56	56	-	56
Other	-	-	4	-	-1	-23	-	-20	-	-20
Balance at 31 March 2025	3,070	11,718	77,466	1,501	-183	735	-	94,307	1,029	95,336

Notes to the Interim Consolidated Financial Statements

1. Basis of preparation

These Condensed Interim Consolidated Financial Statements (Interim Financial Statements) of Mercedes-Benz Group AG and its subsidiaries ("Mercedes-Benz Group" or "the Group") have been prepared in accordance with Section 115 of the German Securities Trading Act (WpHG) and in conformity with the International Accounting Standard (IAS) 34 Interim Financial Reporting.

The Interim Financial Statements comply with the International Financial Reporting Standards (IFRS) as adopted by the European Union (EU).

The reporting period of the Interim Financial Statements is the period from 1 January 2025 to 31 March 2025.

The Interim Report is presented in euros (€). Unless otherwise stated, all amounts are stated in millions of euros.

The Board of Management authorized the Interim Report for publication on 29 April 2025.

Mercedes-Benz Group AG is a public limited liability company organized under the laws of the Federal Republic of Germany. The company is entered in the Commercial Register of the Stuttgart District Court under the number HRB 19360 and its registered office is located at Mercedesstraße 120, 70372 Stuttgart, Germany.

The Interim Financial Statements should be read in conjunction with the audited and published IFRS Consolidated Financial Statements and Notes thereto of 31 December 2024. The accounting policies applied by the Group in these Interim Financial Statements fundamentally correspond with those applied for the Consolidated Financial Statements for the year 2024.

All significant intra-Group accounts and transactions have been eliminated. In the opinion of the management, the Interim Financial Statements reflect all adjustments (i.e., normal recurring adjustments) necessary for a fair presentation of the profitability, cash flows and financial position of the Group. Earnings in the interim periods presented are not necessarily indicative of the earnings that may be expected for any future period or for the full financial year.

Accounting estimates and management judgements can affect the amounts and reporting of assets and liabilities, the reporting of contingent assets and liabilities as of the balance sheet date, and the amounts of income and expense reported for the period. Due to the currently unforeseeable global consequences of the changes in the tariff policy of the US government and the countermeasures of other countries, accounting estimates and management judgements are subject to increased uncertainty. Actual amounts may differ from the estimates and management judgements; changes can have a material impact on the Interim Financial Statements.

For a more suitable presentation, a change was made to the elimination of intra-Group income and expenses as of 31 December 2024, which resulted in reclassifications within the functional costs. The following table shows the reclassifications within the Group and in the segments for the previous year period.

Reclassifications in the functional costs

	Q1 2024
In millions of euros	
Mercedes-Benz Group	
Cost of sales	94
Selling expenses	-64
General administrative expenses	-30
	-
Mercedes-Benz Cars	
Cost of sales	64
Selling expenses	-43
General administrative expenses	-21
	-
Mercedes-Benz Vans	
Cost of sales	8
Selling expenses	-7
General administrative expenses	-1
	-
Reconciliation	
Cost of sales	22
Selling expenses	-14
General administrative expenses	-8
	-

2. Significant disposals of investments

Sale of production and sales capacities in Argentina

In February 2025, the Board of Management of Mercedes-Benz Group AG resolved to sell the production and sales capacities in Argentina. The contract was also signed in February 2025. The transaction is anticipated to be completed in the second quarter of 2025. Overall, other operating expenses of approximately €0.4 billion are expected from the transaction. The first quarter of 2025 already included other operating expenses of €245 million in connection with the valuation of assets held for sale at fair value less costs to sell, which resulted from impairments of property, plant and equipment and inventories.

The criteria for classification as assets and liabilities held for sale were met as of 31 March 2025. For reasons of materiality, assets of €339 million and liabilities of €154 million were not shown separately in the Consolidated Statement of Financial Position.

No significant effects on the cash flows are expected. The effects on the profitability, cash flows and financial position mainly concern the segment Mercedes-Benz Vans.

Assets and liabilities held for sale in the Consolidated Statement of Financial Position as of 31 December 2024

Assets and liabilities held for sale	
	31 Dec. 2024
In millions of euros	
Assets held for sale	160
Sales companies in European countries	73
Financing portfolio in Austria	87
Liabilities held for sale	46
Sales companies in European countries	31
Financing portfolio in Austria	15

Sale of sales companies and retail activities

In the first quarter of 2024, the Group divested a sales company in Italy. There were no significant effects on the profitability, cash flows and financial position. In the course of 2024 retail activities in France, Sweden, Poland, Denmark, Portugal and the Netherlands were sold. The disposals resulted in an overall income of €96 million and a cash inflow of €374 million in 2024.

The assets and liabilities held for sale in the Consolidated Statement of Financial Position as of 31 December 2024 related to retail activities in Poland. The Group sold these in January 2025. In addition there were no significant effects on the profitability and cash flows. All effects were mainly allocated to the Mercedes-Benz Cars segment.

Sale of financing portfolio in Austria

In 2023, Mercedes-Benz Mobility AG decided to no longer offer credit financing in Austria and thus to sell the corresponding financing portfolio of Mercedes-Benz Bank GmbH in Austria. In the Consolidated Statement of Financial Position as of 31 December 2024, assets and liabilities were reported as assets and liabilities held for sale which were fully allocated to the Mercedes-Benz Mobility segment. The transaction was completed in March 2025. There were no significant effects on the profitability and cash flows.

3. Revenue

Revenue in in the first three months of 2025 was slightly below the prior-year level. This was mainly due to negative net pricing effects, the slight decrease in unit sales and a decreasing component business with Beijing Benz Automotive Co., Ltd. (BBAC), which is measured at equity.

Revenue disclosed in the Consolidated Statement of Income/Loss includes revenue from contracts with customers within the scope of IFRS 15 (revenue according to IFRS 15) and other revenue not within the scope of IFRS 15.

Revenue according to IFRS 15 is disaggregated by the two categories — type of products and services, and geographical regions — and presented in the following table. The category type of products and services corresponds to the reported segments.

Other revenue primarily comprises revenue from the rental and leasing business and interest from the financial services business recognized using the effective-interest method.

Revenue	Mercedes-Benz Cars		Mercedes-Benz Vans		Mercedes-Benz Mobility		Total segments		Reconciliation ¹		Mercedes-Benz Group	
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024
In millions of euros												
Europe	9,070	9,576	2,684	3,135	1,196	1,573	12,950	14,284	-804	-940	12,146	13,344
North America	5,831	5,771	602	996	1,133	1,183	7,566	7,950	-122	-54	7,444	7,896
Asia	7,398	8,395	236	222	35	51	7,669	8,668	-3	-1	7,666	8,667
Other markets	1,290	1,182	470	458	10	21	1,770	1,661	-	-	1,770	1,661
Revenue according to IFRS 15	23,589	24,924	3,992	4,811	2,374	2,828	29,955	32,563	-929	-995	29,026	31,568
Other revenue	649	789	88	82	4,048	4,027	4,785	4,898	-587	-593	4,198	4,305
Total revenue	24,238	25,713	4,080	4,893	6,422	6,855	34,740	37,461	-1,516	-1,588	33,224	35,873

¹ The reconciliation includes eliminations of intra-Group revenue between the segments.

4. Functional costs

The **cost of sales** in the first quarter of 2025 was slightly below prior-year level. The decrease resulted mainly from the slight decrease in unit sales, cost efficiencies, primarily in purchasing and manufacturing, as well as a positive material cost development.

Selling expenses in the first quarter of 2025 were at the prior-year level.

General administrative expenses in the first quarter of 2025 were below the level of the previous year, mainly due to lower variable wage and salary components and as a result of efficiency measures.

Research and non-capitalized development costs in the first quarter of 2025 were slightly above the prior-year level. The increase is mainly due to higher expenses in connection with electric vehicle architectures and the digital networking of products.

5. Other operating income and expense

Other operating income amounted to €338 million in the first quarter of 2025 (Q1 2024: €792 million).

The decrease in other operating income in the first quarter of 2025 mainly resulted from the reversal of provisions in connection with governmental and court proceedings and measures taken relating to Mercedes-Benz diesel vehicles that were included in the comparison period.

Other operating expense was €315 million in the first quarter of 2025 (Q1 2024: €86 million). Impairments of €245 million in connection with the sale of the production and sales capacities in Argentina are included. These are mainly attributable to the Mercedes-Benz Vans segment.

6. Other financial income/expense

Other financial income/expense, net

	Q1 2025	Q1 2024
In millions of euros		
Income and expense from compounding and effects from changes in discount rates of provisions for other risks	-71	-42
Income and expense from equity instruments	-9	-36
Income and expense from marketable debt securities and similar investments	49	67
Income and expense from foreign currency valuation of financial instruments	-1	-122
Miscellaneous other financial income/expense, net	16	123
	-16	-10

7. Interest income and interest expense

Interest income and interest expense

	Q1 2025	Q1 2024
In millions of euros		
Interest income		
Net interest income on the net assets of defined benefit pension plans	15	6
Interest and similar income	165	204
	180	210
Interest expense		
Net interest expense on the net obligation from defined benefit pension plans	-9	-10
Interest and similar expenses	-38	-34
	-47	-44

8. Income taxes

Income taxes

	Q1 2025	Q1 2024
In millions of euros		
Profit before income taxes	2,422	4,029
Income taxes	-691	-1,004
Tax rate	28.5%	24.9%

9. Intangible assets

Intangible assets		
	31 March 2025	31 Dec. 2024
In millions of euros		
Goodwill	750	754
Development costs	17,407	17,253
Other intangible assets	1,406	1,429
	19,563	19,436

10. Property, plant and equipment including right-of-use assets

Property, plant and equipment as presented in the Consolidated Statement of Financial Position with a carrying amount of €25,815 million (31 December 2024: €26,537 million) also includes right-of-use assets of €2,172 million (31 December 2024: €2,338 million), that the Group received as lessee.

Property, plant and equipment including right-of-use assets		
	31 March 2025	31 Dec. 2024
In millions of euros		
Land, land rights and buildings, including buildings on land owned by others	9,799	9,623
thereof right-of-use assets from leasing	1,932	2,011
Technical equipment and machinery	6,974	7,423
thereof right-of-use assets from leasing	201	284
Other equipment, factory and office equipment	5,613	5,937
thereof right-of-use assets from leasing	39	43
Advance payments and construction in progress	3,429	3,554
	25,815	26,537

11. Equipment on operating leases

At 31 March 2025, the carrying amount of equipment on operating leases was €45,212 million (31 December 2024: €45,220 million). In the first three months of 2025, additions amounted to €5,677 million (Q1 2024 €5,669 million) and disposals to €2,911 million (Q1 2024: €3,572 million). Depreciation in the first three months of 2025 was €2,056 million (Q1 2024: €1,887 million).

12. Equity-method investments

Income from associated companies includes in particular the pro-rata earnings of Beijing Benz Automotive Co., Ltd. (BBAC) and of Daimler Truck Holding AG (Daimler Truck).

The pro-rata earnings of **Daimler Truck** included in the Mercedes-Benz Group's Financial Statements are best possible estimates based on consensus data. The result in the first three months of 2025 amounted to €131 million (Q1 2024: €268 million).

A shareholding of 31.87% is assumed for the development of the equity-method carrying amount as of 31 March 2025. The investment is reported in the reconciliation.

The proportional result of **BBAC** in the first quarter of 2025 amounted to €316 million (Q1 2024: €340 million). This equity interest is allocated to the Mercedes-Benz Cars segment.

Further information can be found in the Note [Related party disclosures](#).

Carrying amounts and gains/losses on equity-method investments¹

	Equity-method gains/losses		Equity-method carrying amount	
	Q1 2025	Q1 2024	31 March 2025	31 Dec. 2024
In millions of euros				
Associated companies	422	561	12,479	12,322
Joint ventures	-37	29	350	464
	385	590	12,829	12,786

¹ Including investor-level adjustments.

13. Receivables from financial services

Receivables from financial services

	31 March 2025			31 December 2024		
	Current	Non-current	Total	Current	Non-current	Total
In millions of euros						
Sales financing with customers	14,752	28,141	42,893	15,753	29,886	45,639
Sales financing with dealers	16,210	5,578	21,788	17,138	5,874	23,012
Finance lease contracts	6,480	12,685	19,165	6,687	12,745	19,432
Residual-value receivables	153	659	812	175	714	889
Gross carrying amount	37,595	47,063	84,658	39,753	49,219	88,972
Loss allowances	-401	-630	-1,031	-433	-672	-1,105
Net carrying amount	37,194	46,433	83,627	39,320	48,547	87,867

14. Inventories

Inventories

	31 March 2025	31 Dec. 2024
In millions of euros		
Raw materials and manufacturing supplies	2,996	2,799
Work in progress	2,988	3,032
Finished goods, spare parts and products held for resale	20,402	20,069
Advance payments	354	334
	26,740	26,234

15. Equity

Share buyback programmes

On the basis of the authorization to acquire the company's own shares given by the General Meeting on 8 July 2020, the Board of Management, with the approval of the Supervisory Board, resolved a share buyback programme on 16 February 2023. The acquisition of treasury shares worth up to €4 billion (not including incidental costs) on the stock exchange over a period of up to two years for the purpose of cancellation began on 3 March 2023.

On 21 February 2024, Mercedes-Benz Group AG resolved to conduct a further share buyback programme, through which it was intended to acquire treasury shares worth up to €3 billion (not including incidental costs) on the stock exchange and to then cancel them. This share buyback programme was also based on the authorization by the General Meeting of Mercedes-Benz Group AG on 8 July 2020. The upper limit of 10% of the share capital applied to both buyback programmes together.

From March 2023 to November 2024, as part of the share buyback programmes, 107 million of the company's own shares were repurchased at a purchase price of €6,992 million (including transaction costs), all of which were cancelled on 13 December 2024, without a capital reduction.

At its meeting on 19 February 2025, the Supervisory Board approved a further share buyback programme agreed on by the Board of Management with a maximum volume of up to €5 billion over a period of up to 24 months. The share buyback is based on and in accordance with the general share buyback policy and is subject to renewed authorization by the General Meeting in May 2025 to buy back own shares up to a maximum of 10% of the share capital.

Employee share purchase plans

In the first quarter of 2025 Mercedes-Benz Group AG purchased 0.9 million (Q1 2024: 1.0 million) Mercedes-Benz shares for a purchase price of €56 million (Q1 2024: €73 million) to be reissued to employees as employee shares directly based on Section 71 Subsection 1 No. 2 of the German Stock Corporation Act (AktG). The shares were reissued to employees on 28 March 2025.

Dividend

Under the German Stock Corporation Act (AktG), the dividend is paid out of the distributable profit reported in the Annual Financial Statements of Mercedes-Benz Group AG (parent company only) in accordance with the German Commercial Code (HGB). It will be proposed to the General Meeting that €4,140 million (€4.30 per no-par-value share entitled to a dividend) from the distributable profit of Mercedes-Benz Group AG for the 2024 financial year be distributed to the

shareholders and €146 million be transferred to retained earnings.

For the 2023 financial year, in accordance with the adjusted proposal for the appropriation of profits, the 2024 General Meeting resolved that €5,486 million (€5.30 per no-par-value share entitled to a dividend) be distributed to the shareholders from the distributable profit. Further €563 million were transferred to retained earnings, of which a portion of €184 million was attributable to the 34.7 million treasury shares not entitled to dividends held by Mercedes-Benz Group AG directly or indirectly at the time of the 2024 General Meeting.

16. Pensions and similar obligations

The provisions for pensions and similar obligations consist of provisions for pension obligations of €609 million (31 December 2024: €615 million) and provisions for post-employment healthcare benefits of €327 million (31 December 2024: €337 million).

The present value of the defined benefit obligations has decreased, in particular due to the increase of the discount rate in Germany to 3.8% (31 December 2024: 3.4%). The fair value of the plan assets reflects the slightly negative return in the reporting period.

Development of funded status

	31 March 2025	31 Dec. 2024
In millions of euros		
Present value of the defined benefit obligations	20,536	21,599
Fair value of plan assets	21,912	22,550
Funded status	1,376	951
Effects of asset ceiling	-13	-13
Amounts in the balance sheet	1,363	938
thereof other assets	1,972	1,553
thereof provisions for pensions and similar obligations	-609	-615

17. Provisions for other risks

Provisions for other risks

	31 March 2025			31 December 2024		
	Current	Non-current	Total	Current	Non-current	Total
In millions of euros						
Product warranties	2,886	3,831	6,717	3,239	3,695	6,934
Personnel and social costs	1,785	1,991	3,776	2,152	2,046	4,198
Litigation risks and regulatory proceedings	543	1,091	1,634	554	1,129	1,683
Other	1,895	601	2,496	1,743	462	2,205
	7,109	7,514	14,623	7,688	7,332	15,020

18. Financing liabilities

In the first three months of 2024, bonds totalling €749 million (Q1 2024: €5,475 million) were issued. Due to redemptions, the bonds decreased by €2,651 million (Q1 2024: €4,657 million).

Furthermore, the liabilities to financial institutions fell by €2,504 million to €23,811 million in the first quarter of 2025.

In addition, asset-backed securities (ABS) transactions with a total financing volume of €1,838 million (Q1 2024: €2,356 million) were carried out in the first three months of the year. In the first quarter of 2025, €1,558 million (Q1 2024: €1,653 million) were repaid.

Financing liabilities

	31 March 2025			31 December 2024		
	Current	Non-current	Total	Current	Non-current	Total
In millions of euros						
Bonds	13,850	45,930	59,780	12,565	50,321	62,886
Commercial paper	242	63	305	911	41	952
Liabilities to financial institutions	13,333	10,478	23,811	15,903	10,412	26,315
Deposits in the direct banking business	1,576	0	1,576	1,557	0	1,557
Liabilities from ABS transactions	7,823	10,126	17,949	7,305	10,894	18,199
Lease liabilities	527	1,619	2,146	485	1,748	2,233
Loans, other financing liabilities	558	191	749	585	71	656
	37,909	68,407	106,316	39,311	73,487	112,798

19. Legal proceedings

As described in the Notes to the Consolidated Financial Statements as of 31 December 2024, Mercedes-Benz Group AG and its subsidiaries are confronted with various court proceedings, claims and governmental investigations and orders (legal proceedings) on a large number of topics.

Compared to the legal proceedings described therein, the following significant changes have occurred:

Diesel emission behaviour: consumer actions and other lawsuits in the United States, Germany and other states

As previously reported, consumer class actions regarding diesel emission behaviour were filed against Mercedes-Benz Group AG in Israel in 2019. In March 2025, the proceeding was concluded with a court approved settlement in which Mercedes-Benz consents to continue the implementation of diesel-related field measures.

20. Financial instruments

The following table shows the carrying amounts and fair values of the respective classes of the Group's financial instruments, including assets and liabilities held for sale.

The fair values of financial instruments were calculated on the basis of market information available on the balance sheet date. The following methods and assumptions were used.

Marketable debt securities and similar investments, other financial assets and liabilities

Marketable debt securities are recognized at fair value through other comprehensive income or at fair value through profit or loss. Similar investments are measured at amortized cost and are not included in the measurement hierarchy, as their carrying amount is a reasonable approximation of fair value due to the short terms of these financial instruments and the fundamentally low credit risk.

Equity instruments are recognized at fair value through other comprehensive income or at fair value through profit or loss.

Marketable debt securities and equity instruments recognized at fair value were measured using quoted market prices at the end of the reporting period. If quoted market prices are not available for these debt and equity instruments, fair value measurement is based on inputs that are either directly or indirectly observable in active markets. Fair values are calculated using recognized financial valuation models such as discounted cash flow models or multiples, taking into account current valuation parameters such as interest rates and exchange rates.

Other financial assets and liabilities measured at fair value through profit or loss relate to derivative financial instruments not used in hedge accounting. These financial instruments as well as derivative financial instruments used in hedge accounting comprise:

- derivative currency hedging contracts; the fair values of cross-currency interest rate swaps are determined on the basis of the discounted estimated future cash flows (taking account of credit premiums and default risks) using the market interest rates appropriate to the remaining terms of the financial instruments. The measurement of currency forwards is based on market quotes of forward curves. Currency options, if used, are measured with option-pricing models using market data.

- derivative interest rate hedging contracts; the fair values of interest rate hedging instruments (e.g. interest rate swaps) are calculated on the basis of the discounted estimated future cash flows (taking account of credit premiums and default risks) using the market interest rates appropriate to the remaining terms of the financial instruments.
- derivative commodity hedging contracts; the fair values of commodity hedging contracts (e.g. commodity swaps) are determined on the basis of current reference prices with consideration of forward premiums and discounts and default risks.

Contract and refund liabilities

Contract and refund liabilities include obligations from sales transactions that qualify as financial instruments. Obligations from sales transactions should generally be regarded as current. Due to the short maturities of these financial instruments, it is assumed that their fair values are equal to their carrying amounts.

Carrying amounts and fair values of financial instruments

	31 March 2025		31 December 2024	
	Carrying amount	Fair value	Carrying amount	Fair value
In millions of euros				
Receivables from financial services	83,627	85,735	87,950	90,048
Trade receivables	6,835	6,835	6,982	6,982
Cash and cash equivalents	11,752	11,752	14,517	14,517
Marketable debt securities and similar investments	10,580	10,580	7,730	7,730
Measured at fair value through profit or loss	6,805	6,805	5,952	5,952
Measured at fair value through other comprehensive income	851	851	880	880
Measured at amortized cost	2,924	2,924	898	898
Other financial assets				
Equity instruments and debt instruments	1,256	1,256	1,293	1,293
Measured at fair value through profit or loss	574	574	589	589
Measured at fair value through other comprehensive income	682	682	704	704
Other financial assets measured at fair value through profit or loss	222	222	271	271
Derivative financial instruments used in hedge accounting	1,667	1,667	1,291	1,291
Other receivables and miscellaneous other financial assets	2,966	2,966	2,690	2,690
Financial assets	118,905	121,013	122,724	124,822
Financing liabilities	104,170	103,721	110,583	110,095
Trade payables	13,270	13,270	11,312	11,312
Other financial liabilities				
Other financial liabilities measured at fair value through profit or loss	92	92	114	114
Derivative financial instruments used in hedge accounting	689	689	1,118	1,118
Miscellaneous other financial liabilities	4,267	4,267	4,334	4,334
Contract and refund liabilities				
Obligations from sales transactions	4,102	4,102	4,655	4,655
Financial liabilities	126,590	126,141	132,116	131,628

The following table provides an overview of the classification into measurement hierarchies of financial assets and liabilities measured at fair value (according to IFRS 13).

For the determination of the credit risk from derivative financial instruments which are allocated to the Level 2 measurement hierarchy, portfolios managed on the basis of net exposure are applied.

At the end of the reporting period, the Group reviews whether reclassifications between the fair value hierarchies are necessary compared to 31 December of the previous year.

Measurement hierarchy of financial assets and liabilities measured at fair value

	31 March 2025				31 December 2024			
	Total	Level 1 ¹	Level 2 ²	Level 3 ³	Total	Level 1 ¹	Level 2 ²	Level 3 ³
In millions of euros								
Marketable debt securities and similar investments	7,656	7,654	2	-	6,832	6,780	52	-
Measured at fair value through profit or loss	6,805	6,803	2	-	5,952	5,950	2	-
Measured at fair value through other comprehensive income	851	851	-	-	880	830	50	-
Equity instruments and debt instruments	1,256	294	249	713	1,293	316	303	674
Measured at fair value through profit or loss	574	17	-	557	589	28	9	552
Measured at fair value through other comprehensive income	682	277	249	156	704	288	294	122
Other financial assets measured at fair value through profit or loss	222	-	192	30	271	-	243	28
Derivative financial instruments used in hedge accounting	1,667	-	1,667	-	1,291	-	1,291	-
Financial assets measured at fair value	10,801	7,948	2,110	743	9,687	7,096	1,889	702
Other financial liabilities measured at fair value through profit or loss	92	-	92	-	114	-	114	-
Derivative financial instruments used in hedge accounting	689	-	689	-	1,118	-	1,118	-
Financial liabilities measured at fair value	781	-	781	-	1,232	-	1,232	-

1 Fair value measurement is based on quoted prices (unadjusted) in active markets for these or identical assets or liabilities.

2 Fair value measurement is based on inputs, that can be observed directly or indirectly on an active market.

3 Fair value measurement is based on inputs for which no observable market data is available.

21. Segment reporting

Segment reporting is presented in accordance with the internal management and reporting system.

Segment reporting												
	Mercedes-Benz Cars		Mercedes-Benz Vans		Mercedes-Benz Mobility		Total segments		Reconciliation		Mercedes-Benz Group	
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024	Q1 2025	Q1 2024
In millions of euros												
External revenue	23,040	24,477	3,967	4,787	6,217	6,609	33,224	35,873	-	-	33,224	35,873
Intra-Group revenue	1,198	1,236	113	106	205	246	1,516	1,588	-1,516	-1,588	-	-
Total revenue	24,238	25,713	4,080	4,893	6,422	6,855	34,740	37,461	-1,516	-1,588	33,224	35,873
Segment profit/loss (EBIT)	1,758	2,456	229	933	287	279	2,274	3,668	15	195	2,289	3,863

The effects from the intra-Group refinancing of the financial services business are shown in the segment Mercedes-Benz Cars. This results in earnings of €126 million (Q1 2024: €103 million) in the first three months of 2025.

The reconciliation mainly includes equity investments not allocated to the segments and items at corporate level. In addition, the reconciliation includes the effects on earnings of eliminating intra-Group transactions between the segments.

Reconciliation of EBIT to Group figures		
	Q1 2025	Q1 2024
In millions of euros		
Total of segments' profit/loss (EBIT)	2,274	3,668
Gains/losses on equity-method investments, net ¹	102	249
Other reconciling items	-97	-104
Eliminations	10	50
EBIT as shown in the Consolidated Statement of Income/Loss	2,289	3,863

¹ Mainly includes the equity method gains/losses of the shares in Daimler Truck Holding AG.

22. Related party disclosures

Associated companies

A large proportion of the Group's transactions with associated companies relate to business relationships with the Daimler Truck Holding AG (Daimler Truck) as well as with LSH Auto International Limited (LSHAI) and LSH Auto Holdings Limited (LSHAH) as well as Beijing Benz Automotive Co., Ltd. (BBAC).

The Mercedes-Benz Mobility segment is continuing the leasing and sales-financing business for **Daimler Truck's** commercial vehicles in some markets.

To this end, Mercedes-Benz Mobility acquires these vehicles from Daimler Truck and leases them to the end customers. Because Daimler Truck provides residual value guarantees for these vehicles, a leasing contract (head lease) between Mercedes-Benz Mobility and Daimler Truck is shown. The contract between Mercedes-Benz Mobility and the end customer constitutes a sublease in this respect.

The receivables and right-of-use assets shown in the following table include demands for the repurchase of

vehicles by Daimler Truck of €770 million (31 December 2024: €843 million) shown in receivables from financial services.

Joint ventures

The Group has committed to providing additional funds for the equity-method investment in **Automotive Cells Company SE (ACC)**. In the first three months of 2025 no draw down took place. At 31 March 2025, up to €545 million of contractually committed funds had not been drawn down (31 December 2024: €545 million). The shares in ACC are allocated to the Mercedes-Benz Cars segment.

Transactions with related parties

	Income from sales of goods and services and other income		Expense from purchases of goods and services and other expense		Receivables and right-of-use assets		Liabilities and provisions ¹	
	Q1 2025	Q1 2024	Q1 2025	Q1 2024	31 March 2025	31 Dec. 2024	31 March 2025	31 Dec. 2024
In millions of euros								
Associated companies	3,039	3,795	495	597	3,386	3,749	489	432
thereof Daimler Truck ²	134	256	309	366	1,107	1,186	295	203
thereof LSHAI/LSHAH	1,802	1,748	112	99	983	946	11	13
thereof BBAC	1,097	1,786	73	131	1,242	1,562	179	208
Joint ventures	98	101	7	8	118	120	3	4
Companies controlled by related persons	-	-	102	100	-	-	73	56

¹ Including liabilities from default risks from guarantees for related parties.

² Services by corporate functions (e.g. IT, Logistics and Human Resources) are temporarily included in addition to relationships in the scope of ordinary business, for example, the purchase and sale of goods and services and leasing agreements.

Further Information

Review Report

To Mercedes-Benz Group AG, Stuttgart

We have reviewed the condensed consolidated interim financial statements – comprising the Consolidated Statement of Income/Loss, the Consolidated Statement of Comprehensive Income/Loss, the Consolidated Statement of Financial Position, the Consolidated Statement of Cash Flows, the Consolidated Statement of Changes in Equity and Notes to the Interim Consolidated Financial Statements – and the interim group management report of Mercedes-Benz Group AG, Stuttgart, for the period from 1 January to 31 March 2025 which are part of the quarterly financial report pursuant to § [Article] 115 WpHG (“Wertpapierhandelsgesetz”: German Securities Trading Act). The preparation of the condensed consolidated interim financial statements in accordance with the IFRS applicable to interim financial reporting as adopted by the EU and of the interim group management report in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports is the responsibility of the parent company’s Board of Management. Our responsibility is to issue a review

report on the condensed consolidated interim financial statements and on the interim group management report based on our review.

We conducted our review of the condensed consolidated interim financial statements and the interim group management report in accordance with German generally accepted standards for the review of financial statements promulgated by the Institut der Wirtschaftsprüfer (Institute of Public Auditors in Germany) (IDW) and supplementary compliance with the International Standard on Review Engagements “Review of Interim Financial Information Performed by the Independent Auditor of the Entity” (ISRE 2410). Those standards require that we plan and perform the review so that we can preclude through critical evaluation, with moderate assurance, that the condensed consolidated interim financial statements have not been prepared, in all material respects, in accordance with the IFRS applicable to interim financial reporting as adopted by the EU and that the interim group management report has not been prepared, in all material respects, in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports. A review is limited primarily to inquiries of company personnel and analytical procedures and therefore does not provide the assurance attainable in a financial

statement audit. Since, in accordance with our engagement, we have not performed a financial statement audit, we cannot express an audit opinion.

Based on our review, no matters have come to our attention that cause us to presume that the condensed consolidated interim financial statements have not been prepared, in all material respects, in accordance with the IFRS applicable to interim financial reporting as adopted by the EU nor that the interim group management report has not been prepared, in all material respects, in accordance with the provisions of the German Securities Trading Act applicable to interim group management reports.

Stuttgart, 29 April 2025

PricewaterhouseCoopers GmbH
Wirtschaftsprüfungsgesellschaft

Dietmar Prümm
Wirtschaftsprüfer
(German Public Auditor)

Thomas Tandetzki
Wirtschaftsprüfer
(German Public Auditor)

Information on the Internet

Further information about the **Mercedes-Benz Group share** can be found at

group.mercedes-benz.com/investors

The Mercedes-Benz Group AG Annual and Interim Reports and company financial statements are also available there. In addition, you can find the latest news, the financial calendar, presentations, various overviews of key figures, information on the share price and additional services.

The reports are published in German and English. The German version is binding.

For sustainability reasons, the Annual and Interim Reports are not printed in hard copy. We make all Annual and Interim Reports available online and as PDF files to download.

group.mercedes-benz.com/investors/report-news

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Forward-looking statements

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 negative change in market conditions in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, pandemics, 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, customs and foreign trade provisions; changes in laws, regulations and government policies (or changes in their interpretation), particularly those relating to vehicle emissions, fuel economy and safety or to the communication regarding sustainability topics (environmental, social or governance topics); price increases for fuel, raw materials or energy; disruption of production due to shortages of materials or energy, labour strikes or supplier insolvencies; a shift in consumer preferences towards smaller, lower-margin vehicles; a limited demand for all-electric vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; 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; the resolution of pending governmental investigations or of investigations requested by governments and the outcome of pending or threatened future legal proceedings; and other risks and uncertainties, some of which are described under the heading “Risk and Opportunity Report” in the current Annual Report or in this Interim 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.

Statements regarding consumption values

Stated consumption values were determined in accordance with the prescribed WLTP (Worldwide harmonised Light vehicles Test Procedure) measurement procedure.

