## DAIMLER

Fact Sheet for Q1 2018
April 27, 2018

## DAIMLER

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## DAIMLER

## Stock Market Information

| 2nd Quarter | 3rd Quarter | 4th Quarter |  | Quart |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 20172016 | 20172016 | 20172016 | 2018 | 2017 | Change |


| Earnings per share* (in EUR) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| basic | 2.28 | 2.27 | 2.01 | 2.43 | 2.93 | 2.01 | 2.12 | 2.39 | -11\% |
| diluted | 2.28 | 2.27 | 2.01 | 2.43 | 2.93 | 2.01 | 2.12 | 2.39 | -11\% |
| Average number of shares outstanding (in millions) (adjusted for treasury stocks) |  |  |  |  |  |  |  |  |  |
| basic | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 0\% |
| diluted | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 0\% |
| Number of shares outstanding (at period end, in millions) | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 0\% |
| Share price Frankfurt (at period end, in EUR) | 63.37 | 53.52 | 67.47 | 62.71 | 70.80 | 70.72 | 68.97 | 69.20 | -0\% |
| Market capitalization Frankfurt (at period end, in billions of EUR) | 67.80 | 57.26 | 72.18 | 67.09 | 75.74 | 75.66 | 73.79 | 74.03 | -0\% |

[^0]
## DAIMLER

Key Figures and Ratios

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Unit Sales (in units) | 822,504 | 761,340 | 824,130 | 754,130 | 873,040 | 799,031 | 806,905 | 754,259 | +7\% |
| Revenue* | 41,214 | 38,616 | 40,745 | 38,597 | 43,613 | 41,001 | 39,785 | 38,582 | +3\% |
| EBIT* | 3,747 | 3,258 | 3,409 | 4,037 | 3,421 | 3,459 | 3,335 | 3,771 | -12\% |
| Net profit (loss), Group* | 2,512 | 2,452 | 2,237 | 2,726 | 3,216 | 2,206 | 2,354 | 2,652 | -11\% |
| Profit (loss) attributable to shareholders of Daimler AG* | 2,444 | 2,429 | 2,146 | 2,595 | 3,131 | 2,149 | 2,273 | 2,557 | -11\% |
| R\&D expenditure total | 2,132 | 1,831 | 2,296 | 1,892 | 2,150 | 2,125 | 2,321 | 2,133 | +9\% |
| Expensed R\&D costs | 1,414 | 1,263 | 1,647 | 1,298 | 1,429 | 1,458 | 1,712 | 1,448 | +18\% |
| Capitalized development costs | 718 | 568 | 649 | 594 | 721 | 667 | 609 | 685 | -11\% |
| Amortization on capitalized development costs | 331 | 318 | 330 | 318 | 323 | 318 | 360 | 326 | +10\% |
| Depreciation and amortization** <br> (including amortization on capitalized development costs, excluding depreciation on leased assets) | 1,356 | 1,325 | 1,360 | 1,404 | 1,436 | 1,350 | 1,444 | 1,369 | +5\% |
| Capital expenditure total** | 2,718 | 2,211 | 2,548 | 2,224 | 3,599 | 2,897 | 2,214 | 2,213 | +0\% |
| Investment in pp\&e | 1,397 | 1,325 | 1,450 | 1,418 | 2,564 | 1,993 | 1,332 | 1,290 | +3\% |
| Capitalized development costs | 718 | 568 | 649 | 594 | 721 | 667 | 609 | 685 | -11\% |
| Financial investments and other intangible assets | 603 | 318 | 449 | 212 | 314 | 237 | 273 | 238 | +15\% |

[^1]
## DAIMLER

## Free Cash Flow and Net Liquidity of the Industrial Business

$\frac{\text { 2nd Quarter }}{2017 \quad 2016}$
$\frac{\text { 3rd Quarter }}{20172016}$


| 1st Quarter |  |  |
| :---: | :---: | :---: |
| 2018 | 2017 | Change |

Net liquidity

| at the beginning of the period | 21,073 | 18,465 | 18,382 | 17,448 | 20,832 | 17,906 | 16,597 | 19,737 | -16\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Free cash flow | 1,093 | 1,856 | 2,733 | 473 | -3,766 | 1,281 | 1,822 | 1,945 | -6\% |
| thereof: working capital* | 90 | 247 | -111 | -1,197 | -2,058 | -299 | 297 | 858 | -65\% |
| Other | -3,784 | -2,873 | -283 | -15 | -469 | 550 | 264 | -609 |  |
| thereof: dividends Daimler AG | -3,477 | -3,477 | 0 | 0 | 0 | 0 | 0 | 0 | . |
| Net liquidity at the end of the period | 18,382 | 17,448 | 20,832 | 17,906 | 16,597 | 19,737 | 18,683 | 21,073 | -11\% |

[^2]
## DAIMLER

## Liquidity

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Group liquidity |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 12,995 | 13,988 | 17,401 | 14,189 | 12,072 | 10,981 | 14,058 | 12,966 | +8\% |
| Marketable securities and term deposits | 8,801 | 8,952 | 9,501 | 9,362 | 10,063 | 10,748 | 10,407 | 8,652 | +20\% |
| Gross liquidity | 21,796 | 22,940 | 26,902 | 23,551 | 22,135 | 21,729 | 24,465 | 21,618 | +13\% |
| Financing liabilities (nominal) | -119,426 | -109,489 | -123,889 | -110,880 | -127,353 | -117,625 | -129,671 | -117,411 |  |
| Net debt | -97,630 | -86,549 | -96,987 | -87,329 | -105,218 | -95,896 | -105,206 | -95,793 |  |
| Liquidity of the industrial business |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 11,030 | 12,665 | 15,168 | 12,577 | 9,515 | 8,751 | 12,263 | 11,307 | +8\% |
| Marketable securities and term deposits | 7,635 | 7,701 | 8,368 | 8,149 | 8,894 | 9,498 | 9,133 | 7,443 | +23\% |
| Gross liquidity | 18,665 | 20,366 | 23,536 | 20,726 | 18,409 | 18,249 | 21,396 | 18,750 | +14\% |
| Financing liabilities (nominal) | -283 | -2,918 | -2,704 | -2,820 | -1,812 | 1,488 | -2,713 | 2,323 |  |
| Net liquidity | 18,382 | 17,448 | 20,832 | 17,906 | 16,597 | 19,737 | 18,683 | 21,073 | -11\% |

## DAIMLER

## Pension and Health-Care Benefits

$\frac{\text { 2nd Quarter }}{2017}$
$\frac{\text { 3rd Quarter }}{2017 \quad 2016}$
$\frac{\text { 4th Quarter }}{2017 \quad 2016}$

| 1st Quarter |  |  |
| :---: | :---: | :---: |
| 2018 | 2017 | Change |

## Pension benefits

Benefit obligations
Plan assets
Funded status
Funding ratio

| -31.7 | -32.3 | -31.7 | -33.6 |
| ---: | ---: | ---: | ---: |
| 23.6 | 22.1 | 23.7 | 22.7 |
| -8.1 | -10.2 | -8.0 | -10.9 |
| $74.4 \%$ | $68.4 \%$ | $74.8 \%$ | $67.6 \%$ |


| -31.7 | -31.2 |
| ---: | ---: |
| 27.2 | 23.4 |
| -4.5 | -7.8 |
| $85.8 \%$ | $75.0 \%$ |


| -31.5 | -31.2 |
| ---: | ---: |
| 26.6 | 23.5 |
| -4.9 | -7.7 |
| $84.4 \%$ | $75.3 \%$ |

$+13 \%$

Health-care benefits
Benefit obligations
Plan assets
Reimbursement Medicare Act
Funded status

| -1.1 | -1.1 | -1.1 | -1.2 |
| ---: | ---: | ---: | ---: |
| 0.0 | 0.0 | 0.0 | 0.0 |
| 0.1 | 0.0 | 0.1 | 0.0 |
| -1.0 | -1.1 | -1.0 | -1.2 |

-1.2
0.0
0.1
-1.1
-1.2
0.0
0.1
-1.1

| -1.1 | -1.2 |
| ---: | ---: |
| 0.0 | 0.0 |
| 0.1 | 0.1 |
| -1.0 | -1.1 |

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## Unit Sales

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Mercedes-Benz Cars | 595,178 | 546,517 | 597,253 | 565,564 | 613,026 | 589,119 | 594,299 | 568,070 | +5\% |
| Daimler Trucks | 116,429 | 108,282 | 126,558 | 97,143 | 133,711 | 104,019 | 113,846 | 94,007 | +21\% |
| Mercedes-Benz Vans | 103,393 | 99,583 | 93,106 | 85,238 | 117,748 | 97,628 | 93,016 | 86,778 | +7\% |
| Daimler Buses | 7,504 | 6,958 | 7,213 | 6,185 | 8,555 | 8,265 | 5,744 | 5,404 | +6\% |
| Daimler Group | 822,504 | 761,340 | 824,130 | 754,130 | 873,040 | 799,031 | 806,905 | 754,259 | +7\% |

## DAIMLER

## Production Volume

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Mercedes-Benz Cars | 600,358 | 570,041 | 639,058 | 596,443 | 587,020 | 545,839 | 608,071 | 584,942 | +4\% |
| Daimler Trucks | 119,522 | 110,501 | 129,845 | 98,741 | 122,159 | 90,114 | 120,770 | 104,799 | +15\% |
| Mercedes-Benz Vans | 100,884 | 103,688 | 84,821 | 84,123 | 115,308 | 91,022 | 109,996 | 104,116 | +6\% |
| Daimler Buses | 7,973 | 6,600 | 7,089 | 6,952 | 6,873 | 7,052 | 6,924 | 6,583 | +5\% |
| Daimler Group | 828,737 | 790,830 | 860,813 | 786,259 | 831,360 | 734,027 | 845,761 | 800,440 | +6\% |

## DAIMLER

## Revenue*

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Mercedes-Benz Cars | 23,570 | 22,122 | 23,355 | 23,251 | 24,905 | 23,931 | 22,998 | 22,521 | +2\% |
| Daimler Trucks | 9,030 | 8,666 | 9,210 | 7,851 | 9,564 | 8,466 | 8,619 | 7,951 | +8\% |
| Mercedes-Benz Vans | 3,325 | 3,441 | 3,090 | 3,120 | 3,769 | 3,459 | 3,098 | 2,977 | +4\% |
| Daimler Buses | 1,217 | 1,122 | 1,036 | 937 | 1,348 | 1,287 | 850 | 923 | -8\% |
| Daimler Financial Services | 5,930 | 5,014 | 5,836 | 5,133 | 6,099 | 5,651 | 6,020 | 5,911 | +2\% |
| Reconciliation | -1,858 | -1,749 | -1,782 | -1,695 | -2,072 | -1,793 | -1,800 | -1,701 |  |
| Daimler Group | 41,214 | 38,616 | 40,745 | 38,597 | 43,613 | 41,001 | 39,785 | 38,582 | +3\% |

* The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).


## DAIMLER

## Earnings Before Interest and Taxes (EBIT) and Return on Sales (RoS)*

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (EBIT in millions of EUR, RoS in \%) | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Mercedes-Benz Cars |  |  |  |  |  |  |  |  |  |
| EBIT | 2,365 | 1,410 | 2,105 | 2,746 | 2,375 | 2,561 | 2,060 | 1,998 | +3\% |
| RoS | 10.0\% | 6.4\% | 9.0\% | 11.8\% | 9.5\% | 10.7\% | 9.0\% | 8.9\% | . |
| Daimler Trucks |  |  |  |  |  |  |  |  |  |
| EBIT | 548 | 621 | 614 | 464 | 559 | 347 | 647 | 662 | -2\% |
| RoS | 6.1\% | 7.2\% | 6.7\% | 5.9\% | 5.8\% | 4.1\% | 7.5\% | 8.3\% | . |
| Mercedes-Benz Vans |  |  |  |  |  |  |  |  |  |
| EBIT | 349 | 401 | 214 | 312 | 247 | 156 | 172 | 337 | -49\% |
| RoS | 10.5\% | 11.7\% | 6.9\% | 10.0\% | 6.6\% | 4.5\% | 5.6\% | 11.3\% |  |
| Daimler Buses |  |  |  |  |  |  |  |  |  |
| EBIT | 78 | 88 | 32 | 45 | 99 | 77 | 37 | 72 | -49\% |
| RoS | 6.4\% | 7.8\% | 3.1\% | 4.8\% | 7.3\% | 6.0\% | 4.4\% | 7.8\% | . |
| Daimler Financial Services |  |  |  |  |  |  |  |  |  |
| EBIT | 522 | 479 | 508 | 438 | 416 | 390 | 548 | 524 | +5\% |
| Return on equity (RoE) | 18.8\% | 19.3\% | 18.5\% | 17.7\% | 14.2\% | 15.2\% | 17.9\% | 19.3\% | . |
| Reconciliation | -115 | 259 | -64 | 32 | -275 | -72 | -129 | 178 | . |
| Daimler Group | 3,747 | 3,258 | 3,409 | 4,037 | 3,421 | 3,459 | 3,335 | 3,771 | -12\% |

[^3]
## DAIMLER

## Disclosed Items Affecting EBIT

| 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter |
| :---: | :---: | :---: | :---: |
| 20172016 | 20172016 | 20172016 | 20182017 |


|  | Restructuring of own dealer network | - | -11 | - | 41 | - | -53 | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Expenses in connection with Takata airbags | - | -440 | - | - | - | -20 | - | - |
|  | Profit/loss in connection with remeasurement of inventories | - | -284 | - | 46 | - | - | - | - |
|  | Settlement in connection with patent dispute | - | -64 | - | - | - | - | - | - |
|  | Remeasurement of the investment in THERE Holding B.V. now using the equity method | - | - | - | - | - | - | - | 183 |
|  | Expenses for voluntary service activities and a specific vehicle recall | - | - | -453 | - | 28 | - | - | - |
|  | Workforce adjustments | - | -34 | - | -49 | - | -8 | - | - |
|  | Restructuring of own dealer network | - | -6 | - | 3 | - | -10 | - | - |
|  | Sale of real estate at the Kawasaki site in Japan | - | - | - | - | - | - | - | 267 |
|  | Expenses related to fixed cost optimization | -24 | - | -70 | - | -78 | - | * | - |
|  | Restructuring of own dealer network | - | -2 | - | - | - | -8 | - | - |
|  | Expenses in connection with Takata airbags | - | -59 | - | -7 | - | -13 | - | - |
|  | Workforce adjustments in Germany | - | - | - | - | - | -8 | - | - |
|  | Restructuring of own dealer network | - | -1 | - | 1 | - | - | - | - |
|  | Workforce adjustments | - | - | - | -8 | - | -1 | - | - |
|  | Expenses related to one legal proceeding | - | -400 | - | - | - | - | - | - |
|  | Losses from currency transactions (not alloc. to business operations) | - | -19 | - | - | - | - | - | - |
|  | Contribution of shares of Renault and Nissan to pension plan assets | - | 605 | - | - | - | - | - | - |
|  | Impairment reversal of investment in BAIC Motor | - | - | - | - | - | - | - | 240 |

[^4]
## DAIMLER

## Mercedes-Benz Cars

## Overview

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Unit sales (units) | 595,178 | 546,517 | 597,253 | 565,564 | 613,026 | 589,119 | 594,299 | 568,070 | +5\% |
| Retail sales (units) | 619,367 | 561,189 | 603,766 | 563,487 | 606,503 | 584,798 | 625,030 | 594,781 | +5\% |
| Production (units) | 600,358 | 570,041 | 639,058 | 596,443 | 587,020 | 545,839 | 608,071 | 584,942 | +4\% |
| Revenue* (millions of EUR) | 23,570 | 22,122 | 23,355 | 23,251 | 24,905 | 23,931 | 22,998 | 22,521 | +2\% |
| EBIT* (millions of EUR) | 2,365 | 1,410 | 2,105 | 2,746 | 2,375 | 2,561 | 2,060 | 1,998 | +3\% |
| Return on sales* (\%) | 10.0\% | 6.4\% | 9.0\% | 11.8\% | 9.5\% | 10.7\% | 9.0\% | 8.9\% |  |
| V-Class/X-Class retail sales (included in MBC retail sales) | 15,963 | 12,879 | 14,437 | 12,177 | 17,648 | 12,238 | 16,940 | 12,567 | +35\% |

[^5]
## DAIMLER

## Mercedes-Benz Cars

Unit Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Mercedes-Benz Cars | 595,178 | 546,517 | 597,253 | 565,564 | 613,026 | 589,119 | 594,299 | 568,070 | +5\% |
| Europe | 270,433 | 256,260 | 252,839 | 244,553 | 249,112 | 256,247 | 244,178 | 241,403 | +1\% |
| of which Germany | 85,369 | 84,040 | 82,805 | 79,064 | 77,627 | 80,873 | 78,547 | 74,072 | +6\% |
| NAFTA | 94,554 | 100,934 | 98,149 | 105,123 | 116,903 | 110,219 | 85,748 | 93,184 | -8\% |
| of which USA | 77,605 | 86,624 | 82,175 | 89,878 | 99,722 | 93,449 | 70,490 | 78,425 | -10\% |
| Asia | 204,709 | 165,803 | 219,287 | 190,566 | 223,793 | 196,332 | 241,836 | 210,730 | + 15\% |
| of which China | 150,146 | 117,134 | 153,269 | 126,601 | 160,833 | 135,487 | 178,817 | 154,563 | +16\% |
| of which locally produced vehicles | 101,371 | 73,566 | 104,246 | 83,376 | 107,503 | 90,295 | 127,005 | 109,438 | +16\% |
| Rest of World | 25,482 | 23,520 | 26,978 | 25,322 | 23,218 | 26,321 | 22,537 | 22,753 | -1\% |

## DAIMLER

## Mercedes-Benz Cars

Retail Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Mercedes-Benz Cars | 619,367 | 561,189 | 603,766 | 563,487 | 606,503 | 584,798 | 625,030 | 594,781 | +5\% |
| Europe of which Germany | $\begin{array}{r} 277,951 \\ 90,605 \end{array}$ | $\begin{array}{r} 264,310 \\ 88,465 \end{array}$ | $\begin{array}{r} 261,192 \\ 87,183 \end{array}$ | $\begin{array}{r} 247,262 \\ 83,493 \end{array}$ | $\begin{array}{r} 258,322 \\ 83,932 \end{array}$ | $\begin{array}{r} 256,665 \\ 86,082 \end{array}$ | $\begin{array}{r} 262,342 \\ 83,453 \end{array}$ | $\begin{array}{r} 258,524 \\ 77,837 \end{array}$ | $\begin{aligned} & +1 \% \\ & +7 \% \end{aligned}$ |
| NAFTA <br> of which USA | $\begin{array}{r} 100,557 \\ 83,733 \end{array}$ | $\begin{array}{r} 103,179 \\ 88,345 \end{array}$ | $\begin{aligned} & 96,890 \\ & 80,943 \end{aligned}$ | $\begin{array}{r} 103,093 \\ 87,866 \end{array}$ | $\begin{array}{r} 111,869 \\ 95,456 \end{array}$ | $\begin{array}{r} 108,161 \\ 93,204 \end{array}$ | $\begin{aligned} & 94,056 \\ & 78,874 \end{aligned}$ | $\begin{aligned} & 95,523 \\ & 80,155 \end{aligned}$ | $-2 \%$ $-2 \%$ |
| Asia <br> of which China of which locally produced vehicles | 215,185 154,792 107,783 | 170,253 <br> 118,267 <br> 78,538 |  | 188,877 <br> 130,409 <br> 85,523 |  | 194,211 <br> 134,383 <br> 85,328 |  |  | $\begin{aligned} & +13 \% \\ & +16 \% \\ & +17 \% \end{aligned}$ |
| Rest of World | 25,674 | 23,447 | 26,289 | 24,255 | 23,760 | 25,761 | 23,455 | 23,791 | -1\% |
| V-Class/X-Class <br> (included in MBC retail sales) | 15,963 | 12,879 | 14,437 | 12,177 | 17,648 | 12,238 | 16,940 | 12,567 | +35\% |

## DAIMLER

## Mercedes-Benz Cars

Market Shares*

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in \%) | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change in \% pts. |
| European Union | 6.3 | 6.0 | 6.7 | 6.6 | 6.3 | 6.5 | 5.9 | 5.9 | 0.0 |
| of which Germany | 10.6 | 10.4 | 11.3 | 10.5 | 10.3 | 11.3 | 10.0 | 10.1 | -0.1 |
| USA | 1.9 | 1.9 | 1.8 | 2.0 | 2.2 | 2.1 | 1.9 | 2.0 | -0.1 |
| China | 2.9 | 2.3 | 2.8 | 2.5 | 1.9 | 1.8 | 2.9 | 2.7 | +0.2 |
| Japan | 1.6 | 1.7 | 1.8 | 1.9 | 1.9 | 1.8 | 1.4 | 1.4 | 0.0 |

* Based on estimates in certain markets.


## DAIMLER

## Daimler Trucks

## Overview

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Incoming orders (units) | 114,360 | 93,880 | 116,691 | 83,944 | 145,811 | 109,951 | 183,761 | 123,728 | +49\% |
| Unit sales (units) | 116,429 | 108,282 | 126,558 | 97,143 | 133,711 | 104,019 | 113,846 | 94,007 | +21\% |
| Retail sales (units) | 112,481 | 112,684 | 116,280 | 102,999 | 138,499 | 114,881 | 112,222 | 98,058 | +14\% |
| Production (units) | 119,522 | 110,501 | 129,845 | 98,741 | 122,159 | 90,114 | 120,770 | 104,799 | +15\% |
| Revenue* (millions of EUR) | 9,030 | 8,666 | 9,210 | 7,851 | 9,564 | 8,466 | 8,619 | 7,951 | +8\% |
| EBIT* (millions of EUR) | 548 | 621 | 614 | 464 | 559 | 347 | 647 | 662 | -2\% |
| Return on sales* (\%) | 6.1\% | 7.2\% | 6.7\% | 5.9\% | 5.8\% | 4.1\% | 7.5\% | 8.3\% | . |

## DAIMLER

## Daimler Trucks

## Unit Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Daimler Trucks | 116,429 | 108,282 | 126,558 | 97,143 | 133,711 | 104,019 | 113,846 | 94,007 | +21\% |
| EU30* | 20,431 | 20,381 | 20,874 | 21,307 | 23,611 | 22,616 | 17,250 | 17,394 | -1\% |
| of which Germany | 8,069 | 8,335 | 8,104 | 8,306 | 9,095 | 9,334 | 6,112 | 6,458 | -5\% |
| NAFTA | 42,293 | 40,643 | 45,290 | 31,433 | 44,523 | 33,197 | 40,822 | 32,906 | +24\% |
| of which USA | 35,861 | 34,163 | 38,616 | 25,221 | 36,827 | 26,225 | 34,813 | 28,906 | +20\% |
| Latin America (excl. Mexico) | 7,028 | 6,779 | 7,978 | 7,656 | 9,213 | 7,091 | 9,370 | 6,324 | +48\% |
| of which Brazil | 2,920 | 2,971 | 3,662 | 3,453 | 4,378 | 2,814 | 4,027 | 2,427 | +66\% |
| Asia | 35,682 | 30,385 | 39,977 | 28,070 | 42,974 | 31,575 | 37,675 | 30,000 | +26\% |
| of which Japan | 10,195 | 11,025 | 11,862 | 11,749 | 11,182 | 11,267 | 11,974 | 11,608 | +3\% |
| Indonesia | 9,823 | 5,642 | 11,936 | 6,690 | 13,727 | 8,227 | 12,497 | 7,232 | +73\% |
| India | 3,554 | 3,906 | 4,855 | 2,438 | 4,572 | 2,700 | 6,191 | 3,736 | +66\% |
| Rest of World | 10,995 | 10,094 | 12,439 | 8,677 | 13,390 | 9,540 | 8,729 | 7,383 | +18\% |
| BFDA - Beijing Foton Daimler |  |  |  |  |  |  |  |  |  |
| Automotive Co. Ltd. (Auman Trucks) | 28,623 | 21,259 | 30,031 | 16,913 | 27,298 | 22,529 | 24,009 | 26,433 | -9\% |
| Daimler Trucks including BFDA | 145,052 | 129,541 | 156,589 | 114,056 | 161,009 | 126,548 | 137,855 | 120,440 | +14\% |

[^6]
## DAIMLER

## Daimler Trucks Retail Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Daimler Trucks | 112,481 | 112,684 | 116,280 | 102,999 | 138,499 | 114,881 | 112,222 | 98,058 | +14\% |
| EU30* | 20,979 | $20,315$ | 19,307 | 19,348 | $24,000$ | $24,292$ | $18,624$ | $16,601$ | $+12 \%$ |
| NAFTA | 39,965 33,393 | 43,537 36,739 | 41,147 | 36,846 | 47,603 | 36,316 | 39,387 | 31,823 | +24\% |
| of which USA | 33,393 | 36,739 | 35,464 | 30,392 | 39,378 | 28,898 | 34,547 | 27,790 | +24\% |
| Latin America (excl. Mexico) | 6,992 | 7,206 | 7,769 | 7,534 | 8,966 | 7,384 | 8,749 | 6,399 | +37\% |
| of which Brazil | 2,954 | 3,309 | 3,507 | 3,229 | 4,068 | 3,320 | 3,542 | 2,508 | +41\% |
| Asia | 33,550 | 30,731 | 36,492 | 30,726 | 43,367 | 36,839 | 38,056 | 35,965 | +6\% |
| of which Japan | 10,076 | 10,872 | 12,015 | 11,760 | 11,299 | 11,018 | 11,962 | 11,843 | +1\% |
| Indonesia | 9,795 | 6,727 | 10,008 | 6,460 | 13,958 | 11,285 | 12,317 | 9,733 | +27\% |
| India | 3,256 | 3,663 | 4,559 | 2,653 | 4,825 | 2,302 | 5,759 | 4,486 | +28\% |
| Rest of World | 10,995 | 10,895 | 11,565 | 8,545 | 14,563 | 10,050 | 7,406 | 7,270 | +2\% |

[^7]
## DAIMLER

## Daimler Trucks Incoming Orders

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Daimler Trucks | 114,360 | 93,880 | 116,691 | 83,944 | 145,811 | 109,951 | 183,761 | 123,728 | +49\% |
| EU30* <br> of which Germany | $\begin{array}{r} 19,738 \\ 7,496 \end{array}$ | $\begin{array}{r} 19,868 \\ 7,291 \end{array}$ | $\begin{array}{r} 18,968 \\ 6,578 \end{array}$ | $\begin{array}{r} 17,067 \\ 6,678 \end{array}$ | $\begin{array}{r} 22,887 \\ 8,202 \end{array}$ | $\begin{array}{r} 21,988 \\ 7,815 \end{array}$ | $\begin{aligned} & 23,733 \\ & 10,009 \end{aligned}$ | $\begin{array}{r} 21,310 \\ 8,748 \end{array}$ | $\begin{aligned} & +11 \% \\ & +14 \% \end{aligned}$ |
| NAFTA <br> of which USA | $\begin{aligned} & 35,989 \\ & 31,075 \end{aligned}$ | $\begin{aligned} & 24,948 \\ & 19,989 \end{aligned}$ | $\begin{aligned} & 35,106 \\ & 27,194 \end{aligned}$ | $\begin{aligned} & 23,840 \\ & 21,444 \end{aligned}$ | $\begin{aligned} & 62,889 \\ & 56,151 \end{aligned}$ | $\begin{aligned} & 40,361 \\ & 34,558 \end{aligned}$ | $\begin{aligned} & 88,646 \\ & 72,236 \end{aligned}$ | $\begin{aligned} & 45,967 \\ & 37,792 \end{aligned}$ |  |
| Latin America (excl. Mexico) of which Brazil | $\begin{aligned} & 6,576 \\ & 2,920 \end{aligned}$ | $\begin{aligned} & 6,740 \\ & 2,971 \end{aligned}$ | $\begin{aligned} & 8,128 \\ & 3,662 \end{aligned}$ | $\begin{aligned} & 7,103 \\ & 3,453 \end{aligned}$ | 8,398 4,378 | 6,418 2,814 | 7,990 4,027 | 5,419 2,427 | $+47 \%$ $+66 \%$ |
| Asia <br> of which Japan Indonesia India | $\begin{array}{r} 39,000 \\ 12,284 \\ 10,290 \\ 4,953 \end{array}$ | $\begin{array}{r} 31,547 \\ 13,147 \\ 7,260 \\ 3,560 \end{array}$ | $\begin{array}{r} 42,858 \\ 11,579 \\ 14,365 \\ 5,069 \end{array}$ | $\begin{array}{r} 28,739 \\ 12,059 \\ 6,080 \\ 2,463 \end{array}$ | $\begin{array}{r} 39,736 \\ 11,978 \\ 15,572 \\ 3,840 \end{array}$ | $\begin{array}{r} 31,336 \\ 10,817 \\ 7,999 \\ 2,529 \end{array}$ | $\begin{array}{r} 50,524 \\ 12,379 \\ 18,544 \\ 9,623 \end{array}$ | $\begin{array}{r} 40,233 \\ 12,500 \\ 11,855 \\ 4,336 \end{array}$ | $+26 \%$ $-1 \%$ $+56 \%$ $+122 \%$ |
| Rest of World | 13,057 | 10,777 | 11,631 | 7,195 | 11,901 | 9,848 | 12,868 | 10,799 | +19\% |

[^8]
## DAIMLER

## Daimler Trucks

Market Shares*

| (in \%) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change in \% pts. |
| Trucks Europe / Latin America |  |  |  |  |  |  |  |  |  |
| (Mercedes-Benz) |  |  |  |  |  |  |  |  |  |
| EU30** HDT/MDT | 20.9 | 20.5 | 22.1 | 21.2 | 21.2 | 21.3 | 18.3 | 18.8 | -0.5 |
| Germany HDT/MDT | 35.6 | 36.9 | 38.0 | 37.9 | 36.7 | 37.4 | 33.2 | 34.7 | -1.5 |
| Brazil HDT/MDT | 28.7 | 30.8 | 28.3 | 26.8 | 25.7 | 32.0 | 29.4 | 30.6 | -1.2 |
| Trucks NAFTA |  |  |  |  |  |  |  |  |  |
| (Freightliner/Western Star) |  |  |  |  |  |  |  |  |  |
| NAFTA Class 8 | 40.4 | 43.2 | 38.6 | 39.0 | 40.5 | 35.8 | 40.1 | 41.1 | -1.0 |
| NAFTA Class 6-7 | 39.9 | 36.4 | 36.1 | 39.7 | 40.9 | 35.7 | 44.0 | 40.5 | +3.5 |
| Trucks Asia |  |  |  |  |  |  |  |  |  |
| (FUSO) |  |  |  |  |  |  |  |  |  |
| Japan Trucks Total | 18.8 | 20.9 | 19.4 | 21.2 | 21.3 | 19.7 | 18.7 | 17.6 | +1.1 |
| (BharatBenz) |  |  |  |  |  |  |  |  |  |
| India HDT/upper MDT | 8.7 | 7.1 | 10.8 | 7.1 | 9.3 | 6.4 | 8.7 | 7.2 | +1.5 |

## DAIMLER

## Mercedes-Benz Vans

## Overview

| Unit sales (units) | 103,393 | 99,583 | 93,106 | 85,238 | 117,748 | 97,628 | 93,016 | 86,778 | +7\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Retail sales (units) | 87,447 | 82,572 | 82,322 | 74,625 | 96,756 | 85,654 | 74,194 | 72,144 | +3\% |
| Production (units) | 100,884 | 103,688 | 84,821 | 84,123 | 115,308 | 91,022 | 109,996 | 104,116 | +6\% |
| Revenue* (millions of EUR) | 3,325 | 3,441 | 3,090 | 3,120 | 3,769 | 3,459 | 3,098 | 2,977 | +4\% |
| EBIT* (millions of EUR) | 349 | 401 | 214 | 312 | 247 | 156 | 172 | 337 | -49\% |
| Return on sales* (\%) | 10.5\% | 11.7\% | 6.9\% | 10.0\% | 6.6\% | 4.5\% | 5.6\% | 11.3\% |  |
| V-Class/X-Class retail sales <br> (excluded from MB Vans retail sales) | 15,963 | 12,879 | 14,437 | 12,177 | 17,648 | 12,238 | 16,940 | 12,567 | +35\% |

[^9]
## DAIMLER

## Mercedes-Benz Vans

Unit Sales

$\frac{\text { 2nd Quarter }}{2017} \frac{\text { 3rd Quarter }}{2017} \frac{\text { 4th Quarter }}{2017} \quad$| 2016 | 1st Quarter |
| :---: | :---: |
| 2018 | $2017 \quad$ Change |


| Wholesales (in units) | 103,393 | 99,583 | 93,106 | 85,238 | 117,748 | 97,628 | 93,016 | 86,778 | $+7 \%$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EU30* | 70,357 | 69,532 | 58,966 | 57,761 | 83,435 | 68,625 | 60,418 | 60,539 | $-0 \%$ |
| of which Germany | 27,441 | 26,830 | 23,687 | 23,327 | 3,688 | 26,760 | 22,343 | 20,965 | $+7 \%$ |
| NAFTA | 11,955 | 11,635 | 12,630 | 10,570 | 11,699 | 10,900 | 11,272 | 8,531 | $+32 \%$ |
| of which USA | 8,994 | 8,837 | 9,555 | 8,171 | 9,358 | 8,673 | 8,750 | 6,251 | $+40 \%$ |
| Latin America (excl. Mexico) | 3,974 | 3,045 | 4,134 | 3,390 | 4,410 | 3,582 | 3,821 | 3,860 | $-1 \%$ |
| Asia | 8,856 | 6,441 | 9,106 | 6,607 | 8,892 | 6,360 | 9,253 | 6,787 | $+36 \%$ |
| of which China | 6,312 | 4,230 | 6,758 | 4,124 | 6,327 | 3,794 | 6,540 | 4,404 | $+49 \%$ |
| Rest of World | 8,251 | 8,930 | 8,270 | 6,910 | 9,312 | 8,161 | 8,252 | 7,061 | $+17 \%$ |

* European Union, Switzerland and Norway.


## Mercedes-Benz Vans

## Retail Sales and Market Shares

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Retail sales (in units) | 87,447 | 82,572 | 82,322 | 74,625 | 96,756 | 85,654 | 74,194 | 72,144 | +3\% |
| EU30* | 60,512 | 58,008 | 53,821 | 50,642 | 68,021 | 59,663 | 49,127 | 49,204 | -0\% |
| of which Germany | 21,946 | 22,181 | 18,792 | 18,853 | 27,327 | 22,315 | 17,225 | 16,769 | +3\% |
| NAFTA | 11,114 | 11,333 | 12,396 | 11,959 | 12,051 | 11,147 | 10,391 | 9,720 | +7\% |
| of which USA | 8,367 | 8,522 | 9,427 | 9,394 | 9,767 | 9,148 | 8,186 | 7,433 | +10\% |
| Latin America (excl. Mexico) | 3,893 | 3,275 | 4,152 | 3,249 | 4,151 | 3,675 | 3,744 | 3,970 | -6\% |
| Asia | 3,859 | 2,681 | 4,332 | 2,558 | 4,056 | 3,020 | 3,888 | 3,312 | +17\% |
| of which China | 2,762 | 1,754 | 2,991 | 1,512 | 3,029 | 1,989 | 2,708 | 2,120 | +28\% |
| Rest of World | 8,069 | 7,275 | 7,621 | 6,217 | 8,477 | 8,149 | 7,044 | 5,938 | +19\% |
| V-Class/X-Class <br> (excluded from MB Vans retail sales) | 15,963 | 12,879 | 14,437 | 12,177 | 17,648 | 12,238 | 16,940 | 12,567 | +35\% |


| Market shares** (in percent) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EU30* small | 2.9 | 2.9 | 3.1 | 3.2 | 3.3 | 3.2 | 2.9 | 3.0 | -0.1 pts. |
| EU30* midsize/large | 16.4 | 16.9 | 16.8 | 16.6 | 17.7 | 17.2 | 15.4 | 15.8 | -0.4 pts. |
| Germany midsize/large | 25.4 | 26.9 | 26.2 | 26.2 | 30.9 | 29.1 | 25.7 | 27.1 | -1.4 pts. |
| USA large | 6.3 | 6.9 | 8.4 | 9.0 | 8.2 | 7.7 | 7.7 | 7.3 | +0.4 pts. |

[^10]
## DAIMLER

## Daimler Buses

## Overview

| Unit sales* (units) | 7,504 | 6,958 | 7,213 | 6,185 | 8,555 | 8,265 | 5,744 | 5,404 | +6\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Production (units) | 7,973 | 6,600 | 7,089 | 6,952 | 6,873 | 7,052 | 6,924 | 6,583 | +5\% |
| Revenue** (millions of EUR) | 1,217 | 1,122 | 1,036 | 937 | 1,348 | 1,287 | 850 | 923 | -8\% |
| EBIT** (millions of EUR) | 78 | 88 | 32 | 45 | 99 | 77 | 37 | 72 | -49\% |
| Return on sales** (\%) | 6.4\% | 7.8\% | 3.1\% | 4.8\% | 7.3\% | 6.0\% | 4.4\% | 7.8\% |  |

* Due to the sales structure, retail sales correspond with wholesales.
** The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).


## DAIMLER

## Daimler Buses

## Unit Sales and Market Shares

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Wholesales* (in units) | 7,504 | 6,958 | 7,213 | 6,185 | 8,555 | 8,265 | 5,744 | 5,404 | +6\% |
| EU30** | 2,202 | 2,239 | 1,864 | 1,842 | 3,229 | 3,185 | 1,367 | 1,392 | -2\% |
| of which Germany | 811 | 726 | 568 | 569 | 1,169 | 1,286 | 422 | 509 | -17\% |
| NAFTA | 1,041 | 628 | 852 | 1,195 | 836 | 1,461 | 458 | 757 | -39\% |
| of which Mexico | 1,020 | 614 | 846 | 1,166 | 836 | 1,458 | 453 | 738 | -39\% |
| Latin America (excl. Mexico) | 3,448 | 2,988 | 3,643 | 2,237 | 3,251 | 2,456 | 3,109 | 2,398 | +30\% |
| of which Brazil | 2,108 | 1,796 | 2,084 | 1,012 | 1,610 | 669 | 1,856 | 1,399 | +33\% |
| Asia | 439 | 521 | 597 | 470 | 797 | 585 | 580 | 515 | +13\% |
| Rest of World | 374 | 582 | 257 | 441 | 442 | 578 | 230 | 342 | -33\% |
| Market shares*** (in percent) |  |  |  |  |  |  |  |  |  |
| EU30** heavy | 32.2 | 30.8 | 25.1 | 28.5 | 28.3 | 27.4 | 29.2 | 30.5 | -1.3 pts. |
| Germany heavy | 55.1 | 53.4 | 45.4 | 45.0 | 47.7 | 47.5 | 45.4 | 57.4 | -12.0 pts. |
| Brazil heavy | 51.3 | 59.2 | 56.4 | 62.0 | 54.7 | 55.5 | 60.8 | 42.2 | +18.6 pts. |

* Due to the sales structure, retail sales correspond with wholesales.
** European Union, Switzerland and Norway
*** Based on estimates in certain markets.


## DAIMLER

## Daimler Financial Services

## Overview

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| New business | 17,925 | 15,415 | 17,437 | 15,658 | 18,547 | 17,030 | 17,861 | 16,812 | +6\% |
| Contract volume (end of period) | 134,156 | 120,319 | 135,771 | 122,118 | 139,907 | 132,565 | 141,678 | 135,036 | +5\% |
| Revenue* | 5,930 | 5,014 | 5,836 | 5,133 | 6,099 | 5,651 | 6,020 | 5,911 | +2\% |
| EBIT* | 522 | 479 | 508 | 438 | 416 | 390 | 548 | 524 | +5\% |
| Return on equity (\%) | 18.8\% | 19.3\% | 18.5\% | 17.7\% | 14.2\% | 15.2\% | 17.9\% | 19.3\% |  |

* The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).


## DAIMLER

## Daimler Mobility Services

## Overview

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2016 | 2017 | 2016 | 2017 | 2016 | 2018 | 2017 | Change |
| Interactions (in millions) | 26.4 | 11.4 | 31.7 | 11.9 | 36.5 | 16.8 | 37.5 | 21.3 | +76\% |
| car2go | 6.3 | 5.4 | 6.0 | 5.5 | 6.4 | 6.2 | 6.3 | 6.2 | +2\% |
| moovel | 5.4 | 3.5 | 6.0 | 4.1 | 5.9 | 4.4 | 6.2 | 5.1 | +22\% |
| mytaxi* | 14.7 | 2.5 | 19.7 | 2.3 | 24.2 | 6.2 | 25.0 | 10.0 | +150\% |
| Cities (end of period) |  |  |  |  |  |  |  |  |  |
| car2go | 26 | 28 | 26 | 29 | 26 | 29 | 26 | 26 | 0\% |
| moovel | 14 | 9 | 14 | 9 | 16 | 11 | 17 | 12 | +42\% |
| mytaxi* | >65 | $>50$ | >70 | >50 | >70 | >50 | >70 | $>50$ | +40\% |
| Customers (end of period, in millions) | 14.5 | 6.7 | 15.9 | 7.4 | 17.8 | 10.5 | 21.4 | 11.5 | +86\% |
| car2go | 2.6 | 2.0 | 2.8 | 2.1 | 3.0 | 2.3 | 3.1 | 2.4 | +29\% |
| moovel | 2.9 | 1.7 | 3.4 | 1.9 | 3.7 | 2.2 | 4.4 | 2.6 | +69\% |
| mytaxi* | 9.0 | 3.0 | 9.7 | 3.4 | 11.1 | 6.0 | 13.9 | 6.5 | +114\% |

[^11]
[^0]:    * The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).

[^1]:    * The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9)
    ** Industrial business.

[^2]:    * Inventories, trade receivables and trade payables. The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).

[^3]:    * The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).

[^4]:    * not significant

[^5]:    * The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9),

[^6]:    European Union, Switzerland and Norway.

[^7]:    * European Union, Switzerland and Norway.

[^8]:    * European Union, Switzerland and Norway.

[^9]:    * The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9),

[^10]:    * European Union, Switzerland and Norway.
    ** Based on estimates in certain markets.

[^11]:    * Includes Beat since 02/17, Clever Taxi since 06/17 and Chauffeur Privé since 03/18

