## DAIMLER

Fact Sheet for Q1 2019
April 26, 2019

## DAIMLER

Contents

## Daimler Group

- Stock Market Information 3
- Earnings and Financial Situation 4-12

Information for Divisions

- Mercedes-Benz Cars$13-16$
- Daimler Trucks 17-21
- Mercedes-Benz Vans 22-24
- Daimler Buses 25-26
- Daimler Financial Services 27
- YOUR NOW Joint Ventures 28


## DAIMLER

## Stock Market Information

| 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 20182017 | 20182017 | 20182017 | 2019 | 2018 | Change |


| Earnings per share* (in EUR) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| basic | 1.61 | 2.28 | 1.58 | 2.01 | 1.46 | 2.93 | 1.96 | 2.12 | -8\% |
| diluted | 1.61 | 2.28 | 1.58 | 2.01 | 1.46 | 2.93 | 1.96 | 2.12 | -8\% |
| 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 | 1,069.7 | 1,069.8 | -0\% |
| diluted | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.8 | 1,069.7 | 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 | 1,069.0 | 1,069.8 | -0\% |
| Share price Frankfurt (at period end, in EUR) | 55.13 | 63.37 | 54.35 | 67.47 | 45.91 | 70.80 | 52.25 | 68.97 | -24\% |
| Market capitalization Frankfurt (at period end, in billions of EUR) | 58.98 | 67.80 | 58.15 | 72.18 | 49.12 | 75.74 | 55.86 | 73.79 | -24\% |

[^0]
## DAIMLER

Key Figures and Ratios

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Unit Sales (in units) | 833,005 | 822,504 | 794,749 | 824,130 | 917,756 | 873,040 | 773,796 | 806,905 | -4\% |
| Revenue* | 40,756 | 41,214 | 40,211 | 40,745 | 46,610 | 43,613 | 39,698 | 39,785 | -0\% |
| EBIT* | 2,640 | 3,747 | 2,488 | 3,409 | 2,669 | 3,421 | 2,802 | 3,335 | -16\% |
| Net profit (loss), Group* | 1,825 | 2,512 | 1,761 | 2,237 | 1,642 | 3,216 | 2,149 | 2,354 | -9\% |
| Profit (loss) attributable to shareholders of Daimler AG* | 1,726 | 2,444 | 1,689 | 2,146 | 1,561 | 3,131 | 2,095 | 2,273 | -8\% |
| R\&D expenditure total | 2,290 | 2,132 | 2,373 | 2,296 | 2,123 | 2,150 | 2,378 | 2,321 | +2\% |
| Expensed R\&D costs | 1,620 | 1,414 | 1,775 | 1,647 | 1,474 | 1,429 | 1,704 | 1,712 | -0\% |
| Capitalized development costs | 670 | 718 | 598 | 649 | 649 | 721 | 674 | 609 | +11\% |
| Amortization on capitalized development costs | 378 | 331 | 370 | 330 | 430 | 323 | 429 | 360 | +19\% |
| Depreciation and amortization** <br> (including amortization on capitalized development costs, excluding depreciation on leased assets) | 1,469 | 1,356 | 1,574 | 1,360 | 1,690 | 1,436 | 1,629 | 1,444 | +13\% |
| Capital expenditure total** | 2,388 | 2,718 | 2,884 | 2,548 | 3,401 | 3,599 | 2,634 | 2,214 | + 19\% |
| Investment in pp\&e | 1,539 | 1,397 | 2,043 | 1,450 | 2,556 | 2,564 | 1,654 | 1,332 | +24\% |
| Capitalized development costs | 670 | 718 | 598 | 649 | 649 | 721 | 674 | 609 | +11\% |
| Financial investments and other intangible assets | 179 | 603 | 243 | 449 | 196 | 314 | 306 | 273 | +12\% |

[^1]
## DAIMLER

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

$\frac{\text { 2nd Quarter }}{2018 \quad 2017}$



| 1st Quarter |  |  |
| :---: | :---: | :---: |
| 2019 | 2018 |  |
| Change |  |  |

Net liquidity

| at the beginning of the period | 18,683 | 21,073 | 14,472 | 18,382 | 13,499 | 20,832 | 13,054* | 16,597 | -21\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Free cash flow | -18 | 1,093 | -1,864 | 2,733 | 2,958 | -3,766 | -2,039 | 1,822 |  |
| thereof: working capital** | -793 | 90 | -2,611 | -111 | 313 | -2,058 | -2,391 | 297 |  |
| Other | -4,193 | -3,784 | 891 | -283 | -169 | -469 | 331 | 264 | +25\% |
| thereof: dividends Daimler AG | -3,905 | -3,477 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| Net liquidity at the end of the period | 14,472 | 18,382 | 13,499 | 20,832 | 16,288 | 16,597 | 11,346 | 18,683 | -39\% |

* Reflecting effects from initial application of IFRS 16
** Inventories, trade receivables and trade payables. The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9).


## DAIMLER

## Liquidity

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Group liquidity |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 14,334 | 12,995 | 15,014 | 17,401 | 15,853 | 12,072 | 16,598 | 14,058 | +18\% |
| Marketable securities and term deposits | 10,348 | 8,801 | 9,865 | 9,501 | 9,577 | 10,063 | 10,114 | 10,407 | -3\% |
| Gross liquidity | 24,682 | 21,796 | 24,879 | 26,902 | 25,430 | 22,135 | 26,712 | 24,465 | +9\% |
| Financing liabilities (nominal) | -137,398 | -119,426 | -141,572 | -123,889 | -144,999 | -127,353 | -154,825 | -129,671 |  |
| Net debt | -112,716 | -97,630 | -116,693 | -96,987 | -119,569 | -105,218 | -128,113 | -105,206 |  |
| Liquidity of the industrial business |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 12,064 | 11,030 | 12,375 | 15,168 | 12,799 | 9,515 | 14,301 | 12,263 | +17\% |
| Marketable securities and term deposits | 9,185 | 7,635 | 8,691 | 8,368 | 8,364 | 8,894 | 9,038 | 9,133 | -1\% |
| Gross liquidity | 21,249 | 18,665 | 21,066 | 23,536 | 21,163 | 18,409 | 23,339 | 21,396 | +9\% |
| Financing liabilities (nominal) | -6,777 | -283 | -7,567 | -2,704 | -4,875 | -1,812 | -11,993 | -2,713 |  |
| Net liquidity | 14,472 | 18,382 | 13,499 | 20,832 | 16,288 | 16,597 | 11,346 | 18,683 | -39\% |

## DAIMLER

## Pension and Health-Care Benefits

$$
\frac{\text { 2nd Quarter }}{2018 \quad 2017}
$$

$$
\frac{3 r d \text { Quarter }}{2018 \quad 2017}
$$

$$
\frac{\text { 4th Quarter }}{2018 \quad 2017}
$$

| 1st Quarter |  |  |
| :---: | :---: | :---: |
| 2019 | 2018 | Change |

## Pension benefits

Benefit obligations
Plan assets
Funded status
Funding ratio

| -31.7 | -31.7 | -31.4 | -31.7 |
| ---: | ---: | ---: | ---: |
| 26.5 | 23.6 | 26.6 | 23.7 |
| -5.2 | -8.1 | -4.8 | -8.0 |
| $83.6 \%$ | $74.4 \%$ | $84.7 \%$ | $74.8 \%$ |


| -31.7 | -31.7 |
| ---: | ---: |
| 25.5 | 27.2 |
| -6.2 | -4.5 |
| $80.4 \%$ | $85.8 \%$ |


| -33.5 | -31.5 |
| ---: | ---: |
| 26.6 | 26.6 |
| -6.9 | -4.9 |
| $79.4 \%$ | $84.4 \%$ |

0\%

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

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


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


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

## DAIMLER

## Unit Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Mercedes-Benz Cars | 590,690 | 595,178 | 559,539 | 597,253 | 638,263 | 613,026 | 555,312 | 594,299 | -7\% |
| Daimler Trucks | 123,910 | 116,429 | 136,055 | 126,558 | 143,524 | 133,711 | 115,920 | 113,846 | +2\% |
| Mercedes-Benz Vans | 110,883 | 103,393 | 91,414 | 93,106 | 126,088 | 117,748 | 97,038 | 93,016 | +4\% |
| Daimler Buses | 7,522 | 7,504 | 7,741 | 7,213 | 9,881 | 8,555 | 5,526 | 5,744 | -4\% |
| Daimler Group | 833,005 | 822,504 | 794,749 | 824,130 | 917,756 | 873,040 | 773,796 | 806,905 | -4\% |

## DAIMLER

## Production Volume

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Mercedes-Benz Cars | 601,343 | 600,358 | 632,441 | 639,058 | 556,415 | 587,020 | 614,094 | 608,071 | + $1 \%$ |
| Daimler Trucks | 128,255 | 119,522 | 141,909 | 129,845 | 133,912 | 122,159 | 125,599 | 120,770 | +4\% |
| Mercedes-Benz Vans | 127,444 | 100,884 | 97,347 | 84,821 | 105,527 | 115,308 | 111,598 | 109,996 | +1\% |
| Daimler Buses | 8,620 | 7,973 | 8,507 | 7,089 | 7,182 | 6,873 | 6,972 | 6,924 | +1\% |
| Daimler Group | 865,662 | 828,737 | 880,204 | 860,813 | 803,036 | 831,360 | 858,263 | 845,761 | +1\% |

## DAIMLER

## Revenue*

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Mercedes-Benz Cars | 22,575 | 23,570 | 21,672 | 23,355 | 25,858 | 24,905 | 21,200 | 22,998 | -8\% |
| Daimler Trucks | 9,185 | 9,030 | 10,045 | 9,210 | 10,424 | 9,564 | 9,546 | 8,619 | +11\% |
| Mercedes-Benz Vans | 3,511 | 3,325 | 3,039 | 3,090 | 3,978 | 3,769 | 3,369 | 3,098 | +9\% |
| Daimler Buses | 1,075 | 1,217 | 1,064 | 1,036 | 1,540 | 1,348 | 785 | 850 | -8\% |
| Daimler Financial Services | 6,570 | 6,088 | 6,385 | 5,971 | 7,059 | 6,307 | 6,881 | 6,255 | +10\% |
| Reconciliation | -2,160 | -2,016 | -1,994 | -1,917 | -2,249 | -2,280 | -2,083 | -2,035 |  |
| Daimler Group | 40,756 | 41,214 | 40,211 | 40,745 | 46,610 | 43,613 | 39,698 | 39,785 | -0\% |

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

In 2017 at the Daimler Financial Services segment, the Group's internal revenue and cost of sales have been adjusted by the same amount. These adjustments have been fully eliminated in the reconciliation.

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

(EBIT in millions of EUR, RoS in \%)

| Mercedes-Benz Cars |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EBIT | 1,901 | 2,365 | 1,372 | 2,105 | 1,883 | 2,375 | 1,298 | 2,060 | -37\% |
| RoS | 8.4\% | 10.0\% | 6.3\% | 9.0\% | 7.3\% | 9.5\% | 6.1\% | 9.0\% | . |
| Daimler Trucks |  |  |  |  |  |  |  |  |  |
| EBIT | 546 | 548 | 850 | 614 | 710 | 559 | 582 | 647 | -10\% |
| RoS | 5.9\% | 6.1\% | 8.5\% | 6.7\% | 6.8\% | 5.8\% | 6.1\% | 7.5\% | . |
| Mercedes-Benz Vans |  |  |  |  |  |  |  |  |  |
| EBIT | 152 | 349 | -93 | 214 | 81 | 247 | -98 | 172 | . |
| RoS | 4.3\% | 10.5\% | -3.1\% | 6.9\% | 2.0\% | 6.6\% | -2.9\% | 5.6\% | . |
| Daimler Buses |  |  |  |  |  |  |  |  |  |
| EBIT | 66 | 78 | 30 | 32 | 132 | 99 | -21 | 37 | . |
| RoS | 6.1\% | 6.4\% | 2.8\% | 3.1\% | 8.6\% | 7.3\% | -2.7\% | 4.4\% | . |
| Daimler Financial Services |  |  |  |  |  |  |  |  |  |
| EBIT | 66 | 522 | 392 | 508 | 378 | 416 | 1,209 | 548 | +121\% |
| Return on equity (RoE) | 2.1\% | 18.8\% | 12.5\% | 18.5\% | 12.0\% | 14.3\% | 35.7\% | 17.9\% | . |
| Reconciliation | -91 | -115 | -63 | -64 | -515 | -275 | -168 | -129 | . |
| Daimler Group | 2,640 | 3,747 | 2,488 | 3,409 | 2,669 | 3,421 | 2,802 | 3,335 | -16\% |

[^2]
## DAIMLER

## Disclosed Items Affecting EBIT

(in millions of EUR)

$$
\frac{\text { 2nd Quarter }}{2018} \frac{\text { 3rd Quarter }}{2017} \frac{\text { 4th Quarter }}{2018} \quad \frac{\text { 1st Quarter }}{2017} \frac{2019}{2018}
$$

|  | Expenses for voluntary service activities and a specific vehicle recall <br> Remeasurement of investment in Aston Martin Lagonda <br> Global Holdings plc | - | - | 185 | -453 | -74 | 28 | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Expenses related to fixed cost optimization | - | -24 | - | -70 | - | -78 | - | * |

) Settlement of the Toll Collect arbitration proceedings ..... $-418$
Merger of mobility services of Daimler and BMW
Merger of mobility services of Daimler and BMW ..... 718

## DAIMLER

## Mercedes-Benz Cars

## Overview

| 2nd Quarter | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20182017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |


| Unit sales (units) | 590,690 | 595,178 | 559,539 | 597,253 | 638,263 | 613,026 | 555,312 | 594,299 | -7\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Retail sales (units) | 629,462 | 619,367 | 556,979 | 603,766 | 627,601 | 606,503 | 587,921 | 625,030 | -6\% |
| Production (units) | 601,343 | 600,358 | 632,441 | 639,058 | 556,415 | 587,020 | 614,094 | 608,071 | + $1 \%$ |
| Revenue* (millions of EUR) | 22,575 | 23,570 | 21,672 | 23,355 | 25,858 | 24,905 | 21,200 | 22,998 | -8\% |
| EBIT* (millions of EUR) | 1,901 | 2,365 | 1,372 | 2,105 | 1,883 | 2,375 | 1,298 | 2,060 | -37\% |
| Return on sales* (\%) | 8.4\% | 10.0\% | 6.3\% | 9.0\% | 7.3\% | 9.5\% | 6.1\% | 9.0\% |  |
| V-Class/X-Class retail sales (included in MBC retail sales) | 21,964 | 15,963 | 15,818 | 14,437 | 22,065 | 17,648 | 18,051 | 16,940 | +7\% |

[^3]
## DAIMLER

## Mercedes-Benz Cars

Unit Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Mercedes-Benz Cars | 590,690 | 595,178 | 559,539 | 597,253 | 638,263 | 613,026 | 555,312 | 594,299 | -7\% |
| Europe | 250,180 | 270,433 | 223,561 | 252,839 | 264,755 | 249,112 | 235,298 | 244,178 | -4\% |
| of which Germany | 81,931 | 85,369 | 72,114 | 82,805 | 91,171 | 77,627 | 78,084 | 78,547 | -1\% |
| NAFTA | 96,004 | 94,554 | 90,566 | 98,149 | 120,289 | 116,903 | 75,961 | 85,748 | -11\% |
| of which USA | 78,042 | 77,605 | 75,975 | 82,175 | 102,704 | 99,722 | 64,259 | 70,490 | -9\% |
| Asia | 223,300 | 204,709 | 223,058 | 219,287 | 232,883 | 223,793 | 221,649 | 241,836 | -8\% |
| of which China | 166,915 | 150,146 | 170,438 | 153,269 | 161,567 | 160,833 | 173,152 | 178,817 | -3\% |
| of which locally produced vehicles | 125,045 | 101,371 | 118,450 | 104,246 | 114,506 | 107,503 | 145,107 | 127,005 | +14\% |
| Rest of World | 21,206 | 25,482 | 22,354 | 26,978 | 20,336 | 23,218 | 22,404 | 22,537 | -1\% |

## DAIMLER

## Mercedes-Benz Cars

Retail Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Mercedes-Benz Cars | 629,462 | 619,367 | 556,979 | 603,766 | 627,601 | 606,503 | 587,921 | 625,030 | -6\% |
| Europe <br> of which Germany | $\begin{array}{r} 266,847 \\ 88,170 \end{array}$ | $\begin{array}{r} 277,951 \\ 90,605 \end{array}$ | $\begin{array}{r} 235,033 \\ 76,185 \end{array}$ | $\begin{array}{r} 261,192 \\ 87,183 \end{array}$ | $\begin{array}{r} 270,020 \\ 97,135 \end{array}$ | $\begin{array}{r} 258,322 \\ 83,932 \end{array}$ | $\begin{array}{r} 248,175 \\ 80,752 \end{array}$ | $\begin{array}{r} 262,342 \\ 83,453 \end{array}$ | $\begin{aligned} & -5 \% \\ & -3 \% \end{aligned}$ |
| NAFTA <br> of which USA | $\begin{aligned} & 98,628 \\ & 80,661 \end{aligned}$ | $\begin{array}{r} 100,557 \\ 83,733 \end{array}$ | $\begin{aligned} & 81,351 \\ & 66,847 \end{aligned}$ | $\begin{aligned} & 96,890 \\ & 80,943 \end{aligned}$ | $\begin{array}{r} 106,585 \\ 90,853 \end{array}$ | $\begin{array}{r} 111,869 \\ 95,456 \end{array}$ | $\begin{aligned} & 84,416 \\ & 71,397 \end{aligned}$ | $\begin{aligned} & 94,056 \\ & 78,874 \end{aligned}$ | $-10 \%$ $-9 \%$ |
| Asia <br> of which China of which locally produced vehicles |  | 215,185 154,792 107,783 | 219,253 167,906 123,408 |  |  |  | 234,224 178,123 142,237 | $\begin{aligned} & 245,177 \\ & 176,310 \\ & 122,887 \end{aligned}$ | $\begin{array}{r} -4 \% \\ +1 \% \\ +16 \% \end{array}$ |
| Rest of World | 24,747 | 25,674 | 21,342 | 26,289 | 23,202 | 23,760 | 21,106 | 23,455 | -10\% |
| V-Class/X-Class <br> (included in MBC retail sales) | 21,964 | 15,963 | 15,818 | 14,437 | 22,065 | 17,648 | 18,051 | 16,940 | +7\% |

## DAIMLER

## Mercedes-Benz Cars

Market Shares*

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in \%) | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change in \% pts. |
| European Union | 5.8 | 6.3 | 5.6 | 6.7 | 7.5 | 6.3 | 6.2 | 5.9 | +0.3 |
| of which Germany | 9.9 | 10.6 | 9.8 | 11.3 | 12.5 | 10.3 | 10.1 | 10.0 | +0.1 |
| USA | 1.9 | 1.9 | 1.6 | 1.8 | 2.1 | 2.2 | 1.8 | 1.9 | -0.1 |
| China | 3.1 | 2.9 | 3.1 | 2.8 | 2.5 | 1.9 | 3.5 | 2.9 | +0.6 |
| Japan | 1.6 | 1.6 | 1.6 | 1.8 | 1.9 | 1.9 | 1.4 | 1.4 | 0.0 |

* Based on estimates in certain markets.


## DAIMLER

## Daimler Trucks

## Overview

| Incoming orders (units) | 143,963 | 114,360 | 129,330 | 116,691 | 132,346 | 145,811 | 101,376 | 183,761 | -45\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Unit sales (units) | 123,910 | 116,429 | 136,055 | 126,558 | 143,524 | 133,711 | 115,920 | 113,846 | +2\% |
| Retail sales (units) | 123,260 | 112,481 | 124,927 | 116,280 | 147,616 | 138,499 | 115,024 | 112,222 | +2\% |
| Production (units) | 128,255 | 119,522 | 141,909 | 129,845 | 133,912 | 122,159 | 125,599 | 120,770 | +4\% |
| Revenue* (millions of EUR) | 9,185 | 9,030 | 10,045 | 9,210 | 10,424 | 9,564 | 9,546 | 8,619 | +11\% |
| EBIT* (millions of EUR) | 546 | 548 | 850 | 614 | 710 | 559 | 582 | 647 | -10\% |
| Return on sales* (\%) | 5.9\% | 6.1\% | 8.5\% | 6.7\% | 6.8\% | 5.8\% | 6.1\% | 7.5\% |  |

[^4]
## DAIMLER

## Daimler Trucks

## Unit Sales

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Daimler Trucks | 123,910 | 116,429 | 136,055 | 126,558 | 143,524 | 133,711 | 115,920 | 113,846 | +2\% |
| EU30* | 21,069 | 20,431 | 21,865 | 20,874 | 25,206 | 23,611 | 18,967 | 17,250 | +10\% |
| of which Germany | 7,838 | 8,069 | 8,688 | 8,104 | 10,301 | 9,095 | 6,576 | 6,112 | +8\% |
| NAFTA | 44,347 | 42,293 | 52,690 | 45,290 | 51,808 | 44,523 | 47,825 | 40,822 | +17\% |
| of which USA | 38,031 | 35,861 | 44,708 | 38,616 | 43,006 | 36,827 | 42,376 | 34,813 | +22\% |
| Latin America (excl. Mexico) | 7,913 | 7,028 | 9,795 | 7,978 | 11,077 | 9,213 | 8,677 | 9,370 | -7\% |
| of which Brazil | 4,421 | 2,920 | 5,951 | 3,662 | 7,004 | 4,378 | 6,097 | 4,027 | +51\% |
| Asia | 40,271 | 35,682 | 42,298 | 39,977 | 44,493 | 42,974 | 34,307 | 37,675 | -9\% |
| of which Japan | 10,386 | 10,195 | 10,720 | 11,862 | 10,947 | 11,182 | 10,975 | 11,974 | -8\% |
| Indonesia | 16,429 | 9,823 | 17,751 | 11,936 | 17,551 | 13,727 | 7,808 | 12,497 | -38\% |
| India | 5,796 | 3,554 | 5,252 | 4,855 | 5,293 | 4,572 | 5,549 | 6,191 | -10\% |
| Rest of World | 10,310 | 10,995 | 9,407 | 12,439 | 10,940 | 13,390 | 6,144 | 8,729 | -30\% |
| BFDA - Beijing Foton Daimler |  |  |  |  |  |  |  |  |  |
| Automotive Co. Ltd. (Auman Trucks) | 32,580 | 28,623 | 22,971 | 30,031 | 23,804 | 27,298 | 22,675 | 24,009 | -6\% |
| Daimler Trucks including BFDA | 156,490 | 145,052 | 159,026 | 156,589 | 167,328 | 161,009 | 138,595 | 137,855 | +1\% |

[^5]
## DAIMLER

## Daimler Trucks Retail Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Daimler Trucks | 123,260 | 112,481 | 124,927 | 116,280 | 147,616 | 138,499 | 115,024 | 112,222 | +2\% |
| EU30* | 20,815 | 20,979 | 20,595 | 19,307 | 25,104 | 24,000 | 18,679 | 18,624 | +0\% |
| of which Germany | 7,838 | 8,069 | 8,688 | 8,104 | 10,301 | 9,095 | 6,576 | 6,112 | +8\% |
| NAFTA | 44,332 | 39,965 | 49,303 | 41,147 | 53,093 | 47,603 | 47,411 | 39,387 | +20\% |
| of which USA | 37,321 | 33,393 | 41,829 | 35,464 | 44,105 | 39,378 | 41,976 | 34,547 | +22\% |
| Latin America (excl. Mexico) | 8,236 | 6,992 | 10,038 | 7,769 | 10,682 | 8,966 | 8,171 | 8,749 | -7\% |
| of which Brazil | 4,567 | 2,954 | 6,020 | 3,507 | 6,634 | 4,068 | 5,597 | 3,542 | +58\% |
| Asia | 39,732 | 33,550 | 36,295 | 36,492 | 46,034 | 43,367 | 34,873 | 38,056 | -8\% |
| of which Japan | 10,265 | 10,076 | 10,511 | 12,015 | 10,827 | 11,299 | 11,046 | 11,962 | -8\% |
| Indonesia | 14,797 | 9,795 | 11,941 | 10,008 | 17,045 | 13,958 | 9,766 | 12,317 | -21\% |
| India | 5,534 | 3,256 | 4,946 | 4,559 | 5,270 | 4,825 | 4,469 | 5,759 | -22\% |
| Rest of World | 10,145 | 10,995 | 8,696 | 11,565 | 12,703 | 14,563 | 5,890 | 7,406 | -20\% |

[^6]
## DAIMLER

## Daimler Trucks Incoming Orders

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Daimler Trucks | 143,963 | 114,360 | 129,330 | 116,691 | 132,346 | 145,811 | 101,376 | 183,761 | -45\% |
| EU30* | 21,391 | 19,738 | 17,665 | 18,968 | 29,039 | 22,887 | 20,474 | 23,733 | -14\% |
| of which Germany | 8,520 | 7,496 | 7,457 | 6,578 | 10,466 | 8,202 | 8,763 | 10,009 | -12\% |
| NAFTA | 62,719 | 35,989 | 50,549 | 35,106 | 54,276 | 62,889 | 27,009 | 88,646 | -70\% |
| of which USA | 52,388 | 31,075 | 49,511 | 27,194 | 46,106 | 56,151 | 24,246 | 72,236 | -66\% |
| Latin America (excl. Mexico) | 7,985 | 6,576 | 9,247 | 8,128 | 9,702 | 8,398 | 8,628 | 7,990 | +8\% |
| of which Brazil | 4,421 | 2,920 | 5,951 | 3,662 | 7,004 | 4,378 | 6,097 | 4,027 | +51\% |
| Asia | 40,825 | 39,000 | 39,678 | 42,858 | 32,471 | 39,736 | 38,561 | 50,524 | -24\% |
| of which Japan | 12,307 | 12,284 | 10,725 | 11,579 | 10,841 | 11,978 | 12,189 | 12,379 | -2\% |
| Indonesia | 16,132 | 10,290 | 11,994 | 14,365 | 7,244 | 15,572 | 13,070 | 18,544 | -30\% |
| India | 2,528 | 4,953 | 5,425 | 5,069 | 5,000 | 3,840 | 5,825 | 9,623 | -39\% |
| Rest of World | 11,043 | 13,057 | 12,191 | 11,631 | 6,858 | 11,901 | 6,704 | 12,868 | -48\% |

[^7]
## DAIMLER

## Daimler Trucks

Market Shares*

\[

\]

$$
\frac{\text { 4th Quarter }}{2018 \quad 2017}
$$

| 1st Quarter |  |  |
| :---: | :---: | :---: |
| 2019 | 2018 | Change <br> in \% pts. |

## Trucks Europe / Latin America

(Mercedes-Benz)

| EU30** HDT/MDT | 19.8 | 20.9 | 21.4 | 22.1 | 21.6 | 21.2 | 19.6 | 18.3 | +1.3 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Germany HDT/MDT | 34.5 | 35.6 | 37.1 | 38.0 | 39.2 | 36.7 | 34.5 | 33.2 | +1.3 |
| Brazil HDT/MDT | 27.2 | 28.7 | 26.1 | 28.3 | 29.1 | 25.7 | 30.5 | 29.4 | +1.1 |

## Trucks North America

(Freightliner/Western Star)

NAFTA Class 8

37.7

NAFTA Class 6-7

## 38.9 <br> 39.9

40.4
39.6
36.6
36.1
38.4
35.1

44.6
40.1
$+4.5$
39.7
44.0
$-4.3$

## Trucks Asia

(FUSO)

## Japan Trucks Total

(BharatBenz)
India HDT/upper MDT

| 20.4 | 18.8 | 19.6 | 19.4 |
| :---: | :---: | :---: | :---: |
| 6.6 | 8.7 | 6.8 | 10.8 |

18.5
21.3
17.0
18.7
$-1.7$
6.6
8.7
6.8
6.7
6.0
8.7
$-2.7$

* Based on estimates in certain markets.
** European Union including Switzerland and Norway.


## DAIMLER

## Mercedes-Benz Vans

## Overview

| 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 20182017 | 20182017 | 20182017 | 2019 | 2018 | Change |


| Unit sales (units) | 110,883 | 103,393 | 91,414 | 93,106 | 126,088 | 117,748 | 97,038 | 93,016 | +4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Retail sales (units) | 84,606 | 87,447 | 72,130 | 82,322 | 103,142 | 96,756 | 75,871 | 74,194 | +2\% |
| Production (units) | 127,444 | 100,884 | 97,347 | 84,821 | 105,527 | 115,308 | 111,598 | 109,996 | +1\% |
| Revenue* (millions of EUR) | 3,511 | 3,325 | 3,039 | 3,090 | 3,978 | 3,769 | 3,369 | 3,098 | +9\% |
| EBIT* (millions of EUR) | 152 | 349 | -93 | 214 | 81 | 247 | -98 | 172 |  |
| Return on sales* (\%) | 4.3\% | 10.5\% | -3.1\% | 6.9\% | 2.0\% | 6.6\% | -2.9\% | 5.6\% |  |
| V-Class/X-Class retail sales <br> (excluded from MB Vans retail sales) | 21,964 | 15,963 | 15,818 | 14,437 | 22,065 | 17,648 | 18,051 | 16,940 | +7\% |

[^8]
## DAIMLER

## Mercedes-Benz Vans

Unit Sales

| 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 20182017 | 20182017 | 20182017 | 2019 | 2018 | Change |


| Wholesales (in units) | 110,883 | 103,393 | 91,414 | 93,106 | 126,088 | 117,748 | 97,038 | 93,016 | +4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EU30* | 71,318 | 70,357 | 57,019 | 58,966 | 89,514 | 83,435 | 66,557 | 60,418 | +10\% |
| of which Germany | 28,083 | 27,441 | 22,397 | 23,687 | 34,444 | 33,688 | 22,384 | 22,343 | +0\% |
| NAFTA | 13,180 | 11,955 | 13,048 | 12,630 | 13,351 | 11,699 | 11,671 | 11,272 | +4\% |
| of which USA | 9,872 | 8,994 | 9,634 | 9,555 | 10,485 | 9,358 | 8,846 | 8,750 | +1\% |
| Latin America (excl. Mexico) | 3,990 | 3,974 | 4,652 | 4,134 | 6,272 | 4,410 | 4,174 | 3,821 | +9\% |
| Asia | 10,816 | 8,856 | 9,141 | 9,106 | 9,569 | 8,892 | 8,971 | 9,253 | -3\% |
| of which China | 7,471 | 6,312 | 7,381 | 6,758 | 7,676 | 6,327 | 6,131 | 6,540 | -6\% |
| Rest of World | 11,579 | 8,251 | 7,554 | 8,270 | 7,382 | 9,312 | 5,665 | 8,252 | -31\% |

* European Union, Switzerland and Norway.


## DAIMLER

## Mercedes-Benz Vans

## Retail Sales and Market Shares

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| Retail sales (in units) | 84,606 | 87,447 | 72,130 | 82,322 | 103,142 | 96,756 | 75,871 | 74,194 | +2\% |
| EU30* | 56,845 | 60,512 | 43,620 | 53,821 | 74,119 | 68,021 | 53,453 | 49,127 | +9\% |
| of which Germany | 21,891 | 21,946 | 17,708 | 18,792 | 27,371 | 27,327 | 17,453 | 17,225 | +1\% |
| NAFTA | 11,707 | 11,114 | 14,307 | 12,396 | 12,374 | 12,051 | 9,665 | 10,391 | -7\% |
| of which USA | 8,724 | 8,367 | 11,113 | 9,427 | 10,154 | 9,767 | 7,476 | 8,186 | -9\% |
| Latin America (excl. Mexico) | 4,217 | 3,893 | 4,332 | 4,152 | 5,125 | 4,151 | 4,254 | 3,744 | +14\% |
| Asia | 3,921 | 3,859 | 3,709 | 4,332 | 4,705 | 4,056 | 4,214 | 3,888 | +8\% |
| of which China | 2,926 | 2,762 | 2,689 | 2,991 | 3,609 | 3,029 | 2,846 | 2,708 | +5\% |
| Rest of World | 7,916 | 8,069 | 6,162 | 7,621 | 6,819 | 8,477 | 4,285 | 7,044 | -39\% |
| V-Class/X-Class <br> (excluded from MB Vans retail sales) | 21,964 | 15,963 | 15,818 | 14,437 | 22,065 | 17,648 | 18,051 | 16,940 | +7\% |


| Market shares** (in percent) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EU30* small | 3.3 | 2.9 | 3.2 | 3.1 | 3.1 | 3.3 | 2.5 | 2.9 | -0.4 pts |
| EU30* midsize/large | 14.2 | 16.4 | 12.7 | 16.8 | 18.9 | 17.8 | 15.2 | 15.3 | -0.1 pts |
| Germany midsize/large | 22.6 | 25.4 | 22.5 | 26.1 | 30.5 | 30.9 | 23.3 | 25.6 | -2.3 pts |
| USA large | 6.8 | 6.3 | 10.1 | 8.4 | 8.7 | 8.2 | 6.7 | 7.7 | -1.0 pts. |

[^9]
## DAIMLER

## Daimler Buses

## Overview

| Unit sales* (units) | 7,522 | 7,504 | 7,741 | 7,213 | 9,881 | 8,555 | 5,526 | 5,744 | -4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Production (units) | 8,620 | 7,973 | 8,507 | 7,089 | 7,182 | 6,873 | 6,972 | 6,924 | +1\% |
| Revenue** (millions of EUR) | 1,075 | 1,217 | 1,064 | 1,036 | 1,540 | 1,348 | 785 | 850 | -8\% |
| EBIT** (millions of EUR) | 66 | 78 | 30 | 32 | 132 | 99 | -21 | 37 |  |
| Return on sales** (\%) | 6.1\% | 6.4\% | 2.8\% | 3.1\% | 8.6\% | 7.3\% | -2.7\% | 4.4\% |  |

* 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 | rter |  | rter | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20182017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |


| Wholesales* (in units) | 7,522 | 7,504 | 7,741 | 7,213 | 9,881 | 8,555 | 5,526 | 5,744 | -4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EU30** | 2,183 | 2,202 | 2,146 | 1,864 | 3,588 | 3,229 | 919 | 1,367 | -33\% |
| of which Germany | 693 | 811 | 590 | 568 | 1,197 | 1,169 | 342 | 422 | -19\% |
| NAFTA | 839 | 1,041 | 906 | 852 | 1,070 | 836 | 382 | 458 | -17\% |
| of which Mexico | 839 | 1,020 | 881 | 846 | 1,063 | 836 | 382 | 453 | -16\% |
| Latin America (excl. Mexico) | 3,377 | 3,448 | 3,449 | 3,643 | 3,746 | 3,251 | 3,163 | 3,109 | +2\% |
| of which Brazil | 2,484 | 2,108 | 2,278 | 2,084 | 2,160 | 1,610 | 2,228 | 1,856 | +20\% |
| Asia | 758 | 439 | 761 | 597 | 1,073 | 797 | 846 | 580 | +46\% |
| Rest of World | 365 | 374 | 479 | 257 | 404 | 442 | 216 | 230 | -6\% |
| Market shares*** (in percent) |  |  |  |  |  |  |  |  |  |
| EU30** heavy | 28.9 | 32.2 | 29.2 | 23.1 | 28.5 | 28.3 | 24.3 | 29.2 | -4.9 pts. |
| Germany heavy | 50.5 | 55.1 | 54.8 | 45.8 | 48.0 | 47.7 | 44.5 | 45.4 | -0.9 pts. |
| Brazil heavy | 57.1 | 51.3 | 52.4 | 56.4 | 42.0 | 54.7 | 50.3 | 60.8 | -10.5 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

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2018 | 2017 | 2018 | 2017 | 2018 | 2017 | 2019 | 2018 | Change |
| New business | 18,341 | 17,925 | 16,613 | 17,437 | 19,112 | 18,547 | 17,324 | 17,861 | -3\% |
| Contract volume (end of period) | 146,709 | 134,156 | 148,813 | 135,771 | 154,072 | 139,907 | 157,367 | 141,678 | +11\% |
| Revenue* | 6,570 | 6,088 | 6,385 | 5,971 | 7,059 | 6,307 | 6,881 | 6,255 | + 10\% |
| EBIT* | 66 | 522 | 392 | 508 | 378 | 416 | 1,209 | 548 | +121\% |
| Return on equity (\%) | 2.1\% | 18.8\% | 12.5\% | 18.5\% | 12.0\% | 14.3\% | 35.7\% | 17.9\% |  |

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

In 2017 at the Daimler Financial Services segment, the Group's internal revenue and cost of sales have been adjusted by the same amount. These adjustments have been fully eliminated in the reconciliation.

## DAIMLER

## YOUR NOW Joint Ventures - The Mobility Powerhouse

## Overview

| 1st Quarter |  |  |
| :---: | :---: | :---: |
| 2019 | 2018 | Change |


| Interactions total (in millions) | 124.2 | $\mathrm{n} / \mathrm{a}$ |
| :--- | ---: | :---: |
| SHARE NOW | 9.2 | $\mathrm{n} / \mathrm{a}$ |
| FREE NOW | 53.2 | $\mathrm{n} / \mathrm{a}$ |
| REACH NOW | 7.7 | $\mathrm{n} / \mathrm{a}$ |
| PARK NOW | $54.1^{*}$ | $\mathrm{n} / \mathrm{a}$ |
| CHARGE NOW | 0.06 | $\mathrm{n} / \mathrm{a}$ |
|  |  |  |
| Customers** (end of period, in millions) | $>66$ | $\mathrm{n} / \mathrm{a}$ |
| SHARE NOW | $>4$ | $\mathrm{n} / \mathrm{a}$ |
| FREE NOW | 24.4 | $\mathrm{n} / \mathrm{a}$ |
| REACH NOW | 6.7 | $\mathrm{n} / \mathrm{a}$ |
| PARK NOW | $30.9^{*}$ | $\mathrm{n} / \mathrm{a}$ |
| CHARGE NOW | 0.02 | $\mathrm{n} / \mathrm{a}$ |
|  |  |  |
| Cities** (end of period) | $>1,200$ | $\mathrm{n} / \mathrm{a}$ |
| SHARE NOW | 30 | $\mathrm{n} / \mathrm{a}$ |
| FREE NOW | $>110$ | $\mathrm{n} / \mathrm{a}$ |
| REACH NOW | 20 | $\mathrm{n} / \mathrm{a}$ |
| PARK NOW | $>1,200^{*}$ | $\mathrm{n} / \mathrm{a}$ |
| CHARGE NOW | $\mathrm{n} / \mathrm{a}$ | $\mathrm{n} / \mathrm{a}$ |
|  |  |  |
| Gross merchandise value*** (in bn of EUR) | $3.2^{*}$ | $\mathrm{n} / \mathrm{a}$ |

* For U.S. entity of PARK NOW, March figure estimated.
** Partially, data summation without consideraton of possible redundancies.
*** Run rate based on figures of previous month.


[^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.
    ** Industrial business.

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

[^5]:    * European Union, Switzerland and Norway.

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

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

[^8]:    * The 2017 figures have been adjusted based on new IFRS 15 standards including cost of hedging (IFRS 9),

[^9]:    * European Union, Switzerland and Norway.
    ** Based on estimates in certain markets.

