

DAIMLER

Fixed Income Presentation Q3 2017



Daimler follows a conservative Financial Policy

Clear commitment to a single A rating

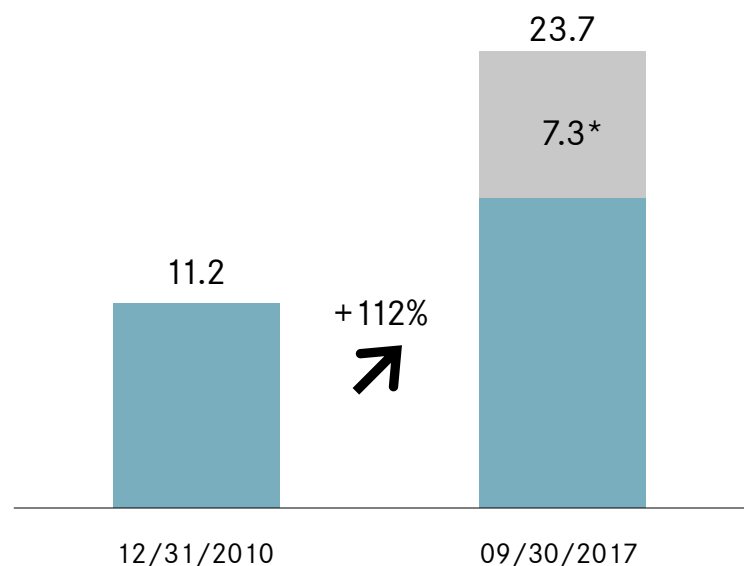
Balanced approach between shareholder interest and credit providers

Dividend policy on a sustainable basis (40% target pay-out ratio)

No share buybacks planned, further pension contributions will be evaluated

Positive Asset Returns and Contributions led to a significantly improved Funded Ratio

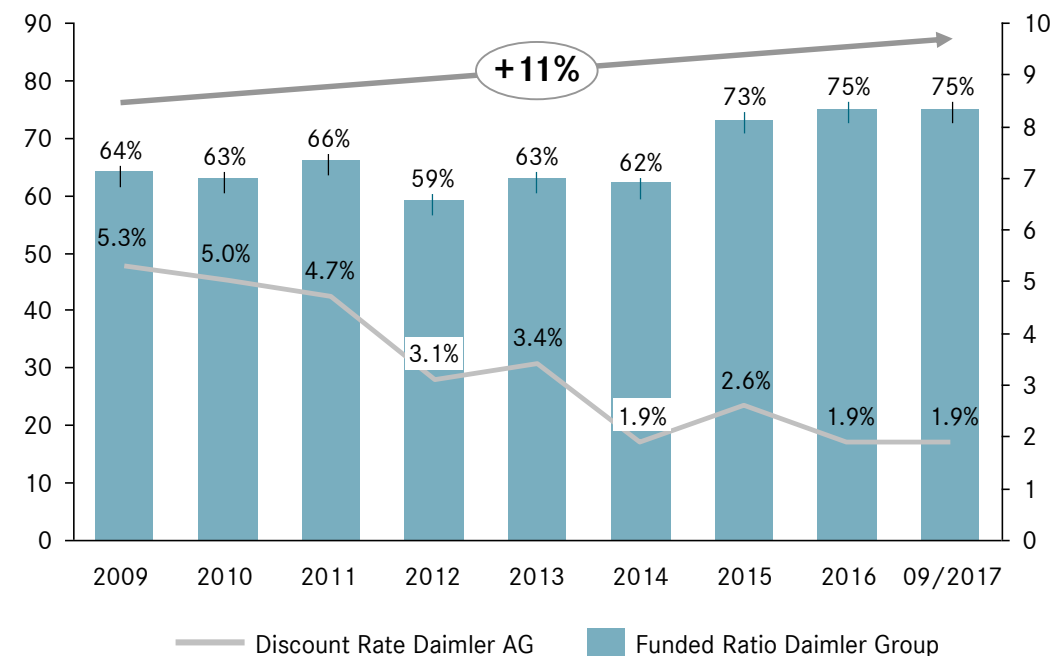
Fair value of Group's pension plan assets
in bn EUR



* Extraordinary contributions to the German pension fund assets in 2011, 2014, 2015 and 2016 as well as first-time contribution DFS & EvoBus in 2012

Daimler Group's Funded Ratio Development

Funded Ratio Group & Discount Rate Development DAG 2009 - 09/2017 in %

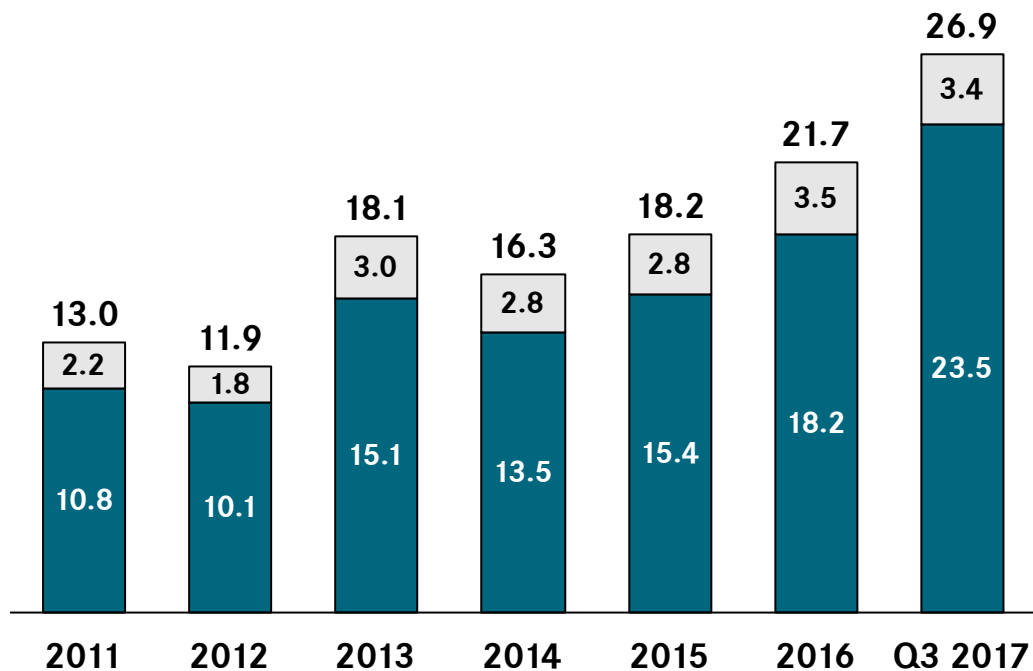


A further contribution of EUR 3.0 bn in cash to the German pension plans was approved (Q4). This will lead to a funded ratio of approximately 84%.

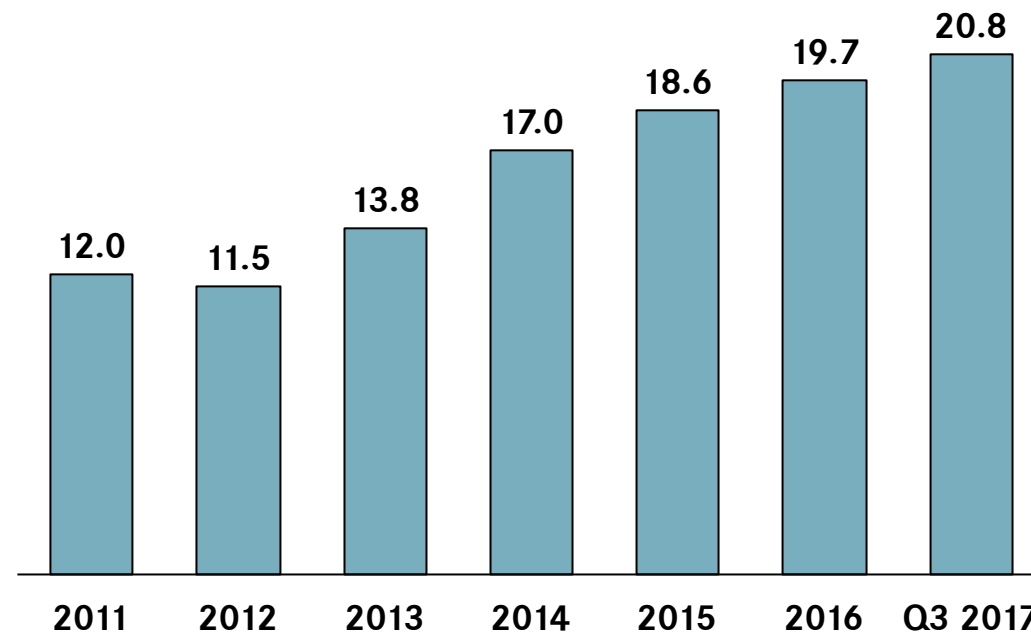
Daimler follows a conservative financial management approach and further strengthened the balance sheet...

Gross Group Liquidity (in bn EUR)

Financial Services
Industrial Business



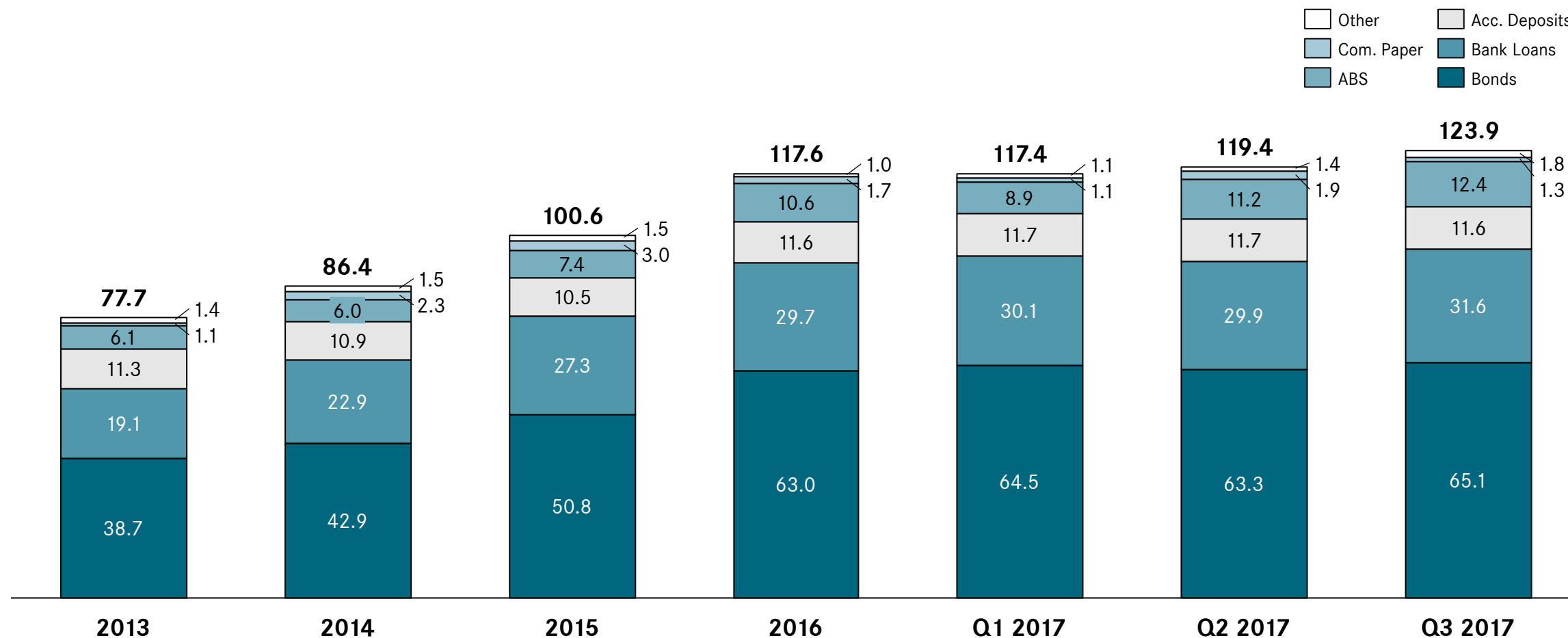
Net Industrial Liquidity (in bn EUR)



Note: Figures may not be additive due to rounding.

Financing Liabilities Structure 2013 – 2017

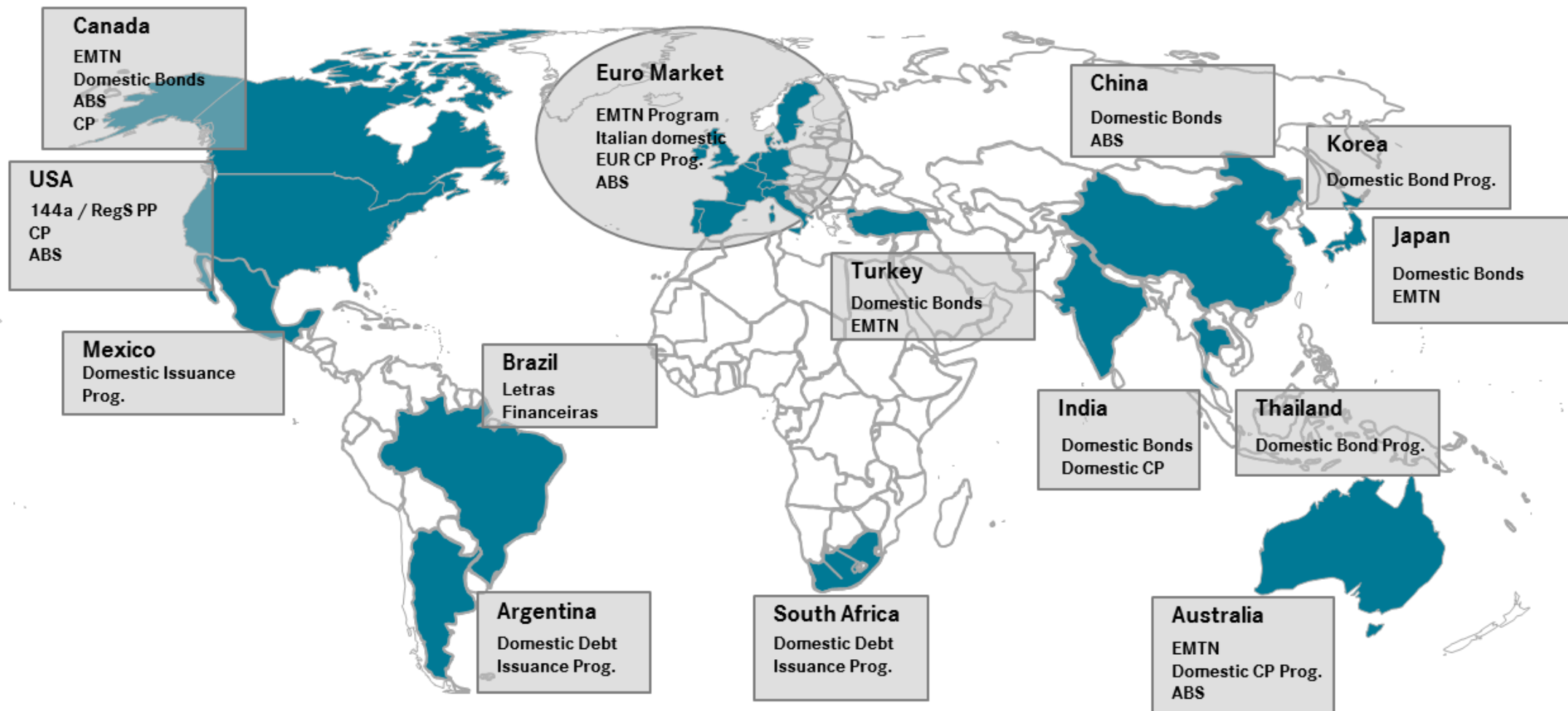
in billions of EUR



Note: Figures may not be additive due to rounding.

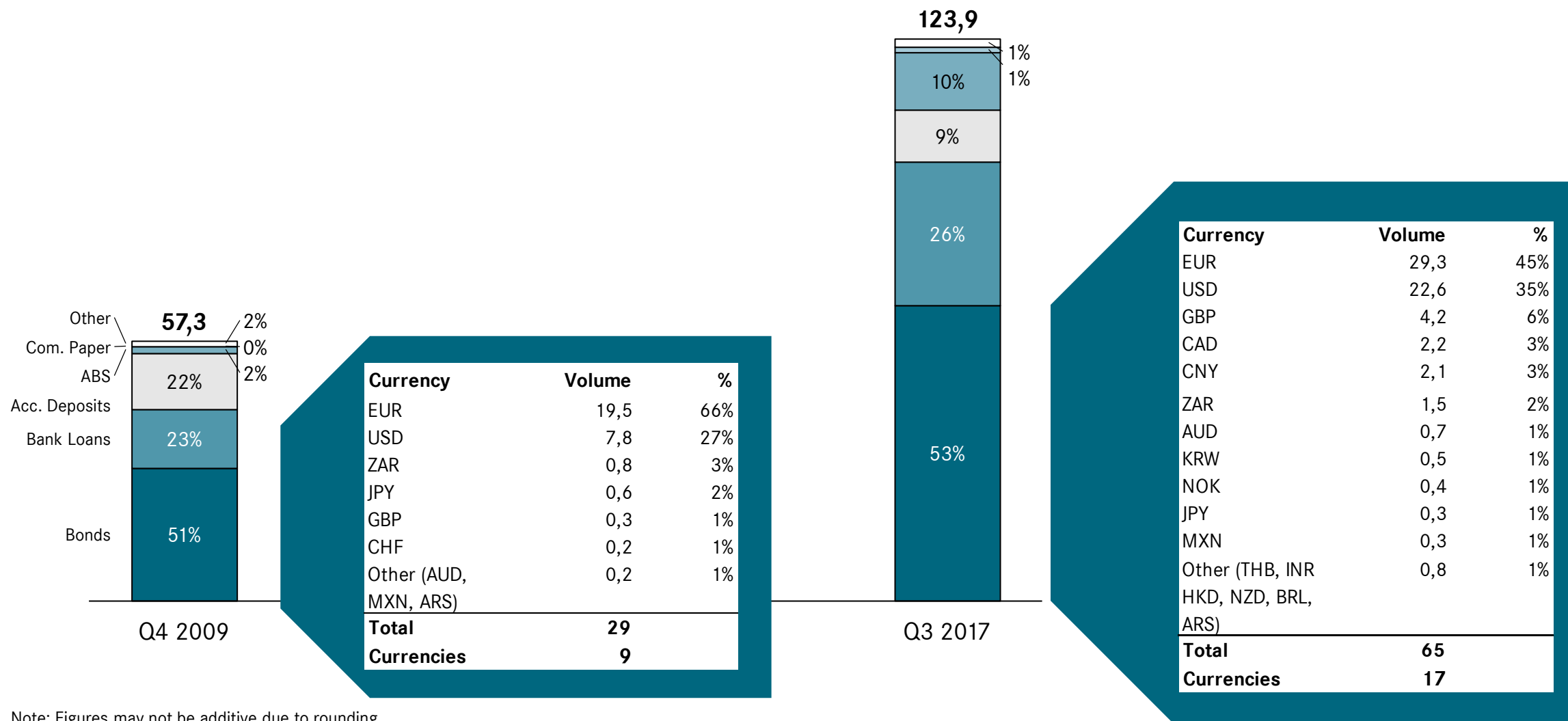
Consequent development to global bond funding

Diversification will continue



Funding Base further diversified to a true Global Set-Up

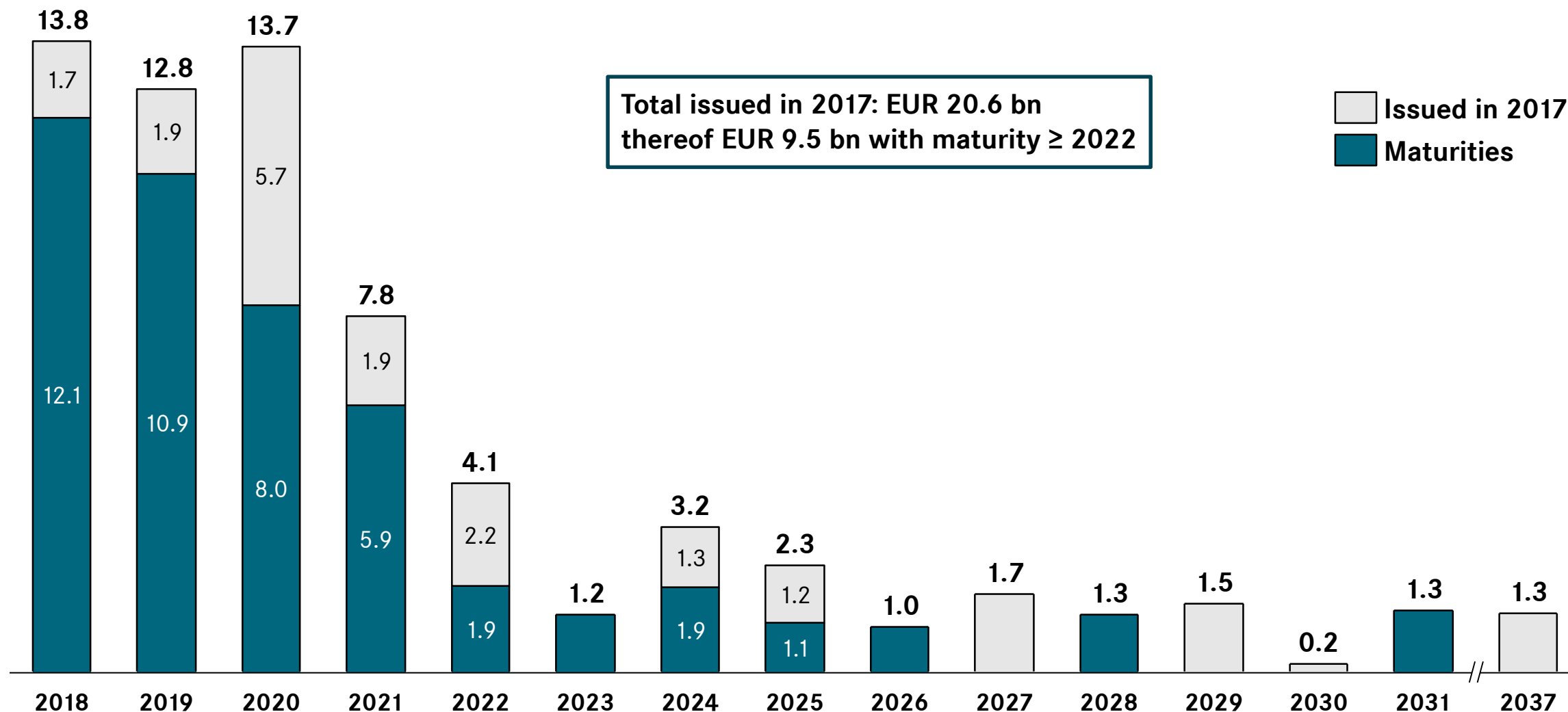
in billions of EUR



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Financial Flexibility increased by extending our maturity profile

in billions of EUR as of 15 November 2017



Our funding strategy is built on prudent principles

Targeting Financial Independence

No dependence from single markets, instruments, banks or investors

Diversification of funding sources and instruments:
Bank Loans, Bonds, ABS, CP, Deposits

No Covenants, no MAC, no asset pledges, no CSAs

Maximizing Financial Flexibility

Keeping prudent amount of Cash and Committed Credit Facility

New markets funded via global and local banks first

Early capital market funding to save credit capacity in growth regions

Stringent Global Funding Policy

Liquidity matched funding

Interest rate matched funding

Currency matched funding

Country matched funding

Solid rating supports Daimler's funding

Current ratings:	S&P:	A stable	A-1
	Moody's:	A3 positive	P-2
	Fitch:	A- stable	F2
	DBRS:	A (low) stable	R-1 (low)
	Scope:	A stable	S-1
Daimler target:	Sustaining the A rating at all rating agencies		

Disclaimer

This document contains forward-looking statements that reflect our current views about future events. The words “anticipate,” “assume,” “believe,” “estimate,” “expect,” “intend,” “may,” “can,” “could,” “plan,” “project,” “should” and similar expressions are used to identify forward-looking statements. These statements are subject to many risks and uncertainties, including an adverse development of global economic conditions, in particular a decline of demand in our most important markets; a deterioration of our refinancing possibilities on the credit and financial markets; events of force majeure including natural disasters, acts of terrorism, political unrest, armed conflicts, industrial accidents and their effects on our sales, purchasing, production or financial services activities; changes in currency exchange rates; a shift in consumer preferences towards smaller, lower-margin vehicles; a possible lack of acceptance of our products or services which limits our ability to achieve prices and adequately utilize our production capacities; price increases for fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; a decline in resale prices of used vehicles; the effective implementation of cost-reduction and efficiency-optimization measures; the business outlook for companies in which we hold a significant equity interest; the successful implementation of strategic cooperations and joint ventures; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; the resolution of pending government investigations or of investigations requested by governments and the conclusion of pending or threatened future legal proceedings; and other risks and uncertainties, some of which we describe under the heading “Risk and Opportunity Report” in the current Annual Report. If any of these risks and uncertainties materializes or if the assumptions underlying any of our forward-looking statements prove to be incorrect, the actual results may be materially different from those we express or imply by such statements. We do not intend or assume any obligation to update these forward-looking statements since they are based solely on the circumstances at the date of publication.