

**Supplement No. 1 dated July 30, 2020
to the Prospectus dated May 12, 2020**

DAIMLER

Daimler AG

Stuttgart, Federal Republic of Germany

Mercedes-Benz Australia/Pacific Pty Ltd

(ABN 23 004 411 410)

Mulgrave, Victoria, Australia

Daimler International Finance B.V.

Utrecht, The Netherlands

Daimler Canada Finance Inc.

Montréal, Quebec, Canada

Daimler Finance North America LLC

Delaware, USA

Mercedes-Benz Finance Co., Ltd.

Tokyo, Japan

EUR 70,000,000,000

Euro Medium Term Note Programme (the "**Programme**")

unconditionally and irrevocably guaranteed by

Daimler AG

Stuttgart, Federal Republic of Germany

This supplement No. 1 (the "**Supplement**") constitutes a supplement for the purposes of (i) Article 23.1 of Regulation (EU) 2017/1129 of the European Parliament and of the Council of June 14, 2017 on the prospectus to be published when securities are offered to the public or admitted to trading on a regulated market, and repealing Directive 2003/71/EC (the "**Prospectus Regulation**"). and (ii) Article 30 of the Luxembourg Law on Prospectuses for Securities (*loi du 16 juillet 2019 relative aux prospectus pour valeurs mobilières*; the "**Luxembourg Prospectus Act**") to the prospectus (which constitutes six base prospectuses for the purposes of Article 8 of the Prospectus Regulation and six alleviated base prospectuses for the purposes of Article 22 of the Luxembourg Prospectus Act) of Daimler AG ("**DAG**"), Mercedes-Benz Australia/Pacific Pty Ltd (ABN 23 004 411 410) ("**MBAP**"), Daimler International Finance B.V. ("**DIF**"), Daimler Canada Finance Inc. ("**DCFI**"), Daimler Finance North America LLC ("**DFNA**") and Mercedes-Benz Finance Co., Ltd. ("**MBFJ**") dated May 12, 2020 (together, the "**Prospectus**"), which has been prepared in connection with the Programme established by DAG, MBAP, DIF, DCFI, DFNA and MBFJ (each, an "**Issuer**"). Terms defined in the Prospectus have the same meaning when used in this Supplement.

This Supplement is supplemental to, and should be read in conjunction with, the Prospectus and all documents incorporated by reference in the Prospectus.

Copies of the Prospectus, any document incorporated by reference in the Prospectus and this Supplement will be published in electronic form on the website of the Luxembourg Stock Exchange (www.bourse.lu/programme/Programme-Daimler/2370) and will be viewable on, and obtainable free of charge from, such website.

To the extent that there is any inconsistency between (i) any statements in this Supplement or any statements incorporated by reference in the Prospectus by this Supplement, and (ii) any other statement in or incorporated by reference in the Prospectus, the statements in (i) above will prevail.

DAG and each of the other Issuers accept responsibility for the information contained in this Supplement (including any information incorporated by reference in the Prospectus by this Supplement) except that each Issuer other than DAG accepts responsibility only for information which exclusively refers to it. Each Issuer declares that, having taken all reasonable care to ensure that such is the case, the information contained in this Supplement (including any information incorporated by reference in the Prospectus by this Supplement) for which it is responsible is, to the best of its knowledge, in accordance with the facts and does not omit anything likely to affect the import of such information.

A. Amendments to the section commencing on page 1 of the Prospectus which is entitled "*Important Notice*"

The last paragraph on page 4 of the Prospectus shall be replaced in its entirety as follows:

As at the date of this Prospectus, the specific benchmark applicable to an issue of Floating Rate Notes has not yet been determined. However, amounts payable under Floating Rate Notes may be calculated by reference to (i) BBSW (Bank Bill Swap Rate) which is administered by ASX Benchmarks Pty Limited ("**ASX Benchmarks**"), (ii) CDOR (Canadian Dollar Offered Rate) which is provided by Refinitiv Benchmark Services (UK) Limited ("**RBSL**"), (iii) EURIBOR (Euro Interbank Offered Rate) which is provided by the European Money Markets Institute ("**EMMI**"), (iv) LIBOR (London Interbank Offered Rate) which is provided by the ICE Benchmark Administration Limited ("**IBA**"), (v) SIBOR (Singapore Interbank Offered Rate) which is provided by ABS Benchmarks Administration Co Pte Ltd ("**ABS Co.**"), (vi) STIBOR (Stockholm Interbank Offered Rate) which is provided by the Swedish Financial Benchmark Facility ("**SFBF**"), or (vii) another benchmark. As at the date of this Prospectus, only IBA, EMMI and RBSL appear on the register (the "**ESMA Register**") of administrators and benchmarks established and maintained by the European Securities and Markets Authority (the "**ESMA**") pursuant to Article 36 of the Regulation (EU) 2016/1011 of the European Parliament and of the Council of June 8, 2016 on indices used as benchmarks in financial instruments and financial contracts or to measure the performance of investment funds and amending Directives 2008/48/EC and 2014/17/EU and Regulation (EU) No 596/2014 (the "**Benchmarks Regulation**"). As at the date of this Prospectus, none of ASX Benchmarks, ABS Co. or SBA appear in the ESMA Register. As far as the Issuers are aware, the transitional provisions in Article 51 of the Benchmarks Regulation apply to ASX Benchmarks and ABS Co. and the transitional provisions in Article 51 of the Benchmarks Regulation in connection with Article 19 (d) no. 9 (a) of the Regulation (EU) 2019/2089 of the European Parliament and the Council of 27 November 2019 amending Regulation (EU) 2016/1011 as regards EU Climate Transition Benchmarks, EU Paris-aligned Benchmarks and sustainability-related disclosures for benchmarks apply to SFBF, so that neither ASX Benchmarks, ABS Co. nor SFBF are currently required to obtain authorisation or registration (or, if located outside the European Union, recognition, endorsement or equivalence).

B. Amendments to the section commencing on page 10 of the Prospectus which is entitled "*Risk Factors*"

1. Amendments to the subsection commencing on page 11 of the Prospectus which is entitled "*1. Risks Relating to the Economy and the Daimler Group's Markets*"

The subsection commencing on page 11 of the Prospectus which is entitled "*Risks Resulting from the Outbreak of the COVID-19 Pandemic*" shall be replaced in its entirety as follows:

Risks Resulting from the Outbreak of the COVID-19 Pandemic

The entire global economy is affected by the COVID-19 pandemic with declines, in some cases drastic, in economic output and the macroeconomic effects of the COVID-19 pandemic are meanwhile being felt in most of the sales markets relevant to Daimler.

A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, which would lead to repeated far-reaching lockdown measures, would, on the one hand, result in an even deeper slump of the global economy than anticipated. On the other hand, this scenario could not only affect the development of the Group's unit sales but could also have a more significant impact than initially assumed on production, the procurement market and the supply chain, which, in turn, could have a significant negative impact on Daimler's business, cash flows, financial condition, liquidity and results of operations.

A negative impact on sentiment indicators, asset values and real economic development may arise from the development of the global stock market, which has already largely anticipated the hoped-for real economic recovery with its rise since the end of March. If the expectations of the financial markets are disappointed – for example, due to a second wave of the pandemic – a further fall in share prices could occur.

In view of the sharp drop in demand of oil, there is a risk of a sustained very low oil price, which would put additional pressure on oil-exporting economies. This could have negative effects on unit sales for all Daimler segments in countries with oil-exporting economies.

After the world economy slipped into a deep recession in the first half of the year 2020, its development in the second half of 2020 will continue to be dominated by the corona crisis. The decisive factors will be whether and, if so, when the pandemic will be under control worldwide, whether and, if so, how quickly and comprehensively the restrictions on economic activity are lifted, and whether the world economy will recover during the remainder of 2020 and, if so, what pattern the economic recovery will look like.

The Chinese economy was the first of the major economies to suffer a massive slump, but also the first to improve again. Nonetheless, it is to be expected that China will achieve only slight growth in 2020, instead of the originally expected 5 to 6%. For the European Monetary Union ("EMU"), a deep recession must be expected due to the economic impact of the COVID-19 pandemic. The majority of analysts anticipates a significant decline in gross domestic product ("GDP") for the year 2020 as a whole. Current expectations are that none of the larger individual economies of the EMU will be able to escape this decline in GDP. The decline in economic output is likely to be above average in countries very severely affected by the pandemic, such as France, Italy and Spain. Due to the deep slump in March and April 2020, the US economy is also expected to suffer a significant GDP decline. The economies of major emerging nations are also likely to be very weak due to the impact of the COVID-19 pandemic. For major commodity exporters such as Russia and Brazil, the likely continuation of the rather low oil price during the rest of the year 2020 could have an additional negative effect. A sharp decline in economic output is therefore expected both in Eastern Europe and in South America, which has been particularly hard hit by the pandemic.

Worldwide demand for cars is likely to be severely affected by the corona crisis in most of the sales regions important for Daimler. Daimler expects a significant contraction of the global car market in full-year 2020.

The European market is likely to contract, with a significant decline in demand anticipated in Western Europe. This will probably affect all major individual markets, each with significant decreases. Significant contraction of the car market in Eastern Europe is also to be expected.

A significant decline in demand is expected in the US market for cars and light trucks. Among the major sales markets for cars, China is likely to be the first to reach a moderate recovery path. However, it will probably not be able to offset the massive losses of the first quarter 2020, so significant market contraction is expected for the year 2020 as a whole. Daimler expects mainly negative developments for van markets, as a result of the deep global economic recession. In the EU30 region (European Union, United Kingdom, Norway and Switzerland; the "**EU 30 Region**"), a significant drop in demand both in the combined segment of midsize and large vans and in the market for small vans must be anticipated. In the United States, demand for large vans is also likely to be significantly lower than in the year 2019. Daimler expects the market volume for large vans in Latin America to decrease significantly as well. According to current assessments, major truck markets will develop very unfavorably in the year 2020 as a result of the corona-related economic crisis.

In the North American market, Daimler assumes that demand for heavy-duty trucks (class 8) will decrease significantly. In the EU30 Region, Daimler also expects sales of heavy-duty trucks to decline significantly. The same applies to demand for heavy-duty trucks in Brazil and Japan. For buses, Daimler expects market volumes in both the EU30 Region and Brazil to be significantly lower than in 2019. Under the described conditions, which are currently largely determined by the COVID-19 pandemic, an unusually high level of uncertainty exists concerning the further development of Daimler's business, which has a significant impact on Daimler's forecasting ability. It is not possible to estimate what further course the pandemic will take in Daimler's important sales markets. This will also depend on the extent and duration of the measures taken to contain the wave of infection and the resulting economic burdens. However, Daimler assumes that it will not be able to offset the shortfalls that have already occurred during the further course of the year 2020. Daimler expects its total unit sales in 2020 to be below the magnitude of the year 2019. Due to the lower unit sales by its automotive divisions, Daimler Mobility anticipates a decrease in new business and a reduced contract volume in full-year 2020 in comparison to full-year 2019. In view of declining unit sales due to the COVID-19 pandemic, Daimler assumes that Group revenue in full-year 2020 will also be lower than in the year 2019.

2. Amendments to the subsection commencing on page 19 of the Prospectus which is entitled "3. Financial Risks"

a. The second paragraph below the heading "3. Financial Risks" on page 20 of the Prospectus shall be replaced in its entirety as follows:

Further information on financial risks is provided in Note 33 (*Management of financial risks*) of the Notes to the Annual Consolidated Financial Statements 2019 of DAG, incorporated by reference into this Prospectus. Information on the Group's financial instruments is provided in Note 32 (*Financial instruments*) of the Notes to the Annual Consolidated Financial Statements 2019 of DAG and in Note 19 (*Financial instruments*) of the Notes to the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG, each incorporated by reference into this Prospectus.

b. The second paragraph of the subsection on page 21 of the Prospectus which is entitled "Risks Relating to Pension Plans" shall be replaced in its entirety as follows:

Further information on the pension plans and their risks is provided in Note 22 (*Pensions and similar obligations*) of the Notes to the Annual Consolidated Financial Statements 2019 of DAG and in Note 15 (*Pensions and similar obligations*) of the Notes to the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG, each incorporated by reference into this Prospectus.

3. Amendments to the subsection commencing on page 21 of the Prospectus which is entitled "4. Legal and Tax Risks"

a. The second and third paragraphs of the subsection commencing on page 22 of the Prospectus which is entitled "Risks from Legal Proceedings in Connection with Diesel Exhaust Gas Emissions – Governmental Proceedings" shall be replaced in their entirety as follows:

Several federal and state authorities and other institutions worldwide have inquired about and/or are/have been conducting investigations and/or administrative proceedings, and/or have issued administrative orders or in the case of the Stuttgart district attorney's office a fine notice. These particularly relate to test results, the emission control systems used in Mercedes-Benz diesel vehicles and/or Daimler's interaction with the relevant federal and state authorities as well as related legal issues and implications, including, but not limited to, under applicable environmental, criminal and antitrust laws. These authorities and institutions include, amongst others, the US Department of Justice (DOJ), which has requested that Daimler conducts an internal investigation, the US Environmental Protection Agency (EPA), the California Air Resources Board (CARB) and other US state authorities, the South Korean Ministry of Environment, the South Korean competition authority (Korea Fair Trade Commission) and the Seoul Prosecutor's Office (South Korea), the European Commission, the German Federal Cartel Office (*Bundeskartellamt*) as well as national antitrust authorities and other authorities of various foreign states as well as the German Federal Ministry of Transport and Digital Infrastructure (BMVI) and the German Federal Motor Transport Authority ("KBA").

In the course of its formal investigation into possible collusion on clean emission technology, the European Commission sent a statement of objections to Daimler and other automobile manufacturers in April 2019. In this context, Daimler filed an application for immunity from fines (leniency application) with the European Commission some time ago. The Stuttgart district attorney's office is conducting criminal investigation proceedings against Daimler employees on the suspicion of fraud and criminal advertising, and, in May 2017, searched the premises of Daimler at several locations in Germany. In February 2019, the Stuttgart district attorney's office also initiated a formal investigation proceeding against DAG with respect to an administrative offense. In September 2019, the Stuttgart district attorney's office issued a fine notice against Daimler based on a negligent violation of supervisory duties in the amount of €870 million which has become legally binding, thereby concluding the administrative offense proceedings against Daimler. Daimler continues to fully cooperate with the authorities and institutions. Irrespective of such cooperation, it is possible that further regulatory, criminal and administrative investigative and enforcement actions and measures relating to Daimler and/or its employees will be taken, or administrative orders will be issued. Such actions, measures and orders may include subpoenas, that is legal instructions issued under penalty of law in the process of taking evidence, or other requests for documentation, testimony or other information, or orders to recall vehicles, further search warrants, a notice of violation or an increased formalization of the governmental investigations, coordination or proceedings, including the resolution of proceedings by way of a settlement. Additionally, further delays in obtaining regulatory approvals necessary to introduce new or recertify existing vehicle models could occur.

Since 2018, KBA has issued various administrative orders holding that certain calibrations of specified functionalities in certain Mercedes-Benz diesel vehicles are to be qualified as impermissible defeat devices and ordered subsequent auxiliary provisions for the respective EC type approvals in this respect, including mandatory recalls and, in certain cases, stops of the first registration. In addition and since 2018, Daimler has (in view of KBA's interpretation of the law as a precaution) implemented a temporary delivery and registration stop with respect to certain models, also covering the used-car, leasing and financing businesses, and is constantly reviewing whether it can lift this delivery and registration stop in whole or in part. Daimler has filed and will continue to file timely objections against the KBA's administrative orders in order to have the open legal issues resolved, if necessary, also by a court of law. In the course of its regular market supervision, KBA is routinely conducting further reviews of Mercedes-Benz vehicles and is asking questions about technical elements of the vehicles. In light of the aforementioned administrative orders issued by, and continued discussions with, the KBA, it is likely that in the course of the ongoing and/or further investigations, KBA will issue additional administrative orders holding that other Mercedes-Benz diesel vehicles are also equipped with impermissible defeat devices. The new calibrations requested by KBA are being processed, and for a substantial proportion of the vehicles, the relevant software has already been approved by KBA; the related recalls have insofar been initiated. It cannot be ruled out that software updates may be reworked, further delivery and registration stops may be ordered or resolved by Daimler as a precautionary measure, also with a view to the used car, leasing and financing businesses.

- b. The subsection on page 24 of the Prospectus entitled "*Risks from Legal Proceedings in Connection with Diesel Exhaust Gas Emissions – Court Proceedings*" shall be replaced in its entirety as follows:**

Risks from Legal Proceedings in Connection with Diesel Exhaust Gas Emissions – Court Proceedings

A consumer class-action lawsuit is pending in the United States in which it is alleged that DAG and MBUSA conspired with Robert Bosch LLC and Robert Bosch GmbH to deceive US regulators and consumers. A separate lawsuit was filed in January 2019 by the State of Arizona alleging that DAG and MBUSA deliberately deceived consumers in connection with the advertising of Mercedes-Benz diesel vehicles. Consumer class-action lawsuits containing similar allegations were filed against DAG and other companies of the Group in Canada in April 2016, and against DAG in Israel in February 2019. A similar class action was filed in the United States in July 2017, but in December 2017, the parties stipulated to dismiss that lawsuit without prejudice. It may be filed again under specific conditions.

Furthermore, class actions have been filed in the United States and Canada alleging anticompetitive behavior relating to vehicle technology, costs, suppliers, markets, and other competitive attributes, including diesel emissions control technology. A securities class action lawsuit has been pending in the United States on behalf of investors in DAG American Depositary Receipts which alleges that the defendants made materially false and misleading statements about diesel emissions in Mercedes-Benz vehicles. The parties have agreed to settle the lawsuit, such settlement being subject to court approval.

In Germany and other European states, particularly in The Netherlands, a multitude of lawsuits by customers alleging contractual and non-contractual claims are pending. In addition, investors have filed lawsuits in Germany alleging the violation of disclosure requirements. In this context, motions to initiate a model proceeding in accordance with the Act on Model Proceedings in Capital Markets Disputes (*KapMuG*) have been filed by investors as well as by DAG. Currently, no model proceeding is pending.

If court proceedings have an unfavorable outcome for Daimler, this could result in significant damages and punitive damages payments, remedial works or other cost-intensive measures. Court proceedings can in part also have an adverse effect on the reputation of the Group.

Furthermore, Daimler's ability to defend itself in the court proceedings could be impaired by unfavorable findings, results or developments in any of the governmental or other court proceedings discussed above, in particular the fine notice issued by the Stuttgart district attorney's office.

Further information on legal proceedings is provided in Note 30 (*Legal proceedings*) of the Notes to the Annual Consolidated Financial Statements 2019 of DAG and in Note 18 (*Legal proceedings*) of the Notes to the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG, each incorporated by reference in this Prospectus.

c. The fourth paragraph of the subsection on page 25 of the Prospectus which is entitled "*Risks from Other Legal Proceedings*" shall be replaced in its entirety as follows:

Further information on legal proceedings is provided in Note 30 (*Legal proceedings*) of the Notes to the Annual Consolidated Financial Statements 2019 of DAG and in Note 18 (*Legal proceedings*) of the Notes to the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG, each as incorporated by reference in this Prospectus.

C. Amendments to the section commencing on page 161 of the Prospectus which is entitled "*Description of DAG*"

1. Amendments to the subsection commencing on page 161 of the Prospectus which is entitled "*2. Financial Information*"

a. The following subsection entitled "*(ii) Financial Information Relating to the First Half Year of the Financial Year 2020 of DAG*" shall be added to the subsection commencing on page 164 of the Prospectus which is entitled "*b. Group Interim Financial Information*":

(ii) Financial Information Relating to the First Half Year of the Financial Year 2020 of DAG

The Group interim financial information set out below has been extracted from the unaudited but reviewed interim consolidated financial statements of DAG as of and for the first half year ended June 30, 2020 (consisting of consolidated statement of income/loss Q2, consolidated statement of income/loss Q1-2, consolidated statement of comprehensive income/loss Q2, consolidated statement of comprehensive income/loss Q1-2, consolidated statement of financial position, consolidated statement of cash flows, consolidated statement of changes in equity and the notes to the interim consolidated financial statements as set out in the interim report (*Zwischenbericht*) in relation to the first half year ended June 30, 2020 (the "**Interim Report Q2 2020**") (the "**Unaudited Interim Consolidated Financial Statements Q2 2020**").

Such Unaudited Interim Consolidated Financial Statements Q2 2020 are incorporated by reference into this Prospectus.

The Group interim financial information set out below should be read and analyzed together with the section entitled "*Notes to the Interim Consolidated Financial Statements*" as set out in the Interim Report Q2 2020. The accompanying notes are an integral part of the Unaudited Interim Consolidated Financial Statements Q2 2020.

Selected Financial Information

Consolidated

January 1, 2020
to June 30, 2020

January 1, 2019
to June 30, 2019

(in millions of €)

Profit/loss before income taxes	- 1,202	951
Net profit/loss	- 1,738	907

Consolidated

Q1-2 2020

Q1-2 2019

(in millions of €)

Cash provided by operating activities	8,985	2,198
Cash used for investing activities	- 3,353	- 5,272
Cash used for / provided by financing activities	- 2,381	- 297

Consolidated

As of June
30, 2020

As of December
31, 2019

(in millions of €)

Equity attributable to shareholders of Daimler AG	57,416	61,344
Non-controlling interests	1,441	1,497
Total non-current liabilities	132,384	133,795
Total current liabilities	103,524	105,802
Total equity and liabilities	294,765	302,438

Additional Information on the Consolidated Financial Position

Net financial debt (i.e. total non-current and current financing liabilities plus market valuation and currency hedges for financing liabilities, minus cash and cash equivalents and marketable debt securities and similar investments, each as shown in the Unaudited Interim Consolidated Financial Statements Q2 2020)

126,677

133,663

The accompanying notes are an integral part of the Unaudited Interim Consolidated Financial Statements Q2 2020.

b. The subsection commencing on page 167 of the Prospectus which is entitled "*c. Information Relating to Group Annual Financial Information and Group Interim Financial Information*" shall be replaced in its entirety as follows:

c. Information Relating to Group Annual Financial Information and Group Interim Financial Information

Accounting Policies

The Annual Consolidated Financial Statements 2019 and the Annual Consolidated Financial Statements 2018 of DAG have been prepared in accordance with Section 315a of the German Commercial Code (*Handelsgesetzbuch*) and International Financial Reporting Standards ("**IFRS**") as adopted by the European Union and related interpretations as issued by the International Accounting Standards Board.

The Unaudited Interim Consolidated Financial Statements Q1 2020 of DAG and the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG have been prepared in accordance with International Accounting Standard ("**IAS**") 34 ("**Interim Financial Reporting**") and Section 115 of the German Securities Trading Act (*Wertpapierhandelsgesetz*).

Auditing of Historical Annual Financial Information

The Annual Consolidated Financial Statements 2019 and the Annual Consolidated Financial Statements 2018 of DAG have been audited by KPMG in accordance with German Generally Accepted Accounting Standards, and in each case KPMG issued an unqualified auditor's report (*uneingeschränkter Bestätigungsvermerk*) on each of the Annual Consolidated Financial Statements 2019 and the Annual Consolidated Financial Statements 2018. The auditors have not performed any audit on any financial statements of DAG as of any date or for any period subsequent to December 31, 2019.

The Unaudited Interim Consolidated Financial Statements Q1 2020 of DAG and the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG have not been audited but have been reviewed by KPMG.

2. Amendments to the subsection commencing on page 168 of the Prospectus which is entitled "*3. Information about DAG*"

The last paragraph of the subsection commencing on page 168 of the Prospectus which is entitled "*Portfolio Changes*" shall be deleted in its entirety.

3. The subsection on page 173 of the Prospectus which is entitled "*5. Trend Information and Significant Change in Daimler's Financial Position*" shall be replaced in its entirety as follows:

5. Trend Information and Significant Change in Daimler's Financial Position

The negative impact of the COVID-19 pandemic on Daimler's business, cash flows, financial condition, liquidity and results of operations in the first half year of 2020 is reflected in the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG, incorporated by reference into this Prospectus. A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, could have a significant negative impact on Daimler's business, cash flows, financial condition, liquidity and results of operations.

Other than as set out above, there has been no material adverse change in the prospects of DAG since the date of its last published audited financial statements as of December 31, 2019, and there has been no significant change in the financial performance, and no significant change in the financial position, of the

Group since June 30, 2020, being the end of the last financial period for which financial information has been published by DAG.

4. Amendments to the subsection commencing on page 173 of the Prospectus which is entitled "6. Administrative, Management and Supervisory Bodies, Names, Business Addresses and Functions"

a. In the subsection commencing on page 173 of the Prospectus which is entitled "The Supervisory Board" the third bullet point shall be deleted in its entirety and the following wording shall be added as new eleventh bullet point as follows:

- **Timotheus Höttges**, Bonn, Chairman of the Board of Management of Deutsche Telekom AG, elected until 2025

b. In the subsection commencing on page 175 of the Prospectus which is entitled "The Supervisory Board" the reference to "Dr. Paul Achleitner" shall be deleted in its entirety and a reference to "Timotheus Höttges" shall be added to the subsection below the reference to "Petraea Heynike" as follows:

Timotheus Höttges

Henkel AG & Co. KGaA

FC Bayern AG

Telekom Deutschland GmbH – Chairman / Group Company Position

T-Mobile US, Inc. – Chairman / Group Company Position

5. Amendments to the subsection commencing on page 180 of the Prospectus which is entitled "9. Financial Information Concerning DAG's Assets and Liabilities, Financial Position and Profit and Losses"

a. The subsection commencing on page 180 of the Prospectus which is entitled "Historical Financial Information" shall be replaced in its entirety as follows:

Historical Financial Information

The Annual Consolidated Financial Statements 2019 of DAG as set out in the DAG Annual Report 2019, the Annual Consolidated Financial Statements 2018 of DAG as set out in the DAG Annual Report 2018, the Unaudited Interim Consolidated Financial Statements Q1 2020 of DAG as set out in the Interim Report Q1 2020 and the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG as set out in the Interim Report Q2 2020 are incorporated by reference into this Prospectus.

b. The subsection commencing on page 181 of the Prospectus which is entitled "Legal and Arbitration Proceedings" shall be replaced in its entirety as follows:

Legal and Arbitration Proceedings

DAG and its subsidiaries are confronted with various legal proceedings, claims as well as governmental investigations and orders (legal proceedings) on a large number of topics, including vehicle safety, emissions, fuel economy, financial services, dealer, supplier and other contractual relationships, intellectual property rights, product warranties, environmental matters, antitrust matters (including actions for damages) and shareholder matters. Legal proceedings relating to products deal with claims on account of alleged vehicle defects. Some of these claims are asserted by way of class action suits. If the outcome of such legal proceedings is detrimental to Daimler, the Group may be required to pay substantial compensatory and punitive damages or to undertake service actions, recall campaigns, monetary penalties or other costly actions. Legal proceedings may have an impact on the Group's reputation.

Several consumer class-action lawsuits were filed against Mercedes-Benz USA, LLC (MBUSA) in federal courts in the United States in early 2016. The main allegation was the use of devices that impermissibly impair the effectiveness of emission control systems in reducing nitrogen-oxide (NO_x) emissions and which cause excessive emissions from vehicles with diesel engines. In addition, plaintiffs alleged that consumers were deliberately deceived in connection with the advertising of Mercedes-Benz diesel vehicles. Those consumer class actions were consolidated into one class action pending against both DAG and MBUSA in the US District Court for the District of New Jersey, in which the plaintiffs asserted various grounds for monetary relief on behalf of a nationwide class of persons or entities who owned or leased certain models of Mercedes-Benz diesel vehicles as of February 18, 2016. DAG and MBUSA moved to dismiss the lawsuit in its entirety. By order dated December 6, 2016, the court granted DAG's and MBUSA's motion to dismiss and dismissed the lawsuit without prejudice, based on plaintiffs' failure to allege with sufficient specificity the advertising that they contended had misled them. Plaintiffs subsequently filed an amended class action complaint in the same court making similar allegations. The amended complaint also adds as defendants Robert Bosch LLC and Robert Bosch GmbH (collectively; "**Bosch**"), and alleges that DAG and MBUSA conspired with Bosch to deceive US regulators and consumers. On February 1, 2019, the court granted in part and denied in part DAG and MBUSA's subsequent motion to dismiss. The case is ongoing as the court's decision merely addressed certain legal aspects of plaintiffs' claims and did not decide whether the plaintiffs can ultimately prove their claims, whether the plaintiffs' allegations are true, or whether their claims have merit.

On January 8, 2019, the Arizona State Attorney General filed a civil complaint in the Arizona State Court against DAG and MBUSA making similar allegations that Arizona consumers had been deliberately deceived in connection with the advertising of Mercedes-Benz diesel vehicles. The state seeks monetary penalties for violation of Arizona's consumer protection laws.

Another consumer class-action lawsuit against DAG and other companies of the Group containing similar allegations was filed in Canada in April 2016. On June 29, 2017, the court granted a procedural motion to certify certain issues for class treatment, and on March 12, 2018, the court ordered the parties to send a notice to the class by May 18, 2018, informing class members that the litigation is ongoing and that they will be bound by the outcome. That notice was sent, and class members had until July 20, 2018 to opt out of the class to avoid being bound by subsequent rulings in the case.

On July 14, 2017, an additional class action was filed in the Superior Court of California, Los Angeles County, against DAG and other companies of the Group, alleging claims similar to the existing US class action. That action was removed to federal court and, on October 31, 2017, was transferred to the District Court of New Jersey. On December 21, 2017, the parties stipulated to dismiss, without prejudice, that lawsuit. It may be filed again under specific conditions.

Furthermore, a class action against DAG and other Group companies was filed in The Netherlands on June 23, 2020. The class action makes allegations comparable to the aforementioned US and Canadian class actions relating to all Euro 5 and 6 diesel vehicles sold in the EU between 2009 and 2019. The plaintiff, a foundation under the law of The Netherlands, is representing Dutch claimants and seeks certification of an opt-out Netherlands class (Dutch claimants are participating in the class action by law). In the course of the proceedings, other claimants who bought such vehicles in the EU market have the option to declare participation in the class action (opt-in). Furthermore, the plaintiff is seeking declarations of law concerning the customers' entitlement to nullify or rescind their vehicle purchase contracts, to demand replacement of their vehicles and/or to demand damages.

In Germany, a multitude of lawsuits by investors alleging the violation of disclosure requirements is pending against Daimler. In addition, some investors have raised out-of-court claims for damages. The investors contend that DAG did not immediately disclose inside information in connection with the emission behavior of its diesel vehicles and that it had made false and misleading public statements. They further claim that the purchase price of the financial instruments acquired by them (in particular DAG shares) would have been lower if DAG had correctly complied with its disclosure duties. In this context, both investors as well as

DAG have filed motions to initiate a model proceeding in accordance with the Act on Model Proceedings in Capital Markets Disputes (KapMuG). Currently, no model proceeding is pending.

Diesel emission behavior: Governmental proceedings

Furthermore, several federal and state authorities and other institutions worldwide have inquired about and/or are/have been conducting investigations and/or administrative proceedings and/or have issued administrative orders or, in the case of the Stuttgart district attorney's office, a fine notice. These particularly relate to test results, the emission control systems used in Mercedes-Benz diesel vehicles and/or Daimler's interaction with the relevant federal and state authorities as well as related legal issues and implications, including, but not limited to, under applicable environmental, criminal and antitrust laws. These authorities and institutions include, among others, the US Department of Justice ("**DOJ**"), which in April 2016 requested that DAG review its certification and admissions processes related to exhaust emissions of diesel vehicles in the United States by way of an internal investigation in cooperation with the DOJ, the US Environmental Protection Agency (EPA), the California Air Resources Board (CARB) and other US state authorities, the South Korean Ministry of Environment (MoE), the South Korean competition authority (Korea Fair Trade Commission (KFTC)) and the Seoul Public Prosecutor's Office (South Korea), the European Commission, the German Federal Cartel Office (*Bundeskartellamt*) as well as national antitrust authorities and other authorities of various foreign states as well as the German Federal Ministry of Transport and Digital Infrastructure (BMVI) and the German Federal Motor Transport Authority ("**KBA**"). In the course of its formal investigation into possible collusion on clean emission technology, the European Commission sent a statement of objections to Daimler and other automobile manufacturers in April 2019. In this context, DAG filed an application for immunity from fines (leniency application) with the European Commission some time ago. The Stuttgart district attorney's office is conducting criminal investigation proceedings against Daimler employees concerning the suspicion of fraud and criminal advertising, and, in May 2017, searched the premises of Daimler at several locations in Germany. In February 2019, the Stuttgart district attorney's office also initiated a formal investigation proceeding against DAG with respect to an administrative offense. In September 2019, the Stuttgart district attorney's office issued a fine notice against Daimler based on a negligent violation of supervisory duties in the amount of €870 million which has become legally binding, thereby concluding the administrative offense proceedings against Daimler.

Since 2018, KBA has issued various administrative orders holding that certain calibrations of specified functionalities in certain Mercedes-Benz diesel vehicles are to be qualified as impermissible defeat devices and ordered subsequent auxiliary provisions for the respective EC type approvals in this respect, including mandatory recalls and, in certain cases, stops of the first registration. In addition and since 2018, Daimler has (in view of KBA's interpretation of the law as a precaution) implemented a temporary delivery and registration stop with respect to certain models, also covering the used-car, leasing and financing businesses, and is constantly reviewing whether it can lift this delivery and registration stop in whole or in part. Daimler has filed and will continue to file timely objections against the KBA's administrative orders in order to have the open legal issues resolved, if necessary, also by a court of law. In the course of its regular market supervision, KBA is routinely conducting further reviews of Mercedes-Benz vehicles and is asking questions about technical elements of the vehicles. In light of the aforementioned administrative orders issued by, and continued discussions with, the KBA, it is likely that in the course of the ongoing and/or further investigations, KBA will issue additional administrative orders holding that other Mercedes-Benz diesel vehicles are also equipped with impermissible defeat devices. The new calibrations requested by KBA are being processed, and for a substantial proportion of the vehicles, the relevant software has already been approved by KBA; the related recalls have insofar been initiated. It cannot be ruled out that software updates may be reworked, further delivery and registration stops may be ordered or resolved by Daimler as a precautionary measure, also with a view to the used car, leasing and financing businesses, under the relevant circumstances.

Daimler is conducting further investigations and otherwise continues to fully cooperate with the authorities and institutions.

Except for the Stuttgart district attorney's office's administrative offense proceedings, the aforementioned inquiries, investigations, administrative proceedings and the replies to these related information requests, as well as the objection proceedings against the administrative orders are ongoing.

Accounting assessment of the legal proceedings in connection with diesel emission behavior

With respect to the legal proceedings described in the two preceding chapters, in accordance with IAS 37.92 no further information is disclosed with respect to whether, or to what extent, provisions have been recognized and/or contingent liabilities have been disclosed, so as not to prejudice Daimler's position.

Antitrust law proceedings (including actions for damages)

Starting on July 25, 2017, a number of class actions have been filed in the United States and Canada against DAG and other manufacturers of automobiles as well as various of their North American subsidiaries. Plaintiffs allege to have suffered damages because defendants engaged in anticompetitive behavior relating to vehicle technology, costs, suppliers, markets, and other competitive attributes, including diesel emissions control technology, since the 1990s. On October 4, 2017, all pending US class actions were centralized in one proceeding by the Judicial Panel on multidistrict litigation and transferred to the US District Court for the Northern District of California. On March 15, 2018, plaintiffs in the US class action amended and consolidated their complaints into two pleadings, one on behalf of consumers and the other on behalf of dealers. On June 17, 2019, the court granted motions to dismiss in the consolidated US class action proceedings, albeit with leave to amend, and on August 15, 2019, the plaintiffs filed amended complaints making similar allegations. On March 31, 2020, the court granted motions to dismiss these first amended US class action complaints, albeit with leave to amend. On June 26, 2020, the plaintiffs filed second amended complaints.

In this context, DAG may disclose that it filed a leniency application with the European Commission some time ago. In late October 2017, the European Commission conducted preannounced inspections with Daimler in Stuttgart (as well as further inspections with other manufacturers) in order to further clarify the facts of the case. In the third quarter of 2018, the European Commission opened a formal investigation into possible collusion on clean emission technology. In the course of such investigation, the European Commission, in April 2019, sent a statement of objections to DAG and other automobile manufacturers to which DAG responded in good time.

Following the settlement decision by the European Commission adopted on July 19, 2016, concluding the trucks antitrust proceedings, DAG and Daimler Truck AG are facing customers' claims for damages to a considerable degree. Respective legal actions, class actions and other forms of legal redress have been initiated in various states in and outside of Europe and should further be expected. Daimler is taking appropriate legal remedies to defend itself. In accordance with IAS 37.92, no further information is disclosed with respect to whether, or to what extent, provisions have been recognized and/or contingent liabilities have been disclosed, so as not to prejudice DAG's position.

Class-action lawsuits Takata airbag inflators

Class actions in connection with Takata airbags are pending in Canada, the United States and Israel. The lawsuits are based on the allegation that, along with Takata entities and many other companies that sold vehicles equipped with Takata airbag inflators, Daimler entities were allegedly negligent in selling such vehicles, purportedly not recalling them quickly enough, and failing to provide an adequate replacement airbag inflator. In detail: In August 2016, Mercedes-Benz Canada (MB Canada) was added as a defendant to a putative nationwide class action that remains pending in Ontario Superior Court. In addition, DAG and MBUSA were named as defendants along with Takata companies in June 2017, in a US nationwide class action, which was filed in New Jersey Federal Court. In the third quarter of 2017, such lawsuit was transferred to federal court in the Southern District of Florida for consolidation with other multidistrict litigation proceedings.

Further class action lawsuits in the USA were integrated into the multiple district proceedings. One of the multidistrict litigation complaints also asserts claims by automotive recyclers who allege injury because they

are not able to re-sell salvaged airbag inflators that are subject to the Takata recall. The motions to dismiss against that complaint are still pending. In February 2019, DAG and its non-sub subsidiary Israeli distributor (Colmobil) were named as defendants in an Israel-wide class action alleging inadequacy of Takata recall efforts in Israel and that action remains pending. A lawsuit filed by the State of New Mexico against MBUSA was dismissed without prejudice on June 22, 2017. It may, however, be filed again under specific conditions. Contingent liabilities were disclosed to a low extent for this topic.

Toll Collect

On July 4, 2018, through its subsidiary Daimler Financial Services AG (since July 23, 2019 Daimler Mobility AG), DAG together with Deutsche Telekom AG notarized a settlement agreement (hereinafter: settlement) with the Federal Republic of Germany which settles all arbitration proceedings in connection with the involvement in the Toll Collect consortium, which have been ongoing since 2004 and on July 6, 2018, the arbitral tribunal issued an arbitration ruling on agreed terms terminating the Toll Collect arbitration proceedings on the basis of the settlement. The final operating permit for the toll system was granted within the scope of the settlement.

As a result of the settlement, in the second quarter of 2018, the profit/loss on equity-method investments in the Daimler Mobility segment includes expenses of €418 million. The earnings of the Daimler Mobility segment were reduced in particular due to the existing 50% obligation of Daimler Financial Services AG to pay €550 million to Toll Collect GbR, which is partially offset by provisions recognized in previous years. In the third quarters of 2019 and 2018, Daimler Mobility AG recorded cash out-flows of €200 million each. The last tranche of €150 million will be paid in the third quarter of 2020. All known and unknown claims from the toll agreement that arose until March 31, 2018 are settled under the settlement provided that the related damage occurred before March 31, 2018.

Irrespective of the settlement, the guarantee relating to the operating agreement or other additional agreements remain unchanged. No guarantee claims have been made so far.

The statements regarding legal proceedings set out above are to be read in conjunction with Notes 23 (*Provisions for other risks*), 30 (*Legal proceedings*) and 31 (*Contingent liabilities and other financial obligations*) to the Annual Consolidated Financial Statements 2019 of DAG and Notes 18 (*Legal proceedings*) and 23 (*Provisions for other risks*) to the Unaudited Interim Consolidated Financial Statements Q2 2020 of DAG, each incorporated by reference in this Prospectus.

6. The subsection commencing on page 187 of the Prospectus which is entitled "13. Recent Developments" shall be replaced in its entirety as follows:

13. Recent Developments

On February 19, 2020, it was announced that DAG's Supervisory Board extended the contract of Hubertus Troska, who is in the Board of Management responsible for Greater China, until December 31, 2025. On the same date, it was announced that the Supervisory Board of DAG has decided to propose to the Annual General Meeting that Timotheus Höttges be elected to the Supervisory Board as a member representing the shareholders with effect from the end of the Annual General Meeting 2020. Paul Achleitner will step down from the Supervisory Board of DAG with effect from the end of the Annual Shareholder's Meeting 2020.

As announced on February 20, 2020, DAG has further developed its organizational structure with the goal of improving the development and production processes for vehicles, technologies and services through closer and more efficient collaboration. Several restructuring measures took effect on April 1, 2020. For the area of Mercedes-Benz Cars, the position of Product Strategy and Steering has been newly created. Furthermore, Ola Källenius has assumed overall responsibility for the Mercedes-Benz Vans division. Markus Schäfer, currently Member of the Boards of Management of DAG and Mercedes-Benz AG responsible for Group Research and Mercedes-Benz Cars Development, Procurement and Supplier Quality, will in the future be responsible at DAG level as Chief Operating Officer for the technical value-added process of Mercedes-Benz Cars – from development and materials purchasing to production. Harald Wilhelm, Member of the

Board of Management of DAG responsible for Finance & Controlling and Daimler Mobility, is also Member of the Board of Management for Finance at Mercedes-Benz AG.

On April 1, 2020, DAG has increased its financial flexibility with a further credit line of €12 billion. This is in addition to the existing, not yet utilized, €11 billion revolving credit facility with a term until 2025 including extension options. The additional credit line was agreed with a consortium of international banks and can be utilized in a twelve-month period with two six-month extension options.

In April 2020, the Volvo Group and Daimler Truck AG signed a preliminary, non-binding agreement to establish a new joint venture. The intention is to develop, produce and commercialize fuel-cell systems for use in heavy-duty commercial vehicles and other applications.

Following review and approval by the relevant competition authorities, the transaction is expected to be closed in the second half of 2020. It is planned that the Volvo Group and Daimler Truck AG will each hold a 50% interest in the joint venture. To make the joint venture possible, Daimler will concentrate all of its Group-wide fuel-cell activities in new fuel cell entities. The Volvo Group will acquire 50% of the joint venture for approximately €0.6 billion.

Daimler Truck AG and Rolls-Royce plc plan to cooperate on stationary fuel-cell generators for the CO₂-neutral emergency power supply of safety-critical facilities such as data centers. This is intended to offer emission-free alternatives to diesel engines, which are currently used in generators for emergency use or to cover peak loads. Daimler Truck AG and the British technology company Rolls-Royce signed a letter of intent on this subject in May 2020. A comprehensive cooperation agreement is to be drawn up and signed by the end of the year 2020.

The BMW Group and Mercedes-Benz AG have suspended their cooperation on the development of next-generation technology in the field of automated driving in June 2020 for the time being.

Mercedes-Benz AG and NVIDIA intend to cooperate on the development of an in-car computer system and an AI computing infrastructure. The new technology is to be launched across all Mercedes-Benz model series in order to equip next-generation vehicles with upgradeable, automated driving functions. The new software-defined architecture will be based on NVIDIA DRIVETM and will be standard equipment in all Mercedes-Benz vehicles in the future to enable modern automated driving functions. One goal will be for regular routes to be driven in automated mode. There will also be numerous other safety and comfort applications.

Mercedes-Benz AG is on the way to the CO₂-neutral mobility of the future and will invest massively in the transformation of the company in the coming years. It is concentrating on the electrification of the product range and the digitization of vehicles and company processes. At the same time, Mercedes-Benz AG has initiated numerous measures to improve its cost structure and become more efficient. An important lever for this is the adjustment and realignment of capacities within the global production network. Against this background, Mercedes-Benz AG intends to start negotiations on the sale of its car plant in Hambach, France.

Mercedes-Benz AG has entered into a far-reaching strategic partnership, including an equity interest, with the Chinese battery-cell producer Farasis Energy (Ganzhou) Co., Ltd. Core elements of the agreement are the development and industrialization of advanced cell technologies and ambitious targets in the cost position. The agreement offers Mercedes-Benz a secure supply of battery cells for its electric offensive, while Farasis gains planning security for capacity expansion. In order to meet the increasing demand from the German Mercedes-Benz plants in the future, Farasis is building a plant for battery cells in Bitterfeld-Wolfen and creating up to 2,000 new jobs there. The facility in Eastern Germany is being designed as a CO₂-neutral factory right from the start.

Due to the worsening COVID-19 pandemic, Daimler initially suspended most of its production and work in selected administrative departments and subsidiaries in Europe for two weeks starting on March 23, 2020, and then introduced short-time working. Effective June 30, 2020, short-time working was ended for all

employees in the corporate functions. The Mercedes-Benz car plants successively restarted production already in mid-April, at first with engine and component plants in Germany on April 20, 2020, followed by the Mercedes-Benz car assembly plants in Germany. The international Mercedes-Benz plants ramped up production again in parallel. The plants of the Daimler Trucks & Buses division are also producing again in various restart phases and taking into account the respective demand situation.

The Annual Shareholders' Meeting of DAG supported the strategic alignment and transformation of the company with a high level of approval. At the virtual Annual Meeting on July 8, 2020, the shareholders approved all the items on the agenda. Furthermore, the Annual Meeting elected Timotheus Höttges, Chairman of the Board of Management of Deutsche Telekom AG, Bonn, as a member of the Supervisory Board representing the shareholders. He succeeds Dr. Paul Achleitner, who did not stand for reelection to the Supervisory Board.

D. Amendments to the section commencing on page 189 of the Prospectus which is entitled "*Description of MBAP*"

The subsection on page 194 of the Prospectus which is entitled "*5. Trend Information and Significant Change in MBAP's Financial Position*" shall be replaced in its entirety as follows:

5. Trend Information and Significant Change in MBAP's Financial Performance and Financial Position

The COVID-19 pandemic has had a negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including MBAP as a subsidiary of DAG, in the first half year of 2020. A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, could have a significant negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including MBAP as a subsidiary of DAG.

Other than as set out above, there has been no material adverse change in the prospects of MBAP since the date of its last published audited financial statements as of December 31, 2019 and there has been no significant change in the financial performance and in the financial position of MBAP since the date of its last published financial statements.

E. Amendments to the section commencing on page 197 of the Prospectus which is entitled "*Description of DIF*"

The subsection commencing on page 200 of the Prospectus which is entitled "*5. Trend Information and Significant Change in DIF's Financial Position*" shall be replaced in its entirety as follows:

5. Trend Information and Significant Change in DIF's Financial Performance and Financial Position

The COVID-19 pandemic has had a negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including DIF as a subsidiary of DAG, in the first half year of 2020. A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, could have a significant negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including DIF as a subsidiary of DAG.

Other than as set out above, there has been no material adverse change in the prospects of DIF since the date of its last published audited financial statements as of December 31, 2019 and there has been no significant change in the financial performance and in the financial position of DIF since the date of its last published financial statements.

F. Amendments to the section commencing on page 204 of the Prospectus entitled "*Description of DCFI*"

The subsection commencing on page 207 of the Prospectus which is entitled "*5. Trend Information and Significant Change in DCFI's Financial Position*" shall be replaced in its entirety as follows:

5. Trend Information and Significant Change in DCFI's Financial Performance and Financial Position

The COVID-19 pandemic has had a negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including DCFI as a subsidiary of DAG, in the first half year of 2020. A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, could have a significant negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including DCFI as a subsidiary of DAG.

Other than as set out above, there has been no material adverse change in the prospects of DCFI since the date of its last published audited financial statements as of December 31, 2019 and there has been no significant change in the financial performance and in the financial position of DCFI since the date of its last published financial statements.

G. Amendments to the section commencing on page 212 of the Prospectus which is entitled "*Description of DFNA*"

The subsection commencing on page 215 of the Prospectus which is entitled "*5. Trend Information and Significant Change in DFNA's Financial Position*" shall be replaced in its entirety as follows:

5. Trend Information and Significant Change in DFNA's Financial Performance and Financial Position

The COVID-19 pandemic has had a negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including DFNA as a subsidiary of DAG, in the first half year of 2020. A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, could have a significant negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including DFNA as a subsidiary of DAG.

Other than as set out above, there has been no material adverse change in the prospects of DFNA since the date of its last published audited financial statements as of December 31, 2019 and there has been no significant change in the financial performance and in the financial position of DFNA since the date of its last published financial statements.

H. Amendments to the section commencing on page 220 of the Prospectus which is entitled "*Description of MBFJ*"

The subsection on page 223 of the Prospectus which is entitled "*5. Trend Information and Significant Change in MBFJ's Financial Position*" shall be replaced in its entirety as follows:

5. Trend Information and Significant Change in MBFJ's Financial Performance and Financial Position

The COVID-19 pandemic has had a negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including MBFJ as a subsidiary of DAG, in the first half year of 2020. A possibly even more serious development of the corona crisis, especially in the event of a massive second wave of infection, could have a significant negative impact on the business, cash flows, financial condition, liquidity and results of operations of Daimler, including MBFJ as a subsidiary of DAG.

Other than as set out above, there has been no material adverse change in the prospects of MBFJ since the date of its last published audited financial statements as of December 31, 2019 and there has been no significant change in the financial performance and in the financial position of MBFJ since the date of its last published financial statements.

I. Amendments to the section commencing on page 237 of the Prospectus which is entitled "*Documents Incorporated by Reference*"

On July 23, 2020, DAG published its "*Interim Report Q2 2020*", containing, *inter alia*, the unaudited but reviewed interim consolidated financial statements of DAG as of and for the first half year of the financial year 2020 of DAG ended on June 30, 2020 (the "**Interim Report Q2 2020**"). A copy of the Interim Report Q2 2020 has been filed with the *Commission de Surveillance du Secteur Financier*.

By virtue of this Supplement, the Interim Report Q2 2020 shall be incorporated by reference in, and form part of, the Prospectus to the extent set out below, provided that any information not specifically set out below, but included in the Interim Report Q2 2020 is either not relevant for an investor or is covered elsewhere in the Prospectus and shall therefore not be deemed to be included in the Prospectus. In this context, the following amendments shall be made to the section commencing on page 237 of the Prospectus which is entitled "*Documents Incorporated by Reference*".

The subsection "B.1" set out in the table commencing on page 237 of the Prospectus which is entitled "*Table of Documents Incorporated by Reference*" shall be replaced in its entirety by the following two subsections "B.1" and "B.2" as follows:

Document	Section Incorporated by Reference
B.1 Interim Report Q1 2020 of DAG (containing the unaudited but reviewed interim consolidated financial statements in relation to the first three months of the financial year 2020 of DAG ended on March 31, 2020 prepared in accordance with IAS 34 ("Interim Financial Reporting") and Section 115 of the German Securities Trading Act (<i>Wertpapierhandelsgesetz</i>)), including	
- Consolidated Statement of Income	Page 32
- Consolidated Statement of Comprehensive Income/Loss	Page 33
- Consolidated Statement of Financial Position	Page 34
- Consolidated Statement of Cash Flows	Page 35
- Consolidated Statement of Changes in Equity	Pages 36 – 37
- Notes to the Interim Consolidated Financial Statements	Pages 38 – 54
- Auditor's Review Report	Page 55
http://dl.bourse.lu/dlp/10fdecf61f0cd14cbd882b7b2ce00c4ac5	
B.2 Interim Report Q2 2020 of DAG (containing the unaudited but reviewed interim consolidated financial statements in relation to the first half year of the financial year 2020 of DAG ended on June 30, 2020 prepared in accordance with IAS 34 ("Interim Financial Reporting") and Section 115 of the German Securities Trading Act	

(Wertpapierhandelsgesetz)), including

- Consolidated Statement of Income/Loss Q2	Page 36
- Consolidated Statement of Income/Loss Q1-2	Page 37
- Consolidated Statement of Comprehensive Income/Loss Q2	Page 38
- Consolidated Statement of Comprehensive Income/Loss Q1-2	Page 39
- Consolidated Statement of Financial Position	Page 40
- Consolidated Statement of Cash Flows	Page 41
- Consolidated Statement of Changes in Equity	Pages 42 – 43
- Notes to the Interim Consolidated Financial Statements	Pages 44 – 64
- Auditor's Review Report	Page 66

<http://dl.bourse.lu/dlp/103095263cdac34a8a94484a294fba122c>

J. Withdrawal Right

Any investor who had already agreed to purchase or subscribe for any notes (the "**Notes**") to be issued by any of the Issuers before this Supplement was published may, if the Notes have not yet been delivered to the investor at the time when the significant new factor, material mistake or material inaccuracy arose or was noted, exercise any withdrawal right arising pursuant to Article 23.2 of the Prospectus Regulation or Article 30.2 of the Luxembourg Prospectus Act, respectively, as a result of the publication of this Supplement, on or before August 3, 2020. Such withdrawal, if any, does not have to be justified or substantiated. Any investor who wishes to exercise its right of withdrawal may contact

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in the case of Notes issued by Daimler International Finance B.V.

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and in the case of Notes issued by Mercedes-Benz Finance Co., Ltd.

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In order to comply with the time limit set out above, punctual dispatch of the withdrawal is sufficient.