## DAIMLER

Fact Sheet for Q3 and January-September 2011
October 27, 2011

## DAIMLER

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## DAIMLER

## Stock Market Information

## Earnings per share (in EUR)

basic
diluted
$0.99 \quad-0.34$

| 0.99 | 0.65 |
| :--- | :--- |
| 0.99 | 0.65 |


| 1.51 | 1.18 |
| :--- | :--- |
| 1.51 | 1.18 |

1.21
.44
-16\%
$-16 \%$
$-16 \%$
3.71
3.29
+13\%

Average number of
shares outstanding (in millions)
(adjusted for treasury stocks)


Number of shares outstanding
(at period end, in millions)
total shares outstanding
adjusted for treasury stock
Share price Frankfurt
(at period end, in EUR)

Market capitalization Frankfurt
(at period end, in billions of EUR)

## DAIMLER

## Key Figures and Ratios

| (in millions of EUR) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Unit Sales (in units) | 521,116 | 441,038 | 461,742 | 402,725 | 527,644 | 496,481 | 525,517 | 475,110 | +11\% | 1,514,903 | 1,374,316 | +10\% |
| Revenue | 26,396 | 21,323 | 24,729 | 21,187 | 26,338 | 25,107 | 26,407 | 25,071 | +5\% | 77,474 | 71,365 | +9\% |
| EBIT | 1,562 | 448 | 2,031 | 1,190 | 2,581 | 2,104 | 1,968 | 2,418 | -19\% | 6,580 | 5,712 | +15\% |
| Net profit (loss), Group | 1,140 | -352 | 1,180 | 612 | 1,704 | 1,312 | 1,360 | 1,610 | -16\% | 4,244 | 3,534 | +20\% |
| Profit (loss) attributable to shareholders of Daimler AG | 1,050 | -348 | 1,059 | 667 | 1,607 | 1,248 | 1,286 | 1,533 | -16\% | 3,952 | 3,448 | +15\% |
| Depreciation and amortization (including amortization on capitalized development costs, excluding depreciation on leased assets) | 869 | 786 | 899 | 818 | 897 | 836 | 902 | 841 | +7\% | 2,698 | 2,495 | +8\% |
| R\&D expenditure total | 1,264 | 850 | 1,277 | 1,134 | 1,302 | 1,236 | 1,434 | 1,215 | +18\% | 4,013 | 3,585 | +12\% |
| Expensed R\&D costs | 930 | 581 | 953 | 798 | 944 | 850 | 1,030 | 898 | +15\% | 2,927 | 2,546 | +15\% |
| Capitalized development costs | 334 | 269 | 324 | 336 | 358 | 386 | 404 | 317 | +27\% | 1,086 | 1,039 | +5\% |
| Amortization on capitalized development costs | 189 | 172 | 192 | 176 | 197 | 176 | 206 | 178 | +16\% | 595 | 530 | +12\% |
| Capital expenditure <br> (Property, plant \& equipment) | 1,347 | 557 | 757 | 738 | 997 | 643 | 1,023 | 925 | +11\% | 2,777 | 2,306 | +20\% |

## DAIMLER

## Cash Flow and Net Industrial Liquidity

| (in millions of EUR) |  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| 응 <br> $\frac{0}{0}$ <br> $\frac{1}{0}$ <br> $\frac{1}{6}$ <br> 0 | Cash provided by/used for |  |  |  |  |  |  |  |  |  |  |  |  |
|  | operating activities | 235 | 1,220 | -520 | 1,957 | 856 | 2,642 | 81 | 3,710 | -98\% | 417 | 8,309 | -95\% |
|  | investing activities | 1,118 | -1,073 | -899 | -77 | -1,032 | -669 | -2,480 | -685 | -262\% | -4,411 | -1,431 | -208\% |
|  | financing activities | -1,213 | -1,937 | -138 | -2,469 | 811 | -3,893 | 2,284 | 24 |  | 2,957 | -6,338 |  |
| Industrial business | Net liquidity at the beginning of the period | 11,934 | 6,714 | 11,938 | 7,285 | 12,415 | 7,378 | 11,489 | 9,397 | +22\% | 11,938 | 7,285 | +64\% |
|  | Free cash flow | 99 | 453 | -516 | 299 | 1,129 | 2,472 | -774 | 2,562 | . | -161 | 5,333 | . |
|  | thereof: working capital* | -1,019 | -237 | -1,165 | -590 | -30 | 164 | -200 | 1,281 | . | -1,395 | 855 | . |
|  | Other | -95 | 118 | 993 | -206 | -2,055 | -453 | -273 | -25 |  | -1,335 | -684 | -95\% |
|  | thereof: dividends Daimler AG | 0 | 0 | 0 | 0 | -1,971 | 0 | 0 | 0 |  | -1,971 | 0 | . |
|  | Net liquidity at the end of the period | 11,938 | 7,285 | 12,415 | 7,378 | 11,489 | 9,397 | 10,442 | 11,934 | -13\% | 10,442 | 11,934 | -13\% |

[^0]
## DAIMLER

## Liquidity

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | End of |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | Q3 2011 | 2010 | Change |
| Group liquidity |  |  |  |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 10,903 | 9,800 | 9,202 | 9,484 | 9,841 | 7,886 | 9,827 | 10,672 | -8\% | 9,827 | 10,903 | -10\% |
| Marketable securities and term deposits | 2,096 | 6,342 | 1,899 | 5,724 | 1,614 | 5,401 | 1,901 | 4,739 | -60\% | 1,901 | 2,096 | -9\% |
| Gross liquidity | 12,999 | 16,142 | 11,101 | 15,208 | 11,455 | 13,287 | 11,728 | 15,411 | -24\% | 11,728 | 12,999 | -10\% |
| Financing liabilities (nominal) | -53,895 | -57,301 | -51,666 | -57,118 | -54,302 | -56,569 | -57,786 | -54,018 | -7\% | -57,786 | -53,895 | -7\% |
| Net debt | -40,896 | -41,159 | -40,565 | -41,910 | -42,847 | -43,282 | -46,058 | -38,607 | -19\% | -46,058 | -40,896 | -13\% |
| Liquidity of the industrial business |  |  |  |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 9,535 | 6,735 | 8,265 | 7,197 | 8,981 | 6,534 | 8,811 | 9,731 | -9\% | 8,811 | 9,535 | -8\% |
| Marketable securities and term deposits | 1,258 | 5,073 | 1,030 | 4,562 | 725 | 4,461 | 864 | 3,808 | -77\% | 864 | 1,258 | -31\% |
| Gross liquidity | 10,793 | 11,808 | 9,295 | 11,759 | 9,706 | 10,995 | 9,675 | 13,539 | -29\% | 9,675 | 10,793 | -10\% |
| Financing liabilities (nominal) | 1,145 | -4,523 | 3,120 | -4,381 | 1,783 | -1,598 | 767 | -1,605 | . | 767 | 1,145 | -33\% |
| Net liquidity | 11,938 | 7,285 | 12,415 | 7,378 | 11,489 | 9,397 | 10,442 | 11,934 | -13\% | 10,442 | 11,938 | -13\% |

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## Pension and Health-Care Benefits

| (in billions of EUR) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | End of |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | Q3 2011 | 2010 | Change |
| Pension benefits |  |  |  |  |  |  |  |  |  |  |  |  |
| Benefit obligations | -17.7 | -16.5 | -17.6 | -16.7 | -17.8 | -17.1 | -18.0 | -17.0 | -6\% | -18.0 | -17.7 | -2\% |
| Plan assets | 11.2 | 10.6 | 11.2 | 10.8 | 11.5 | 10.8 | 12.4 | 11.1 | +12\% | 12.4 | 11.2 | +11\% |
| Funded status | -6.5 | -5.9 | -6.4 | -5.9 | -6.3 | -6.3 | -5.6 | -5.9 | +5\% | -5.6 | -6.5 | +14\% |
| Provisions | 3.4 | 3.1 | 3.5 | 3.3 | 3.5 | 3.5 | 2.1 | 3.5 | -40\% | 2.1 | 3.4 | -38\% |
| Funded position net of provisions | -3.1 | -2.8 | -2.9 | -2.6 | -2.8 | -2.8 | -3.5 | -2.4 | -46\% | -3.5 | -3.1 | -13\% |
| Health-care benefits |  |  |  |  |  |  |  |  |  |  |  |  |
| Benefit obligations | -1.0 | -1.0 | -1.0 | -1.1 | -1.0 | -1.3 | -1.1 | -1.0 | -10\% | -1.1 | -1.0 | -10\% |
| Plan assets | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | . | 0.0 | 0.0 | . |
| Reimbursement Medicare Act | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | +0\% | 0.1 | 0.1 | +0\% |
| Funded status | -0.9 | -0.9 | -0.9 | -1.0 | -0.9 | -1.1 | -1.0 | -0.9 | -11\% | -1.0 | -0.9 | -11\% |
| Provisions | 0.8 | 0.8 | 0.7 | 0.9 | 0.7 | 1.0 | 0.8 | 0.7 | +14\% | 0.8 | 0.8 | +0\% |
| Funded position net of provisions | -0.1 | -0.1 | -0.2 | -0.1 | -0.2 | -0.1 | -0.2 | -0.2 | +0\% | -0.2 | -0.1 | -100\% |

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## Unit Sales

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Mercedes-Benz Cars* | 339,753 | 303,552 | 310,717 | 277,117 | 357,636 | 342,461 | 337,163 | 317,496 | +6\% | 1,005,516 | 937,074 | +7\% |
| Daimler Trucks | 106,096 | 73,718 | 89,260 | 70,557 | 91,458 | 83,797 | 115,634 | 94,813 | +22\% | 296,352 | 249,167 | +19\% |
| Mercedes-Benz Vans | 64,449 | 54,748 | 54,018 | 46,655 | 67,989 | 59,393 | 63,518 | 53,727 | +18\% | 185,525 | 159,775 | +16\% |
| Daimler Buses | 10,818 | 9,020 | 7,747 | 8,396 | 10,561 | 10,830 | 9,202 | 9,074 | +1\% | 27,510 | 28,300 | -3\% |
| Daimler Group* | 521,116 | 441,038 | 461,742 | 402,725 | 527,644 | 496,481 | 525,517 | 475,110 | +11\% | 1,514,903 | 1,374,316 | +10\% |

[^1]
## DAIMLER

## Production Volume

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Mercedes-Benz Cars* | 361,490 | 292,395 | 341,708 | 307,826 | 349,242 | 326,020 | 334,084 | 317,120 | +5\% | 1,025,034 | 950,966 | +8\% |
| Daimler Trucks | 102,274 | 73,793 | 93,727 | 73,768 | 92,297 | 84,409 | 128,347 | 100,445 | +28\% | 314,371 | 258,622 | +22\% |
| Mercedes-Benz Vans | 60,975 | 51,622 | 64,272 | 49,820 | 69,169 | 61,261 | 64,256 | 55,919 | +15\% | 197,697 | 167,000 | +18\% |
| Daimler Buses | 9,267 | 8,468 | 8,145 | 8,844 | 10,631 | 10,757 | 10,805 | 10,537 | +3\% | 29,581 | 30,138 | -2\% |
| Daimler Group* | 534,006 | 426,278 | 507,852 | 440,258 | 521,339 | 482,447 | 537,492 | 484,021 | +11\% | 1,566,683 | 1,406,726 | +11\% |

[^2]
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## Revenue

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Mercedes-Benz Cars | 14,152 | 11,445 | 13,860 | 11,595 | 14,647 | 14,018 | 13,826 | 13,661 | + $1 \%$ | 42,333 | 39,274 | +8\% |
| Daimler Trucks | 6,865 | 4,837 | 6,242 | 4,873 | 6,648 | 5,853 | 7,619 | 6,433 | +18\% | 20,509 | 17,159 | +20\% |
| Mercedes-Benz Vans | 2,235 | 1,842 | 1,977 | 1,697 | 2,243 | 1,977 | 2,222 | 1,903 | +17\% | 6,442 | 5,577 | +16\% |
| Daimler Buses | 1,335 | 1,207 | 831 | 1,011 | 1,166 | 1,205 | 1,041 | 1,007 | +3\% | 3,038 | 3,223 | -6\% |
| Daimler Financial Services | 3,147 | 2,874 | 3,034 | 3,061 | 2,907 | 3,322 | 3,006 | 3,258 | -8\% | 8,947 | 9,641 | -7\% |
| Reconciliation | -1,338 | -882 | -1,215 | $-1,050$ | -1,273 | -1,268 | $-1,307$ | -1,191 | -10\% | $-3,795$ | $-3,509$ | -8\% |
| Daimler Group | 26,396 | 21,323 | 24,729 | 21,187 | 26,338 | 25,107 | 26,407 | 25,071 | +5\% | 77,474 | 71,365 | +9\% |

## DAIMLER

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

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (EBIT in millions of EUR, RoS in \%) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Mercedes-Benz Cars |  |  |  |  |  |  |  |  |  |  |  |  |
| EBIT | 1,175 | 608 | 1,288 | 806 | 1,566 | 1,376 | 1,108 | 1,299 | -15\% | 3,962 | 3,481 | +14\% |
| RoS | 8.3\% | 5.3\% | 9.3\% | 7.0\% | 10.7\% | 9.8\% | 8.0\% | 9.5\% | . | 9.4\% | 8.9\% | . |
| Daimler Trucks* |  |  |  |  |  |  |  |  |  |  |  |  |
| EBIT | 403 | -224 | 413 | 133 | 486 | 300 | 555 | 496 | +12\% | 1,454 | 929 | +57\% |
| RoS | 5.9\% | -4.6\% | 6.6\% | 2.7\% | 7.3\% | 5.1\% | 7.3\% | 7.7\% | . | 7.1\% | 5.4\% | . |
| Mercedes-Benz Vans |  |  |  |  |  |  |  |  |  |  |  |  |
| EBIT | 138 | 126 | 173 | 64 | 206 | 127 | 200 | 122 | +64\% | 579 | 313 | +85\% |
| RoS | 6.2\% | 6.8\% | 8.8\% | 3.8\% | 9.2\% | 6.4\% | 9.0\% | 6.4\% |  | 9.0\% | 5.6\% | . |
| Daimler Buses |  |  |  |  |  |  |  |  |  |  |  |  |
| EBIT | 84 | 46 | -33 | 41 | 61 | 79 | 25 | 11 | +127\% | 53 | 131 | -60\% |
| RoS | 6.3\% | 3.8\% | -4.0\% | 4.1\% | 5.2\% | 6.6\% | 2.4\% | 1.1\% | . | 1.7\% | 4.1\% | . |
| Daimler Financial Services | 224 | -4 | 321 | 119 | 340 | 171 | 337 | 317 | +6\% | 998 | 607 | +64\% |
| Reconciliation* | -462 | -104 | -131 | 27 | -78 | 51 | -257 | 173 |  | -466 | 251 | . |
| Daimler Group | 1,562 | 448 | 2,031 | 1,190 | 2,581 | 2,104 | 1,968 | 2,418 | -19\% | 6,580 | 5,712 | +15\% |

[^3]
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## Special Items affecting EBIT / A400M

| (in millions of EUR) |  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  | January - September |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 |
|  | Repositioning of Daimler Trucks North America | -8 | -47 | - | -12 | - | -4 | - | $-13$ | - | -29 |
|  | Repositioning of Mitsubishi Fuso Truck and Bus Corporation | 4 | -28 | - | -5 | - | -10 | - | 8 | - | -7 |
|  | Adjustments of health-care and pension benefits | -23 | - | - | - | - | - | - | 183 | - | 183 |
|  | Natural disaster in Japan (02 2011: primarily insurance compensation) | - | - | -49 | - | 11 | - | -9 | - | -47 | - |
|  | Impairment of investment in Kamaz | - | - | - | - | - | - | -23 | - | -23 | - |
| 吅 | Repositioning of business activities in Germany | -4 | - | - | - | - | -78 | - | - | - | -78 |
|  | Sale of non-automotive assets | 11 | -81 | - | -46 | - | 26 | - | - | - | -20 |
|  | Natural disaster in Japan | - | - | -29 | - | - | - | - | - | -29 | - |
|  | Sale of equity interest in Tata Motors | - | - | - | 265 | - | - | - | - | - | 265 |
|  | Other gains/expenses related to Chrysler | - | 5 | - | - | - | - | - | - | - | - |
|  | Gain related to a legal dispute | - | - | - | - | - | - | - | 218 | - | 218 |
|  | Anniversary bonus and allocation to Daimler and Benz Foundation | -213 | - | - | - | - | - | - | - | - | - |
|  | Impairment of investment in Renault | - | - | - | - | - | - | -110 | - | -110 | - |
| A400M military transport aircraft |  |  |  |  | -237 * |  |  |  |  |  | -237* |

[^4]
## DAIMLER

## Mercedes-Benz Cars

## Overview

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Unit sales (units) | 339,753 | 303,552 | 310,717 | 277,117 | 357,636 | 342,461 | 337,163 | 317,496 | +6\% | 1,005,516 | 937,074 | +7\% |
| Retail sales (units)* | 336,356 | 303,759 | 305,533 | 271,711 | 359,799 | 335,703 | 331,523 | 321,458 | +3\% | 996,855 | 928,872 | +7\% |
| Production (units) | 361,490 | 292,395 | 341,708 | 307,826 | 349,242 | 326,020 | 334,084 | 317,120 | +5\% | 1,025,034 | 950,966 | +8\% |
| Revenue (millions of EUR) | 14,152 | 11,445 | 13,860 | 11,595 | 14,647 | 14,018 | 13,826 | 13,661 | +1\% | 42,333 | 39,274 | +8\% |
| EBIT (millions of EUR) | 1,175 | 608 | 1,288 | 806 | 1,566 | 1,376 | 1,108 | 1,299 | -15\% | 3,962 | 3,481 | +14\% |
| Return on sales (\%) | 8.3\% | 5.3\% | 9.3\% | 7.0\% | 10.7\% | 9.8\% | 8.0\% | 9.5\% |  | 9.4\% | 8.9\% |  |

[^5]
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## Mercedes-Benz Cars

## Unit Sales

| (in units) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Mercedes-Benz Cars | 339,753 | 303,552 | 310,717 | 277,117 | 357,636 | 342,461 | 337,163 | 317,496 | +6\% | 1,005,516 | 937,074 | +7\% |
| Western Europe | 169,357 | 163,731 | 139,914 | 135,069 | 176,235 | 177,867 | 149,683 | 153,505 | -2\% | 465,832 | 466,441 | -0\% |
| of which Germany | 83,663 | 76,820 | 55,749 | 53,795 | 82,826 | 81,956 | 73,496 | 73,481 | +0\% | 212,071 | 209,232 | +1\% |
| NAFTA | 67,051 | 67,909 | 67,510 | 64,495 | 64,496 | 61,008 | 63,265 | 63,811 | -1\% | 195,271 | 189,314 | +3\% |
| of which USA | 57,195 | 59,704 | 58,610 | 56,145 | 54,193 | 51,318 | 55,122 | 55,796 | -1\% | 167,925 | 163,259 | +3\% |
| Asia | 68,136 | 46,375 | 75,305 | 50,929 | 79,174 | 73,808 | 90,037 | 68,695 | +31\% | 244,516 | 193,432 | +26\% |
| of which China | 43,860 | 24,379 | 48,861 | 26,855 | 52,498 | 48,511 | 59,270 | 40,748 | +45\% | 160,629 | 116,114 | +38\% |
| Rest of World | 35,209 | 25,537 | 27,988 | 26,624 | 37,731 | 29,778 | 34,178 | 31,485 | +9\% | 99,897 | 87,887 | +14\% |
| of which Mitsubishi vehicles | 905 | 1,313 | 1,093 | 1,181 | 1,298 | 981 | 247 | 1,125 | -78\% | 2,638 | 3,287 | -20\% |
| manufactured and/or sold in South Africa |  |  |  |  |  |  |  |  |  |  |  |  |

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## Mercedes-Benz Cars

## Retail Sales*

| (in units) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Mercedes-Benz Cars | 336,356 | 303,759 | 305,533 | 271,711 | 359,799 | 335,703 | 331,523 | 321,458 | +3\% | 996,855 | 928,872 | +7\% |
| Western Europe of which Germany | $\begin{array}{r} 163,804 \\ 83,477 \end{array}$ | $\begin{array}{r} 166,908 \\ 76,613 \end{array}$ | $\begin{array}{r} 142,150 \\ 56,190 \end{array}$ | $\begin{array}{r} 139,228 \\ 54,308 \end{array}$ | $\begin{array}{r} 177,576 \\ 82,552 \end{array}$ | $\begin{array}{r} 178,561 \\ 81,340 \end{array}$ | $\begin{array}{r} 152,820 \\ 73,630 \end{array}$ | $\begin{array}{r} 156,542 \\ 73,943 \end{array}$ | $-2 \%$ $-0 \%$ | $\begin{aligned} & 472,546 \\ & 212,372 \end{aligned}$ | $\begin{aligned} & 474,331 \\ & 209,591 \end{aligned}$ | $-0 \%$ $+1 \%$ |
| NAFTA | 67,348 | 65,461 | 62,723 | 58,601 | 69,567 | 66,577 | 68,956 | 65,968 | +5\% | 201,246 | 191,146 | +5\% |
| of which USA | 57,802 | 57,166 | 54,623 | 50,621 | 58,862 | 56,392 | 60,358 | 57,496 | +5\% | 173,843 | 164,509 | +6\% |
| Asia | 72,012 | 47,247 | 71,191 | 48,489 | 79,119 | 61,546 | 75,368 | 69,637 | +8\% | 225,678 | 179,672 | +26\% |
| of which China | 47,600 | 25,406 | 45,328 | 24,549 | 52,339 | 37,166 | 46,284 | 43,007 | +8\% | 143,951 | 104,722 | +37\% |
| Rest of World | 33,192 | 24,143 | 29,469 | 25,393 | 33,537 | 29,019 | 34,379 | 29,311 | +17\% | 97,385 | 83,723 | +16\% |

* Excluding the Mitsubishi vehicles produced and/or sold in South Africa.


## DAIMLER

## Mercedes-Benz Cars

## Market Shares

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in \%) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change in \% pts. | 2011 | 2010 | Change in \% pts. |
| Western Europe | 4.9 | 4.8 | 4.3 | 4.5 | 4.6 | 4.7 | 5.3 | 4.8 | +0.5 | 4.7 | 4.6 | +0.1 |
| of which Germany | 11.2 | 9.8 | 9.1 | 9.2 | 9.9 | 11.3 | 10.2 | 10.8 | -0.6 | 9.8 | 10.4 | -0.6 |
| USA | 1.9 | 2.2 | 1.8 | 2.0 | 1.8 | 1.9 | 1.9 | 1.9 | +0.0 | 1.8 | 1.9 | -0.1 |
| China | 1.3 | 0.9 | 1.2 | 0.8 | 1.4 | 1.0 | 1.4 | 1.4 | +0.0 | 1.4 | 1.1 | +0.3 |
| Japan | 0.9 | 0.7 | 0.8 | 0.8 | 1.2 | 0.7 | 1.0 | 0.8 | +0.2 | 1.0 | 0.7 | +0.3 |

## DAIMLER

## Daimler Trucks

## Overview

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Incoming orders (units) | 104,832 | 76,667 | 118,872 | 72,119 | 121,295 | 97,520 | 107,221 | 95,713 | +12\% | 347,388 | 265,352 | +31\% |
| Unit sales (units) | 106,096 | 73,718 | 89,260 | 70,557 | 91,458 | 83,797 | 115,634 | 94,813 | +22\% | 296,352 | 249,167 | +19\% |
| Retail sales (units) | 104,184 | 73,858 | 89,629 | 69,471 | 87,314 | 84,080 | 107,980 | 94,274 | +15\% | 284,923 | 247,825 | +15\% |
| Production (units) | 102,274 | 73,793 | 93,727 | 73,768 | 92,297 | 84,409 | 128,347 | 100,445 | +28\% | 314,371 | 258,622 | +22\% |
| Revenue (millions of EUR) | 6,865 | 4,837 | 6,242 | 4,873 | 6,648 | 5,853 | 7,619 | 6,433 | +18\% | 20,509 | 17,159 | +20\% |
| EBIT* (millions of EUR) | 403 | -224 | 413 | 133 | 486 | 300 | 555 | 496 | +12\% | 1,454 | 929 | +57\% |
| Return on sales (\%) | 5.9\% | -4.6\% | 6.6\% | 2.7\% | 7.3\% | 5.1\% | 7.3\% | 7.7\% | . | 7.1\% | 5.4\% |  |

[^6]
## DAIMLER

## Daimler Trucks

## Unit Sales

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Daimler Trucks | 106,096 | 73,718 | 89,260 | 70,557 | 91,458 | 83,797 | 115,634 | 94,813 | +22\% | 296,352 | 249,167 | +19\% |
| Western Europe | 19,611 | 12,777 | 11,536 | 9,466 | 15,705 | 11,686 | 15,967 | 14,656 | +9\% | 43,208 | 35,808 | +21\% |
| of which Germany | 10,980 | 7,181 | 5,190 | 4,729 | 8,152 | 6,320 | 8,372 | 8,262 | +1\% | 21,714 | 19,311 | +12\% |
| NAFTA | 20,698 | 17,416 | 22,216 | 17,586 | 27,315 | 18,643 | 32,762 | 19,793 | +66\% | 82,293 | 56,022 | +47\% |
| of which USA | 16,157 | 14,726 | 19,264 | 15,089 | 23,302 | 15,545 | 27,645 | 15,847 | +74\% | 70,211 | 46,481 | +51\% |
| Latin America (excl. Mexico) | 16,224 | 11,205 | 13,813 | 13,014 | 13,495 | 14,208 | 17,354 | 14,709 | +18\% | 44,662 | 41,931 | +7\% |
| Asia | 34,825 | 23,835 | 30,464 | 22,087 | 22,840 | 29,310 | 35,127 | 34,135 | +3\% | 88,431 | 85,532 | +3\% |
| of which Japan | 6,547 | 5,506 | 5,589 | 4,898 | 5,120 | 6,557 | 6,821 | 6,788 | +0\% | 17,530 | 18,243 | -4\% |
| Rest of World | 14,738 | 8,485 | 11,231 | 8,404 | 12,103 | 9,950 | 14,424 | 11,520 | +25\% | 37,758 | 29,874 | +26\% |

## DAIMLER

## Daimler Trucks

## Retail Sales

| (in units) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Daimler Trucks | 104,184 | 73,858 | 89,629 | 69,471 | 87,314 | 84,080 | 107,980 | 94,274 | +15\% | 284,923 | 247,825 | +15\% |
| Western Europe | 18,776 | 12,838 | 11,523 | 9,544 | 15,649 | 11,977 | 15,379 | 14,535 | +6\% | 42,551 | 36,056 | +18\% |
| of which Germany | 10,980 | 7,181 | 5,190 | 4,729 | 8,152 | 6,320 | 8,372 | 8,262 | +1\% | 21,714 | 19,311 | +12\% |
| NAFTA | 19,616 | 17,358 | 22,828 | 16,694 | 23,923 | 18,256 | 26,852 | 19,293 | +39\% | 73,603 | 54,243 | +36\% |
| of which USA | 15,559 | 14,933 | 20,100 | 14,453 | 19,870 | 15,390 | 22,774 | 15,570 | +46\% | 62,744 | 45,413 | +38\% |
| Latin America (excl. Mexico) | 16,224 | 11,205 | 13,875 | 13,014 | 13,440 | 14,208 | 17,347 | 14,709 | +18\% | 44,662 | 41,931 | +7\% |
| Asia | 34,710 | 23,819 | 30,477 | 22,192 | 22,893 | 29,589 | 35,152 | 34,206 | +3\% | 88,522 | 85,987 | +3\% |
| of which Japan | 6,547 | 5,506 | 5,589 | 4,898 | 5,120 | 6,557 | 6,821 | 6,788 | +0\% | 17,530 | 18,243 | -4\% |
| Rest of World | 14,858 | 8,638 | 10,926 | 8,027 | 11,409 | 10,050 | 13,250 | 11,531 | +15\% | 35,585 | 29,608 | +20\% |

## DAIMLER

## Daimler Trucks

Incoming Orders

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Daimler Trucks | 104,832 | 76,667 | 118,872 | 72,119 | 121,295 | 97,520 | 107,221 | 95,713 | +12\% | 347,388 | 265,352 | +31\% |
| Western Europe | 15,749 | 11,773 | 15,837 | 11,542 | 14,634 | 14,717 | 15,204 | 14,860 | +2\% | 45,675 | 41,119 | +11\% |
| of which Germany | 7,768 | 6,052 | 7,611 | 6,067 | 7,417 | 7,868 | 7,565 | 7,726 | -2\% | 22,593 | 21,661 | +4\% |
| NAFTA | 33,938 | 20,099 | 38,410 | 8,682 | 32,758 | 19,678 | 27,862 | 16,688 | +67\% | 99,030 | 45,048 | +120\% |
| of which USA | 30,441 | 16,743 | 32,232 | 6,008 | 27,959 | 15,168 | 23,744 | 13,875 | +71\% | 83,935 | 35,051 | +139\% |
| Latin America (excl. Mexico) | 14,537 | 10,852 | 12,931 | 13,075 | 14,055 | 13,496 | 16,627 | 14,911 | +12\% | 43,613 | 41,482 | +5\% |
| Asia | 28,311 | 23,227 | 37,101 | 28,240 | 39,501 | 35,405 | 35,267 | 35,135 | +0\% | 111,869 | 98,780 | +13\% |
| of which Japan | 6,187 | 5,207 | 7,062 | 5,236 | 7,585 | 7,066 | 7,734 | 6,805 | +14\% | 22,381 | 19,107 | +17\% |
| Rest of World | 12,297 | 10,716 | 14,593 | 10,580 | 20,347 | 14,224 | 12,261 | 14,119 | -13\% | 47,201 | 38,923 | +21\% |

## DAIMLER

## Daimler Trucks <br> Market Shares

| (in \%) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change in \% pts. | 2011 | 2010 | Change in \% pts. |
| Trucks Europe / Latin America (Mercedes-Benz) |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Western Europe MDT/HDT | 25.4 | 23.3 | 20.8 | 22.7 | 20.8 | 23.2 | 23.1 | 24.5 | -1.4 | 21.6 | 23.6 | -2.0 |
| Germany MDT/HDT | 41.7 | 39.6 | 34.2 | 40.9 | 34.2 | 39.0 | 39.4 | 40.0 | -0.6 | 36.0 | 39.8 | -3.7 |
| Brazil MDT/HDT* | 25.0 | 29.5 | 26.7 | 25.2 | 24.7 | 28.2 | 24.8 | 26.9 | -2.1 | 25.2 | 27.1 | -2.0 |
| Trucks NAFTA |  |  |  |  |  |  |  |  |  |  |  |  |
| (Freightliner/Western Star) |  |  |  |  |  |  |  |  |  |  |  |  |
| NAFTA Class 8 | 33.6 | 29.9 | 37.0 | 32.4 | 31.3 | 32.4 | 28.5 | 30.8 | -2.2 | 31.2 | 31.7 | -0.6 |
| NAFTA Class 6-7 | 27.4 | 26.7 | 37.4 | 27.8 | 33.3 | 28.7 | 31.0 | 35.8 | -4.8 | 33.3 | 31.2 | +2.1 |
| Trucks Asia |  |  |  |  |  |  |  |  |  |  |  |  |
| (Fuso) |  |  |  |  |  |  |  |  |  |  |  |  |
| Japan Trucks Total | 21.3 | 18.4 | 19.5 | 16.9 | 20.0 | 18.7 | 19.1 | 20.4 | -1.3 | 19.5 | 19.0 | +0.5 |

## DAIMLER

## Mercedes-Benz Vans

## Overview

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Unit sales (units) | 64,449 | 54,748 | 54,018 | 46,655 | 67,989 | 59,393 | 63,518 | 53,727 | +18\% | 185,525 | 159,775 | +16\% |
| Retail sales (units) | 62,331 | 57,400 | 53,141 | 44,396 | 66,778 | 55,694 | 64,011 | 54,431 | +18\% | 183,930 | 154,521 | +19\% |
| Production (units) | 60,975 | 51,622 | 64,272 | 49,820 | 69,169 | 61,261 | 64,256 | 55,919 | +15\% | 197,697 | 167,000 | +18\% |
| Revenue (millions of EUR) | 2,235 | 1,842 | 1,977 | 1,697 | 2,243 | 1,977 | 2,222 | 1,903 | +17\% | 6,442 | 5,577 | +16\% |
| EBIT (millions of EUR) | 138 | 126 | 173 | 64 | 206 | 127 | 200 | 122 | +64\% | 579 | 313 | +85\% |
| Return on sales (\%) | 6.2\% | 6.8\% | 8.8\% | 3.8\% | 9.2\% | 6.4\% | 9.0\% | 6.4\% |  | 9.0\% | 5.6\% |  |

## DAIMLER

## Mercedes-Benz Vans

## Unit Sales

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Wholesales (in units) | 64,449 | 54,748 | 54,018 | 46,655 | 67,989 | 59,393 | 63,518 | 53,727 | +18\% | 185,525 | 159,775 | +16\% |
| Western Europe | 44,995 | 42,739 | 37,532 | 34,755 | 45,791 | 41,450 | 40,136 | 35,575 | +13\% | 123,459 | 111,780 | +10\% |
| of which Germany | 18,184 | 18,176 | 14,635 | 12,719 | 19,574 | 16,005 | 18,362 | 15,285 | +20\% | 52,571 | 44,009 | +19\% |
| Eastern Europe | 5,664 | 2,997 | 4,672 | 2,721 | 5,706 | 4,002 | 5,494 | 4,017 | +37\% | 15,872 | 10,740 | +48\% |
| NAFTA | 3,348 | 859 | 3,921 | 2,961 | 6,100 | 3,448 | 6,367 | 3,559 | +79\% | 16,388 | 9,968 | +64\% |
| of which USA | 2,496 | 541 | 3,061 | 2,416 | 4,755 | 2,736 | 5,578 | 2,834 | +97\% | 13,394 | 7,986 | +68\% |
| Latin America (excl. Mexico) | 3,600 | 3,018 | 2,674 | 2,745 | 3,112 | 3,196 | 3,613 | 2,987 | +21\% | 9,399 | 8,928 | +5\% |
| Asia | 4,826 | 1,845 | 3,061 | 1,176 | 4,985 | 4,866 | 5,381 | 5,522 | -3\% | 13,427 | 11,564 | +16\% |
| of which China | 4,033 | 565 | 2,040 | 261 | 3,944 | 3,359 | 4,380 | 4,498 | -3\% | 10,364 | 8,118 | +28\% |
| Rest of World | 2,016 | 3,290 | 2,158 | 2,297 | 2,295 | 2,431 | 2,527 | 2,067 | +22\% | 6,980 | 6,795 | +3\% |

## DAIMLER

## Mercedes-Benz Vans

## Retail Sales and Market Shares

| Retail sales (in units) | 62,331 | 57,400 | 53,141 | 44,396 | 66,778 | 55,694 | 64,011 | 54,431 | +18\% | 183,930 | 154,521 | +19\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 42,684 | 43,018 | 36,931 | 33,386 | 45,442 | 40,554 | 41,730 | 37,353 | +12\% | 124,103 | 111,293 | +12\% |
| of which Germany | 18,184 | 18,176 | 14,635 | 12,719 | 19,574 | 16,005 | 18,362 | 15,285 | +20\% | 52,571 | 44,009 | +19\% |
| Eastern Europe | 5,650 | 3,991 | 4,167 | 2,767 | 5,471 | 3,814 | 5,196 | 4,084 | +27\% | 14,834 | 10,665 | +39\% |
| NAFTA | 3,919 | 2,577 | 3,384 | 2,015 | 5,663 | 2,609 | 6,286 | 3,280 | +92\% | 15,333 | 7,904 | +94\% |
| of which USA | 2,933 | 2,107 | 2,649 | 1,564 | 4,446 | 2,044 | 5,357 | 2,538 | +111\% | 12,452 | 6,146 | +103\% |
| Latin America (excl. Mexico) | 3,468 | 2,943 | 2,721 | 2,999 | 3,108 | 3,091 | 3,230 | 3,050 | +6\% | 9,059 | 9,140 | -1\% |
| Asia | 4,273 | 1,952 | 3,716 | 1,134 | 4,812 | 3,415 | 4,877 | 4,557 | +7\% | 13,405 | 9,106 | +47\% |
| of which China | 3,349 | 572 | 2,801 | 270 | 3,660 | 2,028 | 3,447 | 3,533 | -2\% | 9,908 | 5,831 | +70\% |
| Rest of World | 2,337 | 2,919 | 2,222 | 2,095 | 2,282 | 2,211 | 2,692 | 2,107 | +28\% | 7,196 | 6,413 | +12\% |
| Market shares (in percent) |  |  |  |  |  |  |  |  |  |  |  |  |
| Western Europe midsize/large | 17.8 | 20.4 | 17.1 | 17.7 | 16.8 | 17.4 | 18.9 | 18.3 | +0.6 pts. | 17.6 | 17.8 | -0.2 pts. |
| Germany midsize/large | 26.3 | 31.6 | 27.2 | 24.5 | 26.8 | 25.8 | 27.4 | 27.0 | +0.4 pts. | 27.1 | 26.0 | +1.1 pts. |

## DAIMLER

## Daimler Buses

## Overview

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Unit sales* (units) | 10,818 | 9,020 | 7,747 | 8,396 | 10,561 | 10,830 | 9,202 | 9,074 | +1\% | 27,510 | 28,300 | -3\% |
| Production (units) | 9,267 | 8,468 | 8,145 | 8,844 | 10,631 | 10,757 | 10,805 | 10,537 | +3\% | 29,581 | 30,138 | -2\% |
| Revenue (millions of EUR) | 1,335 | 1,207 | 831 | 1,011 | 1,166 | 1,205 | 1,041 | 1,007 | +3\% | 3,038 | 3,223 | -6\% |
| EBIT (millions of EUR) | 84 | 46 | -33 | 41 | 61 | 79 | 25 | 11 | +127\% | 53 | 131 | -60\% |
| Return on sales (\%) | 6.3\% | 3.8\% | -4.0\% | 4.1\% | 5.2\% | 6.6\% | 2.4\% | 1.1\% |  | 1.7\% | 4.1\% |  |

[^7]
## DAIMLER

## Daimler Buses

## Unit Sales and Market Shares

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2010 | 2009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 | Change |
| Wholesales* (in units) | 10,818 | 9,020 | 7,747 | 8,396 | 10,561 | 10,830 | 9,202 | 9,074 | +1\% | 27,510 | 28,300 | -3\% |
| Western Europe | 2,734 | 2,718 | 619 | 1,072 | 1,348 | 1,724 | 1,531 | 1,638 | -7\% | 3,498 | 4,434 | -21\% |
| of which Germany | 1,091 | 1,115 | 226 | 418 | 472 | 481 | 532 | 645 | -18\% | 1,230 | 1,544 | -20\% |
| Eastern Europe | 422 | 195 | 324 | 166 | 593 | 367 | 297 | 307 | -3\% | 1,214 | 840 | +45\% |
| NAFTA | 1,129 | 920 | 632 | 485 | 1,030 | 1,133 | 988 | 1,131 | -13\% | 2,650 | 2,749 | -4\% |
| of which USA | 197 | 316 | 69 | 161 | 129 | 140 | 146 | 79 | +85\% | 344 | 380 | -9\% |
| Latin America (excl. Mexico) | 5,239 | 4,207 | 5,569 | 5,842 | 6,943 | 6,779 | 5,576 | 5,355 | +4\% | 18,088 | 17,976 | +1\% |
| Asia | 632 | 488 | 312 | 150 | 292 | 313 | 406 | 367 | +11\% | 1,010 | 830 | +22\% |
| Rest of World | 662 | 492 | 291 | 681 | 355 | 514 | 404 | 276 | +46\% | 1,050 | 1,471 | -29\% |
| Market shares (in percent) |  |  |  |  |  |  |  |  |  |  |  |  |
| Western Europe heavy | 32.0 | 36.0 | 31.3 | 27.0 | 26.6 | 32.4 | 24.9 | 29.1 | -4.2 pts. | 26.6 | 28.9 | -2.3 pts. |
| Germany heavy | 51.4 | 60.9 | 50.8 | 56.4 | 48.7 | 59.3 | 49.4 | 57.3 | -7.9 pts. | 50.5 | 56.9 | -6.4 pts. |
| Brazil heavy** | 53.0 | 55.3 | 39.2 | 44.2 | 45.4 | 49.0 | 44.8 | 51.8 | -7.0 pts. | 43.8 | 49.1 | -5.3 pts. |

* Due to the sales structure, retail sales correspond with wholesales.
** Market shares in Brazil adjusted due to methodic change.


## DAIMLER

## Daimler Financial Services

## Overview

(in millions of EUR)

| 4th Quarter |  |  | 2nd |  |  | uarter |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20102009 | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | Change | 2011 | 2010 |  |


| New business | 7,930 | 6,639 | 6,906 | 6,203 | 8,387 | 7,851 | 8,601 | 7,283 | +18\% | 23,894 | 21,337 | +12\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Contract volume (end of period) | 63,725 | 58,350 | 61,702 | 59,863 | 63,120 | 63,771 | 65,767 | 61,144 | +8\% | 65,767 | 61,144 | +8\% |
| Revenue | 3,147 | 2,874 | 3,034 | 3,061 | 2,907 | 3,322 | 3,006 | 3,258 | -8\% | 8,947 | 9,641 | -7\% |
| EBIT | 224 | -4 | 321 | 119 | 340 | 171 | 337 | 317 | +6\% | 998 | 607 | +64\% |


[^0]:    * Inventories, trade receivables and trade payables

[^1]:    * Including Mitsubishi vehicles manufactured and/or sold in South Africa.

[^2]:    * Including vehicles manufactured for Mitsubishi Motors Corporation in South Africa.

[^3]:    In connection with the Tognum acquisition, the equity-method result of Tognum which was previously included in the reconciliation
    of the divisions' EBIT to Group EBIT, has been allocated to Daimler Trucks as of the first quarter of 2010 retroactively.

[^4]:    * Charges related to the A400M military transport aircraft of EADS are not considered in the calculation of EBIT from ongoing business.

[^5]:    Excluding the Mitsubishi vehicles produced and/or sold in South Africa.

[^6]:    * In connection with the Tognum acquisition, the equity-method result of Tognum which was previously included in the reconciliation of the divisions' EBIT to Group EBIT, has been allocated to Daimler Trucks as of the first quarter of 2010 retroactively.

[^7]:    Due to the sales structure, retail sales correspond with wholesales

