## DAIMLER

Fact Sheet for Q1 2012
April 27, 2012

## DAIMLER

## Contents

## Daimler Group

- Stock Market Information 3
- Earnings and Financial Situation 4-13

Information for Divisions

- Mercedes-Benz Cars 14-17
- Daimler Trucks

18-22

- Mercedes-Benz Vans
$23-25$
- Daimler Buses

26-27

- Daimler Financial Services 28


## DAIMLER

## Stock Market Information

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Earnings per share (in EUR) |  |  |  |  |  |  |  |  |  |
| basic | 1.51 | 1.18 | 1.21 | 1.44 | 1.61 | 0.99 | 1.25 | 0.99 | +26\% |
| diluted | 1.51 | 1.18 | 1.21 | 1.44 | 1.61 | 0.99 | 1.25 | 0.99 | +26\% |
| Average number of shares outstanding (in millions) (adjusted for treasury stocks) |  |  |  |  |  |  |  |  |  |
| basic | 1,065.7 | 1,054.5 | 1,066.2 | 1,061.3 | 1,066.3 | 1,063.0 | 1,066.4 | 1,065.5 | +0\% |
| diluted | 1,067.3 | 1,055.3 | 1,066.8 | 1,062.1 | 1,066.3 | 1,064.9 | 1,067.3 | 1,067.6 | -0\% |
| Number of shares outstanding (at period end, in millions) |  |  |  |  |  |  |  |  |  |
| total shares outstanding | 1,065.8 | 1,061.6 | 1,066.3 | 1,062.0 | 1,066.3 | 1,065.6 | 1,066.4 | 1,065.7 | +0\% |
| adjusted for treasury stock | 1,065.8 | 1,060.9 | 1,066.3 | 1,061.7 | 1,066.3 | 1,065.4 | 1,066.4 | 1,065.6 | +0\% |
| Share price Frankfurt <br> (at period end, in EUR) | 51.90 | 41.92 | 33.63 | 46.46 | 33.92 | 50.73 | 45.21 | 49.85 | -9\% |
| Market capitalization Frankfurt (at period end, in billions of EUR) | 55.32 | 44.47 | 35.86 | 49.33 | 36.17 | 54.05 | 48.21 | 53.12 | -9\% |

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## Key Figures and Ratios

(in millions of EUR)

$$
\frac{\text { 2nd Quarter }}{2011} \frac{2010}{2011} \frac{\text { 3rd Quarter }}{2010} \quad \begin{array}{cc}
2011 & \text { 1st Quarter } \\
2011 \quad \text { Change }
\end{array}
$$

| Unit Sales (in units) | 527,644 | 496,481 | 525,517 | 475,110 | 596,203 | 521,116 | 502,086 | 461,742 | +9\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Revenue | 26,338 | 25,107 | 26,407 | 25,071 | 29,066 | 26,396 | 27,011 | 24,729 | +9\% |
| EBIT | 2,581 | 2,104 | 1,968 | 2,418 | 2,175 | 1,562 | 2,130 | 2,031 | +5\% |
| Net profit (loss), Group | 1,704 | 1,312 | 1,360 | 1,610 | 1,785 | 1,140 | 1,416 | 1,180 | +20\% |
| Profit (loss) attributable to shareholders of Daimler AG | 1,607 | 1,248 | 1,286 | 1,533 | 1,715 | 1,050 | 1,338 | 1,059 | +26\% |
| Depreciation and amortization (including amortization on capitalized development costs, excluding depreciation on leased assets) | 897 | 836 | 902 | 841 | 875 | 869 | 1,019 | 899 | +13\% |
| R\&D expenditure total | 1,302 | 1,236 | 1,434 | 1,215 | 1,621 | 1,264 | 1,380 | 1,277 | +8\% |
| Expensed R\&D costs | 944 | 850 | 1,030 | 898 | 1,247 | 930 | 1,041 | 953 | +9\% |
| Capitalized development costs | 358 | 386 | 404 | 317 | 374 | 334 | 339 | 324 | +5\% |
| Amortization on capitalized development costs | 197 | 176 | 206 | 178 | 232 | 189 | 243 | 192 | +27\% |
| Capital expenditure <br> (Property, plant \& equipment) | 997 | 643 | 1,023 | 925 | 1,381 | 1,347 | 1,042 | 757 | +38\% |

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## Cash Flow and Net Industrial Liquidity

| (in millions of EUR) |  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
|  | Cash provided by/used for |  |  |  |  |  |  |  |  |  |
|  | operating activities | 856 | 2,642 | 81 | 3,710 | -1,113 | 235 | -473 | -520 | +9\% |
|  | investing activities | -1,032 | -669 | -2,480 | -685 | -2,126 | 1,118 | -1,123 | -899 | -25\% |
|  | financing activities | 811 | -3,893 | 2,284 | 24 | 2,885 | -1,213 | 3,886 | -138 |  |
|  | Net liquidity |  |  |  |  |  |  |  |  |  |
|  | Free cash flow | 1,129 | 2,472 | -774 | 2,562 | 1,150 | 99 | -1,977 | -516 | -283\% |
|  | thereof: working capital* | -30 | 164 | -200 | 1,281 | 180 | -1,019 | -1,998 | -1,165 | -72\% |
|  | Other | -2,055 | -453 | -273 | -25 | 389 | -95 | 89 | 993 | -91\% |
|  | thereof: dividends Daimler AG | -1,971 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | Net liquidity <br> at the end of the period | 11,489 | 9,397 | 10,442 | 11,934 | 11,981 | 11,938 | 10,093 | 12,415 | -19\% |

[^0]
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## Liquidity

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Group liquidity |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 9,841 | 7,886 | 9,827 | 10,672 | 9,576 | 10,903 | 11,837 | 9,202 | +29\% |
| Marketable securities and term deposits | 1,614 | 5,401 | 1,901 | 4,739 | 2,281 | 2,096 | 1,723 | 1,899 | -9\% |
| Gross liquidity | 11,455 | 13,287 | 11,728 | 15,411 | 11,857 | 12,999 | 13,560 | 11,101 | +22\% |
| Financing liabilities (nominal) | -54,302 | -56,569 | -57,786 | -54,018 | -62,536 | -53,895 | -65,507 | -51,666 | -27\% |
| Net debt | -42,847 | -43,282 | -46,058 | -38,607 | -50,679 | -40,896 | -51,947 | -40,565 | -28\% |
| Liquidity of the industrial business |  |  |  |  |  |  |  |  |  |
| Cash and cash equivalents | 8,981 | 6,534 | 8,811 | 9,731 | 8,908 | 9,535 | 10,862 | 8,265 | +31\% |
| Marketable securities and term deposits | 725 | 4,461 | 864 | 3,808 | 1,171 | 1,258 | 559 | 1,030 | -46\% |
| Gross liquidity | 9,706 | 10,995 | 9,675 | 13,539 | 10,079 | 10,793 | 11,421 | 9,295 | +23\% |
| Financing liabilities (nominal) | 1,783 | -1,598 | 767 | -1,605 | 1,902 | 1,145 | -1,328 | 3,120 |  |
| Net liquidity | 11,489 | 9,397 | 10,442 | 11,934 | 11,981 | 11,938 | 10,093 | 12,415 | -19\% |

## DAIMLER

## Pension and Health-Care Benefits

| (in billions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Pension benefits |  |  |  |  |  |  |  |  |  |
| Benefit obligations | -17.8 | -17.1 | -18.0 | -17.0 | -19.1 | -17.7 | -19.8 | -17.6 | -13\% |
| Plan assets | 11.5 | 10.8 | 12.4 | 11.1 | 12.6 | 11.2 | 12.9 | 11.2 | +15\% |
| Funded status | -6.3 | -6.3 | -5.6 | -5.9 | -6.5 | -6.5 | -6.9 | -6.4 | -8\% |
| Provisions | 3.5 | 3.5 | 2.1 | 3.5 | 2.1 | 3.4 | 2.2 | 3.5 | -37\% |
| Funded position net of provisions | -2.8 | -2.8 | -3.5 | -2.4 | -4.4 | -3.1 | -4.7 | -2.9 | -62\% |
| Health-care benefits |  |  |  |  |  |  |  |  |  |
| Benefit obligations | -1.0 | -1.3 | -1.1 | -1.0 | -1.4 | -1.0 | -1.3 | -1.0 | -30\% |
| Plan assets | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| Reimbursement Medicare Act | 0.1 | 0.2 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | +0\% |
| Funded status | -0.9 | -1.1 | -1.0 | -0.9 | -1.2 | -0.9 | -1.2 | -0.9 | -33\% |
| Provisions | 0.7 | 1.0 | 0.8 | 0.7 | 0.9 | 0.8 | 0.9 | 0.7 | +29\% |
| Funded position net of provisions | -0.2 | -0.1 | -0.2 | -0.2 | -0.3 | -0.1 | -0.3 | -0.2 | -50\% |

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## Unit Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Mercedes-Benz Cars* | 357,636 | 342,461 | 337,163 | 317,496 | 375,900 | 339,753 | 338,303 | 310,717 | +9\% |
| Daimler Trucks | 91,458 | 83,797 | 115,634 | 94,813 | 129,404 | 106,096 | 107,664 | 89,260 | +21\% |
| Mercedes-Benz Vans | 67,989 | 59,393 | 63,518 | 53,727 | 78,668 | 64,449 | 51,223 | 54,018 | -5\% |
| Daimler Buses | 10,561 | 10,830 | 9,202 | 9,074 | 12,231 | 10,818 | 4,896 | 7,747 | -37\% |
| Daimler Group* | 527,644 | 496,481 | 525,517 | 475,110 | 596,203 | 521,116 | 502,086 | 461,742 | +9\% |

* Including Mitsubishi vehicles manufactured and/or sold in South Africa.


## DAIMLER

## Production Volume

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Mercedes-Benz Cars* | 349,242 | 326,020 | 334,084 | 317,120 | 367,049 | 361,490 | 364,009 | 341,708 | +7\% |
| Daimler Trucks | 92,297 | 84,409 | 128,347 | 100,445 | 121,547 | 102,274 | 114,563 | 93,727 | +22\% |
| Mercedes-Benz Vans | 69,169 | 61,261 | 64,256 | 55,919 | 71,154 | 60,975 | 62,974 | 64,272 | -2\% |
| Daimler Buses | 10,631 | 10,757 | 10,805 | 10,537 | 10,810 | 9,267 | 6,370 | 8,145 | -22\% |
| Daimler Group* | 521,339 | 482,447 | 537,492 | 484,021 | 570,560 | 534,006 | 547,916 | 507,852 | +8\% |

* Including vehicles manufactured for Mitsubishi Motors Corporation in South Africa.


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## Revenue

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Mercedes-Benz Cars | 14,647 | 14,018 | 13,826 | 13,661 | 15,077 | 14,152 | 14,937 | 13,860 | +8\% |
| Daimler Trucks | 6,648 | 5,853 | 7,619 | 6,433 | 8,242 | 6,865 | 7,383 | 6,242 | +18\% |
| Mercedes-Benz Vans | 2,243 | 1,977 | 2,222 | 1,903 | 2,737 | 2,235 | 2,088 | 1,977 | +6\% |
| Daimler Buses | 1,166 | 1,205 | 1,041 | 1,007 | 1,380 | 1,335 | 730 | 831 | -12\% |
| Daimler Financial Services | 2,907 | 3,322 | 3,006 | 3,258 | 3,133 | 3,147 | 3,140 | 3,034 | +3\% |
| Reconciliation | -1,273 | -1,268 | -1,307 | -1,191 | -1,503 | -1,338 | -1,267 | -1,215 | -4\% |
| Daimler Group | 26,338 | 25,107 | 26,407 | 25,071 | 29,066 | 26,396 | 27,011 | 24,729 | +9\% |

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

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (EBIT in millions of EUR, RoS in \%) | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |


| Mercedes-Benz Cars |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EBIT | 1,566 | 1,376 | 1,108 | 1,299 | 1,230 | 1,175 | 1,252 | 1,288 | -3\% |
| RoS | 10.7\% | 9.8\% | 8.0\% | 9.5\% | 8.2\% | 8.3\% | 8.4\% | 9.3\% | . |
| Daimler Trucks* |  |  |  |  |  |  |  |  |  |
| EBIT | 486 | 300 | 555 | 496 | 422 | 403 | 383 | 413 | -7\% |
| RoS | 7.3\% | 5.1\% | 7.3\% | 7.7\% | 5.1\% | 5.9\% | 5.2\% | 6.6\% | . |
| Mercedes-Benz Vans |  |  |  |  |  |  |  |  |  |
| EBIT | 206 | 127 | 200 | 122 | 256 | 138 | 168 | 173 | -3\% |
| RoS | 9.2\% | 6.4\% | 9.0\% | 6.4\% | 9.4\% | 6.2\% | 8.0\% | 8.8\% | . |
| Daimler Buses |  |  |  |  |  |  |  |  |  |
| EBIT | 61 | 79 | 25 | 11 | 109 | 84 | -103 | -33 | . |
| RoS | 5.2\% | 6.6\% | 2.4\% | 1.1\% | 7.9\% | 6.3\% | -14.1\% | -4.0\% | . |
| Daimler Financial Services | 340 | 171 | 337 | 317 | 314 | 224 | 344 | 321 | +7\% |
| Reconciliation* | -78 | 51 | -257 | 173 | -156 | -462 | 86 | -131 | . |
| Daimler Group | 2,581 | 2,104 | 1,968 | 2,418 | 2,175 | 1,562 | 2,130 | 2,031 | +5\% |

[^1]
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## EBIT and RoS from ongoing business

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (EBIT in millions of EUR, RoS in \%) | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |


| Mercedes-Benz Cars |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EBIT | 1,566 | 1,376 | 1,108 | 1,299 | 1,230 | 1,175 | 1,252 | 1,288 | -3\% |
| RoS | 10.7\% | 9.8\% | 8.0\% | 9.5\% | 8.2\% | 8.3\% | 8.4\% | 9.3\% | . |
| Daimler Trucks* |  |  |  |  |  |  |  |  |  |
| EBIT | 475 | 314 | 587 | 318 | 454 | 430 | 383 | 462 | -17\% |
| RoS | 7.1\% | 5.4\% | 7.7\% | 4.9\% | 5.5\% | 6.3\% | 5.2\% | 7.4\% | . |
| Mercedes-Benz Vans |  |  |  |  |  |  |  |  |  |
| EBIT | 206 | 127 | 200 | 122 | 256 | 138 | 168 | 173 | -3\% |
| RoS | 9.2\% | 6.4\% | 9.0\% | 6.4\% | 9.4\% | 6.2\% | 8.0\% | 8.8\% | . |
| Daimler Buses |  |  |  |  |  |  |  |  |  |
| EBIT | 61 | 79 | 25 | 11 | 109 | 84 | -67 | -33 | . |
| RoS | 5.2\% | 6.6\% | 2.4\% | 1.1\% | 7.9\% | 6.3\% | -9.2\% | -4.0\% | . |
| Daimler Financial Services | 340 | 223 | 337 | 317 | 295 | 217 | 344 | 350 | -2\% |
| Reconciliation* | -78 | 51 | -147 | -45 | -156 | -249 | 86 | -131 | . |
| Daimler Group | 2,570 | 2,170 | 2,110 | 2,022 | 2,188 | 1,795 | 2,166 | 2,109 | +3\% |

[^2]
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## Special Items affecting EBIT

(in millions of EUR)

$$
\frac{\text { 2nd Quarter }}{20112010} \frac{\text { 3rd Quarter }}{2011} \frac{\text { 4th Quarter }}{2010} \quad \begin{gathered}
2010
\end{gathered}
$$

|  | Repositioning of Daimler Trucks North America | - | -4 | - | -13 | - | -8 | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Repositioning of Mitsubishi Fuso Truck and Bus Corporation | - | -10 | - | 8 | - | 4 | - | - |
|  | Adjustments of health-care and pension benefits | - | - | - | 183 | - | -23 | - | - |
|  | Natural disaster in Japan (02 2011: primarily insurance compensation) | 11 | - | -9 | - | -23 | - | - | -49 |
|  | Impairment of investment in Kamaz | - | - | -23 | - | -9 | - | - | - |
|  | Business repositioning* | - | - | - | - | - | - | -36 | - |
| $\stackrel{\Perp}{\square}$ | Repositioning of business activities in Germany | - | -78 | - | - | - | -4 | - | - |
|  | Sale of non-automotive assets | - | 26 | - | - | - | 11 | - | - |
|  | Natural disaster in Japan | - | - | - | - | 19 | - | - | -29 |
|  | Gain related to a legal dispute | - | - | - | 218 | - | - | - | - |
|  | Anniversary bonus and allocation to Daimler and Benz Foundation | - | - | - | - | - | -213 | - | - |
|  | Impairment of investment in Renault | - | - | -110 | - | - | - | - | - |

[^3]
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## Mercedes-Benz Cars

## Overview

$$
\frac{\text { 2nd Quarter }}{2011} \frac{\text { 3rd Quarter }}{2011} \frac{\text { 4th Quarter }}{2011} \quad \begin{array}{cc}
2010 & \text { 1st Quarter } \\
2012 & \\
2011 & \text { Change }
\end{array}
$$

| Unit sales (units) | 357,636 | 342,461 | 337,163 | 317,496 | 375,900 | 339,753 | 338,303 | 310,717 | +9\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Retail sales (units)* | 359,799 | 335,703 | 331,523 | 321,458 | 366,079 | 336,356 | 340,877 | 305,533 | +12\% |
| Production (units) | 349,242 | 326,020 | 334,084 | 317,120 | 367,049 | 361,490 | 364,009 | 341,708 | +7\% |
| Revenue (millions of EUR) | 14,647 | 14,018 | 13,826 | 13,661 | 15,077 | 14,152 | 14,937 | 13,860 | +8\% |
| EBIT (millions of EUR) | 1,566 | 1,376 | 1,108 | 1,299 | 1,230 | 1,175 | 1,252 | 1,288 | -3\% |
| Return on sales (\%) | 10.7\% | 9.8\% | 8.0\% | 9.5\% | 8.2\% | 8.3\% | 8.4\% | 9.3\% |  |

[^4]
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## Mercedes-Benz Cars

## Unit Sales

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Mercedes-Benz Cars | 357,636 | 342,461 | 337,163 | 317,496 | 375,900 | 339,753 | 338,303 | 310,717 | +9\% |
| Western Europe | 176,235 | 177,867 | 149,683 | 153,505 | 159,336 | 169,357 | 156,274 | 139,914 | +12\% |
| of which Germany | 82,826 | 81,956 | 73,496 | 73,481 | 78,587 | 83,663 | 64,668 | 55,749 | +16\% |
| NAFTA | 64,496 | 61,008 | 63,265 | 63,811 | 93,159 | 67,051 | 78,471 | 67,510 | +16\% |
| of which USA | 54,193 | 51,318 | 55,122 | 55,796 | 82,430 | 57,195 | 68,603 | 58,610 | +17\% |
| Asia | 79,174 | 73,808 | 90,037 | 68,695 | 90,933 | 68,136 | 73,492 | 75,305 | -2\% |
| of which China | 52,498 | 48,511 | 59,270 | 40,748 | 62,430 | 43,860 | 42,518 | 48,861 | -13\% |
| Rest of World | 37,731 | 29,778 | 34,178 | 31,485 | 32,472 | 35,209 | 30,066 | 27,988 | +7\% |
| of which Mitsubishi vehicles | 1,298 | 981 | 247 | 1,125 | 25 | 905 | 39 | 1,093 | -96\% |
| manufactured and/or sold in South Africa |  |  |  |  |  |  |  |  |  |

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## Mercedes-Benz Cars

## Retail Sales*

| (in units) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Mercedes-Benz Cars | 359,799 | 335,703 | 331,523 | 321,458 | 366,079 | 336,356 | 340,877 | 305,533 | +12\% |
| Western Europe | 177,576 | 178,561 | 152,820 | 156,542 | 157,148 | 163,804 | 153,121 | 142,150 | +8\% |
| of which Germany | 82,552 | 81,340 | 73,630 | 73,943 | 78,889 | 83,477 | 63,680 | 56,190 | +13\% |
| NAFTA | 69,567 | 66,577 | 68,956 | 65,968 | 87,229 | 67,348 | 73,133 | 62,723 | +17\% |
| of which USA | 58,862 | 56,392 | 60,358 | 57,496 | 76,651 | 57,802 | 63,809 | 54,623 | +17\% |
| Asia | 79,119 | 61,546 | 75,368 | 69,637 | 89,374 | 72,012 | 85,798 | 71,191 | +21\% |
| of which China | 52,339 | 37,166 | 46,284 | 43,007 | 60,434 | 47,600 | 56,123 | 45,328 | +24\% |
| Rest of World | 33,537 | 29,019 | 34,379 | 29,311 | 32,328 | 33,192 | 28,825 | 29,469 | -2\% |

[^5]
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## Mercedes-Benz Cars

## Market Shares*

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in \%) | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change in \% pts. |
| Western Europe | 4.6 | 4.7 | 5.3 | 4.8 | 5.0 | 4.9 | 4.9 | 4.3 | +0.6 |
| of which Germany | 9.9 | 11.3 | 10.2 | 10.8 | 10.2 | 11.2 | 9.4 | 9.1 | +0.3 |
| USA | 1.8 | 1.9 | 1.9 | 1.9 | 2.4 | 1.9 | 1.8 | 1.8 | +0.0 |
| China | 1.4 | 1.0 | 1.4 | 1.4 | 1.4 | 1.3 | 1.4 | 1.2 | +0.2 |
| Japan | 1.2 | 0.7 | 1.0 | 0.8 | 0.9 | 0.9 | 0.9 | 0.8 | +0.1 |

* Based on estimates in certain markets.


## DAIMLER

## Daimler Trucks <br> Overview

| Incoming orders (units) | 121,295 | 97,520 | 107,221 | 95,713 | 118,134 | 104,832 | 106,610 | 118,872 | -10\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Unit sales (units) | 91,458 | 83,797 | 115,634 | 94,813 | 129,404 | 106,096 | 107,664 | 89,260 | +21\% |
| Retail sales (units) | 87,314 | 84,080 | 107,980 | 94,274 | 127,630 | 104,184 | 104,765 | 89,629 | +17\% |
| Production (units) | 92,297 | 84,409 | 128,347 | 100,445 | 121,547 | 102,274 | 114,563 | 93,727 | +22\% |
| Revenue (millions of EUR) | 6,648 | 5,853 | 7,619 | 6,433 | 8,242 | 6,865 | 7,383 | 6,242 | +18\% |
| EBIT* (millions of EUR) | 486 | 300 | 555 | 496 | 422 | 403 | 383 | 413 | -7\% |
| Return on sales (\%) | 7.3\% | 5.1\% | 7.3\% | 7.7\% | 5.1\% | 5.9\% | 5.2\% | 6.6\% |  |

* 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.


## DAIMLER

## Daimler Trucks

## Unit Sales

|  | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| Daimler Trucks | 91,458 | 83,797 | 115,634 | 94,813 | 129,404 | 106,096 | 107,664 | 89,260 | +21\% |
| Western Europe | 15,705 | 11,686 | 15,967 | 14,656 | 18,223 | 19,611 | 13,066 | 11,536 | +13\% |
| of which Germany | 8,152 | 6,320 | 8,372 | 8,262 | 9,498 | 10,980 | 6,401 | 5,190 | +23\% |
| NAFTA | 27,315 | 18,643 | 32,762 | 19,793 | 31,681 | 20,698 | 32,639 | 22,216 | +47\% |
| of which USA | 23,302 | 15,545 | 27,645 | 15,847 | 26,738 | 16,157 | 27,432 | 19,264 | +42\% |
| Latin America (excl. Mexico) | 13,495 | 14,208 | 17,354 | 14,709 | 17,278 | 16,224 | 9,931 | 13,813 | -28\% |
| Asia | 22,840 | 29,310 | 35,127 | 34,135 | 46,442 | 34,825 | 40,047 | 30,464 | +31\% |
| of which Japan | 5,120 | 6,557 | 6,821 | 6,788 | 9,447 | 6,547 | 9,778 | 5,589 | +75\% |
| Rest of World | 12,103 | 9,950 | 14,424 | 11,520 | 15,780 | 14,738 | 11,981 | 11,231 | +7\% |

## DAIMLER

## Daimler Trucks

## Retail Sales

(in units)

$$
\frac{\text { 2nd Quarter }}{20112010} \frac{\text { 3rd Quarter }}{20112010} \frac{\text { 4th Quarter }}{2011 \quad 2010} \quad \begin{array}{cc}
2012 & \text { 1st Quarter } \\
\hline
\end{array}
$$

| Daimler Trucks | 87,314 | 84,080 | 107,980 | 94,274 | 127,630 | 104,184 | 104,765 | 89,629 | +17\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 15,649 | 11,977 | 15,379 | 14,535 | 17,966 | 18,776 | 12,878 | 11,523 | +12\% |
| of which Germany | 8,152 | 6,320 | 8,372 | 8,262 | 9,498 | 10,980 | 6,401 | 5,190 | +23\% |
| NAFTA | 23,923 | 18,256 | 26,852 | 19,293 | 29,463 | 19,616 | 30,395 | 22,828 | +33\% |
| of which USA | 19,870 | 15,390 | 22,774 | 15,570 | 24,800 | 15,559 | 26,110 | 20,100 | +30\% |
| Latin America (excl. Mexico) | 13,440 | 14,208 | 17,347 | 14,709 | 17,278 | 16,224 | 10,024 | 13,875 | -28\% |
| Asia | 22,893 | 29,589 | 35,152 | 34,206 | 46,354 | 34,710 | 39,938 | 30,477 | +31\% |
| of which Japan | 5,120 | 6,557 | 6,821 | 6,788 | 9,447 | 6,547 | 9,778 | 5,589 | +75\% |
| Rest of World | 11,409 | 10,050 | 13,250 | 11,531 | 16,569 | 14,858 | 11,530 | 10,926 | +6\% |

## DAIMLER

## Daimler Trucks <br> Incoming Orders

(in units)
$\frac{\text { 2nd Quarter }}{2011} \frac{\text { 3rd Quarter }}{2011} \frac{\text { 4th Quarter }}{2011} \quad 2010 \quad$ 1st Quarter $\quad 2012 \quad 2011 \quad$ Change

| Daimler Trucks | 121,295 | 97,520 | 107,221 | 95,713 | 118,134 | 104,832 | 106,610 | 118,872 | -10\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 14,634 | 14,717 | 15,204 | 14,860 | 14,752 | 15,749 | 14,897 | 15,837 | -6\% |
| of which Germany | 7,417 | 7,868 | 7,565 | 7,726 | 7,273 | 7,768 | 8,803 | 7,611 | +16\% |
| NAFTA | 32,758 | 19,678 | 27,862 | 16,688 | 38,773 | 33,938 | 27,946 | 38,410 | -27\% |
| of which USA | 27,959 | 15,168 | 23,744 | 13,875 | 31,463 | 30,441 | 23,663 | 32,232 | -27\% |
| Latin America (excl. Mexico) | 14,055 | 13,496 | 16,627 | 14,911 | 14,688 | 14,537 | 9,863 | 12,931 | -24\% |
| Asia | 39,501 | 35,405 | 35,267 | 35,135 | 36,621 | 28,311 | 39,544 | 37,101 | +7\% |
| of which Japan | 7,585 | 7,066 | 7,734 | 6,805 | 8,436 | 6,187 | 8,913 | 7,062 | +26\% |
| Rest of World | 20,347 | 14,224 | 12,261 | 14,119 | 13,300 | 12,297 | 14,360 | 14,593 | -2\% |

## DAIMLER

## Daimler Trucks

Market Shares*
(in \%)

## Trucks Europe / Latin America

(Mercedes-Benz)

| Western Europe MDT/HDT | 20.8 | 23.2 | 23.1 | 24.5 | 23.7 | 25.4 | 22.5 | 20.8 | +1.7 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Germany MDT/HDT | 34.2 | 39.0 | 39.4 | 40.0 | 40.4 | 41.7 | 39.4 | 34.2 | +5.2 |
| Brazil MDT/HDT | 24.7 | 28.2 | 24.8 | 26.9 | 25.1 | 25.0 | 27.1 | 26.7 | +0.4 |

## Trucks NAFTA

(Freightliner/Western Star)

| NAFTA Class 8 | 31.3 | 32.4 | 28.5 | 30.8 | 30.6 | 33.6 | 35.4 | 37.0 | -1.6 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| NAFTA Class 6-7 | 33.3 | 28.7 | 31.0 | 35.8 | 35.8 | 27.4 | 41.1 | 37.4 | +3.7 |

## Trucks Asia

(Fuso)
Japan Trucks Total
$20.0 \quad 18.7$
19.1
20.4
22.8
21.3
20.2
19.5
+0.8

[^6]
## DAIMLER

## Mercedes-Benz Vans

## Overview

$$
\frac{\text { 2nd Quarter }}{2011} \frac{\text { 3rd Quarter }}{2010} \frac{\text { 4th Quarter }}{2011} \quad \begin{gathered}
2010
\end{gathered}
$$

| Unit sales (units) | 67,989 | 59,393 | 63,518 | 53,727 | 78,668 | 64,449 | 51,223 | 54,018 | -5\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Retail sales (units) | 66,778 | 55,694 | 64,011 | 54,431 | 74,922 | 62,331 | 52,131 | 53,141 | -2\% |
| Production (units) | 69,169 | 61,261 | 64,256 | 55,919 | 71,154 | 60,975 | 62,974 | 64,272 | -2\% |
| Revenue (millions of EUR) | 2,243 | 1,977 | 2,222 | 1,903 | 2,737 | 2,235 | 2,088 | 1,977 | +6\% |
| EBIT (millions of EUR) | 206 | 127 | 200 | 122 | 256 | 138 | 168 | 173 | -3\% |
| Return on sales (\%) | 9.2\% | 6.4\% | 9.0\% | 6.4\% | 9.4\% | 6.2\% | 8.0\% | 8.8\% |  |

## DAIMLER

## Mercedes-Benz Vans

## Unit Sales

$\frac{\text { 2nd Quarter }}{20112010} \frac{\text { 3rd Quarter }}{2011 \quad 2010} \frac{\text { 4th Quarter }}{2011} \quad$| 1st Quarter |
| :---: |
| 2010 |


| Wholesales (in units) | 67,989 | 59,393 | 63,518 | 53,727 | 78,668 | 64,449 | 51,223 | 54,018 | $-5 \%$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 45,791 | 41,450 | 40,136 | 35,575 | 54,876 | 44,995 | 34,394 | 37,532 | $-8 \%$ |
| of which Germany | 19,574 | 16,005 | 18,362 | 15,285 | 25,014 | 18,184 | 13,445 | 14,635 | $-8 \%$ |
| Eastern Europe | 5,706 | 4,002 | 5,494 | 4,017 | 6,774 | 5,664 | 4,597 | 4,672 | $-2 \%$ |
| NAFTA | 6,100 | 3,448 | 6,367 | 3,559 | 5,922 | 3,348 | 4,802 | 3,921 | $+22 \%$ |
| of which USA | 4,755 | 2,736 | 5,578 | 2,834 | 4,633 | 2,496 | 3,557 | 3,061 | $+16 \%$ |
| Latin America (excl. Mexico) | 3,112 | 3,196 | 3,613 | 2,987 | 4,260 | 3,600 | 2,946 | 2,674 | $+10 \%$ |
|  |  |  |  |  |  |  |  |  |  |
| Asia | 4,985 | 4,866 | 5,381 | 5,522 | 4,208 | 4,826 | 2,243 | 3,061 | $-27 \%$ |
| of which China | 3,944 | 3,359 | 4,380 | 4,498 | 3,150 | 4,033 | 1,061 | 2,040 | $-48 \%$ |

## DAIMLER

## Mercedes-Benz Vans

## Retail Sales and Market Shares



[^7]
## DAIMLER

## Daimler Buses <br> Overview

$$
\frac{\text { 2nd Quarter }}{2011} \frac{\text { 3rd Quarter }}{2010} \frac{\text { 4th Quarter }}{2011} \quad \begin{gathered}
2010
\end{gathered}
$$

| Unit sales* (units) | 10,561 | 10,830 | 9,202 | 9,074 | 12,231 | 10,818 | 4,896 | 7,747 | -37\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Production (units) | 10,631 | 10,757 | 10,805 | 10,537 | 10,810 | 9,267 | 6,370 | 8,145 | -22\% |
| Revenue (millions of EUR) | 1,166 | 1,205 | 1,041 | 1,007 | 1,380 | 1,335 | 730 | 831 | -12\% |
| EBIT (millions of EUR) | 61 | 79 | 25 | 11 | 109 | 84 | -103 | -33 |  |
| Return on sales (\%) | 5.2\% | 6.6\% | 2.4\% | 1.1\% | 7.9\% | 6.3\% | -14.1\% | -4.0\% |  |

* Due to the sales structure, retail sales correspond with wholesales.


## DAIMLER

## Daimler Buses

## Unit Sales and Market Shares

| Wholesales* (in units) | 10,561 | 10,830 | 9,202 | 9,074 | 12,231 | 10,818 | 4,896 | 7,747 | -37\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 1,348 | 1,724 | 1,531 | 1,638 | 2,445 | 2,734 | 632 | 619 | +2\% |
| of which Germany | 472 | 481 | 532 | 645 | 984 | 1,091 | 209 | 226 | -8\% |
| Eastern Europe | 593 | 367 | 297 | 307 | 369 | 422 | 286 | 324 | -12\% |
| NAFTA | 1,030 | 1,133 | 988 | 1,131 | 1,392 | 1,129 | 552 | 632 | -13\% |
| of which USA | 129 | 140 | 146 | 79 | 178 | 197 | 41 | 69 | -41\% |
| Latin America (excl. Mexico) | 6,943 | 6,779 | 5,576 | 5,355 | 6,960 | 5,239 | 2,790 | 5,569 | -50\% |
| Asia | 292 | 313 | 406 | 367 | 657 | 632 | 269 | 312 | -14\% |
| Rest of World | 355 | 514 | 404 | 276 | 408 | 662 | 367 | 291 | +26\% |
| Market shares** (in percent) |  |  |  |  |  |  |  |  |  |
| Western Europe heavy | 26.6 | 32.4 | 24.9 | 29.1 | 26.6 | 32.0 | 27.0 | 31.3 | -4.3 pts. |
| Germany heavy | 48.7 | 59.3 | 49.4 | 57.3 | 47.3 | 51.4 | 48.1 | 50.8 | -2.7 pts. |
| Brazil heavy | 45.4 | 49.0 | 44.8 | 51.8 | 42.3 | 53.0 | 50.8 | 39.2 | +11.6 pts. |

[^8]
## DAIMLER

## Daimler Financial Services <br> Overview

| (in millions of EUR) | 2nd Quarter |  | 3rd Quarter |  | 4th Quarter |  | 1st Quarter |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2011 | 2010 | 2011 | 2010 | 2011 | 2010 | 2012 | 2011 | Change |
| New business | 8,387 | 7,851 | 8,601 | 7,283 | 9,627 | 7,930 | 8,257 | 6,906 | +20\% |
| Contract volume (end of period) | 63,120 | 63,771 | 65,767 | 61,144 | 71,730 | 63,725 | 71,587 | 61,702 | +16\% |
| Revenue | 2,907 | 3,322 | 3,006 | 3,258 | 3,133 | 3,147 | 3,140 | 3,034 | +3\% |
| EBIT | 340 | 171 | 337 | 317 | 314 | 224 | 344 | 321 | +7\% |


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

[^1]:    * 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.

[^2]:    * 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.

[^3]:    * During the course of the year 2012, Daimler Buses expects further special items from the repositioning of the European business of up to €50 million and of the North American business of approximately $€ 60$ million.

[^4]:    * Excluding the Mitsubishi vehicles produced and/or sold in South Africa.

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

[^6]:    * Based on estimates in certain markets.

[^7]:    * Based on estimates in certain markets.

[^8]:    * Due to the sales structure, retail sales correspond with wholesales.
    ** Based on estimates in certain markets.

