## DAIMLER

Fact Sheet for Q3 and January-September 2010
October 28, 2010

## DAIMLER

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## DAIMLER

## Stock Market Information

| 4th Quarter |  |  | 2nd | rter | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20092008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 |  |


| Earnings per share (in EUR) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| basic | (0.34) | (1.61) | 0.65 | (1.40) | 1.18 | (0.99) | 1.44 | 0.04 | . | 3.29 | (2.30) |  |
| diluted | (0.34) | (1.61) | 0.65 | (1.40) | 1.18 | (0.99) | 1.44 | 0.04 |  | 3.29 | (2.30) |  |
| continuing operations, basic | (0.34) | (1.32) | 0.65 | (1.40) | 1.18 | (0.99) | 1.44 | 0.04 |  | 3.29 | (2.30) |  |
| continuing operations, diluted | (0.34) | (1.32) | 0.65 | (1.40) | 1.18 | (0.99) | 1.44 | 0.04 |  | 3.29 | (2.30) |  |
| Average number of shares outstanding (in millions) (adjusted for treasury stocks) |  |  |  |  |  |  |  |  |  |  |  |  |
| basic | 1,024.0 | 927.8 | 1,024.2 | 943.5 | 1,054.5 | 1,023.8 | 1,061.3 | 1,023.8 | +4\% | 1,046.7 | 997.1 | +5\% |
| diluted | 1,024.6 | 927.8 | 1,024.2 | 943.5 | 1,055.3 | 1,023.8 | 1,062.1 | 1,023.8 | +4\% | 1,047.4 | 997.1 | +5\% |
| Number of shares outstanding (at period end, in millions) |  |  |  |  |  |  |  |  |  |  |  |  |
| total shares outstanding | 1,061.2 | 964.6 | 1,061.2 | 1,061.0 | 1,061.6 | 1,061.0 | 1,062.0 | 1,061.0 | +0\% |  |  |  |
| adjusted for treasury stock | 1,024.1 | 927.4 | 1,024.9 | 1,023.8 | 1,060.9 | 1,023.8 | 1,061.7 | 1,023.9 | +4\% |  |  |  |
| Share price Frankfurt (at period end, in EUR) | 37.23 | 26.70 | 34.86 | 19.08 | 41.92 | 25.78 | 46.46 | 34.41 | +35\% |  |  |  |
| Market capitalization Frankfurt (at period end, in billions of EUR) | 38.13 | 24.76 | 35.73 | 19.54 | 44.47 | 26.39 | 49.33 | 35.23 | +40\% |  |  |  |

## DAIMLER

## Key Figures and Ratios

| (in millions of EUR) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Unit Sales (in units) | 441,038 | 480,055 | 402,725 | 332,252 | 496,481 | 391,540 | 475,110 | 386,461 | +23\% | 1,374,316 | 1,110,253 | +24\% |
| Revenue | 21,323 | 23,996 | 21,187 | 18,679 | 25,107 | 19,612 | 25,071 | 19,310 | +30\% | 71,365 | 57,601 | +24\% |
| EBIT | 448 | $(1,947)$ | 1,190 | $(1,426)$ | 2,104 | $(1,005)$ | 2,418 | 470 | +414\% | 5,712 | $(1,961)$ |  |
| Net profit (loss), Group | (352) | $(1,526)$ | 612 | $(1,286)$ | 1,312 | $(1,062)$ | 1,610 | 56 |  | 3,534 | $(2,292)$ | . |
| Net profit (loss), continuing operations | (352) | $(1,261)$ | 612 | $(1,286)$ | 1,312 | $(1,062)$ | 1,610 | 56 | . | 3,534 | $(2,292)$ | . |
| Depreciation and amortization <br> (including amortization on capitalized development costs, excluding depreciation on leased assets) | 786 | 767 | 818 | 846 | 836 | 777 | 841 | 855 | -2\% | 2,495 | 2,478 | +1\% |
| R\&D expenditure total | 850 | 1,129 | 1,134 | 1,116 | 1,236 | 1,160 | 1,215 | 1,055 | +15\% | 3,585 | 3,331 | +8\% |
| Expensed R\&D costs | 581 | 653 | 798 | 785 | 850 | 802 | 898 | 728 | +23\% | 2,546 | 2,315 | +10\% |
| Capitalized development costs | 269 | 476 | 336 | 331 | 386 | 358 | 317 | 327 | -3\% | 1,039 | 1,016 | +2\% |
| Amortization on capitalized development costs | 172 | 155 | 176 | 157 | 176 | 160 | 178 | 158 | +13\% | 530 | 475 | +12\% |
| Capital expenditure <br> (Property, plant \& equipment) | 557 | 1,075 | 738 | 688 | 643 | 554 | 925 | 624 | +48\% | 2,306 | 1,866 | +24\% |

## DAIMLER

## Unit Sales

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Mercedes-Benz Cars* | 303,552 | 284,956 | 277,117 | 231,193 | 342,461 | 287,243 | 317,496 | 271,917 | +17\% | 937,074 | 790,353 | +19\% |
| Daimler Trucks | 73,718 | 118,859 | 70,557 | 65,405 | 83,797 | 54,134 | 94,813 | 66,071 | +44\% | 249,167 | 185,610 | +34\% |
| Mercedes-Benz Vans | 54,748 | 66,702 | 46,655 | 28,834 | 59,393 | 41,871 | 53,727 | 40,123 | +34\% | 159,775 | 110,828 | +44\% |
| Daimler Buses | 9,020 | 9,538 | 8,396 | 6,820 | 10,830 | 8,292 | 9,074 | 8,350 | +9\% | 28,300 | 23,462 | +21\% |
| Daimler Group* | 441,038 | 480,055 | 402,725 | 332,252 | 496,481 | 391,540 | 475,110 | 386,461 | +23\% | 1,374,316 | 1,110,253 | +24\% |

[^0]
## DAIMLER

## Production Volume

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Mercedes-Benz Cars* | 292,395 | 276,083 | 307,826 | 208,370 | 326,020 | 243,626 | 317,120 | 287,171 | +10\% | 950,966 | 739,167 | +29\% |
| Daimler Trucks | 73,793 | 110,715 | 73,768 | 58,802 | 84,409 | 45,547 | 100,445 | 57,332 | +75\% | 258,622 | 161,681 | +60\% |
| Mercedes-Benz Vans | 51,622 | 55,716 | 49,820 | 30,554 | 61,261 | 34,765 | 55,919 | 39,726 | +41\% | 167,000 | 105,045 | +59\% |
| Daimler Buses | 8,468 | 8,983 | 8,844 | 7,681 | 10,757 | 7,784 | 10,537 | 8,733 | +21\% | 30,138 | 24,198 | +25\% |
| Daimler Group* | 426,278 | 451,497 | 440,258 | 305,407 | 482,447 | 331,722 | 484,021 | 392,962 | +23\% | 1,406,726 | 1,030,091 | +37\% |

[^1]
## DAIMLER

## Revenue

(in millions of EUR)

| Mercedes-Benz Cars | 11,445 | 10,746 | 11,595 | 9,067 | 14,018 | 10,568 | 13,661 | 10,238 | +33\% | 39,274 | 29,873 | +31\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Daimler Trucks | 4,837 | 7,553 | 4,873 | 4,918 | 5,853 | 4,217 | 6,433 | 4,388 | +47\% | 17,159 | 13,523 | +27\% |
| Mercedes-Benz Vans | 1,842 | 2,199 | 1,697 | 1,291 | 1,977 | 1,481 | 1,903 | 1,601 | +19\% | 5,577 | 4,373 | +28\% |
| Daimler Buses | 1,207 | 1,366 | 1,011 | 904 | 1,205 | 1,103 | 1,007 | 1,024 | -2\% | 3,223 | 3,031 | +6\% |
| Daimler Financial Services | 2,874 | 3,243 | 3,061 | 3,150 | 3,322 | 3,108 | 3,258 | 2,864 | +14\% | 9,641 | 9,122 | +6\% |
| Reconciliation | (882) | $(1,111)$ | $(1,050)$ | (651) | $(1,268)$ | (865) | $(1,191)$ | (805) | -48\% | $(3,509)$ | $(2,321)$ | -51\% |
| Daimler Group | 21,323 | 23,996 | 21,187 | 18,679 | 25,107 | 19,612 | 25,071 | 19,310 | +30\% | 71,365 | 57,601 | +24\% |

## DAIMLER

## Earnings Before Interest and Taxes (EBIT)

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in millions of EUR) | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Mercedes-Benz Cars | 608 | (359) | 806 | $(1,123)$ | 1,376 | (340) | 1,299 | 355 | +266\% | 3,481 | $(1,108)$ |  |
| Daimler Trucks | (224) | 86 | 130 | (142) | 300 | (508) | 500 | (127) | . | 930 | (777) |  |
| Mercedes-Benz Vans | 126 | 158 | 64 | (91) | 127 | (10) | 122 | 1 | . | 313 | (100) |  |
| Daimler Buses | 46 | 69 | 41 | 65 | 79 | 49 | 11 | 23 | -52\% | 131 | 137 | -4\% |
| Daimler Financial Services | (4) | 153 | 119 | (167) | 171 | 79 | 317 | 101 | +214\% | 607 | 13 |  |
| Reconciliation | (104) | $(2,054)$ | 30 | 32 | 51 | (275) | 169 | 117 | +44\% | 250 | (126) | . |
| Daimler Group | 448 | $(1,947)$ | 1,190 | $(1,426)$ | 2,104 | $(1,005)$ | 2,418 | 470 | +414\% | 5,712 | $(1,961)$ |  |

## DAIMLER

## Special Reporting Items affecting EBIT / A400M

| (in millions of EUR) |  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  | January - September |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 |
|  | Reassessment of residual values | - | (16) | - | - | - | - | - | - | - | - |
|  | Adjustment of pension benefit plans | - | 84 | - | - | - | - | - | - | - | - |
|  | Repositioning of Daimler Trucks North America | (47) | (233) | (12) | (45) | (4) | (13) | (13) | 10 | (29) | (48) |
|  | Repositioning of Mitsubishi Fuso Truck and Bus Corporation | (28) | - | (5) | - | (10) | (204) | 8 | (13) | (7) | (217) |
|  | Adjustments of health care and pension benefits | - | 29 | - | - | - | - | 183 | - | 183 | - |
| $\stackrel{\leftrightarrow}{\square}$ | Repositioning of business activities in Germany | - | - | - | - | (78) | - | - | - | (78) | - |
|  | Sale of non-automotive assets | (81) | - | (46) | (28) | 26 | 6 | - | 3 | (20) | (19) |
|  | Sale of equity interest in Tata Motors | - | - | 265 | - | - | - | - | - | 265 | - |
|  | Equity-method result Chrysler | - | (343) | - | - | - | - | - | - | - | - |
|  | Other gains/(expenses) related to Chrysler | 5 | $(1,670)$ | - | 40 | - | (387) |  | 48 | - | (299) |
|  | New management model | - | (78) | - | - | - | - | - | - | - | - |
|  | Gain related to a legal dispute | - | - | - | - | - | - | 218 | - | 218 | - |
| A400M military transport aircraft |  | (237)* |  |  |  |  |  | (237)* |  |  |  |

[^2]
## DAIMLER

## Mercedes-Benz Cars

## Unit Sales

(in units)

| 4th Quarter |  |  | 2nd | rter | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20092008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |



## DAIMLER

## Mercedes-Benz Cars

## Retail Sales*

| (in units) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Mercedes-Benz Cars | 303,759 | 276,568 | 271,711 | 244,845 | 335,703 | 299,533 | 321,458 | 281,207 | +14\% | 928,872 | 825,585 | +13\% |
| Western Europe | 166,908 | 164,545 | 139,228 | 141,389 | 178,561 | 181,549 | 156,542 | 155,927 | +0\% | 474,331 | 478,865 | -1\% |
| of which Germany | 76,613 | 78,909 | 54,308 | 60,770 | 81,340 | 86,883 | 73,943 | 73,708 | +0\% | 209,591 | 221,361 | -5\% |
| NAFTA | 65,461 | 60,960 | 58,601 | 51,916 | 66,577 | 57,545 | 65,968 | 62,538 | +5\% | 191,146 | 171,999 | +11\% |
| of which USA | 57,166 | 53,945 | 50,621 | 45,255 | 56,392 | 48,497 | 57,496 | 54,220 | +6\% | 164,509 | 147,972 | +11\% |
| Asia | 47,247 | 28,486 | 48,489 | 31,090 | 61,546 | 34,945 | 69,637 | 38,832 | +79\% | 179,672 | 104,867 | +71\% |
| of which China | 25,406 | 10,283 | 24,549 | 11,796 | 37,166 | 16,444 | 43,007 | 18,315 | +135\% | 104,722 | 46,555 | +125\% |
| Rest of World | 24,143 | 22,577 | 25,393 | 20,450 | 29,019 | 25,494 | 29,311 | 23,910 | +23\% | 83,723 | 69,854 | +20\% |

* 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 \%) | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change in \% pts. | 2010 | 2009 | Change in \% pts. |
| Western Europe | 4.8 | 5.5 | 4.5 | 4.6 | 4.7 | 4.9 | 4.8 | 4.6 | +0.2 | 4.6 | 4.7 | -0.1 |
| of which Germany | 9.8 | 11.4 | 9.2 | 8.3 | 11.3 | 7.9 | 10.8 | 8.0 | +2.8 | 10.4 | 8.0 | +2.4 |
| USA | 2.2 | 2.2 | 2.0 | 2.1 | 1.9 | 1.9 | 1.9 | 1.8 | +0.1 | 1.9 | 1.9 | +0.0 |
| China | 0.9 | 0.6 | 0.8 | 0.7 | 1.0 | 0.7 | 1.4 | 0.7 | +0.7 | 1.1 | 0.7 | +0.4 |
| Japan | 0.7 | 0.8 | 0.8 | 0.8 | 0.7 | 0.7 | 0.8 | 0.8 | +0.0 | 0.7 | 0.8 | -0.1 |

## DAIMLER

## Daimler Trucks

## Unit Sales

| (in units) | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Daimler Trucks | 73,718 | 118,859 | 70,557 | 65,405 | 83,797 | 54,134 | 94,813 | 66,071 | +44\% | 249,167 | 185,610 | +34\% |
| Western Europe | 12,777 | 22,271 | 9,466 | 12,216 | 11,686 | 9,262 | 14,656 | 10,031 | +46\% | 35,808 | 31,509 | +14\% |
| of which Germany | 7,181 | 11,757 | 4,729 | 6,819 | 6,320 | 4,965 | 8,262 | 5,986 | +38\% | 19,311 | 17,770 | +9\% |
| NAFTA | 17,416 | 22,029 | 17,586 | 16,568 | 18,643 | 12,945 | 19,793 | 14,771 | +34\% | 56,022 | 44,284 | +27\% |
| of which USA | 14,726 | 17,963 | 15,089 | 13,748 | 15,545 | 10,812 | 15,847 | 13,075 | +21\% | 46,481 | 37,635 | +24\% |
| Latin America (excl. Mexico) | 11,205 | 12,651 | 13,014 | 7,282 | 14,208 | 8,433 | 14,709 | 10,149 | +45\% | 41,931 | 25,864 | +62\% |
| Asia | 23,835 | 43,676 | 22,087 | 22,135 | 29,310 | 16,655 | 34,135 | 24,122 | +42\% | 85,532 | 62,912 | +36\% |
| of which Japan | 5,506 | 10,145 | 4,898 | 6,377 | 6,557 | 6,084 | 6,788 | 5,135 | +32\% | 18,243 | 17,596 | +4\% |
| Rest of World | 8,485 | 18,232 | 8,404 | 7,204 | 9,950 | 6,839 | 11,520 | 6,998 | +65\% | 29,874 | 21,041 | +42\% |

## DAIMLER

## Daimler Trucks

## Retail Sales

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Daimler Trucks | 73,858 | 119,459 | 69,471 | 67,232 | 84,080 | 57,364 | 94,274 | 66,058 | +43\% | 247,825 | 190,654 | +30\% |
| Western Europe | 12,838 | 23,256 | 9,544 | 13,826 | 11,977 | 10,993 | 14,535 | 11,624 | +25\% | 36,056 | 36,443 | -1\% |
| of which Germany | 7,181 | 11,757 | 4,729 | 6,819 | 6,320 | 4,965 | 8,262 | 5,986 | +38\% | 19,311 | 17,770 | +9\% |
| NAFTA | 17,358 | 21,581 | 16,694 | 16,642 | 18,256 | 14,137 | 19,293 | 12,999 | +48\% | 54,243 | 43,778 | +24\% |
| of which USA | 14,933 | 17,108 | 14,453 | 14,050 | 15,390 | 11,766 | 15,570 | 11,319 | +38\% | 45,413 | 37,135 | +22\% |
| Latin America (excl. Mexico) | 11,205 | 12,651 | 13,014 | 7,285 | 14,208 | 8,437 | 14,709 | 10,142 | +45\% | 41,931 | 25,864 | +62\% |
| Asia | 23,819 | 44,034 | 22,192 | 22,249 | 29,589 | 16,918 | 34,206 | 23,713 | +44\% | 85,987 | 62,880 | +37\% |
| of which Japan | 5,506 | 10,145 | 4,898 | 6,377 | 6,557 | 6,084 | 6,788 | 5,135 | +32\% | 18,243 | 17,596 | +4\% |
| Rest of World | 8,638 | 17,937 | 8,027 | 7,230 | 10,050 | 6,879 | 11,531 | 7,580 | +52\% | 29,608 | 21,689 | +37\% |

## DAIMLER

## Daimler Trucks <br> Incoming Orders

|  | 4th Quarter |  | 1st Quarter |  | 2nd Quarter |  | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (in units) | 2009 | 2008 | 2010 | 2009 | 2010 | 2009 | 2010 | 2009 | Change | 2010 | 2009 | Change |
| Daimler Trucks | 76,667 | 72,929 | 72,119 | 39,540 | 97,520 | 55,782 | 95,713 | 74,596 | +28\% | 265,352 | 169,918 | +56\% |
| Western Europe | 11,773 | 6,110 | 11,542 | 7,215 | 14,717 | 8,286 | 14,860 | 9,236 | +61\% | 41,119 | 24,737 | +66\% |
| of which Germany | 6,052 | 4,756 | 6,067 | 4,623 | 7,868 | 4,850 | 7,726 | 5,274 | +46\% | 21,661 | 14,747 | +47\% |
| NAFTA | 20,099 | 15,639 | 8,682 | 10,841 | 19,678 | 8,837 | 16,688 | 23,796 | -30\% | 45,048 | 43,474 | +4\% |
| of which USA | 16,743 | 14,115 | 6,008 | 9,684 | 15,168 | 7,520 | 13,875 | 22,101 | -37\% | 35,051 | 39,305 | -11\% |
| Latin America (excl. Mexico) | 10,852 | 8,875 | 13,075 | 6,475 | 13,496 | 8,517 | 14,911 | 10,280 | +45\% | 41,482 | 25,272 | +64\% |
| Asia | 23,227 | 34,217 | 28,240 | 11,800 | 35,405 | 23,504 | 35,135 | 23,092 | +52\% | 98,780 | 58,396 | +69\% |
| of which Japan | 5,207 | 6,985 | 5,236 | 5,503 | 7,066 | 5,131 | 6,805 | 5,027 | +35\% | 19,107 | 15,661 | +22\% |
| Rest of World | 10,716 | 8,088 | 10,580 | 3,209 | 14,224 | 6,638 | 14,119 | 8,192 | +72\% | 38,923 | 18,039 | +116\% |

## DAIMLER

## Daimler Trucks

## Market Shares

(in \%)


| 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2010 | 2009 | Change in \% pts. | 2010 | 2009 | Change in \% pts |

## Trucks Europe / Latin America

(Mercedes-Benz)
$\quad$ Western Europe мDT/нDT
Germany MDT/HDT
Brazil мDT/HDT

Trucks NAFTA
(Freightliner/Sterling/Western Star)
NAFTA Class 8

| 23.3 | 25.1 | 22.7 | 22.3 | 23.2 | 24.3 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| 39.6 | 47.4 | 40.9 | 45.1 | 39.0 | 43.5 |
| 27.5 | 27.7 | 29.9 | 27.1 | 28.0 | 29.2 |


| 24.5 | 21.8 | +2.7 | 23.6 | 22.9 | +0.7 |
| ---: | ---: | ---: | ---: | ---: | ---: |
| 40.0 | 39.1 | +0.9 | 39.8 | 42.5 | -2.7 |
| 25.5 | 30.1 | -4.6 | 27.4 | 29.2 | -1.7 |

$29.9-31$.
$20.1 \quad 19.9$
32.4
$32.4 \quad 33.2$
30.8
$30.8-28.5-2.3$
$31.7 \quad 31.6$
$+0.2$
NAFTA Class 5-7
$20.6 \quad 24.0$
$21.4 \quad 20.6$
18.5
$+5.0$
$22.1 \quad 20.6$
$+1.5$

## Trucks Asia

Japan Trucks Total
18.4
22.8
16.9
20.3
18.7
20.4
$-0.3$
$19.0 \quad 21.3$
$-2.3$

## DAIMLER

## Mercedes-Benz Vans

## Unit Sales

| 4th Quarter | 1st Quarter | 2nd Quarter | 3rd Quarter |  |  | January - September |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20092008 | 20102009 | 20102009 | 2010 | 2009 | Change | 2010 | 2009 |  |


| Wholesales (in units) | 54,748 | 66,702 | 46,655 | 28,834 | 59,393 | 41,871 | 53,727 | 40,123 | +34\% | 159,775 | 110,828 | +44\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 42,739 | 51,296 | 34,755 | 21,874 | 41,450 | 32,915 | 35,575 | 30,606 | +16\% | 111,780 | 85,395 | +31\% |
| of which Germany | 18,176 | 19,568 | 12,719 | 9,559 | 16,005 | 15,999 | 15,285 | 14,451 | +6\% | 44,009 | 40,009 | +10\% |
| Eastern Europe | 2,997 | 5,515 | 2,721 | 2,159 | 4,002 | 3,186 | 4,017 | 2,638 | +52\% | 10,740 | 7,983 | +35\% |
| NAFTA | 859 | 2,683 | 2,961 | 514 | 3,448 | 199 | 3,559 | 1,019 | +249\% | 9,968 | 1,732 | +476\% |
| of which USA | 541 | 1,939 | 2,416 | 248 | 2,736 | 40 | 2,834 | 775 | +266\% | 7,986 | 1,063 | +651\% |
| Latin America (excl. Mexico) | 3,018 | 3,000 | 2,745 | 1,876 | 3,196 | 2,071 | 2,987 | 2,488 | +20\% | 8,928 | 6,435 | +39\% |
| Asia | 1,845 | 1,682 | 1,176 | 907 | 4,866 | 1,342 | 5,522 | 1,166 | +374\% | 11,564 | 3,415 | +239\% |
| of which China | 565 | 166 | 261 | 207 | 3,359 | 298 | 4,498 | 232 | . | 8,118 | 737 |  |
| Rest of World | 3,290 | 2,526 | 2,297 | 1,504 | 2,431 | 2,158 | 2,067 | 2,206 | -6\% | 6,795 | 5,868 | +16\% |

## DAIMLER

## Mercedes-Benz Vans

## Retail Sales and Market Shares

| Retail sales (in units) | 57,400 | 67,777 | 44,396 | 37,805 | 55,694 | 47,622 | 54,431 | 46,979 | +16\% | 154,521 | 132,406 | +17\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 43,018 | 50,483 | 33,386 | 27,791 | 40,554 | 35,941 | 37,353 | 34,340 | +9\% | 111,293 | 98,072 | +13\% |
| of which Germany | 18,176 | 19,568 | 12,719 | 9,559 | 16,005 | 15,999 | 15,285 | 14,451 | +6\% | 44,009 | 40,009 | +10\% |
| Eastern Europe | 3,991 | 5,689 | 2,767 | 2,929 | 3,814 | 4,003 | 4,084 | 3,116 | +31\% | 10,665 | 10,048 | +6\% |
| NAFTA | 2,577 | 5,090 | 2,015 | 1,836 | 2,609 | 2,216 | 3,280 | 3,572 | -8\% | 7,904 | 7,624 | +4\% |
| of which USA | 2,107 | 4,076 | 1,564 | 1,406 | 2,044 | 1,789 | 2,538 | 3,091 | -18\% | 6,146 | 6,286 | -2\% |
| Latin America (excl. Mexico) | 2,943 | 2,945 | 2,999 | 2,434 | 3,091 | 2,143 | 3,050 | 2,278 | +34\% | 9,140 | 6,855 | +33\% |
| Asia | 1,952 | 1,587 | 1,134 | 1,168 | 3,415 | 1,467 | 4,557 | 1,392 | +227\% | 9,106 | 4,027 | +126\% |
| of which China | 572 | 156 | 270 | 215 | 2,028 | 274 | 3,533 | 266 | . | 5,831 | 755 | +672\% |
| Rest of World | 2,919 | 1,983 | 2,095 | 1,647 | 2,211 | 1,852 | 2,107 | 2,281 | -8\% | 6,413 | 5,780 | +11\% |
| Market shares (in percent) |  |  |  |  |  |  |  |  |  |  |  |  |
| Western Europe midsize/large | 20.2 | 18.7 | 17.7 | 16.7 | 17.4 | 16.5 | 18.3 | 18.0 | +0.3 pts. | 17.8 | 17.1 | +0.7 pts. |
| Germany midsize/large | 31.5 | 27.9 | 24.5 | 23.1 | 25.8 | 25.3 | 27.0 | 27.5 | -0.5 pts. | 26.0 | 25.7 | +0.3 pts. |

## DAIMLER

## Daimler Buses

## Unit Sales and Market Shares

| Wholesales* (in units) | 9,020 | 9,538 | 8,396 | 6,820 | 10,830 | 8,292 | 9,074 | 8,350 | +9\% | 28,300 | 23,462 | +21\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Western Europe | 2,718 | 3,015 | 1,072 | 1,119 | 1,724 | 1,669 | 1,638 | 1,713 | -4\% | 4,434 | 4,501 | -1\% |
| of which Germany | 1,115 | 1,375 | 418 | 429 | 481 | 615 | 645 | 672 | -4\% | 1,544 | 1,716 | -10\% |
| Eastern Europe | 195 | 498 | 166 | 520 | 367 | 296 | 307 | 280 | +10\% | 840 | 1,096 | -23\% |
| NAFTA | 920 | 1,813 | 485 | 1,156 | 1,133 | 957 | 1,131 | 866 | +31\% | 2,749 | 2,979 | -8\% |
| of which USA | 316 | 233 | 161 | 206 | 140 | 210 | 79 | 196 | -60\% | 380 | 612 | -38\% |
| Latin America (excl. Mexico) | 4,207 | 2,872 | 5,842 | 3,366 | 6,779 | 4,159 | 5,355 | 4,554 | +18\% | 17,976 | 12,079 | +49\% |
| Asia | 488 | 380 | 150 | 184 | 313 | 707 | 367 | 597 | -39\% | 830 | 1,488 | -44\% |
| Rest of World | 492 | 960 | 681 | 475 | 514 | 504 | 276 | 340 | -19\% | 1,471 | 1,319 | +12\% |
| Market shares (in percent) |  |  |  |  |  |  |  |  |  |  |  |  |
| Western Europe heavy | 36.0 | 32.5 | 27.0 | 30.1 | 32.4 | 29.6 | 29.1 | 29.1 | +0.0 pts. | 28.9 | 28.0 | +0.9 pts. |
| Germany heavy | 60.9 | 68.2 | 56.4 | 60.9 | 59.3 | 56.0 | 57.3 | 61.0 | -3.7 pts. | 56.9 | 58.3 | -1.4 pts. |
| Brazil heavy | 48.8 | 44.3 | 56.6 | 43.1 | 57.3 | 51.0 | 50.0 | 54.9 | -4.9 pts. | 54.2 | 50.0 | +4.2 pts. |

[^3]
[^0]:    * Including Mitsubishi vehicles manufactured and/or sold in South Africa.

[^1]:    * Including vehicles manufactured for Mitsubishi Motors Corporation in South Africa.

[^2]:    * Charges related to the A400M military transport aircraft of EADS are not considered in the calculation of EBIT from ongoing business.

[^3]:    * Due to the sales structure, retail sales correspond with wholesales.

