

DAIMLER

Q1 2011 Results

Bodo Uebber
Member of the Board of Management
Finance & Controlling and Daimler Financial Services

April 29, 2011

Key developments in Q1 2011

- **Strong EBIT of €2 billion marks a further step to reach our mid-term profitability targets**
- **Group sales increased by 15%**
 - Mercedes-Benz Cars +12%
 - Daimler Trucks +27%
 - Mercedes-Benz Vans +16%
 - Daimler Buses -8%
- **Mercedes-Benz Cars on track to post new record sales in 2011**
- **Successful start of Daimler Trucks into 2011; increased market shares and incoming orders of Daimler Trucks North America**
- **Continued strong net liquidity of the industrial business of €12.4 billion**

Effects of the situation in Japan

● Effects on our business in Japan

- Mitsubishi Fuso Truck and Bus Corporation resumed production of parts and components on March 29, 2011 and of vehicles on April 20, 2011
- Daimler Financial Services Japan expects higher credit losses in affected regions

● Financial impact recorded in Q1

- Mitsubishi Fuso Truck and Bus Corporation: €49 million
- Daimler Financial Services Japan: €29 million

● Effects on our business outside Japan

- Currently no material impacts on production outside of Japan
- Monitoring of effects on supply chains and credit risks
- Counter measures in place to minimize potential impacts

Key financials

- in billions of euros -

	Q1 2010	Q1 2011
Revenue	21.2	24.7
EBIT	1.2	2.0
Net profit	0.6	1.2
Earnings per share (in euros)	0.65	0.99
Net liquidity industrial business (2010: year-end)	11.9	12.4
Free cash flow industrial business	0.3	-0.5

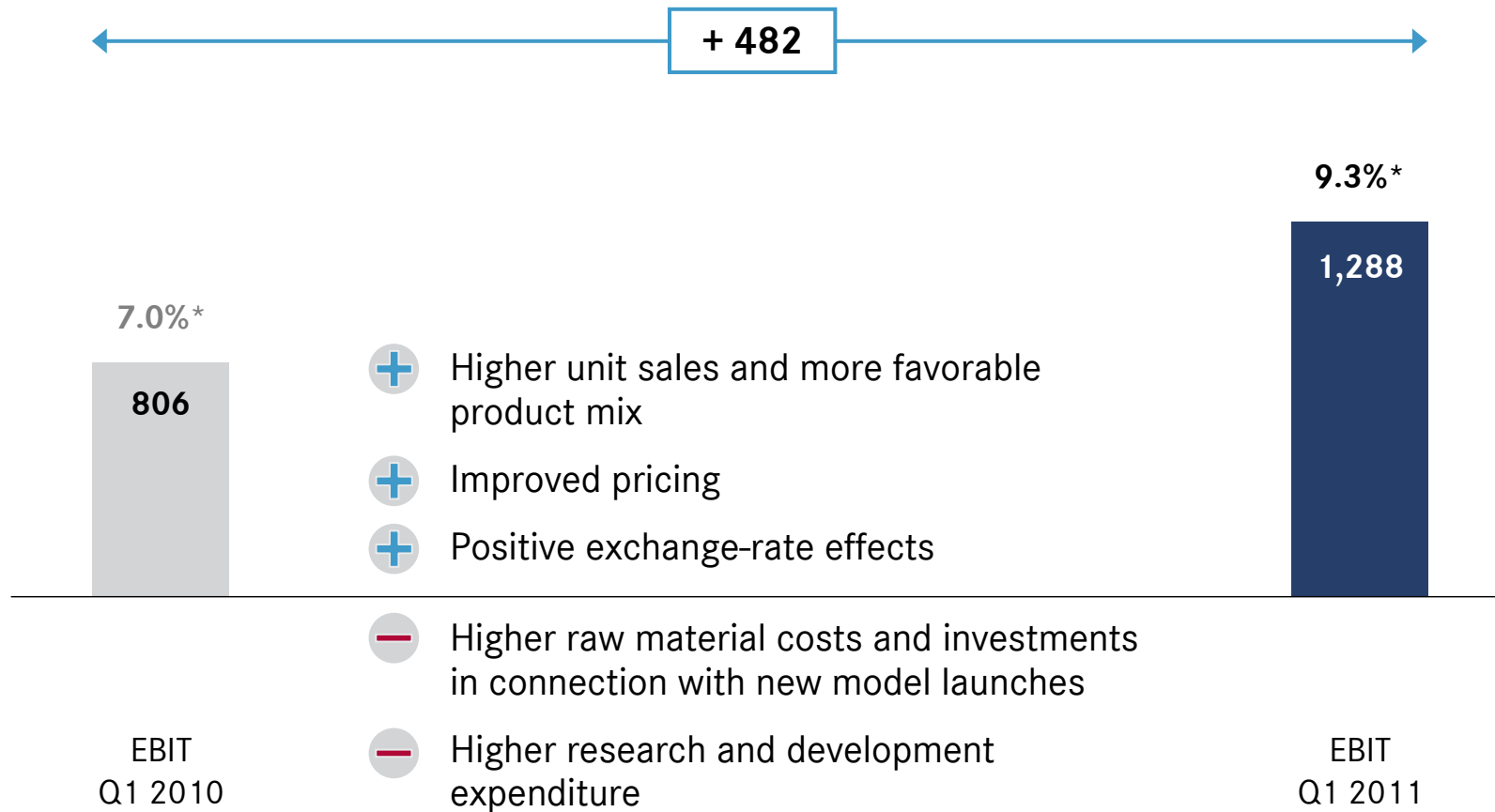
Key balance-sheet figures

- in billions of euros -

	Dec. 31, 2010	Mar. 31, 2011
Daimler Group		
Equity ratio	26.5%	27.4%
Gross liquidity	13.0	11.1
Industrial business		
Equity ratio	45.8%	46.7%
Net liquidity	11.9	12.4

Strong EBIT performance

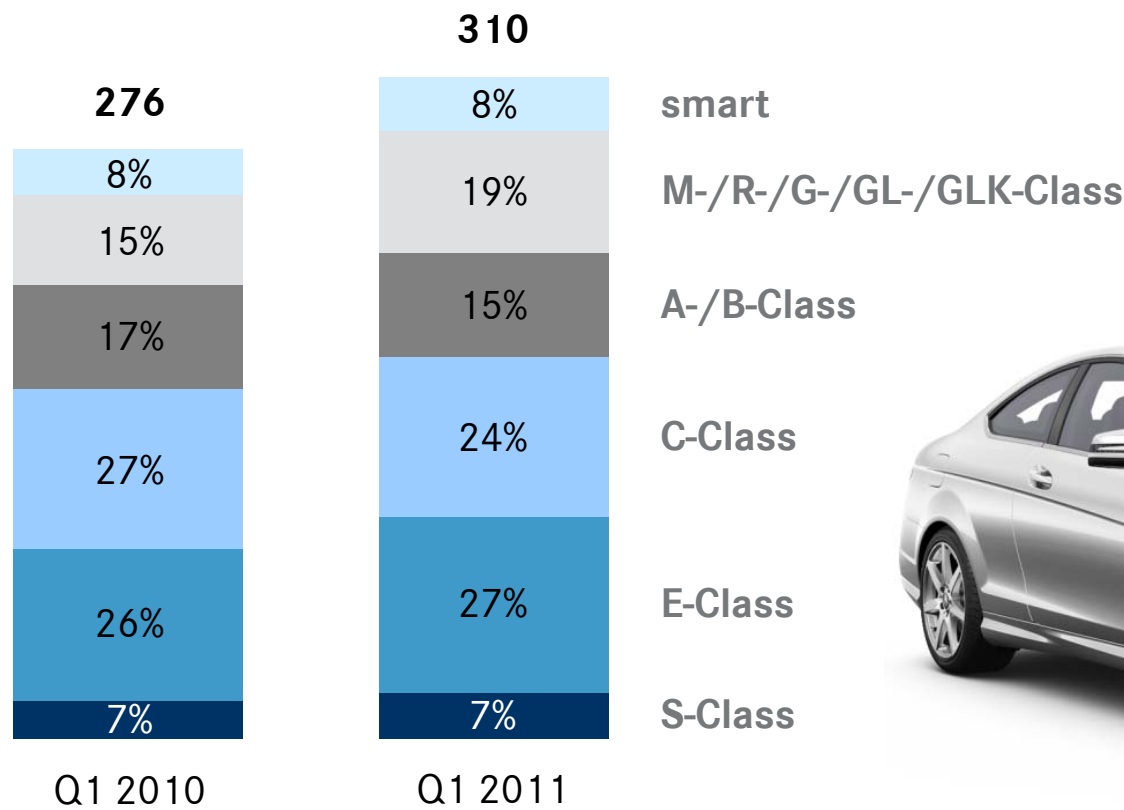
- in millions of euros -



* Return on sales

Significant increase in unit sales

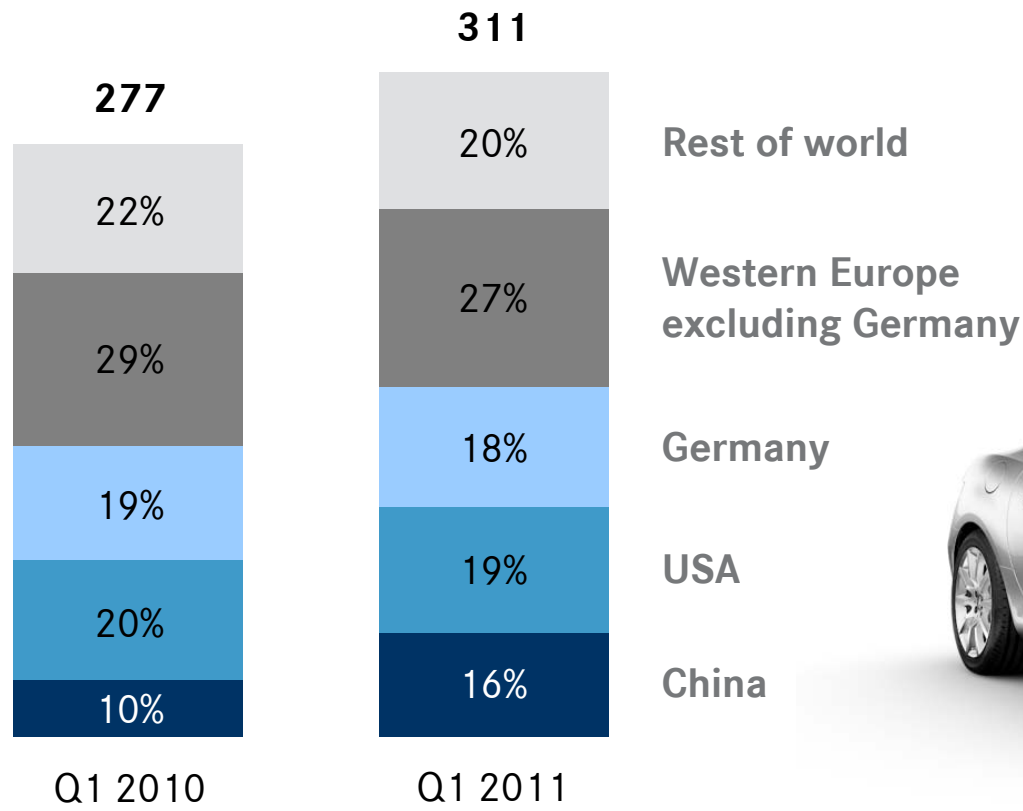
- Unit sales in thousands* -



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

Balanced sales structure

- Unit sales in thousands -



Product highlights

B-Class F-CELL



New SLK roadster



New C-Class Coupe

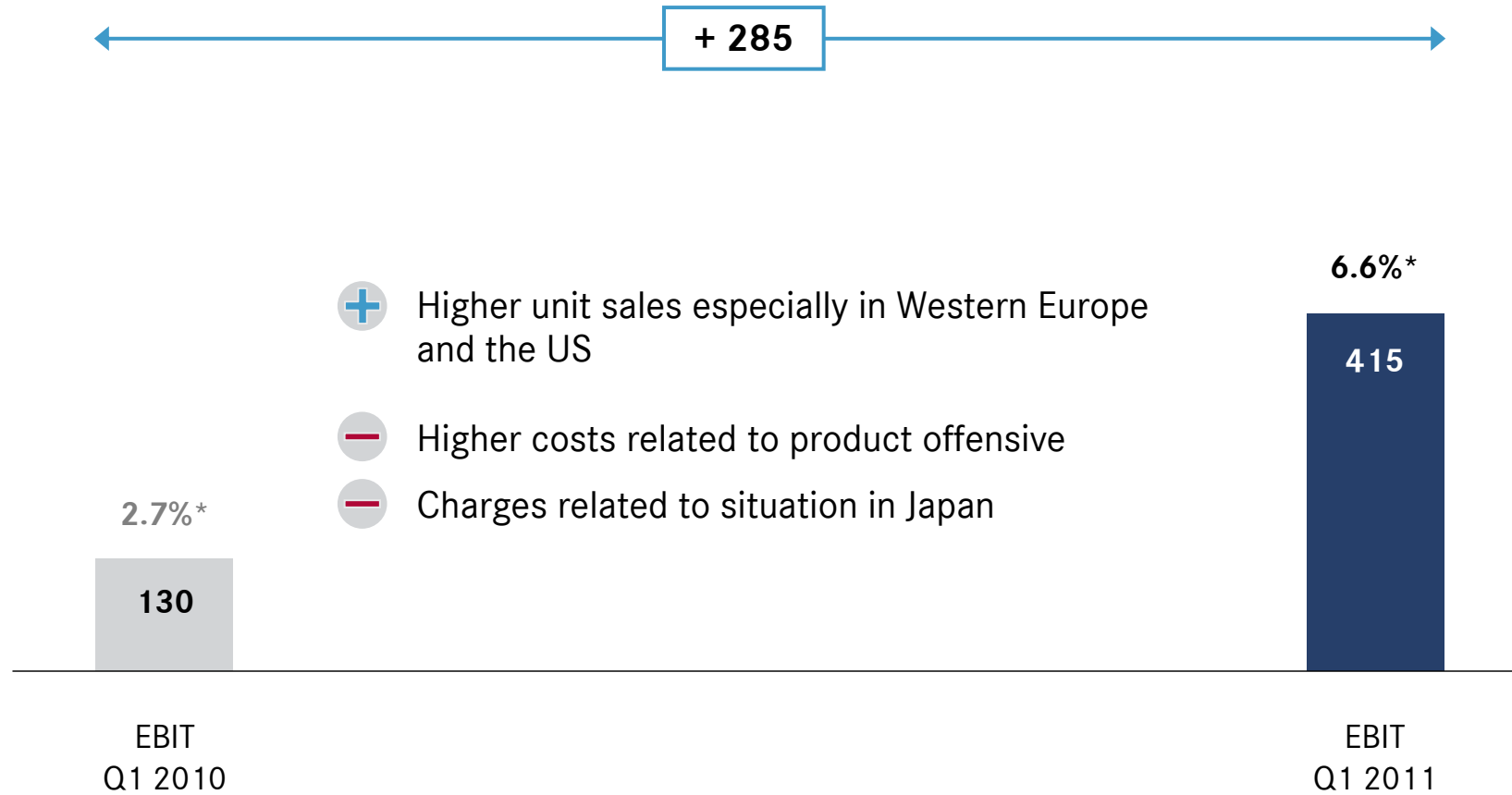


New C-Class sedan



Significant improvement in EBIT

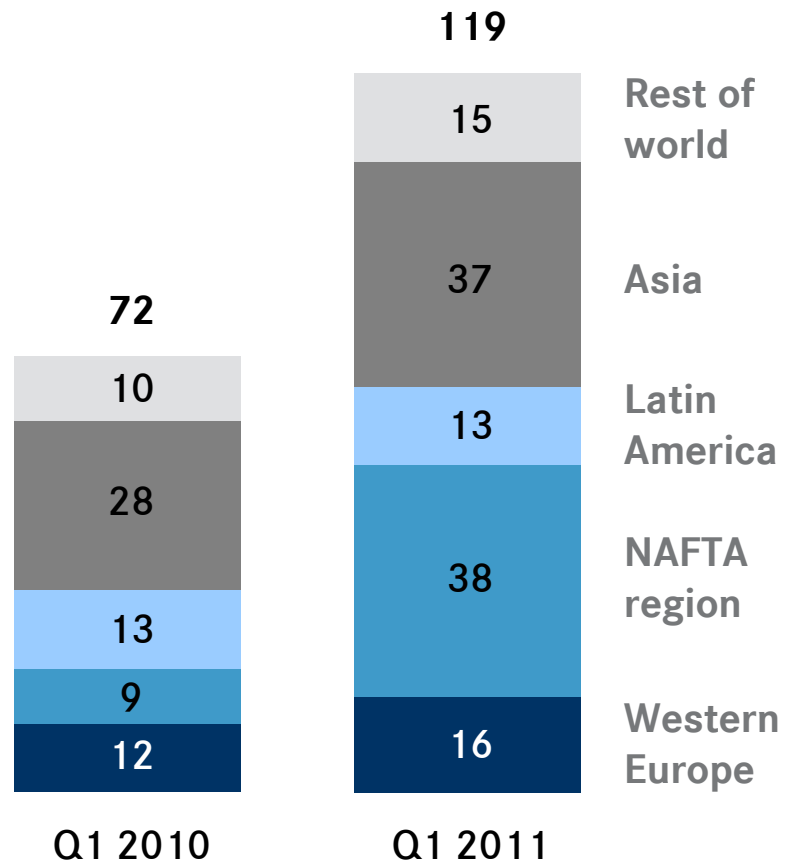
- in millions of euros -



* Return on sales

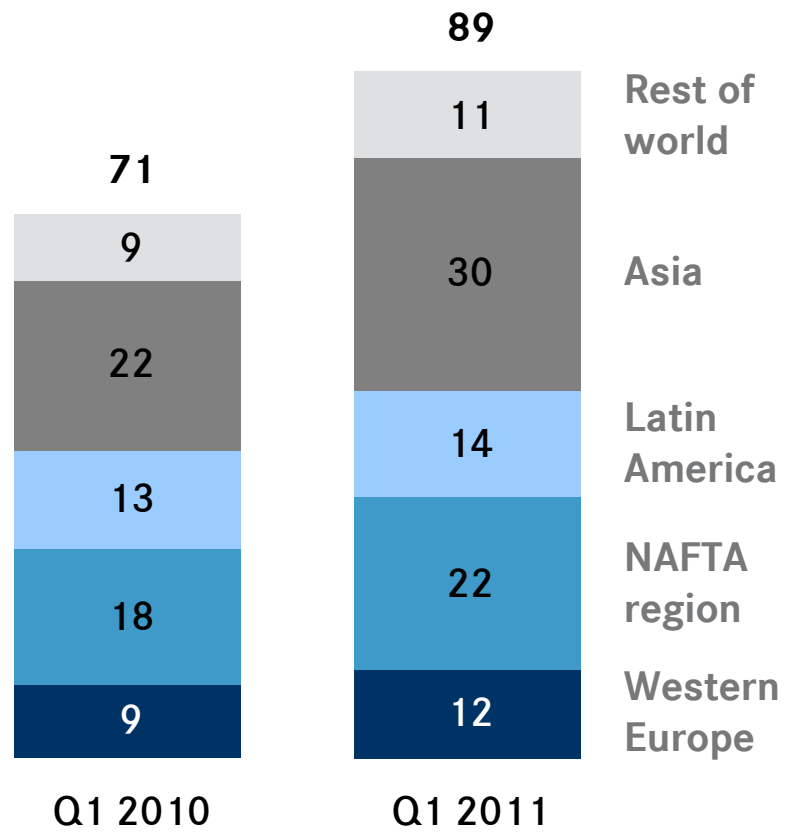
Incoming orders rose significantly

- in thousands of units -



Increases in unit sales

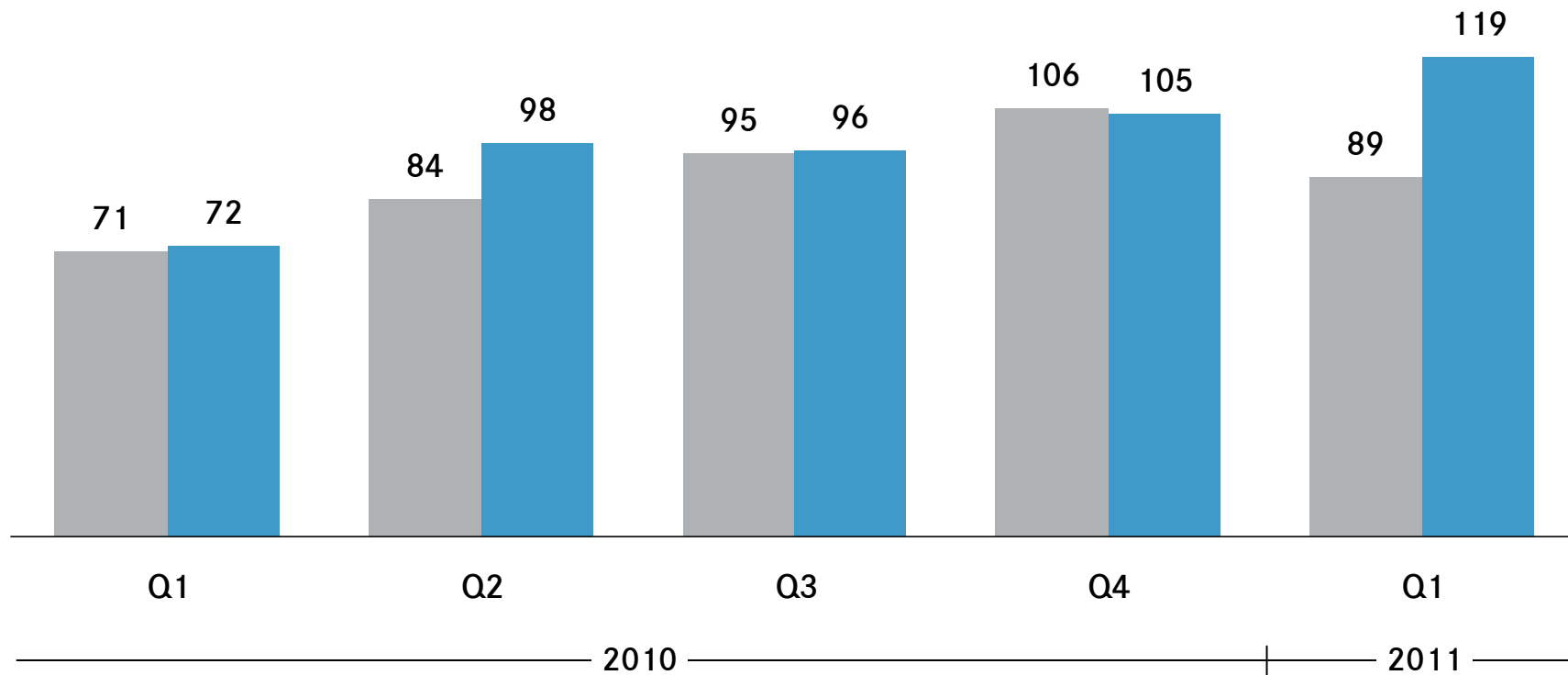
- in thousands of units -



Incoming orders in Q1 2011 clearly above prior year

- in thousands -

■ Unit sales ■ Incoming orders

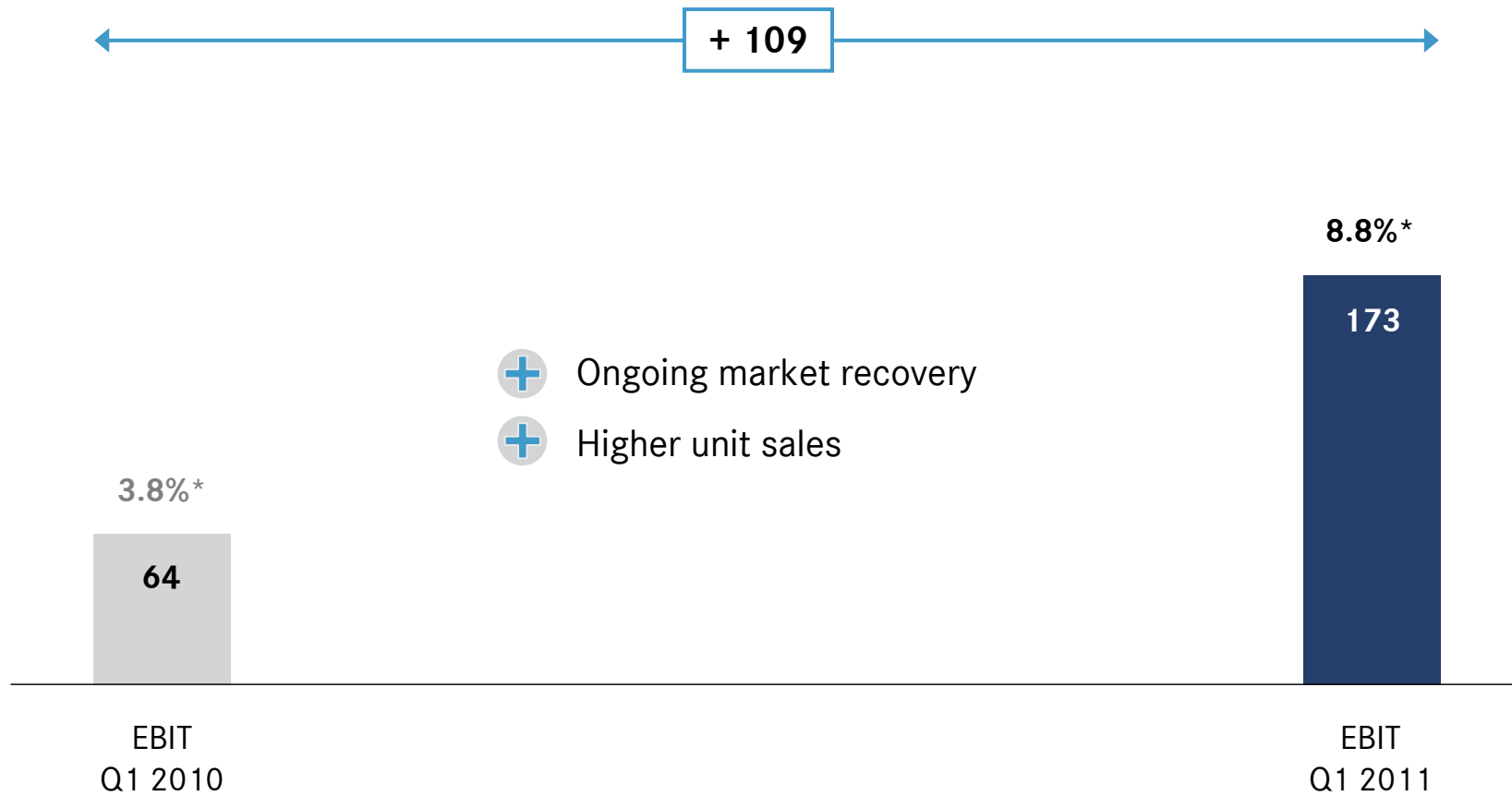


Product highlights



Strong earnings performance at Mercedes-Benz Vans

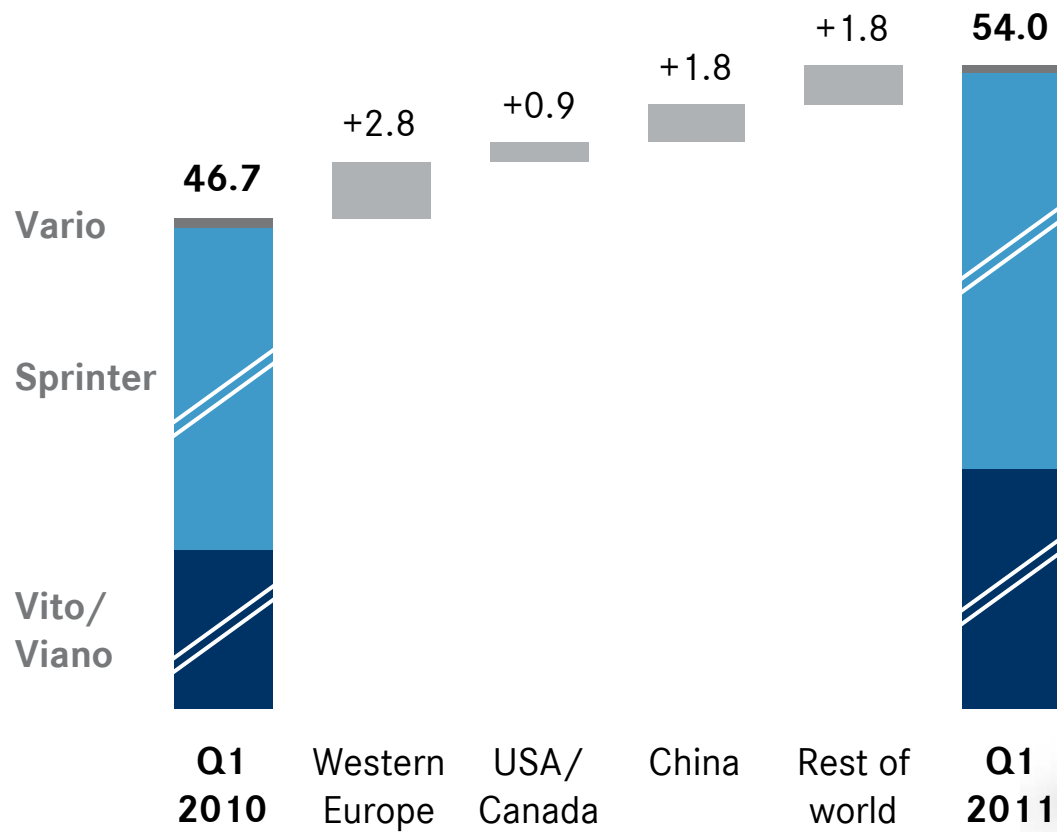
- in millions of euros -



* Return on sales

Increased sales in all major markets

- Unit sales in thousands -

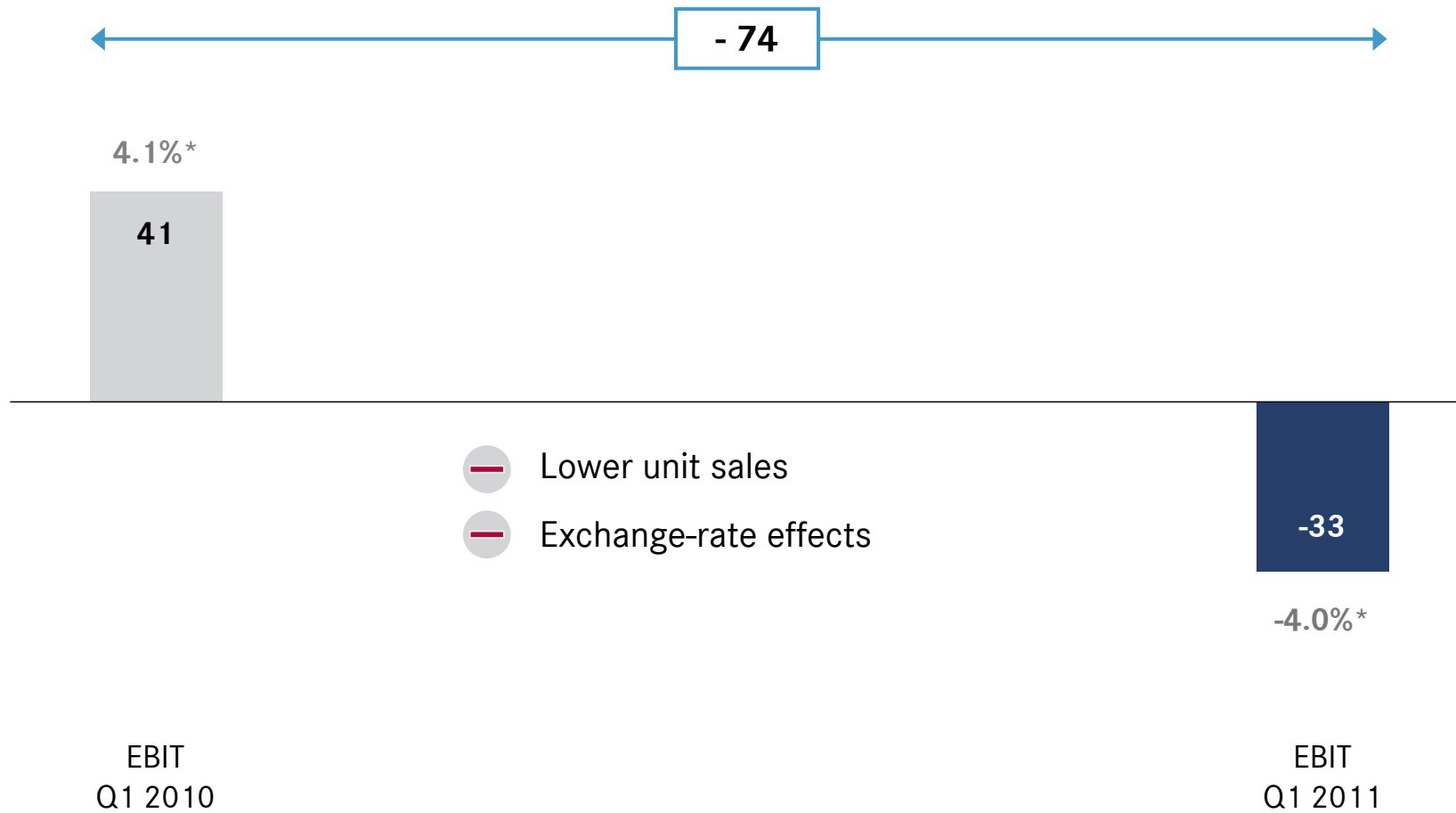


Product highlights



Negative EBIT due to weak city-bus business

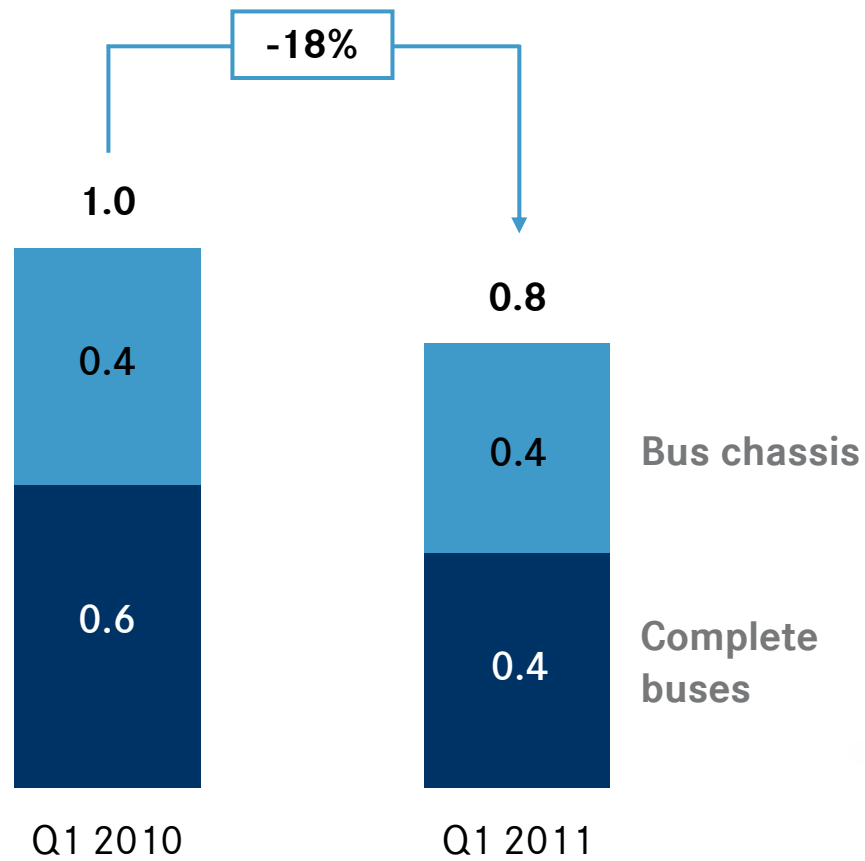
- in millions of euros -



* Return on sales

Revenue decrease due to lower unit sales and weaker mix

- in billions of euros -



Product highlights



Mercedes-Benz CapaCity



Mercedes-Benz Citaro



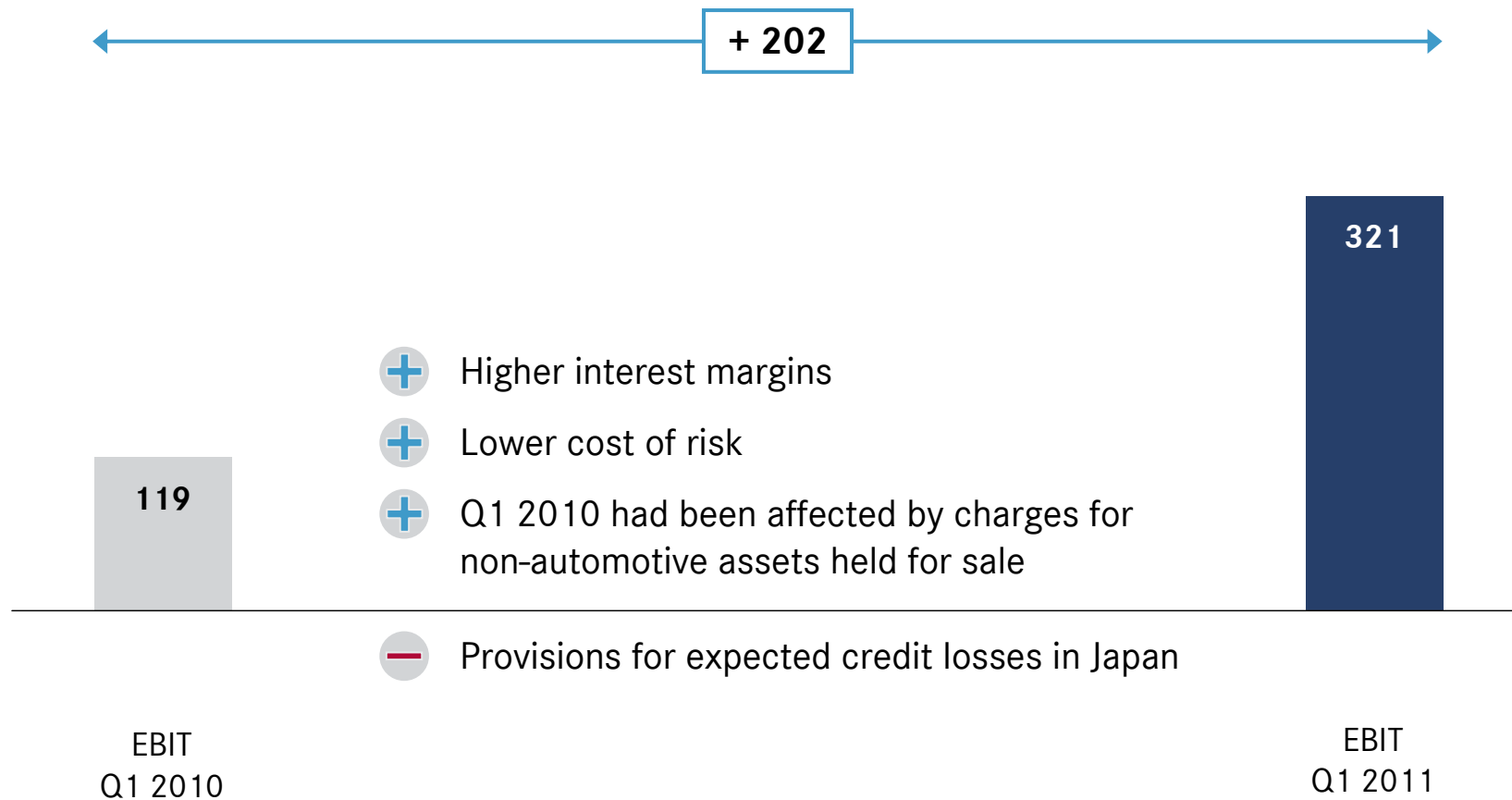
Setra TopClass 400



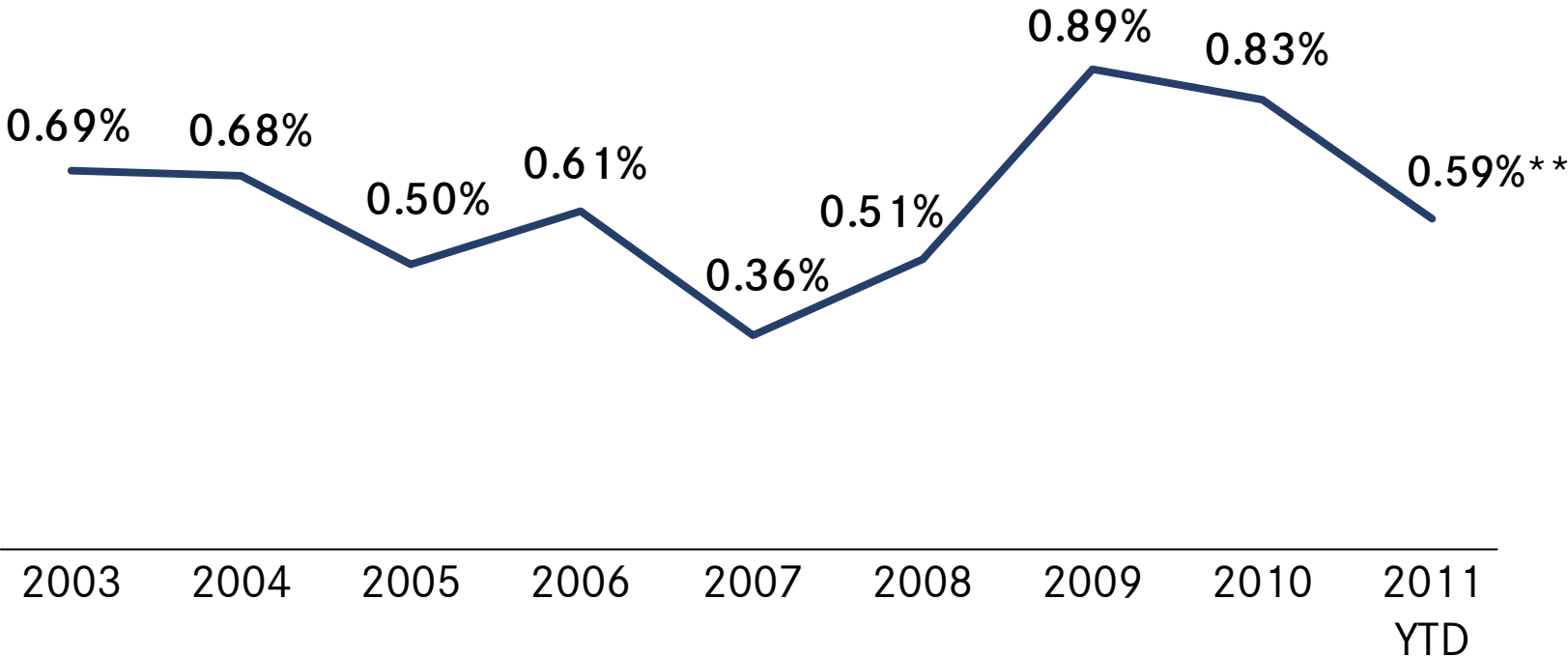
Orion VII Transit Bus

Strong earnings increase at Daimler Financial Services

- in millions of euros -



Net credit losses* decreased significantly



* as a percentage of portfolio, subject to credit risk

** annualized rate

Assumptions for automotive markets in 2011

● Car markets

- Worldwide market expected to grow by approximately 5 to 7%
- Growth potential especially in the United States and Asian emerging markets, particularly China and India
- Overall Western European market expected to be flat; in Germany, however, distinct market growth anticipated

● Truck markets

- Further market growth expected for medium- and heavy-duty trucks in the triad
- Europe: +20 to 25%
- NAFTA region: +30 to 35%
- Brazil: moderate increase in market volume
- Japan: cannot be accurately forecasted on the basis of the information currently available

● Van markets

- Market growth of 8% expected in Europe, in the United States double-digit growth rate expected

● Bus markets

- In Europe stable market volume on low level assumed due to weak city-bus business
- Slightly increasing demand expected in Latin America

Sales outlook 2011

● Mercedes-Benz Cars

- Further sales increase of Mercedes-Benz vehicles to record level of more than 1.2 million units
- Growth potential especially in North America and BRIC countries

● Daimler Trucks

- Daimler Trucks maintains its overall target to increase unit sales substantially despite the situation in Japan
- European business expected to grow in line with market expansion
- Significant growth of unit sales in the NAFTA region based on strong order situation and growing market shares
- Mercedes-Benz do Brasil expects to remain on current high level
- Further growth in Asia; development in Japan difficult to predict

● Mercedes-Benz Vans

- Positive sales development should continue, driven by the recovery of important markets, the introduction of the Sprinter in China and capacity increase in Argentina

● Daimler Buses

- Sales target of more than 40,000 units, based on positive chassis business in Latin America
- Business of complete buses in Europe and North America expected to remain weak

Earnings outlook for 2011

● Challenges

- Raw material and oil prices
- Exchange-rate fluctuations
- Effects of the situation in Japan
- Higher labor costs
- Research and development expenditure
- Investment in plants, products and regions

● Opportunities

- Faster recovery of the mature automotive markets
- Additional growth potential especially in Asia and Eastern Europe
- Opportunities from cooperations
- Strong technological position

● Daimler Group earnings

- 2011 EBIT from ongoing business expected to significantly exceed level of 2010
- First quarter developments have shown that we continue to make good progress toward the targeted rates of return to be achieved on a sustained basis as of the year 2013

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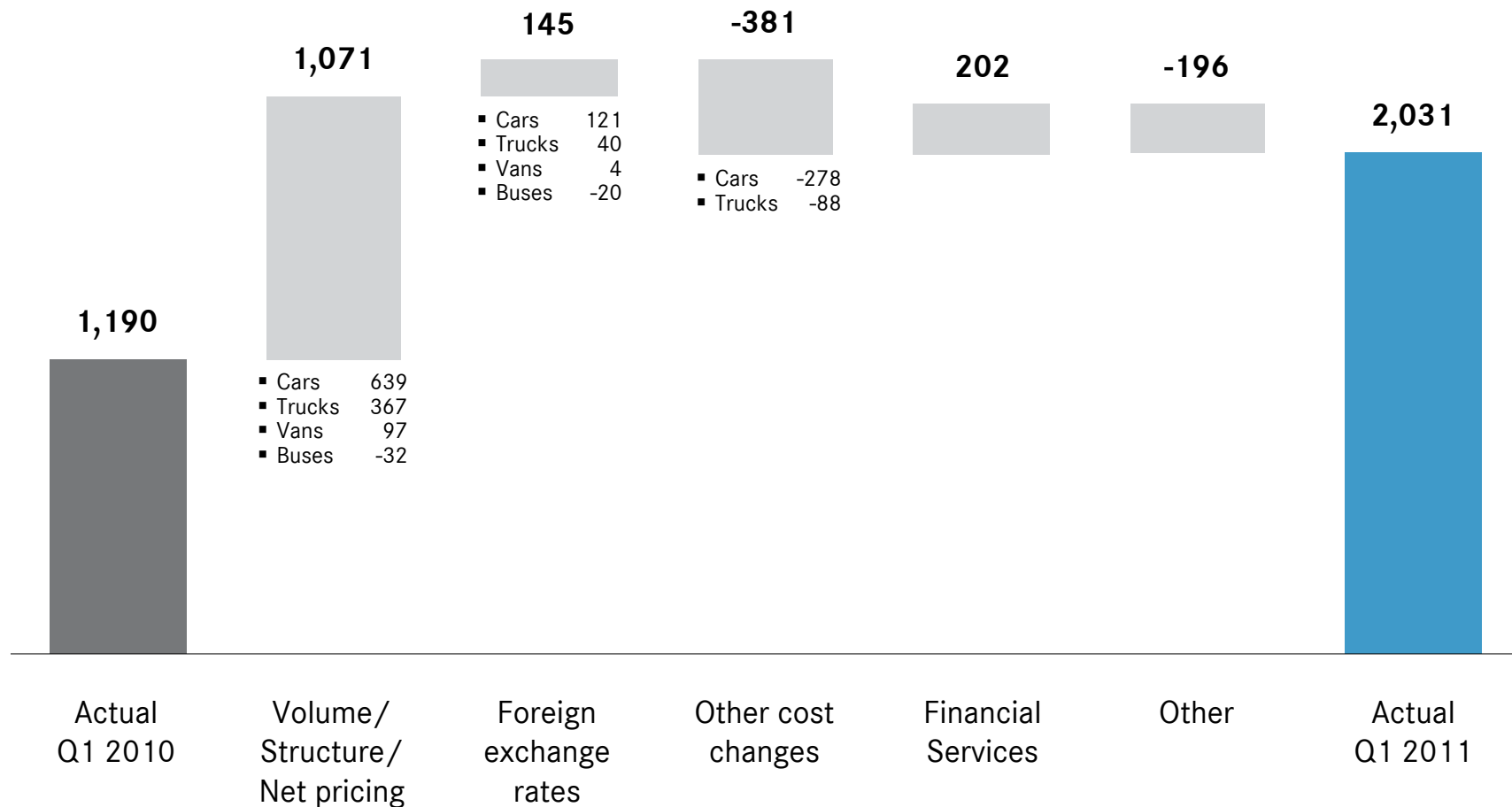
Q1 2011 Results

Appendix

April 29, 2011

Group EBIT in Q1 2011

- in millions of euros -



Special items affecting EBIT / A400M

- in millions of euros -

	1st quarter	
	2010	2011
Daimler Trucks		
Natural disaster in Japan	-	-49
Repositioning of Daimler Trucks North America	-12	-
Repositioning of Mitsubishi Fuso Truck and Bus Corporation	-5	-
Daimler Financial Services		
Natural disaster in Japan	-	-29
Sale of non-automotive assets	-46	-
Reconciliation		
Sale of equity interest in Tata Motors	265	-
A400M military transport aircraft	-237*	-

* Charges related to the A400M military transport aircraft of EADS are not considered in the calculation of EBIT from ongoing business

Further increase in net industrial liquidity in Q1 2011

- in billions of euros -



Disclaimer

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