

DAIMLER

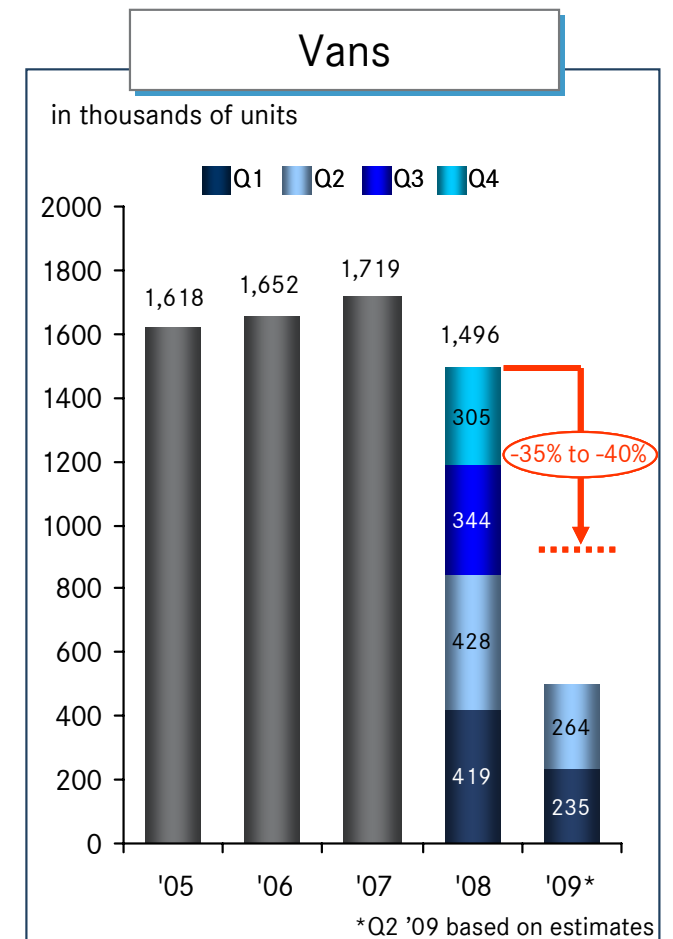
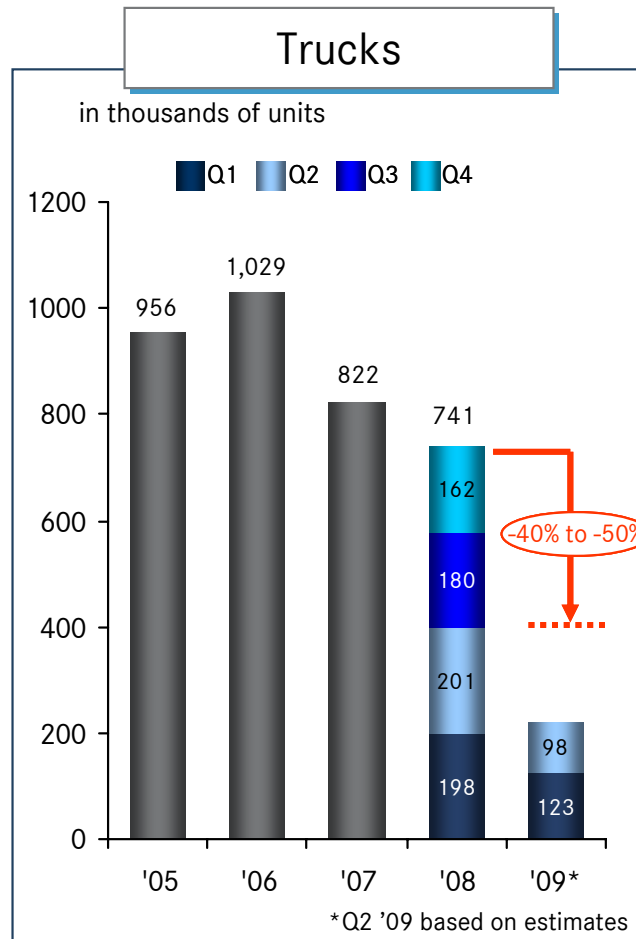
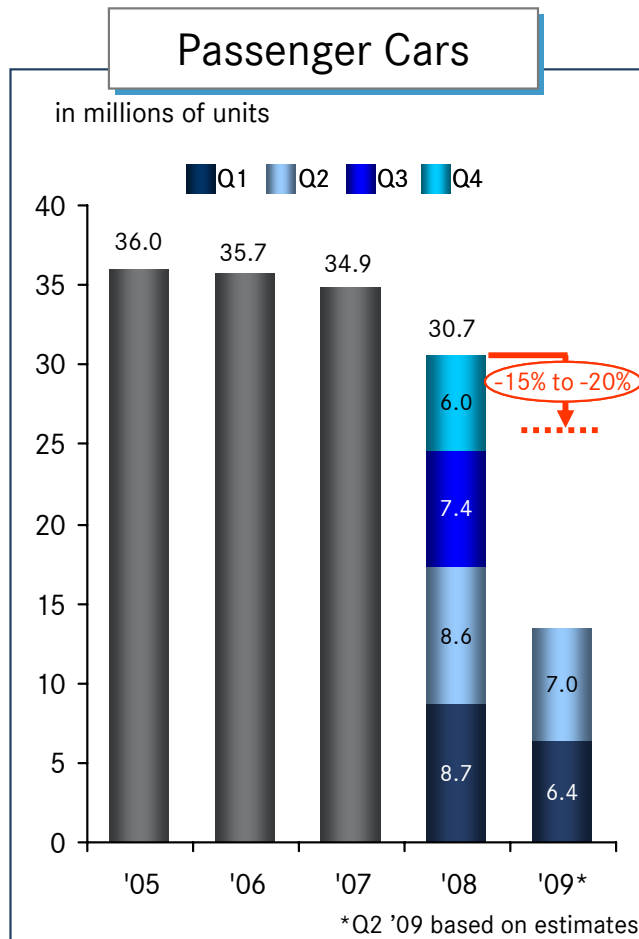
Conference Call Q2 and Half-Year 2009 Results

Dr. Dieter Zetsche

Chairman of the Board of Management
Head of Mercedes-Benz Cars

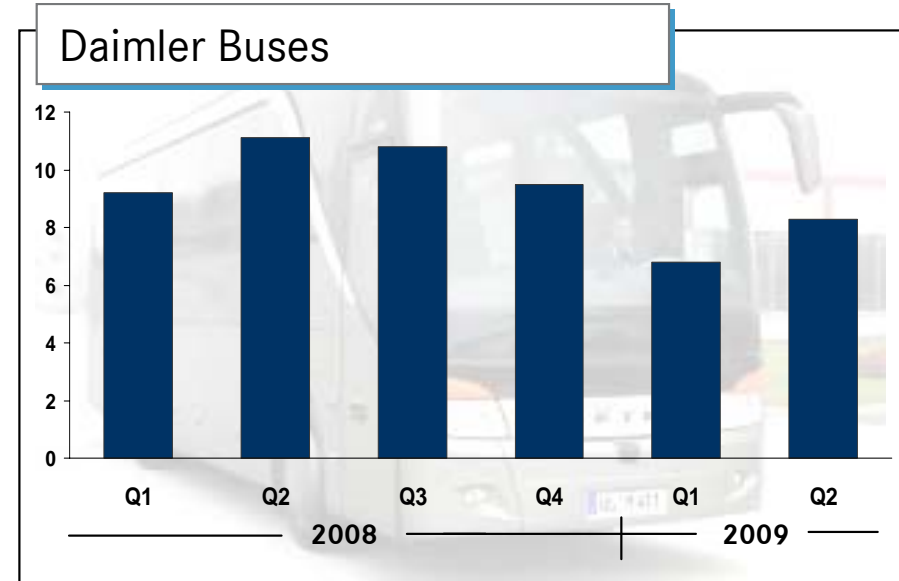
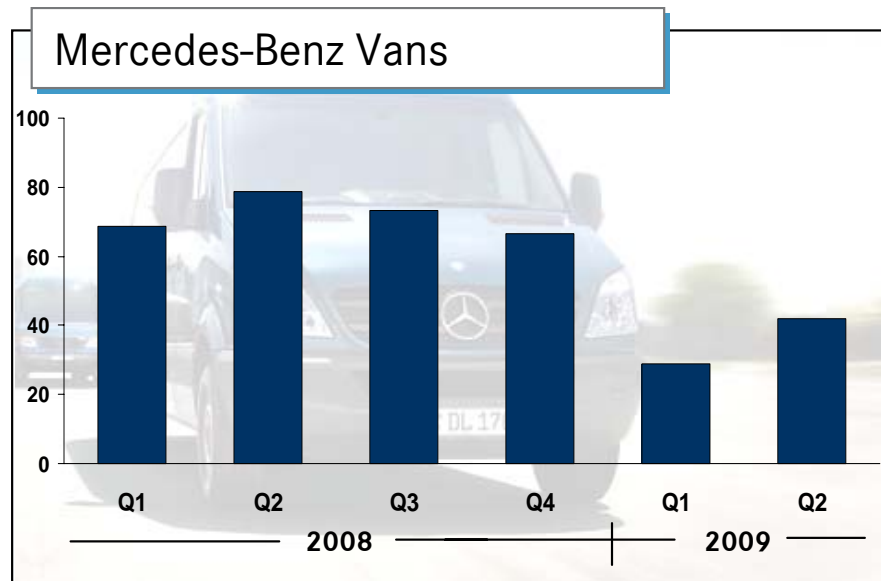
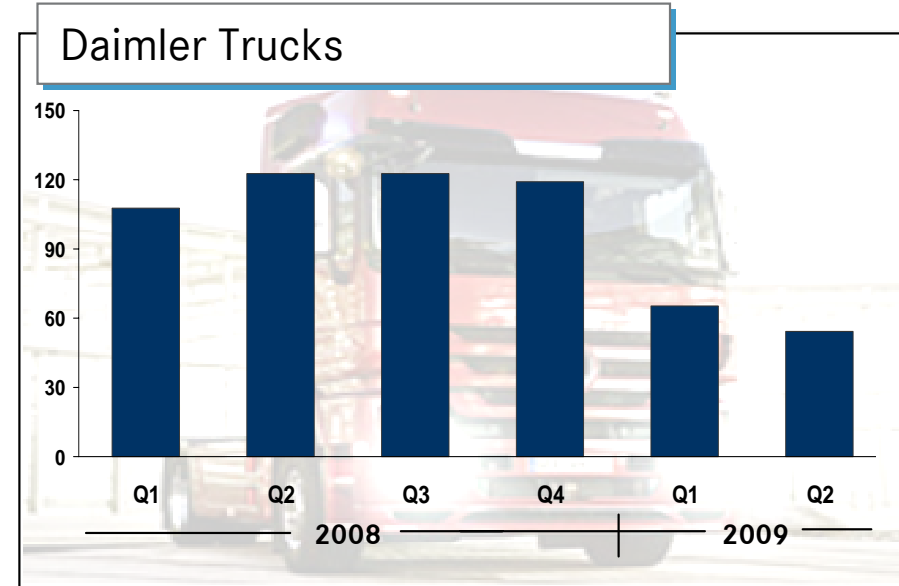
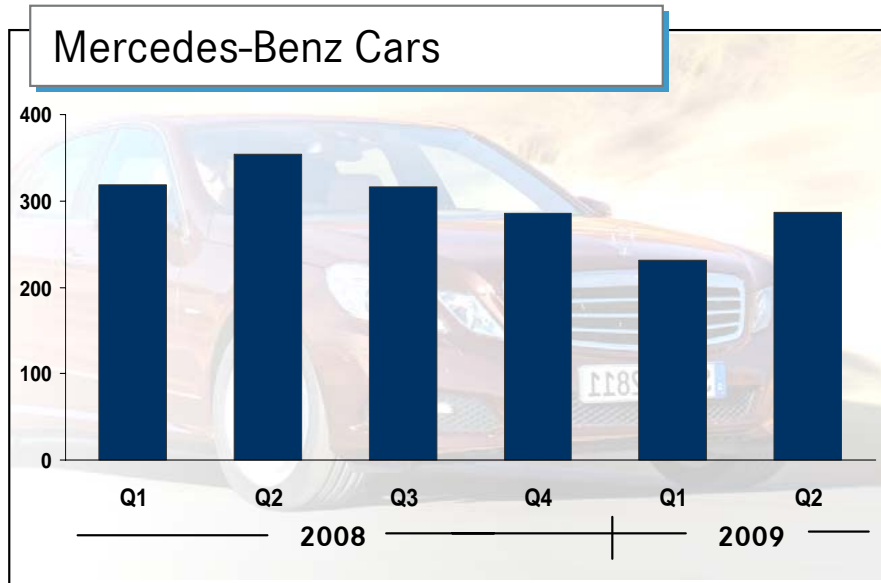
July 29, 2009

Automotive market slump in triad markets



Declining sales stabilizing at low level

– Group sales in thousands of units –

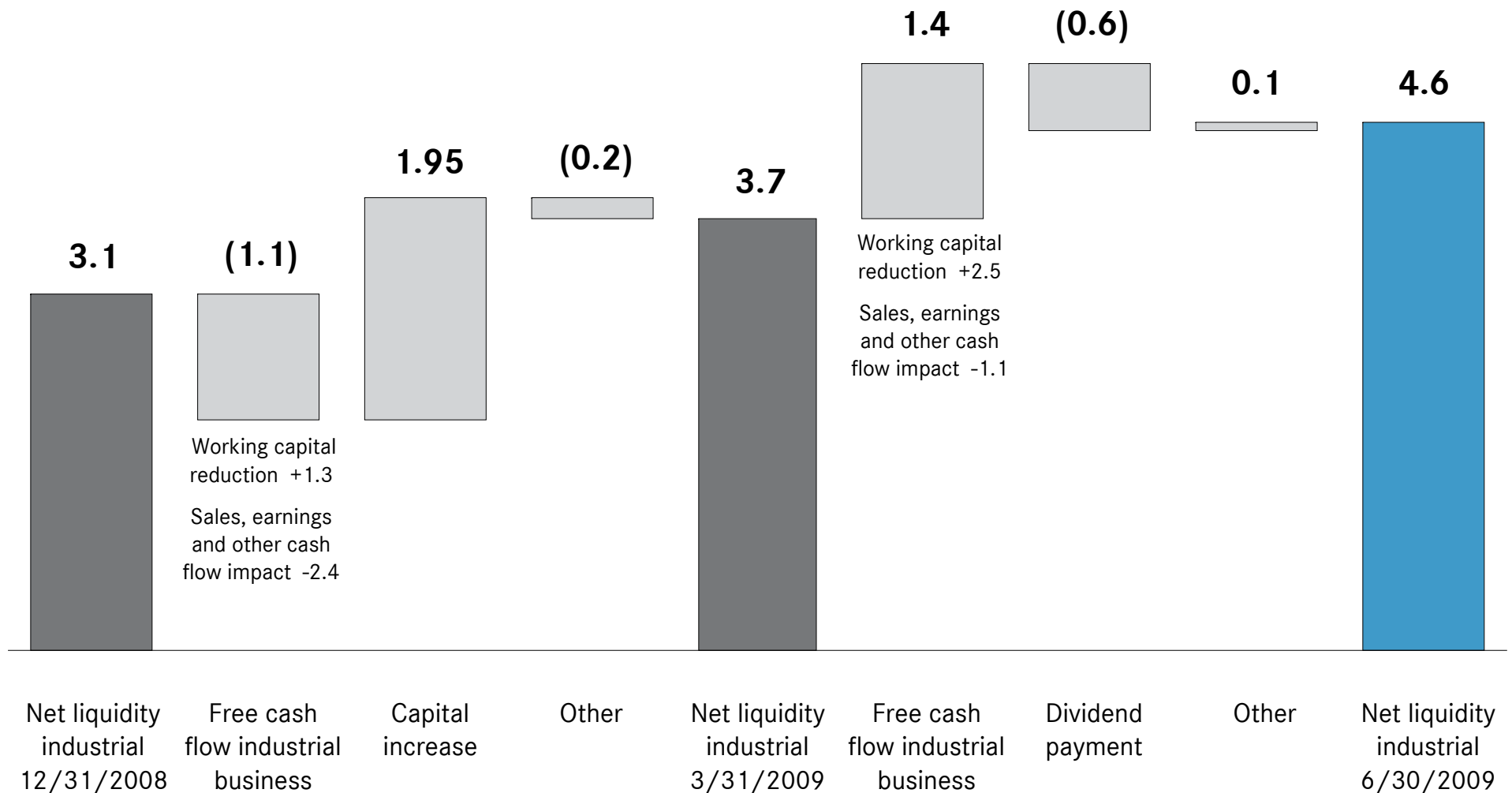


Key financials

- in billions of € -	Q2 2008	Q2 2009
Revenue	26.0	19.6
EBIT	2.1	(1.0)
EBIT excluding special reporting items	2.5	(0.4)
Net profit	1.4	(1.1)
Earnings per share (in €)	1.40	(0.99)
Free cash flow industrial business (January to June)	0.1	0.3
Net liquidity industrial business (2008: at year-end)	3.1	4.6

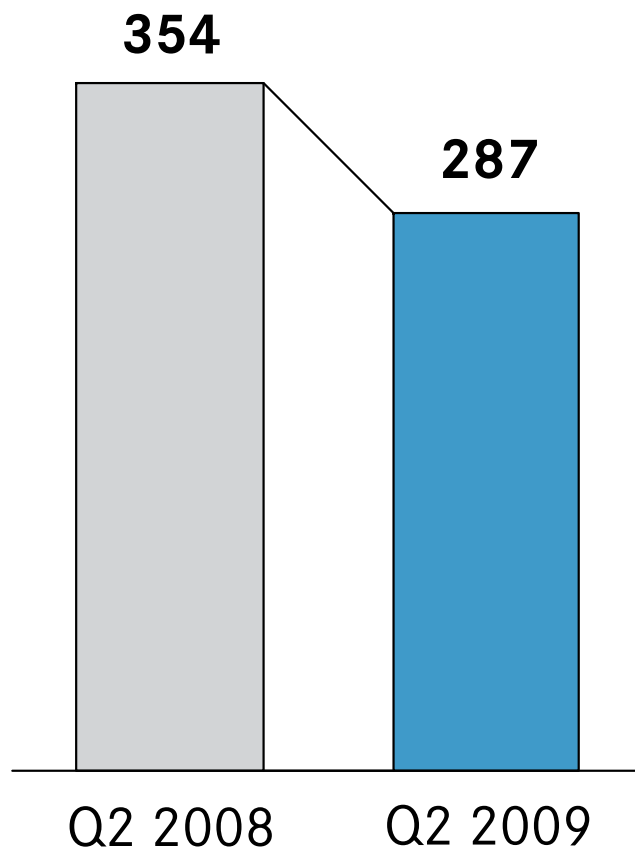
Changes in net liquidity - industrial business

- in billions of € -

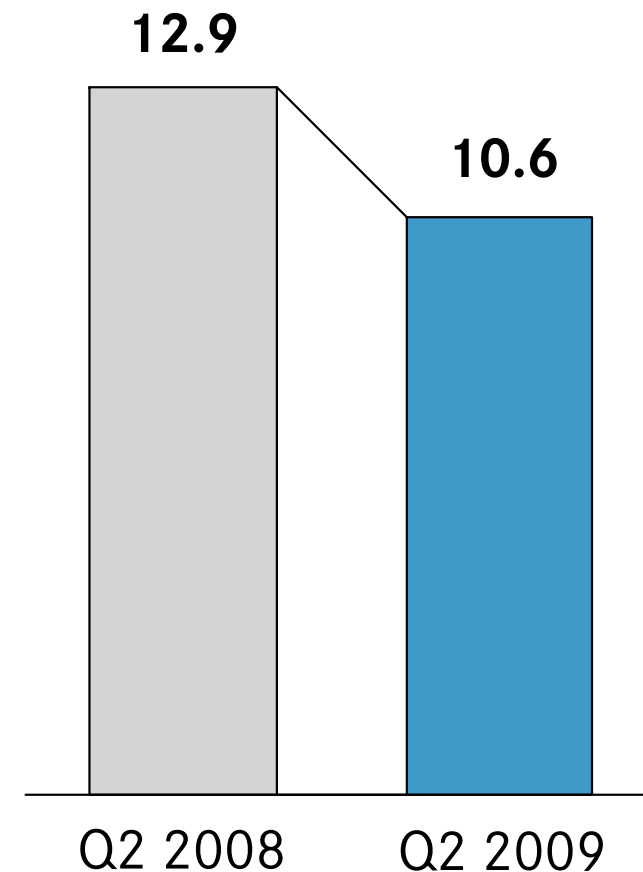


Unit sales and revenue below previous year's level due to continued weak market environment

Unit sales
- in thousands of units -

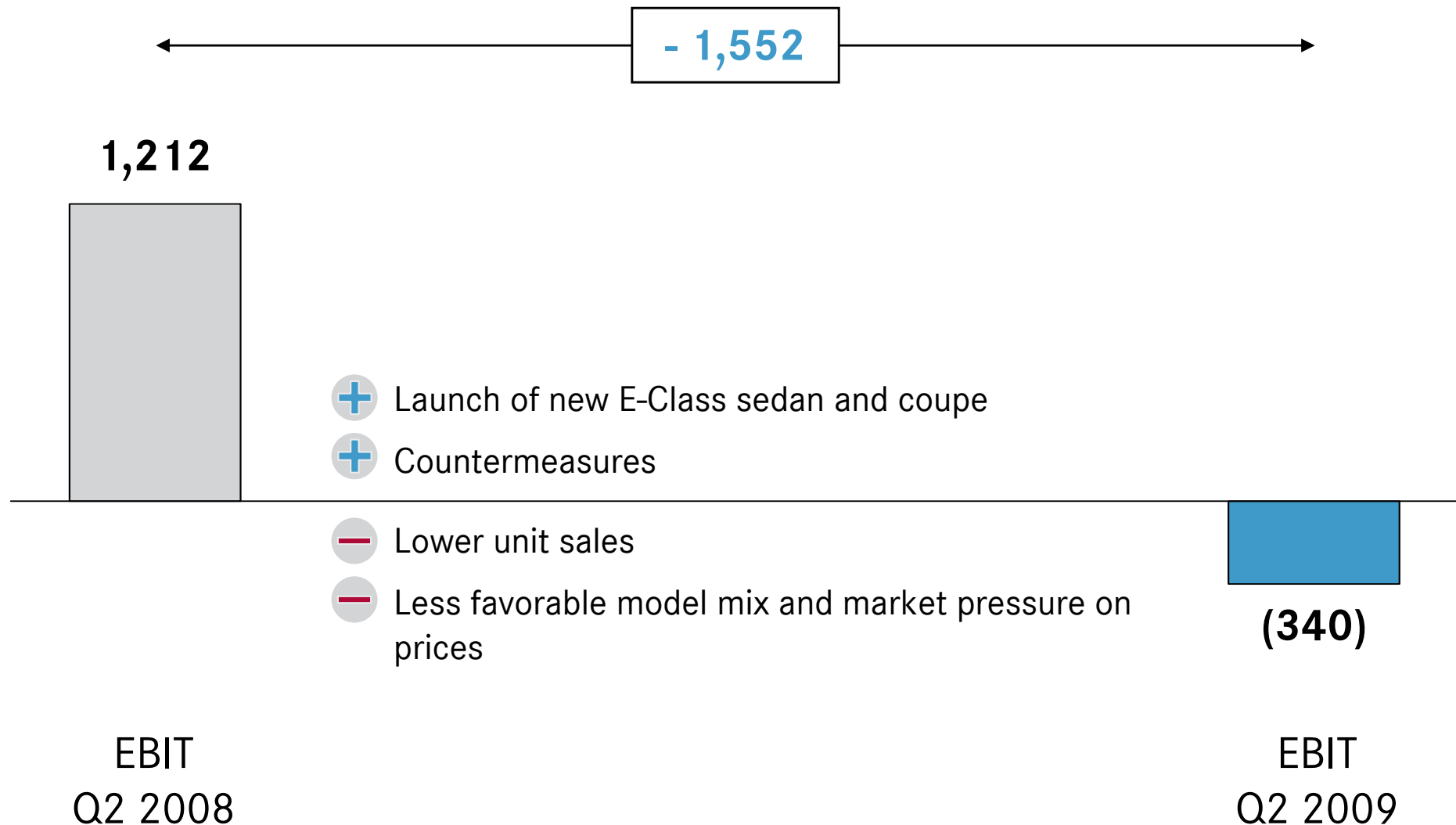


Revenue
- in billions of € -



Successful launch of new E-Class could not fully compensate for lower unit sales

- in millions of € -



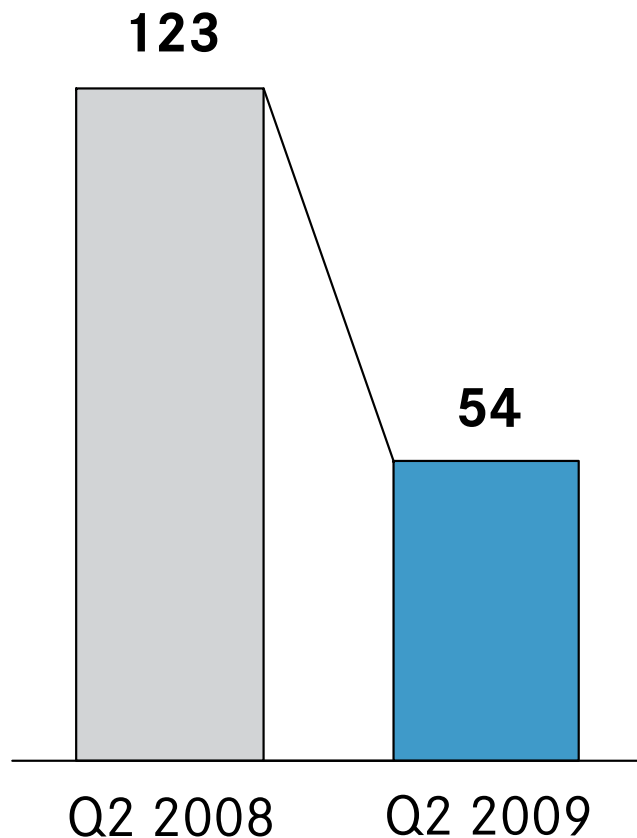
Product highlights



Lower unit sales and revenue as major markets show no signs of recovery

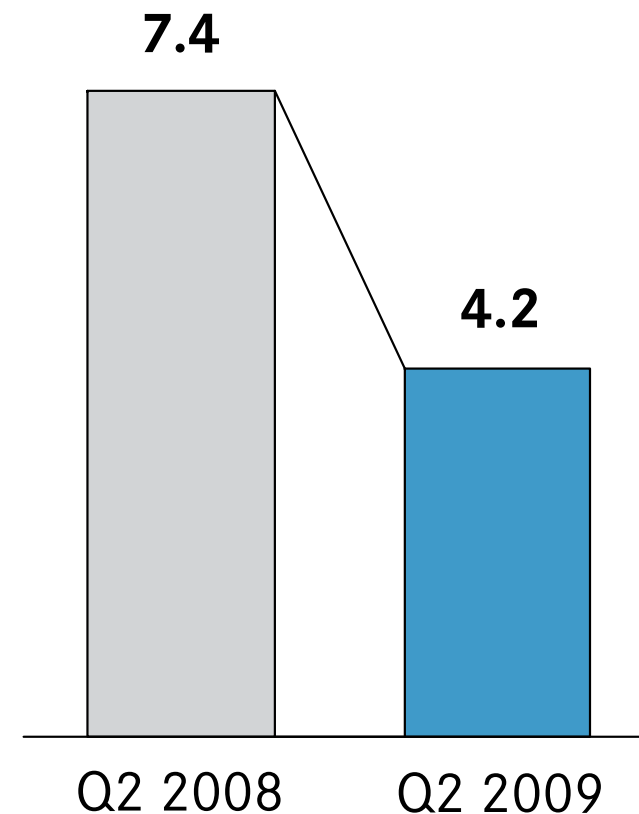
Unit sales

- in thousands of units -



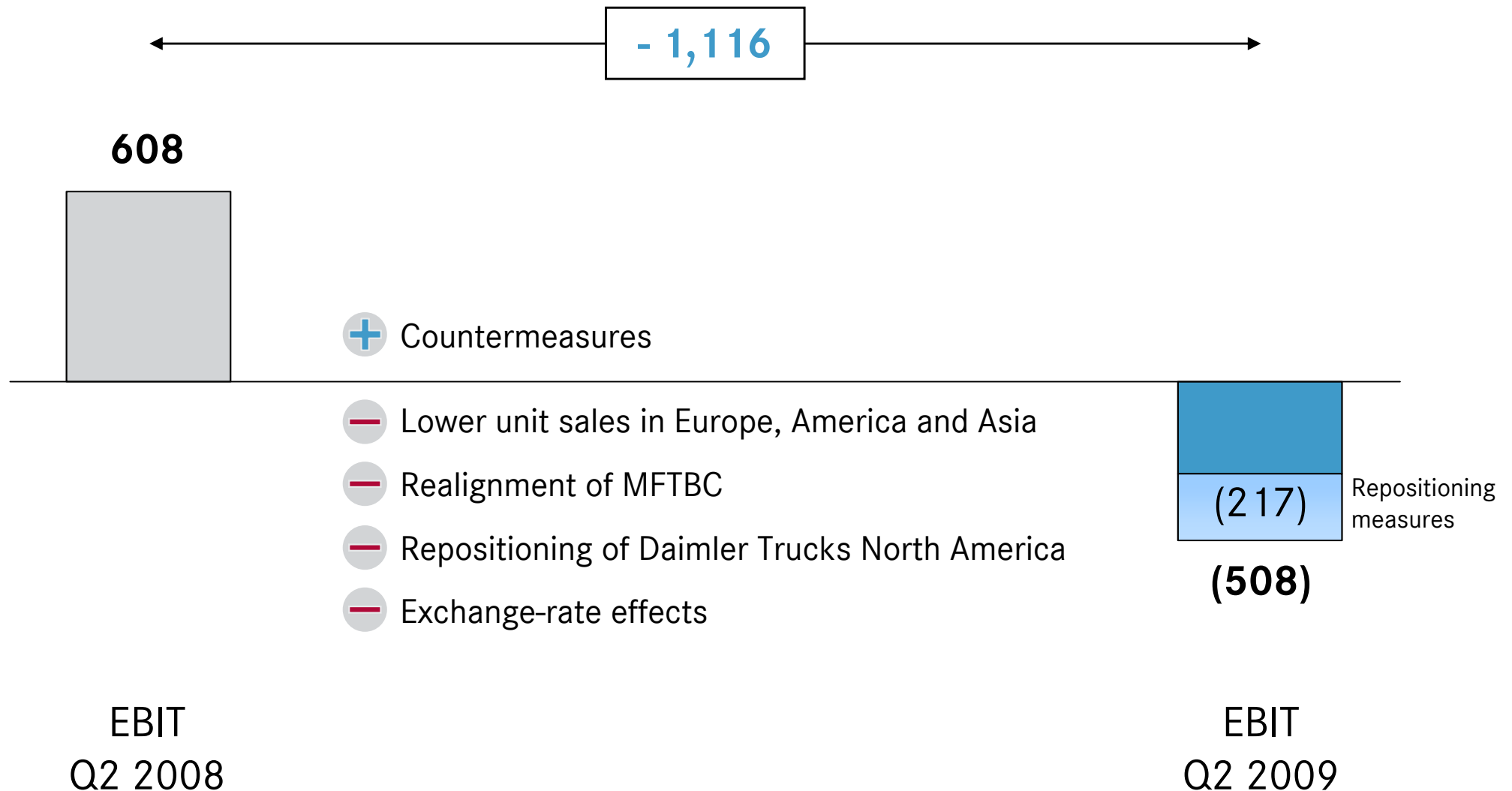
Revenue

- in billions of € -



Weak markets and repositioning in NAFTA and Asia caused negative EBIT

- in millions of € -



Product highlights

Mercedes-Benz Actros Construction



Mitsubishi Fuso Canter Euro 5



Freightliner Business Class M2e



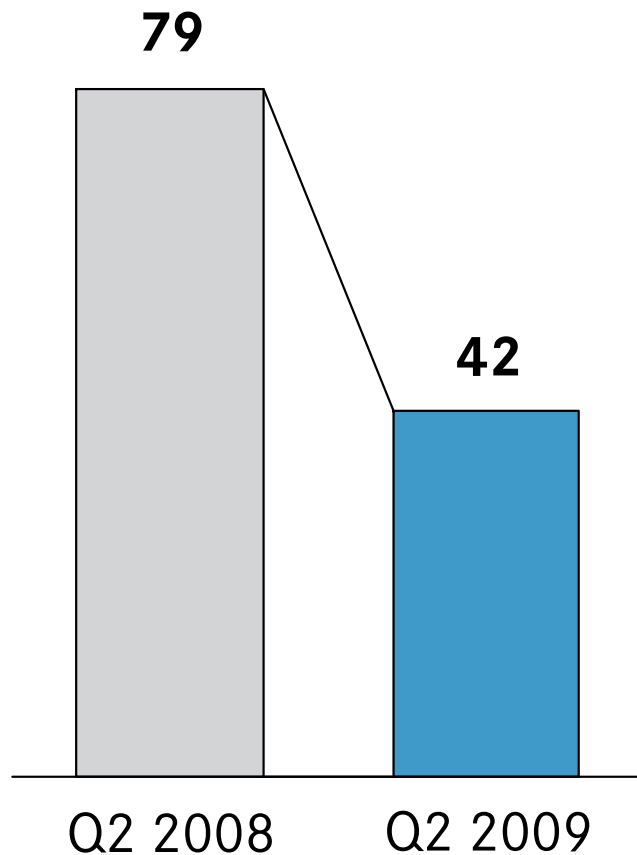
Mercedes-Benz Unimog U 500



Van markets continued to be very weak

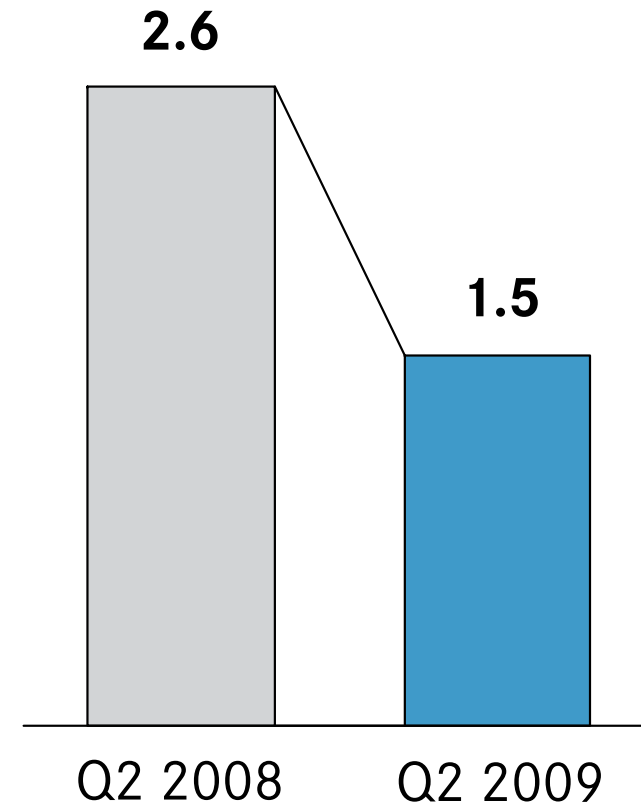
Unit sales

- in thousands of units -



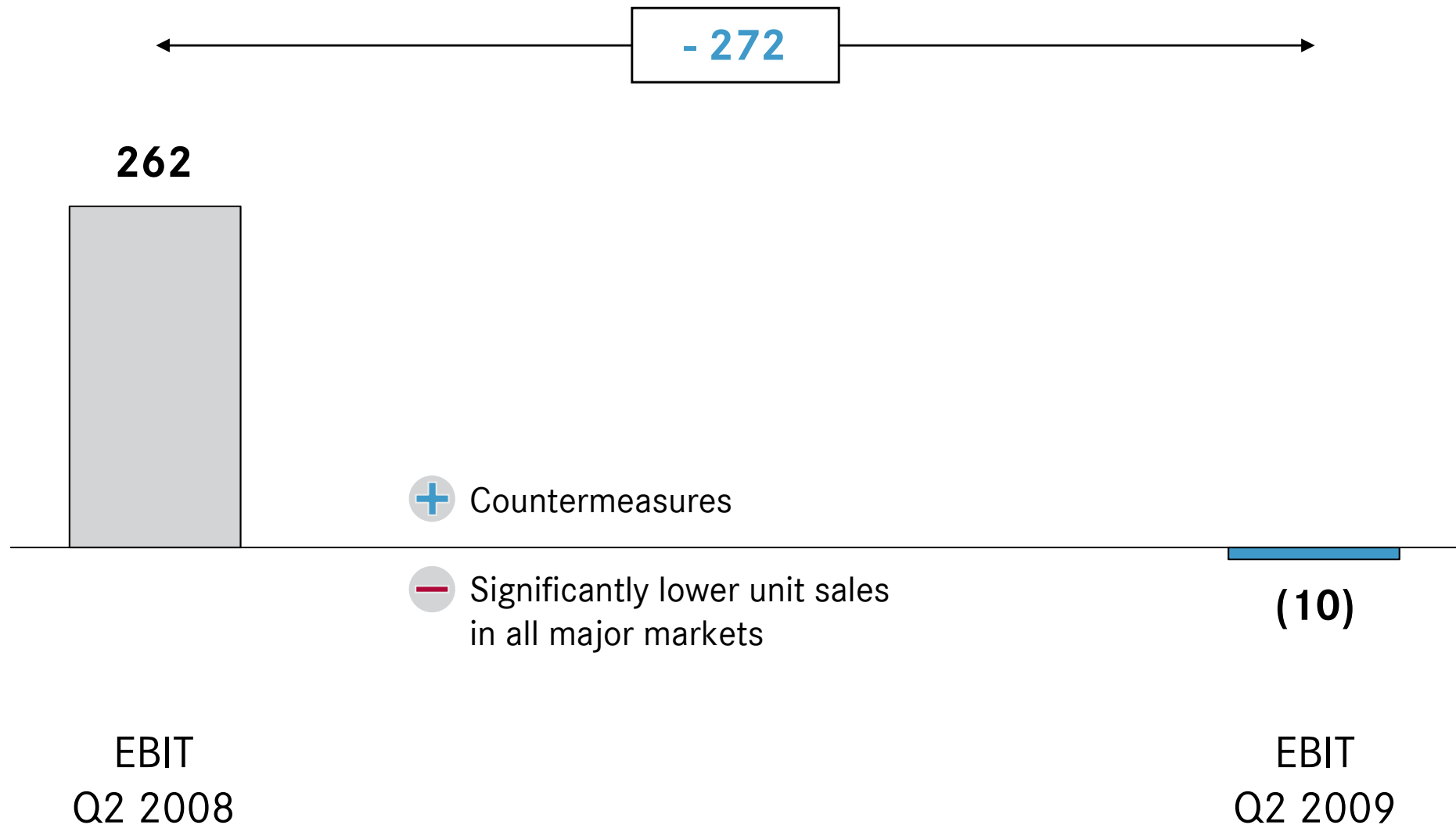
Revenue

- in billions of € -



Lower EBIT due to sharp decline in unit sales

- in millions of € -



Product highlights

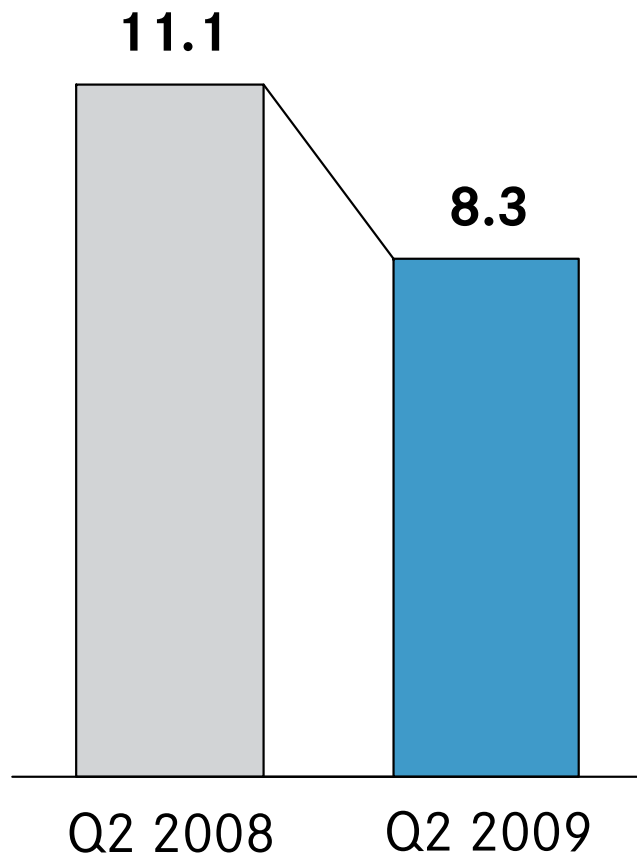
Mercedes-Benz Sprinter Euro 5



Weak business in Latin America; Europe less affected

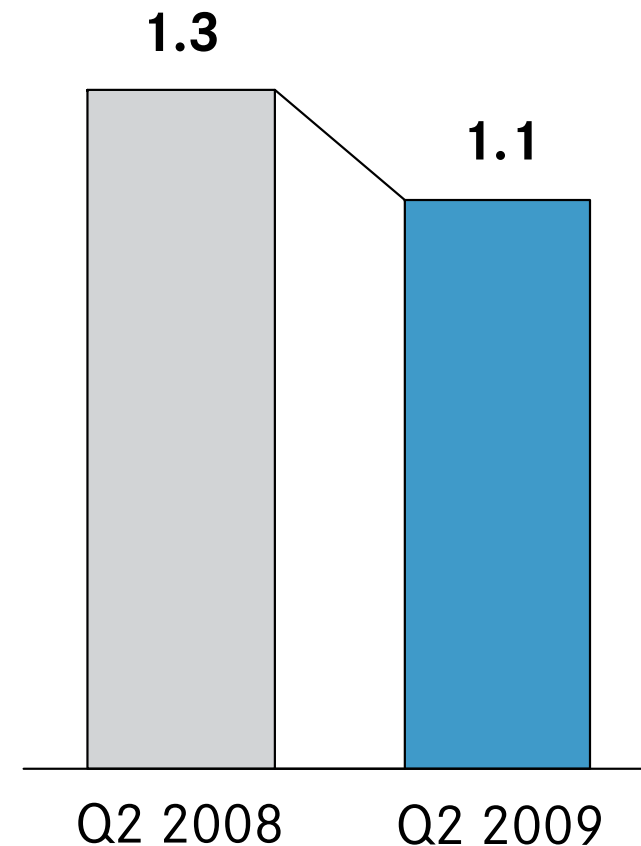
Unit sales

- in thousands of units -



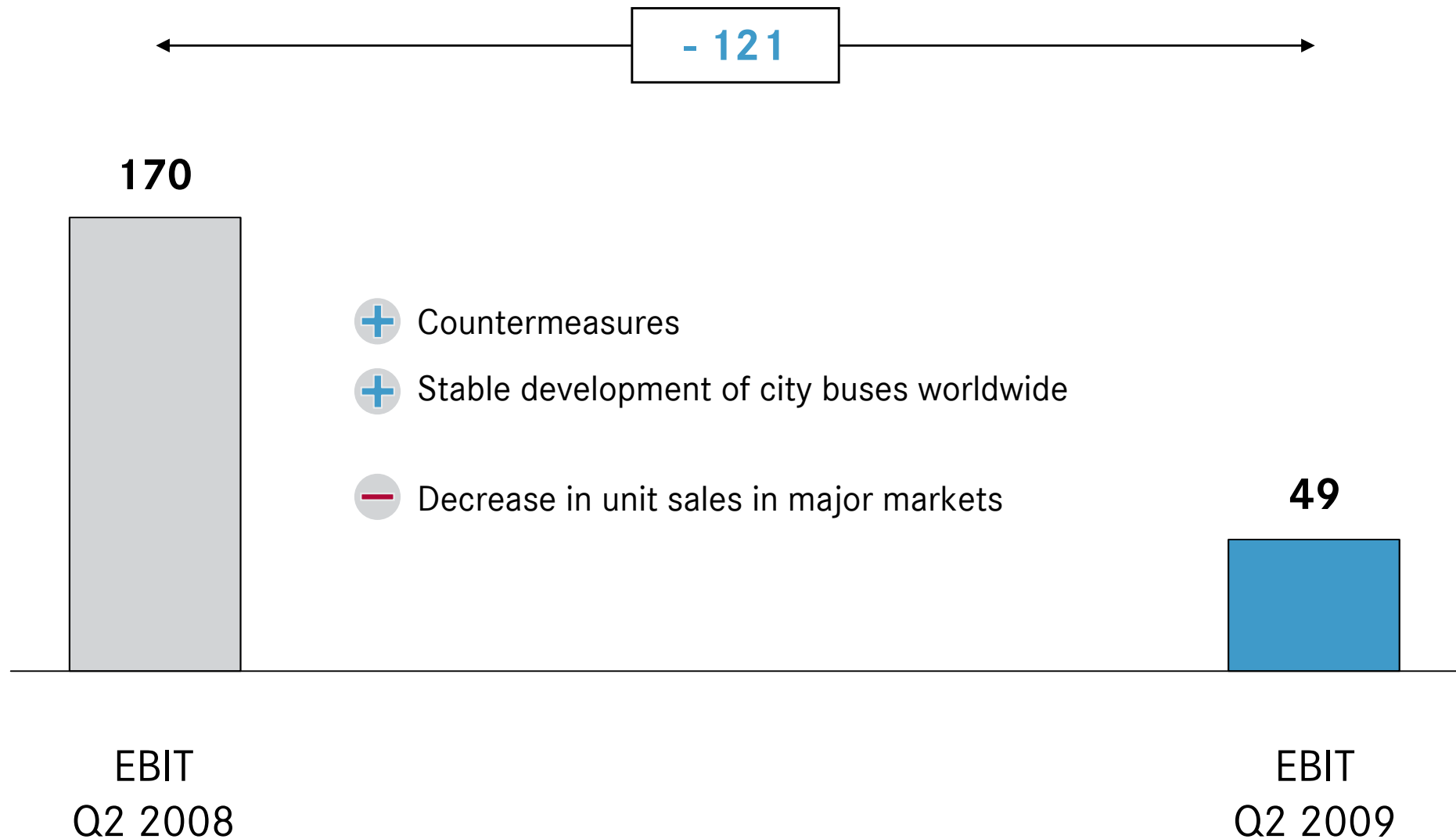
Revenue

- in billions of € -



Decrease in EBIT due to lower sales volume

- in millions of € -



Product highlights

Mercedes-Benz Travego Safety Coach



Mercedes-Benz Citaro FuelCELL-Hybrid



Mercedes-Benz Conecto



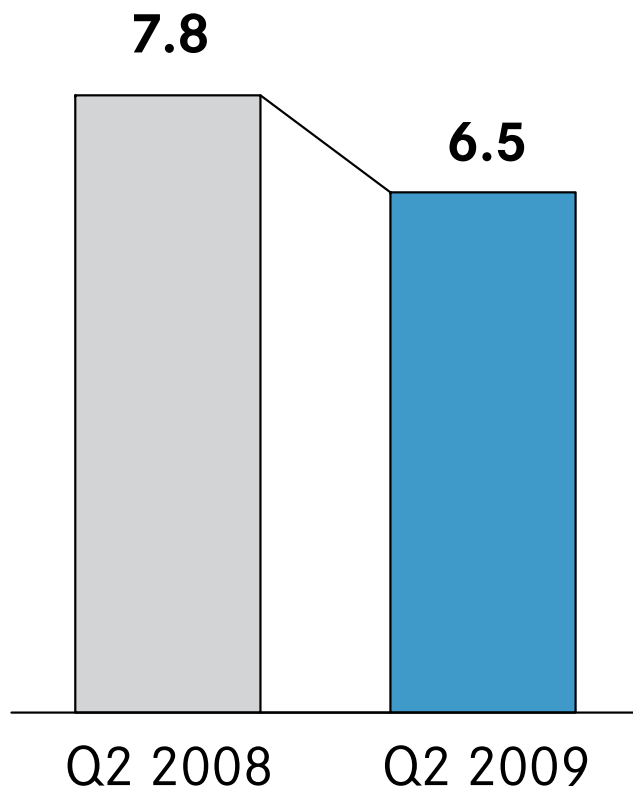
Setra ComfortClass 400



Lower contract volume compared to year-end 2008 and March 2009

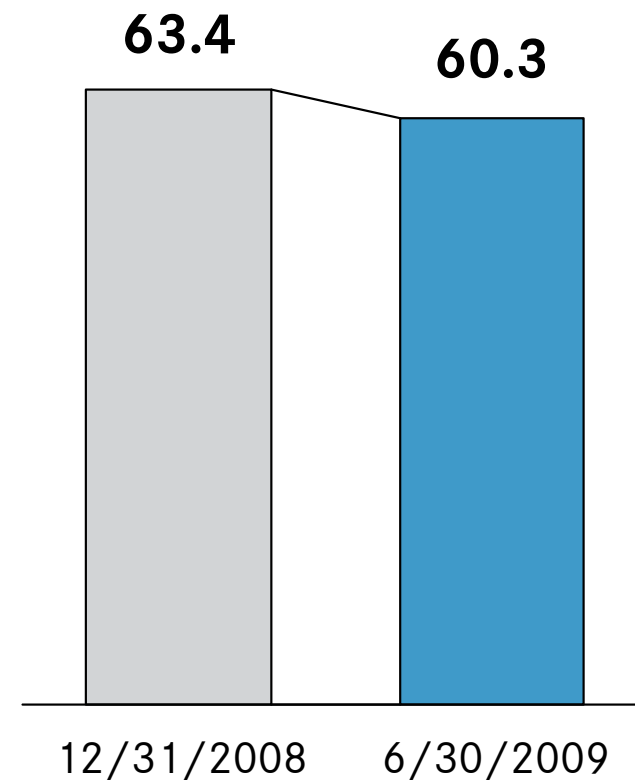
New business

- in billions of € -



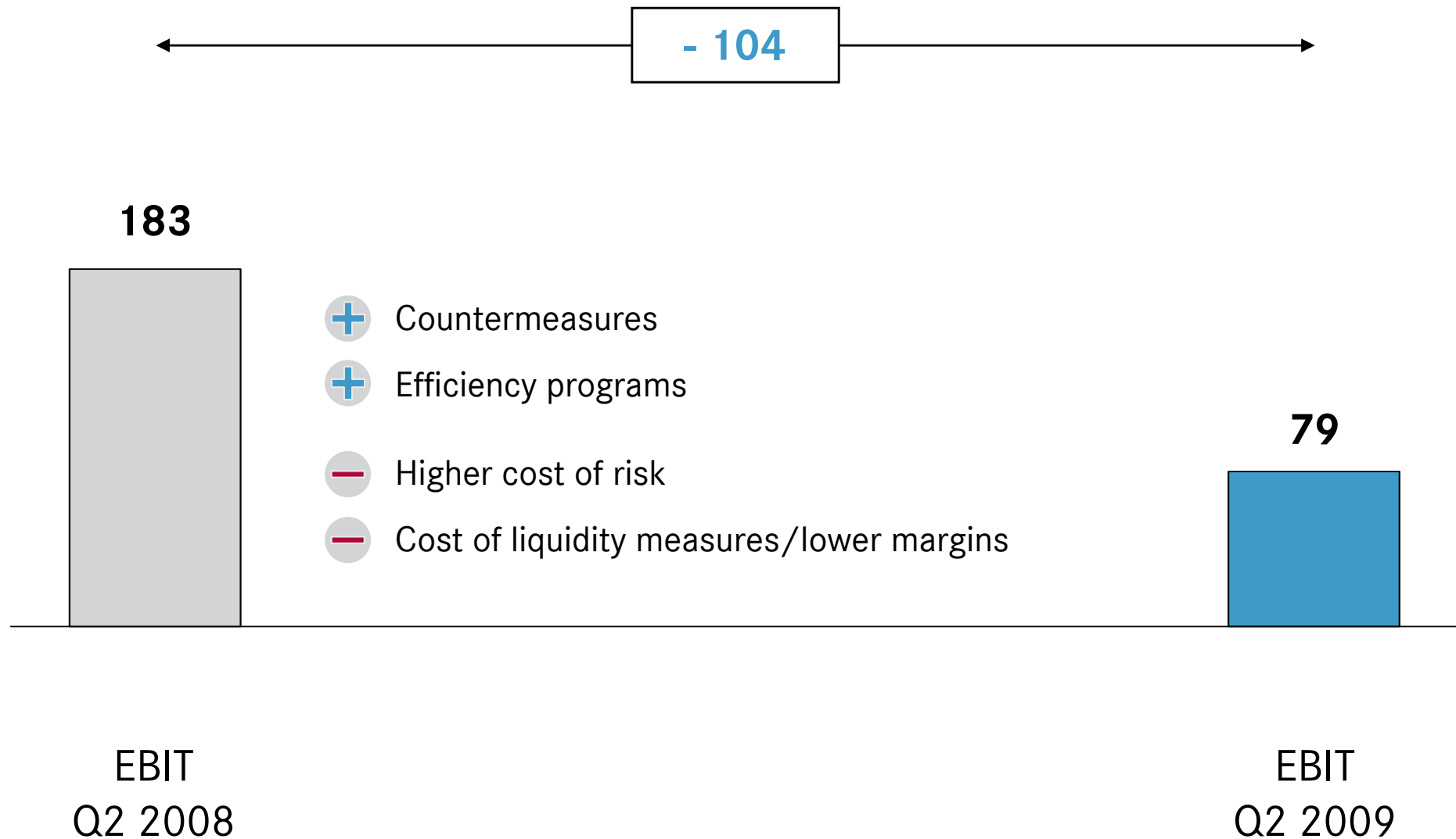
Contract volume

- in billions of € -

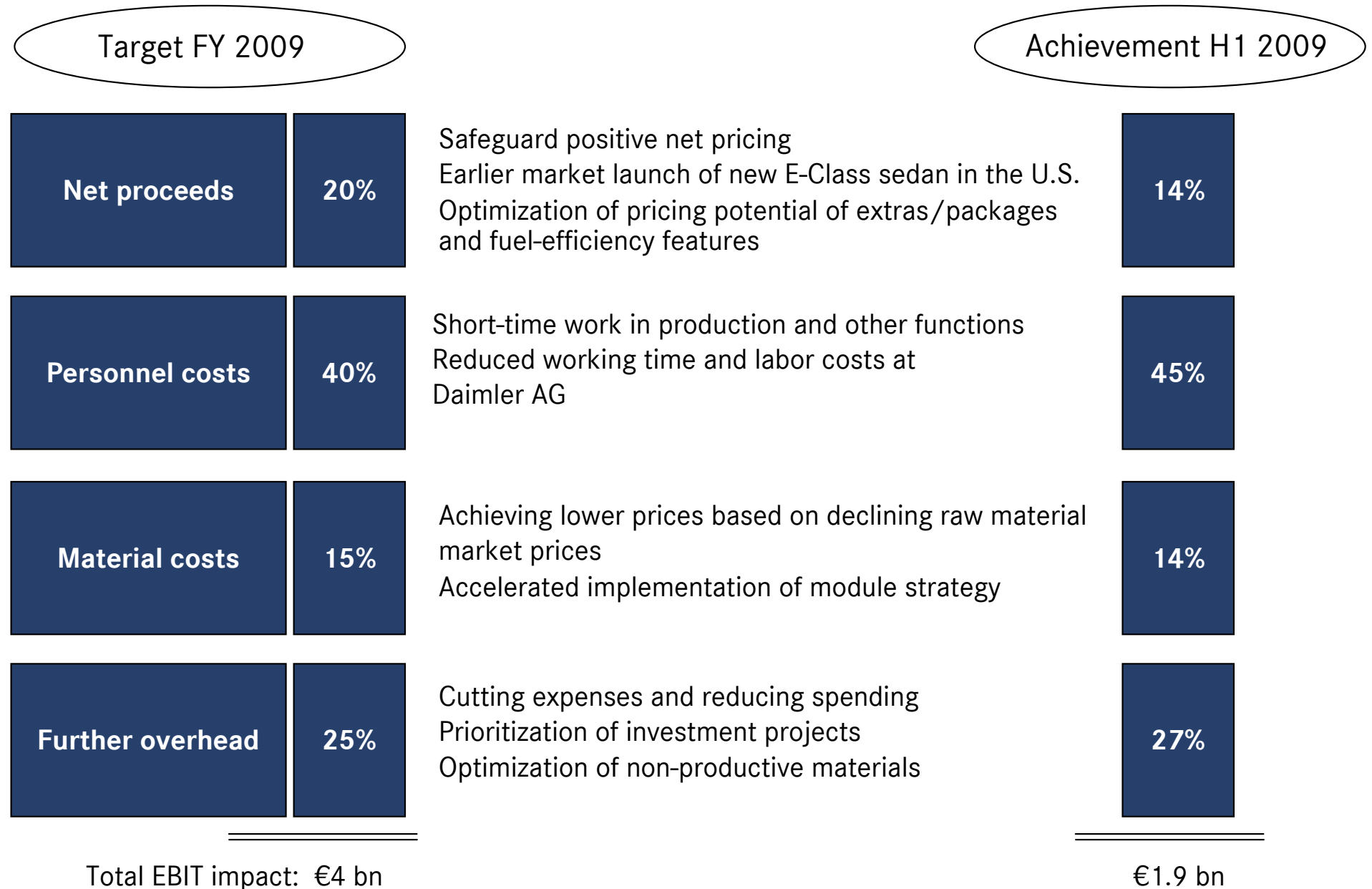


Financial Services affected by higher cost of risk

- in millions of € -



Countermeasures to stabilize earnings and cash flow



Significant improvement in Group EBIT from ongoing business

- in billions of € -	Q1 2009	Q2 2009
EBIT Daimler Group (as reported)	(1.4)	(1.0)
EBIT (excluding special reporting items)		
- Group	(1.4)	(0.4)
- Mercedes-Benz Cars	(1.1)	(0.3)
- Daimler Trucks	(0.1)	(0.3)
- Mercedes-Benz Vans	(0.1)	(0.0)
- Daimler Buses	0.1	0.0
- Daimler Financial Services	(0.2)	0.1

Assumptions for automotive markets in 2009

● Car markets

- Worldwide market contraction of approximately 15% expected

● Truck markets

- Continued depressed demand for medium- and heavy-duty trucks globally
- Western Europe -40% to -50%
- NAFTA -30% to -40%
- Japan -40% to -50%
- Market recovery earliest at the beginning of 2010

● Van markets

- No significant improvement expected compared to the market decline in H1

● Bus markets

- City bus market expected to be stable in 2009
- Ongoing difficult market for coaches and chassis

Outlook 2009 for Daimler unit sales

● Mercedes-Benz Cars

- H2 2009 with additional momentum from all new E-Class, new generation S-Class and full availability of the GLK
- H2 2009 unit sales above H1 2009 sales

● Daimler Trucks

- H2 2009 unit sales expected to stay at the level of H1 2009

● Mercedes-Benz Vans

- For H2 2009 only slight improvement expected compared to H1 2009

● Daimler Buses

- H2 2009 unit sales expected to remain at H1 2009 level

Outlook 2009 for EBIT

● Mercedes-Benz Cars

- Q2 confirms gradual improvement of Mercedes-Benz Cars' profitability
- H2 2009 with positive earnings due to expected sales development

● Daimler Trucks

- Continued significant burdens expected on H2 2009 results from significantly lower market demand

● Mercedes-Benz Vans

- Slight earnings improvement in H2

● Daimler Buses

- Positive EBIT in H2 2009 despite higher R&D expenditure for new products

● Daimler Financial Services

- H2 results expected to be slightly positive

● Daimler Group

- Group-wide measures of €4 bn initiated in order to reduce or avoid expenses and cash outflows in 2009
- Gradual improvement of operational earnings expected from ongoing business in H2

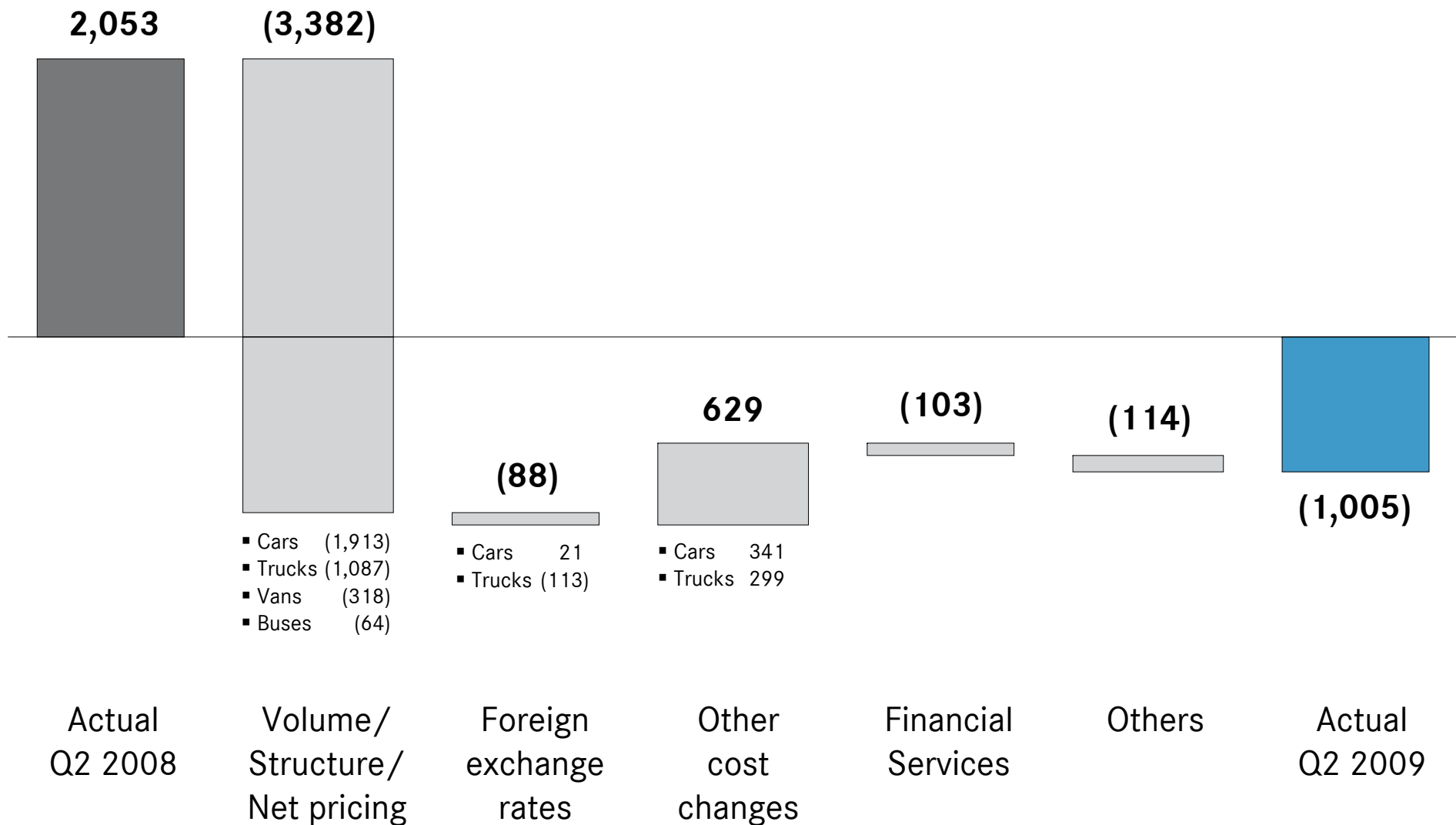
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Conference Call Q2 and Half-Year 2009 Results

Questions & Answers

Group EBIT in Q2 2009

- in millions of € -



Special items affecting EBIT

- in millions of € -	2nd quarter		January to June	
	2008	2009	2008	2009
Daimler Trucks				
Realignment of Mitsubishi Fuso Truck and Bus Corporation	-	(204)	-	(204)
Repositioning of Daimler Trucks North America	-	(13)	-	(58)
Reconciliation				
Sale of real estate	-	-	449	-
Transfer of shares in EADS	35	-	137	-
Equity-method result Chrysler	(356)	-	(696)	-
Other expenses related to Chrysler	(17)	(387)	(168)	(347)
New management model	(63)	-	(108)	-

Key balance-sheet and financial figures

- in billions of € -	Dec. 31, 2008	June 30, 2009
Daimler Group		
Equity ratio	24.3% *	23.3%
Gross liquidity	8.0	18.8
Industrial business		
Equity ratio	42.7% *	39.8%
Net liquidity	3.1	4.6
Free cash flow (January to June)	0.1	0.3

* Excluding dividend payment

Liquidity

- in millions of € -	December 31, 2008			June 30, 2009		
	Group	IB	FS	Group	IB	FS
Cash and cash equivalents	6,912	4,664	2,248	13,928	9,432	4,496
Marketable securities and term deposits	1,091	959	132	4,888	3,954	934
Gross liquidity	8,003	5,623	2,380	18,816	13,386	5,430
Financing liabilities (nominal)	(56,706)	(2,517)	(54,189)	(62,496)	(8,814)	(53,682)
Net liquidity	(48,703)	3,106	(51,809)	(43,680)	4,572	(48,252)

Financing liabilities (nominal)

- in billions of € -	June 30, 2009	thereof maturing in	
		Q3 2009	Q4 2009
Bonds	31.6	4.5	1.4
Bank loans	14.8	2.7	2.1
ABS	0.8	0.2	0.1
Commercial paper	0.7	0.6	0.1
Account deposits *	13.6	6.3 **	0.6
Other	1.0	0.1	0.1
Total	62.5	14.5	4.4

* Outflow based on maturity

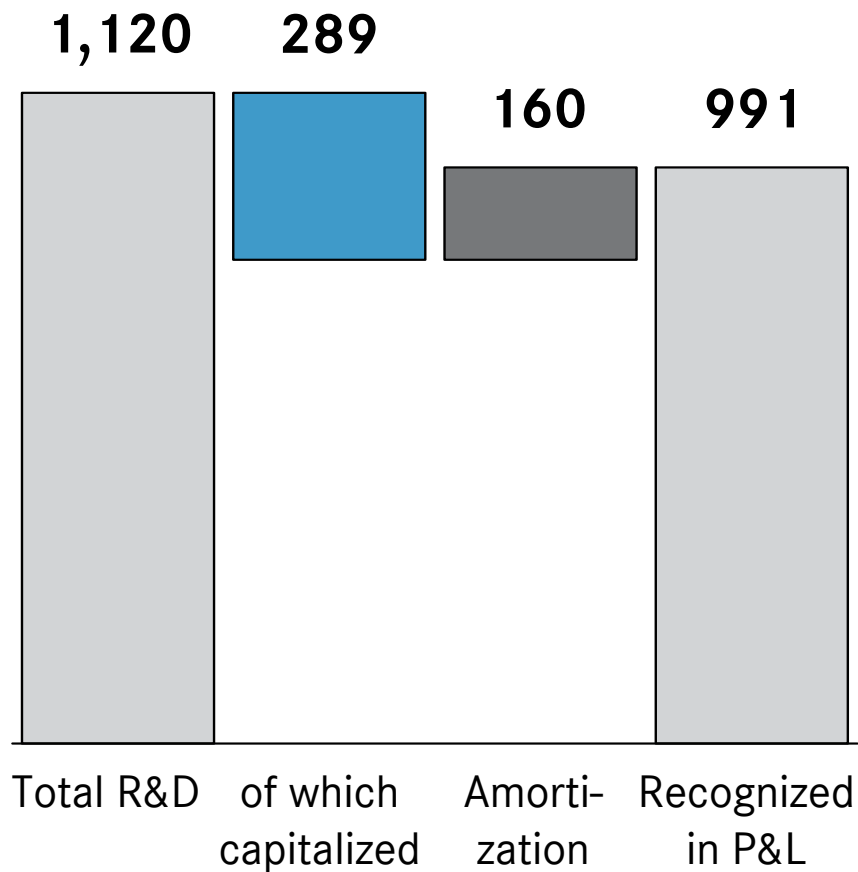
** Thereof €5.3 bn daily cash accounts

Funding status of pension and healthcare benefits

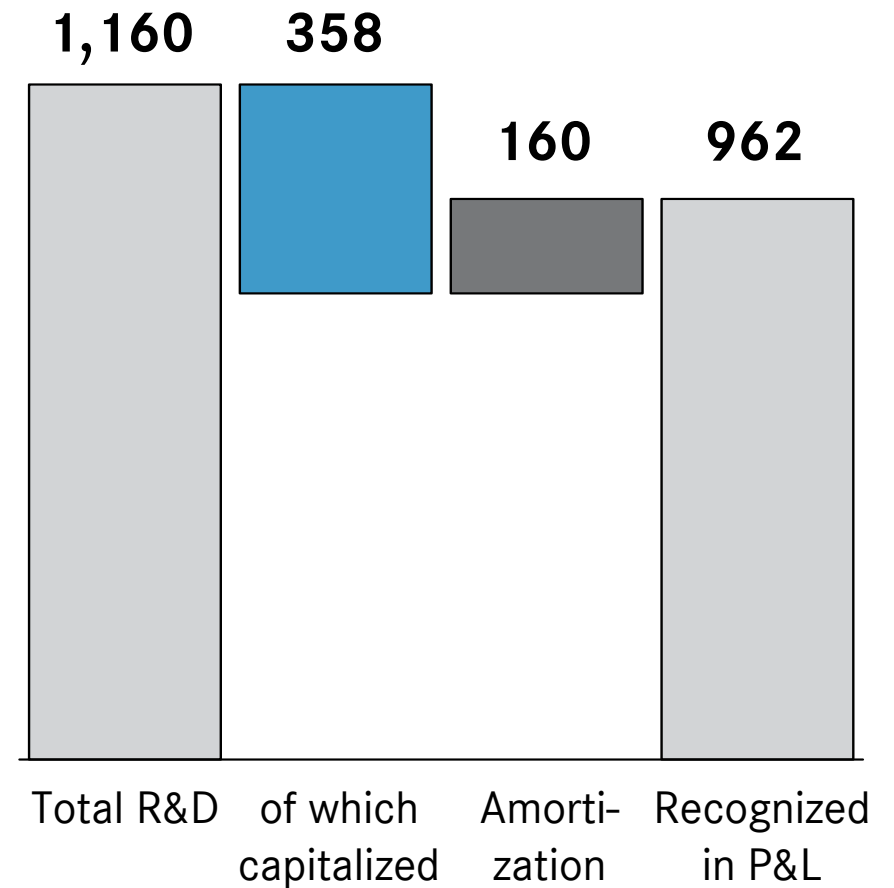
- in billions of € -	Dec. 31, 2008	June 30, 2009
Pension benefits		
Benefit obligations	(15.0)	(15.2)
Plan assets	10.1	9.9
Funded status	(4.9)	(5.3)
Healthcare benefits		
Benefit obligations	(1.0)	(1.0)
Plan assets	0.0	0.0
Reimbursement Medicare Act	0.1	0.1
Funded status	(0.9)	(0.9)

Research & development costs

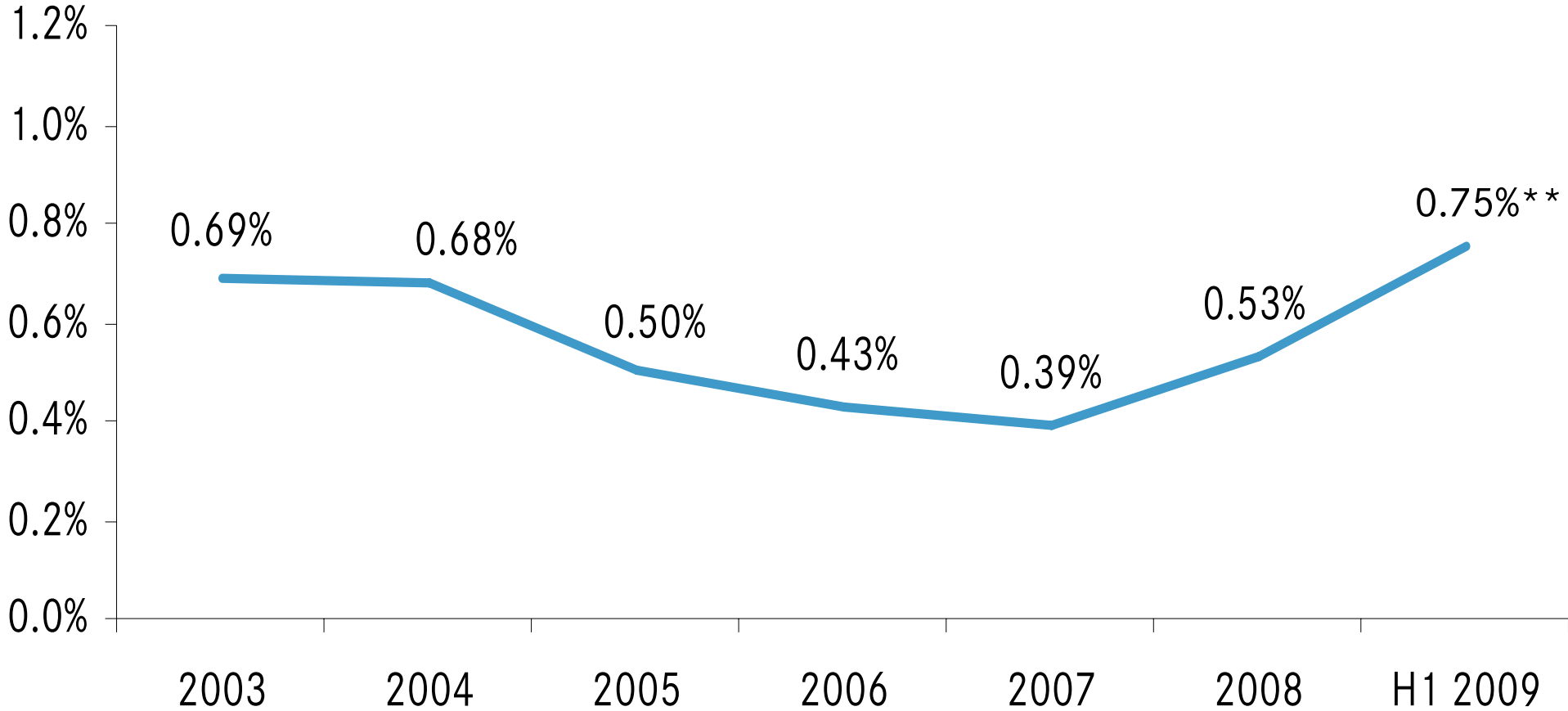
Q2 2008
- in millions of € -



Q2 2009
- in millions of € -



Economic crisis is reflected by higher net credit losses*



* percent of global automotive portfolio, subject to credit risk

** annualized rate

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 a lack of improvement or a further deterioration of global economic conditions; a continuation or worsening of the turmoil in the credit and financial markets, which could result in ongoing high borrowing costs or limit our funding flexibility; changes in currency exchange rates and interest rates; the introduction of competing, fuel efficient products and the possible lack of acceptance of our products or services which may limit our ability to adequately utilize our production capacities or raise prices; price increases in fuel, raw materials, and precious metals; disruption of production due to shortages of materials, labor strikes, or supplier insolvencies; a further decline in resale prices of used vehicles; the effective implementation of cost reduction and efficiency optimization programs at all of our segments, including the repositioning of our truck activities in the NAFTA region and in Asia; the business outlook of companies in which we hold an equity interest, most notably EADS; 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 outcome 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 and under the headings “Risk Factors” and “Legal Proceedings” in Daimler’s most recent Annual Report on Form 20-F filed with the Securities and Exchange Commission. 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.