

DAIMLER

Q3 and January-September 2010 Results

October 28, 2010

Key financials

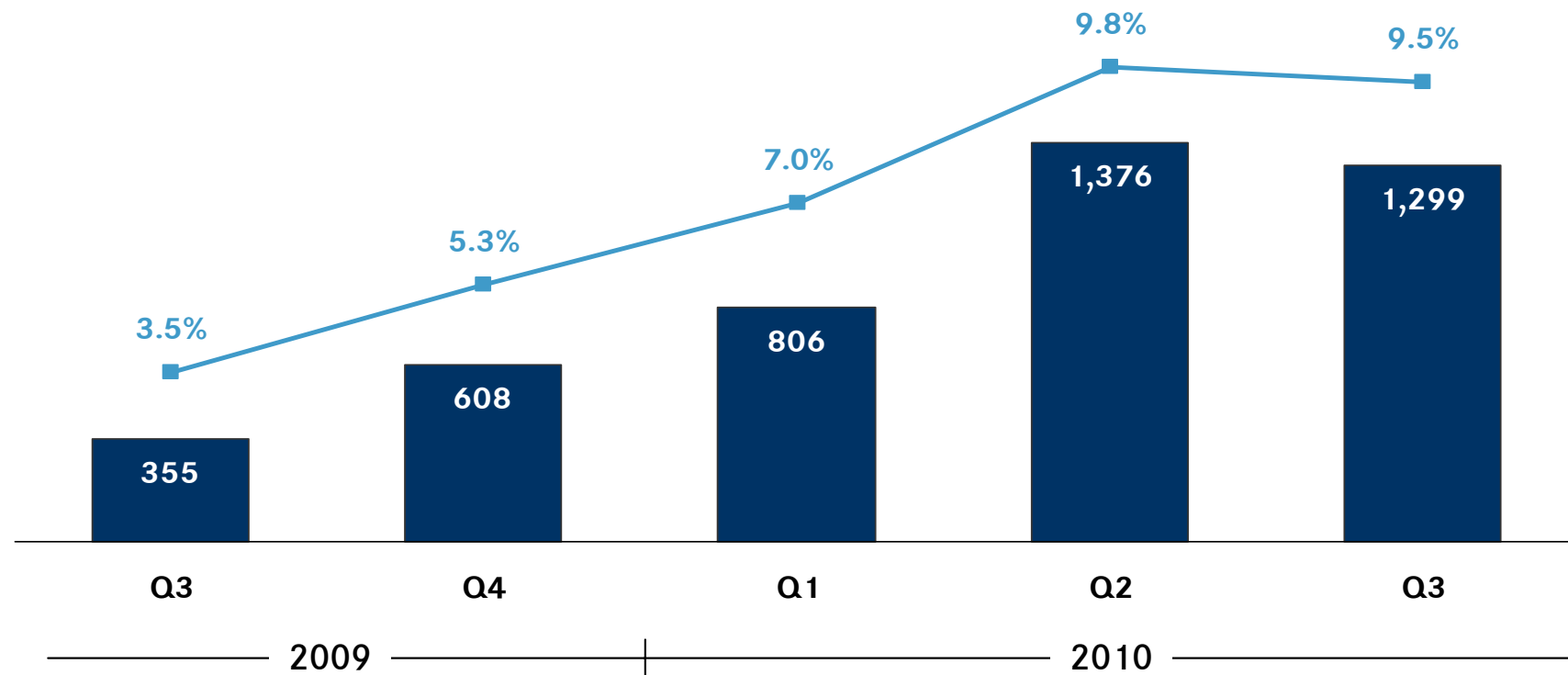
| - in billions of € - | Q3 2009 | Q3 2010 |
|--|---------|---------|
| Revenue | 19.3 | 25.1 |
| EBIT | 0.5 | 2.4 |
| Net profit | 0.1 | 1.6 |
| Earnings per share (in €) | 0.04 | 1.44 |
| Net liquidity industrial business (2009: year-end) | 7.3 | 11.9 |
| Free cash flow industrial business (January-September) | 2.3 | 5.3 |

Key developments Q3 2010

- Attractive new products presented at the Auto Shows in Hanover and Paris
- Strong EBIT performance driven by
 - significant volume growth in all divisions
 - maintained cost discipline
- Strong industrial cash flow
- Further progress on regional strategies

Positive development of EBIT over the last quarters

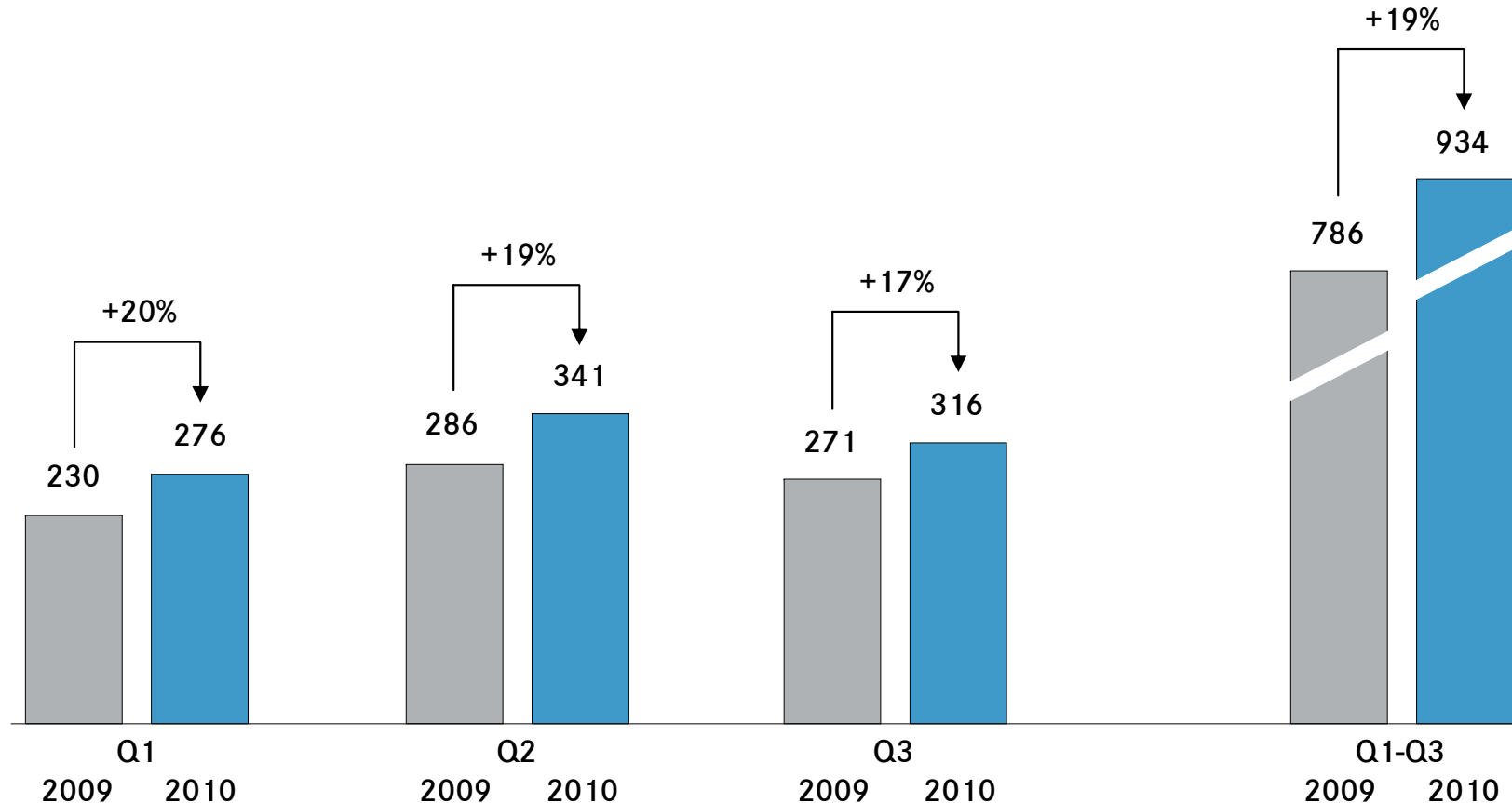
– EBIT in millions of €, return on sales in % –



- Strong increase driven by higher sales volume in all regions, especially in China and USA
- Favorable product mix and better pricing
- Positive exchange rate development and lower warranty costs
- Higher research and development expenditure

Unit sales rise by double-digit growth rates

– Unit sales in thousands* –

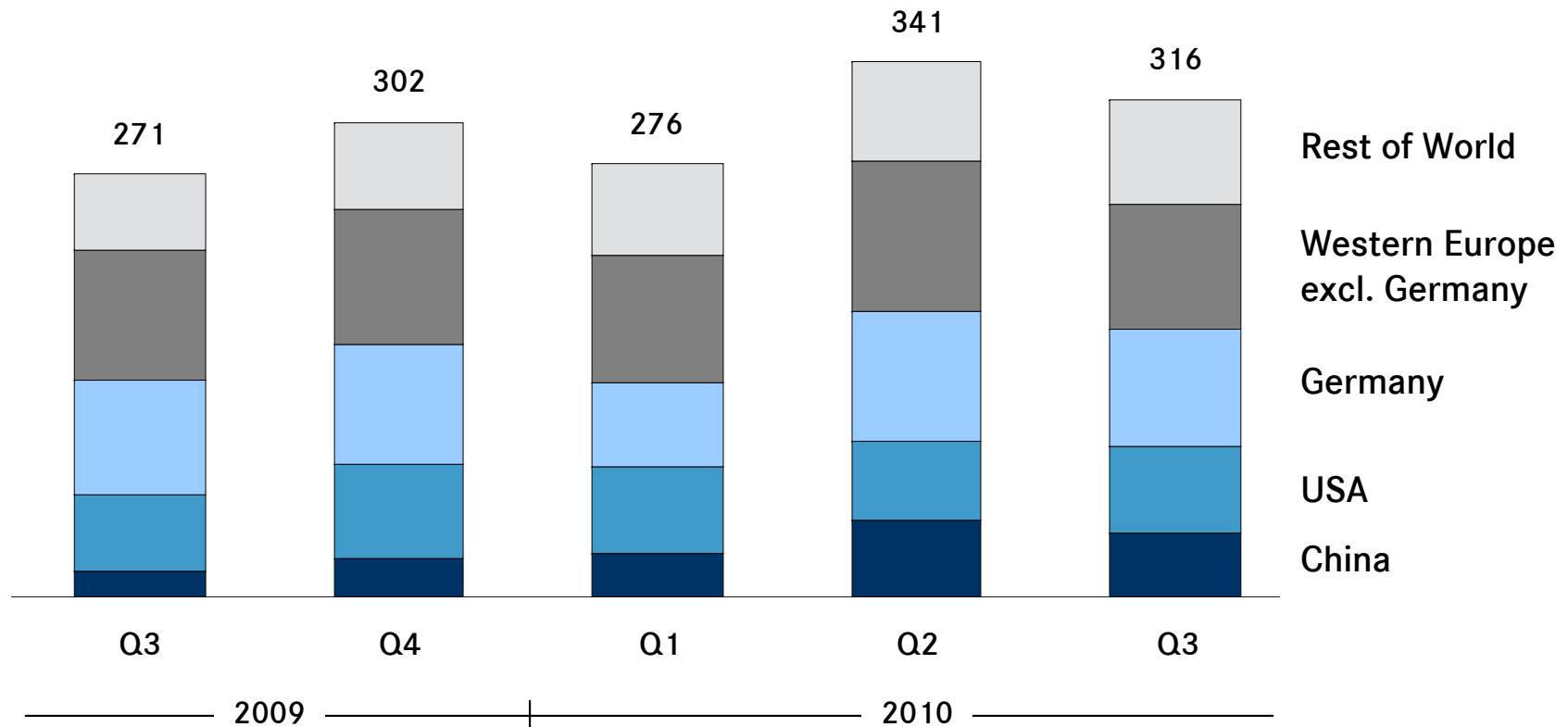


- Sales increased year-over-year by 19%
- Significant growth rates in each quarter and each month of the year
- Wholesale growth especially pronounced in China (+170% year-over-year)

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

Chinese market continues to gain importance

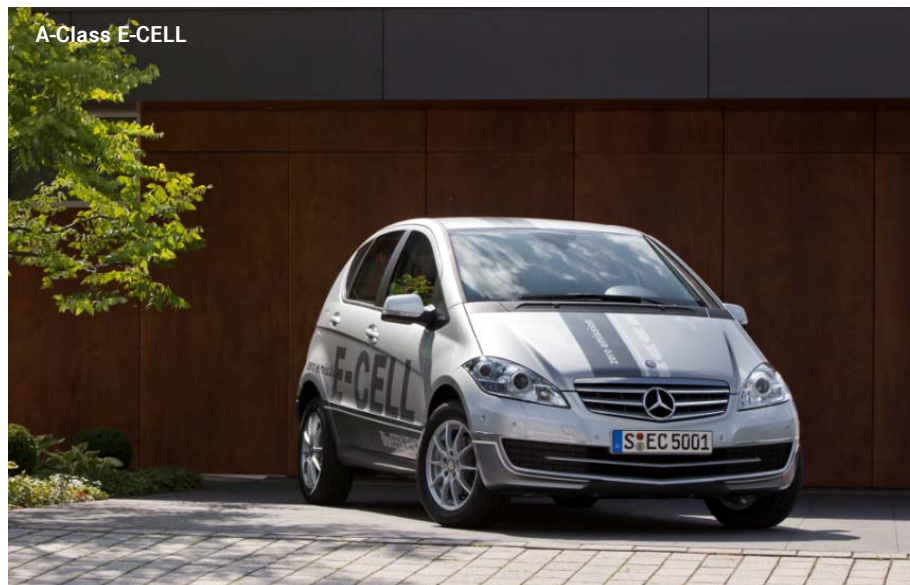
– Unit sales in thousands* –



- Market success of attractive and competitive model range
- Percentage of China on total unit sales rose from 6% to 13%
- Significant gains of market share in Germany

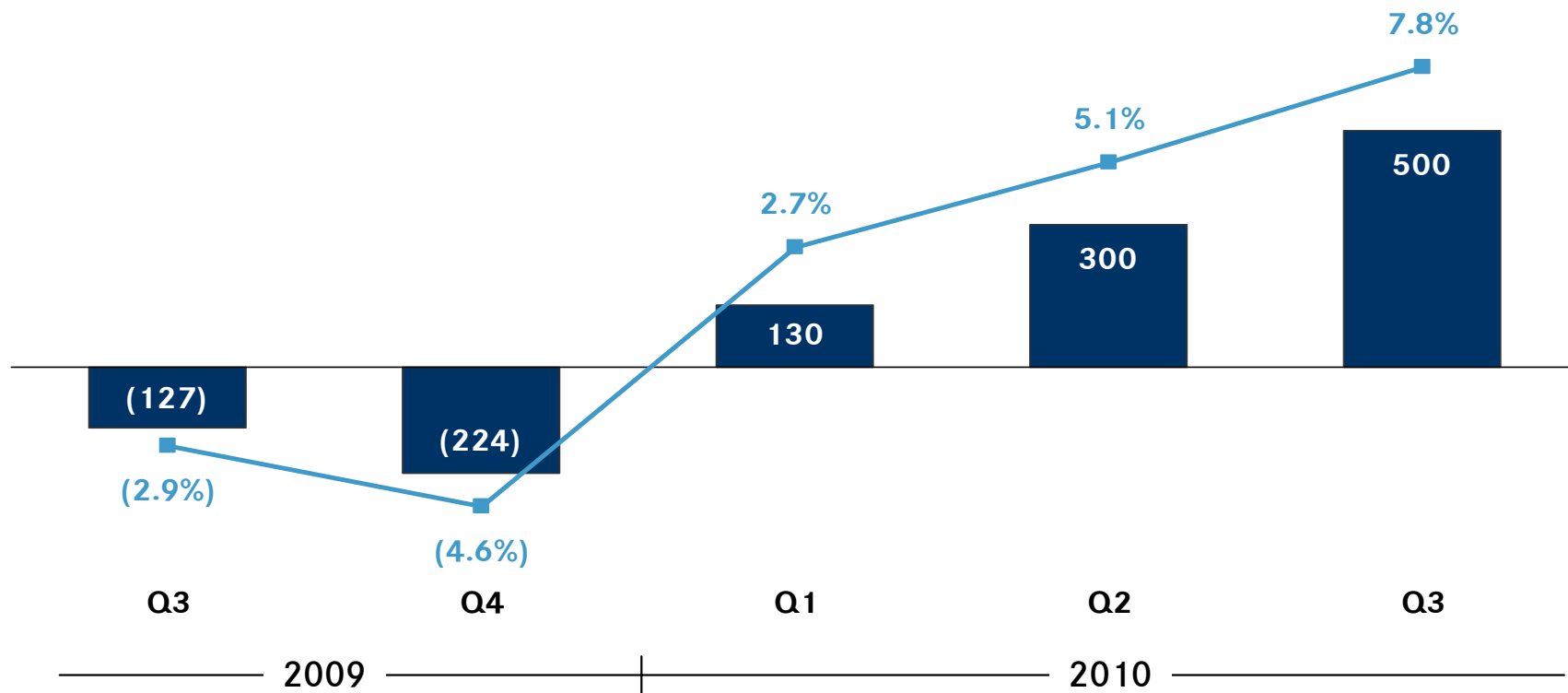
* Excluding Mitsubishi vehicles produced and/or sold in South Africa

Product highlights



Continued good performance mainly driven by higher volume and cost improvements

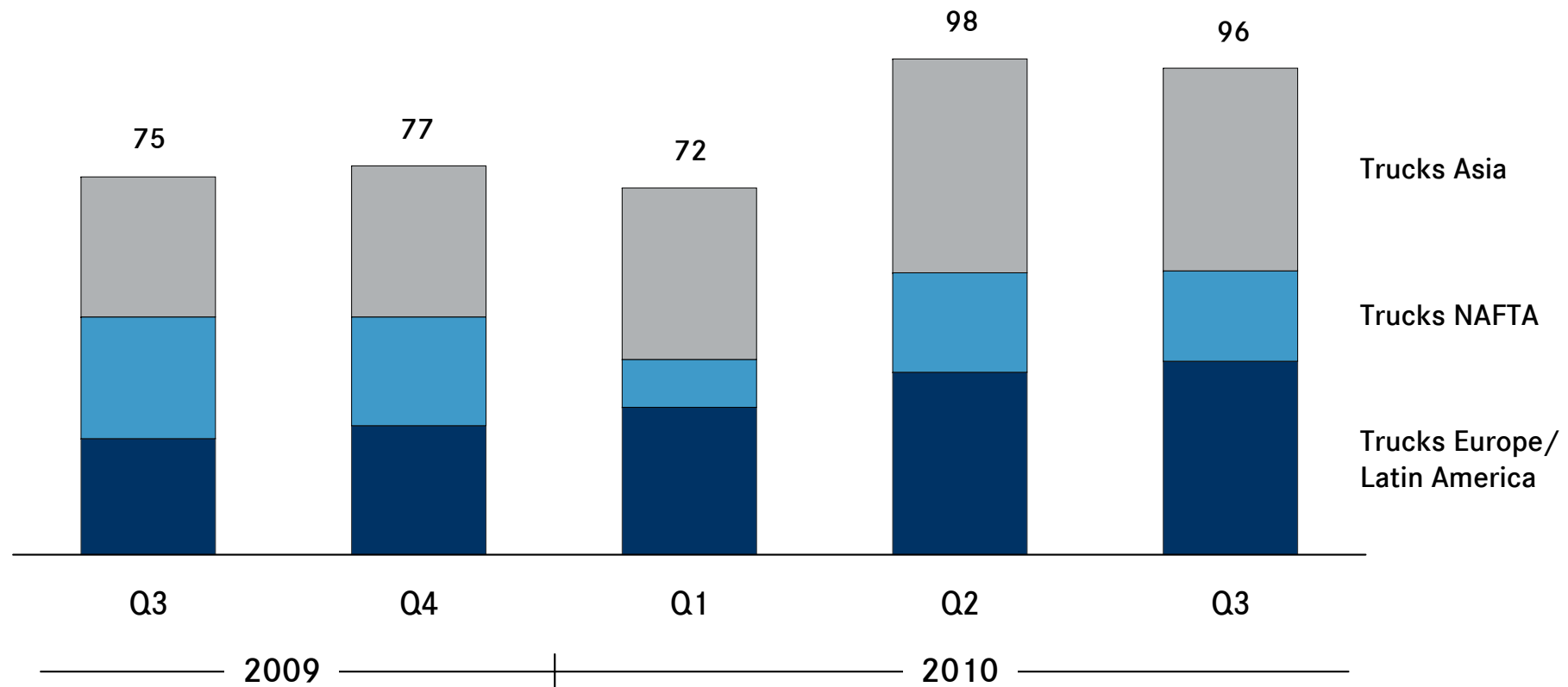
- EBIT in millions of €, return on sales in % -



- Sales increase in all core markets
- Efficiency enhancements in line with repositioning in Asia and North America
- Positive effects from the adjustment of health care and pension benefits in North America
- Charges from the revaluation of long-term warranty and service obligations and higher R&D

Incoming orders on high level

– Incoming orders in thousands of units –



- Incoming orders continued to exceed sales
- Positive development in nearly all regions, main improvement in Europe, Middle East and Latin America

Product highlights

Mercedes-Benz Actros



Mercedes-Benz Atego BlueTec Hybrid



New Mercedes-Benz Axor

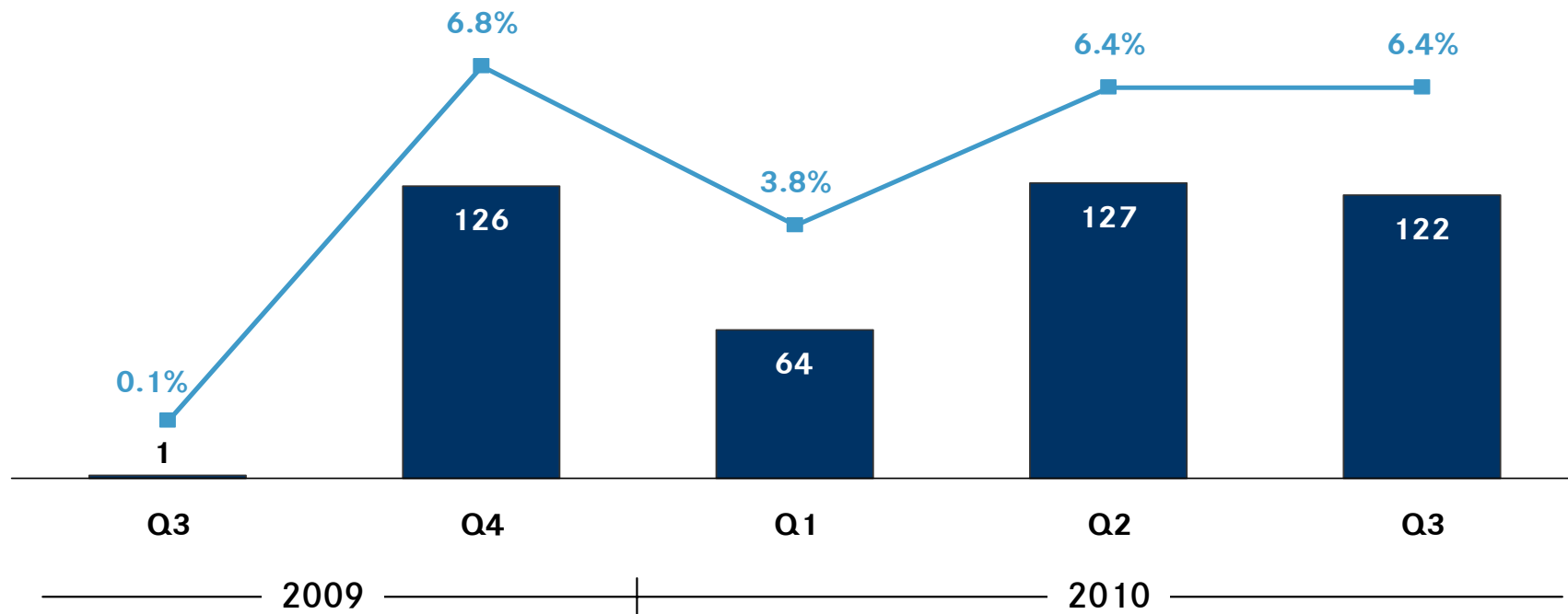


Fuso Canter E-CELL



Strong earnings performance at Mercedes-Benz Vans

– EBIT in millions of €, return on sales in % –



- Strong earnings improvement compared to Q3 2009 mainly due to higher sales volume
- Successful implementation of efficiency measures

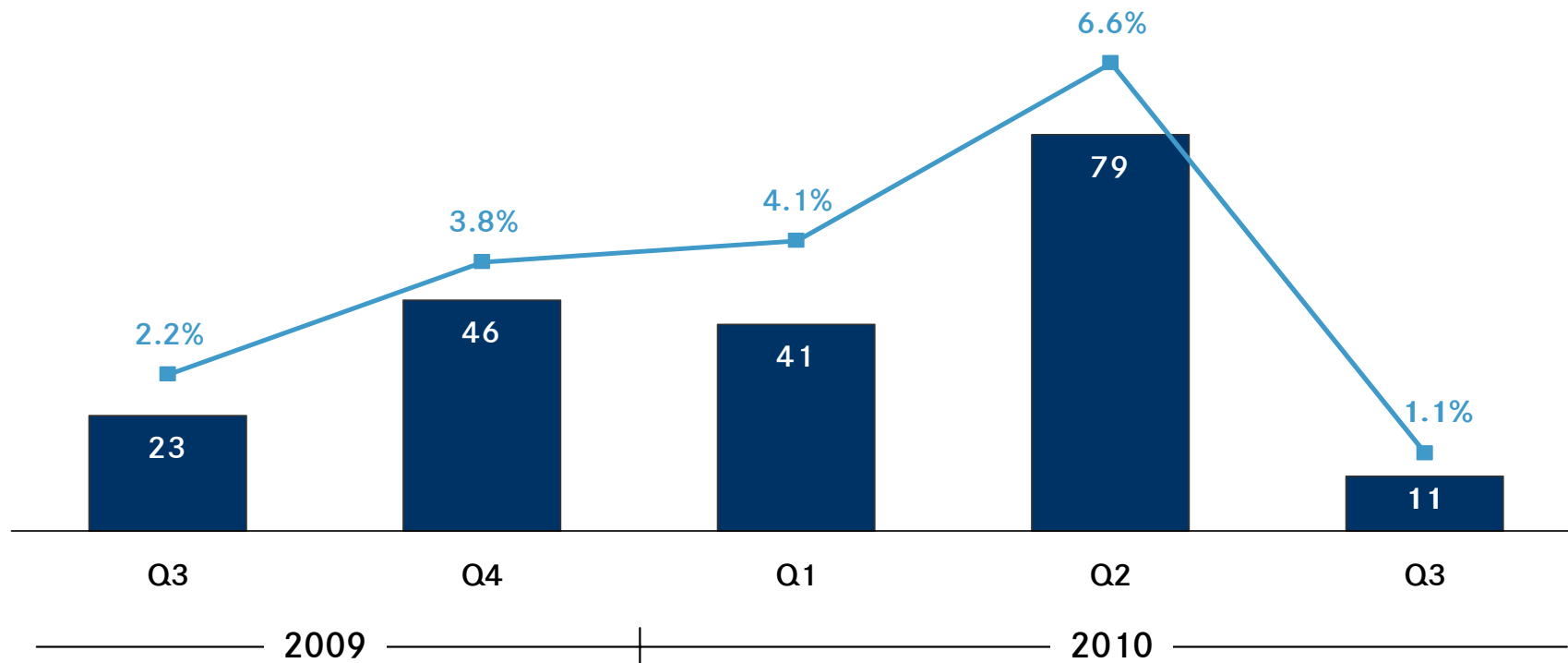
Product highlights



New generation Mercedes-Benz Viano

Good performance in Latin America could not compensate decline in complete bus business

– EBIT in millions of €, return on sales in % –



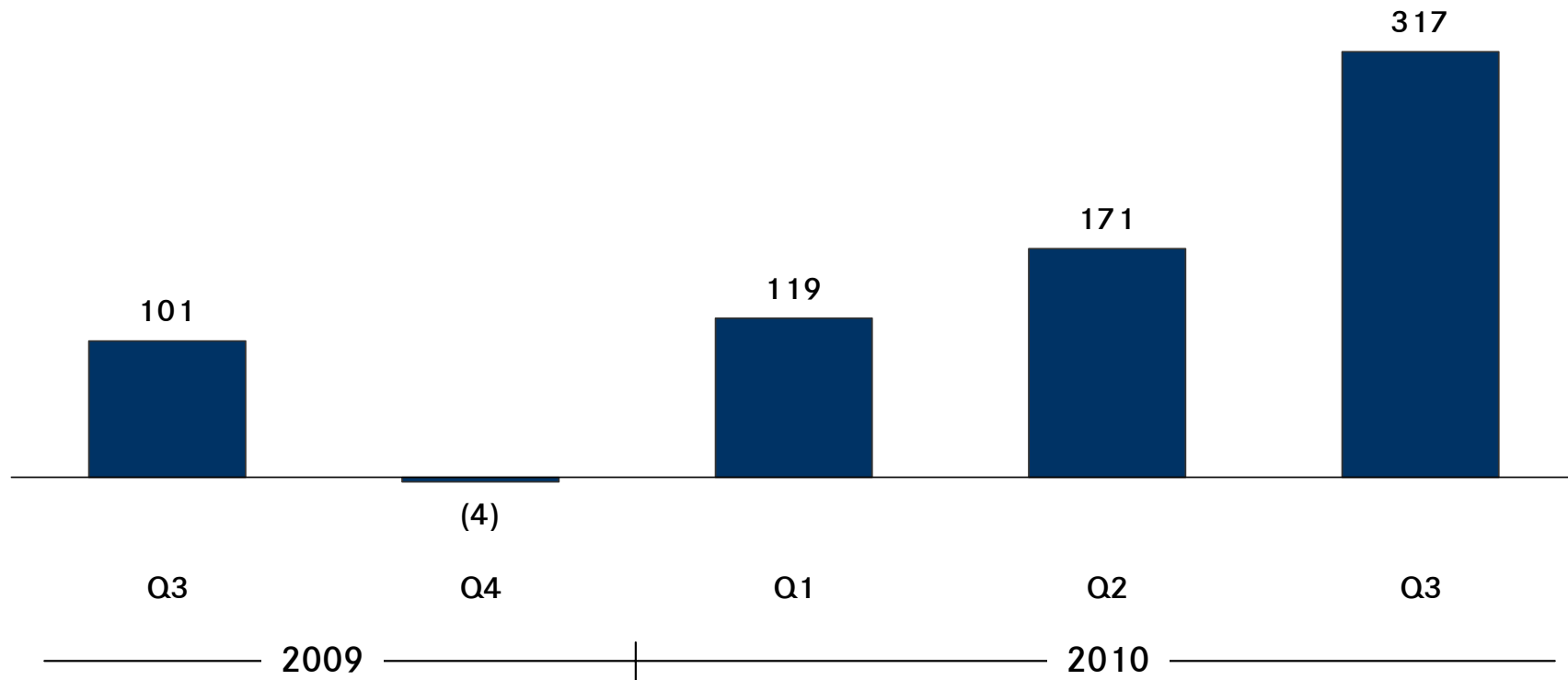
- Less favorable model mix
- Significantly higher deliveries of bus chassis in Latin America, especially in Brazil
- Q3 results impacted by declining sales volume of complete buses in Western Europe

Product highlights



Significantly higher Q3 EBIT

- EBIT in millions of € -



- Lower cost of risk
- Higher interest margins
- Dynamic growth in Asia

Strong earnings performance in 2010

– EBIT in millions of € –

| | Q3 2010 | Q1-Q3 2010 |
|----------------------------|---------|------------|
| Mercedes-Benz Cars | 1,299 | 3,481 |
| Daimler Trucks | 500 | 930 |
| Mercedes-Benz Vans | 122 | 313 |
| Daimler Buses | 11 | 131 |
| Daimler Financial Services | 317 | 607 |
| Reconciliation | 169 | 250 |
| Daimler Group | 2,418 | 5,712 |

Assumptions for automotive markets in 2010

● Car markets

- Worldwide market expected to grow by approximately 9%
- Growth potential in particular in BRIC markets

● Truck markets

- Demand for medium- and heavy-duty trucks expected to increase globally, driven by Latin America, North America and Asia
- Europe: +5%
- NAFTA region: +10 to 15%
- Brazil: +50%
- Japan: +20 to 30%

● Van markets

- Positive market development expected from low level

● Bus markets

- Growing worldwide market primarily driven by Latin American markets, while Western European bus market is expected to decline

Outlook 2010 for Daimler sales

● Mercedes-Benz Cars

- Demand stimulated by attractive and competitive product portfolio
- Unit sales of the Mercedes-Benz brand expected to grow at a double-digit rate

● Daimler Trucks

- 2010 unit sales expected to increase significantly from low level
- Main driver is increased demand in Europe, Indonesia, Latin America and North America

● Mercedes-Benz Vans

- Significant increase of unit sales compared to 2009 expected

● Daimler Buses

- Higher unit sales anticipated due to growing chassis volume in Latin America

Outlook 2010 for EBIT

Mercedes-Benz Cars

- Results from ongoing business should benefit from continued high unit sales and improved margins
- We are expecting EBIT of approximately €4.5 billion

Daimler Trucks

- EBIT from ongoing business of more than €1.1 billion expected, driven by the volume growth, ongoing repositioning and efficiency programs

Mercedes-Benz Vans

- EBIT of approximately €430 million expected

Daimler Buses

- EBIT of approximately €180 million expected

Daimler Financial Services

- EBIT from ongoing business of more than €900 million expected

Daimler Group

- We are expecting EBIT from ongoing business of more than €7.0 billion
- For the reconciliation from ongoing business between the sum of the segments and the Group, charges of approximately €100 million are expected

DAIMLER

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Appendix

Key financials

| - in billions of € - | Q1-Q3 2009 | Q1-Q3 2010 |
|--|------------|-------------|
| Revenue | 57.6 | 71.4 |
| EBIT | (2.0) | 5.7 |
| Net profit | (2.3) | 3.5 |
| Earnings per share (in €) | (2.30) | 3.29 |
| Net liquidity industrial business (2009: year-end) | 7.3 | 11.9 |
| Free cash flow industrial business | 2.3 | 5.3 |

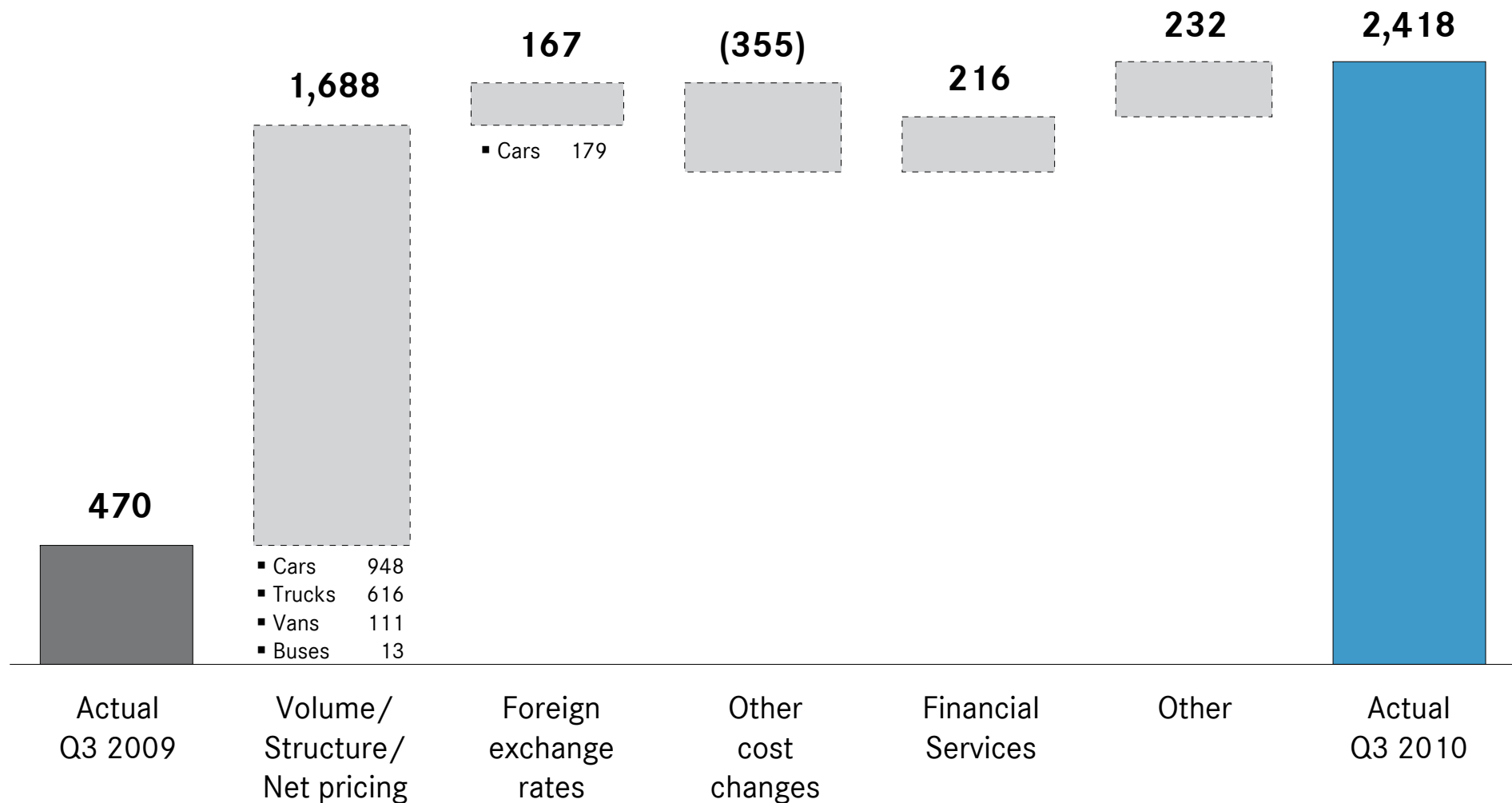
EBIT from ongoing business

- in millions of € -

| | Q3 2010 | Q1-Q3 2010 |
|-----------------------------------|---------|------------|
| Group as reported | 2,418 | 5,712 |
| Special reporting items and A400M | 396 | 295 |
| Group ongoing business | 2,022 | 5,417 |
| of which | | |
| Mercedes-Benz Cars | 1,299 | 3,481 |
| Daimler Trucks | 322 | 783 |
| Mercedes-Benz Vans | 122 | 313 |
| Daimler Buses | 11 | 131 |
| Daimler Financial Services | 317 | 705 |
| Reconciliation | (49) | 4 |

Group EBIT increased in Q3 2010 due to higher unit sales, improved model mix and better pricing

- in millions of € -



Special items affecting EBIT / A400M

| - in millions of € - | 3rd quarter | | Jan. to Sept. | |
|--|-------------|------|---------------|--------|
| | 2009 | 2010 | 2009 | 2010 |
| Daimler Trucks | | | | |
| Repositioning of Daimler Trucks North America | 10 | (13) | (48) | (29) |
| Repositioning of Mitsubishi Fuso Truck and Bus Corporation | (13) | 8 | (217) | (7) |
| Adjustment of health care and pension benefits | - | 183 | - | 183 |
| Daimler Financial Services | | | | |
| Repositioning of business activities in Germany | - | - | - | (78) |
| Sale of non-automotive assets | 3 | - | (19) | (20) |
| Reconciliation | | | | |
| Gain related to a legal dispute | - | 218 | - | 218 |
| Sale of equity interest in Tata Motors | - | - | - | 265 |
| Gains/(expenses) related to Chrysler | 48 | - | (299) | - |
| A400M military transport aircraft | | | | |
| | | - | | (237)* |

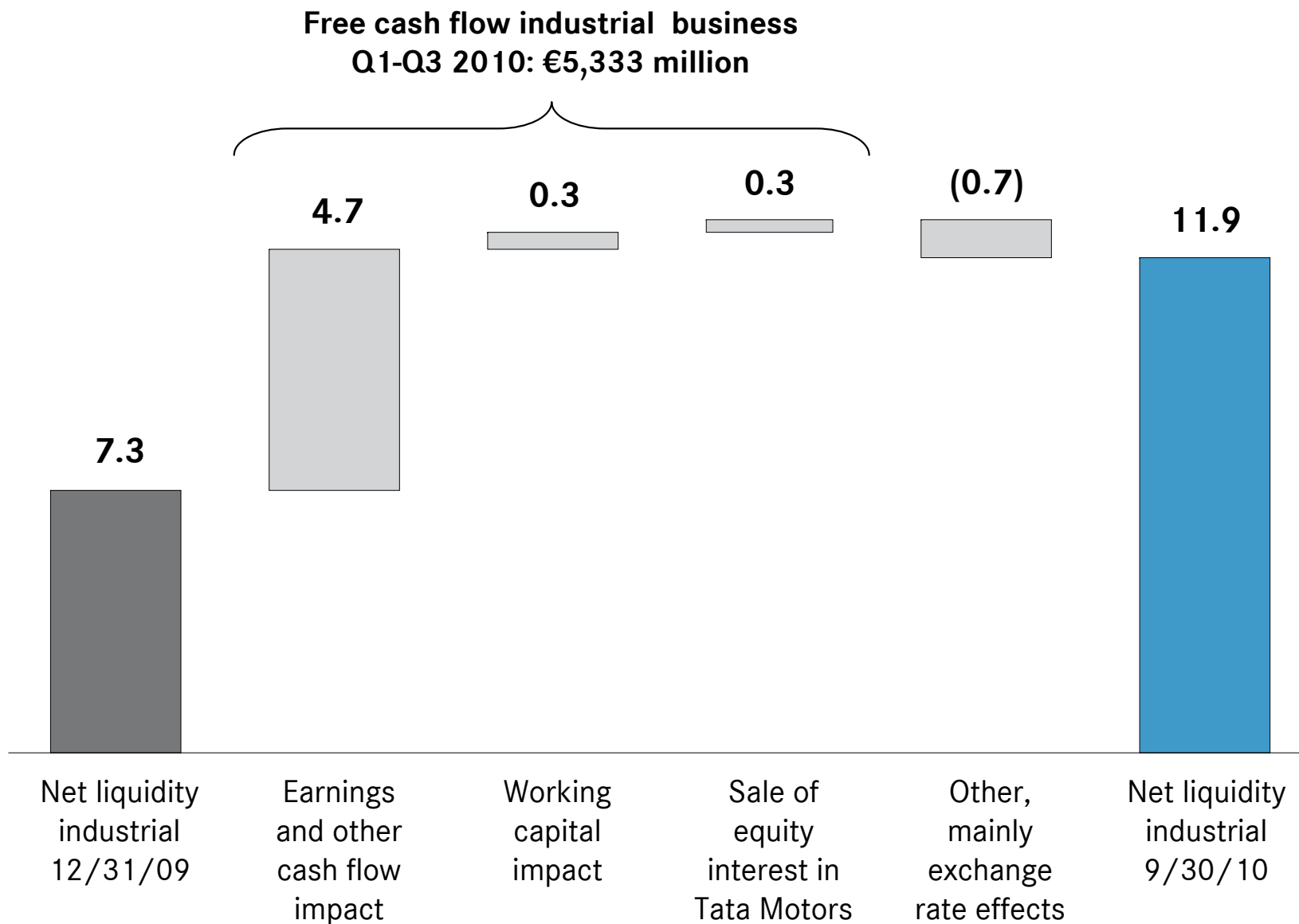
* Charges related to the A400M military transport aircraft of EADS are not considered in the calculation of EBIT from ongoing business

Key balance-sheet and financial figures

| - in billions of € - | Dec. 31, 2009 | Sept. 30, 2010 |
|---------------------------------------|---------------|----------------|
| Daimler Group | | |
| Equity ratio | 24.7% | 26.4% |
| Gross liquidity | 16.1 | 15.4 |
| Industrial business | | |
| Equity ratio | 42.6% | 43.1% |
| Net liquidity | 7.3 | 11.9 |
| Free cash flow (January to September) | 2.3 | 5.3 |

Changes in net liquidity industrial business

- in billions of € -



Liquidity

| | Dec. 31, 2009 | | | Sept. 30, 2010 | | |
|---|-----------------|----------------|-----------------|-----------------|----------------|-----------------|
| - in millions of € - | Group | IB | FS | Group | IB | FS |
| Cash and cash equivalents | 9,800 | 6,735 | 3,065 | 10,672 | 9,731 | 941 |
| Marketable securities and term deposits | 6,342 | 5,073 | 1,269 | 4,739 | 3,808 | 931 |
| Gross liquidity | 16,142 | 11,808 | 4,334 | 15,411 | 13,539 | 1,872 |
| Financing liabilities (nominal) | (57,301) | (4,523) | (52,778) | (54,018) | (1,605) | (52,413) |
| Net liquidity | (41,159) | 7,285 | (48,444) | (38,607) | 11,934 | (50,541) |

Funding status of pension and health care benefits

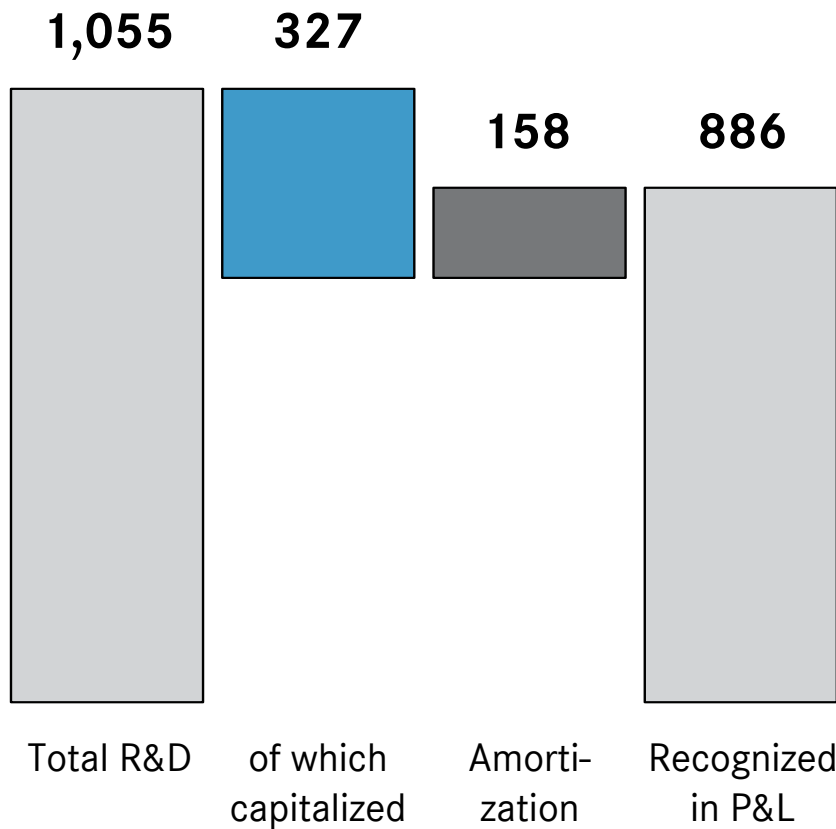
| | Pension benefits | | Health care benefits | |
|--|------------------|-------------------|----------------------|-------------------|
| | Dec. 31, 2009 | Sept. 30, 2010 | Dec. 31, 2009 | Sept. 30, 2010 |
| - in billions of € - | | | | |
| Benefit obligations* | (16.5) | (17.0) | (1.0) | (1.0) |
| Plan assets | 10.6 | 11.1 | 0.0 | 0.0 |
| Reimbursement Medicare Act | | | 0.1 | 0.1 |
| Funded status | (5.9) | (5.9) | (0.9) | (0.9) |
| Provisions | 3.1 | 3.5 | 0.8 | 0.7 |
| Funded position net of provisions | (2.8) | (2.4) | (0.1) | (0.2) |

* Premises based on December 31, 2009. On the basis of current discount rates, we estimate an increase of the pension obligations in the magnitude of €2.5 billion.

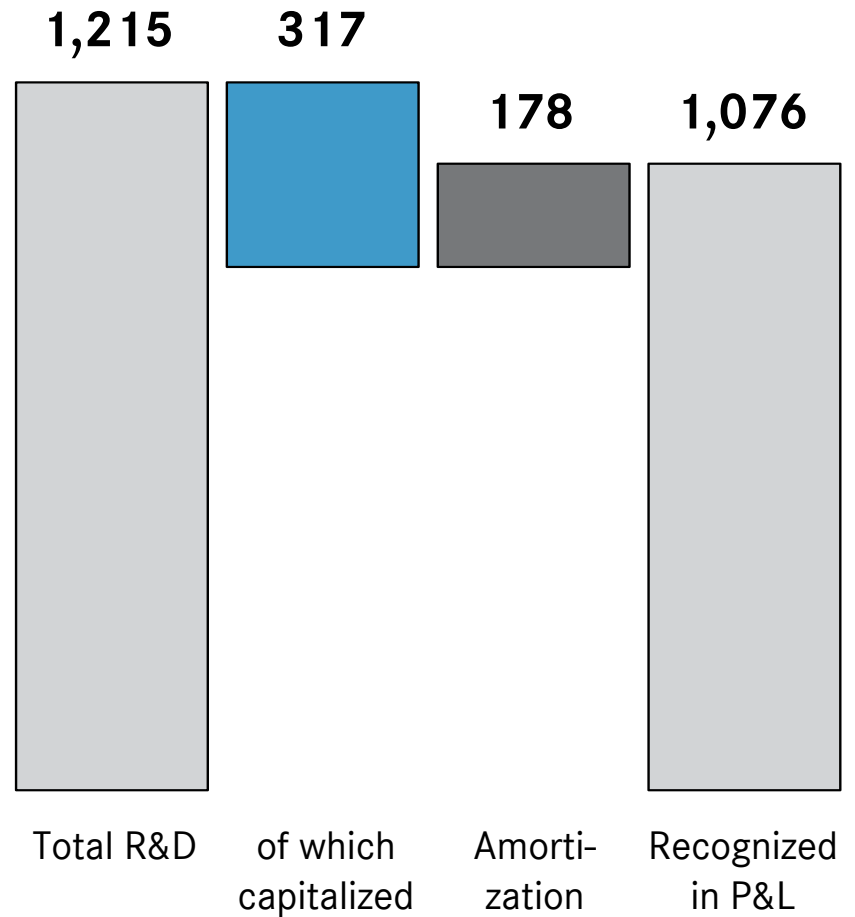
Research & development costs

- in millions of € -

Q3 2009



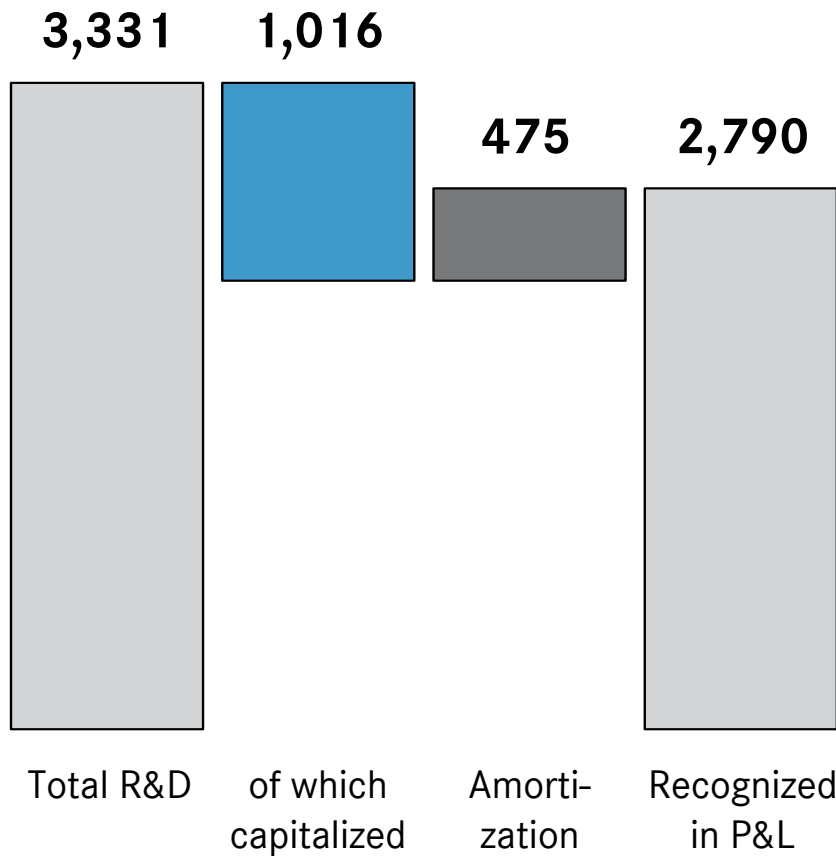
Q3 2010



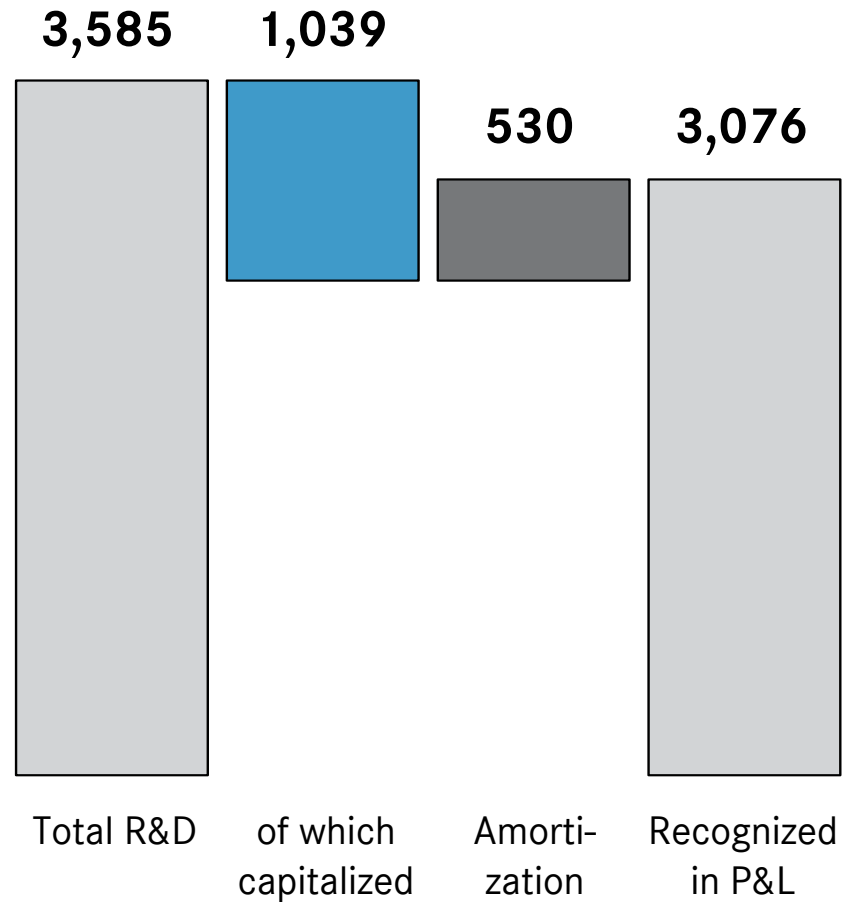
Research & development costs

- in millions of € -

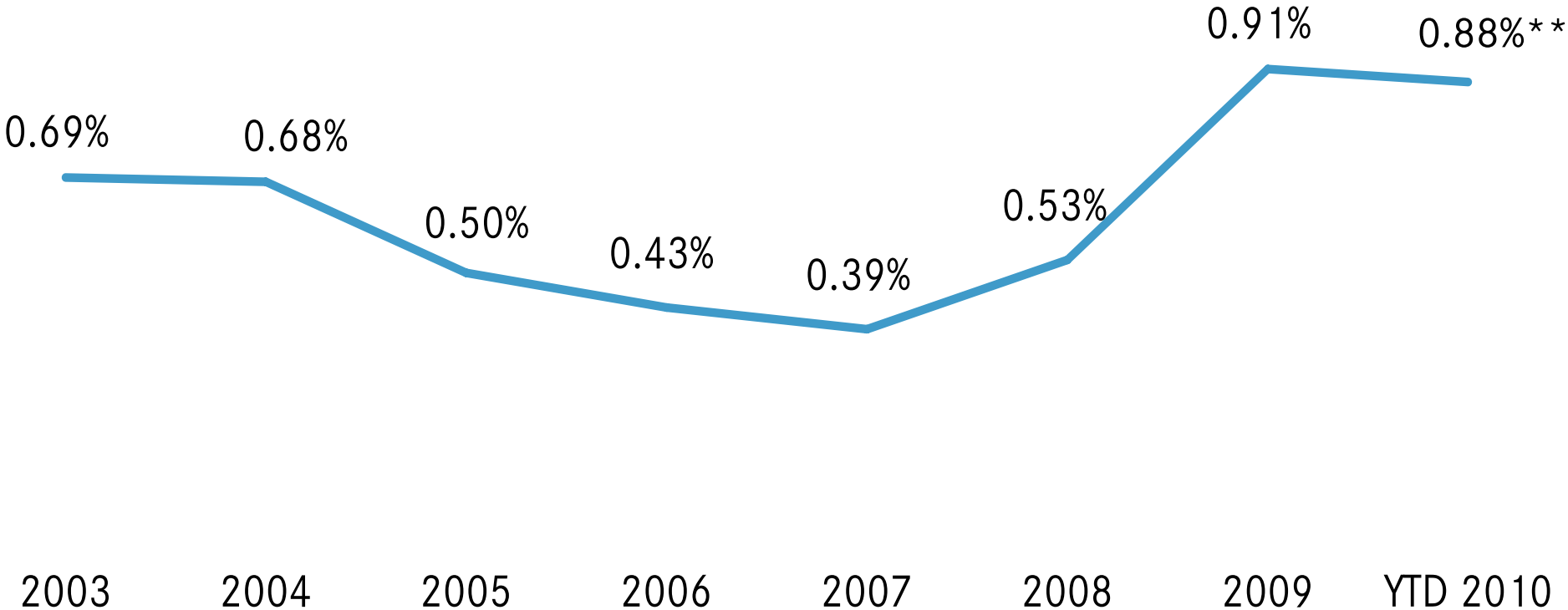
Q1-Q3 2009



Q1-Q3 2010



Net credit losses* have stabilized



* 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 slowdown in the recovery of the global economy or a renewed deterioration of global economic conditions, in particular a renewed decline of consumer demand and investment activity in Western Europe or the United States, or a downturn in major Asian economies; a renewed worsening of the situation in the credit and financial markets, which could result in an increase in borrowing costs or limit our funding flexibility; changes in currency exchange rates or interest rates; the ability to continue to offer fuel-efficient and environmentally friendly products; a permanent shift in consumer preference towards smaller, lower margin vehicles; 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 renewed 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; the successful implementation of the strategic cooperation with Renault-Nissan, 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.