

DAIMLERCHRYSLER

2002 RESULTS CONFERENCE CALL

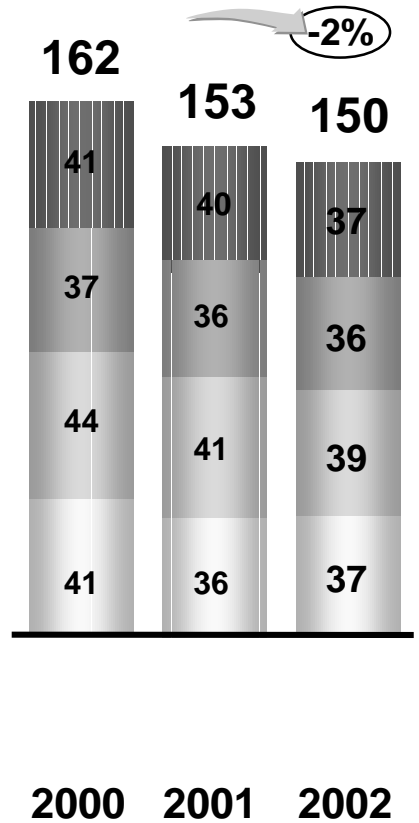
- Group Financial Performance -

**Manfred Gentz
Chief Financial Officer**

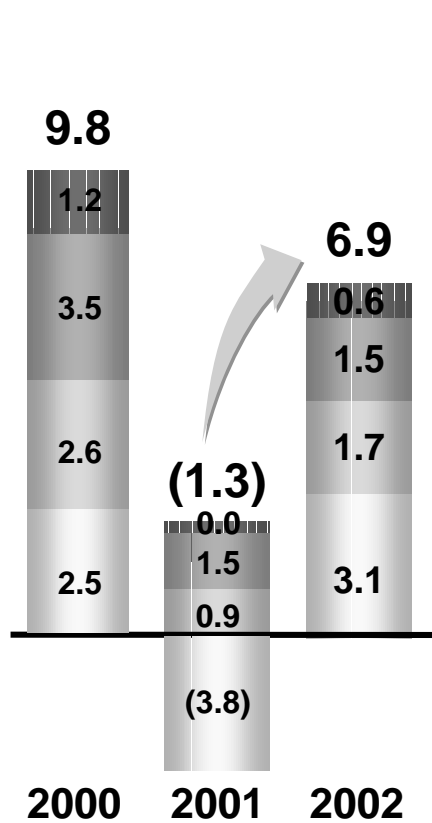
**Stuttgart
February 20, 2003**

KEY FIGURES
 – INCLUDING ONE-TIME EFFECTS –

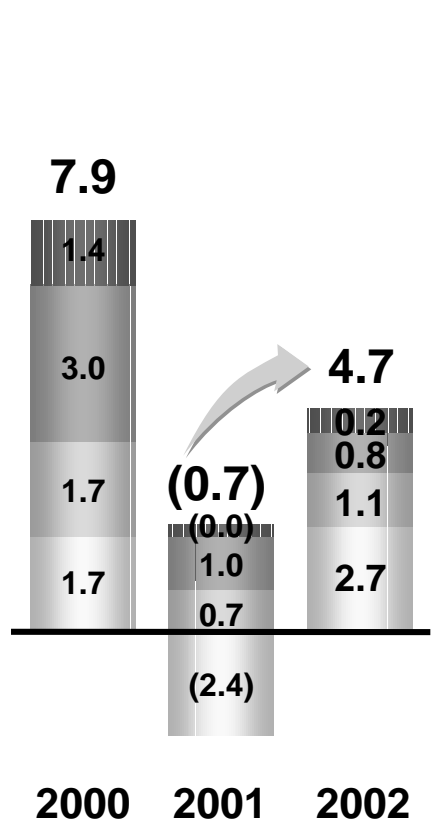
Revenues
 - in billions of EUR -



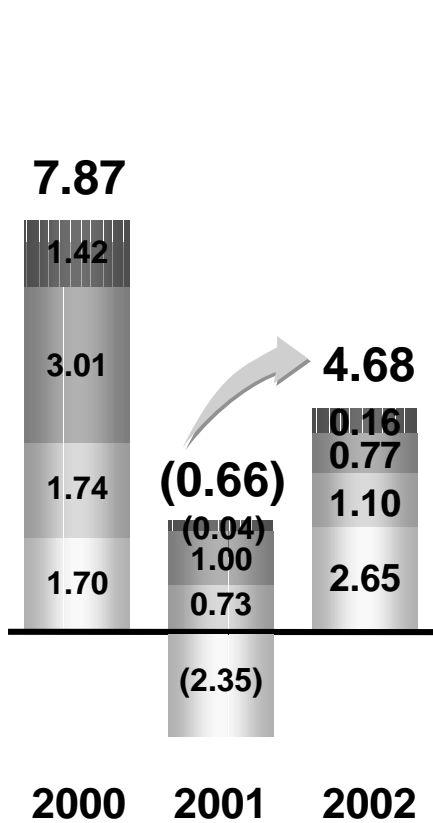
Operating Profit
 - in billions of EUR -



Net Income
 - in billions of EUR -



Earnings per share*
 - in EUR -



■ Q1 ■ Q2 ■ Q3 ■ Q4

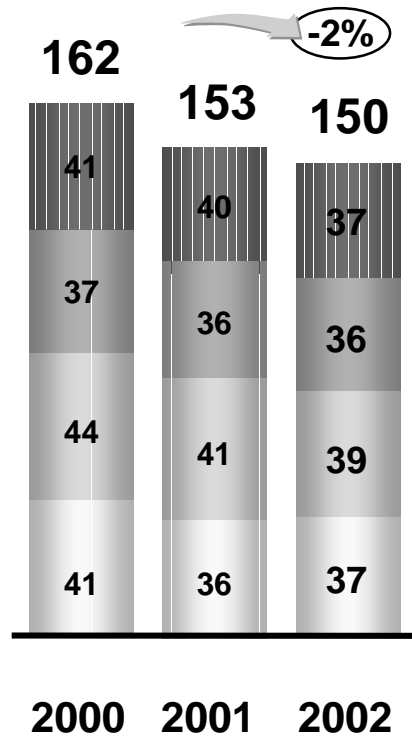
*) Average number of shares 2000: 1,003.2 million, 2001: 1,003.2 million, 2002: 1,008.3 million

ONE-TIME EFFECTS

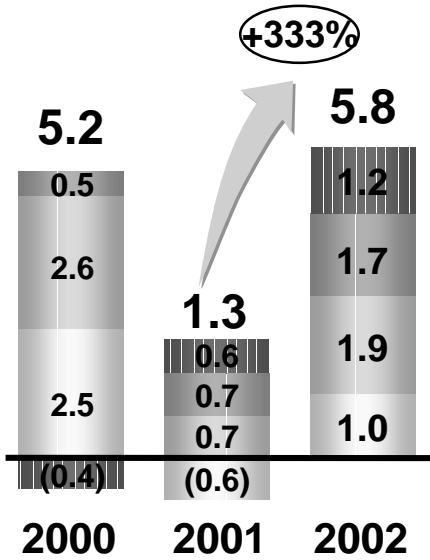
- in millions of EUR -	Operating Profit		Net Income	
	FY 2002	FY 2001	FY 2002	FY 2001
Gain on sale of 49.9% interest in T-Systems ITS	2,484	-	2,484	-
Gain on sale of 40% (2001: 60%) stake in TEMIC	156	209	145	203
Chrysler Group	(708)	(3,098)	(453)	(1,968)
Commercial Vehicles	(519)	(542)	(329)	(341)
Impairment on Capital Services portfolio	(281)	(166)	(192)	(108)
Impact financial crisis Argentina	(107)	(115)	(107)	(147)
Transition adjustment resulting from adoption of SFAS 142 (goodwill valuation)	-	-	(159)	-
Formation of Airbus SAS	-	876	-	747
Sale of remaining shares in debitel	-	292	-	214
Gain on sale of Adtranz	-	250	-	237
One-time charges at MMC (at equity)	-	(351)	-	(211)
Other	-	(18)	-	(18)
Total	1,025	(2,663)	1,389	(1,392)

KEY FIGURES
 – EXCLUDING ONE-TIME EFFECTS –

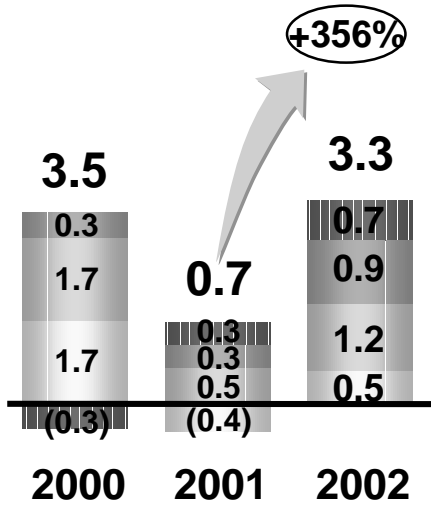
Revenues
 - in billions of EUR -



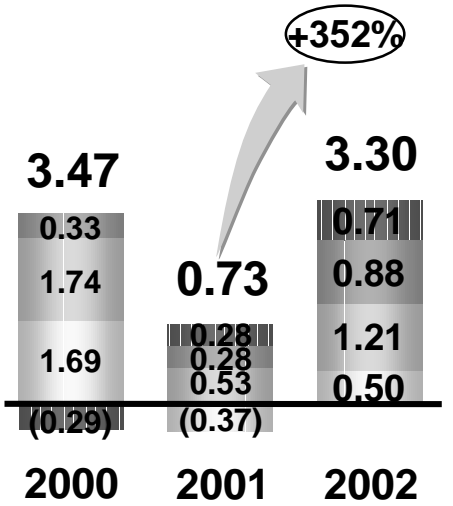
Operating Profit
 - in billions of EUR -



Net Income
 - in billions of EUR -



Earnings per share*
 - in EUR -

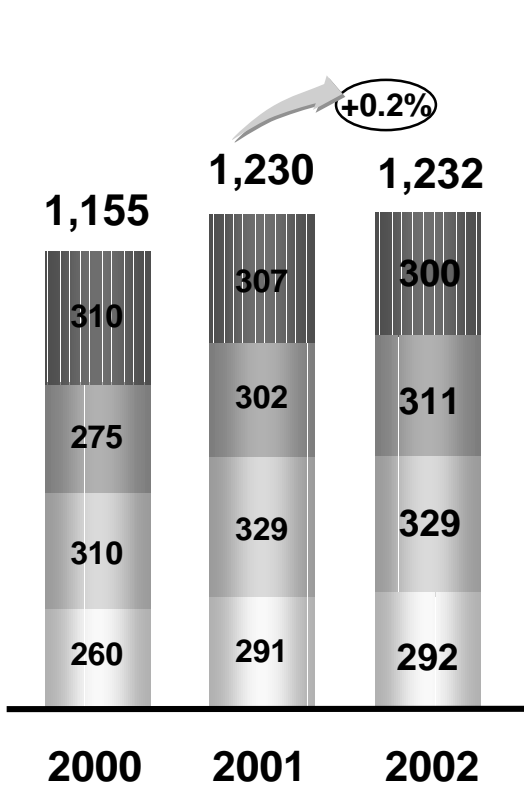


■ Q1 ■ Q2 ■ Q3 ■ Q4

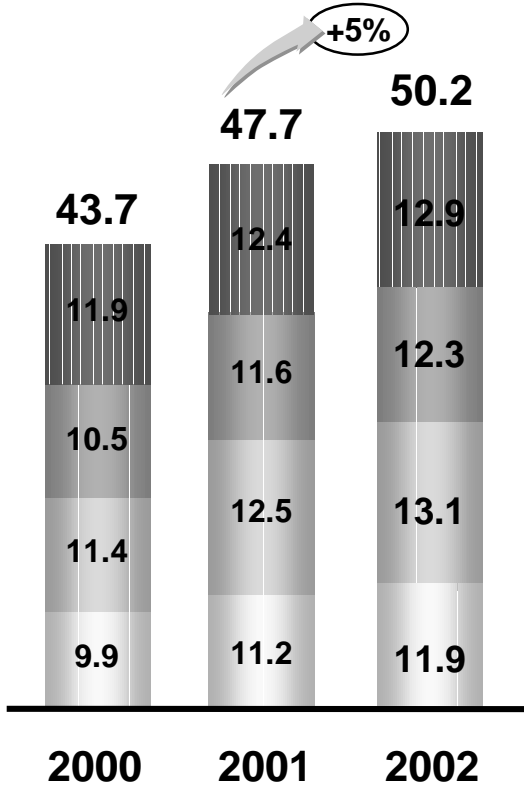
*) Average number of shares 2000: 1,003.2 million, 2001: 1,003.2 million, 2002: 1,008.3 million

HIGH PROFIT LEVEL OF PREVIOUS YEAR EXCEEDED

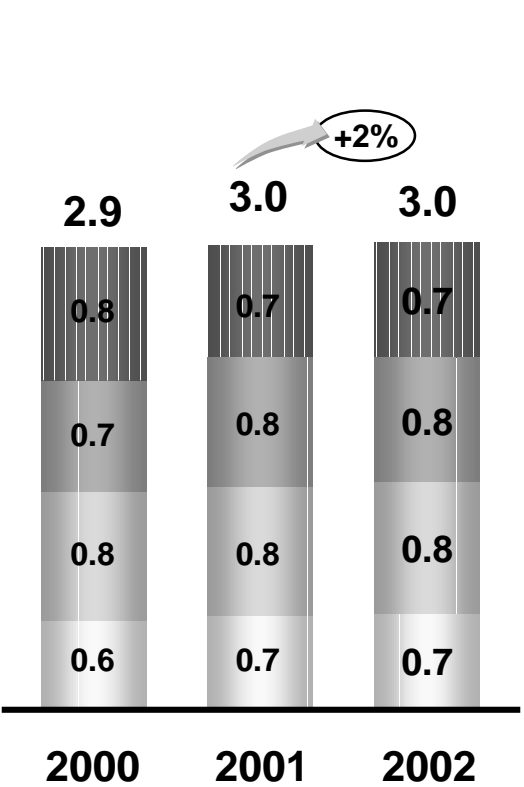
Sales
- in thousand units -



Revenues
- in billions of EUR -



Operating Profit*
- in billions of EUR -

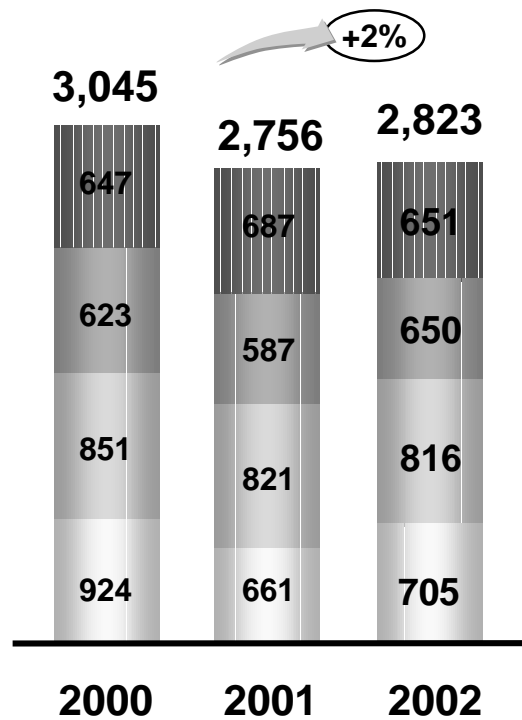


* Adjusted for one-time effects

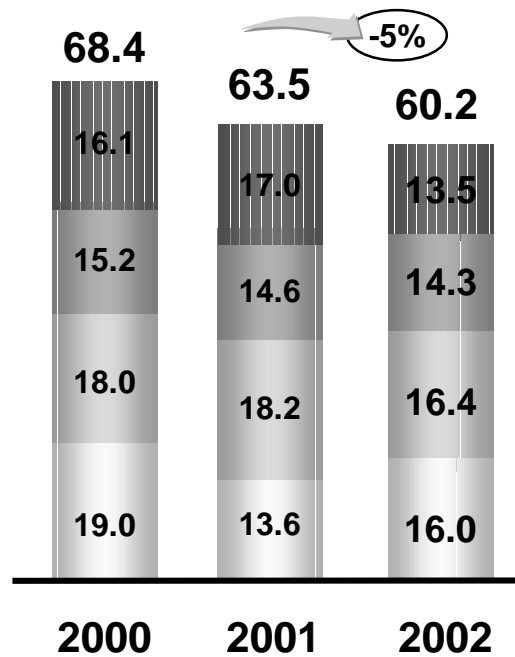
■ Q1 ■ Q2 ■ Q3 ■ Q4

PROFIT TARGET SIGNIFICANTLY OVERACHIEVED

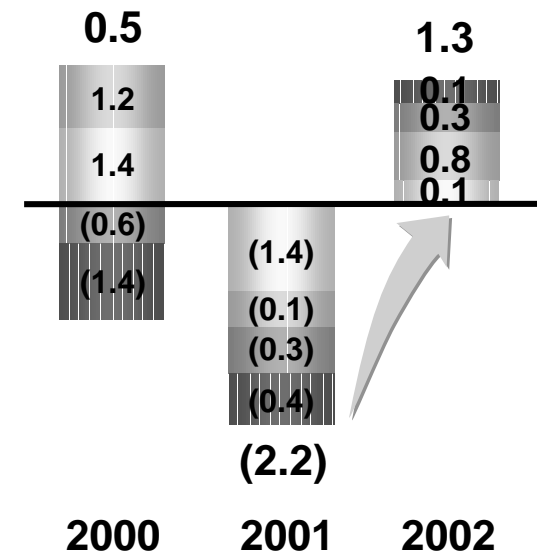
Sales ¹⁾
- in thousand units -



Revenues
- in billions of EUR -



Operating Profit ²⁾
- in billions of EUR -



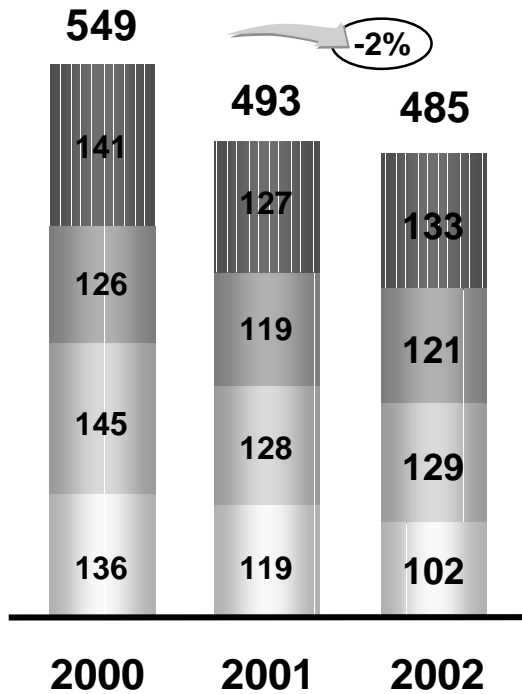
1) Corresponds to Chrysler shipments

2) Adjusted for one-time effects

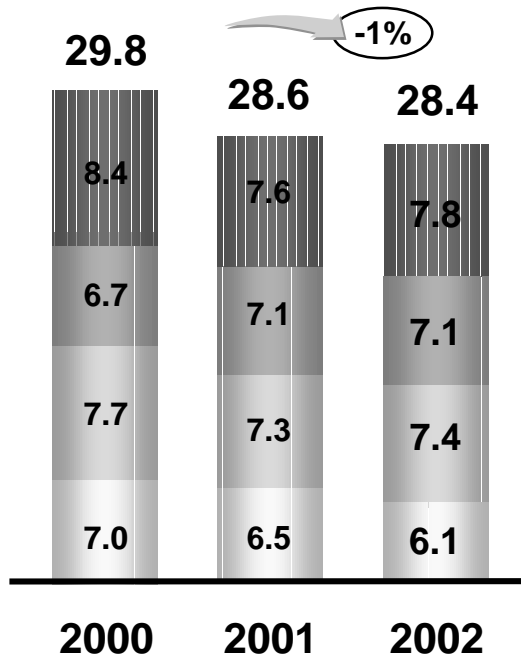
■ Q1 ■ Q2 ■ Q3 ■ Q4

EARNINGS HIGHER DESPITE DIFFICULT MARKETS

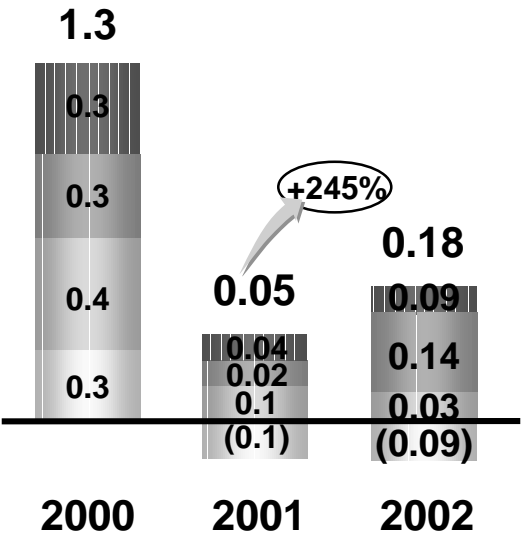
Sales
- in thousand units -



Revenues
- in billions of EUR -



Operating Profit*
- in billions of EUR -

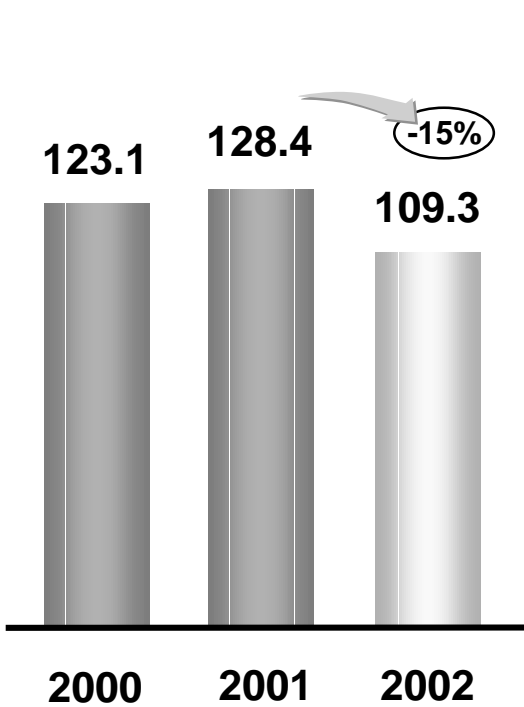


* Adjusted for one-time effects

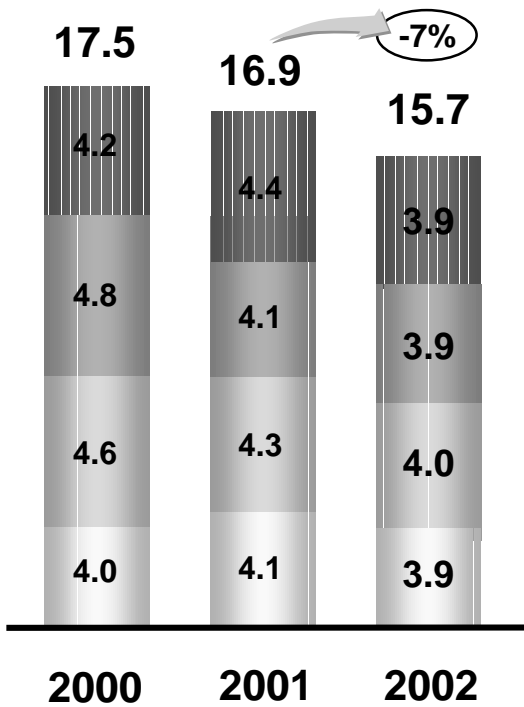
■ Q1 ■ Q2 ■ Q3 ■ Q4

SIGNIFICANTLY IMPROVED PROFITABILITY

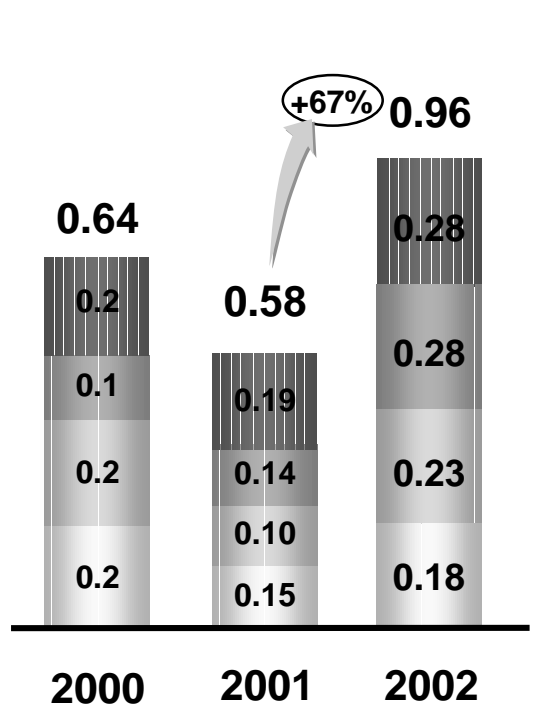
Contract Volume
- in billions of EUR -



Revenues
- in billions of EUR -



Operating Profit*
- in billions of EUR -

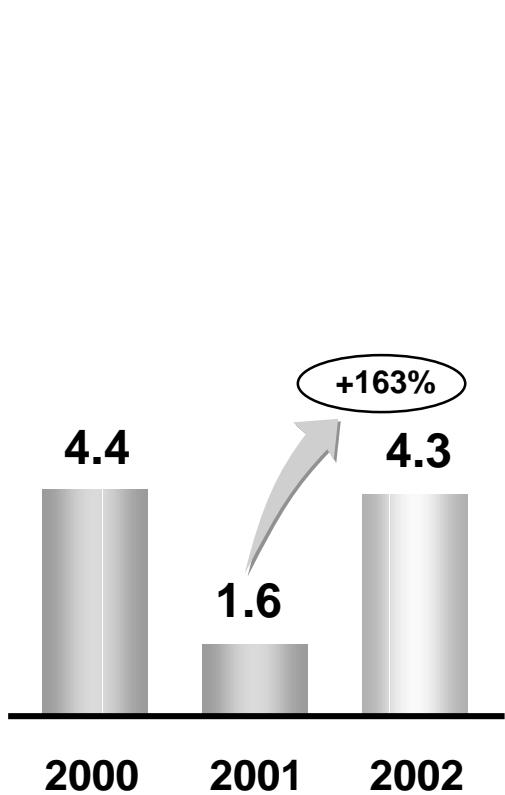


* Adjusted for one-time effects

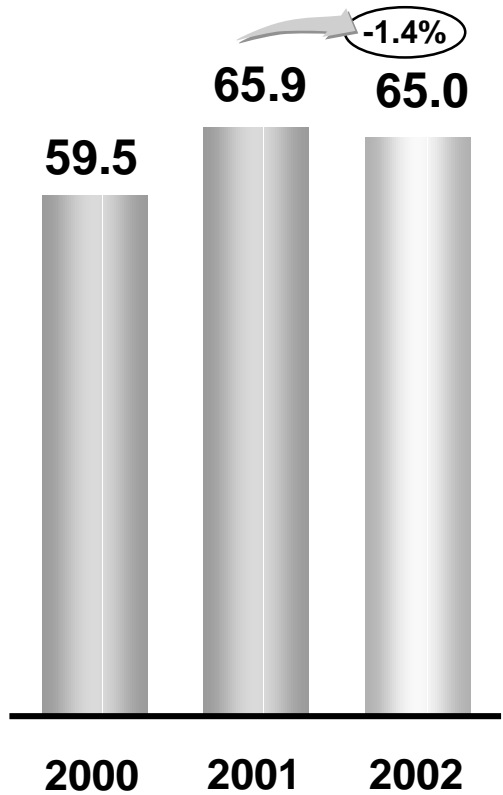
■ Q1 ■ Q2 ■ Q3 ■ Q4

PERFORMANCE MEASURES
 – EXCLUDING ONE-TIME EFFECTS –

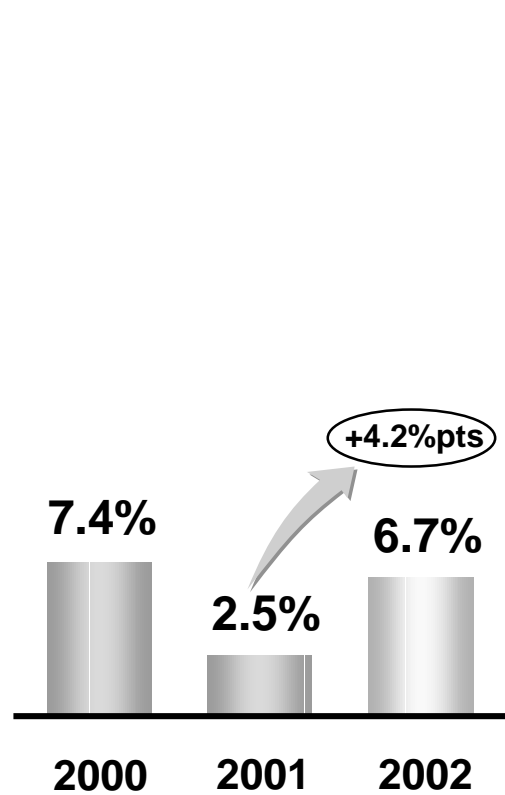
Net Operating Income
 - in billions of EUR -



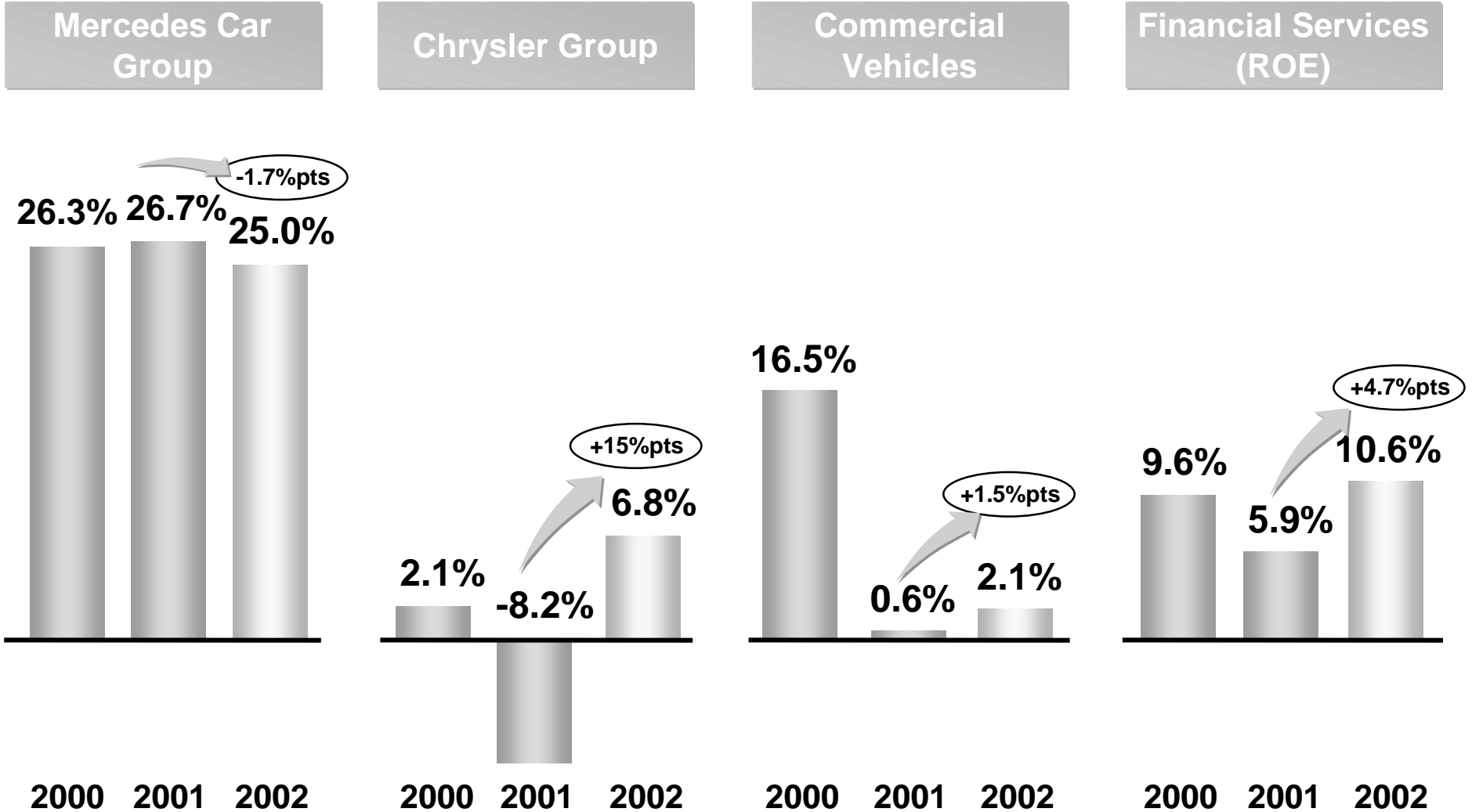
Average Net Assets
 - in billions of EUR -



Return on Net Assets
 (after taxes at Group level)



RONA OF THE DIVISIONS
 – EXCLUDING ONE-TIME EFFECTS, BEFORE TAXES –



FINANCIAL INCOME

	including one-time effects		excluding one-time effects	
	FY 2002	FY 2001	FY 2002	FY 2001
- in millions of EUR -				
Income (loss) from investments, net	2,640	332	87	(413)
Interest income, net	(320)	(277)	(320)	(277)
Other financial income (loss), net	(112)	99	(112)	161
Financial income (loss), net	2,208	154	(345)	(529)

KEY BALANCE SHEET FIGURES

- in billions of EUR -	Dec. 31 2002	Dec. 31 2001
Gross liquidity Group	12.4	14.5
Gross liquidity industrial business	11.1	10.7
Group equity	34.9	39.0
Equity ratio Group	17.8%	18.3%
Equity ratio industrial business	24.8%	25.7%
Financial liabilities Group*	77.5	90.1
Financial liabilities industrial business*	10.6	15.0
Net debt Group	(65.0)	(75.6)
Net cash (net debt) industrial business	0.5	(4.3)

* Adjusted by the effects of the mark-to-market valuation according to SFAS 133

PENSION STATUS 2002

- **Due to weak performance of equity markets year-end returns on pension assets were a negative 8.8% for US plan assets and 15.5% for German plan assets.**

- **After an extraordinary cash contribution of EUR 1.1 billion in 2002 and existing accruals, pension obligations were underfunded at year-end 2002 by around EUR 5.7 billion (thereof around EUR 3.7 billion North America).**

- **Due to the underfunded status increase in pension accruals of EUR 4.7 billion in 2002.**

- **In 2002 the underfunded status had no impact on earnings, but on shareholders' equity.**

- **Pension expenses are expected to increase by around EUR 700 million in 2003.**

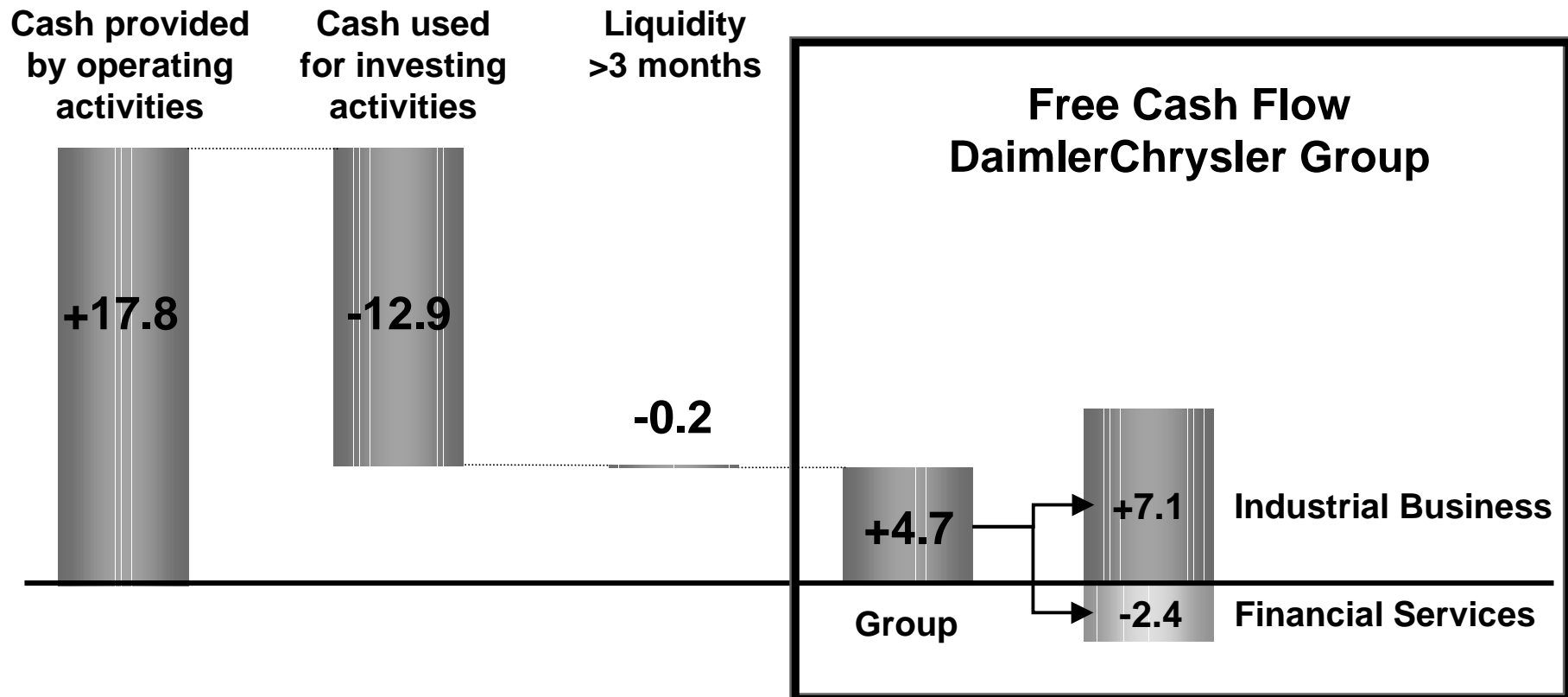
PENSION STATUS 2002

- in billions of EUR -	German Plans	US*) Plans	Other	DC Group
Projected benefit obligations (PBO)	(10.9)	(21.8)	(0.3)	(33.0)
Plan assets after EUR 1.1 bn cash contribution	6.8	17.6	0.2	24.6
Over / (under) funded position	(4.1)	(4.2)	(0.1)	(8.4)
Pension accruals before ABO underfunding	2.1	0.5	0.1	2.7
Over / (under) funded position including existing accruals	(2.0)	(3.7)	0	(5.7)
Increase in accruals to cover ABO underfunding	1.3	3.4	-	4.7
Over / (under) funded PBO position net of accruals	(0.7)	(0.3)	0	(1.0)
ABO value fully funded				

*) including Canada Plans

RECONCILIATION TO FREE CASH FLOW FY 2002

- in billions of EUR -



FINANCIAL OUTLOOK FOR THE NEXT THREE YEARS

Industrial Business:

- Improving free cash flow
 - Sufficient resources to finance all planned R&D costs, capital expenditure and financial participations
-

Financial Services:

- Controlled growth
 - Continued focus on automotive portfolio
-

DaimlerChrysler Group

- Revenues expected to grow slightly in 2003, gaining momentum thereafter
 - Tough and competitive market conditions to continue
 - Compared to 2002 average exchange rates euro expected to strengthen
- Attractive products and improved efficiency in all divisions a basis for further growth and improvement of earnings

DISCLAIMER

This presentation, especially the slide “financial outlook for the next three years”, contains forward-looking statements that reflect the current views of DaimlerChrysler management about future events. The words “anticipate,” “assume,” “believe,” “estimate,” “expect,” “intend,” “may,” “plan,” “project,” “should” and similar expressions are intended to identify forward-looking statements. These statements are subject to many risks and uncertainties, including: changes in general economic and business conditions, especially an economic downturn or slow economic growth in Europe or North America; changes in currency exchange rates and interest rates; introduction of competing products and lack of acceptance of our new products or services; increased competitive pressures which limit our ability to reduce sales incentives and raise prices; whether Chrysler Group, Freightliner, and Mitsubishi Motors will be able to continue to implement their programs to increase efficiency and improve competitiveness successfully and especially whether they will be able to meet their revenue enhancement, efficiency and cost reduction initiatives; shortages or interruptions in the supply of fuel or production materials, or labor strikes; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety, and the outcome of pending legal proceedings; decline in resale prices of used vehicles; changes in business strategy; and other risks and uncertainties, some of which are described under the heading “Analysis of the Financial Situation” in the 2002 Annual Report.

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