

DAIMLERCHRYSLER

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Q2/2004 RESULTS CONFERENCE CALL

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Stuttgart
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SECOND QUARTER 2004: OPERATING PROFIT SIGNIFICANTLY IMPROVED

- in EUR -	Q2 2003	Q2 2004	H1 2004
Revenues	33.9 bn	37.1 bn	69.4 bn
Operating Profit	0.6 bn	2.1 bn	3.6 bn
Net Income	109 mn	554 mn	947 mn
Earnings per Share	0.11	0.55	0.94
Free Cash Flow Industrial Business*	2.7 bn	2.5 bn	2.5 bn

*) Figures for the period from January through June

SUCCESSFUL START FOR NEW PRODUCTS

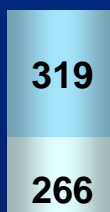
Sales

- in thousand units -

1,217



585



2003

2004

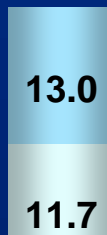
Revenues

- in billions of EUR -

51.4



24.7



2003

2004

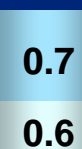
Operating Profit

- in billions of EUR -

3.1



1.3



2003

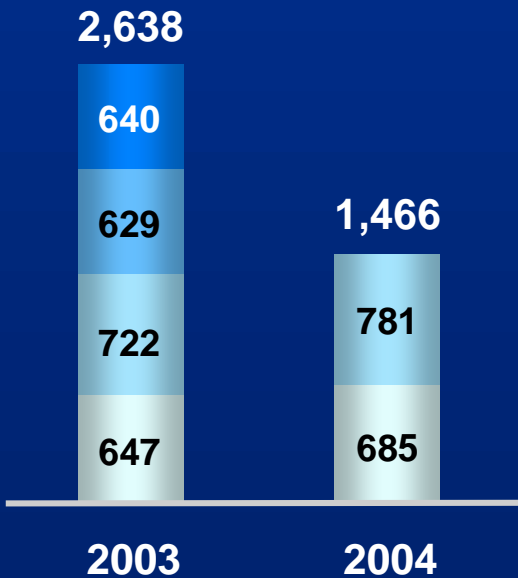
2004

■ Q1 ■ Q2 ■ Q3 ■ Q4

SIGNIFICANTLY IMPROVED EARNINGS REFLECT MARKET SUCCESS OF NEW PRODUCTS

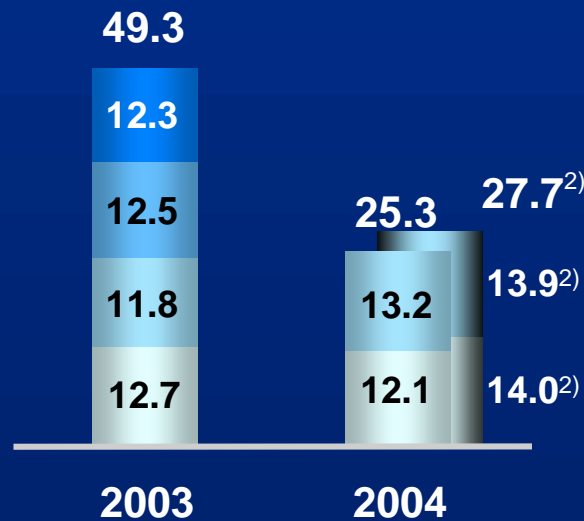
Sales ¹⁾

- in thousand units -



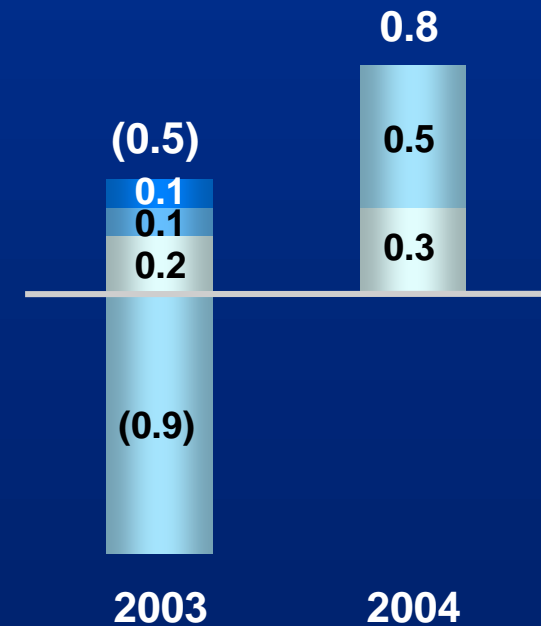
Revenues

- in billions of EUR -



Operating Profit ³⁾

- in billions of EUR -



■ Q1 ■ Q2 ■ Q3 ■ Q4

1) Corresponds to Chrysler shipments

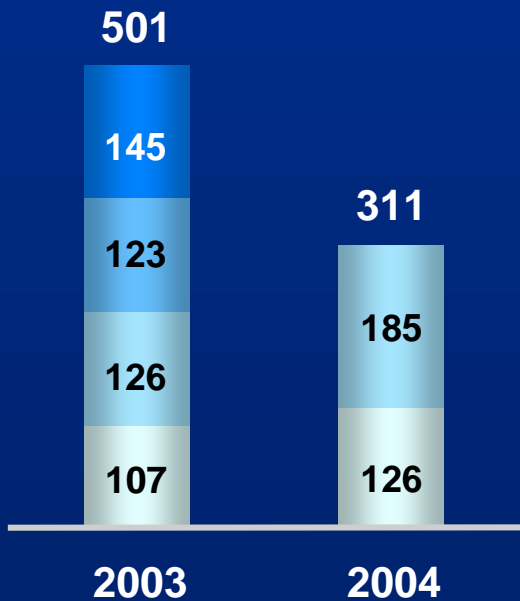
2) Adjusted for exchange rate effects

3) Including restructuring charges of EUR 0.5 bn in 2003

OPERATING PROFIT MORE THAN DOUBLED DUE TO SUCCESS OF NEW PRODUCTS AND EFFICIENCY ENHANCEMENT

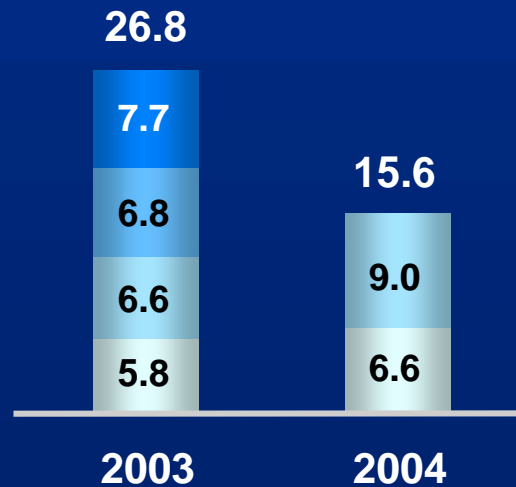
Sales

- in thousand units -



Revenues

- in billions of EUR -



Operating Profit

- in billions of EUR -



■ Q1 ■ Q2 ■ Q3 ■ Q4

HIGHER EARNINGS DUE TO LOWER PROVISIONS FOR CREDIT RISKS

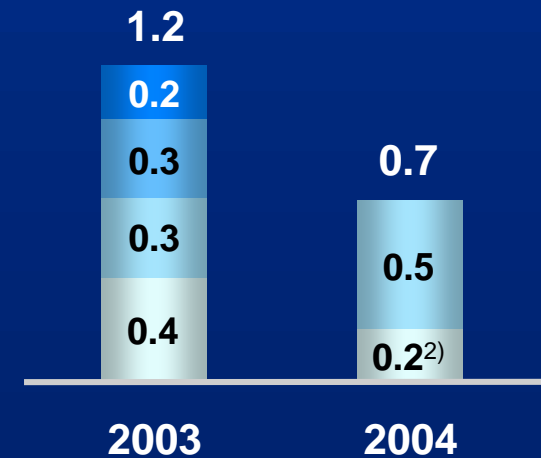
New Business
- in billions of EUR -



Contract Volume
- in billions of EUR -



Operating Profit
- in billions of EUR -



■ Q1 ■ Q2 ■ Q3 ■ Q4

1) Adjusted for exchange rate effects

2) Including a charge of EUR 279 million related to Toll Collect

PROFIT OUTLOOK 2004

- **Mercedes Car Group:** Slight increase in unit sales expected for the full year. Earnings for the full year are anticipated to be lower than in 2003 due to a changed model mix, exchange rate effects, increased advance expenditure for new models and the quality offensive

- **Chrysler Group:** Due to successful new products and ongoing cost savings, considerable positive earnings are expected for the year 2004

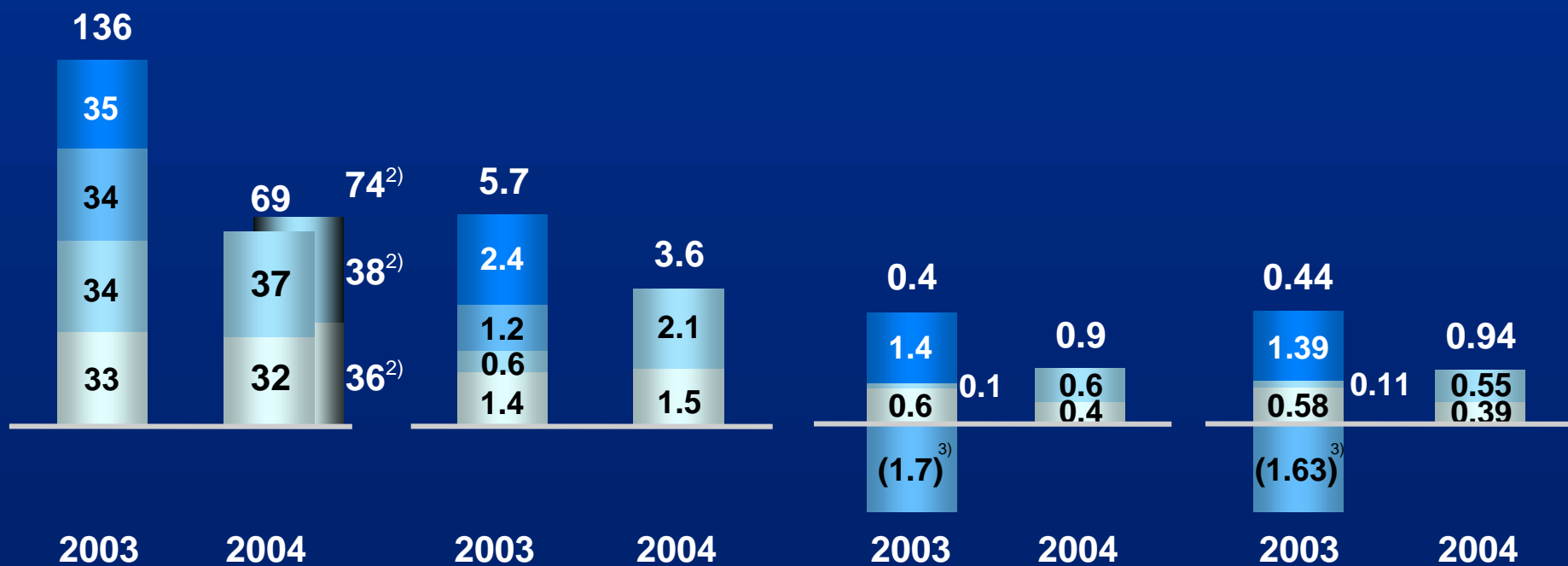
- **Commercial Vehicles:** The division anticipates a further improvement in operating profit. However, the full effects of the announced recalls by MFTBC cannot be quantified yet

- **Services:** Continued positive earnings trend in the financial-services business expected, possibly impacted by higher interest rates. Operating profit for 2004 might be lower than in 2003 due to charges from Toll Collect

- **DaimlerChrysler Group:** The Group expects to achieve a significant improvement in operating profit compared to 2003 (excluding both restructuring charges at Chrysler Group and the capital gain from the sale of MTU Aero Engines)

KEY FIGURES

Revenues - in billions of EUR - **Operating Profit** - in billions of EUR - **Net Income / Loss** - in billions of EUR - **Earnings per share¹⁾** - in EUR -



■ Q1 ■ Q2 ■ Q3 ■ Q4

1) Average number of shares Q1/2003: 1,012.7mn / FY2003: 1,012.7 mn / Q1/2004: 1,012.7 mn / Q2/2004: 1,012.7 mn
 2) Adjusted for exchange rate effects
 3) Including impairment charge related to DCX stake in EADS of EUR 1,960 mn or EUR 1.94 per share

FINANCIAL INCOME

- in millions of EUR -

	Q2 2003	Q2 2004
Income (loss) from investments	60	(392)
Interest income (expense), net	(114)	(63)
Other financial income (loss), net	36	(23)
Financial income (expense), net	(18)	(478)

KEY BALANCE SHEET FIGURES

- in billions of EUR -	Dec. 31 2003	March 31 2004	June 30 2004
Gross liquidity Group	14.3	13.3	12.2
Gross liquidity industrial business	12.5	11.7	11.0
Group equity ¹⁾	33.0	33.7	34.3
Equity ratio Group ¹⁾	18.5%	18.0%	18.1%
Equity ratio industrial business	26.1%	24.6%	25.3%
Financial liabilities Group ²⁾	74.7	74.7	76.2
Financial liabilities industrial business ²⁾	10.7	9.9	7.8
Net debt Group	(60.4)	(61.4)	(64.0)
Net cash industrial business	1.8	1.8	3.2

1) Excluding dividend payment for 2003

2) Adjusted for the effects of the mark-to-market valuation according to SFAS 133

PENSION STATUS

	Dec. 31 2003	Mar. 31 2004	June 30 2004			
- in billions of EUR -	DC Group	DC Group ²⁾	DC Group	German Plans	US ¹⁾ Plans	Other ²⁾
Projected benefit obligations (PBO)	(32.1)	(33.7)	(33.9)	(11.4)	(21.4)	(1.1)
Plan assets	26.3	27.3	27.2	8.4	18.3	0.5
Underfunded position	(5.8)	(6.4)	(6.7)	(3.0)	(3.1)	(0.6)
Pension accruals	5.0	5.7	5.8	2.5	2.8	0.5
Underfunded PBO position net of accruals	(0.8)	(0.7)	(0.9)	(0.5)	(0.3)	(0.1)

1) Including Canadian Plans

2) Including estimated PBO of EUR (0.8) bn, plan assets of EUR 0.2 bn and pension accruals of EUR 0.6 bn resulting from the first inclusion of Mitsubishi Fuso Truck & Bus Corporation

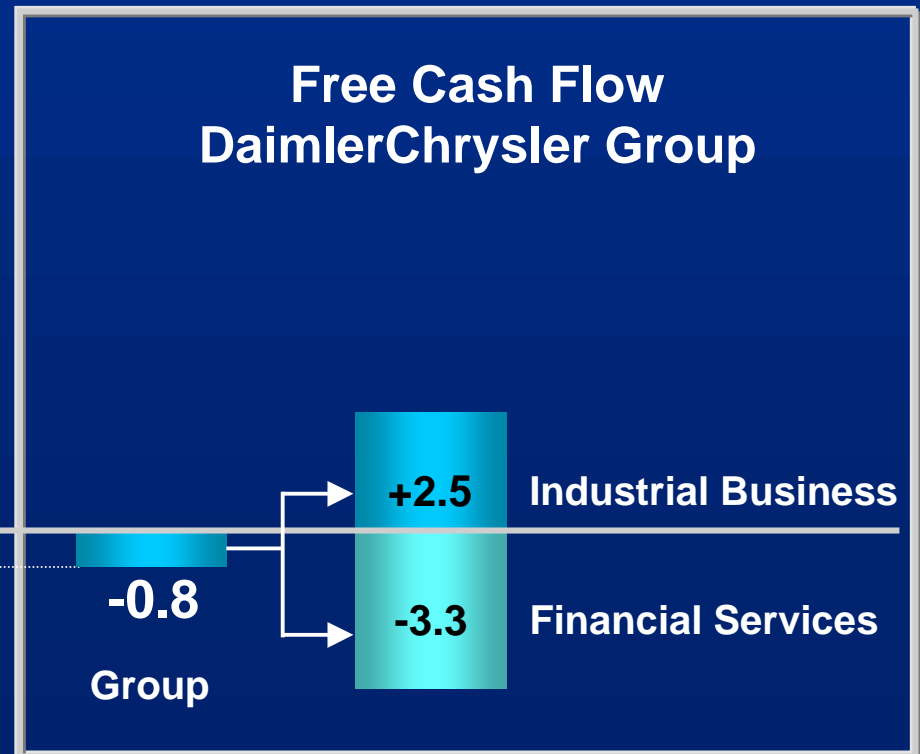
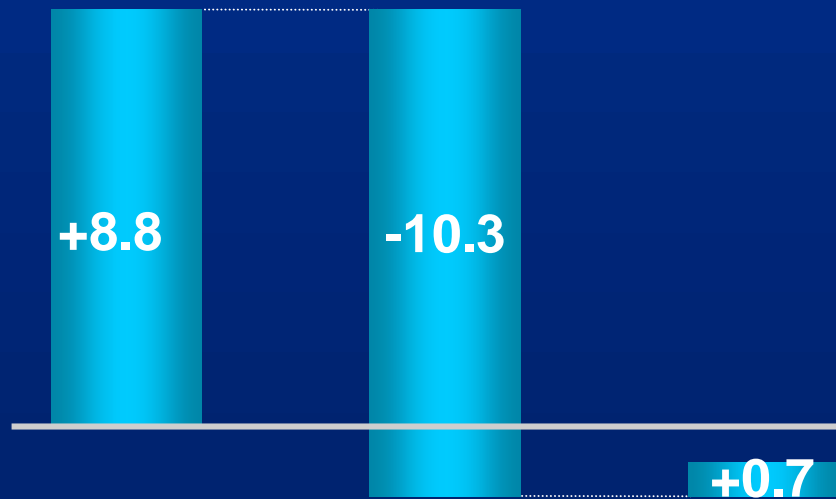
RECONCILIATION TO FREE CASH FLOW JANUARY - JUNE 2004

- in billions of EUR -

Cash provided
by operating
activities

Cash used
for investing
activities

Liquidity
>3 months



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This presentation contains forward-looking statements that reflect management's current views with respect to future events. The words "anticipate," "assume," "believe," "estimate," "expect," "intend," "may," "plan," "project" and "should" and similar expressions identify forward-looking statements. Such statements are subject to risks and uncertainties, including, but not limited to: an economic downturn in Europe or North America; changes in currency exchange rates and interest rates; introduction of competing products; increased sales incentives; and decline in resale prices of used vehicles. If any of these or other risks and uncertainties occur (some of which are described under the heading "Risk Report" in DaimlerChrysler's most recent Annual Report and under the heading "Risk Factors" in DaimlerChrysler's most recent Annual Report on Form 20-F filed with the Securities and Exchange Commission), or if the assumptions underlying any of these statements prove incorrect, then actual results may be materially different from those expressed or implied by such statements. We do not intend or assume any obligation to update any forward-looking statement, which speaks only as of the date on which it is made.