

# DAIMLERCHRYSLER

## Q2 AND FIRST HALF 2005 RESULTS CONFERENCE CALL

Prof. Jürgen E. Schrempp  
Chairman of the Board of Management



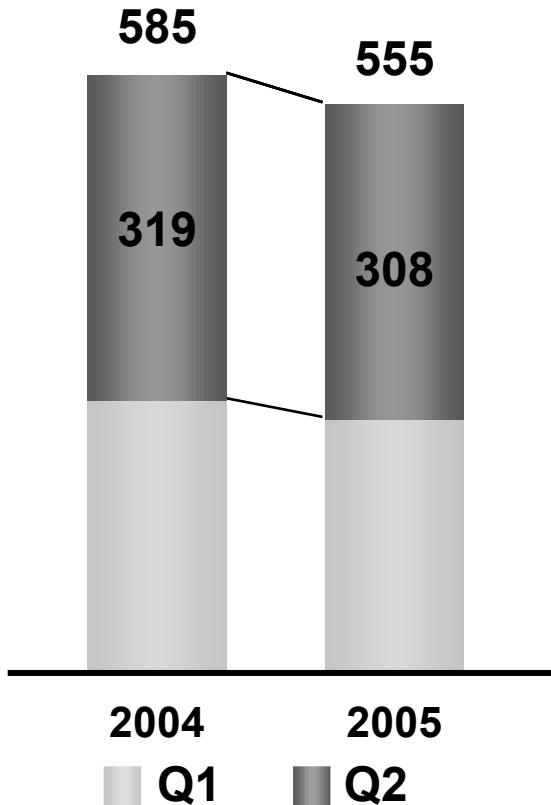
July 28, 2005

## KEY FINANCIAL HIGHLIGHTS IN Q2/2005

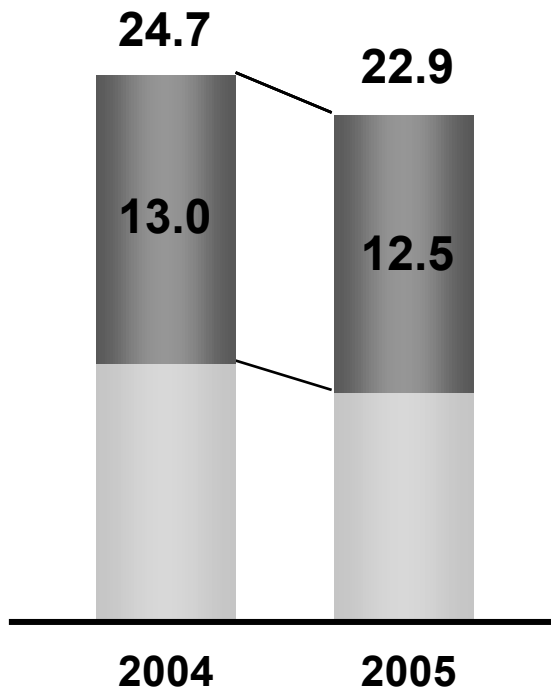
- in EUR -	Q2 2004	Q2 2005
<b>Unit Sales</b> (in thousand units)	1,281	1,335
<b>Revenues</b>	37.1 bn	38.4 bn
<b>Operating Profit</b>	2.1 bn	1.7 bn
<b>Net Income</b>	577 mn	737 mn
<b>Earnings per Share</b>	0.57	0.73
<b>Free Cash Flow Industrial Business</b>	1.9 bn	2.0 bn

# TURNING POINT REACHED

**Unit Sales**  
- in thousand units -

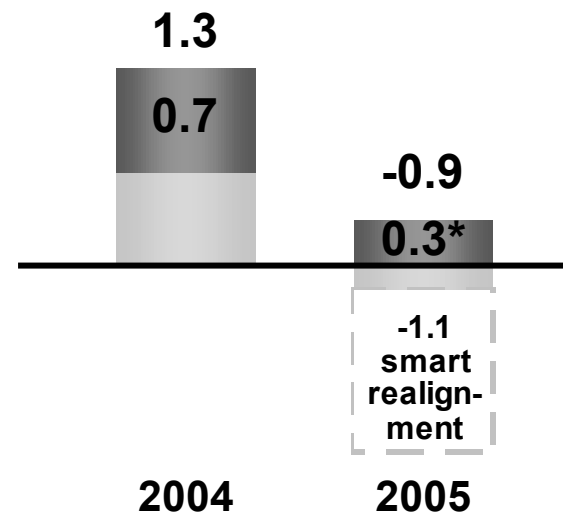


**Revenues**  
- in billions of EUR -



**Operating Profit**  
- in billions of EUR -

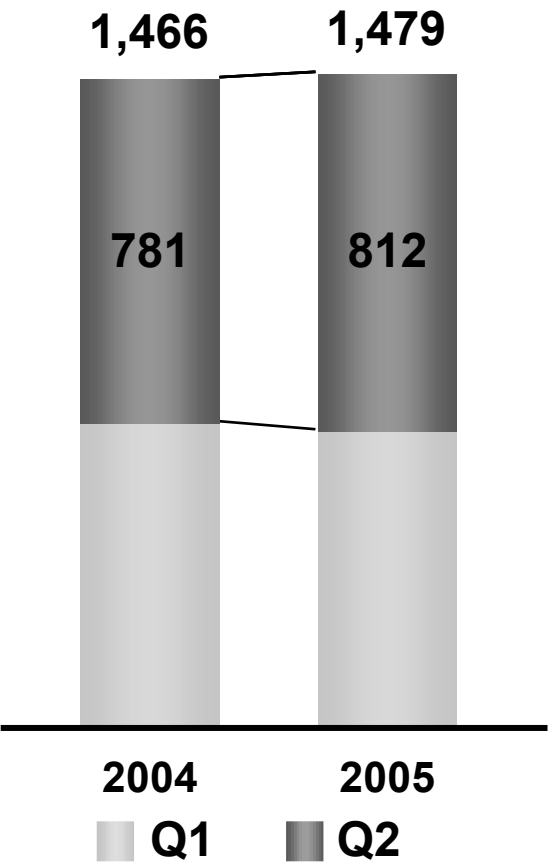
- ⊕ Success of new models
- ⊕ Strong improvements in quality
- ⊕ Progress with smart realignment
- ⊖ Model changeover (mix & sales)
- ⊖ Depreciation of the US dollar



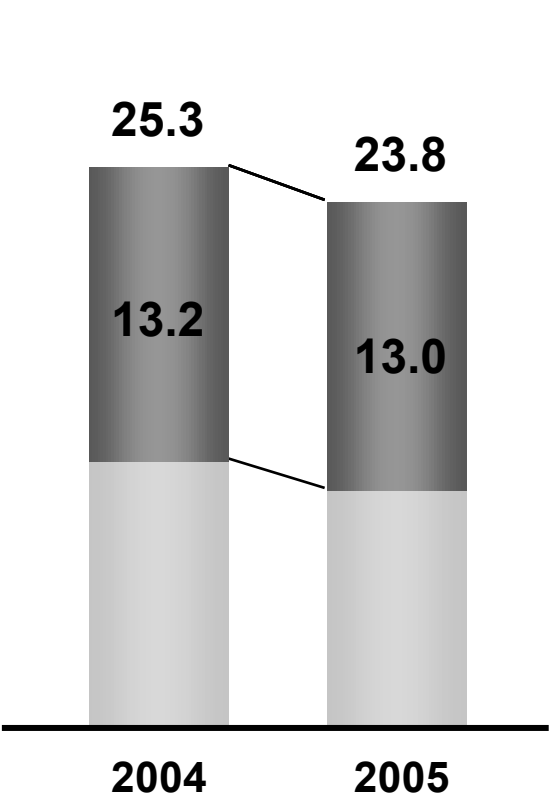
\* excl. charges related to the realignment of the smart business model

## SUCCESSFUL PERFORMANCE DESPITE DIFFICULT MARKET CONDITIONS

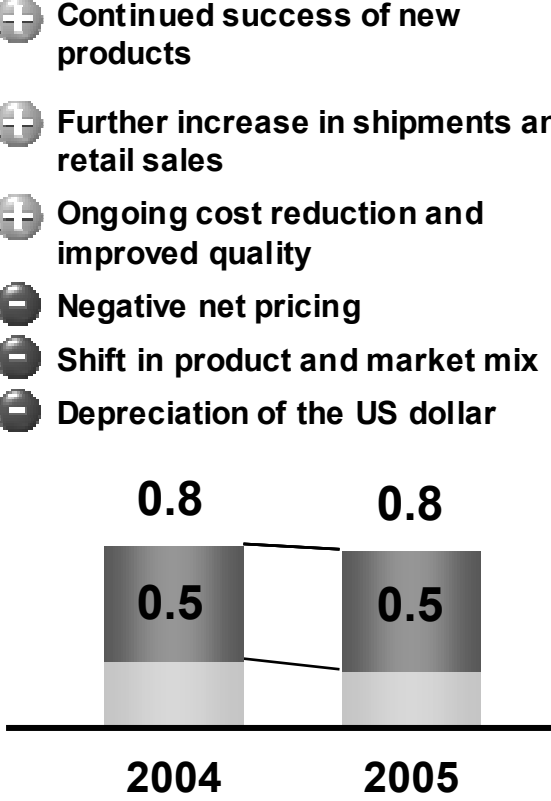
**Unit Sales / Shipments**  
- in thousand units -



**Revenues**  
- in billions of EUR -



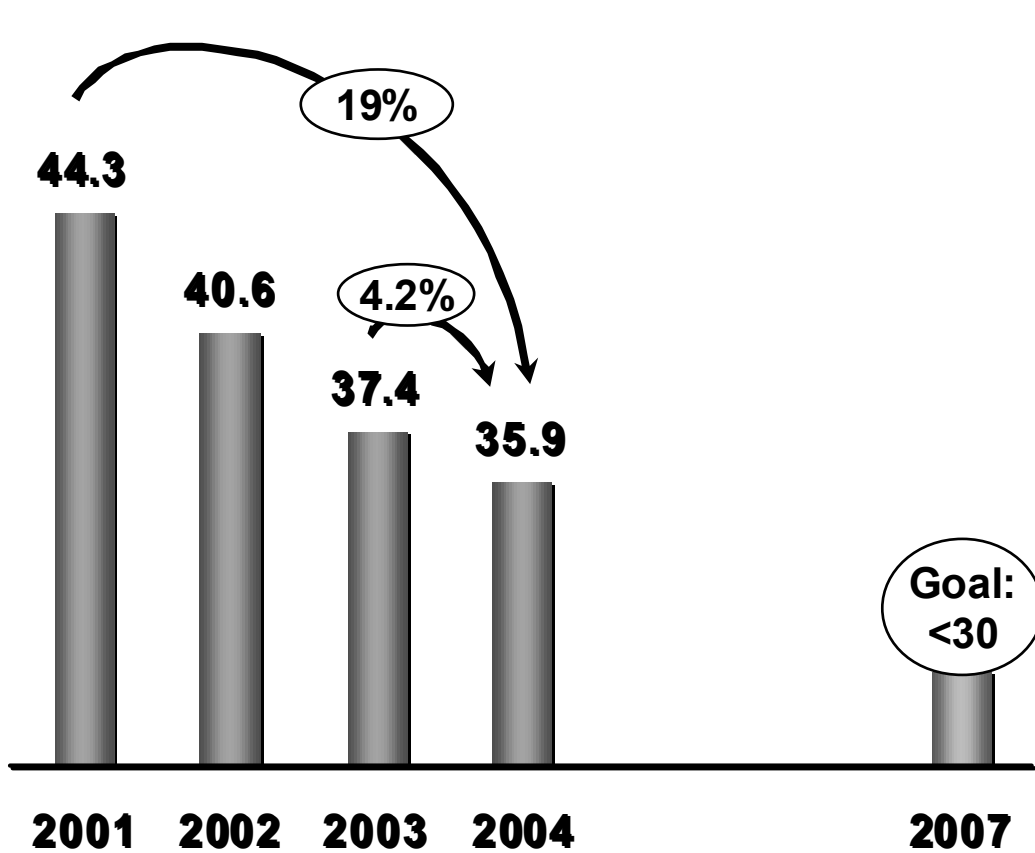
**Operating Profit**  
- in billions of EUR -



- ⊕ Continued success of new products
- ⊕ Further increase in shipments and retail sales
- ⊕ Ongoing cost reduction and improved quality
- ⊖ Negative net pricing
- ⊖ Shift in product and market mix
- ⊖ Depreciation of the US dollar

# HARBOUR REPORT PRODUCTIVITY STUDY: CHRYSLER GROUP WITH EXCELLENT RESULTS

Hours Per Vehicle



- CG improvement 2004: 4.2%  
- with 9 new vehicles.
- CG industry benchmark in transmission productivity (3.86 h).
- CG's engine productivity most improved (+9.5%).

Source: Harbour Report 2005

**PRODUCT LAUNCHES 2005**



**Dodge RAM Mega Cab**



**Dodge Magnum SRT8**



**Dodge Charger**



**Dodge Viper Coupe**



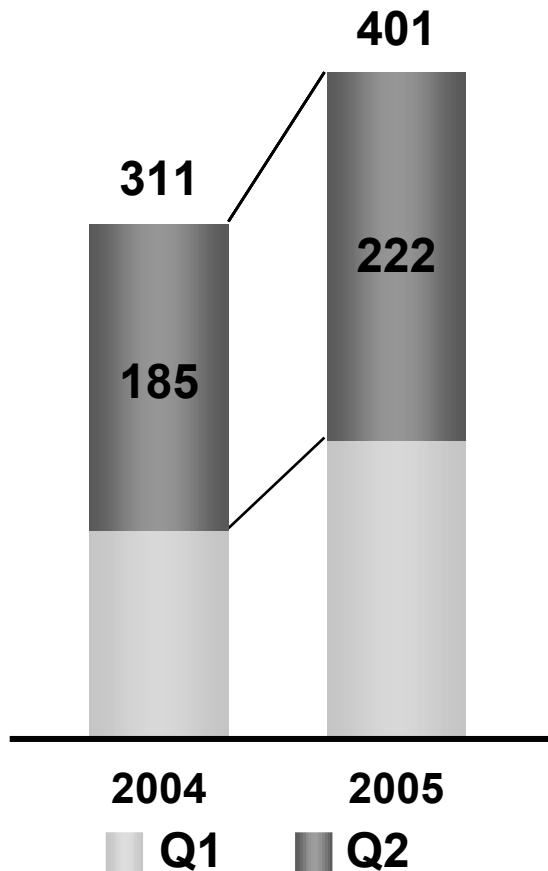
**Chrysler 300 SRT8**



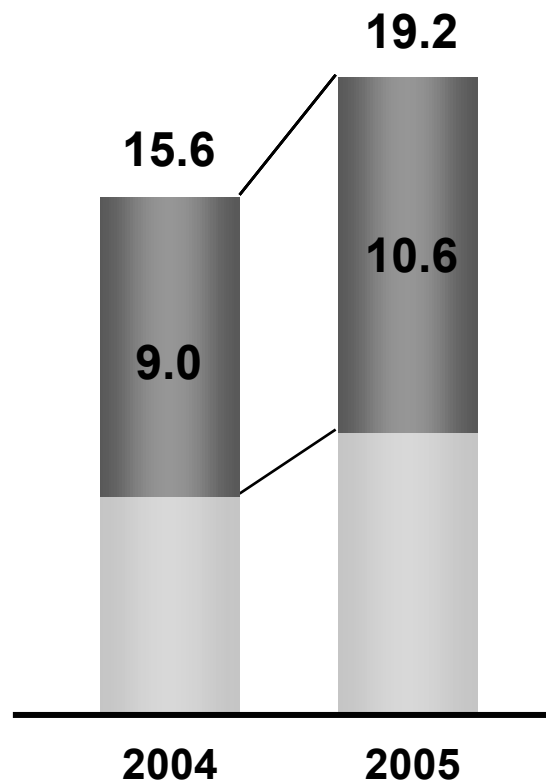
**Jeep Commander**

# STRONG OPERATING PERFORMANCE CONTINUES

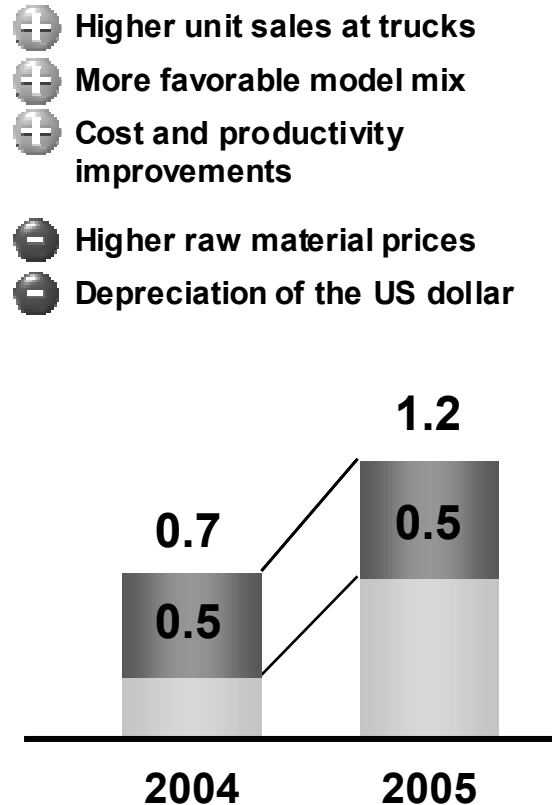
**Unit Sales**  
- in thousand units -



**Revenues**  
- in billions of EUR -



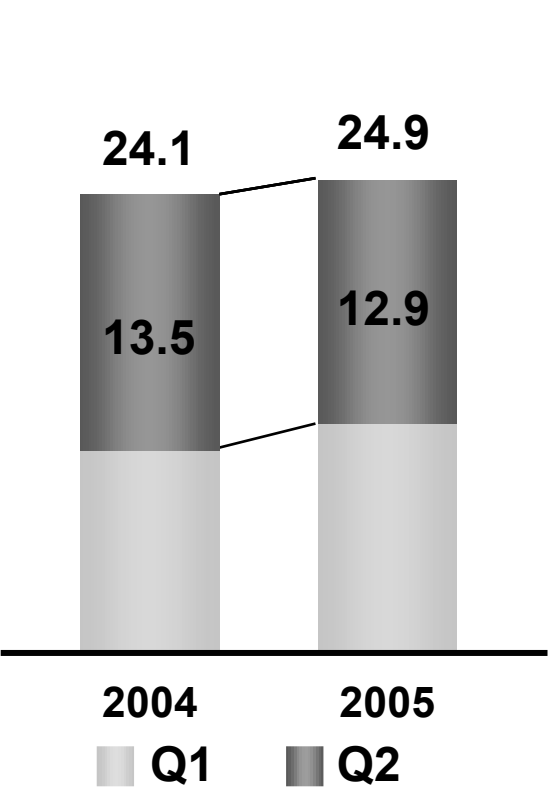
**Operating Profit**  
- in billions of EUR -



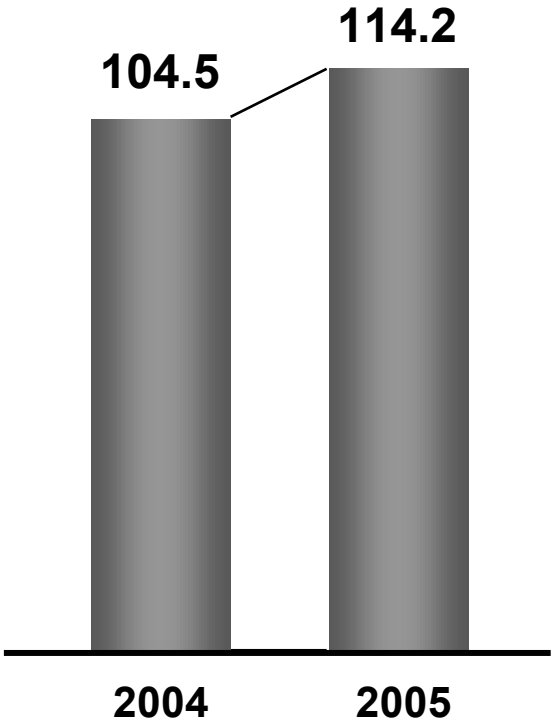
- ⊕ Higher unit sales at trucks
- ⊕ More favorable model mix
- ⊕ Cost and productivity improvements
- ⊖ Higher raw material prices
- ⊖ Depreciation of the US dollar

# HIGH LEVEL OF EARNINGS DESPITE INCREASED INTEREST RATES

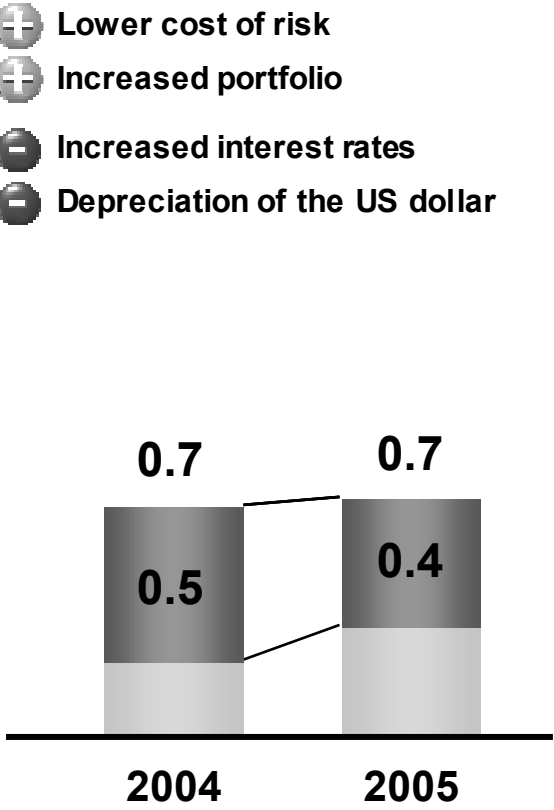
**New Business**  
- in billions of EUR -



**Contract Volume**  
- in billions of EUR -



**Operating Profit**  
- in billions of EUR -



- ⊕ Lower cost of risk
- ⊕ Increased portfolio
- ⊖ Increased interest rates
- ⊖ Depreciation of the US dollar

## OUTLOOK 2005

- **Assumptions for the automotive markets:**
  - **Stable car markets in Western Europe, NAFTA and Japan**
  - **Truck markets should remain at present high levels**
  - **Further growth in emerging markets**

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- **Slight increase in unit sales expected**

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- **Group operating profit in 2005 is expected to slightly exceed the prior-year result of EUR 5.8 billion excluding charges related to the realignment of the smart business model**

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