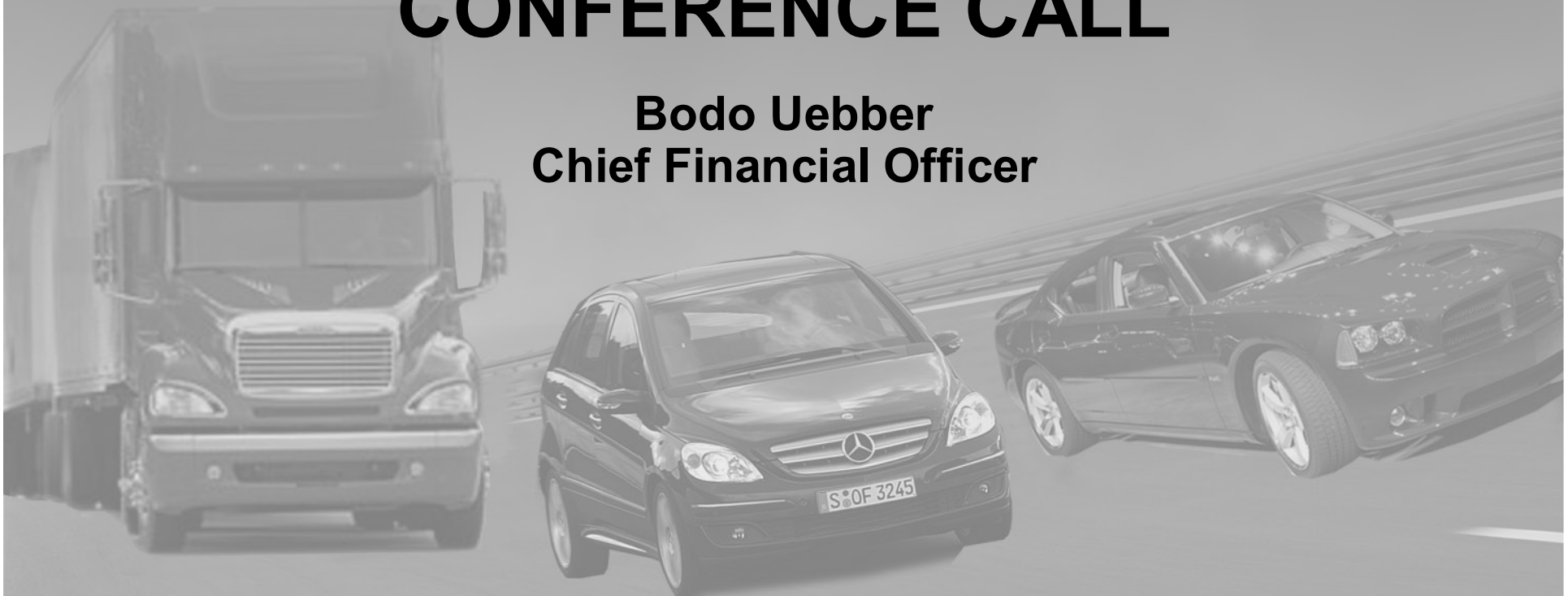


# DAIMLERCHRYSLER

## Q2 AND FIRST HALF 2005 RESULTS CONFERENCE CALL

**Bodo Uebber**  
**Chief Financial Officer**

**July 28, 2005**



## KEY FINANCIAL FIGURES Q2/2005

- in EUR -	Q2 2004	Q2 2005
<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
<b>Net Liquidity Industrial Business</b>	3.2 bn	5.5 bn

## KEY FINANCIAL ISSUES IN Q2/2005

- **Turning point at Mercedes Car Group reached**

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- **Relevant issues at smart addressed**

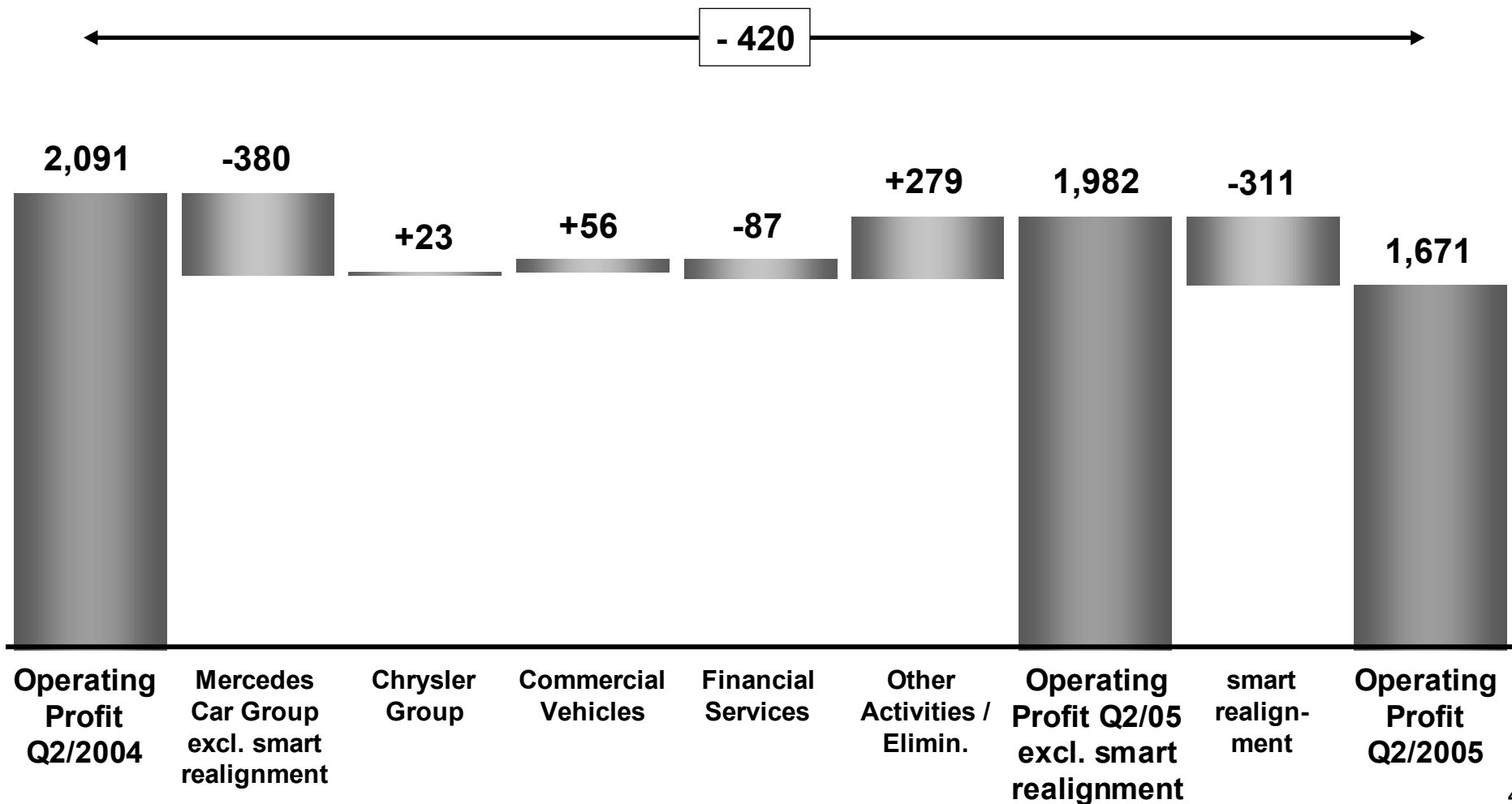
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- **US dollar strengthened; more than 90% of 2005 exposure hedged**

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- **Strong cash flow; cash contributions to pension plans in Q3 & Q4**

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- **Net industrial liquidity further improved**

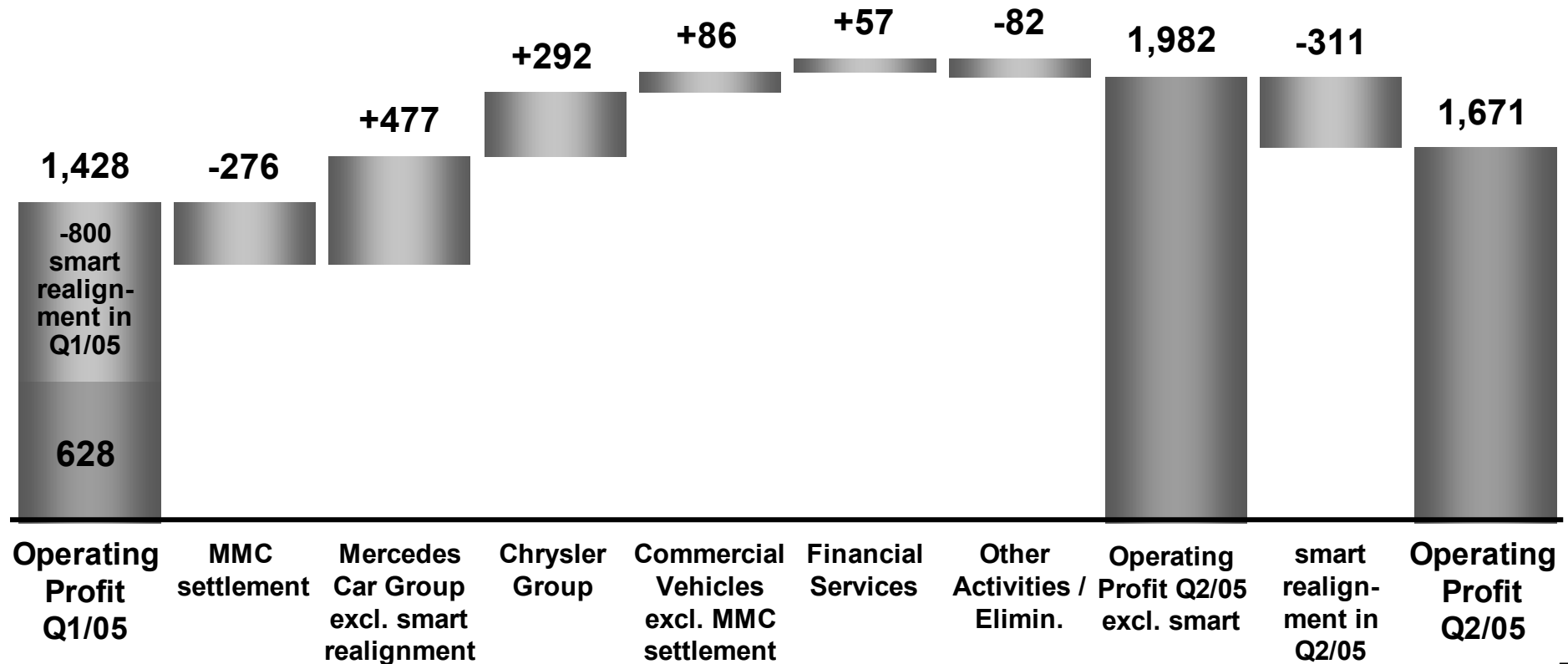
# Q2 RESULTS EXCLUDING CHARGES FOR SMART REALIGNMENT ALMOST AT PREVIOUS YEAR'S LEVEL

- in millions of EUR -



# STRONG PROFITABILITY IMPROVEMENT COMPARED TO Q1/2005

– in millions of EUR –



## IMPACT OF SMART REALIGNMENT AND MMC SETTLEMENT

- in millions of EUR -

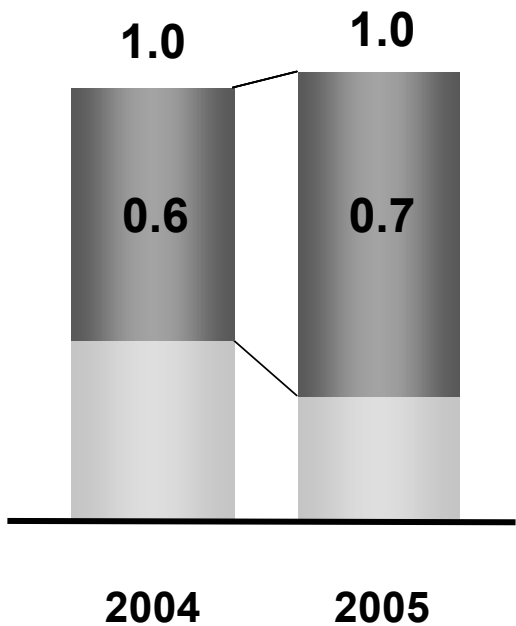
	Operating Profit	
	Q1/05	Q2/05
<b>smart realignment:</b>	<b>-800</b>	<b>-311</b>
▪ Impairment charge on production facilities	-440	-7
▪ Inventory write-downs	-97	-35
▪ Supplier claims	-48	-227
▪ Write off of tooling and equipment designated for the smart SUV	-61	
▪ Charges due to cancellation of supplier contracts for smart SUV	-154	-13
▪ Accruals for workforce reduction		-29
<b>MMC settlement:</b>	<b>+276</b>	

### MMC settlement:

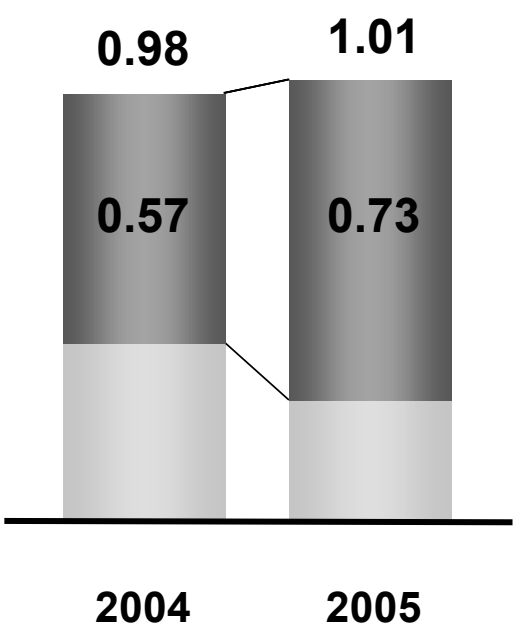
- Transfer of MMC's 20% stake in MFTBC
- Cash payment and promissory notes
- Transfer of certain other assets and rights related to the distribution of Fuso products

# NET INCOME AND EARNINGS PER SHARE

**Net Income**  
- in billions of EUR -



**Earnings per Share**  
- in EUR -



■ Q1   ■ Q2

## KEY BALANCE SHEET FIGURES

- in billions of EUR -	Dec. 31 2004	March 31 2005	June 30 2005
Gross liquidity Group	11.7	13.0	12.6
<b>Gross liquidity industrial business</b>	<b>10.2</b>	<b>11.4</b>	<b>11.2</b>
Group equity <sup>1)</sup>	32.0	32.9	34.0
Equity ratio Group <sup>1)</sup>	17.5%	17.5%	17.3%
<b>Equity ratio industrial business <sup>1)</sup></b>	<b>25.3%</b>	<b>24.7%</b>	<b>24.3%</b>
Financial liabilities Group <sup>2)</sup>	76.0	77.0	78.6
<b>Financial liabilities industrial business <sup>2)</sup></b>	<b>8.0</b>	<b>7.8</b>	<b>5.6</b>
Net debt Group	64.3	64.0	66.0
<b>Net liquidity industrial business</b>	<b>2.2</b>	<b>3.6</b>	<b>5.5</b>

1) Excluding dividend payment for 2004

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

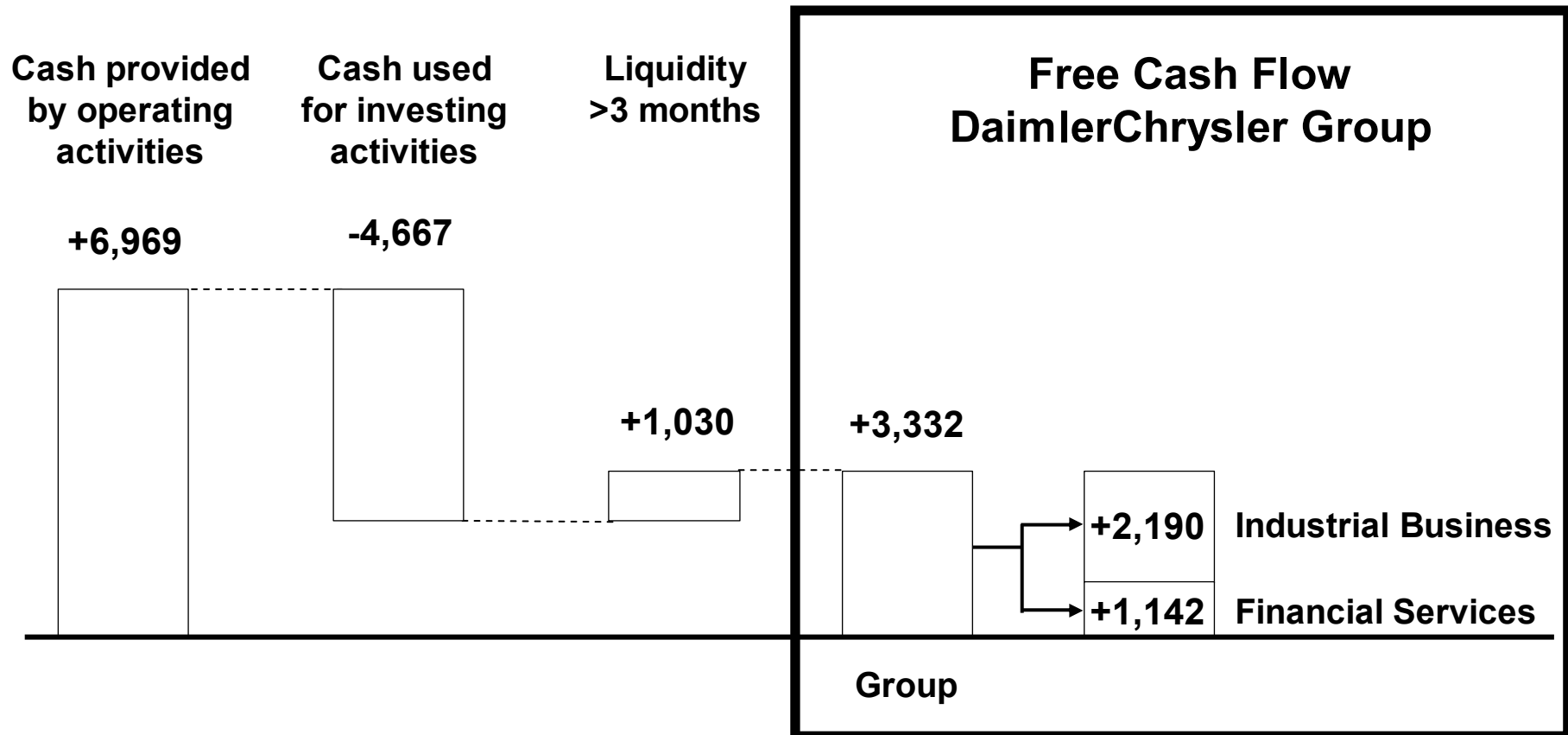
## STATUS OF PENSIONS AND POSTRETIREMENT HEALTHCARE BENEFITS

- in billions of EUR -	Pensions		Healthcare	
	Dec. 31 2004	June 30 2005	Dec. 31 2004	June 30 2005
	DC Group	DC Group	DC Group	DC Group
PBO / APBO	(34.4)	(37.2)	(14.4)	(15.9)
Plan assets	27.8	30.5	1.6	1.7
<b>Underfunded position</b>	<b>(6.6)</b>	<b>(6.7)</b>	<b>(12.8)</b>	<b>(14.2)</b>
Accruals	5.6	6.3	8.0	9.3
<b>Underfunded position net of accruals</b>	<b>(1.0)</b>	<b>(0.4)</b>	<b>(4.8)</b>	<b>(4.9)</b>

# RECONCILIATION TO FREE CASH FLOW

## January – June 2005

– in millions of EUR –



## OUTLOOK 2005

### Challenges:

- Tough competitive car market, especially in the US
- Further rise in interest rates
- High oil prices
- Translation effects from exchange rates



Although there are uncertainties from the overall economy, DaimlerChrysler confirms its guidance for 2005:

Excluding the charges related to the realignment of the smart business model, Group operating profit in 2005 is expected to slightly exceed the prior year's result of EUR 5.8 billion.

## DISCLAIMER

**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, interest rates and in raw material prices; introduction of competing products; increased sales incentives; the successful implementation of the new business model for smart; supply interruptions of production materials, resulting from shortages, labor strikes or supplier insolvencies; 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.**