

[DRAFT DCX]

Conformed Copy

SEMI-ANNUAL REPORT

Fiscal Year (2005)

From: January 1, 2005

To: June 30, 2005

DAIMLERCHRYSLER AG

(0279)

SEMI-ANNUAL REPORT

From: January 1, 2005
To: June 30, 2005

To : Director of Kanto Local Finance Bureau

Date of Filing: September 30, 2005

Corporate Name: DaimlerChrysler AG

Titles and Names of
Representatives: Prof. Jürgen E. Schrempp
Chairman of the Board of Management
Bodo Uebber
Member of the Board of Management responsible for
Finance & Controlling / Financial Services division

Location of Head Office: Epplestr. 225
70567 Stuttgart
Federal Republic of Germany

Name of the
Attorney-in-Fact: Yasutaka Nishikori
(Attorney-at-law)

Address of the Attorney-
in-Fact: Nishimura & Partners
Ark Mori Bldg, 12-32, Akasaka 1-chome
Minato-ku, Tokyo, Japan

Telephone: (03) 5562-8500

Administrative Personnel
to Contact: Yasutaka Nishikori
(Attorney-at-law)
Yukinori Kida
(Attorney-at-law)
Ryohei Takeuchi
(Attorney-at-law)

Place of Contact: Nishimura & Partners
Ark Mori Bldg, 12-32, Akasaka 1-chome
Minato-ku, Tokyo, Japan

Telephone of Contact: (03) 5562-8500

Place at which Copy of the Present Semi-Annual Report is Offered for Public Inspection

Name of Such Office: Tokyo Stock Exchange
Location: 2-1, Nihombashi-kabuto-cho
Chuo-ku, Tokyo, Japan

Table of Contents

	Japanese original	English translation
PART 1. COMPANY'S INFORMATION	2	1
I. Outline of the Legal and other Systems of the Company's Country of Incorporation	2	1
II. Outline of the Company	3	2
1. Changes in Major Management Accounts, etc.	3	2
2. Contents of Business	4	3
3. Description of Related Companies	6	3
4. Description of Employees	6	4
III. Description of Business	7	5
1. Outline of Business Results, Etc.	7	5
a) DaimlerChrysler Group		
b) Mercedes Car Group		
c) Chrysler Group		
d) Commercial Vehicles		
e) Services		
f) Other		
2. Results of Productions, Orders Received and Sales	20	18
3. Matters to be Dealt with	21	19
4. Material Contracts Relating to Business	21	19
5. Activities on Research and Development	21	19
IV. Conditions of Facilities	22	20
1. Conditions of Major Facilities	22	20
2. Plans for Installation and Removal of Facilities	22	20
V. Description of the Company	23	21
1. Description of Shares, Etc.	23	21
2. Trends in Stock Prices	25	22
3. Directors, Officers and Statutory Auditors	26	23
VI. Financial Conditions (CPA's responsibility)	27	24
VII. Trends in Foreign Exchange Rates	78	24
VIII. Reference Information of the Company	78	24
PART 2. INFORMATION CONCERNING GUARANTOR, ETC.	79	24

Notes:

- (1) In this Semi-annual Report, unless otherwise noted, the term "Company" or "DaimlerChrysler AG" means DaimlerChrysler AG, "Group" or "DaimlerChrysler" means DaimlerChrysler AG and its consolidated subsidiaries, and "Germany" means the Federal Republic of Germany.
- (2) The term "€" or "EUR" in this Semi-annual Report, unless otherwise noted, refers to Euro. For the convenience of the Japanese readers, conversion into Japanese Yen has been made at the exchange rate of EUR 1.00 = ¥136.11 (the medium of the Telegraphic Transfer Spot Selling and Buying Exchange Rate of The Bank of Tokyo-Mitsubishi, Ltd. on August 31, 2005.)*
- (3) Where figures in tables in this Semi-annual Report have been rounded, the totals may not necessarily agree with the sum of the figures.
- (4) Unless otherwise indicated, "shares" in this document refer to ordinary shares of the Company.
- (5) This document 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 Factors" in DaimlerChrysler's most recent Securities Report filed with the Kanto Local Finance Bureau 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.

*In this translation the Euro amounts converted into Japanese Yen are omitted.

PART 1. COMPANY'S INFORMATION

I. Outline of the Legal and other Systems of the Company's Country of Incorporation

There has been no material change during the six-month period ended June 30 as well as since the filing of the Securities Report.

II. Outline of the Company

1. Changes in Major Management Accounts, etc.

The following table sets out the development of major management accounts of the unaudited interim condensed consolidated financial statements of DaimlerChrysler Group. The consolidated financial statements of DaimlerChrysler have been prepared in accordance with United States Generally Accepted Accounting Principles ("US GAAP"). Certain amounts reported in prior periods have been reclassified to conform to the current period's presentation and to reflect presentation requirements to discontinued operations.

DaimlerChrysler Group (amounts in millions of EUR)	1st half ended June 30			Year ended Dec. 31,	
	2005	2004	2003	2004	2003
Revenues	70,167	69,423	67,112	142,059	136,437
of which Germany	9,796	11,030	11,504	22,315	24,182
of which USA	31,531	32,617	31,782	64,232	64,757
Employees (at period-end)	388,758	383,724	372,073	384,723	362,063
Research and development costs	2,672	2,638	2,863	5,658	5,571
Investments in property, plant and equipment	3,081	2,996	3,114	6,386	6,614
Operating profit	2,299	3,637	2,044	5,754	5,686
Net income	1,025	989	697	2,466	448
Earnings per share (in EUR)					
basic	1.01	0.98	0.69	2.43	0.44
diluted	1.01	0.97	0.69	2.43	0.44
Cash provided by operating activities	6,969	7,645	9,469*	11,060	13,826
Cash used for investing activities	(4,667)	(9,151)	(9,167)*	(16,682)	(13,608)
Cash provided by (used for) financing activities	(2,886)	(1,421)	1,009	2,549	2,518
Cash and cash equivalents (maturing within three months)					
At beginning of period	7,381	10,767	9,100	10,767	9,100
At end of period	7,329	8,040	9,974	7,381	10,767

*) Half-year data for 2003 not adjusted for the effects of inventory-related receivables from Financial Services.

DaimlerChrysler Group (amounts in millions of EUR)	As of June 30			As of December 31,	
	2005	2004	2003	2004	2003
Stockholders' Equity	34,049	34,323	34,681	33,541	34,481
Total assets	197,181	189,363	188,865	182,696	178,268

2. Contents of Business (as of the end of August, 2005)

The DaimlerChrysler Group operates in five business segments:

- **Mercedes Car Group**
- **Chrysler Group**
- **Commercial Vehicles**
- **Financial Services**
- **Other Activities**

Please note that in the first quarter of 2005, the former Services division was renamed into Financial Services to reflect its focus on the provision of automotive financial services.

The following issues changed materially during the six-month period ended June 30:

On February 10, 2005 DaimlerChrysler announced that the Mercedes Car Group started a comprehensive program designed to improve efficiency and increase earnings. With the CORE program, the Mercedes Car Group intends to improve its earnings by up to EUR3.5 billion and to achieve a return on sales of 7% by the year 2007.

On March 4, 2005, Mitsubishi Motors Corporation (MMC) and DaimlerChrysler concluded a final agreement regarding compensation for quality issues and recalls related to Mitsubishi Fuso Truck and Bus Corporation (MFTBC). The main details of the agreement entail:

- a cash payment from MMC to DaimlerChrysler,
- the transfer of the 20% stake of Mitsubishi Motors Corporation in MFTBC to DaimlerChrysler,
- the agreement that MMC will continue to maintain 100% ownership of NedCar, and
- additional operative cooperation between MMC and MFTBC in various other areas.

The settlement reached with Mitsubishi Motors Corporation (MMC) in the first quarter of 2005 on compensation for expenses incurred in connection with quality actions and recall campaigns at Mitsubishi Fuso Truck and Bus Corporation (MFTBC) resulted in operating profit of EUR 276 million.

On March 31, 2005, the Board of Management of DaimlerChrysler AG discussed a new business model for the smart business unit of the Mercedes Car Group. The new business model aims to put the small-car brand onto a financially sound basis, with the goal of breaking even in 2007. The new product concept calls for the intensified development of the successor to the smart fortwo, including fulfilling the requirements for the U.S. market. It is planned that the next generation of the three-cylinder gasoline engine will also be used by other manufacturers, with resulting economies of scale that should substantially improve the cost position of this engine project. Cooperation with Mitsubishi Motors on the smart forfour will be continued. Measures to be taken to improve profitability mean that this product is anticipated to break even in the future. The production of the smart roadster will be terminated at the end of 2005. The smart SUV project will be discontinued.

Key component of the new business model is a restructuring program with which earnings are to be increased by some EUR600 million in the year 2007. The business unit intends to reduce fixed costs by around 30% within the next two years, while substantially improving productivity.

The new business model also includes a fundamental organizational change. Key tasks in development, sales, procurement, after sales and service will be integrated into the respective areas of Mercedes-Benz Passenger Cars. This will allow substantial synergy effects to be realized. At the same time, additional sales and market potential will be explored. For example, to boost unit sales, the number of smart outlets in the Mercedes-Benz sales organization is planned to be increased by about 25% using the shop-in-shop concept.

For the first six months of the year, the charges for the realignment of the business model for smart totaled EUR1,111 million. This figure includes write-downs on plant and equipment and inventories, the settlement of obligations to third parties, and other value adjustments. The program also includes workforce reductions.

On April 25, 2005, DaimlerChrysler Financial Services, DaimlerChrysler, Bayerische Landesbank, Dresdner Bank, DZ BANK and HypoVereinsbank as shareholders of debis AirFinance have announced their intention to sell their shares to the American investor Cerberus Capital Management. In the second quarter, the sale of DaimlerChrysler's 45% equity interest in debis AirFinance was completed for a price of EUR 325 million. The sale resulted in a small positive contribution to the Group's net income.

3. Description of Related Companies

No material change during the six-month period ended June 30, 2005. In addition, please refer to the chapter before (2. Contents of Business).

4. Description of Employees (as of June 30, 2005)

At the end of June 2005, DaimlerChrysler employed a workforce of 388,758 people worldwide (+1%). Of this total, 184,029 were employed in Germany and 100,442 in the United States (end of June 2004: 184,973 and 100,369 respectively).

The workforce expanded for operational reasons, due in particular to new recruitment by the Commercial Vehicles Division in North America and Europe. Employment levels also rose in the Mercedes Car Group as a result of the expansion of the plant in Tuscaloosa, USA. There were increases and reductions due to changes in the consolidated Group, following the acquisition of dealerships and the sale of component plants by the Chrysler Group. Adjusted for changes in the consolidated Group, the number of employees increased by 2%.

The table below provides the number of employees by segments as of June 30, 2005:

Number of Employees	As of June 30	
	2005	2004
Mercedes Car Group	106,351	105,558
Chrysler Group	85,753	89,183
Commercial Vehicles	118,325	110,966
Financial Services	11,385	11,132
Other*	66,944	66,885
DaimlerChrysler Group	388,758	383,724

* Includes the segment Other Activities and the Group's sales organization.

III. Description of Business

1. Outline of Business Results, etc.

The DaimlerChrysler Group is conducting its business activities through five business segments: Mercedes Car Group (b); Chrysler Group (c); Commercial Vehicles (d); Financial Services (e); and Other Activities (f). The following table sets forth revenues and operating profit (loss) for each of the five business segments:

	1st half ended June 30			
	2005		2004	
	Revenues	Operating Profit (Loss)	Revenues	Operating Profit (Loss)
(EUR in million)				
Mercedes Car Group	22,855	(942)	24,651	1,342
Chrysler Group	23,765	796	25,266	824
Commercial Vehicles	19,161	1,238	15,575	736
Financial Services	7,379	713	6,835	693
Other Activities	988	363	858	219
Eliminations	(3,981)	131	(3,762)	(177)
Total	70,167	2,299	69,423	3,637

a) DaimlerChrysler Group

Unit Sales and Revenues

In the first half of the year 2005, DaimlerChrysler sold 2.42 million vehicles, an increase of 3% compared to the 2.35 million units sold in the prior-year period. This increase primarily reflects a boost in unit sales at Commercial Vehicles (+29%) to a total of 401,000 trucks, vans and buses. With unit sales (factory shipments) of 1.5 million vehicles for the first six months, Chrysler Group slightly exceeded the prior year's level (+1%). Due to decreases for some important vehicles related to modelcycles, the Mercedes Car Group's unit sales of 555,000 vehicles were lower than in the first half of 2004 (-5%).

Group revenues for the first half of 2005 increased from EUR 69.4 billion to EUR 70.2 billion. Adjusted for currency translation effects and changes in the consolidated Group, revenues grew by 2%.

In the second quarter, the sale of DaimlerChrysler's 45% equity interest in debis AirFinance was completed for a price of EUR 325 million. The sale resulted in a small positive contribution to the Group's net income.

Operating Profit

DaimlerChrysler recorded an operating profit of EUR 2.3 billion in the first half of 2005, compared with EUR 3.6 billion in the same period of last year. The realignment of the smart business model caused expenses of EUR 1.1 billion during the first half of the year. Excluding these charges, the Group's first-half operating profit amounted to EUR 3.4 billion, which was close to the level recorded in 2004.

Operating profit was burdened by the strength of the euro, especially against the US dollar, and increased material prices. The Mercedes Car Group was particularly impacted by exchange rate effects arising from the operative business. The Chrysler Group, Commercial Vehicles and Financial Services divisions were affected by changes in exchange rates mainly through the translation of their results into euros.

The Mercedes Car Group generated an operating loss of EUR 0.9 billion for the first six months, compared to a profit of EUR 1.3 billion in the prior year. This shortfall was caused by charges of EUR 1.1 million related to the realignment of the smart business model and lower unit sales. However, Mercedes Car Group achieved a slightly positive result in the second quarter of 2005, thus achieving the turning point.

At EUR 0.8 billion, Chrysler Group's operating profit for the first six months did not quite equal the results of the prior year, primarily as a result of the appreciation of the euro against the US dollar.

The Commercial Vehicles Division posted a significantly higher operating profit of EUR 1.2 billion (H1 2004: EUR 0.7 billion), due in particular to positive developments in the truck business. In addition, the settlement reached with Mitsubishi Motors Corporation (MMC) in the first quarter of 2005 on compensation for expenses incurred in connection with quality actions and recall campaigns at Mitsubishi Fuso Truck and Bus Corporation (MFTBC) resulted in an operating profit of EUR 276 million.

The Financial Services division made a slightly higher contribution to Group operating profit, reflecting both the positive effects of lower charges from Toll Collect and the negative effects of increasing interest rate levels in the United States.

The improved operating profit contributed by Other Activities was primarily a result of an increased contribution to earnings from European Aeronautic Defence and Space Company (EADS) and the improved earnings of the DaimlerChrysler Off-Highway business unit.

Net Income

Consolidated Statements of Income (EUR in million)	1st half	
	2005	2004
Revenues	70,167	69,423
Cost of sales	(57,317)	(55,412)
Selling, administrative and other expenses	(9,065)	(8,471)
Research and development	(2,672)	(2,638)
Other income	315	328
Turnaround plan Chrysler Group	3	(52)
Income before financial income	1,431	3,178
Financial expense, net	(58)	(867)
Income before income taxes	1,373	2,311
Income tax expense	(321)	(1,284)
Minority interests	(27)	(38)
Net income	1,025	989
Earnings per share (basic)	1.01	0.98

For the first half of 2005, *financial expense* totaled EUR 58 million, compared to EUR 867 million for the same period last year. The strong improvement of EUR 809 million was primarily the result of improved income from investments, which increased by EUR 747 million to EUR 39 million during the six months period. The increase in income from investments was to a large extent due to the fact that the result for the prior-year period included a negative contribution from MMC, which was caused by operating losses as well as impairment charges recognized on deferred tax assets. In addition, income from investments was positively impacted by significantly reduced charges from Toll Collect. Net interest expense and other financial income of EUR 126 million and EUR 29 million, respectively, were nearly of the same magnitude as in the first half of 2004.

Net income of EUR 1,025 million was reported for the first half of 2005, compared to EUR 989 million for the prior-year period. The reduction in operating profit was more than offset by the improved financial expense, net, and lower income taxes. The positive development of the tax situation resulted primarily from changes in the composition of income before income taxes. On the one hand there was a positive impact on the tax situation resulting from tax-free income especially relating to the compensation for MFTBC in the first half of 2005. On the other hand, the prior-year period was impacted by high, non-deductible expenses, primarily contributed by MMC.

Earnings per share amounted EUR 1.01, compared with EUR 0.98 for the first half of last year.

Financial Position

Compared with December 31, 2004, total assets increased by EUR 14.5 billion to EUR 197.2 billion. EUR 12.0 billion of the increase was attributable to currency translation effects.

Equipment on operating leases and receivables from financial services totaled EUR 92.2 billion, equivalent to 47% of total assets. The increase in inventories was a result of the fluctuating production volumes in the vehicle business during the year in connection with model changeovers. The intensely competitive situation in the Group's sales markets also had the effect of increasing vehicle inventories. Other assets decreased, mainly due to the valuation of derivatives.

On the liabilities side, minority interests decreased due to the Group's increased equity interest in MFTBC. As of June 30, 2005, 15% of MFTBC's stock was held by shareholders outside the Group (December 31, 2004: 35%). The increase in trade liabilities resulted primarily from the increase in production volumes compared with the fourth quarter of 2004.

Stockholders' equity increased from EUR 33.5 billion as of December 31, 2004 to EUR 34.0 billion at June 30, 2005, due primarily to the positive net income and currency translation effects. Opposing effects resulted from the distribution of the dividend for the 2004 financial year and the valuation of derivative financial instruments.

The Group's equity ratio as of June 30, 2005, was 17.3% (December 31, 2004: 17.5%). The equity ratio for the industrial business was 24.3% (December 31, 2004: 25.3%).

Cash Flow

Cash provided by operating activities in the first half of 2005 of EUR 7.0 billion was lower than in the same period of last year (EUR 7.6 billion). In addition to the effects of currency translation, the decrease was also caused by the higher volume of cash tied up through increases in inventories and trade receivables. There was a positive effect compared with the prior-year period due to the decrease in net cash outflows for tax payments, mainly resulting from tax refunds, especially in the NAFTA region.

Cash used for investing activities decreased significantly to EUR 4.7 billion from EUR 9.2 billion in the same period of last year. The reduction was primarily caused by higher proceeds from the sale of retail receivables from financial services. There were opposing effects increasing the cash used for investing activities caused by net additions to equipment on operating leases, net acquisitions of securities and additions to property, plant and equipment.

Cash used for financing activities amounted to EUR 2.9 billion. This was primarily a result of the (net) repayment of financial liabilities of EUR 1.3 billion and the dividend distribution for the 2004 financial year of EUR 1.5 billion. In the prior-year period, the dividend distribution was partially offset by a cash inflow from net borrowing.

Cash and cash equivalents with an original maturity of three months or less decreased by EUR 0.1 billion compared with December 31, 2004. Total liquidity, which also includes marketable securities with an original maturity of more than three months, increased from EUR 11.7 billion to EUR 12.6 billion.

Outlook for the Group (See note (5) under the Table of Contents)

DaimlerChrysler assumes that the global economy will expand at a stable rate along its long-term growth path in the second half of this year. Nonetheless, the high oil price and rising interest rates in the United States are risks for investment and consumption. The European economies will also have the disadvantage of the low value of the US dollar.

Demand in the automotive industry is likely to remain rather moderate in the second half of the year. Whereas demand for passenger cars will go on rising in most of the emerging markets, DaimlerChrysler expects unit sales at last year's levels in the world's three major markets of North America, the European Union and Japan, although there may be very strong seasonal fluctuations from one quarter to the next. Demand for commercial vehicles should remain at its present high level. In view of further reductions in model lifecycles and ongoing over-capacity, the Group expects a continuation of the intensely competitive pressure in the automobile industry.

DaimlerChrysler anticipates a slight increase in unit sales in full-year 2005 compared with 2004.

At the Mercedes Car Group, the general availability of numerous new models and engines should stimulate unit sales in the second half of the year. This will be boosted by the extremely positive response to the new S-Class, with the first cars being delivered to customers in September. In addition, the new R-Class will be launched in the United States this fall. With these new vehicles, the Mercedes-Benz brand will have its broadest and youngest product range. For the full year, the division expects a slight increase in unit sales compared with 2004.

The Chrysler Group anticipates a continuation of the tough competition in the North American market during the rest of this year. Total market volume in the United States is likely to be around 17.2 million vehicles. In particular, the success of the new models should help Chrysler Group to increase its unit sales compared with the year 2004.

In the second half of 2005, the Commercial Vehicles Division expects unit sales to continue the pleasing development shown in the first half, so that a significant increase should be achieved for the full year. There will be positive impetus in particular from the strong demand (evident since last year) for Freightliner's heavy-duty trucks in the NAFTA region, as well as for Mercedes-Benz trucks.

The Financial Services division assumes that levels of new business and contract volume will hold stable during the rest of the year. At Toll Collect, preparations for the changeover from On-Board Unit 1 (OBU 1) to OBU 2 are making good progress.

EADS expects the recovery of the market for civil aircraft to continue in the second half of the year. In full-year 2005, EADS plans to deliver more than 360 Airbus aircraft (2004: 320).

The DaimlerChrysler Group continues to expect higher revenues in 2005 than in 2004. The development of revenues remains highly dependent on changes in the exchange rate between the euro and the US dollar.

The size of the workforce is expected to increase slightly during the rest of this year. Employment levels should rise compared with the end of 2004 particularly in the Commercial Vehicles Division.

Despite the recent rise of the US dollar against the euro, operating profit for full-year 2005 will be impacted by the less favorable dollar-euro exchange rate compared to the prior year. In addition, the development of earnings will continue to be impacted by increases in raw-material prices during the further course of this year.

After increasing its earnings in the second quarter by more than originally anticipated and achieving the turning point at the Mercedes Car Group, for full-year 2005 DaimlerChrysler continues to expect a slight increase in operating profit compared with the prior year, excluding charges related to the realignment of the smart business model.

b) Mercedes Car Group

Amounts in millions	1st half 2005 EUR	1st half 2004 EUR	% change
Operating Profit (Loss)	(942)	1,342	.
Revenues	22,855	24,651	-7
Unit Sales	555,049	585,341	-5
Production	603,602	632,186	-5
Employees (June 30)	106,351	105,558	+1

Sales and Revenues

In the first half, the Mercedes Car Group's unit sales decreased by 5% to 555,000 vehicles, while revenues were also down by 7% to EUR 22.9 billion.

Unit sales by the Mercedes-Benz brand of 494,000 vehicles were 5% below the level of the prior year. Increases over the prior-year period were particularly strong for the A-Class and the SLK roadster. In the first six months, 24,300 units were sold of the new CLS, which was launched in fall 2004. The new M-Class, which was launched in the United States in April, and the B-Class, launched in June, both had very successful starts, with sales of 16,800 and 9,200 units, respectively. In the run up to the model changeover, S-Class sales did not reach prior-year levels, but this car still maintained its worldwide leading position in the luxury segment. Unit sales of the C-Class and E-Class decreased compared with the same period of last year, but more E-Class cars were sold in the second quarter than in the first quarter.

Unit sales of the Mercedes-Benz brand decreased in Germany by 10% to 146,900 vehicles. However, there were increases in Japan (+13%), France (+9%), Spain (+6%) and Latin America (+16%). With 103,900 units sold, we also nearly equaled the prior year's level in the US.

Due to the continuation of difficult conditions in the market for small cars and inventory reductions, shipments to dealers by the smart brand fell to 61,100 vehicles (H1 2004: 65,100). Retail sales increased by 19% to 74,000 cars, however.

Operating Profit

The Mercedes Car Group recorded an operating loss of EUR 942 million, compared with an operating profit of EUR 1,342 million in the first half of 2004. The result included expenses of EUR 1,111 million for the realignment of the smart business model. Excluding these expenses, the division's result would have been an operating profit of EUR 169 million for the first half. This result divides into an operating loss of EUR 154 million for the first quarter and an operating profit of EUR 323 million for the second quarter, indicating the turning point in operating performance due primarily to new models and the efficiency improving actions taken as part of the CORE program.

Lifecycle-related decreases in unit sales of the S-Class and M-Class, a less favorable model mix and the ongoing strength of the euro impacted the earnings of Mercedes-Benz Passenger Cars. Expenses for the continuation of the quality offensive also contributed to the decrease, especially in the first quarter of the year. In addition, increased raw material prices and the launch costs of the new M-Class reduced earnings.

At smart there was an operating loss from ongoing business activities. The expenses incurred for the realignment of smart's business model mainly comprised impairments on property, plant and equipment, additions to accruals relating to risks arising from contractual obligations, compensation payments to dealers and suppliers, the valuation of vehicle inventories as well as measures taken relating to the workforce. During the rest of this year, only a small impact on earnings is expected from the adjustment of our current assumptions to actual developments.

Measures to Enhance Profitability

In February 2005, the division initiated the CORE program to improve efficiency and increase earnings at Mercedes Car Group. By the end of June, a large number of ideas had been developed to reduce costs and increase revenues in the Mercedes Car Group, and a high proportion of the total volume of profitability improvements targeted for the year 2005 had already been identified. By the year 2007, the Mercedes Car Group intends to improve its earnings by up to EUR 3.5 billion and to achieve a return on sales of 7%.

As a result of the new smart business model, the key elements of which were announced on April 1, 2005, fixed costs are to be reduced by 30% within the next two years and productivity will be boosted. The successor to the smart fortwo planned for

the year 2007 will also be specified to meet the requirements of the US market. Production of the smart roadster will be discontinued by the end of 2005. The smart SUV project will not be pursued any further. smart's goal is to achieve breakeven by 2007. Important milestones were the agreement achieved with the employee council on the planned job reductions and the arrangement reached with the European smart dealer organization on an optimized distribution system. The program for the realignment of the smart business model is progressing as planned.

c) Chrysler Group

Amounts in millions	1st half 2005 EUR	1st half 2004 EUR	% change
Operating Profit	796	824	-3
Revenues	23,765	25,266	-6
Unit Sales	1,478,909	1,466,194	+1
Production	1,464,666	1,421,176	+3
Employees (June 30)	85,753	89,183	-4

Sales and Revenues

In the first half of the year, the Chrysler Group increased its worldwide retail sales by 4% to 1,447,500 vehicles. The increase was primarily due to the market success of the new products launched in 2004 such as the Chrysler 300 (86,900 units), the Dodge Magnum (35,000 units), the Jeep® Grand Cherokee (+9%) and the new minivans featuring the innovative Stow'n Go seating system (+8%). In the United States and Canada, the Chrysler Group's market share for the first half was 13.6% (H1 2004: 13.3%). Unit sales (factory shipments) increased by 1% to 1,478,900 vehicles.

US dealers' inventories totaled 632,400 vehicles at the end of June (end of June 2004: 605,600), equivalent to 75 days' supply (end of June 2004: 72 days' supply).

Due in particular to the appreciation of the euro against the US dollar, revenues decreased by 6% to EUR 23.8 billion. Measured in US dollars, revenues decreased by 2%.

Operating Profit

The Chrysler Group posted an operating profit in a difficult market environment of EUR 796 million, compared to EUR 824 million in the prior-year period. The decrease in operating profit was primarily the result of the appreciation of the euro against the US dollar.

Operating profit for the first half of 2004 was negatively impacted by restructuring charges, including charges for an incentivized retirement program for skilled trade employees, totaling EUR 156 million. In addition, the prior-year result was favorably impacted by an adjustment of EUR 95 million to correct the calculation of an advertising accrual.

Productivity and Quality Improvements

According to the respected Harbour Report North America, the Chrysler Group boosted its productivity by a further 4.2% during 2004. Over the past three years, it has improved its overall manufacturing productivity by a substantial 19%. The Harbour Report also showed that the Chrysler Group's transmission productivity is the best in the industry and that its engine productivity achieved the most significant progress in 2004. To be able to react quickly to fluctuations in demand, over the coming years Chrysler Group will further improve its manufacturing flexibility and modernize its production equipment.

In the J. D. Power Initial Quality Survey, the Chrysler Group was able to maintain its rating in 2004, despite the launch of nine new models in that year. Improvements were made in three major categories: exterior, interior and transmission.

d) Commercial Vehicles

Amounts in millions	1st half 2005 EUR	1st half 2004 EUR	% change
Operating Profit	1,238	736	+68
Revenues	19,161	15,575	+23
Unit Sales	401,002	310,727	+29
Production	424,177	336,303	+26
Employees (June 30)	118,325	110,966	+7

Unit sales and Revenues

The Commercial Vehicles Division increased its unit sales by 29% to 401,000 vehicles in the first half of the year, while revenues increased by 23% to EUR 19.2 billion.

Adjusted for changes in the consolidated Group – Mitsubishi Fuso Truck and Bus Corporation (MFTBC) was only consolidated for two months in the second quarter of 2004 – unit sales rose by 11% and revenues by 13%.

In the trucks business, the positive development of unit sales continued in the first half of 2005.

Unit sales by the *Trucks NAFTA* business unit (Freightliner, Sterling, Thomas Built Buses, Western Star) increased by 33% to 102,100 vehicles, primarily as a result of continuing strong demand for heavy trucks in the North American market.

Unit sales by the *Trucks Europe/Latin America* business unit (Mercedes-Benz) increased by 17% to 72,300 trucks, mainly due to the market success of the Axor and Actros models. The positive sales development was also assisted by growth in Western Europe, especially in Germany, and the continuing market recovery in Brazil.

At *MFTBC*, unit sales decreased by 11% to 89,100 vehicles in the first half. An increase of 10% to 59,700 vehicles outside Japan was more than offset by a decline of 36% to 29,400 trucks and buses in the difficult domestic market, reflecting a generally weaker demand and the after-effects of the recall campaigns in 2004.

Unit sales by the *Vans* business unit decreased by 3% to 123,900 vehicles. This was primarily due to delivery difficulties caused by the lack of availability of diesel injection pumps from suppliers in the first quarter. The models affected were the Viano/Vito and the Sprinter for the US market.

The *DaimlerChrysler Buses* business unit sold 16,900 vehicles and chassis, 11% more than in the first half of last year. With a market share of 26.9%, DaimlerChrysler Buses is still the undisputed market leader in Western Europe with its brands Mercedes-Benz and Setra.

Operating Profit

The Commercial Vehicles Division increased its first-half operating profit from EUR 736 million to EUR 1,238 million. This increase in earnings was primarily a result of the worldwide market success of the products of the truck business and the settlement reached with MMC on the compensation relating to the quality measures and recall campaigns at MFTBC. The compensation from MMC led to an operating profit of EUR 276 million in the first quarter.

The ongoing positive sales trend in nearly all business units, particularly for trucks, and the successful continuation of the efficiency improvement programs more than offset negative effects which resulted from more expensive raw materials and exchange rate effects.

Settlement with Mitsubishi Motors Corporation

Based on the contractual regulation of warranties related to the acquisition of shares in MFTBC, DaimlerChrysler has successfully made claims against Mitsubishi Motors Corporation (MMC). Among other things, the settlement reached provides for MMC to transfer the remaining 20% of its shares in MFTBC to DaimlerChrysler without any payment. MMC will also pay compensation to DaimlerChrysler under the terms of this settlement.

e) **Financial Services**

Amounts in millions	1st half 2005 EUR	1st half 2004 EUR	% change
Operating Profit	713	693	+3
Revenues	7,379	6,835	+8
Contract Volume	114,228	104,521	+9
New Business	24,898	24,121	+3
Employees (June 30)	11,385	11,132	+2

Due to its clear focus on financial services along the automotive value chain, the division's name has been changed to Financial Services. The new name strengthens the division's identity and emphasizes the fact that Financial Services stands for global, first-class financial services and effective sales support for the automotive brands of the Group.

Contract Volume & New Business

Financial Services' business continued developing successfully in the first half of the year. Contract volume increased by 9% to EUR 114.2 billion; after adjusting for exchange-rate effects the increase amounted to 8%. At the end of the first half of 2005, the portfolio comprised a total of 6.5 million vehicles (+3%). New business increased by 3% to EUR 24.9 billion; adjusted for exchange-rate effects, the increase amounted to 6%.

In the *Americas region*, contract volume increased to EUR 83.8 billion (+10%) representing a share of 73% of the total portfolio at the end of the six months period. New business increased by 5% to EUR 17.2 billion, primarily reflecting attractive special financing programs which caused new business in the NAFTA region to increase. Measured in US dollars, this increase amounted to 15%. In addition, the division's presence in North America under the banners of Chrysler Financial, Mercedes-Benz Credit and DaimlerChrysler Services Truck Finance emphasizes customer focus and the close connection with the brands of DaimlerChrysler. During the first half of the year, the division continued the intensive dialog with dealers on the development of new leasing and financing products and the further improvement of customer service.

Contract volume of EUR 30.4 billion in the region of *Europe, Africa, Asia/Pacific* exceeded the high level of the prior-year first half (+7%). In the core European markets of the United Kingdom, Italy and France, the portfolio remained stable at EUR 7.2 billion, while there was dynamic growth in contract volume in the markets of Eastern Europe (+12%). In Germany, DaimlerChrysler Bank, the Group's largest leasing and sales financing company in this region, further strengthened its position with the financing and leasing of DaimlerChrysler vehicles. Contract volume increased by 6% to EUR 14.6 billion. In China, we are proceeding according to plan with preparations for the establishment of our own financing company. Business activities are due to begin during the fourth quarter of this year.

Toll Collect

The toll-collection system, which started successfully in Germany at the beginning of the year, proved its reliability during the first half year 2005 and was extremely stable in full-load operation. The development of the software for the second version of the on-board units is running according to plan; this should enable toll parameters and route data to be updated via mobile telephony as of January 1, 2006. As of June 30, 2005, more than 450,000 on-board units have been installed in trucks weighing more than 12 tons.

Operating Profit

In the first half of 2005, the Financial Services division improved its operating profit slightly to EUR 713 million, compared with the EUR 693 million generated in the prior-year period. The increase in earnings resulted primarily from lower charges from Toll Collect of EUR 53 million in the first half of 2005 (H1 2004: EUR 279 million). The expenses incurred by Toll Collect during 2005 are related to the measures taken to ensure the successful start of the system and the planned expansion of the system functionality of on-board units. Compared with the very high prior-year level, margins decreased in the leasing and sales financing business due to rising interest rates, especially in the United States. These effects were partially compensated by an increased contract volume and lower cost of risk.

f) **Other Activities**

Amounts in millions	1st half 2005	1st half 2004	% change
	EUR	EUR	
Operating Profit	363	219	+66

The Other Activities segment includes the Group's shareholding in the European Aeronautic Defence and Space Company (EADS) and the DaimlerChrysler Off-Highway business unit. It also includes Corporate Research, the Group's real-estate activities, and DaimlerChrysler's holding and finance companies. The segment's operating profit for the prior-year period also included the contribution to earnings from Mitsubishi Motors Corporation (MMC), which has been included in the Group's consolidated financial statements as an investment measured at fair value since June 30, 2004. The contribution to operating profit generated by the Group's shareholding in EADS is included in DaimlerChrysler's operating profit with a time lag of one quarter.

Operating Profit

Other Activities' operating profit of EUR 363 million represented an improvement of EUR 144 million compared with the first half of 2004. This improvement was mainly the result of the increased operating profit at EADS due to higher deliveries of Airbus aircraft. An additional factor was a higher profit contribution than in the prior-year

period from DaimlerChrysler Off-Highway due to positive market developments, improved revenue structures and measures taken to improve efficiency.

EADS

The European Aeronautic Defence and Space Company (EADS), the world's second-largest aerospace and defense company, performed extremely well in the first half of 2005.

The successful maiden flight on April 27, 2005 of the world's largest passenger aircraft, the Airbus A380, was a milestone in the history of civil aviation. By the end of the first half of the year, 159 orders and purchase commitments had been received for the A380 from 16 customers.

From January through June, Airbus delivered a total of 189 aircraft (1st half 2004: 161), thus consolidating its leading position in the world market.

At the international air show in Le Bourget near Paris in June, Airbus received purchase commitments for 280 aircraft. IndiGo, an Indian low-budget airline, signed a letter of intent on the purchase of 100 aircraft of the A320 family. Qatar Airways committed to buying 60 of the A350 aircraft. On June 30, Airbus had received purchase commitments for a total of 125 of the A350 aircraft, which is officially due to start production at the end of September 2005.

In April, the German Bundestag (the lower house of parliament) approved the participation in the transatlantic MEADS (Medium Extended Air Defense System) program. Together with the United States and Italy, Germany will participate in the development of this ground-based tactical air defense system. The total volume of the development order amounts to USD 3.4 billion.

In May, EADS Astrium underscored its leading market position in Europe by winning the order for South Korea's first geo-stationary multifunctional satellite.

DaimlerChrysler Off-Highway

In the first six months, the DaimlerChrysler Off-Highway business unit increased its revenues by 17% to EUR 845 million. Growth was mainly achieved with sales of ship engines, but also in the area of power generation (engines used for generating electricity), engines for mining, agriculture and construction vehicles.

Incoming orders rose to EUR 1,068 million, compared to EUR 933 million of the prior-year period. The majority of the orders placed are in the application segments of Ships and Power Generation.

2. Results of Production, Orders Received and Sales

Unit sales and revenues have already been discussed under “III. Description of Business, 1. Outline of Business Results, etc.” Therefore, the tables below just show the unit sales by regions and the total number of production for each of the automotive segments.

Mercedes Car Group

	1 st half 2005	1 st half 2004	% change
Western Europe	359,374	397,030	-9
Germany	164,694	185,226	-11
USA	103,872	104,474	-1
Japan	22,321	19,372	+15
Other markets	69,482	64,465	+8
Unit Sales	555,049	585,341	-5
Production	603,602	632,186	-5

Chrysler Group

	1 st half 2005	1 st half 2004	% change
NAFTA	1,394,822	1,375,175	+1
USA	1,220,324	1,220,615	-0
Other markets	84,087	91,019	-8
Unit Sales	1,478,909	1,466,194	+1
Production	1,464,666	1,421,176	+3

Commercial Vehicles

	1 st half 2005	1 st half 2004	% change
Western Europe	131,326	131,039	+0
Germany	49,038	48,825	+0
USA	92,223	71,332	+29
South America	29,828	25,937	+15
Japan	29,889	10,872	+175
Other markets	117,736	71,547	+65
Unit Sales	401,002	310,727	+29
Production	424,177	336,303	+26

3. Matters to be Dealt with

The material contracts, agreements, business developments and competition are described under:

- “2. Contents of Business” in “II. Outline of Business”,
- “5. Activities on Research and Development” in III. Description of Business.

Furthermore, the automotive industry is subject to extensive government regulation. Laws in various countries regulate the emission levels, fuel economy, noise, and safety of vehicles, as well as the levels of pollutants generated by the plants that produce them. These regulations often impose substantial testing and certification requirements. The cost of complying with these regulations can be significant, and we expect to incur significant compliance costs in the future. We recognize, however, that leadership in environmental protection is an increasingly important competitive factor in the marketplace.

For a full description of risk factors influencing the Group’s business development, please refer to section “III. Description of Business” subsection “4. Risk Factors” of the Securities Report filed on June 29, 2005 and consider note 5 of the Table of Contents of this document.

4. Material Contracts Relating to Business

Not applicable.

5. Activities on Research and Development

In the first half of 2005, DaimlerChrysler spent a total of EUR 2.7 billion on research and development, including research activities at the corporate level (H1 2004: EUR 2.6 billion). Research and development costs reached 3.8% of the Group’s total revenues.

The Group’s activities on research and development did not change material, compared to those described in the Securities Report filed on June 29, 2005.

IV. Conditions of Facilities

1. Conditions of Major Facilities

No material change during the six-month period ended June 30, 2005.

2. Plans for Installation and Removal of Facilities

To be able to react quickly to fluctuations in demand, over the coming years the Chrysler Group will further improve its manufacturing flexibility and modernize its production equipment. During the first half of the year, the Chrysler Group therefore announced major investments at selected plants, including investments at the Trenton Engine Plant for new engine programs, at the Belvidere Assembly Plant for the successor to the Dodge Neon, and at the Sterling Heights Assembly and Stamping Plants, where the successor vehicles to the Chrysler Sebring and Dodge Stratus are to be produced.

V. Description of the Company

1. Description of Shares, Etc.

(1) Total Number of Shares, Etc.

(i) <u>Authorized number of Shares:</u>	1,407,439,575
Issued and outstanding Shares ¹ :	1,012,824,191
Shares not yet issued:	192,307,692 (authorized capital I) 192,307,692 (authorized capital II) 10,000,000 (authorized capital III)

Authorized Capital I:

The Board of Management is authorized to increase the capital stock of the corporation through April 8, 2008 by a total of EUR 500,000,000.00, in one lump sum or by separate partial increases at different times, upon the approval of the Supervisory Board, by issuing new, no par value registered shares in exchange for cash contributions.

Authorized Capital II:

The Board of Management is authorized to increase the capital stock of the corporation through April 8, 2008 by a total of EUR 500,000,000.00, in one lump sum or by separate partial increases at different times, upon the approval of the Supervisory Board, by issuing new, no par value registered shares in exchange for non-cash contributions.

Authorized Capital III:

The Board of Management is authorized to increase the capital stock of the corporation through April 8, 2008 by a total of EUR 26,000,000.00, in one lump sum or by separate partial increases at different times, upon the approval of the Supervisory Board, by issuing new, no par value registered shares in exchange for cash or non-cash contributions in order to issue the new shares to employees of DaimlerChrysler AG and its subsidiaries. The shares to be issued to employees of DaimlerChrysler AG and its subsidiaries may also be procured as part of securities lending, and the new shares may be used to fulfill the obligations arising from this securities lending.

¹ As of June 30, 2005 and including 159,067 treasury shares held by DaimlerChrysler related to the employee share purchase program.

(ii) Issued and outstanding shares:

Kind: registered ordinary shares, no par value

Number of shares: 1,012,824,191

Stock Exchanges on which the Shares are listed or Securities Dealers Associations with which the Securities are registered: The principal trading markets for DaimlerChrysler ordinary shares are the Frankfurt Stock Exchange and the New York Stock Exchange. The ordinary shares are also listed on the other German stock exchanges in Berlin, Bremen, Duesseldorf, Hamburg, Hanover, Munich and Stuttgart, on the Chicago Stock Exchange, the Pacific Stock Exchange and the Philadelphia Stock Exchange, on the stock exchanges in Paris, Tokyo and on the Swiss stock exchange.

Reference: N/A

(2) Description of Number of Issued and Outstanding Shares and Share Capital

From January 1, 2005 to June 30, 2005, DaimlerChrysler's capital stock did not change.

(3) Major shareholders

The capital stock of DaimlerChrysler AG consists of ordinary shares, no par value (*Stückaktien*), which are issued in registered form. Under DaimlerChrysler AG's Memorandum and Articles of Association (*Satzung*), each ordinary share represents one vote. Major shareholders do not have different voting rights.

Under the German Securities Trading Act (*Wertpapierhandelsgesetz*), holders of voting securities of a listed German company must notify the company of the level of their holding whenever it reaches, exceeds or falls below specified thresholds. These thresholds are 5%, 10%, 25%, 50% and 75% of a company's outstanding voting rights.

The table below shows, as of June 30, 2005, the holders of 5% or more of DaimlerChrysler ordinary shares and their percentage ownership:

Identity of Person or Group	Shares owned	Percent
Deutsche Bank Group	105,308,714	10.4
of which DB Value GmbH as a wholly owned subsidiary of Deutsche Bank AG*	65,307,714	6.45
Kuwait Investment Authority as agent of the Government of the State of Kuwait	73 million	7.2

* Deutsche Bank AG has notified DaimlerChrysler AG pursuant to German law that the shareholding of its subsidiary DB Value GmbH in DaimlerChrysler AG decreased to 65,308,714 shares (6.45%) on June 8, 2005 due to a security loan transaction within the Deutsche Bank Group.

On August 5, 2005, DaimlerChrysler announced that Deutsche Bank Aktiengesellschaft, Frankfurt am Main, has notified DaimlerChrysler AG pursuant to Section 21, Subsection 1 of the German Securities Trading Act that on July 28, 2005, Deutsche Bank AG, Taunusanlage 12, 60325 Frankfurt, fell below the participating interest threshold of 10% of the voting rights in DaimlerChrysler AG, and now holds 6.90% of the voting rights. According to the notification, 2.95% of the voting rights in DaimlerChrysler AG are assigned to Deutsche Bank AG pursuant to Section 22, Subsection 1, Sentence 1, No. 1 of the German Securities Trading Act; the remaining 3.95% of the voting rights in DaimlerChrysler AG are held by Deutsche Bank AG as a result of a securities loan within the Deutsche Bank Group.

Deutsche Bank Aktiengesellschaft notified DaimlerChrysler AG pursuant to Section 21, Subsection 1 and Section 24 of the German Securities Trading Act that on July 28, 2005, its subsidiary DB Value GmbH, Scharnhorststraße 20, 06686 Sössen, fell below the participating interest threshold of 5% of the voting rights in DaimlerChrysler AG, and now holds 2.95% of the voting rights.

2. Trends in Stock Prices

Monthly High and Low Stock Prices of Shares for each of the Last Six Months in the Period

Highest and lowest stock prices on the *Tokyo Stock Exchange* for each of the last 6 months:

Month:	Jan 05	Feb 05	Mar 05	Apr 05	May 05	June 05
Stock price per share (Yen)						
Highest:	4,800	5,320	5,240	4,710	4,500	5,020
Lowest:	4,630	4,810	4,670	4,200	4,250	4,350

Highest and lowest stock prices on the *Frankfurt Stock Exchange* for each of the last 6 months:

Month:	Jan 05	Feb 05	Mar 05	Apr 05	May 05	June 05
Stock price per share (EUR)						
Highest:	36.11	36.72	35.30	34.82	32.88	34.47
Lowest:	34.50	34.55	33.58	29.78	30.23	32.70

3. Directors, Officers and Statutory Auditors

On July 28, 2005 and August 18, 2005 DaimlerChrysler announced the following changes regarding its Board of Management:

Prof. Jürgen E. Schrempp (61), Chairman of the Board of Management of DaimlerChrysler AG, will leave the company after 44 years of service at the end of 2005.

Dr. Dieter Zetsche (52), at present Head of Chrysler Group, will be appointed Chairman of the Board of Management of DaimlerChrysler AG as of January 1, 2006. In addition, he will become Head of Mercedes Car Group as of September 1, 2005.

Dr. Eckhard Cordes (54), Head of Mercedes Car Group, will leave the company at his own request on August 31, 2005, after 29 years of service.

Thomas W. LaSorda (51) will become Head of Chrysler Group as of September 1, 2005. On the same date, Eric Ridenour (47) will succeed Thomas W. LaSorda as Chief Operating Officer (COO) of Chrysler Group. Eric Ridenour has been appointed as Member of the DaimlerChrysler Board of Management for a period of three years starting on September 1, 2005.

Brief Vita of Eric Ridenour

Eric Ridenour was born on October 6, 1958, in Detroit, Michigan. He studied mechanical engineering at the University of Michigan and graduated in 1980 with a Bachelor of Science degree. He then received a Master of Business Administration (MBA) also from the University of Michigan in 1986. In 1981, he started his professional career with the General Motors Corporation. Ridenour joined the then Chrysler Corporation in 1986.

Previous positions in the company:

- Executive Vice President, Product Development & Quality, Chrysler Group, 2003
- Vice President, Premium Vehicle Product Team & Core Team Leader, Chrysler Group, 2001
- Vice President, Large Car Platform Engineering, Chrysler Group, 2001
- Vice President, Product Planning, Chrysler Group, 2000
- Director, Advance Vehicle Engineering, Chrysler Group, 1999
- Director, Powertrain Planning, Chrysler Group, 1999
- Executive Engineer, Program Management – Small Car Platform, Chrysler Corporation, 1996
- Director, Environmental & Energy Planning, Chrysler Corporation, 1994
- Manager, Fuel Economy & Energy Planning –Environmental & Energy Affairs, Chrysler Corporation, 1992
- Manager, Product Strategy & Cycle Planning, Chrysler Corporation, 1990
- Product Strategy & Cycle Planning, Chrysler Corporation, 1989
- Program Management, Chrysler Corporation, 1986

VI. Financial Conditions

[To be prepared by CPA.]

VII. Trends in Foreign Exchange Rates

Omitted because the foreign exchange rates between Yen and Euro, currency used in the Company's financial statements, have been published for the last 6 months in more than one Japanese newspaper concerning current events.

VIII. Reference Information of the Company

The following documents have been filed from the beginning of the relevant fiscal year to the date of filing of this Semi-Annual Report.

- 1 Securities Report and its attachments filed with the Director General of the Kanto Local Finance Bureau on June 29, 2005
(For the fiscal year from January 1, 2004 through December 31, 2004)
- 2 Extraordinary Report filed with the Director General of the Kanto Local Finance Bureau on June 22, 2005 (pursuant to Article 19, Paragraph 2, Sub-Paragraph 4 of the Cabinet Office Ordinance Concerning Disclosure of the Contents, etc. of Companies)
- 3 Amendment

An Amendment Report (an amendment report to the Securities Report described in 1 above) filed with the Director General of the Kanto Local Finance Bureau on August 4, 2005

PART 2. INFORMATION CONCERNING GUARANTOR, ETC.

Not applicable.