

## Scania Interim Report January-June 2010

- Operating income rose to SEK 5,632 m. (523) and earnings per share rose to SEK 4.75 (0.04)
- Net sales increased by 23 percent to SEK 37,105 m. (30,288)
- Cash flow amounted to SEK 5,993 m. (1,908) in Vehicles and Services

### Comments by Leif Östling, President and CEO

“Scania’s operating income during the first half of 2010 rose to SEK 5,632 m. Operating margin in the second quarter reached a record-high 17 percent. Higher vehicle volume, significantly increased capacity utilisation and cost reductions that were implemented last year mainly explain the improvements. The first half of 2009 was characterised by very low capacity utilisation and by negative effects from currency hedging. Demand in markets outside Europe is generally at a good level. The Brazilian truck market is strong as an effect of high economic activity, and demand is also benefiting from tax breaks and interest rate subsidies. Scania has taken advantage of the Group’s global product range and production structure, which has enabled us to swiftly meet the strong demand in Latin America. Demand in the European truck market improved during the period from a very low level last year. The recovery was limited by overcapacity among hauliers and low freight prices. Demand for buses and coaches increased outside Europe. The market for engines improved in most markets. Activity in the transport business has increased, contributing to higher demand for service. This increase was mainly related to Latin America and Asia, but during the second quarter service volume gradually increased in Europe as well. Cash flow in Vehicles and Services totalled SEK 5,993 m. In April, Scania launched a new range of V8 engines, including a completely new top-of-the-line model with an output of 730 hp, making it the most powerful engine to date in the truck market. This means that Scania has all the technical solutions and the engine platform needed to fulfil the Euro 6 emission standards that go into effect at the end of 2013. During the third quarter, vehicle deliveries are expected to be close to the level from the second quarter of 2010, in spite of the summer holiday period in Europe.

	First six months of the year			Change, %	Q2		Change, %
<b>Trucks and buses</b>							
Units	2010	2009			2010	2009	
– Order bookings	37,028	14,284	159		20,877	8,223	154
– Deliveries	28,321	20,667	37		16,374	9,363	75
<b>Net sales and earnings</b>							
SEK m. (unless otherwise stated)	EUR m.*						
<b>Net sales, Scania Group</b>	3,906	37,105	30,288	23	20,602	14,429	43
Operating income, Vehicles and Services	589	5,593	536	-	3,453	74	-
Operating income, Financial Services	4	39	-13	-	49	-57	-
Operating income	593	5,632	523	-	3,502	17	-
<b>Income before taxes</b>	569	5,405	-17	-	3,398	-181	-
<b>Net income for the period</b>	400	3,796	29	-	2,372	-150	-
Operating margin, percent		15.2	1.7		17.0	0.1	
Return on equity, percent		20.8	15.5				
Return on capital employed, Vehicles and Services, percent		23.4	17.8				
Earnings per share, SEK		4.75	0.04		2.97	-0.19	
Cash flow, Vehicles and Services	631	5,993	1,908		3,627	1,034	
<b>Number of shares: 800 million</b>							

\* Translated to EUR solely for the convenience of the reader at a closing day rate of SEK 9.50 = EUR 1.00.

Unless otherwise stated, all comparisons refer to the corresponding period of the preceding year.  
This report is also available on [www.scania.com](http://www.scania.com)

## Business overview

### Vehicles and Services

During the first half of 2010, total deliveries increased by 37 percent to 28,321 (20,667) vehicles, compared to the equivalent period of 2009. Net sales rose by 23 percent to SEK 37,105 m. Currency rate effects, excluding currency hedges, had a negative impact of 3 percent.

Order bookings rose sharply to 37,028 (14,284) vehicles compared to the first half of 2009, which was characterised by cancellations and great uncertainty among customers.

During the second quarter, deliveries increased by 75 percent to 16,374 vehicles. Net sales rose by 43 percent to SEK 20,602 m. Currency rate effects, excluding currency hedges, had a negative impact of 3 percent.

Order bookings increased by 154 percent.

In April, Scania launched a new range of V8 engines, including an entirely new top-of-the-line

model that is the most powerful engine to date in the truck market. The engine features an output of 730 horsepower and has a torque of 3500 Nm. The engine is mainly intended for the most demanding long-haulage segments. With the introduction of the new V8 engines, Scania has all the technical solutions and the engine platform needed to fulfil the Euro 6 emission standards that go into effect at the end of 2013.

Due to high demand in Brazil and the improvement in Europe as well as the recovery in Asia, Scania successively increased its production during the period. Scania has taken advantage of the Group's global product range and production structure, swiftly supplying Latin America with components from its European production units.

Since the second quarter, Scania has resumed the five-day week and has also rehired 500 employees at its European production units. These employees are hired on fixed term temporary contracts.

### Trucks

The European market for heavy trucks improved during the period. The recovery, however, is occurring slowly. In many European markets, the truck population had a relatively low average age when the recession began, and transport companies also generally have overcapacity. Freight prices remained at a low level.

In Latin America, demand remains at a high level,

### Order bookings, Scania trucks

	H1 2010	H1 2009	Change, %
Western Europe	11,785	4,857	143
Central and eastern Europe	2,707	646	319
Latin America	10,633	3,222	230
Asia	6,619	1,848	258
Other markets	1,826	1,114	64
<b>Total</b>	<b>33,570</b>	<b>11,687</b>	<b>187</b>

### Deliveries, Scania trucks

	H1 2010	H1 2009	Change, %
Western Europe	8,452	8,854	-5
Central and eastern Europe	2,216	1,410	57
Latin America	8,435	3,891	117
Asia	4,277	2,184	96
Other markets	1,321	1,279	3
<b>Total</b>	<b>24,701</b>	<b>17,618</b>	<b>40</b>

### Number of Scania truck registrations, Scania's 10 largest markets, January-June

	H1 2010	H1 2009	Change, %
Brazil	7,586	3,367	125
Germany	1,955	1,582	24
Great Britain	1,631	1,623	1
Iran*	1,566	622	152
France	1,172	1,269	-8
Sweden	854	1,164	-27
Netherlands	726	1,279	-43
Russia*	658	413	59
Poland	636	416	53
Turkey	633	409	55

\* Refers to delivered trucks

### Scania's market share, heavy trucks, Scania's 10 largest markets, January-June

	H1 2010	H1 2009
Brazil	28.2	24.4
Germany	9.1	7.0
Great Britain	20.9	16.4
Iran*	Not available	Na
France	8.7	7.2
Sweden	42.2	42.0
Netherlands	17.0	19.0
Russia*	Not available	Na
Poland	17.6	12.9
Turkey	10.0	8.3

\* Refers to delivered trucks

especially in Brazil, where growth has been very strong due to high economic activity. The market is also being sustained by interest rate subsidies and tax breaks.

In Asia, a recovery has taken place in all segments.

Sales of used trucks rose gradually during 2009. Higher activity in the used truck market during the second half of 2009 and early in 2010 resulted in a higher inventory turnover rate. Used vehicle prices stabilised at a low level during the first quarter of 2010, and prices rose somewhat during the second quarter.

Scania has also noted an upturn in its renting business in western Europe and expanded capacity during the second quarter.

Scania's **order bookings** during the first half of 2010 amounted to 33,570 (11,687) trucks, an increase of 187 percent.

The first half of 2009 was characterised by cancellations and great uncertainty among customers, which resulted in a very low level of orders in several regions. In western Europe, order bookings were up 143 percent to 11,785 (4,857) units during the first half of 2010. Demand increased in virtually all markets. Great Britain was favourably affected by a major order totalling 1,000 trucks for the Stobart Group. Aside from Great Britain, demand increased strongly in Germany and the Nordic countries. In central and eastern Europe, order bookings rebounded from a very low level to 2,707 (646) trucks during the period. The upturn was mainly attributable to Russia, Poland and the Czech Republic.

In Latin America, order bookings climbed 230 percent during the first half. Order bookings were especially strong in Brazil, which accounted for the bulk of the upturn. Demand increased in Argentina as well. Order bookings in Asia rose 258 percent, mainly attributable to the Middle East. In other markets, Scania noted an upturn in its markets in southern Africa.

During the second quarter, order bookings increased by 174 percent to 18,945 trucks.

Scania's truck **deliveries** increased by 40 percent to a total of 24,701 (17,618) during the first half of 2010, compared to the same period of 2009. In western Europe, deliveries fell by 5 percent. In the first half of 2009, Scania's deliveries in western Europe were impacted by the high level of order bookings from 2008. In central and eastern Europe, deliveries rose by 57 percent; the upturn was attributable to Russia and Poland.

In Latin America, the delivery upturn was 117 percent, which was explained by very strong growth in Brazil.

In Asia, the upturn was attributable to the Middle East.

**Net sales** of trucks rose by 28 percent to SEK 21,118 m. (16,524) during the first half of 2010.

The total market for heavy trucks in 25 of the European Union member countries (all EU countries except Greece and Malta) plus Norway and Switzerland fell by 14 percent to about 78,200 units during the first half of 2010. Scania truck registrations amounted to some 11,000 units, equivalent to a market share of about 14.1 (13.6) percent.

#### Order bookings, Scania buses and coaches

	H1 2010	H1 2009	Change, %
Europe	700	910	-23
Latin America	1,107	544	103
Asia and other markets	1,651	1,143	44
Total	3,458	2,597	33

#### Deliveries, Scania buses and coaches

	H1 2010	H1 2009	Change, %
Europe	1,077	1,037	4
Latin America	987	530	86
Asia and other markets	1,556	1,482	5
Total	3,620	3,049	19

#### Net sales by market (SEK m.), Scania's 10 largest markets, January-June

	H1 2010	H1 2009	Change, %
Brazil	8,466	3,721	128
Great Britain	2,644	2,659	-1
Sweden	2,228	2,214	1
Germany	2,003	2,048	-2
France	1,517	1,594	-5
Norway	1,480	1,971	-25
Netherlands	1,419	1,825	-22
Iran	1,125	521	116
Finland	1,103	1,263	-13
Italy	953	953	0

### Buses and coaches

Scania's **order bookings** for buses and coaches rose by 33 percent to 3,458 (2,597) units during the first half.

In Europe, demand was down by 23 percent compared to the first half of 2009. In western Europe, demand fell mainly in Great Britain. In central and eastern Europe, Scania noted continued low demand.

In Latin America, order bookings rose by 103 percent during the first half. Order bookings were higher in most markets. In Asia and other markets, order bookings increased by 44 percent during the same period.

Scania's **deliveries** of buses and coaches totalled 3,620 (3,049) units during the first half. In Europe, deliveries increased by 4 percent to 1,077 units. The upturn in Latin America was related to Brazil, Argentina and Colombia. In Asia and other markets, deliveries rose by 5 percent.

**Net sales** of buses and coaches decreased by 3 percent to SEK 4,226 m. (4,335) during the first half.

### Engines

Scania Engines is continuing to expand its global service network, especially in North America, where Scania has signed a long-term agreement to supply engines to Terex, a leading manufacturer of construction and industrial machinery, starting in 2011.

Scania's new industrial engine platform meets future legally mandated emission standards, EU Stage IIIB and US Tier4i. Delivery of these new engines will begin late in 2010.

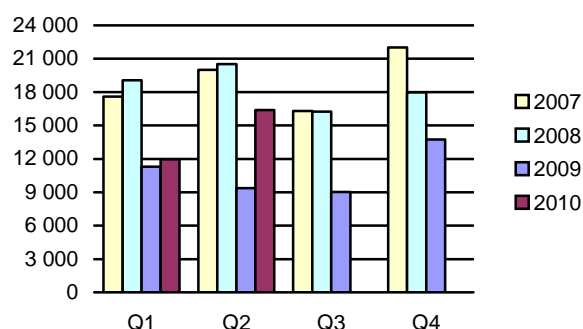
Order bookings for engines rose by 160 percent to 3,447 (1,327) units during the first half of 2010. The increase was explained by a general upturn in most market areas, especially in Latin America which accounted for half of the order bookings in the first six months. Engine deliveries rose by 71 percent to 2,994 (1,754) units during the first half, and net sales increased by 49 percent to SEK 538 m. (361). During the second quarter, order bookings rose by 144 percent to 1,948 (800) units, and deliveries rose 102 percent to 1,581 (783) units. Net sales totalled SEK 285 m. (162).

### Services

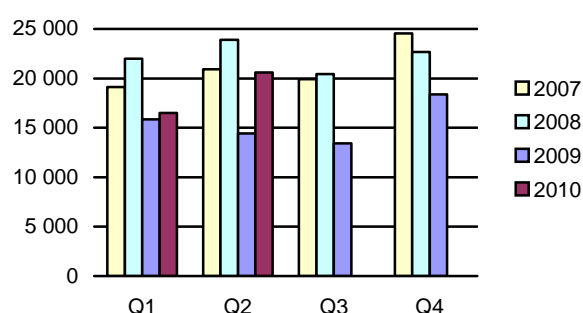
Service revenue was virtually unchanged at SEK 8,070 m. (8,102) during the first half of 2010. Service volume increased somewhat, especially in Asia and Latin America. Higher volume was offset by negative currency rate effects. During the second quarter, demand increased in Europe as well, and total service revenue rose by 4 percent to SEK 4,099 m. (3,937). In local currencies, the upturn was 9 percent. The higher demand in Europe resulted in improved capacity utilisation in the workshops.

Scania is focusing on boosting the efficiency and capacity utilisation of workshops. Scania is continuing the expansion of its own service network by means of new and updated service workshops, in order to improve accessibility and service to customers. To improve the uptime for customers' vehicles, Scania is also adding more vehicle-related services by providing repairs, maintenance and parts for trailers, superstructures and bus and coach bodies, as well as an enhanced service offering for older vehicles.

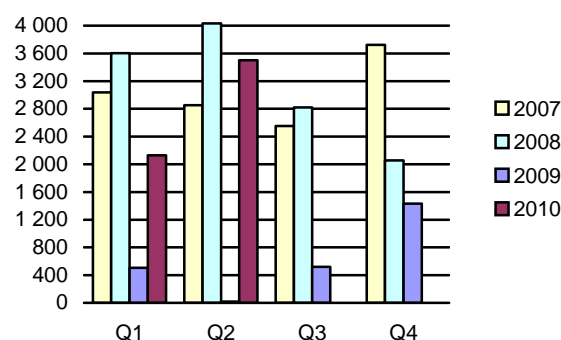
**Vehicles delivered (units)**



**Net sales (SEK m.)**



**Operating income (SEK m.)**



## Earnings

### Vehicles and Services

Operating income in Vehicles and Services totalled SEK 5,593 m. (536) during the first half of 2010. Higher vehicle deliveries and substantially increased capacity utilisation had a positive impact on earnings. Measures initiated in 2009 to lower the cost level also had a positive effect. This was partly counteracted by lower prices for new trucks in Europe and a less favourable market mix.

Scania's research and development expenditures amounted to SEK 1,781 m. (1,693). After adjusting for SEK 175 m. (134) in capitalised expenditures and SEK 85 m. (185) in depreciation of previously capitalised expenditures, recognised expenses decreased to SEK 1,691 m. (1,744).

Compared to the first half of 2009, currency spot rate effects amounted to SEK -145 m. Currency hedging income totalled SEK 340 m. During the first half of 2009, currency hedging income was SEK -1,635 m. The overall currency rate effect thus totalled SEK 1,830 m.

During the second quarter, operating income in Vehicles and Services totalled SEK 3,453 m. (74). The sharp increase in vehicle deliveries and substantially higher capacity utilisation had a positive impact on earnings. Measures initiated in 2009 to lower the cost level also had a positive effect. This was partly counteracted by a less favourable market mix.

Scania's research and development expenditures amounted to SEK 938 m. (835) during the second quarter. After adjusting for SEK 99 m. (79) in capitalised expenditures and SEK 42 m. (64) in depreciation of previously capitalised expenditures, recognised expenses increased to SEK 881 m. (820).

Compared to the second quarter of 2009, currency spot rate effects amounted to SEK -15 m. Currency hedging income totalled SEK 190 m. During the second quarter of 2009, currency hedging income was SEK -735 m. The overall currency rate effect was thus SEK 910 m.

### Financial Services

At the end of the first half of 2010, the size of Scania's customer finance portfolio amounted to SEK 37.1 billion, which represented a decrease of SEK 3.3 billion since year-end 2009. In local currencies, the portfolio shrank by 3 percent, equivalent to SEK 1.2 billion. Compared to the end of the first quarter, the portfolio was stable during the second quarter.

The penetration rate was 37 (44) percent during the first six months in those markets where Scania has its own financing operations.

Operating income in Financial Services amounted to SEK 39 m. (-13) during the first half of 2010. Bad debt expenses were lower but remained at a high level and were mainly attributable to central and eastern Europe. Hauliers have been affected by the downturn in demand for transport services that began late in 2008, which has led to lower volume and depressed freight prices. Although freight prices remained at a low level, during the second quarter hauliers noted improved capacity utilisation. Operating income amounted to SEK 49 (-57) m. during the second quarter as bad debt expenses decreased.

### Scania Group

In the first half of 2010, Scania's operating income amounted to SEK 5,632 m. (523). Operating margin increased to 15.2 (1.7) percent. Scania's net financial items amounted to SEK -227 m. (-540). Net interest items amounted to SEK -173 m. (-414). Net interest items were favourably affected by lower average net debt compared with the corresponding period of 2009. Other financial income and expenses amounted to SEK -54 m. (-126).

The Scania Group's tax amounted to SEK -1,609 m. (46). Net income for the period totalled SEK 3,796 m. (29), corresponding to a net margin of 10.2 (0.1) percent. Earnings per share amounted to SEK 4.75 (0.04).

## Cash flow

### Vehicles and Services

Scania's cash flow in Vehicles and Services amounted to SEK 5,993 m. (1,908) during the first half of 2010. Tied-up working capital decreased by SEK 1,379 m., mainly due to higher trade payables and lower inventories of used vehicles.

Net investments amounted to SEK 922 m. (1,755), including SEK 175 m. (135) in capitalisation of development expenses. At the end of the first half of 2010, the net cash position in Vehicles and Services amounted to SEK 1,483 m., compared to a net debt position of SEK 7,986 m. on the same date in 2009.

### Scania Group

Scania's cash flow in Financial Services amounted to SEK 1,620 m. (2,666) during the first half of 2010, due to the reduced customer finance portfolio. Together with the positive cash flow in Vehicles and Services as well as the effect of the stronger Swedish krona, this reduced the Group's net debt by about SEK 9 billion, compared to the end of 2009.

## Outlook

During the third quarter, vehicle deliveries are expected to be close to the level from the second quarter of 2010, in spite of the summer holiday period in Europe.

## Parent Company

The assets of the Parent Company, Scania AB, consist of shares in Scania CV AB. Scania CV AB is the parent company of the group that comprises all production and sales and service companies as well as other companies. Income before taxes of Scania AB totalled SEK 4 m. (0) during the first half of 2010.

## Miscellaneous

### Number of employees

At the end of the first half of 2010, the number of employees totalled 33,459, compared to 32,623 on the same date in 2009.

### Material risks and uncertainty factors

The section entitled "Risks and risk management" in Scania's Annual Report for 2009 describes Scania's strategic, operational, legal and financial risks. Note 2 of the same report provides a detailed account of key judgements and estimates. Note 30 of the same report describes the financial risks, such as currency risk and interest rate risk. The risks that have the greatest impact on financial performance and on reporting for the Group and the Parent Company are summarised as follows:

#### a) Sales with obligations

About 10 percent of the vehicles Scania sells are delivered with residual value obligations or repurchase obligations. These are recognised as operating lease contracts, with the consequence that recognition of revenue and earnings is allocated over the life of the obligation (contract). If there are major changes in the market value of used vehicles, this increases the risk of future losses when selling returned vehicles. When a residual value obligation is deemed likely to cause a future loss, a provision is made in cases where the expected loss exceeds the as-yet-unrecognised profit on the vehicle. At the end of the first half of 2010, obligations related to residual value or repurchases amounted to SEK 6,054 m., compared to SEK 6,306 m. at the end of 2009.

#### b) Credit risks

In its Financial Service operations, Scania has an exposure in the form of contractual future payments. This exposure is reduced by the collateral Scania has in the form of the right to repossess the underlying vehicle. In case the market value of the collateral does not cover the exposure to the customer, Scania runs a credit risk. Reserves for probable losses in Financial Service operations are set aside in the estimated amounts required.

**Accounting principles**

Scania applies International Financial Reporting Standards (IFRSs) as adopted by the EU. This Interim Report of the Scania Group has been prepared in accordance with IAS 34, "Interim Financial Reporting" and the Annual Accounts Act. New accounting standards being applied starting on 1 January 2010 are as follows:

Revised IFRS 3, "Business Combinations" – the standard deals with reporting of business combinations (acquisitions of businesses) and includes a number of changes. The main changes concern the definition of a business combination, two alternative methods for reporting goodwill and the requirement that transaction costs be recognised as expenses when they arise. The standard is applied prospectively to acquisitions implemented after 1 January 2010. The revised standard did not affect Scania's financial reports during the period. Other changes in IFRSs that enter into force on 1 January 2010 have not had any material impact on Scania's accounting.

Otherwise, accounting principles and calculation methods are unchanged from those applied in the Annual Report for 2009.

The Interim Report for the Parent Company, Scania AB, has been prepared in accordance with the Annual Accounts Act and recommendation RFR 2.3, "Accounting for Legal Entities" of the Swedish Financial Accounting Board.

**Annual General Meeting and dividend**

Scania's Annual General Meeting on 6 May 2010 approved a dividend of SEK 1.00 per share. A total of SEK 800 m. was transferred to the shareholders.



The Board of Directors declares that this six-month interim report provides a true and fair overview of the Parent Company's and Group's operations, their financial position and performance, and describes the material risks and uncertainties facing the Parent Company and other companies in the Group.

Södertälje, 23 July 2010

Martin Winterkorn  
Chairman

Jochem Heizmann  
Vice Chairman

Helmut Aurenz  
Board member

Åsa Thunman  
Board member

Börje Ekholm  
Board member

Francisco J. Garcia Sanz  
Board member

Gunnar Larsson  
Board member

Hans Dieter Pötsch  
Board member

Peter Wallenberg Jr  
Board member

Johan Järvklo  
Board member

Håkan Thurfjell  
Board member

Leif Östling  
Board member  
President and CEO



## Review Report

To the Board of Directors of Scania AB (publ)

### Introduction

We have reviewed the interim report for Scania AB (publ) for the period from 1 January 2010 to 30 June 2010. It is the Board of Directors and the President who are responsible for the presentation of this interim report in accordance with IAS 34 and the Swedish Annual Accounts Act. Our responsibility is to express a conclusion on this interim report based on our review.

### The scope of the review

We conducted our review in accordance with the Standard on Review Engagements, SÖG 2410, Review of the Interim Financial Information Performed by the Independent Auditor of the Entity, issued by the Federation of Authorised Public Accountants. A review of the interim report consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially smaller ~~less~~ in scope compared to an audit conducted according to Standards on Auditing in Sweden (RS) and other generally accepted auditing practices. The procedures performed in a review do not enable us to obtain a level of assurance that would make us aware of all significant matters that might be identified in an audit. Accordingly, the conclusion expressed based on a review does not constitute the same level of assurance as a conclusion based on an audit.

### Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the interim report, in all material respects, is not prepared for the Group in accordance with IAS 34 and the Swedish Annual Accounts Act and for the Parent Company in accordance with the Swedish Annual Accounts Act.

Stockholm, 23 July 2010

Ernst & Young AB

Lars Träff

Authorised Public Accountant

## Financial information from Scania

Scania's Interim Report for the first nine months of 2010 will be published on 25 October 2010.

*This report contains forward-looking statements that reflect management's current views with respect to certain future events and potential financial performance. Such forward-looking statements involve risks and uncertainties that could significantly alter potential results. These statements are based on certain assumptions, including assumptions related to general economic and financial conditions in the company's markets and levels of demand for the company's products.*

*This report does not imply that the company has undertaken to revise these forward-looking statements, beyond what is required by the rule book for issuers at the NASDAQ OMX Stockholm, if and when circumstances arise that will lead to changes compared to the date when these statements were issued.*

*The Interim Report for January-March 2010 stated the following:*

*"Due to the sharp downturn in demand early in 2009, Scania introduced reduced working hours in a number of European countries, including a four-day week in Sweden. The reductions were extended to cover the first half of 2010. But due to strong demand in Brazil and continued gradual improvement in Europe, in April Scania was able to speed up its production rate and resume the five-day week in April and May for about 3,500 employees, especially those involved in the manufacture of components. In Scania's overall assessment, the level of demand in the first quarter will continue during the second quarter. Capacity utilisation in the production network will gradually improve during the second quarter."*

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The information in this Interim Report is that which Scania is required to disclose under Sweden's Securities Market Act and/or the Financial Instruments Trading Act. It was released for publication at 09:15 CET on 23 July 2010.

## Consolidated income statements

Amounts in SEK m. unless otherwise stated	First half		Change in %	Q2		Full year 2009	Jul 09 - Jun 10	
	EUR m.*	2010		2009	2010			2009
<b>Vehicles and Services</b>								
Net sales	3 906	<b>37 105</b>	30 288	23	<b>20 602</b>	14 429	62 074	68 891
Cost of goods sold	-2 761	<b>-26 229</b>	-24 280	8	<b>-14 397</b>	-11 691	-48 890	-50 839
<b>Gross income</b>	<b>1 145</b>	<b>10 876</b>	6 008	81	<b>6 205</b>	2 738	13 184	18 052
Research and development expenses	-178	<b>-1 691</b>	-1 744	-3	<b>-881</b>	-820	-3 216	-3 163
Selling expenses	-323	<b>-3 066</b>	-3 225	-5	<b>-1 608</b>	-1 612	-6 407	-6 248
Administrative expenses	-56	<b>-530</b>	-506	5	<b>-267</b>	-232	-918	-942
Share of income from associated companies and joint ventures	1	<b>4</b>	3		<b>4</b>	0	5	6
<b>Operating income, Vehicles and Services</b>	<b>589</b>	<b>5 593</b>	536		<b>3 453</b>	74	2 648	7 705
<b>Financial Services</b>								
Interest and lease income	218	<b>2 072</b>	2 449	-15	<b>1 044</b>	1 192	4 666	4 289
Interest and depreciation expenses	-160	<b>-1 519</b>	-1 838	-17	<b>-761</b>	-884	-3 514	-3 195
Interest surplus	58	<b>553</b>	611	-9	<b>283</b>	308	1 152	1 094
Other income and expenses	4	<b>36</b>	31	16	<b>10</b>	6	44	49
<b>Gross income</b>	<b>62</b>	<b>589</b>	642	-8	<b>293</b>	314	1 196	1 143
Selling and administrative expenses	-29	<b>-272</b>	-271	0	<b>-143</b>	-138	-538	-539
Bad debt expenses	-29	<b>-278</b>	-384	-28	<b>-101</b>	-233	-833	-727
<b>Operating income, Financial Services</b>	<b>4</b>	<b>39</b>	-13		<b>49</b>	-57	-175	-123
<b>Operating income</b>	<b>593</b>	<b>5 632</b>	523		<b>3 502</b>	17	2 473	7 582
Interest income and expenses	-18	<b>-173</b>	-414	-58	<b>-79</b>	-191	-722	-481
Other financial income and expenses	-6	<b>-54</b>	-126	-57	<b>-25</b>	-7	-149	-77
<b>Total financial items</b>	<b>-24</b>	<b>-227</b>	-540	-58	<b>-104</b>	-198	-871	-558
<b>Income before taxes</b>	<b>569</b>	<b>5 405</b>	-17		<b>3 398</b>	-181	1 602	7 024
Taxes	-169	<b>-1 609</b>	46		<b>-1 026</b>	31	-473	-2 128
<b>Net income for the period</b>	<b>400</b>	<b>3 796</b>	29		<b>2 372</b>	-150	1 129	4 896
<b>Other comprehensive income:</b>								
Exchange rate differences	-37	<b>-349</b>	508		<b>66</b>	260	188	-669
Hedge of net investments in foreign operations	-	-	4		-	7	-1	-5
Cash flow hedges								
gains/losses arising during the period	56	<b>535</b>	-21		<b>145</b>	199	719	1 275
reclassification to operating income	-36	<b>-342</b>	1 635		<b>-194</b>	738	2 155	178
Actuarial gains/losses on pensions	-	-	-98		-	-98	-84	14
Income tax relating to components of other comprehensive income	-7	<b>-64</b>	-398		<b>8</b>	-220	-741	-407
<b>Other comprehensive income for the period</b>	<b>-24</b>	<b>-220</b>	1 630		<b>25</b>	886	2 236	386
<b>Total comprehensive income for the period</b>	<b>376</b>	<b>3 576</b>	1 659		<b>2 397</b>	736	3 365	5 282
Net income attributable to:								
Scania shareholders	400	<b>3 796</b>	29		<b>2 372</b>	-150	1 129	4 896
Non-controlling interest	0	<b>0</b>	0		<b>0</b>	0	0	0
Total comprehensive income attributable to:								
Scania shareholders	376	<b>3 576</b>	1 659		<b>2 397</b>	736	3 365	5 282
Non-controlling interest	0	<b>0</b>	0		<b>0</b>	0	0	0
Depreciation included in operating income	-140	<b>-1 329</b>	-1 435		<b>-666</b>	-658	-2 772	-2 666
Earnings per share, SEK (no dilution) <sup>1</sup>		<b>4,75</b>	0,04		<b>2,97</b>	-0,19	1,41	6,12
Return on equity, percent <sup>1,2</sup>		<b>20,8</b>	15,5				5,1	
Operating margin, percent		<b>15,2</b>	1,7		<b>17,0</b>	0,1	4,0	11,0

<sup>1</sup> Attributable to Scania shareholders' portion of net income.

<sup>2</sup> Calculations are based on rolling 12-month income.

\* Translated solely for the convenience of the reader at a closing exchange rate of SEK 9.50 = EUR 1.00.

## Net sales and deliveries, Vehicles and Services

Amounts in SEK m. unless otherwise stated	First half		2009	Change in %	Q2		Full year 2009	Jul 09 - Jun 10
	EUR m.	2010			2010	2009		
<b>Net sales</b>								
Trucks	2 223	<b>21 118</b>	16 524	28	<b>12 324</b>	7 254	32 832	37 426
Buses*	445	<b>4 226</b>	4 335	-3	<b>2 333</b>	2 482	8 837	8 728
Engines	57	<b>538</b>	361	49	<b>285</b>	162	821	998
Service-related products	849	<b>8 070</b>	8 102	0	<b>4 099</b>	3 937	15 904	15 872
Used vehicles	257	<b>2 445</b>	1 865	31	<b>1 302</b>	1 052	4 403	4 983
Miscellaneous	129	<b>1 224</b>	-562		<b>686</b>	-282	-208	1 578
Delivery sales value	3 960	<b>37 621</b>	30 625	23	<b>21 029</b>	14 605	62 589	69 585
Revenue deferrals <sup>3</sup>	-54	<b>-516</b>	-337	53	<b>-427</b>	-176	-515	-694
Net sales	3 906	<b>37 105</b>	30 288	23	<b>20 602</b>	14 429	62 074	68 891
<b>Net sales<sup>4</sup></b>								
Western Europe	1 809	<b>17 182</b>	17 400	-1	<b>9 148</b>	7 789	33 498	33 280
Central and eastern Europe	307	<b>2 912</b>	2 454	19	<b>1 550</b>	1 092	5 468	5 926
Latin America	1 072	<b>10 184</b>	4 932	106	<b>5 740</b>	2 313	11 812	17 064
Asia	452	<b>4 298</b>	2 765	55	<b>2 595</b>	1 404	6 096	7 629
Other markets	266	<b>2 529</b>	2 737	-8	<b>1 569</b>	1 831	5 200	4 992
Net sales	3 906	<b>37 105</b>	30 288	23	<b>20 602</b>	14 429	62 074	68 891
<b>Total delivery volume, units</b>								
Trucks		<b>24 701</b>	17 618	40	<b>14 429</b>	7 681	36 807	43 890
Buses*		<b>3 620</b>	3 049	19	<b>1 945</b>	1 682	6 636	7 207
Engines		<b>2 994</b>	1 754	71	<b>1 581</b>	783	4 235	5 475

<sup>3</sup> Refers to the difference between sales value based on deliveries and revenue recognised as income.

<sup>4</sup> Revenues from external customers by location of customers.

\* Including body-built buses and coaches.

## Quarterly data, earnings

Amounts in SEK m. unless otherwise stated	2010			2009			
	EUR m.	Q2	Q1	Q4	Q3	Q2	Q1
<b>Vehicles and Services</b>							
Net sales	2 169	20 602	16 503	18 360	13 426	14 429	15 859
Cost of goods sold	-1 516	-14 397	-11 832	-14 023	-10 587	-11 691	-12 589
<b>Gross income</b>	<b>653</b>	<b>6 205</b>	4 671	4 337	2 839	2 738	3 270
Research and development expenses	-93	-881	-810	-802	-670	-820	-924
Selling expenses	-170	-1 608	-1 458	-1 789	-1 393	-1 612	-1 613
Administrative expenses	-28	-267	-263	-226	-186	-232	-274
Share of income in associated companies and joint ventures	1	4	0	4	-2	0	3
<b>Operating income, Vehicles and Services</b>	<b>363</b>	<b>3 453</b>	2 140	1 524	588	74	462
<b>Financial Services</b>							
Interest and lease income	111	1 044	1 028	1 131	1 086	1 192	1 257
Interest and depreciation expenses	-80	-761	-758	-851	-825	-884	-954
Interest surplus	31	283	270	280	261	308	303
Other income and expenses	1	10	26	2	11	6	25
<b>Gross income</b>	<b>32</b>	<b>293</b>	296	282	272	314	328
Selling and administrative expenses	-15	-143	-129	-137	-130	-138	-133
Bad debt expenses	-11	-101	-177	-238	-211	-233	-151
<b>Operating income, Financial Services</b>	<b>6</b>	<b>49</b>	-10	-93	-69	-57	44
<b>Operating income</b>	<b>369</b>	<b>3 502</b>	2 130	1 431	519	17	506
Interest income and expenses	-8	-79	-94	-139	-169	-191	-223
Other financial income and expenses	-3	-25	-29	-56	33	-7	-119
<b>Total financial items</b>	<b>-11</b>	<b>-104</b>	-123	-195	-136	-198	-342
<b>Income before taxes</b>	<b>358</b>	<b>3 398</b>	2 007	1 236	383	-181	164
Taxes	-108	-1 026	-583	-414	-105	31	15
<b>Net income for the period</b>	<b>250</b>	<b>2 372</b>	1 424	822	278	-150	179
Earnings per share, SEK*		<b>2,97</b>	1,78	1,03	0,35	-0,19	0,22
Operating margin, in percent		<b>17,0</b>	12,9	7,8	3,9	0,1	3,2

\* Attributable to Scania shareholders' portion of net income.

## Consolidated balance sheets by business segment

Amounts in SEK m. unless otherwise stated	2010			2009			
	EUR m.	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
<b>Vehicles and Services</b>							
<b>Assets</b>							
<b>Non-current assets</b>							
Intangible non-current assets	242	<b>2 296</b>	2 253	2 292	2 259	2 281	2 267
Tangible non-current assets	2 214	<b>21 033</b>	21 283	22 016	21 566	21 994	21 491
Lease assets	418	<b>3 972</b>	3 663	4 008	3 956	4 485	4 475
Shares and participations	55	<b>520</b>	489	488	450	494	527
Interest-bearing receivables	16	<b>153</b>	148	168	79	99	19
Other receivables <sup>5, 6</sup>	219	<b>2 078</b>	1 994	2 243	2 405	2 032	1 751
<b>Current assets</b>							
Inventories	1 276	<b>12 125</b>	11 936	11 762	13 056	14 258	14 591
Interest-bearing receivables	18	<b>171</b>	152	148	151	200	212
Other receivables <sup>7</sup>	1 095	<b>10 405</b>	9 571	8 779	9 380	9 758	11 567
Short-term investments	5	<b>49</b>	30	47	37	29	78
Cash and cash equivalents	761	<b>7 232</b>	8 305	6 601	5 356	6 100	5 851
<b>Total assets</b>	<b>6 319</b>	<b>60 034</b>	59 824	58 552	58 695	61 730	62 829
<b>Equity and liabilities</b>							
<b>Equity</b>							
Scania shareholders	2 290	<b>21 758</b>	20 170	18 884	17 769	17 035	18 124
Non-controlling interest	0	<b>1</b>	1	1	1	1	1
Total equity	2 290	<b>21 759</b>	20 171	18 885	17 770	17 036	18 125
<b>Interest-bearing liabilities</b>							
	624	<b>5 924</b>	9 838	10 204	11 358	12 739	12 083
<b>Non-current liabilities</b>							
Provisions for pensions	533	<b>5 061</b>	4 986	4 963	4 853	4 856	4 685
Other provisions	213	<b>2 022</b>	1 876	1 784	1 825	1 840	1 605
Other liabilities <sup>5, 8</sup>	440	<b>4 180</b>	3 964	4 038	4 390	4 859	5 046
<b>Current liabilities</b>							
Provisions	128	<b>1 222</b>	1 123	1 097	1 098	1 255	1 424
Other liabilities <sup>9</sup>	2 091	<b>19 866</b>	17 866	17 581	17 401	19 145	19 861
<b>Total equity and liabilities</b>	<b>6 319</b>	<b>60 034</b>	59 824	58 552	58 695	61 730	62 829
<sup>5</sup> Including deferred tax							
<sup>6</sup> Including derivatives with positive value for hedging of borrowings							
	48	<b>453</b>	566	848	974	545	537
<sup>7</sup> Including derivatives with positive value for hedging of borrowings							
	75	<b>709</b>	579	175	212	225	369
<sup>8</sup> Including derivatives with negative value for hedging of borrowings							
	70	<b>664</b>	661	686	839	1 162	1 292
<sup>9</sup> Including derivatives with negative value for hedging of borrowings							
	39	<b>372</b>	472	819	709	984	864
Net cash (-) / Net debt (+) excl. provisions for pensions, incl. derivatives as above							
	-156	<b>-1 483</b>	1 491	4 038	6 327	7 986	7 404

## Consolidated balance sheets by business segment

Amounts in SEK m. unless otherwise stated	2010			2009			
	EUR m.	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
<b>Financial Services</b>							
<b>Assets</b>							
<b>Non-current assets</b>							
Intangible non-current assets	2	22	25	25	26	27	23
Tangible non-current assets	3	31	31	33	33	38	41
Lease assets	894	8 491	8 345	8 898	8 142	8 910	9 069
Financial receivables	1 815	17 235	17 632	19 097	20 316	22 605	23 766
Other receivables <sup>10</sup>	20	191	121	135	93	104	74
<b>Current assets</b>							
Financial receivables	1 200	11 404	11 439	12 409	12 493	13 145	13 754
Other receivables	104	986	1 024	1 212	1 052	1 403	1 071
Cash and cash equivalents	26	249	327	499	457	273	244
<b>Total assets</b>	<b>4 064</b>	<b>38 609</b>	<b>38 944</b>	<b>42 308</b>	<b>42 612</b>	<b>46 505</b>	<b>48 042</b>
<b>Equity and liabilities</b>							
<b>Equity</b>							
Scania shareholders	455	4 320	4 311	4 418	4 285	4 561	4 736
Total equity	455	4 320	4 311	4 418	4 285	4 561	4 736
<b>Interest-bearing liabilities</b>							
	3 416	32 454	32 870	36 228	36 519	40 099	41 389
<b>Non-current liabilities</b>							
Provisions for pensions	2	19	19	20	21	22	22
Other provisions	0	3	4	3	3	3	3
Other liabilities <sup>10</sup>	70	665	612	700	674	724	737
<b>Current liabilities</b>							
Provisions	0	2	5	3	0	2	1
Other liabilities	121	1 146	1 123	936	1 110	1 094	1 154
<b>Total equity and liabilities</b>	<b>4 064</b>	<b>38 609</b>	<b>38 944</b>	<b>42 308</b>	<b>42 612</b>	<b>46 505</b>	<b>48 042</b>

<sup>10</sup> Including deferred tax

## Consolidated balance sheets by business segment

Amounts in SEK m. unless otherwise stated	2010			2009			
	EUR m.	30 Jun	31 Mar	31 Dec	30 Sept	30 Jun	31 Mar
<b>Eliminations</b>							
<b>Assets</b>							
Lease assets	-179	-1 705	-1 732	-1 789	-1 783	-1 961	-1 917
Other current receivables	-69	-653	-634	-620	-636	-882	-560
<b>Total assets</b>	<b>-248</b>	<b>-2 358</b>	<b>-2 366</b>	<b>-2 409</b>	<b>-2 419</b>	<b>-2 843</b>	<b>-2 477</b>
<b>Equity and liabilities</b>							
Other current liabilities	-248	-2 358	-2 366	-2 409	-2 419	-2 843	-2 477
<b>Total equity and liabilities</b>	<b>-248</b>	<b>-2 358</b>	<b>-2 366</b>	<b>-2 409</b>	<b>-2 419</b>	<b>-2 843</b>	<b>-2 477</b>
<b>Scania Group</b>							
<b>Assets</b>							
<b>Non-current assets</b>							
Intangible non-current assets	244	2 318	2 278	2 317	2 285	2 308	2 290
Tangible non-current assets	2 217	21 064	21 314	22 049	21 599	22 032	21 532
Lease assets	1 133	10 758	10 276	11 117	10 315	11 434	11 627
Shares and participations	55	520	489	488	450	494	527
Interest-bearing receivables	1 831	17 388	17 780	19 265	20 395	22 704	23 785
Other receivables <sup>11, 12</sup>	239	2 269	2 115	2 378	2 498	2 136	1 825
<b>Current assets</b>							
Inventories	1 276	12 125	11 936	11 762	13 056	14 258	14 591
Interest-bearing receivables	1 218	11 575	11 591	12 557	12 644	13 345	13 966
Other receivables <sup>13</sup>	1 130	10 738	9 961	9 371	9 796	10 279	12 078
Short-term investments	5	49	30	47	37	29	78
Cash and cash equivalents	787	7 481	8 632	7 100	5 813	6 373	6 095
<b>Total assets</b>	<b>10 135</b>	<b>96 285</b>	<b>96 402</b>	<b>98 451</b>	<b>98 888</b>	<b>105 392</b>	<b>108 394</b>
<b>Total equity and liabilities</b>							
<b>Equity</b>							
Scania shareholders	2 745	26 078	24 481	23 302	22 054	21 596	22 860
Non-controlling interest	0	1	1	1	1	1	1
<b>Total equity</b>	<b>2 745</b>	<b>26 079</b>	<b>24 482</b>	<b>23 303</b>	<b>22 055</b>	<b>21 597</b>	<b>22 861</b>
<b>Non-current liabilities</b>							
Interest-bearing liabilities	2 196	20 866	21 282	26 504	29 164	31 609	25 605
Provisions for pensions	535	5 080	5 005	4 983	4 874	4 878	4 707
Other provisions	213	2 025	1 880	1 787	1 828	1 843	1 608
Other liabilities <sup>11, 14</sup>	510	4 845	4 576	4 738	5 064	5 583	5 783
<b>Current liabilities</b>							
Interest-bearing liabilities	1 844	17 512	21 426	19 928	18 713	21 229	27 867
Provisions	128	1 224	1 128	1 100	1 098	1 257	1 425
Other liabilities <sup>15</sup>	1 964	18 654	16 623	16 108	16 092	17 396	18 538
<b>Total equity and liabilities</b>	<b>10 135</b>	<b>96 285</b>	<b>96 402</b>	<b>98 451</b>	<b>98 888</b>	<b>105 392</b>	<b>108 394</b>
<sup>11</sup> Including deferred tax							
<sup>12</sup> Including derivatives with positive value for hedging of borrowings	48	453	566	848	974	545	537
<sup>13</sup> Including derivatives with positive value for hedging of borrowings	75	709	579	175	212	225	369
<sup>14</sup> Including derivatives with negative value for hedging of borrowings	70	664	661	686	839	1 162	1 292
<sup>15</sup> Including derivatives with negative value for hedging of borrowings	39	372	472	819	709	984	864
Equity/assets ratio, percent		27,1	25,4	23,7	22,3	20,5	21,1



## Statement of changes in equity

Amounts in SEK m. unless otherwise stated	First half			Full year
	EUR m.	2010	2009	2009
Equity, 1 January	2 453	<b>23 303</b>	21 938	21 938
Net income for the period	400	<b>3 796</b>	29	1 129
Other comprehensive income for the period	-24	<b>-220</b>	1 630	2 236
Dividend*	-84	<b>-800</b>	-2 000	-2 000
<b>Total equity at the end of the period</b>	<b>2 745</b>	<b>26 079</b>	21 597	23 303
Attributable to:				
Scania AB shareholders	2 745	<b>26 078</b>	21 596	23 302
Non-controlling interest	0	<b>1</b>	1	1

## Information about segments

Amounts in SEK m. unless otherwise stated	First half			Full year	Jul 09 - Jun 10
	EUR m.	2010	2009	2009	
Revenue from external customers, Vehicles and Services	3 906	<b>37 105</b>	30 288	62 074	68 891
Revenue from external customers, Financial Services	218	<b>2 072</b>	2 449	4 666	4 289
Elimination of intra-segment revenues within Vehicles and Services	-93	<b>-879</b>	-915	-1 842	-1 806
<b>Revenue from external customers, Scania Group*</b>	<b>4 031</b>	<b>38 298</b>	31 822	64 898	71 374
Operating income, Vehicles and Services	589	<b>5 593</b>	536	2 648	7 705
Operating income, Financial Services	4	<b>39</b>	-13	-175	-123
<b>Operating income, Scania Group</b>	<b>593</b>	<b>5 632</b>	523	2 473	7 582

\* Revenue from the Scania Group reported in the Volkswagen interim report for Q2 2010, amounts to EUR 3,915 m. The difference from above reported revenue is mainly due to a difference in the presentation of hedging income in the consolidated income statement.

## Contingent liabilities

Contingent liabilities at June 30, 2010 amounted to SEK 449 m, a decrease of SEK 30 m compared to December 31, 2009.

## Cash flow statement

Amounts in SEK m. unless otherwise stated	First half			2010		2009			
	EUR m.	2010	2009	Q2	Q1	Q4	Q3	Q2	Q1
<b>Operating activities</b>									
Income before taxes	569	<b>5 405</b>	-17	<b>3 398</b>	2 007	1 236	383	-181	164
Items not affecting cash flow	174	<b>1 649</b>	1 860	<b>838</b>	811	1 080	686	847	1 013
Taxes paid	-130	<b>-1 238</b>	-585	<b>-720</b>	-518	-264	-287	-536	-49
<b>Cash flow from operating activities before change in working capital</b>	613	<b>5 816</b>	1 258	<b>3 516</b>	2 300	2 052	782	130	1 128
of which: Vehicles and Services	583	<b>5 536</b>	996	<b>3 434</b>	2 102	1 949	636	-77	1 073
Financial Services	30	<b>280</b>	262	<b>82</b>	198	103	146	207	55
Change in working capital etc., Vehicles and Services	145	<b>1 379</b>	2 667	<b>768</b>	611	1 315	1 098	2 059	608
<b>Cash flow from operating activities</b>	758	<b>7 195</b>	3 925	<b>4 284</b>	2 911	3 367	1 880	2 189	1 736
<b>Investing activities</b>									
Net investments, Vehicles and Services	-97	<b>-922</b>	-1 755	<b>-575</b>	-347	-769	-625	-948	-807
Net investments in credit portfolio etc., Financial Services	141	<b>1 340</b>	2 404	<b>-160</b>	1 500	547	1 553	1 564	840
<b>Cash flow from investing activities</b>	44	<b>418</b>	649	<b>-735</b>	1 153	-222	928	616	33
<b>Cash flow from Vehicles and Services</b>	631	<b>5 993</b>	1 908	<b>3 627</b>	2 366	2 495	1 109	1 034	874
<b>Cash flow from Financial Services</b>	171	<b>1 620</b>	2 666	<b>-78</b>	1 698	650	1 699	1 771	895
<b>Financing activities</b>									
Change in net debt from financing activities	-686	<b>-6 514</b>	-1 230	<b>-4 063</b>	-2 451	-2 017	-3 302	-788	-442
Dividend to shareholders	-84	<b>-800</b>	-2 000	<b>-800</b>	-	-	-	-2 000	-
<b>Cash flow from financing activities</b>	-770	<b>-7 314</b>	-3 230	<b>-4 863</b>	-2 451	-2 017	-3 302	-2 788	-442
<b>Cash flow for the year</b>	32	<b>299</b>	1 344	<b>-1 314</b>	1 613	1 128	-494	17	1 327
<b>Cash and cash equivalents at beginning of period</b>	747	<b>7 100</b>	4 581	<b>8 629</b>	7 100	5 813	6 373	6 095	4 581
<b>Exchange rate differences in cash and cash equivalents</b>	9	<b>82</b>	448	<b>166</b>	-84	159	-66	261	187
<b>Cash and cash equivalents at end of period</b>	788	<b>7 481</b>	6 373	<b>7 481</b>	8 629	7 100	5 813	6 373	6 095



## Number of employees

	2010		2009			
	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
Production and corporate units	15 147	14 250	14 672	14 452	14 885	15 377
Research and development*	3 156	3 091	2 642	2 638	2 696	2 792
Sales and service companies	14 589	14 419	14 475	14 462	14 527	14 949
<b>Vehicles and Services</b>	<b>32 892</b>	<b>31 760</b>	<b>31 789</b>	<b>31 552</b>	<b>32 108</b>	<b>33 118</b>
<b>Financial Services</b>	<b>567</b>	<b>558</b>	<b>541</b>	<b>533</b>	<b>515</b>	<b>513</b>
<b>Total number of employees</b>	<b>33 459</b>	<b>32 318</b>	<b>32 330</b>	<b>32 085</b>	<b>32 623</b>	<b>33 631</b>

\* Due to a structural change referring to Procurement, approximately 450 people were transferred from "Production and corporate units" to "Research and development" as from January 2010.

## Quarterly data, units by geographic area

	2010		2009				
	Q2	Q1	Full year	Q4	Q3	Q2	Q1
<b>Order bookings, trucks</b>							
Western Europe	6 150	5 635	12 644	4 773	3 014	3 001	1 856
Central and eastern Europe	1 440	1 267	2 568	1 107	815	416	230
Latin America	6 194	4 439	11 214	4 324	3 668	1 563	1 659
Asia	3 968	2 651	4 208	1 415	945	1 263	585
Other markets	1 193	633	2 374	693	567	661	453
<b>Total</b>	<b>18 945</b>	<b>14 625</b>	<b>33 008</b>	<b>12 312</b>	<b>9 009</b>	<b>6 904</b>	<b>4 783</b>
<b>Trucks delivered</b>							
Western Europe	4 802	3 650	16 669	4 461	3 354	3 723	5 131
Central and eastern Europe	1 189	1 027	3 239	1 192	637	549	861
Latin America	4 685	3 750	9 566	3 649	2 026	1 778	2 113
Asia	2 966	1 311	4 843	1 720	939	947	1 237
Other markets	787	534	2 490	606	605	684	595
<b>Total</b>	<b>14 429</b>	<b>10 272</b>	<b>36 807</b>	<b>11 628</b>	<b>7 561</b>	<b>7 681</b>	<b>9 937</b>
<b>Order bookings, buses*</b>							
Western Europe	354	293	1 609	492	229	326	562
Central and eastern Europe	30	23	103	17	64	11	11
Latin America	642	465	1 538	477	517	312	232
Asia	757	550	1 718	410	705	417	186
Other markets	149	195	826	176	110	253	287
<b>Total</b>	<b>1 932</b>	<b>1 526</b>	<b>5 794</b>	<b>1 572</b>	<b>1 625</b>	<b>1 319</b>	<b>1 278</b>
<b>Buses delivered*</b>							
Western Europe	599	417	1 851	555	366	457	473
Central and eastern Europe	39	22	233	78	48	43	64
Latin America	499	488	1 421	587	304	232	298
Asia	592	641	1 876	617	534	440	285
Other markets	216	107	1 255	288	210	510	247
<b>Total</b>	<b>1 945</b>	<b>1 675</b>	<b>6 636</b>	<b>2 125</b>	<b>1 462</b>	<b>1 682</b>	<b>1 367</b>

\* Including body-built buses and coaches.

## Parent Company Scania AB, financial statements

Amounts in SEK m. unless otherwise stated	First half		Full year	
	EUR m.	2010	2009	2009
<b>Income statement</b>				
Operating income*	0	0	-11	-11
Financial income and expenses	0	4	11	2 017
Reversal untaxed reserve	-	-	-	814
Income taxes	0	-1	9	-209
<b>Net income</b>	0	3	9	2 611

Amounts in SEK m. unless otherwise stated	First half		Full year	
	EUR m.	2010	2009	2009
<b>Statement of other comprehensive income</b>				
Net income	0	3	9	2 611
Other comprehensive income				
Group contributions	-	-	-	-825
Tax attributable to Group contribution	-	-	-	217
<b>Total comprehensive income</b>	0	3	9	2 003

Amounts in SEK m. unless otherwise stated	2010		2009	2009
	EUR m.	30 Jun	30 Jun	31 Dec
<b>Balance sheet</b>				
<b>Assets</b>				
<b>Financial non-current assets</b>				
Shares in subsidiaries	884	8 401	8 401	8 401
<b>Current assets</b>				
Due from subsidiaries	316	3 004	2 631	3 800
<b>Total assets</b>	1 200	11 405	11 032	12 201
<b>Equity and liabilities</b>				
<b>Equity</b>				
Equity	1 200	11 404	10 207	12 201
<b>Untaxed reserves</b>				
Untaxed reserves	-	-	814	-
<b>Current liabilities</b>				
Trade payables	-	-	11	-
Tax liabilities	0	1	-	-
<b>Total shareholders' equity and liabilities</b>	1 200	11 405	11 032	12 201

Amounts in SEK m. unless otherwise stated	2010		2009	2009
	EUR m.	30 Jun	30 Jun	31 Dec
<b>Statement of changes in equity</b>				
Equity, 1 January	1 284	12 201	12 198	12 198
Total comprehensive income	0	3	9	2 003
Dividend	-84	-800	-2 000	-2 000
<b>Equity, 31 December</b>	1 200	11 404	10 207	12 201

\* Refers to administrative expenses