

# Scania Year-end Report January–December 2015

## Summary of the full year 2015

- Operating income rose by 11 percent to SEK 9,641 m. (8,721)
- Net sales rose by 3 percent to record high SEK 94,897 (92,051)
- Cash flow amounted to SEK 4,376 m. (4,690) in Vehicles and Services

## Comments by Henrik Henriksson, President and CEO:

“Scania’s net sales rose to a record level of SEK 95 billion and earnings for the full year 2015 increased to SEK 9,641 m. Higher vehicle volume in Europe, record high service volume, positive currency rate effects and record earnings from Financial Services were partly offset by lower vehicle volume in Latin America, Eurasia and Asia. Total order bookings for trucks decreased during the fourth quarter, compared to the previous year, due to lower demand in Latin America and Eurasia. In Europe, demand remained high during the fourth quarter. Scania’s position in the European market is strong with a market share of 16.5 percent compared to 15.1 percent in 2014, thanks to a leading Euro 6 range. The continued segment focus and a broad engine range for alternative fuels, also contributed. Demand in Brazil and Russia fell during the fourth quarter compared to the same period 2014 and the outlook remains uncertain. Demand in Asia fell compared

to the fourth quarter 2014. Order bookings in Buses and Coaches rose compared to the fourth quarter of the previous year. In Engines, order bookings fell during the fourth quarter compared to the previous year, due to lower demand in Latin America and Asia. Engine deliveries reached an all-time high at 8,485 units in 2015. Scania is continuing its long-term efforts to boost its service business and revenue increased by 9 percent to a new record level of SEK 20.6 billion during 2015. Scania’s continuing investment in connected vehicles is an important enabler in supporting our customers with more efficient services to further enhance their profitability. Financial Services reported record earnings, with operating income of more than SEK 1 billion. Customer payment capacity is still good and credit losses remain at low levels.”

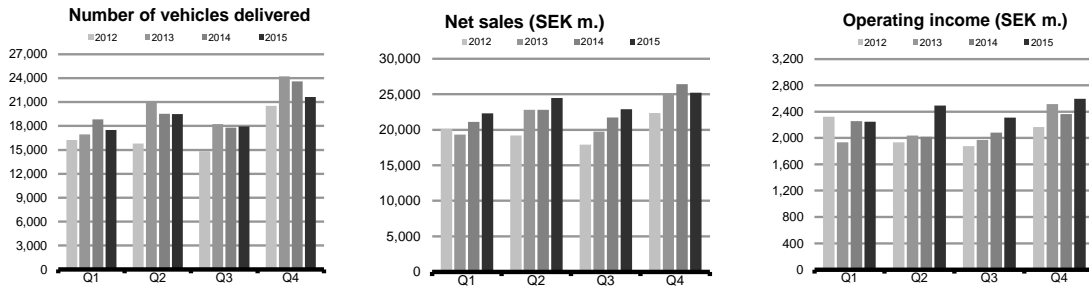
## Financial overview

	Full year 2015			Q4			
	2015	2014	Change, %	2015	2014	Change, %	
<b>Trucks and buses, units</b>							
Order bookings	77,091	82,984	-7	19,199	20,683	-7	
Deliveries	76,561	79,782	-4	21,626	23,589	-8	
	<i>EUR m.*</i>						
<b>Net sales and earnings</b>							
<b>Net sales, Scania Group, SEK m.</b>	10,388	94,897	92,051	3	25,211	26,413	-5
Operating income, Vehicles and Services, SEK m.	942	8,601	7,705	12	2,349	2,134	10
Operating income, Financial Services, SEK m.	114	1,040	1,016	2	246	231	6
Operating income, SEK m.	1,056	9,641	8,721	11	2,595	2,365	10
<b>Income before taxes, SEK m.</b>	998	9,109	8,322	9	2,420	2,306	5
<b>Net income for the period, SEK m.</b>	740	6,753	6,009	12	1,813	1,642	10
Operating margin, %		10.2	9.5		10.3	9.0	
Return on capital employed, Vehicles and Services, %		19.3	19.9				
Cash flow, Vehicles and Services, SEK m.	479	4,376	4,690	-7	3,156	2,477	27

\* Translated to EUR solely for the convenience of the reader at a closing day rate of SEK 9,1350 = EUR 1.00. Unless otherwise stated, all comparisons refer to the corresponding period of the preceding year.

This interim report has not been subject to review by the company’s auditors. This report is also available on [www.scania.com](http://www.scania.com)

## Business overview



### Sales performance

During the full year 2015, total vehicle deliveries decreased by 4 percent to 76,561 (79,782) units, compared to 2014. Net sales rose by 3 percent to SEK 94,897 (92,051), the highest level in Scania's history. Currency rate effects had a positive impact on sales of 4 percent.

Order bookings fell by 7 percent to 77,091 (82,984) vehicles, compared to the full year 2014.

### Europe still strong, situation remains uncertain in Brazil and Russia

The decline in Scania's total order bookings for trucks compared to the fourth quarter of 2014 was mainly due to the low levels of demand in Latin America and Eurasia, which offset the higher levels in Europe. Total order bookings for trucks rose sequentially in the fourth quarter, mainly related to continued strong demand in Europe and the normal seasonal pattern in the European market.

Order bookings in Brazil and Russia fell, both compared to the fourth quarter of 2014 and sequentially. The outlook is still uncertain.

Through its global production system, Scania is able to balance the industrial system comparatively well by utilizing free production capacity in Brazil in order to export more to Africa, the Middle East and Asia.

Demand for used vehicles in Europe remains strong.

### Continued high market share in Europe

Scania increased its market share for trucks in Europe during 2015, which reached 16.5 percent during the year compared to 15.1 percent in 2014. The increase was connected to the early and successful introduction of the Euro 6 range and Scania's offer of a broad engine range for alternative fuels. Sales activities in new segments also had a positive impact on market share.

### Strengthened position through partnerships

During 2015 Scania filed patent applications regarding 264 new inventions, which puts Scania at the top in Sweden. However, Scania's innovative capacity and technology leadership are dependent on collaboration with the right partners with different industries, research institutes and universities. Scania's research projects with academia and the private sector, such as the Integrated Transport Research Lab at the Stockholm's Royal Institute of technology, continued to be fruitful. During the year, the cooperation within Volkswagen Truck & Bus on current and future collaboration proceeded and, the cooperation with MAN on the development of common component platforms continued. Through collaboration and partnerships, Scania will be faster in responding to trends, adapting new technological developments and find new sustainable and efficient solutions.

## The truck market

### Order bookings

Scania's order bookings fell during the fourth quarter of 2015 and totalled 17,044 (18,784) trucks. Order bookings in Europe increased by 7 percent to 11,660 (10,851) units, compared to the fourth quarter of 2014. Demand rose in several of the major European markets such as France, Poland and the Netherlands. Order bookings rose sequentially in Europe in line with the seasonal pattern in the European market.

Order bookings in Latin America weakened during the fourth quarter of 2015 compared to the same period previous year, mainly due to Brazil where economic activity remained low. Compared to the fourth quarter of 2014, order bookings in Latin America decreased by 55 percent to 1,393 (3,070) trucks, primarily related to Brazil. Demand held up well in other Latin American markets, primarily Chile. Compared to the third quarter of 2015, order bookings fell further in Latin America, mainly related to Brazil.

In Eurasia, total order bookings fell during the fourth quarter and amounted to 340 (1,488) trucks. The downturn was mainly attributable to Russia. The outlook for the region remains uncertain due to the geopolitical turbulence. Order bookings also fell sequentially in Eurasia.

In Asia, demand during the quarter decreased by 1 percent compared to the year-earlier period and order bookings amounted to 2,367 (2,383) units. Compared to the third quarter of 2015, order bookings rose, mainly related to the Middle East.

In Africa, order bookings were higher compared to the fourth quarter of 2014, related to an upturn mainly in South Africa. In Oceania, order bookings were higher compared to the fourth quarter of 2014, mainly related to Australia. Total order bookings in the Africa and Oceania region were 29 percent higher at 1,284 (992) units, compared to the fourth quarter of 2014. Order bookings rose sequentially in Africa and Oceania, primarily attributable to increased demand in South Africa.

### Deliveries

Scania's total truck deliveries decreased by 9 percent to 19,601 (21,647) units during the fourth quarter compared to the year-earlier period. In Europe, deliveries rose by 14 percent to 12,462 (10,915) units compared to the fourth quarter of 2014. In Eurasia, deliveries fell by 55 percent to 672 (1,492) trucks. In Latin America, deliveries fell by 50 percent to 2,038 (4,037) units compared to the fourth quarter of 2014. In Asia, deliveries decreased compared to the fourth quarter of 2014 to 3,003 (4,224) trucks. Deliveries in Africa and Oceania increased by 46 percent to 1,426 (979) trucks.

### Sales

Net sales of trucks rose by 3 percent to SEK 61,250 m. (59,587) during the full year 2015. During the fourth quarter, sales decreased by 4 percent to SEK 17,046 m. (17,828).

### The total European market for heavy trucks

The total market for heavy trucks in 26 of the European Union member countries (all EU countries except Bulgaria and Malta) plus Norway and Switzerland increased by 19 percent to about 266,700 (224,800) units during the full year 2015. Scania truck registrations amounted to some 43,900 (33,900) units, equivalent to a market share of about 16.5 (15.1) percent.

Scania trucks	Order bookings			Deliveries		
	12 months		Change, %	12 months		Change, %
	2015	2014		2015	2014	
Europe	47,692	36,737	30	43,082	34,008	27
Eurasia	1,962	6,253	-69	2,583	5,964	-57
America*	7,438	15,078	-51	8,118	16,150	-50
Asia	8,349	13,658	-39	11,514	12,889	-11
Africa and Oceania	4,658	4,066	15	4,465	4,004	12
Total	70,099	75,792	-8	69,762	73,015	-4

\*Refers to Latin America

## The bus and coach market

### Order bookings

Order bookings for buses and coaches during 2015 fell slightly compared to the previous year to 6,992 (7,192) units.

Scania has increased its market share in buses and coaches in Europe to 6.8 percent, compared to 5.2 percent in 2014.

In Europe, order bookings improved and totalled 691 (518) units in the fourth quarter. The increase mainly occurred in the Nordic countries.

In Latin America, order bookings fell by 9 percent to 525 (574) units compared to the fourth quarter of 2014. Order bookings in Eurasia fell to 3 (14) buses and coaches in the quarter compared to the same period previous year. In Asia, order bookings fell to 616 (624) buses and coaches compared to the fourth quarter of 2014. Order bookings in Africa and Oceania rose to 320 (169) buses and coaches.

### Deliveries

Scania's bus and coach deliveries totalled 2,025 (1,942) units during the fourth quarter. In Europe, deliveries increased by 27 percent to 537 (424) units compared to the fourth quarter of 2014. In Latin America, deliveries were down by 8 percent to 629 (680). In Asia, deliveries were flat at 553 (551), while deliveries of buses and coaches in Africa and Oceania rose during the fourth quarter to 285 (245) units. Deliveries to Eurasia decreased to 21 (42) units.

### Net sales

Net sales of buses and coaches rose by 21 percent to SEK 8,994 m. (7,412) during the full year 2015. During the fourth quarter, sales increased by 7 percent to SEK 2,524 m. (2,363).

Scania buses and coaches	Order bookings			Deliveries		
	12		Change, %	12		Change, %
	months	12 months		months	12 months	
	2015	2015		2015	2014	
Europe	1,937	1,621	19	1,917	1,361	41
Eurasia	80	133	-40	94	105	-10
America*	2,275	2,362	-4	2,123	2,542	-16
Asia	1,828	1,903	-4	1,806	1,620	11
Africa and Oceania	872	1,173	-26	859	1,139	-25
Total	6,992	7,192	-3	6,799	6,767	0

\*Refers to Latin America

## Engines

### Order bookings

Total engine order bookings fell by 6 percent to 8,140 (8,702) units during 2015 compared to 2014. During the fourth quarter, order bookings fell by 34 percent to 1,726 (2,598) units.

### Deliveries

Engine deliveries rose by 2 percent to 8,485 (8,287) units during the full year 2015 and reached an all-time high. During the fourth quarter, deliveries fell by 29 percent to 1,846 (2,603) units.

### Net sales

During the full year, net sales rose by 11 percent to SEK 1,656 m. (1,495). Net sales in the fourth quarter amounted to SEK 369 m. (487), a downturn of 24 percent.

## Services

### Record high revenue

Service revenue amounted to a record high SEK 20,585 m. (18,828) during the full year 2015, an increase of 9 percent. Higher volumes and currency rate effects had a positive impact. In local currencies, revenue increased by 6 percent. During the fourth quarter, revenue rose by 7 percent to SEK 5,260 m. (4,918). In local currency, the upturn was nearly the same.

In Europe, service revenue rose by 11 percent to SEK 14,180 m. (12,747) compared to the full year 2014. In Latin America, revenue decreased by 1 percent to SEK 2,698 m. (2,716) and revenue in Asia was 22 percent higher than the previous year at SEK 1,800 m. (1,480). In Africa and Oceania, service revenue rose by 12 percent to SEK 1,337 m. (1,195), while in Eurasia it decreased by 17 percent to SEK 570 m. (690) compared to the full year 2014.

## Earnings

### Vehicles and Services

#### Full year 2015

Operating income in Vehicles and Services amounted to SEK 8,601 m. (7,705) during the full year 2015. Higher vehicle volume in Europe, record high service volume and currency rate effects had a positive impact on earnings. Lower vehicle deliveries to Latin America, Eurasia and Asia and the low capacity utilisation in the Latin American production system had a negative effect.

Compared to the full year 2014, the total currency rate effect was positive and amounted to about SEK 2,270 m.

Scania's research and development expenditures amounted to SEK 7,043 m. (6,402). After adjusting for SEK 1,863 m. (1,454) in capitalised expenditures and SEK 393 m. (356) in depreciation of previously capitalised expenditures, recognised expenses increased to SEK 5,573 m. (5,304).

#### The fourth quarter

Operating income in Vehicles and Services totalled SEK 2,349 m. (2,134) during the fourth quarter. Higher vehicle volume in Europe, a high service volume and currency rate effects had a positive impact on earnings. Lower vehicle deliveries to Latin America, Eurasia and Asia and the low capacity utilisation in the Latin American production system had a negative effect.

Compared to the fourth quarter of 2014, the total currency rate effect was positive and amounted to about SEK 110 m.

Scania's research and development expenditures amounted to SEK 1,967 m. (1,792). After adjusting for SEK 568 m. (439) in capitalised expenditures and SEK 101 m. (97) in depreciation of previously capitalised expenditures, recognised expenses increased to SEK 1,500 m. (1,450).

## Financial Services

### Customer finance portfolio

At the end of 2015, the size of Scania's customer finance portfolio amounted to SEK 56.5 billion, which was SEK 0.9 billion higher than the end of 2014. In local currencies, the portfolio increased by SEK 4.3 billion, equivalent to 8 percent.

### Penetration rate

The penetration rate was 42 (37) percent during the full year 2015 in those markets where Scania has its own financing operations. The increase was mainly attributable to the market mix.

### Record high operating income

Operating income in Financial Services increased to SEK 1,040 m. (1,016) during the full year 2015, compared to 2014. A larger portfolio and higher margins had a positive impact on earnings. Bad debt

expenses increased somewhat. In the fourth quarter, operating income rose by 15 percent to SEK 246 m. (231).

## Scania Group

During the full year 2015, Scania's operating income amounted to SEK 9,641 m. (8,721). Operating margin amounted to 10.2 (9.5) percent. Scania's net financial items amounted to SEK -532 m (-399). The previous year's net financial items included costs of SEK 160 m. for the full year related to the public offer from Volkswagen, reported as items affecting comparability.

The Scania Group's tax expense amounted to SEK 2,356 m. (2,313), equivalent to 25.9 (27.8) percent of income before taxes. Net income for the period totalled SEK 6,753 m. (6,009), equivalent to a net margin of 7.1 (6.5) percent.

## Cash flow

### Vehicles and Services

Scania's cash flow in Vehicles and Services amounted to SEK 4,376 m. (4,690) during the full year 2015. Tied-up working capital decreased by SEK 1,656 m.

Net investments amounted to SEK 7,737 m. (5,706), including SEK 1,863 m. (1,454) in capitalisation of development expenses. At the end of the fourth quarter of 2015, the net cash position in Vehicles and Services amounted to SEK 7,579 m. compared to a net cash position of SEK 12,139 m. at the end of 2014.

## Scania Group

Scania's cash flow in Financial Services amounted to SEK -3,816 m. (-3,554) during the full year 2015 due to a growing customer finance portfolio. The Group's net debt increased by about SEK 6.4 billion compared to the end of 2014 mainly due to the decided dividend to VW which was partly offset by a positive cash flow.

## 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 0 m. (0) during 2015.

## Miscellaneous

### Number of employees

At the end of 2015, the number of employees totalled 44,409 compared to 42,129 on the same date in 2014.

## Material risks and uncertainty factors

The section entitled "Risks and risk management" in Scania's Annual Report for 2014 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 27 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 15 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.

#### **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 for the Scania Group has been prepared in accordance with IAS 34, "Interim Financial Reporting" and the Annual Accounts Act. New and revised standards and interpretations that have been applied from 1 January 2015 have not had any significant impact on Scania's financial statements. Accounting principles and calculation methods are unchanged from those applied in the Annual Report for 2014.

The Year-end Report for the Parent Company, Scania AB, has been prepared in accordance with the Annual Accounts Act and recommendation RFR 2, "Accounting for Legal Entities" of the Swedish Financial Reporting Board.

### **Dividend and Annual General Meeting**

Scania's Annual General Meeting for the financial year 2014 was held in Södertälje, Sweden on 26 June 2015. The Annual General Meeting determined that no dividend would be disbursed to shareholders for the financial year 2014.

In Scania AB, an Extraordinary General Meeting in December decided on a dividend of SEK 9,600 m. The dividend proposals decided by the board in 2014 and 2015 were never executed by the Annual General Meetings. The dividend of SEK 9,600 m. corresponds to approximately 50 percent of the net income for the financial years of 2013, 2014 and 2015. This is in line with Scania's historical benchmark of distributing approximately 50% of the net income to the shareholders. No changes are anticipated in relation to this historical benchmark.

#### **Contact persons**

Susanna Berlin  
Investor Relations  
Tel. +46 8 553 861 12  
Mobil tel. +46 70 086 05 02

Erik Ljungberg  
Corporate Relations  
Tel. +46 8 553 835 57  
Mobile tel. +46 73 988 35 57

## Consolidated income statements

Amounts in SEK m. unless otherwise stated	Full year		Change in %	Q4		
	EUR m.*	2015		2014	2015	2014
<b>Vehicles and Services</b>						
Net sales	10,388	94,897	92,051	3	25,211	26,413
Cost of goods sold	-7,705	-70,389	-69,902	1	-18,517	-20,219
<b>Gross income</b>	2,683	24,508	22,149	11	6,694	6,194
Research and development expenses	-610	-5,573	-5,304	5	-1,500	-1,450
Selling expenses	-993	-9,071	-8,034	13	-2,466	-2,282
Administrative expenses	-143	-1,309	-1,138	15	-385	-329
Share of income from associated companies and joint ventures	5	46	32	44	6	1
<b>Operating income, Vehicles and Services</b>	942	8,601	7,705	12	2,349	2,134
<b>Financial Services</b>						
Interest and lease income	604	5,517	5,029	10	1,439	1,321
Interest and depreciation expenses	-388	-3,543	-3,214	10	-934	-848
Interest surplus	216	1,974	1,815	9	505	473
Other income and expenses	15	133	123	8	32	27
<b>Gross income</b>	231	2,107	1,938	9	537	500
Selling and administrative expenses	-90	-823	-755	9	-221	-206
Bad debt expenses, realised and anticipated	-27	-244	-167	46	-70	-63
<b>Operating income, Financial Services</b>	114	1,040	1,016	2	246	231
<b>Operating income</b>	1,056	9,641	8,721	11	2,595	2,365
Interest income and expenses	-28	-259	-223	16	-78	-58
Other financial income and expenses	-30	-273	-16	-	-97	-1
Items affecting comparability <sup>1</sup>	-	-	-160	-	-	-
<b>Total financial items</b>	-58	-532	-399	33	-175	-59
<b>Income before taxes</b>	998	9,109	8,322	9	2,420	2,306
Taxes	-258	-2,356	-2,313	2	-607	-664
<b>Net income for the period</b>	740	6,753	6,009	12	1,813	1,642
<b>Other comprehensive income</b>						
<b>Items that may be reclassified subsequently to profit or loss</b>						
Translation differences	-270	-2,465	951		-648	179
Cash flow hedges						
change in value for the year	-	-	-23		-	-3
reclassification to operating income	3	23	-		-	-
Income tax relating to items that may be reclassified	-5	-44	36		-17	3
	-272	-2,486	964		-665	179
<b>Items that will not be reclassified to profit or loss</b>						
Re-measurement defined benefit plans <sup>2</sup>	194	1,773	-2,966		790	-1,811
Income tax relating to items that will not be reclassified	-44	-404	682		-181	419
	150	1,369	-2,284		609	-1,392
<b>Other comprehensive income for the period</b>	-122	-1,117	-1,320		-56	-1,213
<b>Total comprehensive income for the period</b>	618	5,636	4,689		1,757	429
Net income attributable to:						
Scania shareholders	741	6,764	6,019		1,818	1,644
Non-controlling interest	-1	-11	-10		-5	-2
Total comprehensive income attributable to:						
Scania shareholders	619	5,645	4,690		1,763	427
Non-controlling interest	-1	-9	-1		-6	2
Operating income includes depreciation of	-357	-3,261	-3,125		-834	-831
Operating margin, percent		10.2	9.5		10.3	9.0

<sup>1</sup> Costs related to the public offer from VW.

<sup>2</sup> The discount rate in calculating the Swedish pension liability has changed to 3.0 percent per 31 December

\* Translated solely for the convenience of the reader at a closing exchange rate of SEK 9.135 = EUR 1.00.



## Net sales and deliveries, Vehicles and Services

	Full year			Change in %	Q4	
	EUR m.	2015	2014		2015	2014
Amounts in SEK m. unless otherwise stated						
<b>Net sales</b>						
Trucks	6,705	<b>61,250</b>	59,587	3	<b>17,046</b>	17,828
Buses*	985	<b>8,994</b>	7,412	21	<b>2,524</b>	2,363
Engines	181	<b>1,656</b>	1,495	11	<b>369</b>	487
Service-related products	2,253	<b>20,585</b>	18,828	9	<b>5,260</b>	4,918
Used vehicles	683	<b>6,236</b>	5,173	21	<b>1,661</b>	1,314
Miscellaneous	201	<b>1,836</b>	2,790	-34	<b>352</b>	841
Delivery sales value	11,008	<b>100,557</b>	95,285	6	<b>27,212</b>	27,751
Revenue deferrals <sup>1</sup>	-620	<b>-5,660</b>	-3,234	75	<b>-2,001</b>	-1,338
Net sales	10,388	<b>94,897</b>	92,051	3	<b>25,211</b>	26,413
<b>Net sales<sup>2</sup></b>						
Europe	6,555	<b>59,880</b>	49,993	20	<b>16,203</b>	14,578
Eurasia	287	<b>2,623</b>	5,321	-51	<b>680</b>	1,251
America**	1,290	<b>11,781</b>	17,648	-33	<b>2,843</b>	4,744
Asia	1,429	<b>13,055</b>	12,121	8	<b>3,438</b>	4,003
Africa and Oceania	827	<b>7,559</b>	6,968	8	<b>2,046</b>	1,837
Net sales	10,388	<b>94,897</b>	92,051	3	<b>25,211</b>	26,413
<b>Total delivery volume, units</b>						
Trucks		<b>69,762</b>	73,015	-4	<b>19,601</b>	21,647
Buses*		<b>6,799</b>	6,767	0	<b>2,025</b>	1,942
Engines		<b>8,485</b>	8,287	2	<b>1,846</b>	2,603

<sup>1</sup> Refers to the difference between sales value based on deliveries and revenue recognised as income

<sup>2</sup> Revenues from external customers by location of customers

\* Including body-built buses and coaches

\*\* Refers mainly to Latin America

## Consolidated balance sheets Scania Group

Amounts in SEK m. unless otherwise stated	2015		2014
	EUR m.	31 Dec	31 Dec
<b>Assets</b>			
<b>Non-current assets</b>			
Intangible assets	750	<b>6,855</b>	5,259
Tangible assets	2,771	<b>25,309</b>	23,322
Lease assets	2,236	<b>20,428</b>	17,489
Shares and participations	56	<b>516</b>	535
Interest-bearing receivables	2,886	<b>26,359</b>	27,156
Other receivables <sup>1, 2</sup>	518	<b>4,728</b>	3,404
<b>Current assets</b>			
Inventories	1,852	<b>16,918</b>	16,780
Interest-bearing receivables	1,792	<b>16,373</b>	16,929
Other receivables <sup>3</sup>	1,234	<b>11,270</b>	11,197
Current investments	23	<b>213</b>	51
Cash and cash equivalents	1,346	<b>12,295</b>	10,915
<b>Total assets</b>	<b>15,464</b>	<b>141,264</b>	<b>133,037</b>
<b>Total equity and liabilities</b>			
<b>Equity</b>			
Scania shareholders	4,137	<b>37,790</b>	41,745
Non-controlling interest	5	<b>47</b>	56
<b>Total equity</b>	<b>4,142</b>	<b>37,837</b>	<b>41,801</b>
<b>Non-current liabilities</b>			
Interest-bearing liabilities	2,869	<b>26,206</b>	26,503
Provisions for pensions	803	<b>7,339</b>	9,039
Other provisions	317	<b>2,893</b>	3,079
Other liabilities <sup>1, 4</sup>	1,259	<b>11,501</b>	7,365
<b>Current liabilities</b>			
Interest-bearing liabilities	3,146	<b>28,736</b>	20,238
Provisions	219	<b>2,001</b>	1,896
Other liabilities <sup>5</sup>	2,709	<b>24,751</b>	23,116
<b>Total equity and liabilities</b>	<b>15,464</b>	<b>141,264</b>	<b>133,037</b>
<sup>1</sup> Including deferred tax			
<sup>2</sup> Including derivatives with positive value for hedging of borrowings	65	<b>595</b>	504
<sup>3</sup> Including derivatives with positive value for hedging of borrowings	61	<b>554</b>	640
<sup>4</sup> Including derivatives with negative value for hedging of borrowings	56	<b>508</b>	706
<sup>5</sup> Including derivatives with negative value for hedging of borrowings	43	<b>390</b>	443
Equity/assets ratio, percent		<b>26.8</b>	31.4

## Statement of changes in equity

Amounts in SEK m. unless otherwise stated	Full year		
	EUR m.	2015	2014
Equity, 1 January	4,575	<b>41,801</b>	37,112
Net income for the period	740	<b>6,753</b>	6,009
Other comprehensive income for the period	-122	<b>-1,117</b>	-1,320
Dividend	-1,051	<b>-9,600</b>	-
<b>Total equity at the end of the period</b>	<b>4,142</b>	<b>37,837</b>	41,801
Attributable to:			
Scania AB shareholders	4,137	<b>37,790</b>	41,745
Non-controlling interest	5	<b>47</b>	56

## Information about Revenue from external customers

Amounts in SEK m. unless otherwise stated	Full year		
	EUR m.	2015	2014
Revenue from external customers, Vehicles and Services	10,388	<b>94,897</b>	92,051
Revenue from external customers, Financial Services	604	<b>5,517</b>	5,029
Elimination refers to lease income on operating leases	-287	<b>-2,622</b>	-2,200
<b>Revenue from external customers, Scania Group</b>	<b>10,705</b>	<b>97,792</b>	94,880
Operating income, Vehicles and Services	942	<b>8,601</b>	7,705
Operating income, Financial Services	114	<b>1,040</b>	1,016
<b>Operating income, Scania Group</b>	<b>1,056</b>	<b>9,641</b>	8,721

## Cash flow statement

Amounts in SEK m. unless otherwise stated	Full year		Q4		
	EUR m.	2015	2014	2015	2014
<b>Operating activities</b>					
Income before tax	998	<b>9,109</b>	8,322	<b>2,420</b>	2,306
Items not affecting cash flow	484	<b>4,423</b>	3,684	<b>1,319</b>	1,107
Taxes paid	-229	<b>-2,094</b>	-2,027	<b>-580</b>	-611
<b>Cash flow from operating activities</b>					
<b>before change in working capital</b>	1,253	<b>11,438</b>	9,979	<b>3,159</b>	2,802
of which: Vehicles and Services	1,145	<b>10,457</b>	9,008	<b>2,971</b>	2,565
Financial Services	107	<b>981</b>	971	<b>188</b>	237
Change in working capital etc., Vehicles and Services	181	<b>1,656</b>	1,388	<b>2,445</b>	1,751
<b>Cash flow from operating activities</b>	1,433	<b>13,094</b>	11,367	<b>5,604</b>	4,553
<b>Investing activities</b>					
Net investments, Vehicles and Services	-847	<b>-7,737</b>	-5,706	<b>-2,260</b>	-1,839
Net investments in credit portfolio etc., Financial Services	-525	<b>-4,797</b>	-4,525	<b>-2,448</b>	-2,152
<b>Cash flow from investing activities</b>	-1,372	<b>-12,534</b>	-10,231	<b>-4,708</b>	-3,991
<b>Cash flow from Vehicles and Services</b>	479	<b>4,376</b>	4,690	<b>3,156</b>	2,477
<b>Cash flow from Financial Services</b>	-418	<b>-3,816</b>	-3,554	<b>-2,260</b>	-1,915
<b>Financing activities</b>					
Change in debt from financing activities	215	<b>1,962</b>	53	<b>-1,305</b>	1,312
<b>Cash flow from financing activities</b>	215	<b>1,962</b>	53	<b>-1,305</b>	1,312
<b>Cash flow for the year</b>	276	<b>2,522</b>	1,189	<b>-409</b>	1,874
<b>Cash and cash equivalents at beginning of period</b>	1,195	<b>10,915</b>	9,562	<b>13,053</b>	9,088
<b>Exchange rate differences in cash and cash equivalents</b>	-125	<b>-1,142</b>	164	<b>-349</b>	-47
<b>Cash and cash equivalents at end of period</b>	1,346	<b>12,295</b>	10,915	<b>12,295</b>	10,915

## Fair value of financial instruments

Amounts in SEK m. unless otherwise stated

In Scania's balance sheet, items carried at fair value are mainly derivatives and current investments. Fair value is established according to various levels, defined in IFRS 13, that reflect the extent to which market values have been utilised. Current investments and cash and cash equivalents are carried according to Level 1, i.e. quoted prices in active markets for identical assets, and amounted to SEK 3 089 m. (1,313). Other assets that are carried at fair value refer to derivatives. These assets are carried according to Level 2, which is based on data other than the quoted prices that are part of Level 1 and refer to directly or indirectly observable market data, such as discount rate and credit risk. These items are carried under Other non-current receivables SEK 594 m. (504), Other current receivables SEK 580 m. (644), Other non-current liabilities SEK 508 m. (706) and Other current liabilities SEK 411 m. (444).

For financial assets that are carried at amortised cost, book value amounts to SEK 59,188 (61,417) and fair value to SEK 59,329 (61,512). For financial liabilities that are carried at amortised cost, book value amounts to SEK 65,783 (56,448) and fair value to SEK 65,479 (56,718). Fair value of financial instruments such as trade receivables, trade payables and other non-interest-bearing financial assets and liabilities that are recognised at amortised cost minus any impairment losses, is regarded as coinciding with the carrying amount.

For further information about financial instruments, see Note 28 Financial instruments in Scania's Annual Report for 2015.

## Quarterly data, units by geographic area

	2015					2014				
	Full year	Q4	Q3	Q2	Q1	Full year	Q4	Q3	Q2	Q1
<b>Order bookings, trucks</b>										
Europe	47,692	11,660	10,316	13,270	12,446	36,737	10,851	7,976	9,410	8,500
Eurasia	1,962	340	620	731	271	6,253	1,488	1,126	760	2,879
America **	7,438	1,393	1,666	2,611	1,768	15,078	3,070	4,048	3,960	4,000
Asia	8,349	2,367	1,450	2,159	2,373	13,658	2,383	3,080	5,611	2,584
Africa and Oceania	4,658	1,284	869	1,052	1,453	4,066	992	759	1,246	1,069
<b>Total</b>	<b>70,099</b>	<b>17,044</b>	14,921	19,823	18,311	75,792	18,784	16,989	20,987	19,032
<b>Trucks delivered</b>										
Europe	43,082	12,462	9,491	11,458	9,671	34,008	10,915	7,248	8,029	7,816
Eurasia	2,583	672	814	515	582	5,964	1,492	1,147	1,860	1,465
America**	8,118	2,038	2,217	2,156	1,707	16,150	4,037	3,992	3,821	4,300
Asia	11,514	3,003	2,779	2,496	3,236	12,889	4,224	2,831	2,891	2,943
Africa and Oceania	4,465	1,426	1,021	1,054	964	4,004	979	939	1,145	941
<b>Total</b>	<b>69,762</b>	<b>19,601</b>	16,322	17,679	16,160	73,015	21,647	16,157	17,746	17,465
<b>Order bookings, buses*</b>										
Europe	1,937	691	288	486	472	1,621	518	418	293	392
Eurasia	80	3	26	47	4	133	14	28	65	26
America **	2,275	525	294	625	831	2,362	574	553	591	644
Asia	1,828	616	267	506	439	1,903	624	306	348	625
Africa and Oceania	872	320	250	135	167	1,173	169	327	369	308
<b>Total</b>	<b>6,992</b>	<b>2,155</b>	1,125	1,799	1,913	7,192	1,899	1,632	1,666	1,995
<b>Buses delivered*</b>										
Europe	1,917	537	453	537	390	1,361	424	319	364	254
Eurasia	94	21	21	44	8	105	42	34	19	10
America **	2,123	629	510	622	362	2,542	680	651	693	518
Asia	1,806	553	443	366	444	1,620	551	399	287	383
Africa and Oceania	859	285	197	241	136	1,139	245	242	438	214
<b>Total</b>	<b>6,799</b>	<b>2,025</b>	1,624	1,810	1,340	6,767	1,942	1,645	1,801	1,379

\* Including body-built buses and coaches.

\*\* Refers to Latin America

## Parent Company Scania AB, financial statements

Amounts in SEK m. unless otherwise stated	Full year		
	EUR m.	2015	2014
<b>Income statement</b>			
Financial income and expenses	0	0	29
Allocations	0	-	-29
<b>Net income for the period</b>	<b>0</b>	<b>0</b>	<b>0</b>

	2015			2014
	EUR m.	31 Dec	31 Dec	31 Dec
<b>Balance sheet</b>				
<b>Assets</b>				
<b>Financial non-current assets</b>				
Shares in subsidiaries	923	8,435	8,435	
<b>Current assets</b>				
Due from subsidiaries	1,223	11,167	11,167	
<b>Total assets</b>	<b>2,146</b>	<b>19,602</b>	19,602	
<b>Equity</b>				
Equity	1,095	10,002	19,602	
<b>Total shareholders' equity</b>	<b>1,095</b>	<b>10,002</b>	19,602	
<b>Current liabilities</b>				
Debt to parent company	1,051	9,600	-	
<b>Total equity and liabilities</b>	<b>2,146</b>	<b>19,602</b>	19,602	

	2015			2014
	EUR m.	31 Dec	31 Dec	31 Dec
<b>Statement of changes in equity</b>				
Equity, 1 January	2,146	19,602	19,602	
Total comprehensive income	0	0	0	
Dividend	-1,051	-9,600	-	
<b>Equity</b>	<b>1,095</b>	<b>10,002</b>	19,602	