

## Scania Interim Report January-September 2009

- Operating income fell to SEK 1,042 m. (10,455) and earnings per share fell to SEK 0.38 (9.21)
- Net sales decreased by 34 percent to SEK 43,714 m. (66,319)
- Cash flow amounted to SEK 3,017 m. (3,638) in Vehicles and Services

### Comments by Leif Östling, President and CEO

"Scania's operating income totalled SEK 1,042 m. during the first nine months of 2009. Vehicle deliveries decreased by nearly 50 percent and were the main explanation for the earnings downturn. More stable service revenue limited the drop in earnings, volume decreased somewhat more than 10 percent. Currency hedgings more than offset the positive effect of the weaker Swedish krona. The Group's earnings were favourably affected by the steps taken to lower the cost level. Cash flow was positive in Vehicles and Services and together with the reduced portfolio in Financial Services, the Group's net debt decreased by SEK 7.7 billion including the dividend payment of SEK 2 billion. Scania launched two new products during the autumn. The new R-series, featuring better fuel economy and an improved driver environment, will ensure Scania's leading position in the important long-haulage truck segment. The new coach model, the Scania Touring, is a major step in Scania's strategy of increasing the degree of industrialisation and expanding its service range related to complete buses and coaches. The European truck market is characterised by low economic activity, but in Scania's judgement the downturn in western European demand has now levelled off. In Latin America, demand remains relatively good. In Asia, a certain recovery is under way. The market for buses and coaches was generally more stable during the period. The market for engines has noted a sharp downturn. However, some recovery is occurring in the industrial engine segment. Scania is continuing its efforts to reduce costs and sustain cash flow. In June, the company introduced a four-day week for about 12,000 employees in Sweden, a saving of more than SEK 300 m. during 2009. Scania's strengthened product portfolio together with the large-scale cost-saving measures and its investment in employee training have created good conditions for profitable growth when the market turns around."

	First nine months of the year				Change, %	Q3		Change, %
Trucks and bus chassis								
Units		2009	2008			2009	2008	
– Order bookings		24,918	48,611	-49		10,634	11,356	-6
– Deliveries		29,690	55,818	-47		9,023	16,244	-44
Net sales and earnings								
SEK m. (unless otherwise stated)	EUR m.*							
Net sales, Scania Group	4,273	43,714	66,319	-34		13,426	20,434	-34
Operating income, Vehicles and Services	110	1,124	10,089	-89		588	2,736	-79
Operating income, Financial Services	-8	-82	366	-		-69	84	-
Operating income	102	1,042	10,455	-90		519	2,820	-82
Income before taxes	36	366	10,270	-96		383	2,507	-85
Net income for the period	30	307	7,369	-96		278	1,818	-85
Operating margin, percent		2.4	15.8			3.9	13.8	
Return on equity, percent		8.3	43.3					
Return on capital employed, Vehicles and Services, percent		11.5	50.5					
Earnings per share, SEK		0.38	9.21			0.35	2.27	
Cash flow, Vehicles and Services	295	3,017	3,638			1,109	794	
Number of shares: 800 million								

\* Translated to EUR solely for the convenience of the reader at a balance sheet date exchange rate of SEK 10.23 = EUR 1.00.

Unless otherwise stated, all comparisons refer to the corresponding period of the preceding year.

This report has not been reviewed by the company's auditors. This report is also available on [www.scania.com](http://www.scania.com)

## Business overview

### Vehicles and Services

Total deliveries declined during the first nine months of 2009 by 47 percent to 29,690 (55,818) vehicles, compared to the same period of 2008. Net sales fell by 34 percent to SEK 43,714 m. Currency rate effects excluding currency hedges had a positive impact of 9 percent.

Order bookings declined by 49 percent to 24,918 (48,611) vehicles, compared to the first nine months of 2008.

During the third quarter, deliveries were down by 44 percent and net sales fell by 34 percent to SEK 13,426 m. Currency rate effects excluding currency hedges had a positive impact of 6 percent. Order bookings decreased by 6 percent to 10,634 (11,356) vehicles, compared to the third quarter of 2008.

Scania launched two new products during the autumn. The new R-series, featuring better fuel economy and an improved driver environment, will ensure Scania's leading position in the important long-haulage truck segment. Combined with Scania Driver Support, which is a new system that gives professional drivers real-time feedback and tips on how to refine their driving style, fuel consumption can be further reduced.

The new coach model, the Scania Touring, is a major step in Scania's strategy of increasing the degree of industrialisation in production and expanding its service offering related to complete buses and coaches. The coach will be built in collaboration with Chinese bus bodybuilder Higer. Higer is responsible for the bodybuilding expertise and Scania is providing the chassis, which will ensure a quality product and cost-effective production. Scania began its partnership with Higer five years ago. With the Scania Touring, customers can be offered a one-stop shopping concept, with parts and servicing support provided by Scania's global network.

Scania is continuing its efforts to adjust the cost level in the organisation. A total of more than 4,100 employees have left the Group since September 2008, which includes both temporary and permanent employees. In addition, Scania has introduced reduced working hours in a number of European countries. In Sweden, starting in June the company introduced a four-day week for about 12,000 employees, with a pay reduction of 10 percent. The total cost saving in Sweden during the period until the end of 2009 is estimated at more than SEK 300 m.

In its efforts to reduce costs and boost operational efficiency, Scania's aim is to preserve core competency. During the first half of 2009, Scania carried out a training programme for about 8,000 employees at its European production units.

### Trucks

European truck markets are characterised by low economic activity. In many European markets, the truck population has a relatively low average age, and transport companies also generally have overcapacity. This has sharply slowed investments in new vehicles. However, in Scania's judgement the downturn in western European truck demand has now levelled off. In Latin America, demand remains relatively good, especially in Brazil. In Asia, a degree of recovery is under way, for example in the mining segment.

Sales of used trucks increased gradually during the period and volume was 30 percent higher in the third quarter, compared to the third quarter last year. As a result, the level of used truck inventories has stabilised. New truck inventory levels have normalised in all major markets except Russia.

### Order bookings, Scania trucks

	9 months 2009	9 months 2008	Change in %
Western Europe	7,871	17,763	-56
Central and eastern Europe	1,461	8,138	-82
Latin America	6,890	9,750	-29
Asia	2,793	5,176	-46
Other markets	1,681	2,448	-31
<b>Total</b>	<b>20,696</b>	<b>43,275</b>	<b>-52</b>

### Deliveries, Scania trucks

	9 months 2009	9 months 2008	Change in %
Western Europe	12,208	25,989	-53
Central and eastern Europe	2,047	10,587	-81
Latin America	5,917	7,581	-22
Asia	3,123	4,870	-36
Other markets	1,884	1,543	22
<b>Total</b>	<b>25,179</b>	<b>50,570</b>	<b>-50</b>

Scania's truck **deliveries** declined by 50 percent to a total of 25,179 (50,570) during the first nine months of 2009, compared to the same period of last year. In western Europe, deliveries fell by 53 percent due to downturns in all markets. In central and eastern Europe, deliveries fell by 81 percent; the downturn was attributable to all markets, especially Russia and Poland.

Deliveries in Latin America decreased by 22 percent with a general downturn in most markets.

In Asia, the downturn was attributable to most markets, especially Turkey. In other markets, deliveries were higher due to a number of large spot orders in some of the African markets.

During the third quarter, deliveries were down by 48 percent.

Scania's **order bookings** during the first nine months of 2009 amounted to 20,696 (43,275) trucks, a decrease of 52 percent. In western Europe, order bookings declined by 56 percent to 7,871 (17,763) units. In central and eastern Europe, order bookings were down by 82 percent to 1,461 (8,138) trucks during the period. In Latin America, order bookings decreased by 29 percent during the first nine months, while order bookings in Asia fell by 46 percent.

In the third quarter, Scania's order bookings fell by 9 percent. Order bookings stabilised in western Europe, where the decrease was limited to 2 percent and higher demand was noted in the Nordic countries and Great Britain. Compared to the second quarter of 2009, total truck order bookings increased by 30 percent and surpassed the level of deliveries.

**Net sales** of trucks fell by 44 percent to SEK 23,011 m. (41,436) during the first nine months of 2009. During the third quarter, sales decreased by 46 percent to SEK 6,487 m.

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 49 percent to about 128,500 units during the first nine months of 2009. Scania truck registrations amounted to some 16,900 units, equivalent to a market share of about 13.2 (12.9) percent.

#### Buses and coaches

The bus and coach market has generally been more stable than the truck market during the period. Scania's **order bookings** for buses and coaches fell by 21 percent to 4,222 (5,336) units during the first nine months.

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

	9 months, 2009	9 months, 2008	Change in %
Brazil	5,093	5,486	-7
Great Britain	2,429	4,232	-43
Germany	2,301	3,868	-41
France	1,751	3,312	-47
Netherlands	1,580	2,170	-27
Sweden	1,562	1,881	-17
Norway	962	1,363	-29
Italy	855	2,384	-64
Iran*	838	0	-
Belgium	816	1,235	-34

\* Refers to delivered trucks

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

	9 months, 2009	9 months, 2008
Brazil	24.0	17.6
Great Britain	14.4	15.7
Germany	7.1	6.9
France	7.5	8.8
Netherlands	18.2	17.3
Sweden	42.7	42.2
Norway	40.4	37.0
Italy	14.9	13.0
Iran	Not available	N/a
Belgium	16.0	16.2

#### Order bookings, Scania buses and coaches

	9 months, 2009	9 months, 2008	Change in %
Europe	1,203	1,665	-28
Latin America	1,061	1,628	-35
Asia and other markets	1,958	2,043	-4
Total	4,222	5,336	-21

#### Deliveries, Scania buses and coaches

	9 months, 2009	9 months, 2008	Change in %
Europe	1,451	1,863	-22
Latin America	834	1,516	-45
Asia and other markets	2,226	1,869	19
Total	4,511	5,248	-14

In Europe, demand was down 28 percent compared to the same period of 2008. In western Europe, demand fell mainly in Italy and Spain. In central and eastern Europe, Scania noted a significant downturn in most markets, especially in Russia.

In Latin America, order bookings fell by 35 percent during the first nine months. Order bookings were lower in most markets. In Asia and other markets, order bookings decreased by 4 percent during the same period.

During the third quarter, order bookings rose by 14 percent.

Scania's bus and coach **deliveries** totalled 4,511 (5,248) units during the first nine months of 2009. In Europe, deliveries fell by 22 percent to 1,451 units; the downturn was mainly attributable to Italy, Spain, Russia and Poland. The downturn in Latin America was related to most markets, especially Brazil. In Asia and other markets, deliveries rose 19 percent.

**Net sales** of buses and coaches increased by 8 percent to SEK 6,204 m. (5,759).

During the third quarter, deliveries fell by 18 percent to 1,462 units and net sales decreased by 9 percent.

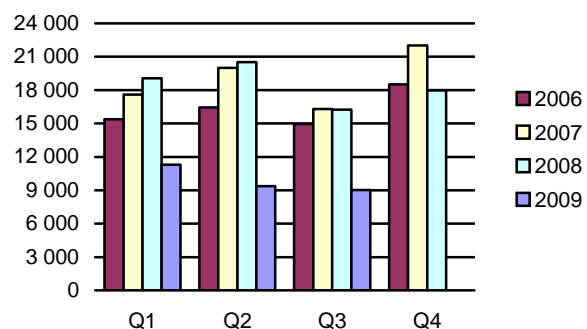
### Engines

The market for engines experienced a downturn similar to that of the truck market. All segments – power generation, industrial and marine – were affected by the downturn in economic activity. Some recovery is occurring, however, in the industrial engine segment due to inventory reductions by original equipment manufacturers (OEMs). Scania's engine concept for the next stage of emission standards, which will go into effect in the industrial segment from 2011, has been well received by the market, and the company has signed agreements with sizeable OEMs. Scania's strategy is to increase its sales in the industrial segment, where demand is characterised by high quality and performance standards, while successfully meeting the strictest emission requirements. Order bookings for engines declined by 46 percent to 2,886 (5,383) units during the first nine months of 2009. In the third quarter, order bookings increased by 48 percent to 1,559 units.

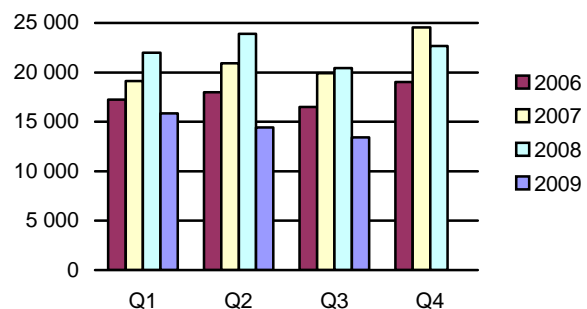
### Net sales by market (SEK m.), Scania's 10 largest markets, January-September

	9 months, 2009	9 months, 2008	Changes in %
Brazil	5,772	6,639	-13
Great Britain	3,899	6,001	-35
Sweden	3,146	3,979	-21
Germany	2,912	4,359	-33
Norway	2,582	3,285	-21
Netherlands	2,567	3,060	-16
France	2,188	3,587	-39
Finland	1,790	2,097	-15
Italy	1,363	2,804	-51
Spain	1,351	2,432	-44

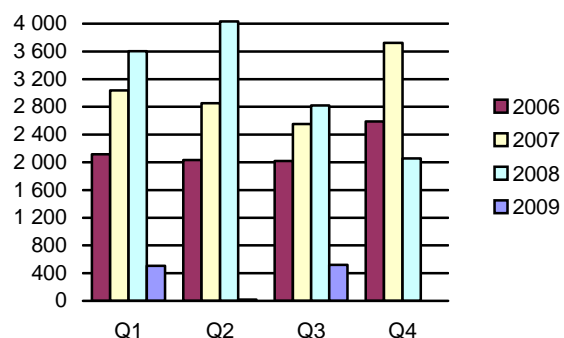
### Vehicles delivered (units)



### Net sales (SEK m.)



### Operating income (SEK m.)



Engine deliveries fell by 48 percent to 2,619 (5,080) units during the first nine months, and net sales decreased by 39 percent to SEK 533 m. (867). During the third quarter, deliveries fell by 48 percent to 865 units and net sales fell to SEK 172 m.

### **Services**

Service revenue was essentially unchanged at SEK 11,954 m. (12,078) during the first nine months of 2009. Demand for transport services fell during the period, resulting in a volume decrease of somewhat more than 10 percent. The lower volume was offset by positive currency rate effects of 9 percent and somewhat higher prices. Besides adjusting the service organisation to lower demand, Scania is focusing on boosting the efficiency and capacity utilisation of workshops.

## **Earnings**

### **Vehicles and Services**

Operating income in Vehicles and Services totalled SEK 1,124 m. (10,089) during the first nine months of 2009. A decline in vehicle deliveries and lower capacity utilisation had an adverse impact on earnings. Measures to lower the cost level had a positive effect. Scania's research and development expenditures amounted to SEK 2,407 m. (2,829). After adjusting for SEK 216 m. (127) in capitalised expenditures and SEK 223 m. (354) in depreciation of previously capitalised expenditures, recognised expenses decreased by SEK 642 m. to SEK 2,414 m. (3,056). The reduction in expenses was mainly attributable to lower project costs.

Compared to the first nine months of 2008, currency spot rate effects amounted to some SEK 1,385 m. Currency hedging income amounted to about SEK -2,020 m. During the first nine months of 2008, the impact of currency hedgings on income was about SEK 85 m. The total currency rate effect was thus some SEK -720 m.

During the third quarter, operating income totalled SEK 588 m. (2,736). Low vehicle deliveries, low capacity utilisation and – to some extent – lower prices related to inventory reduction adversely impacted earnings. Measures to lower the cost level had a positive effect. Compared to the second quarter of 2009, capacity utilisation in production improved, resulting in higher operating income despite lower volume. Scania's research and development expenditures amounted to SEK 714 m. (877). After adjusting for SEK 82 m. (62) in capitalised expenditures and SEK 38 m. (118) in depreciation of previously capitalised expenditures, recognised expenses decreased by SEK 263 m. to SEK 670 m. (933).

Compared to the third quarter of 2008, currency spot rate effects amounted to SEK 10 m. Currency hedging income amounted to about SEK -385 m. During the third quarter of 2008, the impact of currency hedgings on income was about SEK -15 m. The total currency rate effect was thus some SEK -360 m.

### **Financial Services**

At the end of the third quarter, the size of Scania's customer finance portfolio amounted to SEK 40,951 m., which represented a downturn of SEK 6,269 m. since the end of 2008. In local currencies, the portfolio decreased by 10 percent, equivalent to SEK 4,639 m.

The penetration rate was 44 (34) percent on a rolling twelve-month basis in those markets where Scania has its own financing operations.

Operating income in Financial Services amounted to SEK -82 m. (366) during the first nine months. The positive effects of an increased average portfolio were offset by higher bad debt expenses, compared to the first nine months of 2008. Hauliers have been affected by the decreasing demand for transport services, which has led to lower volume and pressure on freight prices. As a consequence, the number of delayed payments rose during the period, mainly in markets outside western Europe. The number of rescheduled contracts and reposessions of vehicles has increased. Higher bad debt expenses were mainly attributable to central and eastern Europe. Operating income in the third quarter decreased to SEK -69 m. (84).

### **Scania Group**

Scania's operating income amounted to SEK 1,042 m. (10,455) in the first nine months. Operating margin fell to 2.4 (15.8) percent. Scania's net financial items amounted to SEK -676 m. (-185). Net interest items

amounted to SEK -583 m. (-202), adversely impacted by a higher average net debt position in Vehicles and Services than during the same period of last year. There was also a negative effect from the increased cost for funding of working capital in countries with relatively high interest rates. Other financial income and expenses totalled SEK -93 m. (17). This included SEK -61 m. (21) related to the use of fair value in the valuation of financial instruments where hedge accounting was not applied.

The Scania Group's tax expense amounted to SEK 59 m. (2,901). Net income for the period amounted to SEK 307 m. (7,369), corresponding to a net margin of 0.7 (11.1) percent. Earnings per share amounted to SEK 0.38 (9.21).

## Cash flow

### Vehicles and Services

Scania's cash flow in Vehicles and Services amounted to SEK 3,017 m. (3,638) during the first nine months of 2009. Tied-up working capital decreased by SEK 3,765 m., mainly due to lower volume and inventory reduction.

Net investments amounted to SEK 2,380 m. (3,642), including SEK 216 m. (127) in capitalisation of development expenses. The gradual downturn was related to a slower pace of capital spending and was partly due to postponed investments. Net investments were affected by acquisitions of SEK 6 m. The first nine months of last year were affected by divested operations totalling SEK 59. At the end of the third quarter of 2009, the net debt position amounted to SEK 6,327 m., compared to SEK 8,364 m. at the end of 2008. The net debt position was affected by the dividend payment of SEK 2,000 m. during the second quarter.

During the third quarter, cash flow amounted to SEK 1,109 m. (794).

### Scania Group

Scania's cash flow in Financial Services amounted to SEK 4,365 m. (-2,487) during the first nine months of 2009, due to a reduced customer finance portfolio. Together with the positive cash flow in Vehicles and Services, this reduced the Group's net debt by about SEK 7.7 billion compared to the end of 2008.

## 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. Scania AB reported an income before taxes of SEK 3 m. (127).

## Miscellaneous

### Number of employees

The number of employees at the end of the third quarter was 32,085, compared to 36,226 on the same date in 2008. From year-end 2008 to the end of September, the total number of employees in the Scania Group decreased by 2,692. Production and corporate units decreased their number of employees by 1,713 to 14,452 and Research and Development by 284 to 2,638. Sales and service companies reduced their number of employees by 716 to 14,462.

### Material risks and uncertainty factors

The section entitled "Risks and risk management" in Scania's Annual Report for 2008 describes Scania's strategic, operative, 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). Major changes in the market

value of used vehicles thus affect Scania's successive income recognition. In case the as-yet-unrecognised profit on a sold vehicle does not cover the effects of a possible downturn in market value, a provision in the required amount is made. At the end of the third quarter of 2009, obligations related to residual values or repurchase amounted to SEK 6,189 m., compared to SEK 6,819 m. at the end of 2008.

**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 Services operations are set aside in the estimated amounts required.

**c) Refinancing risk**

Refinancing risk is the risk of not being able to meet the need for future funding. Scania applies a conservative policy concerning refinancing risk. For Vehicles and Services, there shall be a liquidity reserve consisting of available cash and cash equivalents as well as unutilised credit facilities which exceeds the funding needs of the Scania Group, excluding Financial Services, for the next two years. For Financial Services, there shall be dedicated funding that covers the estimated demand for funding during the next year. There shall also always be borrowings that safeguard the refinancing of the existing portfolio. Controlling Scania's refinancing risk includes safeguarding access to credit facilities and ensuring that the maturity structure of borrowings is diversified.

As of 30 September 2009, Scania had unutilised credit facilities of some SEK 25,500 m., compared to about SEK 26,900 m. on 31 December 2008. Excluding current rate effects, these credit facilities are unchanged compared to year-end 2008.

**Accounting principles**

Scania applies International Financial Reporting Standards (IFRSs) as adopted by the EU. The Interim Report of the Scania Group is prepared in accordance with IAS 34, "Interim Financial Reporting," and the Annual Accounts Act. New accounting standards being applied starting on 1 January 2009 are as follows:

Revised IAS 1, "Presentation of Financial Statements" – The revision contains a new financial reporting structure and requires a company to provide a statement of comprehensive income that includes all changes in assets and liabilities that are not due to transactions with its owners. Changes that were previously recognised directly in equity in the statement of recognised income and expense are now recognised in the statement of comprehensive income. Scania has chosen to present its statement of comprehensive income in one table.

IFRS 8, "Operating Segments" – This standard replaces the previous standard IAS 14, "Segment Reporting". IFRS 8 has not resulted in a changed definition of Scania's segments.

Revised IAS 23, "Borrowing Costs" – Scania has previously expensed borrowing costs in the period when they arose. The revision in IAS 23 means that borrowing costs shall be included in the cost of assets that take a substantial period of time to get ready for their intended use or sale. The standard will be applied to projects that begin after 1 January 2009 and has not resulted in any substantial effect on Scania's financial reports.

Otherwise the accounting principles and calculation methods are unchanged from those applied in the Annual Report for 2008.

The Interim Report for the Parent Company, Scania AB, is prepared in accordance with the Annual Accounts Act and recommendation RFR 2.2, "Accounting for Legal Entities".

**Material changes in ownership**

In January 2009, Porsche Automobil Holding SE announced that the company had increased its holding to 50.8 percent in Volkswagen AG, which means that Porsche indirectly controls Scania. In compliance with Swedish law, Porsche therefore presented a mandatory offer for Scania of SEK 68.52 in cash for each Series A share and SEK 67.10 in cash for each Series B share. Scania's Board of Directors recommended to shareholders not to accept Porsche's mandatory offer. Shareholders equivalent to 7.93 percent of share capital and 2.34 percent of voting power accepted the offer, and Porsche sold these shares onward to

Volkswagen. Volkswagen's holding in Scania, including shares managed by credit institutions, thereby amounted to 49.29 percent of share capital and 71.81 percent of voting power.

#### **Dividend**

Scania's Annual General Meeting on Thursday, 7 May 2009 approved a dividend of SEK 2.50 per share for 2008. A total of SEK 2,000 m. was transferred to the shareholders.

#### **Annual General Meeting**

Scania's Annual General Meeting will be held on Thursday, 6 May 2010 in Södertälje, Sweden.

Södertälje, 26 October 2009

Leif Östling  
President and CEO

## **Financial information from Scania**

Scania's Year-end Report for 2009 will be published on 3 February 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 Nordic Exchange 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-June 2009 stated the following:*

*"During the seasonally weak third quarter, Scania foresees a continued low level of demand. The successful inventory reduction in Scania's major markets, together with higher order bookings in the second quarter than in the first quarter, will lead to a higher daily production rate than in the second quarter."*

## **Contact persons:**

Per Hillström  
Investor Relations  
tel. +46 8 553 502 26  
mobile tel. +46 70 648 30 52

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

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 08.45 CET on 26 October 2009.



## Consolidated income statements

Amounts in SEK m. unless otherwise stated	Nine months			Change in %	Q3		Full year 2008	Oct 08- Sep 09
	EUR m.*	2009	2008		2009	2008		
<b>Vehicles and Services</b>								
Net sales	4,273	43,714	66,319	-34	13,426	20,434	88,977	66,372
Cost of goods sold	-3,408	-34,867	-47,216	-26	-10,587	-14,826	-64,516	-52,167
<b>Gross income</b>	865	8,847	19,103	-54	2,839	5,608	24,461	14,205
Research and development expenses	-236	-2,414	-3,056	-21	-670	-933	-4,228	-3,586
Selling expenses	-451	-4,618	-5,042	-8	-1,393	-1,652	-7,002	-6,578
Administrative expenses	-68	-692	-922	-25	-186	-292	-1,142	-912
Share of income from associated companies and joint ventures	0	1	6		-2	5	9	4
<b>Operating income, Vehicles and Services</b>	110	1,124	10,089	-89	588	2,736	12,098	3,133
<b>Financial Services</b>								
Interest and lease income	346	3,535	3,389	4	1,086	1,177	4,772	4,918
Interest and depreciation expenses	-261	-2,663	-2,577	3	-825	-894	-3,663	-3,749
Interest surplus	85	872	812	7	261	283	1,109	1,169
Other income and expenses	4	42	76	-45	11	3	50	16
<b>Gross income</b>	89	914	888	3	272	286	1,159	1,185
Selling and administrative expenses	-39	-401	-385	4	-130	-130	-518	-534
Bad debt expenses	-58	-595	-137		-211	-72	-227	-685
<b>Operating income, Financial Services</b>	-8	-82	366	-122	-69	84	414	-34
<b>Operating income</b>	102	1,042	10,455	-90	519	2,820	12,512	3,099
Interest income and expenses	-57	-583	-202	189	-169	-129	-375	-756
Other financial income and expenses	-9	-93	17		33	-184	-159	-269
<b>Total financial items</b>	-66	-676	-185	265	-136	-313	-534	-1,025
<b>Income before taxes</b>	36	366	10,270	-96	383	2,507	11,978	2,074
Taxes	-6	-59	-2,901	-98	-105	-689	-3,088	-246
<b>Net income for the period</b>	30	307	7,369	-96	278	1,818	8,890	1,828
<b>Other comprehensive income:</b>								
Exchange rate differences	-18	-187	1		-695	200	771	583
Hedge of net investments in foreign operations	0	-1	0		-5	0	-222	-223
Cash flow hedges								
gains/losses arising during the period	78	796	-341		817	-627	-2,762	-1,625
reclassification to operating income	198	2,022	-86		387	12	209	2,317
Actuarial gains/losses on pensions	-10	-98	0		0	0	-625	-723
Income tax relating to components of other comprehensive income	-71	-722	120		-324	0	868	26
<b>Other comprehensive income for the period</b>	177	1,810	-306		180	-415	-1,761	355
<b>Total comprehensive income for the period</b>	207	2,117	7,063		458	1,403	7,129	2,183
Total comprehensive income attributable to:								
Scania shareholders	207	2,117	7,063		458	1,403	7,129	2,183
Minority interest	0	0	0		0	0	0	0
Net income attributable to:								
Scania shareholders	30	307	7,369		278	1,818	8,890	1,828
Minority interest	0	0	0		0	0	0	0
<i>Includes depreciation of</i>	-201	-2,061	-2,428		-626	-817	-3,257	-2,890
Earnings per share, EUR/SEK (no dilution) <sup>1</sup>		0.38	9.21		0.35	2.27	11.11	2.29
Return on equity, percent <sup>1, 2</sup>		8.3	43.3				38.3	
Operating margin, percent		2.4	15.8		3.9	13.8	14.1	4.7

<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 10.23 = EUR 1.00.

## Net sales and deliveries, Vehicles and Services

Amounts in SEK m. unless otherwise stated	Nine months			Change in %	Q3		Full year 2008	Oct 08- Sep 09
	EUR m.	2009	2008		2009	2008		
Net sales								
Trucks	2,249	23,011	41,436	-44	6,487	12,097	55,566	37,141
Buses *	606	6,204	5,759	8	1,869	2,055	8,186	8,631
Engines	52	533	867	-39	172	280	1,151	817
Service-related products	1,169	11,954	12,078	-1	3,852	4,013	16,393	16,269
Used vehicles	287	2,936	3,355	-12	1,071	986	4,370	3,951
Miscellaneous	-66	-677	2,814	-124	-115	1,022	3,812	321
Delivery sales value	4,297	43,961	66,309	-34	13,336	20,453	89,478	67,130
Revenue deferrals <sup>3</sup>	-24	-247	10		90	-19	-501	-758
Net sales	4,273	43,714	66,319	-34	13,426	20,434	88,977	66,372

### Net sales <sup>4</sup>

Western Europe	2,394	<b>24,489</b>	38,384	-36	<b>7,089</b>	11,240	51,319	37,424
Central and eastern Europe	361	<b>3,694</b>	11,070	-67	<b>1,240</b>	3,191	13,781	6,405
Latin America	730	<b>7,469</b>	9,114	-18	<b>2,537</b>	3,153	12,822	11,177
Asia	405	<b>4,148</b>	4,635	-11	<b>1,383</b>	1,643	6,665	6,178
Other markets	383	<b>3,914</b>	3,116	26	<b>1,177</b>	1,207	4,390	5,188
Net sales	4,273	<b>43,714</b>	66,319	-34	<b>13,426</b>	20,434	88,977	66,372

### Total delivery volume, units

Trucks	<b>25,179</b>	50,570	-50	<b>7,561</b>	14,456	66,516	41,125
Buses*	<b>4,511</b>	5,248	-14	<b>1,462</b>	1,788	7,277	6,540
Engines	<b>2,619</b>	5,080	-48	<b>865</b>	1,653	6,671	4,210

<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

	2009				2008			
	<i>EUR m.</i>	Q3	Q2	Q1	Q4	Q3	Q2	Q1
Amounts in SEK m. unless otherwise stated								
<b>Vehicles and Services</b>								
Net sales	1,312	<b>13,426</b>	14,429	15,859	22,658	20,434	23,894	21,991
Cost of goods sold	-1,035	<b>-10,587</b>	-11,691	-12,589	-17,300	-14,826	-16,880	-15,510
<b>Gross income</b>	277	<b>2,839</b>	2,738	3,270	5,358	5,608	7,014	6,481
Research and development expenses	-65	<b>-670</b>	-820	-924	-1,172	-933	-1,068	-1,055
Selling expenses	-136	<b>-1,393</b>	-1,612	-1,613	-1,960	-1,652	-1,753	-1,637
Administrative expenses	-18	<b>-186</b>	-232	-274	-220	-292	-295	-335
Share of income in associated companies and joint ventures	0	<b>-2</b>	0	3	3	5	3	-2
<b>Operating income, Vehicles and Services</b>	58	<b>588</b>	74	462	2,009	2,736	3,901	3,452
<b>Financial Services</b>								
Interest and lease income	106	<b>1,086</b>	1,192	1,257	1,383	1,177	1,114	1,098
Interest and depreciation expenses	-81	<b>-825</b>	-884	-954	-1,086	-894	-843	-840
Interest surplus	25	<b>261</b>	308	303	297	283	271	258
Other income and expenses	1	<b>11</b>	6	25	-26	3	44	29
<b>Gross income</b>	26	<b>272</b>	314	328	271	286	315	287
Selling and administrative expenses	-13	<b>-130</b>	-138	-133	-133	-130	-128	-127
Bad debt expenses	-20	<b>-211</b>	-233	-151	-90	-72	-57	-8
<b>Operating income, Financial Services</b>	-7	<b>-69</b>	-57	44	48	84	130	152
<b>Operating income</b>	51	<b>519</b>	17	506	2,057	2,820	4,031	3,604
Interest income and expenses	-17	<b>-169</b>	-191	-223	-173	-129	-44	-29
Other financial income and expenses	3	<b>33</b>	-7	-119	-176	-184	260	-59
<b>Total financial items</b>	-14	<b>-136</b>	-198	-342	-349	-313	216	-88
<b>Income before taxes</b>	37	<b>383</b>	-181	164	1,708	2,507	4,247	3,516
Taxes	-10	<b>-105</b>	31	15	-187	-689	-1,209	-1,003
<b>Net income for the period</b>	27	<b>278</b>	-150	179	1,521	1,818	3,038	2,513
Earnings per share, SEK *		<b>0.35</b>	-0.19	0.22	1.90	2.27	3.80	3.14
Operating margin, in percent		<b>3.9</b>	0.1	3.2	9.1	13.8	16.9	16.4

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

## Consolidated balance sheets by business segment

Amounts in SEK m. unless otherwise stated	2009				2008			
	EUR m.	30 Sep	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	221	2,259	2,281	2,267	2,308	2,254	2,306	2,343
Tangible non-current assets	2,107	21,566	21,994	21,491	21,132	19,870	19,171	18,595
Lease assets	387	3,956	4,485	4,475	4,558	4,160	4,182	4,133
Shares and participations	44	450	494	527	495	399	308	287
Interest-bearing receivables	8	79	99	19	283	225	359	358
Other receivables <sup>5, 6</sup>	235	2,405	2,032	1,751	1,766	1,981	2,006	1,143
<b>Current assets</b>								
Inventories	1,276	13,056	14,258	14,591	15,550	15,582	14,041	12,515
Interest-bearing receivables	15	151	200	212	286	407	472	422
Other receivables <sup>7</sup>	917	9,380	9,758	11,567	13,119	11,044	11,185	11,774
Short-term investments	4	37	29	78	88	1,087	1,939	1,610
Cash and cash equivalents	524	5,356	6,100	5,851	4,257	2,186	1,826	2,261
<b>Total assets</b>	<b>5,738</b>	<b>58,695</b>	<b>61,730</b>	<b>62,829</b>	<b>63,842</b>	<b>59,195</b>	<b>57,795</b>	<b>55,441</b>
<b>Equity and liabilities</b>								
<b>Equity</b>								
Scania shareholders	1,737	17,769	17,035	18,124	17,203	17,593	16,188	22,997
Minority interest	0	1	1	1	1	2	2	4
<b>Total equity</b>	<b>1,737</b>	<b>17,770</b>	<b>17,036</b>	<b>18,125</b>	<b>17,204</b>	<b>17,595</b>	<b>16,190</b>	<b>23,001</b>
<b>Interest-bearing liabilities</b>	<b>1,110</b>	<b>11,358</b>	<b>12,739</b>	<b>12,083</b>	<b>11,574</b>	<b>7,823</b>	<b>8,673</b>	<b>241</b>
<b>Non-current liabilities</b>								
Provisions for pensions	474	4,853	4,856	4,685	4,601	4,055	4,040	3,957
Other provisions	179	1,825	1,840	1,605	1,658	1,081	1,044	1,058
Other liabilities <sup>5, 8</sup>	429	4,390	4,859	5,046	4,805	4,820	5,084	4,561
<b>Current liabilities</b>								
Provisions	107	1,098	1,255	1,424	1,313	1,953	2,122	2,034
Other liabilities <sup>9</sup>	1,702	17,401	19,145	19,861	22,687	21,868	20,642	20,589
<b>Total equity and liabilities</b>	<b>5,738</b>	<b>58,695</b>	<b>61,730</b>	<b>62,829</b>	<b>63,842</b>	<b>59,195</b>	<b>57,795</b>	<b>55,441</b>
<sup>5</sup> Including deferred tax								
<sup>6</sup> Including derivatives with positive value for hedging of borrowings								
	95	974	545	537	517	170	344	145
<sup>7</sup> Including derivatives with positive value for hedging of borrowings								
	20	212	225	369	483	404	234	364
<sup>8</sup> Including derivatives with negative value for hedging of borrowings								
	82	839	1,162	1,292	1,355	400	393	358
<sup>9</sup> Including derivatives with negative value for hedging of borrowings								
	69	709	984	864	780	345	232	249
<b>Net cash (-) / Net debt (+)</b>								
excl. provisions for pensions, incl. derivatives as above	618	6,327	7,986	7,404	8,364	4,721	4,955	-3,532

## Consolidated balance sheets by business segment

Amounts in SEK m. unless otherwise stated	2009				2008			
	EUR m.	30 Sep	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	3	26	27	23	23	20	14	15
Tangible non-current assets	3	33	38	41	40	36	42	38
Lease assets	796	8,142	8,910	9,069	9,033	8,055	7,744	7,703
Financial receivables	1,985	20,316	22,605	23,766	24,594	22,763	21,288	20,257
Other receivables <sup>10</sup>	9	93	104	74	51	46	42	31
<b>Current assets</b>								
Financial receivables	1,221	12,493	13,145	13,754	13,593	11,193	11,044	10,511
Other receivables	103	1,052	1,403	1,071	1,403	1,025	1,290	1,071
Cash and cash equivalents	45	457	273	244	324	203	124	256
<b>Total assets</b>	<b>4,165</b>	<b>42,612</b>	<b>46,505</b>	<b>48,042</b>	<b>49,061</b>	<b>43,341</b>	<b>41,588</b>	<b>39,882</b>
<b>Equity and liabilities</b>								
<b>Equity</b>								
Scania shareholders	419	4,285	4,561	4,736	4,734	4,278	4,107	4,034
Total equity	419	4,285	4,561	4,736	4,734	4,278	4,107	4,034
<b>Interest-bearing liabilities</b>	<b>3,569</b>	<b>36,519</b>	<b>40,099</b>	<b>41,389</b>	<b>42,072</b>	<b>36,944</b>	<b>35,291</b>	<b>33,871</b>
<b>Non-current liabilities</b>								
Provisions for pensions	2	21	22	22	20	20	19	20
Other provisions	0	3	3	3	3	2	1	1
Other liabilities <sup>10</sup>	66	674	724	737	707	635	614	612
<b>Current liabilities</b>								
Provisions	0	0	2	1	2	1	0	0
Other liabilities	109	1,110	1,094	1,154	1,523	1,461	1,556	1,344
<b>Total equity and liabilities</b>	<b>4,165</b>	<b>42,612</b>	<b>46,505</b>	<b>48,042</b>	<b>49,061</b>	<b>43,341</b>	<b>41,588</b>	<b>39,882</b>

<sup>10</sup> Including deferred tax

## Consolidated balance sheets by business segment

Amounts in SEK m.  
unless otherwise stated

	2009				2008			
	EUR m.	30 Sep	30 Jun	31 Mar	31 Dec	30 Sept	30 Jun	31 Mar
<b>Eliminations</b>								
<b>Assets</b>								
Lease assets	-174	-1,783	-1,961	-1,917	-1,931	-1,699	-1,646	-1,578
Other current receivables	-62	-636	-882	-560	-937	-611	-719	-595
<b>Total assets</b>	-236	-2,419	-2,843	-2,477	-2,868	-2,310	-2,365	-2,173
<b>Equity and liabilities</b>								
Other current liabilities	-236	-2,419	-2,843	-2,477	-2,868	-2,310	-2,365	-2,173
<b>Total equity and liabilities</b>	-236	-2,419	-2,843	-2,477	-2,868	-2,310	-2,365	-2,173

### Scania Group

<b>Assets</b>								
<b>Non-current assets</b>								
Intangible non-current assets	224	2,285	2,308	2,290	2,331	2,274	2,320	2,358
Tangible non-current assets	2,110	21,599	22,032	21,532	21,172	19,906	19,213	18,633
Lease assets	1,009	10,315	11,434	11,627	11,660	10,516	10,280	10,258
Shares and participations	44	450	494	527	495	399	308	287
Interest-bearing receivables	1,993	20,395	22,704	23,785	24,877	22,988	21,647	20,615
Other receivables <sup>11, 12</sup>	244	2,498	2,136	1,825	1,817	2,027	2,048	1,174
<b>Current assets</b>								
Inventories	1,276	13,056	14,258	14,591	15,550	15,582	14,041	12,515
Interest-bearing receivables	1,236	12,644	13,345	13,966	13,879	11,600	11,516	10,933
Other receivables <sup>13</sup>	958	9,796	10,279	12,078	13,585	11,458	11,756	12,250
Short-term investments	4	37	29	78	88	1,087	1,939	1,610
Cash and cash equivalents	569	5,813	6,373	6,095	4,581	2,389	1,950	2,517
<b>Total assets</b>	9,667	98,888	105,392	108,394	110,035	100,226	97,018	93,150
<b>Total equity and liabilities</b>								
<b>Equity</b>								
Scania shareholders	2,156	22,054	21,596	22,860	21,937	21,871	20,295	27,031
Minority interest	0	1	1	1	1	2	2	4
<b>Total equity</b>	2,156	22,055	21,597	22,861	21,938	21,873	20,297	27,035
<b>Non-current liabilities</b>								
Interest-bearing liabilities	2,851	29,164	31,609	25,605	25,704	18,660	20,161	20,279
Provisions for pensions	476	4,874	4,878	4,707	4,621	4,075	4,059	3,977
Other provisions	179	1,828	1,843	1,608	1,661	1,083	1,045	1,059
Other liabilities <sup>11, 14</sup>	495	5,064	5,583	5,783	5,512	5,455	5,698	5,173
<b>Current liabilities</b>								
Interest-bearing liabilities	1,828	18,713	21,229	27,867	27,942	26,107	23,803	13,833
Provisions	107	1,098	1,257	1,425	1,315	1,954	2,122	2,034
Other liabilities <sup>15</sup>	1,575	16,092	17,396	18,538	21,342	21,019	19,833	19,760
<b>Total equity and liabilities</b>	9,667	98,888	105,392	108,394	110,035	100,226	97,018	93,150

<sup>11</sup> Including deferred tax

<sup>12</sup> Including derivatives with positive value for hedging of borrowings

<sup>13</sup> Including derivatives with positive value for hedging of borrowings

<sup>14</sup> Including derivatives with negative value for hedging of borrowings

<sup>15</sup> Including derivatives with negative value for hedging of borrowings

Equity/assets ratio, percent	22.3	20.5	21.1	19.9	21.8	20.9	29.0
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## Statement of changes in equity

Amounts in SEK m. unless otherwise stated	Nine months			Full year
	EUR m.	2009	2008	2008
Equity, 1 January	2,144	21,938	24,812	24,812
Total comprehensive income for the period	207	2,117	7,063	7,129
Change in minority interest	-	-	-	-1
Dividend *	-195	-2,000	-4,002	-4,002
Redemption	-	-	-6,000	-6,000
<b>Total equity at the end of the period</b>	<b>2,156</b>	<b>22,055</b>	<b>21,873</b>	<b>21,938</b>
Attributable to:				
Scania AB shareholders	2,156	22,054	21,871	21,937
Minority interest	0	1	2	1

\* Including dividend of SEK 0 m. (2) to minority interest

## Information about segments

Amounts in SEK m. unless otherwise stated	Nine months			Full year	Oct 08 -
	EUR m.	2009	2008	2008	Sep 09
Revenue from external customers, Vehicles and Services	4,273	43,714	66,319	88,977	66,372
Revenue from external customers, Financial Services	346	3,535	3,389	4,772	4,918
Elimination of intra-segment revenues within Vehicles and Services	-132	-1,352	-1,259	-1,825	-1,904
<b>Revenue from external customers, Scania Group*</b>	<b>4,487</b>	<b>45,897</b>	<b>68,449</b>	<b>91,924</b>	<b>69,386</b>
Operating income, Vehicles and Services	110	1,124	10,089	12,098	3,133
Operating income, Financial Services	-8	-82	366	414	-34
<b>Operating income, Scania Group</b>	<b>102</b>	<b>1,042</b>	<b>10,455</b>	<b>12,512</b>	<b>3,099</b>

\* Revenue from Scania Group reported in Volkswagen interim report for nine months, 2009 amounts to EUR 4,537 m. The difference from above reported revenue is mainly due to a difference in the presentation of hedging income in the consolidated income statement.

## Cash flow statement

	Nine months			2009			2008			
	EUR m.	2009	2008	Q3	Q2	Q1	Q4	Q3	Q2	Q1
Amounts in SEK m. unless otherwise stated										
<b>Operating activities</b>										
Income before taxes	36	366	10,270	383	-181	164	1,708	2,507	4,247	3,516
Items not affecting cash flow	248	2,546	2,809	686	847	1,013	1,378	1,265	635	909
Taxes paid	-85	-872	-2,688	-287	-536	-49	-1,115	-627	-1,084	-977
<b>Cash flow from operating activities</b>										
<b>before change in working capital</b>	199	2,040	10,391	782	130	1,128	1,971	3,145	3,798	3,448
of which: Vehicles and Services	160	1,632	9,850	636	-77	1,073	1,811	2,939	3,641	3,270
Financial Services	39	408	541	146	207	55	160	206	157	178
Change in working capital etc., Vehicles and Services	368	3,765	-2,570	1,098	2,059	608	-1,931	-643	-1,364	-563
<b>Cash flow from operating activities</b>	567	5,805	7,821	1,880	2,189	1,736	40	2,502	2,434	2,885
<b>Investing activities</b>										
Net investments, Vehicles and Services *	-233	-2,380	-3,642	-625	-948	-807	-1,744	-1,502	-1,119	-1,021
Net investments in credit portfolio etc., Financial Services	386	3,957	-3,028	1,553	1,564	840	-2,794	-833	-1,162	-1,033
<b>Cash flow from investing activities</b>	153	1,577	-6,670	934	616	33	-4,538	-2,335	-2,281	-2,054
<b>Cash flow from Vehicles and Services</b>	295	3,017	3,638	1,109	1,034	874	-1,864	794	1,158	1,686
<b>Cash flow from Financial Services</b>	425	4,365	-2,487	1,699	1,771	895	-2,634	-627	-1,005	-855
<b>Financing activities</b>										
Change in debt from financing activities	-443	-4,532	7,843	-3,302	-788	-442	6,809	308	9,197	-1,662
Dividend to shareholders	-196	-2,000	-4,000	-	-2,000	-	-	-	-4,000	-
Redemption	-	-	-6,000	-	-	-	-	-	-6,000	-
<b>Cash flow from financing activities</b>	-639	-6,532	-2,157	-3,302	-2,788	-442	6,809	308	-803	-1,662
<b>Cash flow for the year</b>	81	850	-1,006	-494	17	1,327	2,311	475	-650	-831
<b>Cash and cash equivalents at beginning of period</b>	449	4,581	3,455	6,373	6,095	4,581	2,389	1,950	2,517	3,455
<b>Exchange rate differences in cash and cash equivalents</b>	37	382	-60	-66	261	187	-119	-36	83	-107
<b>Cash and cash equivalents at end of period</b>	567	5,813	2,389	5,813	6,373	6,095	4,581	2,389	1,950	2,517

\* The first nine months of 2009 was affected by SEK 6m. worth of acquisitions, while the year-earlier period was affected by SEK 59 m. in divestments.



## Number of employees

	2009			2008			
	30 Sep	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
Production and corporate units	<b>14,452</b>	14,885	15,377	16,165	17,695	17,602	17,510
Research and development	<b>2,638</b>	2,696	2,792	2,922	2,803	2,732	2,650
Sales and service companies	<b>14,462</b>	14,527	14,949	15,178	15,229	15,057	14,917
<b>Vehicles and Services</b>	<b>31,552</b>	32,108	33,118	34,265	35,727	35,391	35,077
<b>Financial Services</b>	<b>533</b>	515	513	512	499	501	488
<b>Total number of employees</b>	<b>32,085</b>	32,623	33,631	34,777	36,226	35,892	35,565

## Quarterly data, units by geographic area

	2009			2008				
	Q3	Q2	Q1	Full year	Q4	Q3	Q2	Q1
<b>Order bookings, trucks</b>								
Western Europe	3,014	3,001	1,856	19,684	1,921	3,077	6,209	8,477
Central and eastern Europe	815	416	230	7,473	-665	1,907	2,518	3,713
Latin America	3,668	1,563	1,659	9,026	-724	3,099	3,777	2,874
Asia	945	1,263	585	4,835	-341	1,046	2,098	2,032
Other markets	567	661	453	2,825	377	798	615	1,035
<b>Total</b>	<b>9,009</b>	<b>6,904</b>	<b>4,783</b>	<b>43,843</b>	<b>568</b>	<b>9,927</b>	<b>15,217</b>	<b>18,131</b>
<b>Trucks delivered</b>								
Western Europe	3,354	3,723	5,131	34,065	8,076	6,931	9,646	9,412
Central and eastern Europe	637	549	861	12,574	1,987	2,942	3,949	3,696
Latin America	2,026	1,778	2,113	10,775	3,194	2,412	2,903	2,266
Asia	939	947	1,237	6,721	1,851	1,613	1,489	1,768
Other markets	605	684	595	2,381	838	558	557	428
<b>Total</b>	<b>7,561</b>	<b>7,681</b>	<b>9,937</b>	<b>66,516</b>	<b>15,946</b>	<b>14,456</b>	<b>18,544</b>	<b>17,570</b>
<b>Order bookings, buses*</b>								
Western Europe	229	326	562	1,905	515	213	440	737
Central and eastern Europe	64	11	11	373	98	71	120	84
Latin America	517	312	232	1,858	230	364	618	646
Asia	705	417	186	1,924	671	491	455	307
Other markets	110	253	287	1,131	341	290	179	321
<b>Total</b>	<b>1,625</b>	<b>1,319</b>	<b>1,278</b>	<b>7,191</b>	<b>1,855</b>	<b>1,429</b>	<b>1,812</b>	<b>2,095</b>
<b>Buses delivered*</b>								
Western Europe	366	457	473	2,188	637	482	643	426
Central and eastern Europe	48	43	64	418	106	101	118	93
Latin America	304	232	298	2,009	493	477	534	505
Asia	534	440	285	1,721	528	458	423	312
Other markets	210	510	247	941	265	270	246	160
<b>Total</b>	<b>1,462</b>	<b>1,682</b>	<b>1,367</b>	<b>7,277</b>	<b>2,029</b>	<b>1,788</b>	<b>1,964</b>	<b>1,496</b>

\* Including body-built buses and coaches.

## Parent Company Scania AB, financial statements

Amounts in SEK m. unless otherwise stated	Nine months		Full year	
	EUR m.	2009	2008	2008
<b>Income statement</b>				
Operating income*	-1	-11	-	-
Financial income and expenses	1	14	127	2,944
Income taxes	0	5	-41	-47
<b>Net income</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>2,897</b>

Amounts in SEK m. unless otherwise stated	2009		2008	2008
	EUR m.	30 Sep	30 Sep	31 Dec
<b>Balance sheet</b>				
<b>Assets</b>				
<b>Financial non-current assets</b>				
Shares in subsidiaries	822	8,401	8,401	8,401
<b>Current assets</b>				
Due from subsidiaries	256	2,623	1,963	4,611
<b>Total assets</b>	<b>1,078</b>	<b>11,024</b>	<b>10,364</b>	<b>13,012</b>
<b>Equity and liabilities</b>				
<b>Equity</b>				
998	10,206	9,509	12,198	
<b>Untaxed reserves</b>				
80	814	814	814	
<b>Current liabilities</b>				
Trade payables	0	4	-	-
Tax liabilities	-	-	41	-
<b>Total shareholders' equity and liabilities</b>	<b>1,078</b>	<b>11,024</b>	<b>10,364</b>	<b>13,012</b>

Amounts in SEK m. unless otherwise stated	2009		2008	2008
	EUR m.	30 Sep	30 Sep	31 Dec
<b>Statement of changes in equity</b>				
Equity, 1 January	1,193	12,198	19,423	19,423
Net income	0	8	86	2,897
Group contributions, net	-	-	-	-122
Dividend	-195	-2,000	-4,000	-4,000
Redemption	-	-	-6,000	-6,000
<b>Equity, 30 September</b>	<b>998</b>	<b>10,206</b>	<b>9,509</b>	<b>12,198</b>

\* Refers to administrative expenses