SCANIA

3 February 2010

Scania Year-end Report January-December 2009

- Operating income fell to SEK 2,473 m. (12,512) and earnings per share fell to SEK 1.41 (11.11)
- Net sales decreased by 30 percent to SEK 62,074 m. (88,977)
- Cash flow amounted to SEK 5,512 m. (1,774) in Vehicles and Services
- The Board of Directors proposes a dividend of SEK 1.00 (2.50) per share

Comments by Leif Östling, President and CEO

"Despite the 41 percent downturn in deliveries and the sizeable increase in credit losses in customer finance, Scania reported positive operating income of SEK 2,473 m. for the full year, due to more stable service revenue and the cost reductions that were carried out. A total of 3,900 employees have left the Group since September 2008, and the largest cutbacks have been implemented at production units. The Group introduced reduced working hours in a number of European countries. Cash flow in Vehicles and Services was favourably affected by a decrease in working capital and totalled SEK 5,512 m. Together with the reduced Financial Services portfolio, this lowered the Group's net debt by SEK 10.3 billion. Scania launched several new products during 2009. 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 and it was awarded the prestigious "International Truck of the Year" trophy. 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. In the Engines business area, Scania's new generation of engines has laid the groundwork for an agreement on engine deliveries to Terex, a leading US-based manufacturer of construction and industrial equipment. The agreement is a key element in Scania's strategy of increasing its sales to original equipment manufacturers (OEMs). In the truck market the fall in demand has flattened out at a low level, and Scania is continuing to adjust its capacity, costs and capital spending. Given its strengthened product portfolio, together with large-scale cost savings and investments in employee training, Scania is well positioned for profitability and growth."

		Full year		Change, %	Q4		Change, %
Trucks and buses							
Units		**2009**	2008		2009	2008	
– Order bookings		**38,802**	51,034	-24	13,884	2,423	-
– Deliveries		**43,443**	73,793	-41	13,753	17,975	-23
Net sales and earnings							
SEK m. (unless otherwise stated)							
	*EUR m.**						
Net sales, Scania Group	*5,998*	**62,074**	88,977	-30	18,360	22,658	-19
Operating income, Vehicles and Services	*256*	**2,648**	12,098	-78	1,524	2,009	-24
Operating income, Financial Services	*-17*	**-175**	414	-	-93	48	-
Operating income	*239*	**2,473**	12,512	-80	1,431	2,057	-30
Income before taxes	*155*	**1,602**	11,978	-87	1,236	1,708	-28
Net income for the period	*109*	**1,129**	8,890	-87	822	1,521	-46
Operating margin, percent		**4.0**	14.1		7.8	9.1	
Return on equity, percent		**5.1**	38.3				
Return on capital employed, Vehicles and Services, percent		**9.4**	43.1				
Earnings per share, SEK		**1.41**	11.11		1.03	1.90	
Cash flow, Vehicles and Services	*533*	**5,512**	1,774		2,495	-1,864	
Number of shares: 800 million							

* Translated to EUR solely for the convenience of the reader at a balance sheet date exchange rate of SEK 10.35 = 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. The report is also available on www.scania.com

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Business overview

Vehicles and Services

Total deliveries declined during the full year 2009 by 41 percent to 43,443 (73,793) vehicles, compared to 2008. Net sales fell by 30 percent to SEK 62,074 m. Currency rate effects excluding currency hedges had a positive impact of 7 percent.

Order bookings declined by 24 percent to 38,802 (51,034) vehicles, compared to the full year 2008.

During the fourth quarter, deliveries were down by 23 percent and net sales fell by 19 percent to SEK 18,360 m. Currency rate effects excluding currency hedges had a positive impact of 3 percent. Order bookings rose sharply to 13,884 (2,423) vehicles, compared to the fourth quarter of 2008, which was characterised by large-scale cancellations and great uncertainty among customers.

Order bookings, Scania trucks

	Full year 2009	Full year 2008	Change in %
Western Europe	**12,644**	19,684	-36
Central and eastern Europe	**2,568**	7,473	-66
Latin America	**11,214**	9,026	24
Asia	**4,208**	4,835	-13
Other markets	**2,374**	2,825	-16
Total	**33,008**	43,843	-25

Deliveries, Scania trucks

	Full year 2009	Full year 2008	Change, %
Western Europe	**16,669**	34,065	-51
Central and eastern Europe	**3,239**	12,574	-74
Latin America	**9,566**	10,775	-11
Asia	**4,843**	6,721	-28
Other markets	**2,490**	2,381	5
Total	**36,807**	66,516	-45

Scania launched several new products during 2009. 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 R-series was named Europe’s “International Truck of the Year” and was also the winner of the 1000-Point Test organised by the German trade magazine *Lastauto Omnibus* in collaboration with other trade magazines.

The new coach model, the Scania Touring, is a major step in Scania’s strategy of increasing the degree of industrialisation in bodybuilding 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 bodybuilding 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’s new generation of engines for the next stage of emissions standards that take effect in 2011 in the industrial segment has been very well received in the market. Scania has signed an agreement to supply engines to Terex, a leading US-based manufacturer of construction and industrial equipment that is represented all over the world. Deliveries will begin during 2011, and Scania will be able to offer servicing through its global service network. The agreement is a key element of Scania’s strategy to increase sales of engines to original equipment manufacturers (OEMs), which demand products that fulfil high quality and performance standards while successfully meeting the strictest emission requirements.

Service volume declined during 2009 as a consequence of reduced capacity utilisation among customers, but at a considerably slower pace than vehicle sales, and the downturn was limited to about 10 percent. Scania has adjusted its capacity to lower volume, among other things reducing the number of vehicle technicians.

Scania is continuing its efforts to adjust the cost level of the organisation. Cost-saving measures are broad-based. A total of about 3,900 employees have left the Group since September 2008, including 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 during the second half of 2009. This represented a cost saving of more than SEK 300 m. The four-day week was extended to cover the first half of 2010.

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 had a relatively low average age when the recession began, and transport companies also generally have overcapacity. This has sharply slowed investment in new vehicles. However, in Scania's judgement, the downturn in 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 2009 and volume was 80 percent higher in the fourth quarter, compared to the fourth quarter of 2008. Together with the fact that the level of used truck inventories declined, thus signified that inventory turnover has risen sharply. New truck inventory levels have fallen to historically normal levels in all major markets.

Scania's **order bookings** during the full year 2009 amounted to 33,008 (43,843) trucks, a decrease of 25 percent. In western Europe, order bookings were down 36 percent to 12,644 (19,684) units. In central and eastern Europe, order bookings were down by 66 percent to 2,568 (7,473) trucks during the year. In Latin America, order bookings rose by 24 percent during the full year, while order bookings in Asia fell by 13 percent.

In the fourth quarter, Scania's order bookings rose sharply to 12,312 (568) trucks. The fourth quarter of 2008 was characterised by large-scale cancellations and great uncertainty among customers, which resulted in negative order bookings in several regions.

Number of Scania truck registrations, Scania's 10 largest markets, January–December

	Full year 2009	Full year 2008	Change, %
Brazil	**8,324**	8,008	3.9
Great Britain	**3,081**	5,546	-44.4
Germany	**2,935**	4,736	-38.0
France	**2,176**	4,156	-47.6
Sweden	**2,075**	2,539	-18.3
Netherlands	**1,779**	2,674	-33.5
Iran*	**1,339**	2	-
Italy	**1,243**	3,089	-59.8
Norway	**1,187**	1,746	-32.0
Poland	**1,072**	2,461	-56.4

* Refers to delivered trucks

Scania's market share, heavy trucks, Scania's 10 largest markets, percent, January–December

	Full year 2009	Full year 2008
Brazil	**26.3**	20.3
Great Britain	**15.7**	15.7
Germany	**7.2**	7.0
France	**7.4**	8.4
Sweden	**43.4**	42.1
Netherlands	**18.3**	17.3
Iran*	**-**	-
Italy	**14.9**	13.1
Norway	**41.3**	37.4
Poland	**16.9**	14.8

Order bookings, Scania buses and coaches

	Full year 2009	Full year 2008	Change, %
Europe	**1,712**	2,278	-25
Latin America	**1,538**	1,858	-17
Asia and other markets	**2,544**	3,055	-17
Total	**5,794**	7,191	-19

Deliveries, Scania buses and coaches

	Full year 2009	Full year 2008	Change, %
Europe	**2,084**	2,606	-20
Latin America	**1,421**	2,009	-29
Asia and other markets	**3,131**	2,662	18
Total	**6,636**	7,277	-9

During the fourth quarter of 2009, order bookings were especially strong in Brazil. Western Europe remained at a relatively low level, with Great Britain and Germany accounting for a sizeable proportion. Demand in central and eastern Europe rose somewhat from very low levels. The increase was attributable to Russia and Poland.

Scania's truck **deliveries** declined by 45 percent to a total of 36,807 (66,516) during the full year 2009, compared to 2008. In western Europe, deliveries fell by 51 percent due to downturns in all markets. In central and eastern Europe, deliveries plummeted by 74 percent; the downturn was attributable to all markets, especially Russia and Poland.

In Latin America, the downturn was limited to 11 percent, with a general decline in most markets being partly offset by a positive trend in Brazil.

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 fourth quarter, deliveries were down by 27 percent.

Net sales of trucks fell by 41 percent to SEK 32,832 m. (55,566) during the full year 2009. During the fourth quarter, sales decreased by 30 percent to SEK 9,821 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 161,100 units during 2009. Scania truck registrations amounted to some 21,700 units, equivalent to a market share of about 13.5 (12.9) percent.

Buses and coaches

The bus and coach market was generally more stable than the truck market during 2009. Scania's **order bookings** for buses and coaches fell by 19 percent to 5,794 (7,191) units during the year.

In Europe, demand was down by 25 percent compared to 2008. In western Europe, demand fell mainly in Italy, Great Britain and Spain. In central and eastern Europe, Scania noted a significant downturn in most markets, especially in Russia.

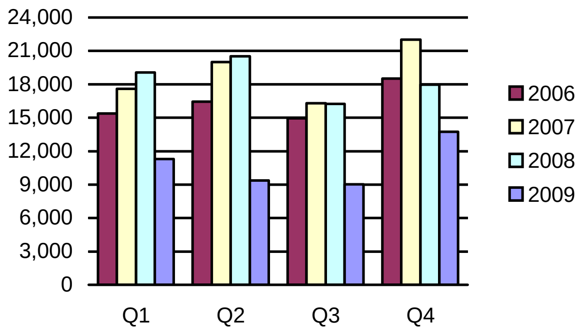
In Latin America, order bookings fell by 17 percent during 2009. Order bookings were lower in most markets, but this was partly offset by an increase in Brazil. In Asia and other markets, order bookings declined by 17 percent during the year.

During the fourth quarter, order bookings fell by 15 percent.

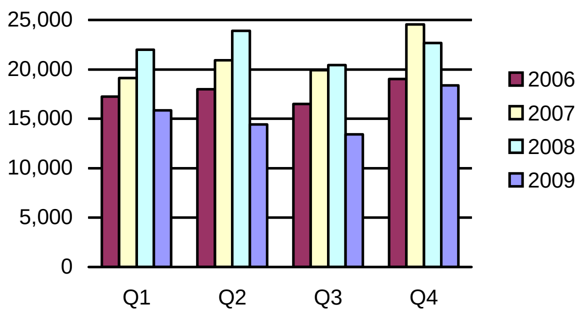
Net sales by market (SEK m.), Scania's 10 largest markets, January–December

	Full year 2009	Full year 2008	Change, %
Brazil	**9,448**	9,321	1
Great Britain	**5,008**	7,639	-34
Sweden	**4,180**	4,353	-4
Germany	**3,873**	5,602	-31
Netherlands	**3,497**	4,349	-20
Norway	**3,377**	4,403	-23
France	**3,023**	4,923	-39
Finland	**2,513**	2,822	-11
Italy	**2,038**	3,805	-46
Spain	**1,861**	2,946	-37

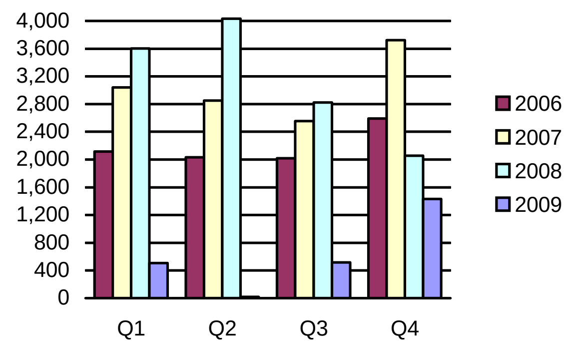
Vehicles delivered (units)



Net sales (SEK m.)



Operating income (SEK m.)



Scania's bus and coach **deliveries** totalled 6,636 (7,277) units during the year. In Europe, deliveries fell by 20 percent to 2,084 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 18 percent.

Net sales of buses and coaches increased by 8 percent to SEK 8,837 m. (8,186).

During the fourth quarter, deliveries rose by 5 percent to 2,125 units and net sales rose by 8 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 in the industrial engine segment, however, due to inventory reductions by original equipment manufacturers (OEMs). Order bookings for engines declined by 36 percent to 4,064 (6,338) units during the full year 2009. In the fourth quarter, order bookings increased by 23 percent to 1,178 units, with an upturn in markets outside Europe.

Engine deliveries fell by 37 percent to 4,235 (6,671) units during 2009, and net sales decreased by 29 percent to SEK 821 m. (1,151). During the fourth quarter, deliveries rose by 2 percent to 1,616 units and net sales were essentially unchanged at SEK 288 m.

Services
During 2009, service revenue declined by 3 percent to SEK 15,904 m. (16,393). Demand for transport services fell during the year, resulting in a volume decrease of about 10 percent. During the year, Scania adjusted its servicing capacity, among other things by reducing the number of vehicle technicians by about 8 percent and continuing its efforts to lower costs in the service organisation. Demand fell in Europe, especially central and eastern Europe, while in Latin America and Asia demand has been largely stable. Lower volume was offset by positive currency rate effects of 6 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. During 2009, Scania invested in a number of new or updated service facilities in order to improve accessibility and service to customers. For example, a new facility opened in Kazakhstan, which is the hub of Scania's investment in the markets of central Asia. Scania is also adding more vehicle-related services to its customer offering by providing repairs, maintenance and parts for trailers, superstructures and bus and coach bodies, as well as an enhanced service offering for older vehicles. In the fourth quarter, service revenue declined by 8 percent to SEK 3,950 m. (4,315).

Earnings

Vehicles and Services
Operating income in Vehicles and Services totalled SEK 2,648 m. (12,098) during 2009. A decline in vehicle deliveries and lower capacity utilisation, mainly during the first half, had an adverse impact on earnings. Lower prices on both new and used trucks, and to some extent on trucks sold in conjunction with inventory reduction, also had a negative effect. Measures to reduce the cost level had a positive effect. The downturn in earnings was partly offset by service operations, which were more stable. Scania's research and development expenditures amounted to SEK 3,234 m. (3,955). After adjusting for SEK 282 m. (202) in capitalised expenditures and SEK 264 m. (475) in depreciation of previously capitalised expenditures, recognised expenses decreased by SEK 1,012 m. to SEK 3,216 m. (4,228). The reduction in expenses was mainly attributable to general cost savings and a more focused project portfolio.

Compared to the full year 2008, currency spot rate effects amounted to SEK 1,580 m. Currency hedging income totalled SEK -2,140 m. During 2008, the impact of currency hedgings on income was SEK -210 m. The overall currency rate effect was thus some SEK -350 m.

During the fourth quarter, operating income totalled SEK 1,524 m. (2,009). Deliveries and capacity utilisation improved compared to previous quarters but were still on low levels. Lower prices, especially in Europe, also had an adverse impact on earnings. Measures to reduce the cost level, and to some extent lower raw material costs, had a positive effect. The downturn in earnings was partly offset by service operations, which were more stable. Scania's research and development expenditures amounted to SEK 827 m. (1,126). After adjusting for SEK 66 m. (75) in capitalised expenditures and SEK 41 m. (121) in depreciation on previously capitalised expenditures, recognised expenses decreased by SEK 370 m. to SEK 802 m. (1,172).

Compared to the fourth quarter of 2008, currency spot rate effects amounted to SEK 195 m. Currency hedging income amounted to SEK -120 m. During the fourth quarter of 2008, the impact of currency hedgings on income was SEK -295 m. The overall currency rate effect was thus about SEK 370 m.

Financial Services
At the end of 2009, the size of Scania's customer finance portfolio amounted to SEK 40,404 m., which represented a downturn of SEK 6,816 m. In local currencies, the portfolio shrank by 12 percent, equivalent to SEK 5,759 m.

The penetration rate was 42 (36) percent during 2009 in those markets where Scania has its own financing operations.

Operating income in Financial Services amounted to SEK -175 m. (414) during the full year 2009. The positive effects of an increased average portfolio were offset by higher bad debt expenses, both provisions and actual credit losses, compared to the full year 2008. Hauliers have been affected by decreasing demand for transport services, which has led to lower volume and depressed freight prices. As a consequence, the number of delayed payments rose during the year, mainly in markets outside western Europe. The number of rescheduled contracts and repossessions of vehicles also increased. Higher bad debt expenses were mainly attributable to central and eastern Europe. Operating income in the fourth quarter decreased to SEK -93 m. (48).

Scania Group
In 2009 Scania's operating income amounted to SEK 2,473 m. (12,512). Operating margin fell to 4.0 (14.1) percent. Scania's net financial items amounted to SEK -871 m. (-534). Net interest items amounted to SEK -722 m. (-375), adversely impacted by a higher average net debt position in Vehicles and Services than in 2008. There was an additional negative effect from the increased cost for funding of working capital in countries with relatively high interest rates. Other financial income and expenses amounted to SEK -149 m. (-159).

The Scania Group's tax expense amounted to SEK 473 m. (3,088). Net income for the year totalled SEK 1,129 m. (8,890), corresponding to a net margin of 1.8 (10.0) percent. Earnings per share amounted to SEK 1.41 (11.11).

Cash flow

Vehicles and Services
Scania's cash flow in Vehicles and Services amounted to SEK 5,512 m. (1,774) during the full year 2009. Tied-up working capital decreased by SEK 5,080 m., mainly due to lower volume and inventory reduction.

Net investments amounted to SEK 3,031 m. (5,447), including SEK 287 m. (202) 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 118 m. The full year 2008 was affected by divested operations totalling SEK 61 m. At the end of 2009, Scania's net debt position amounted to SEK 4,038 m., compared to SEK 8,364 m. a year earlier. The net debt position was affected by the dividend payment of SEK 2,000 m. during the second quarter.

During the fourth quarter, cash flow amounted to SEK 2,495 m. (-1,864).

Scania Group
Scania's cash flow in Financial Services amounted to SEK 5,015 m. (-5,121) during the full year 2009, due to the reduced customer finance portfolio. Together with the positive cash flow in Vehicles and Services, this reduced the Group's net debt by about SEK 10.3 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 2,005 m. (2,944).

Miscellaneous

Number of employees

The number of employees at the end of 2009 was 32,330, compared to 34,777 on the same date in 2008. During 2009, the total number of employees in the Scania Group decreased by 2,447. Production and corporate units decreased their number of employees by 1,493 to 14,672 and Research and Development by 280 to 2,642. Sales and service companies reduced their number of employees by 703 to 14,475.

Material risks and uncertainty factors

The section entitled "Risks and risk management" in Scania's Annual Report for 2008 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). 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 2009, obligations related to residual values or repurchase amounted to SEK 6,306 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 31 December 2009, Scania had unutilised credit facilities of some SEK 25,700 m., compared to about SEK 26,900 m. on 31 December 2008. Excluding current rate effects, these credit facilities were unchanged.

Accounting principles

Scania applies International Financial Reporting Standards (IFRSs) as adopted by the EU. The Year-end 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 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 Year-end Report for the Parent Company, Scania AB, has been 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 meant that Porsche indirectly controlled 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 and proposed dividend

Scania’s Annual General Meeting will be held on Thursday, 6 May 2010 at Scaniarinken, AXA Sports Center, in Södertälje, Sweden. The dividend proposed by the Board of Directors for 2009 is SEK 1.00 (2.50) per share with May 11 as the record date.

Södertälje, 3 February 2010

Martin Winterkorn
Chairman

Staffan Bohman
Vice Chairman

Helmut Aurenz
Board member

Peggy Bruzelius
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

Financial information from Scania

Scania's Interim Report for the first quarter of 2010 will be published on 28 April 2010. The Annual Report for 2009 will be published on the website www.scania.com during Week 12 (22-28 March), 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-September 2009 stated the following:
"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."

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The information in this Year-end 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 09:20 CET on 3 February 2010.

Consolidated income statements

Amounts in SEK m. unless otherwise stated	Full year EUR m.*	Full year 2009	Full year 2008	Change in %	Q4 2009	Q4 2008
Vehicles and Services						
Net sales	*5,998*	**62,074**	88,977	-30	**18,360**	22,658
Cost of goods sold	*-4,724*	**-48,890**	-64,516	-24	**-14,023**	-17,300
Gross income	*1,274*	**13,184**	24,461	-46	**4,337**	5,358
Research and development expenses	*-311*	**-3,216**	-4,228	-24	**-802**	-1,172
Selling expenses	*-618*	**-6,407**	-7,002	-8	**-1,789**	-1,960
Administrative expenses	*-89*	**-918**	-1,142	-20	**-226**	-220
Share of income from associated companies and joint ventures	*0*	**5**	9		**4**	3
Operating income, Vehicles and Services	*256*	**2,648**	12,098	-78	**1,524**	2,009
Financial Services						
Interest and lease income	*451*	**4,666**	4,772	-2	**1,131**	1,383
Interest and depreciation expenses	*-339*	**-3,514**	-3,663	-4	**-851**	-1,086
Interest surplus	*112*	**1,152**	1,109	4	**280**	297
Other income and expenses	*4*	**44**	50	-12	**2**	-26
Gross income	*116*	**1,196**	1,159	3	**282**	271
Selling and administrative expenses	*-52*	**-538**	-518	4	**-137**	-133
Bad debt expenses	*-81*	**-833**	-227		**-238**	-90
Operating income, Financial Services	*-17*	**-175**	414		**-93**	48
Operating income	*239*	**2,473**	12,512	-80	**1,431**	2,057
Interest income and expenses	*-70*	**-722**	-375	93	**-139**	-173
Other financial income and expenses	*-14*	**-149**	-159	-6	**-56**	-176
Total financial items	*-84*	**-871**	-534	63	**-195**	-349
Income before taxes	155	**1,602**	11,978	-87	**1,236**	1,708
Taxes	-46	**-473**	-3,088	-85	**-414**	-187
Net income for the period	109	**1,129**	8,890	-87	**822**	1,521
Other comprehensive income:						
Exchange rate differences	*18*	**188**	771		**375**	770
Hedge of net investments in foreign operations	*0*	**-1**	-222		**0**	-222
Cash flow hedges						
gains/losses arising during the period	*69*	**719**	-2,762		**-77**	-2,421
reclassification to operating income	*208*	**2,155**	209		**133**	295
Actuarial gains/losses on pensions	*-8*	**-84**	-625		**14**	-625
Income tax relating to components of other comprehensive income	*-71*	**-741**	868		**-19**	748
Other comprehensive income for the period	216	**2,236**	-1,761		**426**	-1,455
Total comprehensive income for the period	325	**3,365**	7,129		**1,248**	66
Total comprehensive income attributable to:						
Scania shareholders	*325*	***3,365***	*7,129*		***1,248***	*66*
Minority interest	*0*	***0***	*0*		***0***	*0*
Net income attributable to:						
Scania shareholders	*109*	***1,129***	*8,890*		***822***	*1,521*
Minority interest	*0*	***0***	*0*		***0***	*0*
Depreciation included in operating income	*-268*	***-2,772***	-3,257		***-711***	*-829*
Earnings per share, EUR/SEK (no dilution) [1]		**1.41**	11.11		**1.03**	1.90
Return on equity, percent [1]		**5.1**	38.3			
Operating margin, percent		**4.0**	14.1		**7.8**	9.1

[1] Attributable to Scania shareholders' portion of net income.

* Translated solely for the convenience of the reader at a closing exchange rate of SEK 10.35 = EUR 1.00.

Net sales and deliveries, Vehicles and Services

Amounts in SEK m. unless otherwise stated	Full year			Change in	Q4	
	EUR m.	**2009**	2008	%	**2009**	2008
Net sales						
Trucks	*3,172*	**32,832**	55,566	-41	**9,821**	14,130
Buses *	*854*	**8,837**	8,186	8	**2,633**	2,427
Engines	*79*	**821**	1,151	-29	**288**	284
Service-related products	*1,537*	**15,904**	16,393	-3	**3,950**	4,315
Used vehicles	*425*	**4,403**	4,370	1	**1,467**	1,015
Miscellaneous	*-20*	**-208**	3,812	-105	**469**	998
Delivery sales value	*6,047*	**62,589**	89,478	-30	**18,628**	23,169
Revenue deferrals [1]	*-50*	**-515**	-501		**-268**	-511
Net sales	*5,997*	**62,074**	88,977	-30	**18,360**	22,658
Net sales [2]						
Western Europe	*3,237*	**33,498**	51,319	-35	**9,009**	12,935
Central and eastern Europe	*528*	**5,468**	13,781	-60	**1,774**	2,711
Latin America	*1,141*	**11,812**	12,822	-8	**4,343**	3,708
Asia	*589*	**6,096**	6,665	-9	**1,948**	2,030
Other markets	*502*	**5,200**	4,390	18	**1,286**	1,274
Net sales	*5,997*	**62,074**	88,977	-30	**18,360**	22,658
Total delivery volume, units						
Trucks		**36,807**	66,516	-45	**11,628**	15,946
Buses*		**6,636**	7,277	-9	**2,125**	2,029
Engines		**4,235**	6,671	-37	**1,616**	1,591

[1] Refers to the difference between sales value based on deliveries and revenue recognised as income.

[2] Revenues from external customers by location of customers.

* Including body-built buses and coaches.

Quarterly data, earnings

Amounts in SEK m. unless otherwise stated	*EUR m.*	**2009**				**2008**			
		Q4	Q3	Q2	Q1	Q4	Q3	Q2	Q1
Vehicles and Services									
Net sales	*1,774*	**18,360**	13,426	14,429	15,859	22,658	20,434	23,894	21,991
Cost of goods sold	*-1,355*	**-14,023**	-10,587	-11,691	-12,589	-17,300	-14,826	-16,880	-15,510
Gross income	*419*	**4,337**	2,839	2,738	3,270	5,358	5,608	7,014	6,481
Research and development expenses	*-77*	**-802**	-670	-820	-924	-1,172	-933	-1,068	-1,055
Selling expenses	*-173*	**-1,789**	-1,393	-1,612	-1,613	-1,960	-1,652	-1,753	-1,637
Administrative expenses	*-22*	**-226**	-186	-232	-274	-220	-292	-295	-335
Share of income in associated companies and joint ventures	*0*	**4**	-2	0	3	3	5	3	-2
Operating income, Vehicles and Services	*147*	**1,524**	588	74	462	2,009	2,736	3,901	3,452
Financial Services									
Interest and lease income	*109*	**1,131**	1,086	1,192	1,257	1,383	1,177	1,114	1,098
Interest and depreciation expenses	*-82*	**-851**	-825	-884	-954	-1,086	-894	-843	-840
Interest surplus	*27*	**280**	261	308	303	297	283	271	258
Other income and expenses	*0*	**2**	11	6	25	-26	3	44	29
Gross income	*27*	**282**	272	314	328	271	286	315	287
Selling and administrative expenses	*-13*	**-137**	-130	-138	-133	-133	-130	-128	-127
Bad debt expenses	*-23*	**-238**	-211	-233	-151	-90	-72	-57	-8
Operating income, Financial Services	*-9*	**-93**	-69	-57	44	48	84	130	152
Operating income	*138*	**1,431**	519	17	506	2,057	2,820	4,031	3,604
Interest income and expenses	*-14*	**-139**	-169	-191	-223	-173	-129	-44	-29
Other financial income and expenses	*-5*	**-56**	33	-7	-119	-176	-184	260	-59
Total financial items	*-19*	-195	-136	-198	-342	-349	-313	216	-88
Income before taxes	*119*	**1,236**	383	-181	164	1,708	2,507	4,247	3,516
Taxes	*-40*	**-414**	-105	31	15	-187	-689	-1,209	-1,003
Net income for the period	*79*	**822**	278	-150	179	1,521	1,818	3,038	2,513
Earnings per share, SEK *		**1.03**	0.35	-0.19	0.22	1.90	2.27	3.80	3.14
Operating margin, in percent		**7.8**	3.9	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	EUR m.	2009 31 Dec	2009 30 Sep	2009 30 Jun	2009 31 Mar	2008 31 Dec	2008 30 Sep	2008 30 Jun	2008 31 Mar
Vehicles and Services									
Assets									
Non-current assets									
Intangible non-current assets	*222*	**2,292**	2,259	2,281	2,267	2,308	2,254	2,306	2,343
Tangible non-current assets	*2,127*	**22,016**	21,566	21,994	21,491	21,132	19,870	19,171	18,595
Lease assets	*387*	**4,008**	3,956	4,485	4,475	4,558	4,160	4,182	4,133
Shares and participations	*47*	**488**	450	494	527	495	399	308	287
Interest-bearing receivables	*16*	**168**	79	99	19	283	225	359	358
Other receivables [1, 2]	*217*	**2,243**	2,405	2,032	1,751	1,766	1,981	2,006	1,143
Current assets									
Inventories	*1,136*	**11,762**	13,056	14,258	14,591	15,550	15,582	14,041	12,515
Interest-bearing receivables	*14*	**148**	151	200	212	286	407	472	422
Other receivables [3]	*848*	**8,779**	9,380	9,758	11,567	13,119	11,044	11,185	11,774
Short-term investments	*5*	**47**	37	29	78	88	1,087	1,939	1,610
Cash and cash equivalents	*638*	**6,601**	5,356	6,100	5,851	4,257	2,186	1,826	2,261
Total assets	*5,657*	**58,552**	58,695	61,730	62,829	63,842	59,195	57,795	55,441
Equity and liabilities									
Equity									
Scania shareholders	*1,825*	**18,884**	17,769	17,035	18,124	17,203	17,593	16,188	22,997
Minority interest	*0*	**1**	1	1	1	1	2	2	4
Total equity	*1,825*	**18,885**	17,770	17,036	18,125	17,204	17,595	16,190	23,001
Interest-bearing liabilities	*986*	**10,204**	11,358	12,739	12,083	11,574	7,823	8,673	241
Non-current liabilities									
Provisions for pensions	*480*	**4,963**	4,853	4,856	4,685	4,601	4,055	4,040	3,957
Other provisions	*171*	**1,784**	1,825	1,840	1,605	1,658	1,081	1,044	1,058
Other liabilities [1, 4]	*390*	**4,038**	4,390	4,859	5,046	4,805	4,820	5,084	4,561
Current liabilities									
Provisions	*106*	**1,097**	1,098	1,255	1,424	1,313	1,953	2,122	2,034
Other liabilities [5]	*1,699*	**17,581**	17,401	19,145	19,861	22,687	21,868	20,642	20,589
Total equity and liabilities	*5,657*	**58,552**	58,695	61,730	62,829	63,842	59,195	57,795	55,441
[1] Including deferred tax									
[2] Including derivatives with positive value for hedging of borrowings	*82*	**848**	974	*545*	537	517	170	344	145
[3] Including derivatives with positive value for hedging of borrowings	*16*	**175**	212	*225*	369	483	404	234	364
[4] Including derivatives with negative value for hedging of borrowings	*66*	**686**	839	*1,162*	1,292	1,355	400	393	358
[5] Including derivatives with negative value for hedging of borrowings	*79*	**819**	709	*984*	864	780	345	232	249
Net cash (-) / Net debt (+) excl. provisions for pensions, incl. derivatives as above	*390*	**4,038**	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.	**31 Dec**	30 Sep	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
Financial Services									
Assets									
Non-current assets									
Intangible non-current assets	*2*	**25**	26	27	23	23	20	14	15
Tangible non-current assets	*3*	**33**	33	38	41	40	36	42	38
Lease assets	*860*	**8,898**	8,142	8,910	9,069	9,033	8,055	7,744	7,703
Financial receivables	*1,846*	**19,097**	20,316	22,605	23,766	24,594	22,763	21,288	20,257
Other receivables [1]	*13*	**135**	93	104	74	51	46	42	31
Current assets									
Financial receivables	*1,199*	**12,409**	12,493	13,145	13,754	13,593	11,193	11,044	10,511
Other receivables	*117*	**1,212**	1,052	1,403	1,071	1,403	1,025	1,290	1,071
Cash and cash equivalents	*48*	**499**	457	273	244	324	203	124	256
Total assets	*4,088*	**42,308**	42,612	46,505	48,042	49,061	43,341	41,588	39,882
Equity and liabilities									
Equity									
Scania shareholders	*427*	**4,418**	4,285	4,561	4,736	4,734	4,278	4,107	4,034
Total equity	*427*	**4,418**	4,285	4,561	4,736	4,734	4,278	4,107	4,034
Interest-bearing liabilities	*3,501*	**36,228**	36,519	40,099	41,389	42,072	36,944	35,291	33,871
Non-current liabilities									
Provisions for pensions	*2*	**20**	21	22	22	20	20	19	20
Other provisions	*0*	**3**	3	3	3	3	2	1	1
Other liabilities [1]	*68*	**700**	674	724	737	707	635	614	612
Current liabilities									
Provisions	*0*	**3**	0	2	1	2	1	0	0
Other liabilities	*90*	**936**	1,110	1,094	1,154	1,523	1,461	1,556	1,344
Total equity and liabilities	*4,088*	**42,308**	42,612	46,505	48,042	49,061	43,341	41,588	39,882

[1] Including deferred tax

SCANIA

Consolidated balance sheets by business segment

Amounts in SEK m. unless otherwise stated	*EUR m.*	**2009**				2008			
		31 Dec	30 Sep	30 Jun	31 Mar	31 Dec	30 Sept	30 Jun	31 Mar
Eliminations									
Assets									
Lease assets	*-173*	**-1,789**	-1,783	-1,961	-1,917	-1,931	-1,699	-1,646	-1,578
Other current receivables	*-60*	**-620**	-636	-882	-560	-937	-611	-719	-595
Total assets	*-233*	**-2,409**	-2,419	-2,843	-2,477	-2,868	-2,310	-2,365	-2,173
Equity and liabilities									
Other current liabilities	*-233*	**-2,409**	-2,419	-2,843	-2,477	-2,868	-2,310	-2,365	-2,173
Total equity and liabilities	*-233*	**-2,409**	-2,419	-2,843	-2,477	-2,868	-2,310	-2,365	-2,173
Scania Group									
Assets									
Non-current assets									
Intangible non-current assets	*224*	**2,317**	2,285	2,308	2,290	2,331	2,274	2,320	2,358
Tangible non-current assets	*2,130*	**22,049**	21,599	22,032	21,532	21,172	19,906	19,213	18,633
Lease assets	*1,074*	**11,117**	10,315	11,434	11,627	11,660	10,516	10,280	10,258
Shares and participations	*47*	**488**	450	494	527	495	399	308	287
Interest-bearing receivables	*1,862*	**19,265**	20,395	22,704	23,785	24,877	22,988	21,647	20,615
Other receivables [1, 2]	*230*	**2,378**	2,498	2,136	1,825	1,817	2,027	2,048	1,174
Current assets									
Inventories	*1,136*	**11,762**	13,056	14,258	14,591	15,550	15,582	14,041	12,515
Interest-bearing receivables	*1,213*	**12,557**	12,644	13,345	13,966	13,879	11,600	11,516	10,933
Other receivables [3]	*905*	**9,371**	9,796	10,279	12,078	13,585	11,458	11,756	12,250
Short-term investments	*5*	**47**	37	29	78	88	1,087	1,939	1,610
Cash and cash equivalents	*686*	**7,100**	5,813	6,373	6,095	4,581	2,389	1,950	2,517
Total assets	*9,512*	**98,451**	98,888	105,392	108,394	110,035	100,226	97,018	93,150
Total equity and liabilities									
Equity									
Scania shareholders	*2,252*	**23,302**	22,054	21,596	22,860	21,937	21,871	20,295	27,031
Minority interest	*0*	**1**	1	1	1	1	2	2	4
Total equity	*2,252*	**23,303**	22,055	21,597	22,861	21,938	21,873	20,297	27,035
Non-current liabilities									
Interest-bearing liabilities	*2,561*	**26,504**	29,164	31,609	25,605	25,704	18,660	20,161	20,279
Provisions for pensions	*482*	**4,983**	4,874	4,878	4,707	4,621	4,075	4,059	3,977
Other provisions	*171*	**1,787**	1,828	1,843	1,608	1,661	1,083	1,045	1,059
Other liabilities [1, 4]	*458*	**4,738**	5,064	5,583	5,783	5,512	5,455	5,698	5,173
Current liabilities									
Interest-bearing liabilities	*1,926*	**19,928**	18,713	21,229	27,867	27,942	26,107	23,803	13,833
Provisions	*106*	**1,100**	1,098	1,257	1,425	1,315	1,954	2,122	2,034
Other liabilities [5]	*1,556*	**16,108**	16,092	17,396	18,538	21,342	21,019	19,833	19,760
Total equity and liabilities	*9,512*	**98,451**	98,888	105,392	108,394	110,035	100,226	97,018	93,150
[1] Including deferred tax									
[2] Including derivatives with positive value for hedging of borrowings	*82*	***848***	*974*	*545*	*537*	*517*	*170*	*344*	*145*
[3] Including derivatives with positive value for hedging of borrowings	*16*	***175***	*212*	*225*	*369*	*483*	*404*	*234*	*364*
[4] Including derivatives with negative value for hedging of borrowings	*66*	***686***	*839*	*1,162*	*1,292*	*1,355*	*400*	*393*	*358*
[5] Including derivatives with negative value for hedging of borrowings	*79*	***819***	*709*	*984*	*864*	*780*	*345*	*232*	*249*
Equity/assets ratio, percent		**23.7**	22.3	20.5	21.1	19.9	21.8	20.9	29.0

Statement of changes in equity

Amounts in SEK m. unless otherwise stated	Full year		
	EUR m.	**2009**	2008
Equity, 1 January	*2,120*	**21,938**	24,812
Total comprehensive income for the period	*325*	**3,365**	7,129
Change in minority interest	*-*	**-**	-
Dividend *	*-193*	**-2,000**	-4,002
Redemption	*-*	**-**	-6,000
Total equity at the end of the period	*2,252*	**23,303**	21,939
Attributable to:			
Scania AB shareholders	*2,252*	**23,302**	21,937
Minority interest	*0*	**1**	2

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

Information about segments

Amounts in SEK m. unless otherwise stated	Full year		
	EUR m.	**2009**	2008
Revenue from external customers, Vehicles and Services	*5,997*	**62,074**	88,977
Revenue from external customers, Financial Services	*451*	**4,666**	4,772
Elimination of intra-segment revenues within Vehicles and Services	*-178*	**-1,842**	-1,825
Revenue from external customers, Scania Group*	*6,270*	**64,898**	91,924
Operating income, Vehicles and Services	*256*	**2,648**	12,098
Operating income, Financial Services	*-17*	**-175**	414
Operating income, Scania Group	*239*	**2,473**	12,512

** Revenue from Scania Group reported in Volkswagen's year-end report for 2009 amounted to EUR 6, 385 m.*
The difference from above reported revenue was mainly due to a difference in the presentation of hedinge income
in the consolidated income statement.

SCANIA

Cash flow statement

Amounts in SEK m. unless otherwise stated	Full year			2009				2008			
	EUR m.	**2009**	2008	**Q4**	Q3	Q2	Q1	Q4	Q3	Q2	Q1
Operating activities											
Income before taxes	*155*	**1,602**	11,978	**1,236**	383	-181	164	1,708	2,507	4,247	3,516
Items not affecting cash flow	*350*	**3,626**	4,187	**1,080**	686	847	1,013	1,378	1,265	635	909
Taxes paid	*-110*	**-1,136**	-3,803	**-264**	-287	-536	-49	-1,115	-627	-1,084	-977
Cash flow from operating activities before change in working capital	*395*	**4,092**	12,362	**2,052**	782	130	1,128	1,971	3,145	3,798	3,448
of which: Vehicles and Services	*346*	**3,581**	11,661	**1,949**	636	-77	1,073	1,811	2,939	3,641	3,270
Financial Services	*49*	**511**	701	**103**	146	207	55	160	206	157	178
Change in working capital etc., Vehicles and Services	*491*	**5,080**	-4,501	**1,315**	1,098	2,059	608	-1,931	-643	-1,364	-563
Cash flow from operating activities	*886*	**9,172**	7,861	**3,367**	1,880	2,189	1,736	40	2,502	2,434	2,885
Investing activities											
Net investments, Vehicles and Services *	*-304*	**-3,149**	-5,386	**-769**	-625	-948	-807	-1,744	-1,502	-1,119	-1,021
Net investments in credit portfolio etc., Financial Services	*435*	**4,504**	-5,822	**547**	1,553	1,564	840	-2,794	-833	-1,162	-1,033
Cash flow from investing activities	*131*	**1,355**	-11,208	**-222**	934	616	33	-4,538	-2,335	-2,281	-2,054
Cash flow from Vehicles and Services	*533*	**5,512**	1,774	**2,495**	1,109	1,034	874	-1,864	794	1,158	1,686
Cash flow from Financial Services	*484*	**5,015**	-5,121	**650**	1,699	1,771	895	-2,634	-627	-1,005	-855
Financing activities											
Change in net debt from financing activities	*-633*	**-6,549**	14,652	**-2,017**	-3,302	-788	-442	6,809	308	9,197	-1,662
Dividend to shareholders	*-193*	**-2,000**	-4,000	-	-	-2,000	-	-	-	-4,000	-
Redemption	-	**-**	-6,000	-	-	-	-	-	-	-6,000	-
Cash flow from financing activities	*-826*	**-8,549**	4,652	**-2,017**	-3,302	-2,788	-442	6,809	308	-803	-1,662
Cash flow for the year	*191*	**1,978**	1,305	**1,128**	-494	17	1,327	2,311	475	-650	-831
Cash and cash equivalents at beginning of period	*443*	**4,581**	3,455	**5,813**	6,373	6,095	4,581	2,389	1,950	2,517	3,455
Exchange rate differences in cash and cash equivalents	*52*	**541**	-179	**159**	-66	261	187	-119	-36	83	-107
Cash and cash equivalents at end of period	*686*	**7,100**	4,581	**7,100**	5,813	6,373	6,095	4,581	2,389	1,950	2,517

* During 2009, acquisitions of businesses totalling SEK 118 m. affected net investments, while in 2008 divestments of businesses in the amount of SEK 61 m. affected net investments.

The acquisitions occured mainly at the end of December and thus had no material effect on 2009 operating income.

Number of employees

	2009				2008			
	31 Dec	30 Sep	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
Production and corporate units	**14,672**	14,452	14,885	15,377	16,165	17,695	17,602	17,510
Research and development	**2,642**	2,638	2,696	2,792	2,922	2,803	2,732	2,650
Sales and service companies	**14,475**	14,462	14,527	14,949	15,178	15,229	15,057	14,917
Vehicles and Services	**31,789**	31,552	32,108	33,118	34,265	35,727	35,391	35,077
Financial Services	**541**	533	515	513	512	499	501	488
Total number of employees	**32,330**	32,085	32,623	33,631	34,777	36,226	35,892	35,565

Quarterly data, units by geographic area

	2009					2008				
	Full year	**Q4**	Q3	Q2	Q1	Full year	Q4	Q3	Q2	Q1
Order bookings, trucks										
Western Europe	**12,644**	**4,773**	3,014	3,001	1,856	19,684	1,921	3,077	6,209	8,477
Central and eastern Europe	**2,568**	**1,107**	815	416	230	7,473	-665	1,907	2,518	3,713
Latin America	**11,214**	**4,324**	3,668	1,563	1,659	9,026	-724	3,099	3,777	2,874
Asia	**4,208**	**1,415**	945	1,263	585	4,835	-341	1,046	2,098	2,032
Other markets	**2,374**	**693**	567	661	453	2,825	377	798	615	1,035
Total	**33,008**	**12,312**	9,009	6,904	4,783	43,843	568	9,927	15,217	18,131
Trucks delivered										
Western Europe	**16,669**	**4,461**	3,354	3,723	5,131	34,065	8,076	6,931	9,646	9,412
Central and eastern Europe	**3,239**	**1,192**	637	549	861	12,574	1,987	2,942	3,949	3,696
Latin America	**9,566**	**3,649**	2,026	1,778	2,113	10,775	3,194	2,412	2,903	2,266
Asia	**4,843**	**1,720**	939	947	1,237	6,721	1,851	1,613	1,489	1,768
Other markets	**2,490**	**606**	605	684	595	2,381	838	558	557	428
Total	**36,807**	**11,628**	7,561	7,681	9,937	66,516	15,946	14,456	18,544	17,570
Order bookings, buses*										
Western Europe	**1,609**	**492**	229	326	562	1,905	515	213	440	737
Central and eastern Europe	**103**	**17**	64	11	11	373	98	71	120	84
Latin America	**1,538**	**477**	517	312	232	1,858	230	364	618	646
Asia	**1,718**	**410**	705	417	186	1,924	671	491	455	307
Other markets	**826**	**176**	110	253	287	1,131	341	290	179	321
Total	**5,794**	**1,572**	1,625	1,319	1,278	7,191	1,855	1,429	1,812	2,095
Buses delivered*										
Western Europe	**1,851**	**555**	366	457	473	2,188	637	482	643	426
Central and eastern Europe	**233**	**78**	48	43	64	418	106	101	118	93
Latin America	**1,421**	**587**	304	232	298	2,009	493	477	534	505
Asia	**1,876**	**617**	534	440	285	1,721	528	458	423	312
Other markets	**1,255**	**288**	210	510	247	941	265	270	246	160
Total	**6,636**	**2,125**	1,462	1,682	1,367	7,277	2,029	1,788	1,964	1,496

* Including body-built buses and coaches.

Parent Company Scania AB, financial statements

Amounts in SEK m. unless otherwise stated	EUR m.	Full year 2009	2008
Income statement			
Operating income*	*-1*	**-11**	-
Financial income and expenses	*194*	**2,016**	2,944
Reversal untaxed reserve	*79*	**814**	-
Income taxes	*-20*	**-209**	-47
Net income	*252*	**2,610**	2,897

Amounts in SEK m. unless otherwise stated	EUR m.	2009 31 Dec	2008 31 Dec
Balance sheet			
Assets			
Financial non-current assets			
Shares in subsidiaries	*812*	**8,401**	8,401
Current assets			
Due from subsidiaries	*367*	**3,799**	4,611
Total assets	*1,179*	**12,200**	13,012
Equity and liabilities			
Equity	*1,179*	**12,200**	12,198
Untaxed reserves	-	-	814
Total shareholders' equity and liabilities	*1,179*	**12,200**	13,012

Amounts in SEK m. unless otherwise stated	EUR m.	2009 31 Dec	2008 31 Dec
Statement of changes in equity			
Equity, 1 January	*1,179*	**12,198**	19,423
Net income	*252*	**2,610**	2,897
Group contributions,net	*-59*	**-608**	-122
Dividend	*-193*	**-2,000**	-4,000
Redemption	-	**-**	-6,000
Equity, 31 December	*1,179*	**12,200**	12,198

* Refers to administrative expenses