



**Go Further**

***2012 SECOND QUARTER  
FIXED INCOME PRESENTATION***

***JULY 25, 2012  
(PRELIMINARY RESULTS)***



# **AGENDA**

- **Ford Credit performance**
- **Ford Credit funding and liquidity**
- **Automotive cash, debt and liquidity**
- **Summary**



## **FORD CREDIT OPERATING HIGHLIGHTS\***

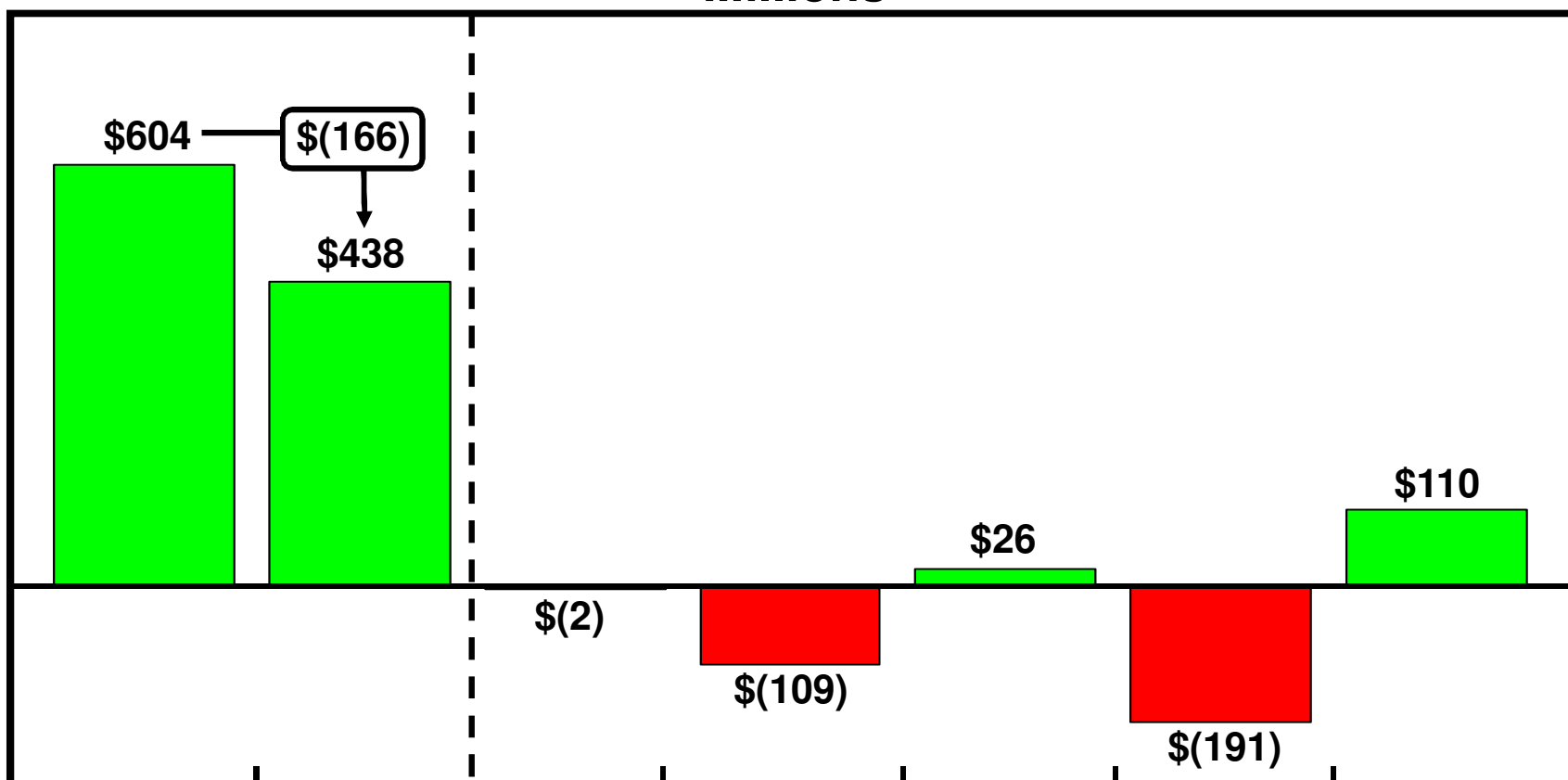
- **Another strong performance with Second Quarter pre-tax profit of \$438 million, net income of \$296 million**
- **Higher managed receivables of \$86 billion at Quarter End, up \$1 billion from Year End 2011**
- **Second Quarter charge-offs down 65% versus prior year to \$17 million; loss-to-receivables ratio of 0.08%**
- **Quarter End credit loss reserve was \$406 million, or 47 basis points of receivables**
- **Distributions of \$100 million in the Second Quarter**
- **Managed leverage of 8.1 to 1 at Quarter End**

\* See slide 3 and appendix for reconciliation to GAAP



# FORD CREDIT 2012 SECOND QUARTER PRE-TAX RESULTS COMPARED WITH 2011

Millions



Memo:

B / (W) 2012 1Q

Receivables (Bils.)\*

Total  
Managed

2011  
2Q

\$84  
86

2012  
2Q

\$ 84  
86

Volume

\$-

Financing  
Margin

\$(48)

Credit  
Loss

\$27

Lease  
Residual

\$42

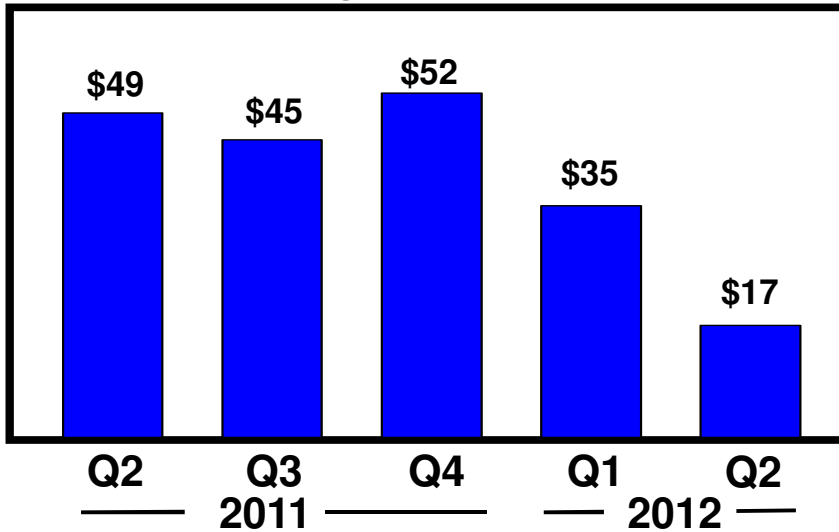
Other

\$(35)

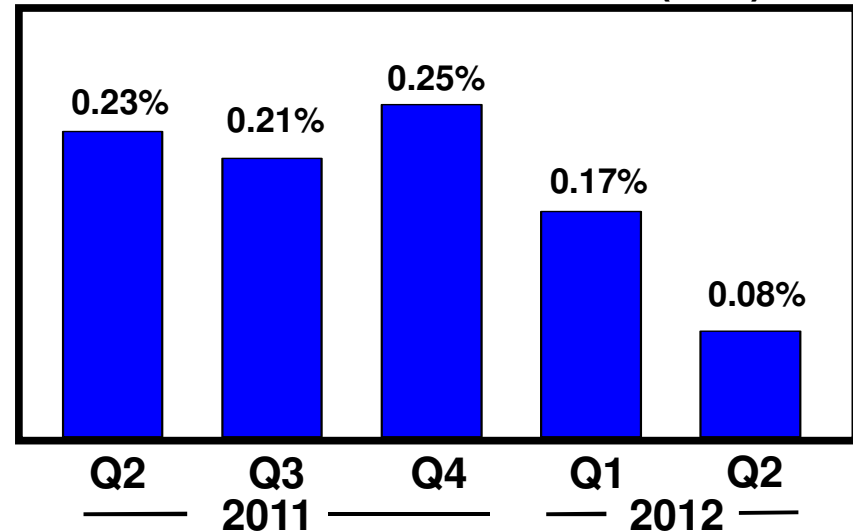
\* Total receivables reflect net finance receivables and net investment in operating leases reported on Ford Credit's balance sheet. Managed receivables equal total receivables, excluding unearned interest supplements of \$(2) billion at June 30, 2011 and June 30, 2012

**WORLDWIDE CREDIT LOSS METRICS**

**Charge-Offs (Mils.)**



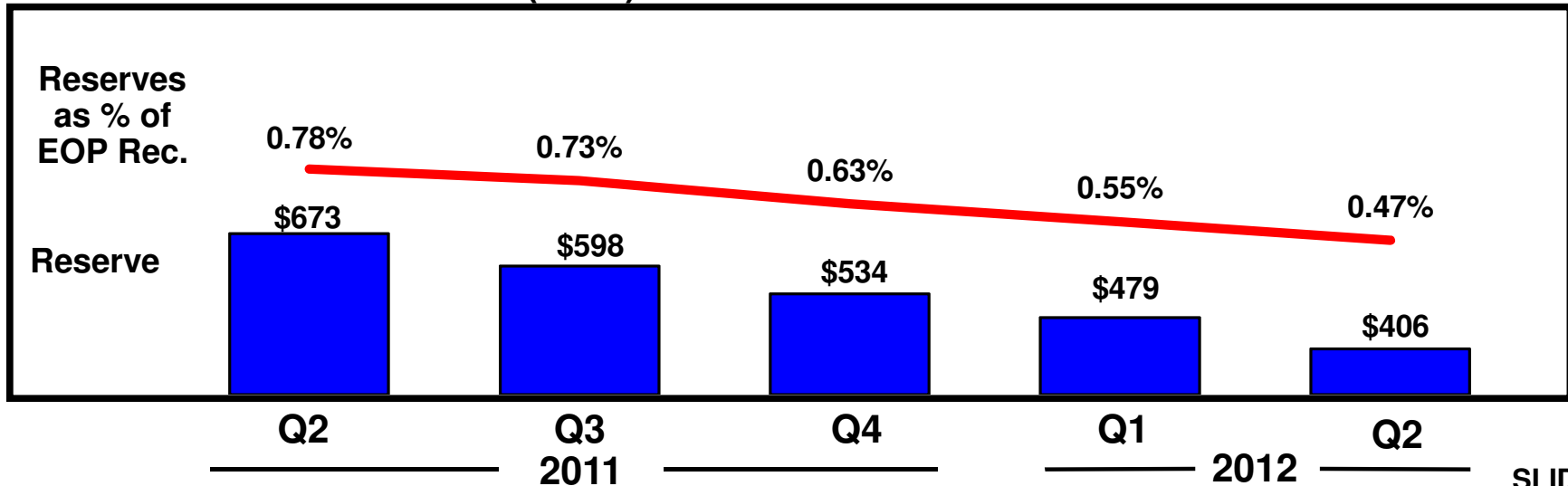
**Loss-to-Receivables Ratio (LTR)**



Memo: Retail & Lease

\$41      \$45      \$53      \$36      \$16

**Credit Loss Reserve (Mils.) and Reserves as a Pct. of EOP Receivables**

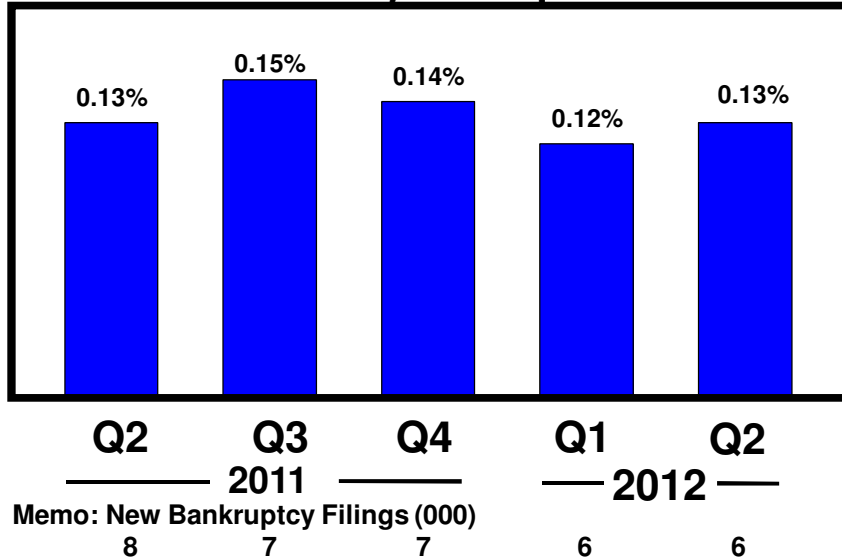




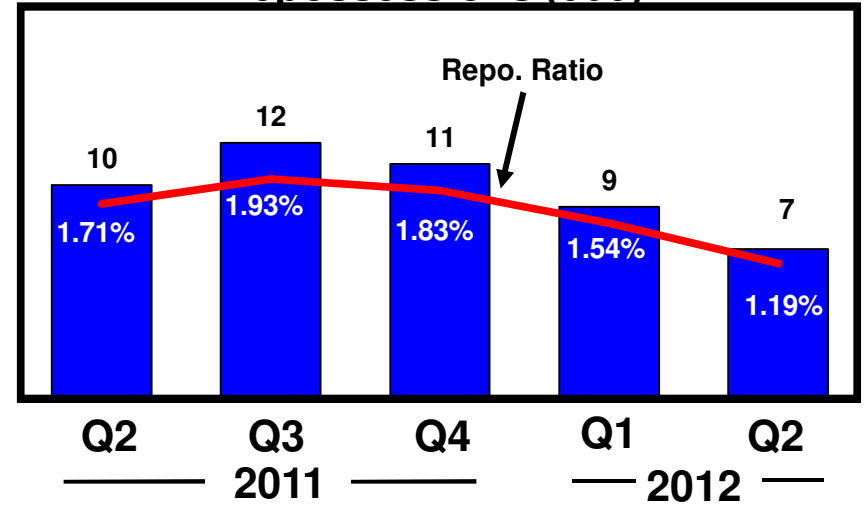
# FORD CREDIT

## U.S. RETAIL AND LEASE CREDIT LOSS DRIVERS

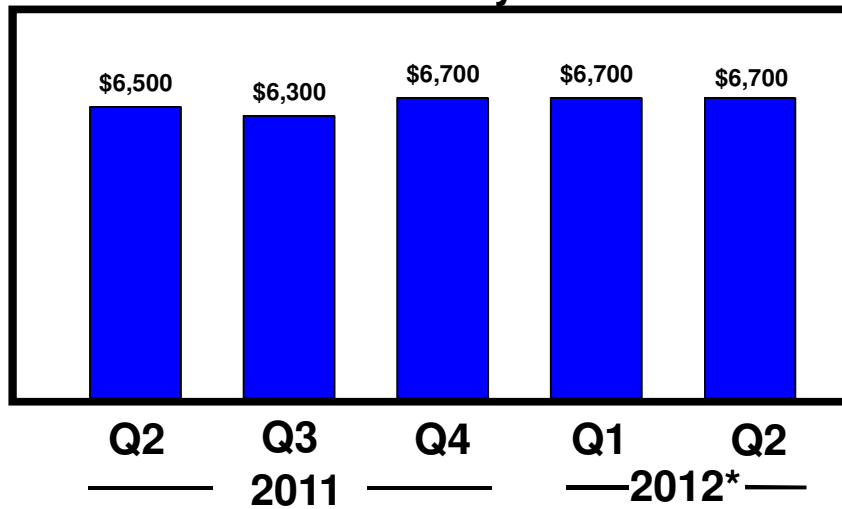
### Over-60-Day Delinquencies



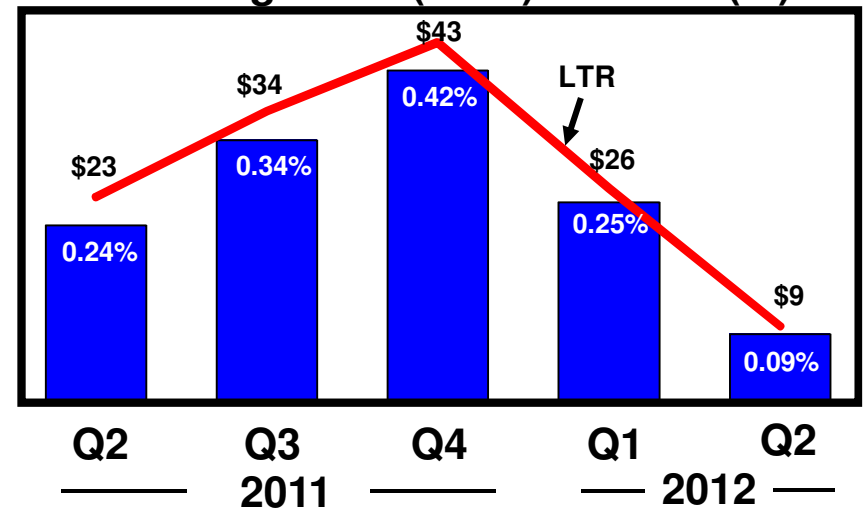
### Repossessions (000)



### Severity



### Charge-Offs (Mils.) and LTR (%)

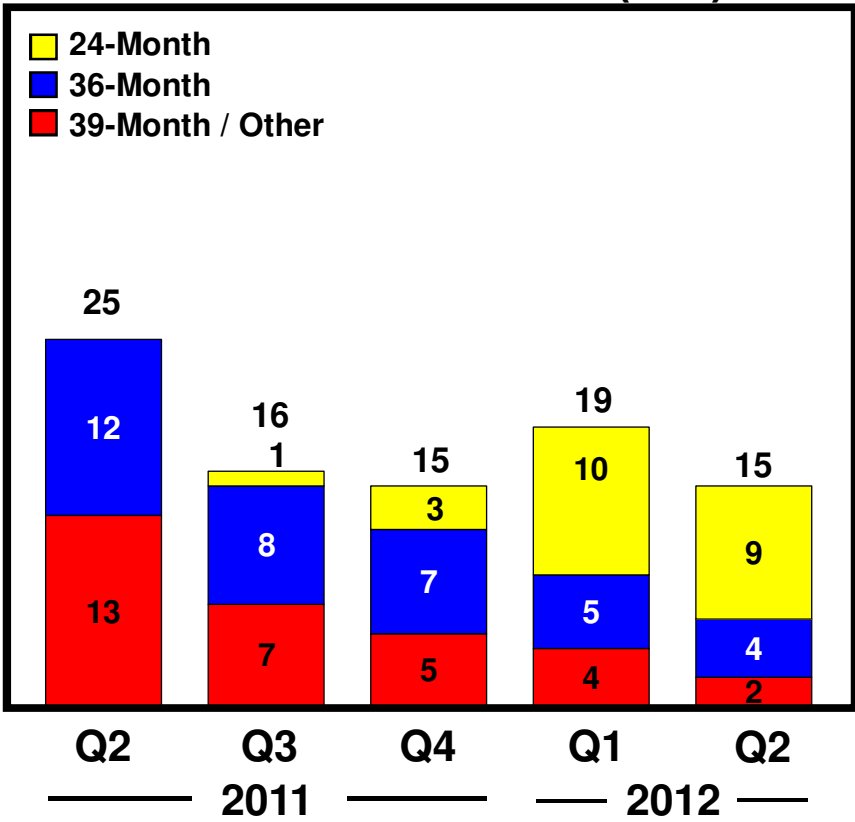


\* Reflects a change to include certain repossession expenses in charge-offs.



# FORD CREDIT U.S. LEASE RESIDUAL PERFORMANCE

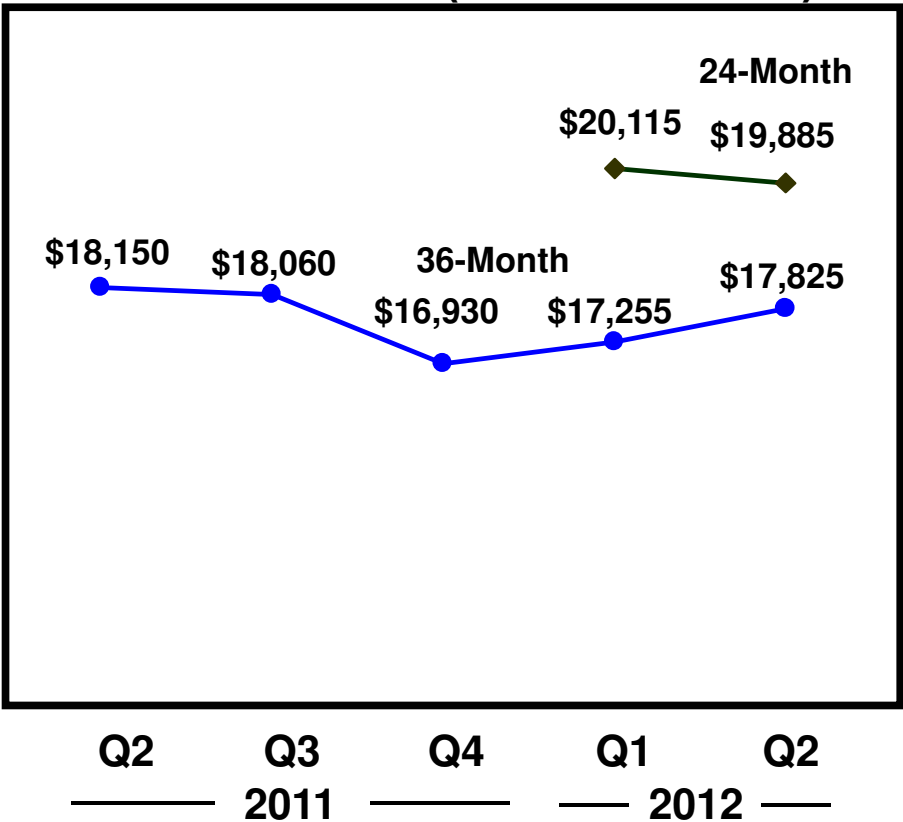
Lease Return Volume (000)



Memo: U.S. Return Rates

55%      48%      58%      66%      59%

Auction Values (At Q2 2012 Mix)



Memo: Worldwide Net Investment in Operating Leases (Bils.)

\$10.2      \$10.4      \$11.1      \$11.9      \$12.9



## **FORD CREDIT FUNDING HIGHLIGHTS**

- **Credit ratings upgraded to investment grade by Fitch and Moody's. Following the upgrades, the FUEL notes were exchanged for Ford Credit unsecured notes**
- **On track to complete our Full Year funding plan; highlights include:**
  - **Completed \$5.5 billion of public term funding in the Second Quarter, and an additional \$1.6 billion in July. Total of \$15.3 billion of public term funding year-to-date**
  - **Issued our first public investment grade unsecured debt transaction since 2005**
- **Ended the quarter with about \$33 billion of committed capacity, renewing about \$10 billion in the Second Quarter**
- **Key elements of our funding strategy remain unchanged and our liquidity remains strong**

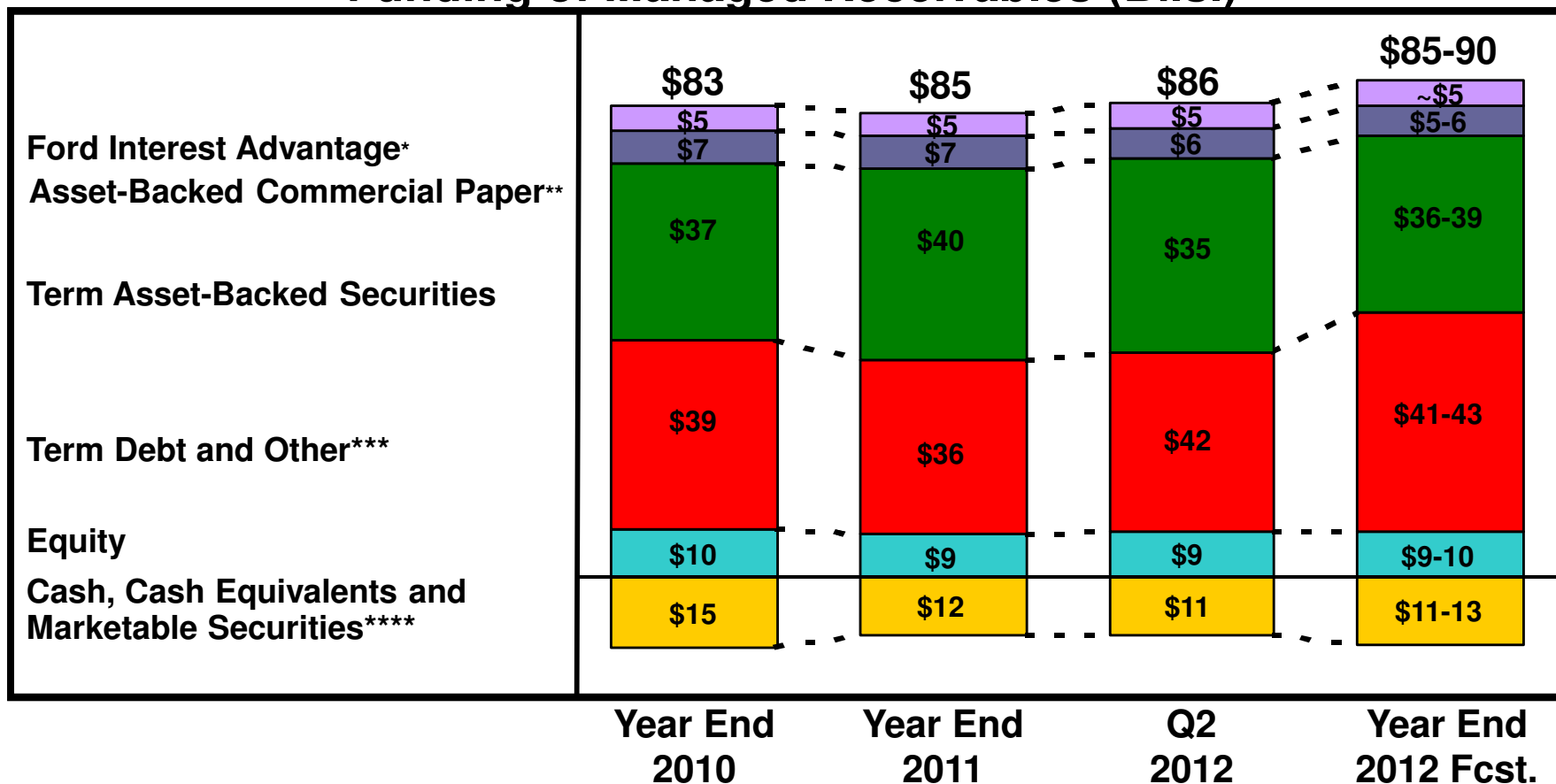




# FORD CREDIT

## FUNDING STRUCTURE

### Funding of Managed Receivables (Bils.)



**Securitized Funding as Percentage of Managed Receivables**

52%

55%

48%

~49%

\* The Ford Interest Advantage program consists of our floating rate demand notes

\*\* Obligations issued in securitization transactions that are payable only out of collections on the underlying securitized assets and related enhancements

\*\*\* Includes \$0.5 billion of unsecured commercial paper in the U.S. in Q2 2012

\*\*\*\* Excludes marketable securities related to insurance activities



# **FORD CREDIT PUBLIC TERM FUNDING PLAN**

			<u>2012</u>	
	<u>2010</u>	<u>2011</u>	<u>Forecast</u>	<u>YTD</u>
	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Actual*</u>
	(Bils.)	(Bils.)	(Bils.)	(Bils.)
Unsecured	\$ 6	\$ 8	\$ 8 – 10	\$ 6
Securitized <sup>**</sup>	<u>11</u>	<u>11</u>	<u>12 – 14</u>	<u>9</u>
<b>Total</b>	<b>\$ 17</b>	<b>\$ 19</b>	<b>\$ 20 – 24</b>	<b>\$ 15</b>

\* Includes transactions scheduled to settle through July 25, 2012

\*\* Includes Rule 144A offerings such as Ford Upgrade Exchange Linked (FUEL) Notes issuance in 2011



# FORD CREDIT LIQUIDITY PROGRAMS

	2012		
	<u>Mar. 31</u>	<u>June 30</u>	
	(Bils.)	(Bils.)	
<b><u>Liquidity Sources*</u></b>			
Cash**	\$ 12.3	\$ 11.1	
Unsecured Credit Facilities	0.7	0.7	} Committed Capacity \$32.9 billion
FCAR Bank Lines	7.3	6.6	
Conduit / Bank ABS	<u>24.5</u>	<u>25.6</u>	
<b>Total Liquidity Sources</b>	<b>\$ 44.8</b>	<b>\$ 44.0</b>	
<b><u>Utilization of Liquidity</u></b>			
Securitization Cash***	\$ (4.1)	\$ (3.4)	
Unsecured Credit Facilities	(0.2)	-	
FCAR Bank Lines	(6.7)	(5.6)	
Conduit / Bank ABS	<u>(11.3)</u>	<u>(9.4)</u>	
<b>Total Utilization of Liquidity</b>	<b>\$ (22.3)</b>	<b>\$ (18.4)</b>	
<b>Gross Liquidity</b>	<b>\$ 22.5</b>	<b>\$ 25.6</b>	
<b>Capacity in Excess of Eligible Receivables</b>	<b>(4.4)</b>	<b>(4.0)</b>	
<b>Liquidity Available For Use</b>	<b><u>\$ 18.1</u></b>	<b><u>\$ 21.6</u></b>	

\* FCAR and Conduits subject to availability of sufficient assets and ability to obtain derivatives to manage interest rate risk; FCAR commercial paper must be supported by bank lines equal to at least 100% of the principal amount; conduits include committed securitization programs

\*\* Cash, cash equivalents, and marketable securities (excludes marketable securities related to insurance activities)

\*\*\* Securitization cash is to be used only to support on-balance sheet securitization transactions



# **AUTOMOTIVE SECTOR**

## **2012 AUTOMOTIVE FINANCIAL RESOURCES**

	<u>Mar. 31</u> (Bils.)	<u>June 30</u> (Bils.)
<b>Automotive Gross Cash*</b>	<b>\$ 23.0</b>	<b>\$ 23.7</b>
<b>Long-Term Debt</b>	<b>\$ (12.6)</b>	<b>\$ (12.9)</b>
<b>Debt Payable Within One Year</b>	<u><b>(1.1)</b></u>	<u><b>(1.3)</b></u>
<b>Total Debt</b>	<b>\$ (13.7)</b>	<b>\$ (14.2)</b>
<b>Net Cash**</b>	<u><u><b>\$ 9.3</b></u></u>	<u><u><b>\$ 9.5</b></u></u>
 <b>Memo: Liquidity***</b>	 <b>\$ 32.9</b>	 <b>\$ 33.9</b>

\* See Appendix for reconciliation to GAAP

\*\* Net cash is calculated as Automotive gross cash net of Automotive debt

\*\*\* As of June 30, 2012, total available committed Automotive credit lines (including local lines available to foreign affiliates) were \$10.2 billion



# **2012 SECOND QUARTER SUMMARY**

## **Ford\***

- **Twelfth consecutive quarter of pre-tax operating profit; positive Automotive operating-related cash flow**
- **Pre-tax operating profit of \$1.8 billion and about \$1 billion of net income**
- **Ended the quarter with Automotive net cash of \$9.5 billion and liquidity of \$33.9 billion**
- **Ford and Ford Credit returned to investment grade with upgrades from Fitch and Moody's**

## **Ford Credit**

- **Strong pre-tax profit of \$438 million**
- **Managed receivables ended the quarter at \$86 billion**
- **Credit losses remain at historic lows**
- **Significant progress on 2012 funding plan**
- **Ended the quarter with about \$22 billion of available liquidity**
- **Continued to support Ford business with \$100 million distribution**

\* See Appendix for reconciliation to GAAP



# SAFE HARBOR

Statements included herein may constitute “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. Forward-looking statements are based on expectations, forecasts, and assumptions by our management and involve a number of risks, uncertainties, and other factors that could cause actual results to differ materially from those stated, including, without limitation:

- Decline in industry sales volume, particularly in the United States or Europe, due to financial crisis, recession, geopolitical events, or other factors;
- Decline in market share or failure to achieve growth;
- Lower-than-anticipated market acceptance of new or existing products;
- Market shift away from sales of larger, more profitable vehicles beyond our current planning assumption, particularly in the United States;
- An increase in fuel prices, continued volatility of fuel prices, or reduced availability of fuel;
- Continued or increased price competition resulting from industry excess capacity, currency fluctuations, or other factors;
- Fluctuations in foreign currency exchange rates, commodity prices, and interest rates;
- Adverse effects on our operations resulting from economic, geopolitical, or other events;
- Economic distress of suppliers that may require us to provide substantial financial support or take other measures to ensure supplies of components or materials and could increase our costs, affect our liquidity, or cause production constraints or disruptions;
- Work stoppages at Ford or supplier facilities or other limitations on production (whether as a result of labor disputes, natural or man-made disasters, tight credit markets or other financial distress, information technology issues, production constraints or difficulties, or other factors);
- Single-source supply of components or materials;
- Labor or other constraints on our ability to maintain competitive cost structure;
- Substantial pension and postretirement health care and life insurance liabilities impairing our liquidity or financial condition;
- Worse-than-assumed economic and demographic experience for our postretirement benefit plans (e.g., discount rates or investment returns);
- Restriction on use of tax attributes from tax law "ownership change;"
- The discovery of defects in vehicles resulting in delays in new model launches, recall campaigns, reputational damage, or increased warranty costs;
- Increased safety, emissions, fuel economy, or other regulations resulting in higher costs, cash expenditures, and/or sales restrictions;
- Unusual or significant litigation, governmental investigations or adverse publicity arising out of alleged defects in our products, perceived environmental impacts, or otherwise;
- A change in our requirements where we have long-term supply arrangements committing us to purchase minimum or fixed quantities of certain parts, or to pay a minimum amount to the seller ("take-or-pay" contracts);
- Adverse effects on our results from a decrease in or cessation or clawback of government incentives related to investments;
- Inherent limitations of internal controls impacting financial statements and safeguarding of assets;
- Cybersecurity risks to operational systems, security systems, or infrastructure owned by us or a third-party vendor, or at a supplier facility;
- Failure of financial institutions to fulfill commitments under committed credit facilities;
- Inability of Ford Credit to access debt, securitization, or derivative markets around the world at competitive rates or in sufficient amounts, due to credit rating downgrades, market volatility, market disruption, regulatory requirements, or other factors;
- Higher-than-expected credit losses, lower-than-anticipated residual values or higher-than-expected return volumes for leased vehicles;
- Increased competition from banks or other financial institutions seeking to increase their share of financing Ford vehicles; and
- New or increased credit, consumer, or data protection or other regulations resulting in higher costs and/or additional financing restrictions.

We cannot be certain that any expectation, forecast, or assumption made in preparing forward-looking statements will prove accurate, or that any projection will be realized. It is to be expected that there may be differences between projected and actual results. Our forward-looking statements speak only as of the date of their initial issuance, and we do not undertake any obligation to update or revise publicly any forward-looking statement, whether as a result of new information, future events or otherwise. For additional discussion of these risks, see Item 1A of Part I of Ford Credit's Annual Report on Form 10-K and Item 1A of Part I of Ford's Annual Report on Form 10-K for the year ended December 31, 2011.

# ***APPENDIX***



# **AUTOMOTIVE SECTOR**

## **GROSS CASH RECONCILIATION TO GAAP**

	<u>2011</u>		<u>2012</u>	
	<u>June 30</u>	<u>Dec. 31</u>	<u>Mar. 31</u>	<u>June 30</u>
	(Bils.)	(Bils.)	(Bils.)	(Bils.)
Cash and cash equivalents	\$ 9.8	\$ 7.9	\$ 7.3	\$ 7.2
Marketable securities	<u>12.2</u>	<u>15.0</u>	<u>15.8</u>	<u>16.6</u>
Total cash and marketable securities	\$ 22.0	\$ 22.9	\$ 23.1	\$ 23.8
Securities in transit*	<u>-</u>	<u>-</u>	<u>(0.1)</u>	<u>(0.1)</u>
Gross cash	<u>\$ 22.0</u>	<u>\$ 22.9</u>	<u>\$ 23.0</u>	<u>\$ 23.7</u>

\* The purchase or sale of marketable securities for which the cash settlement was not made by period end and for which there was a payable or receivable recorded on the balance sheet at period end





# **AUTOMOTIVE SECTOR AUTOMOTIVE DEBT**

	Dec. 31, 2011 <u>(Bils.)</u>	<u>2012</u>	
		<u>Mar. 31</u> <u>(Bils.)</u>	<u>June 30</u> <u>(Bils.)</u>
<b><u>U.S. Debt</u></b>			
<b>Unsecured Debt</b>			
- Unsecured notes	\$ 5.2	\$ 5.4	\$ 5.4
- Unsecured convertible notes	<u>0.7</u>	<u>0.8</u>	<u>0.8</u>
<b>Total Unsecured Debt</b>	<b>\$ 5.9</b>	<b>\$ 6.2</b>	<b>\$ 6.2</b>
<b>Secured Debt</b>			
- U.S. Dept. of Energy Loans / Ex-Im	<u>5.0</u>	<u>5.5</u>	<u>6.0</u>
<b>Total U.S. Debt</b>	<b>\$ 10.9</b>	<b>\$ 11.7</b>	<b>\$ 12.2</b>
<b><u>International / Other Debt</u></b>	<u>2.2</u>	<u>2.0</u>	<u>2.0</u>
<b>Total Automotive Debt</b>	<b><u>\$ 13.1</u></b>	<b><u>\$ 13.7</u></b>	<b><u>\$ 14.2</u></b>
<b>Memo: Debt payable within one year</b>	<b>\$ 1.0</b>	<b>\$ 1.1</b>	<b>\$ 1.3</b>



# TOTAL COMPANY INCOME / (LOSS) FROM CONTINUING OPERATIONS

	Second Quarter		First Half	
	2011 (Mils.)	2012 (Mils.)	2011 (Mils.)	2012 (Mils.)
North America	\$ 1,908	\$ 2,010	\$ 3,752	\$ 4,143
South America	267	5	477	59
Europe	176	(404)	469	(553)
Asia Pacific Africa	1	(66)	34	(161)
Other Automotive	(76)	(163)	(325)	(269)
Total Automotive (excl. special items)	\$ 2,276	\$ 1,382	\$ 4,407	\$ 3,219
Special items -- Automotive	(272)	(234)	(333)	(489)
Total Automotive	\$ 2,004	\$ 1,148	\$ 4,074	\$ 2,730
Financial Services	602	447	1,308	903
Pre-tax results	\$ 2,606	\$ 1,595	\$ 5,382	\$ 3,633
(Provision for) / Benefit from income taxes	(206)	(557)	(426)	(1,197)
Net income / (loss)	\$ 2,400	\$ 1,038	\$ 4,956	\$ 2,436
Less: Income / (Loss) attributable to non-controlling interests	2	(2)	7	-
Net income / (loss) attributable to Ford	<u>\$ 2,398</u>	<u>\$ 1,040</u>	<u>\$ 4,949</u>	<u>\$ 2,436</u>
<b>Memo: Excluding special items</b>				
Pre-tax results	\$ 2,878	\$ 1,829	\$ 5,715	\$ 4,122
(Provision for) / Benefit from income taxes	(896)	(628)	(1,748)	(1,341)
Less: Income / (Loss) attributable to non-controlling interests	2	(2)	7	-
After-tax results	<u>\$ 1,980</u>	<u>\$ 1,203</u>	<u>\$ 3,960</u>	<u>\$ 2,781</u>



# TOTAL COMPANY DEBT RATINGS

	<u>S&amp;P</u>	<u>Moody's</u>	<u>Fitch</u>	<u>DBRS</u>
<b><u>Issuer Ratings</u></b>				
Ford Motor	BB+	N/A	BBB-	BB
Ford Credit	BB+	N/A	BBB-	BB (high)
FCE Bank plc	BBB-	N/A	BBB-	NR
<b><u>Senior Long-Term Unsecured</u></b>				
Ford Motor	BB+	Baa3	BBB-	B (high)
Ford Credit	BB+	Baa3	BBB-	BB (high)
FCE Bank plc	BBB-	Baa3	BBB-	NR
<b><u>Short-Term Unsecured</u></b>				
Ford Credit	NR	P-3	F3	R-4
<b><u>Outlook</u></b>	Stable	Stable	Stable	Positive *

\* DBRS placed Ford and Ford Credit under review with positive implications on May 4, 2012.

# FORD CREDIT OPERATING HIGHLIGHTS



	<u>Second Quarter</u>		<u>First Half</u>	
	<u>2011</u>	<u>2012</u>	<u>2011</u>	<u>2012</u>
<b><u>Financing Shares</u></b>				
<b>United States</b>				
<b>Financing share -- Ford and Lincoln</b>				
Retail installment and lease	34 %	36 %	35 %	37 %
Wholesale	81	78	81	78
<b>Europe</b>				
<b>Financing share -- Ford</b>				
Retail installment and lease	28 %	32 %	27 %	30 %
Wholesale	98	98	99	98
 <b><u>Contract Placement Volume -- New and used retail / lease (000)</u></b>				
<b>North America Segment</b>				
United States	219	245	418	481
Canada	29	34	55	57
Total North America Segment	248	279	473	538
<b>International Segment</b>				
Europe	95	104	199	201
Other international	15	12	25	25
Total International Segment	110	116	224	226
Total Contract Volume	358	395	697	764



# FORD CREDIT

## NET FINANCE RECEIVABLES AND OPERATING LEASES

	Dec. 31, 2011 <u>(Bils.)</u>	June 30, 2012 <u>(Bils.)</u>
<b>Receivables</b>		
<b>Finance receivables – North America Segment</b>		
<u>Consumer</u>		
Retail installment and direct financing leases	\$ 38.4	\$ 38.4
<u>Non-Consumer</u>		
Wholesale	15.5	15.5
Dealer loan and other	<u>2.1</u>	<u>2.3</u>
<b>Total North America Segment – finance receivables</b>	<b>\$ 56.0</b>	<b>\$ 56.2</b>
<b>Finance receivables – International Segment</b>		
<u>Consumer</u>		
Retail installment and direct financing leases	\$ 9.1	\$ 8.8
<u>Non-Consumer</u>		
Wholesale	8.5	7.5
Dealer loan and other	<u>0.4</u>	<u>0.5</u>
<b>Total International Segment – finance receivables</b>	<b>\$ 18.0</b>	<b>\$ 16.8</b>
<b>Unearned interest supplements</b>	<b>(1.6)</b>	<b>(1.6)</b>
<b>Allowance for credit losses</b>	<b><u>(0.5)</u></b>	<b><u>(0.4)</u></b>
<b>Finance receivables, net</b>	<b>\$ 71.9</b>	<b>\$ 71.0</b>
<b>Net investment in operating leases</b>	<b><u>11.1</u></b>	<b><u>12.9</u></b>
<b>Total receivables</b>	<b><u>\$ 83.0</u></b>	<b><u>\$ 83.9</u></b>
 <b>Memo:</b>		
<b>Total managed receivables*</b>	<b>\$ 84.6</b>	<b>\$ 85.5</b>

\* Total receivables reflect net finance receivables and net investment in operating leases reported on Ford Credit's balance sheet. Managed receivables equal total receivables, excluding unearned interest supplements of \$(1.6) billion at December 31, 2011 and June 30, 2012.



# **FORD CREDIT RECONCILIATION OF MANAGED LEVERAGE TO FINANCIAL STATEMENT LEVERAGE**

	<b>Dec. 31, 2011 <u>(Bils.)</u></b>	<b>June 30, 2012 <u>(Bils.)</u></b>
<b><u>Leverage Calculation</u></b>		
<b>Total Debt*</b>	<b>\$ 84.7</b>	<b>\$ 83.9</b>
<b>Adjustments for Cash, Cash Equivalents, and Marketable Securities*</b>	<b>(12.1)</b>	<b>(11.1)</b>
<b>Adjustments for Derivative Accounting**</b>	<b><u>(0.7)</u></b>	<b><u>(0.8)</u></b>
<b>Total Adjusted Debt</b>	<b><u>\$ 71.9</u></b>	<b><u>\$ 72.0</u></b>
<b>Equity***</b>	<b>\$ 8.9</b>	<b>\$ 9.1</b>
<b>Adjustments for Derivative Accounting**</b>	<b><u>(0.2)</u></b>	<b><u>(0.2)</u></b>
<b>Total Adjusted Equity</b>	<b><u>\$ 8.7</u></b>	<b><u>\$ 8.9</u></b>
<b>Financial Statement Leverage (to 1)</b>	<b>9.5</b>	<b>9.2</b>
<b>Managed Leverage (to 1)****</b>	<b>8.3</b>	<b>8.1</b>

\* Excludes marketable securities related to insurance activities

\*\* Primarily related to market valuation adjustments to derivatives due to movements in interest rates. Adjustments to debt are related to designated fair value hedges and adjustments to equity are related to retained earnings

\*\*\* Shareholder's interest reported on Ford Credit's balance sheet

\*\*\*\* Equals total adjusted debt over total adjusted equity