



DriveTime[®]

DT Auto Owner Trust 2013-1
June 2013

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SECTION 1: DTAOT 2013-1 TRANSACTION SUMMARY



DT Auto Owner Trust 2013-1

Transaction Timing

Expected pricing for
DTAOT 2013-1 will be
Wednesday, June 12,
2013

Transaction Timing	
Date / Time	Event
Thursday-Friday, June 6 – 7, 2013	– Premarket transaction
Monday, June 10, 2013	– Announce transaction
Wednesday / Thursday, June 12/13, 2013	– Expected launch and pricing
Wednesday, June 19, 2013	– Transaction closing
Monday, July 15, 2013	– First interest payment date

June 2013						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July 2013						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

■ Holiday ■ Execution

DT Auto Owner Trust 2013-1

Transaction Participants

Transaction Participants	
Issuer:	DT Auto Owner Trust 2013-1 (DTAOT 2013-1)
Originator:	DriveTime Car Sales Company, LLC
Servicer:	DT Credit Company, LLC
Lead Manager and Structuring Agent:	Deutsche Bank Securities, Inc.
Joint Bookrunners:	Wells Fargo Securities; RBS
Issuer's Counsel:	Snell & Wilmer LLP
Underwriter's Counsel:	Sidley Austin LLP
Back-Up Servicer:	Wells Fargo Bank, NA
Indenture Trustee:	Wells Fargo Bank, NA
Owner Trustee:	Deutsche Bank Trust Company Americas
Rating Agencies:	S&P DBRS Kroll

DT Auto Owner Trust 2013-1

DTAOT 2013-1 Capital Structure				
DTAOT 2013-1	Class A Notes	Class B Notes	Class C Notes	Class D Notes
Size	\$111,740,000	\$35,250,000	\$36,000,000	\$54,000,000
Ratings (S&P/DBRS/Kroll)	AAA/AAA/AAA	AA/AA/AA	A/A/A	BBB/BBB/BBB
Average Life (years) ⁽¹⁾	0.62	1.64	2.25	3.14
Principal Window (months)	(17) 1 – 17	(7) 17 – 23	(9) 23 – 31	11 (31 – 41)
Expected Final Maturity ⁽¹⁾	November 2014	May 2015	January 2016	November 2016
Distribution Date	15 th of each month	15 th of each month	15 th of each month	15 th of each month
Closing Date	June 19, 2013	June 19, 2013	June 19, 2013	June 19, 2013
ERISA Eligible	Yes	Yes	Yes	Yes
First Interest Payment Date	July 15, 2013	July 15, 2013	July 15, 2013	July 15, 2013
Credit Enhancement	Subordination: – 41.75% Reserve Fund: – 1.50% of initial Pool Balance, Non-Declining Overcollateralization: – Initial: 1.50% ⁽²⁾ – Target: 25.00% ⁽³⁾ – Floor: 3.25% ⁽²⁾ – Approximately 13.36% of excess spread per annum ⁽⁴⁾	Subordination: – 30.00% Reserve Fund: – 1.50% of initial Pool Balance, Non-Declining Overcollateralization: – Initial: 1.50% ⁽²⁾ – Target: 25.00% ⁽³⁾ – Floor: 3.25% ⁽²⁾ – Approximately 13.36% of excess spread per annum ⁽⁴⁾	Subordination: – 18.00% Reserve Fund: – 1.50% of initial Pool Balance, Non-Declining Overcollateralization: – Initial: 1.50% ⁽²⁾ – Target: 25.00% ⁽³⁾ – Floor: 3.25% ⁽²⁾ – Approximately 13.36% of excess spread per annum ⁽⁴⁾	Subordination: – N/A Reserve Fund: – 1.50% of initial Pool Balance, Non-Declining Overcollateralization: – Initial: 1.50% ⁽²⁾ – Target: 25.00% ⁽³⁾ – Floor: 3.25% ⁽²⁾ – Approximately 13.36% of excess spread per annum ⁽⁴⁾

(1) Assumes a 1.75% ABS prepayment speed and settlement on June 19, 2013. Priced to the 10% clean-up call

(2) Based on Initial Pool Balance

(3) Based on Outstanding Pool Balance

(4) Excess interest equals collateral weighted average coupon of 20.04% less expected weighted average bond of 2.64% less servicing fee of 4.00% less backup servicing fee of 0.04%

DT Auto Owner Trust 2013-1

Credit Enhancement

- The credit enhancement for the DTAOT 2013-1 transaction consists of overcollateralization, a reserve account and available excess spread

	Initial Balance	Target Balance	Floor Balance
Overcollateralization	21.00% of Initial Pool Balance	25.00% of Current Pool Balance	3.25% of Initial Pool Balance
Reserve Account	1.50% of Initial Pool Balance	1.50% of Initial Pool Balance	1.50% of Initial Pool Balance

- Overcollateralization:** The overcollateralization target for this transaction is 25.00% of the Current Pool Balance
- Non-Declining Reserve Account:** At closing, an initial deposit of 1.50% of the Initial Pool Balance on the cut-off date will be made into the reserve account
- Expected Excess Interest:** Expected excess interest of approximately 13.36% per annum (calculated as weighted average APR of 20.04% *less* expected weighted average bond coupon of 2.64% *less* servicing fee of 4.00% *less* backup servicing fee of 0.04%)

DT Auto Owner Trust 2013-1

Collateral Pool Characteristics

DT Auto Owner Trust 2013-1 Collateral Pool ⁽¹⁾	
Aggregate Current Principal Balance:	\$299,980,316
Aggregate Original Principal Balance:	\$311,974,427
Number of Total Portfolio Loans:	19,628
Average Original Auto Loan Balance:	\$15,894
Average Current Auto Loan Balance:	\$15,283
Average Monthly Equivalent Payment:	\$416
Weighted Average APR:	20.04%
Weighted Average Original Loan Term:	62 months
Weighted Average Remaining Term:	58 months
Weighted Average Seasoning:	5 months
Weighted Average Payment Frequency:	21 days
Weighted Average FICO Score:	531

(1) As of the [May 1, 2013] Statistical Cut-off Date

DT Auto Owner Trust 2013-1

Collateral Pool Comparison

- The following table illustrates the DTAOT 2013-1 pool collateral characteristics as compared to previous securitizations from DriveTime

	Collateral Pool Characteristics		
	2013-1 ⁽¹⁾	2012-2	2012-1
Aggregate Current Principal Balance:	\$299,980,316	\$300,008,533	\$300,009,193
Aggregate Original Principal Balance:	\$311,974,427	\$318,095,680	\$325,781,721
Number of Total Portfolio Loans:	19,628	20,922	21,902
Average Original Auto Loan Balance:	\$15,894	\$15,204	\$14,875
Average Current Auto Loan Balance:	\$15,283	\$14,339	\$13,698
Average Monthly Equivalent Payment:	\$416	\$419	\$413
Weighted Average APR:	20.04%	20.44%	20.56%
Weighted Average Original Loan Term:	62 months	58 months	57 months
Weighted Average Remaining Term:	58 months	53 months	51 months
Weighted Average Seasoning:	5 months	5 months	7 months
Weighted Average Payment Frequency:	21 days	17 days	17 days
Weighted Average FICO Score:	531	528	527

(1) As of the [May 1, 2013] Statistical Cut-off Date

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Modeling Assumptions and Cash Flows

Modeling Assumptions	
Prepayment Speed:	1.75% ABS
Servicing Fee:	4.00%
Backup Servicing Fee:	0.04%
Expected Settlement Date:	June 19, 2013
First Payment Date:	July 15, 2013
Priced to:	10% clean-up call

Collateral Replines				
Pool	Current Balance	Gross Coupon	Original Term	Remaining Term
19 – 24	\$316,728.73	21.515%	53	24
25 – 30	\$2,227,150.78	20.853%	52	28
31 – 36	\$3,378,182.52	20.470%	53	34
37 – 42	\$10,075,681.39	20.276%	52	40
43 – 48	\$28,244,319.18	20.187%	55	46
49 – 54	\$52,611,789.48	20.093%	58	52
55 – 60	\$70,356,389.73	20.380%	61	58
61 – 66	\$83,257,080.82	20.132%	66	63
66+	\$49,512,993.37	19.128%	70	68
Total:	\$299,980,316.00	20.040%	62	58

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Working Group List

DriveTime Automotive Group

4020 E. Indian School Road
Phoenix, AZ 85018

Name	Business contact
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<i>Chief Executive Officer</i>	Ray.fidel@drivetime.com
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Working Group List (Cont.)

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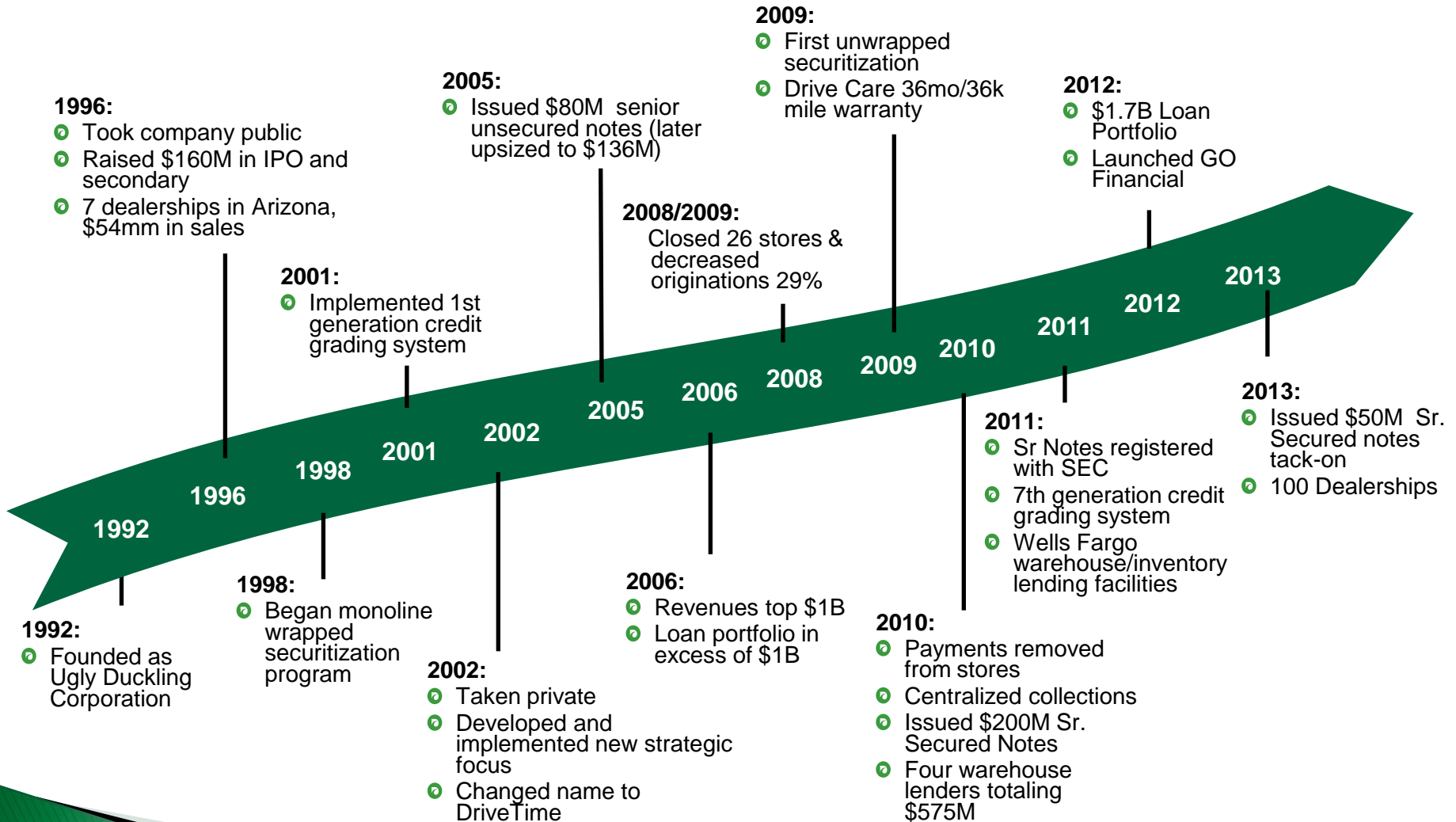


SECTION 2: COMPANY OVERVIEW

Company Overview

- ▶ DriveTime Automotive Group, Inc. (“DriveTime”) is the leading used vehicle retailer in the United States with a primary focus on the sale and financing of quality vehicles to the subprime market. Its sister company, DT Acceptance Corp. (“DTAC”), funds and services all loans originated by DriveTime.
- ▶ Over the past 20 years, DriveTime has developed and operated an integrated business model that provides its customers with a comprehensive end-to-end solution for their automotive needs, including the sale, financing and maintenance of vehicles.
- ▶ DriveTime is privately held (Ernie C. Garcia II, Chairman, owns 98.3% and Raymond C. Fidel, CEO, owns the remaining 1.7%), but is an SEC registrant due to its \$250M Sr. Secured Notes issuance
- ▶ DriveTime has 100 branded dealerships and 17 reconditioning facilities in 46 geographic areas. During the LTM ended March 31, 2013 DriveTime has:
 - Sold 60,392 vehicles
 - Generated Revenue of \$1.2B
 - Generated Adjusted EBITDA of \$152M
 - Generated S-Corp Net Income of \$45M
 - Managed a retail loan portfolio of \$1.7B

Company History



Expanding Coast-to-Coast Footprint

Dealerships located in 46 metropolitan areas in 19 states

— All Company owned

- ▶ In recent years, the DriveTime brand has evolved from a traditional buy-here, pay-here dealership model to a comprehensive retail experience
- ▶ The Company's dealerships are retail focused and facilitate the sale of vehicles through dealerships with a customer centric focus
- ▶ Entered seven new states since March 31, 2010 (dark green states)

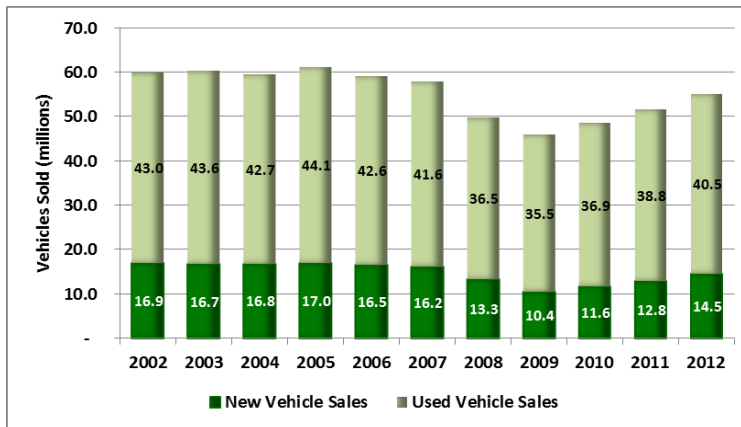


Dealerships (100 Total)

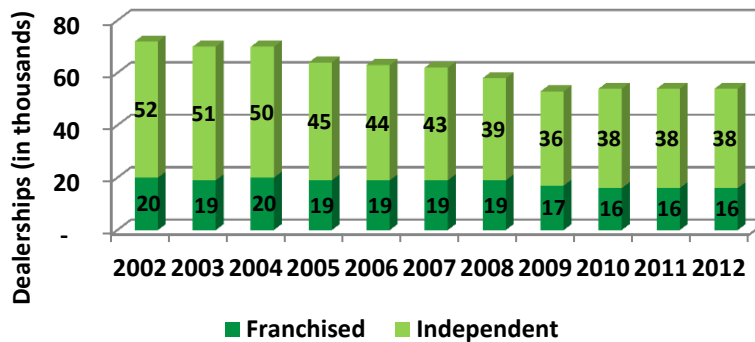
Reconditioning Centers (17 Total)

Nation's Largest Subprime Vehicle Retailer

New and Used Car Sales



Industry-Wide Number of Dealerships



Source: CNW.

Top Used Vehicle Retailers

2012 rank	Company	2012 No of used vehicles sold ⁽¹⁾	2012 market share ⁽²⁾
1	CarMax (KMX)	408,080	1.0%
2	AutoNation (AN)	180,973	0.4%
3	Penske Automotive (PAG)	145,580	0.4%
4	Sonic Automotive (SAH)	105,615	0.3%
5	Group 1 Automotive (GPI)	85,366	0.2%
6	Van Tuyl Group (private)	81,385	0.2%
7	Hendrick Automotive	60,174	0.2%
8	DriveTime Automotive	59,930	0.2%

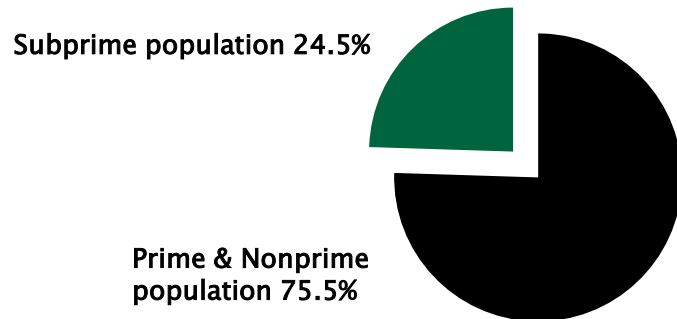
(1) Source: Automotive News.

(2) As a % of total 2012 used vehicles sold by franchised and independent dealerships and private sales (40.5 million). (Source - CNW)

Sub Prime Vehicle Finance

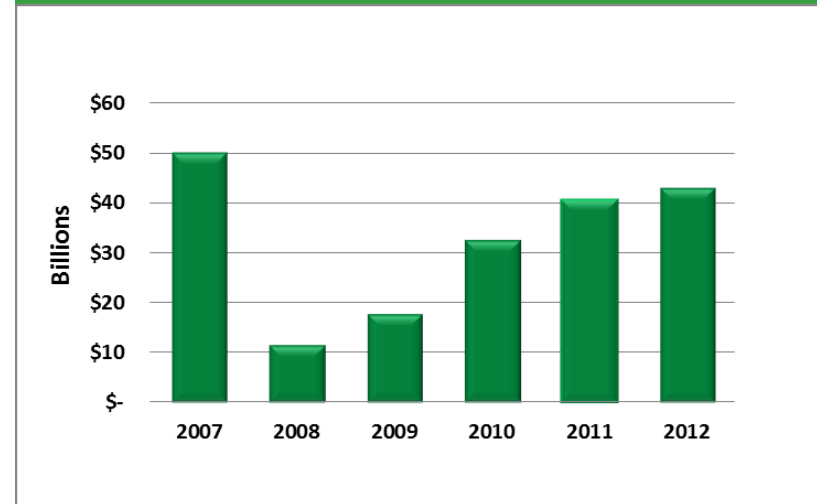
- ▶ Percentage of U.S. population with a FICO score under 620 is approximately 24.5%
- ▶ Originations for customers within the subprime used vehicle market averaged \$32.6 billion per annum over the last 6 years

Subprime Population



Source: Equifax – FICO Distribution for borrowers with FICO scores below 620 as of April 2013.

Subprime Auto Loan Originations



Source: CNW. Subprime defined as borrowers with FICO scores below 620 for originations data.

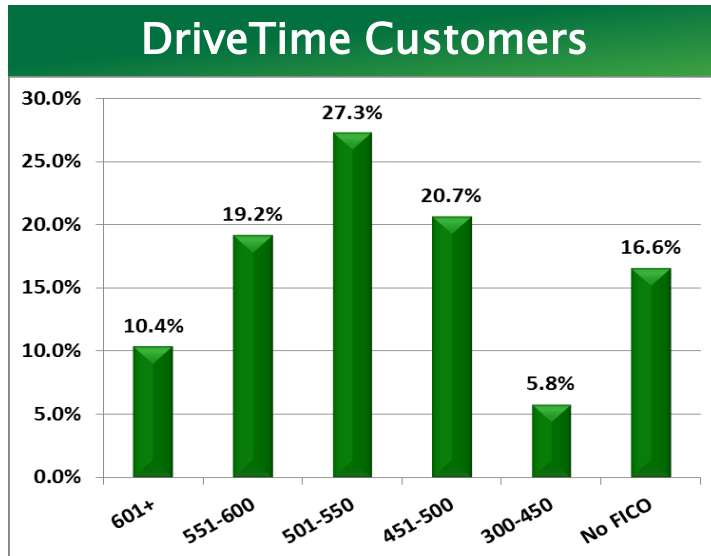
DriveTime's Customer Base

① Subprime customers generally have:

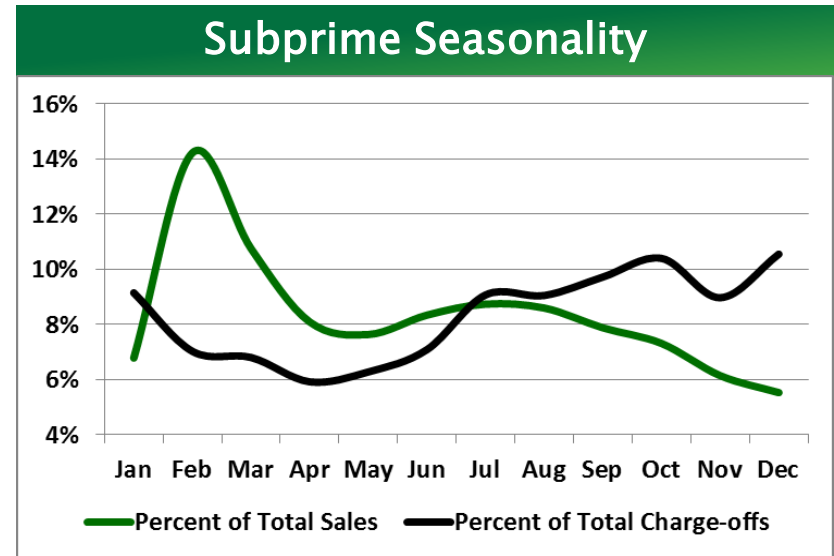
- Poor or limited credit histories
- Significant charge-offs
- Prior bankruptcies
- Modest incomes

② Tax refunds result in high seasonality of our subprime business

- Higher downs = Higher Q1 sales
- Delinquencies and charge-offs drop as customer has more disposable cash
- Majority of profits made in first half of year
- Inventory levels highest at year end in preparation for Q1 sales volumes
- Tax returns were delayed in 2013, shifting more vehicle sales into March and April



Source: DriveTime originations last 12 months ended 3/31/2013



Source: DriveTime sales and charge-offs for 2010-2012

Fully Integrated Business Model

Vehicle Acquisition

- Acquired primarily from used vehicle auctions (including online auctions)
- Centralized vehicle selection strategy takes into account retail value, age, and costs of buying, reconditioning, and delivering the vehicle for resale, along with buyer affordability and desirability
- Purchased 78,190 vehicles from over 250 auctions nationwide during 2012

Vehicle Reconditioning and Distribution

- Subsequent to acquisition, vehicles are transported to one of DriveTime's 17 regional reconditioning facilities
- DriveTime reconditions the vehicles and perform a rigorous multi-point inspection for safety and operability
- Reconditioned vehicles are distributed to dealerships based on real-time projected inventory turn times and levels

Vehicle Sales

- DriveTime employs proprietary inventory management and pricing systems which are integrated with and into its credit scoring system to facilitate the optimum vehicle for its customers' needs
- No-haggle vehicle pricing is displayed on each vehicle's sticker and the Company's website – prices are determined centrally for all dealerships and all regions

Marketing

- Utilize targeted television, radio and online advertising
- Over \$28 million in marketing spend in 2012 with over 260,000 TV commercials and 11,000+ radio spots

Underwriting and Finance

- Centralized proprietary credit scoring system determines a customer's credit grade and the corresponding minimum down payment and maximum installment payment
- Monitor the performance of our portfolio and close rates on a real-time basis

Loan Servicing

- DriveTime performs all of its own servicing functions, from collections through the resale of repossessed vehicles
- All collections conducted through DriveTime's centralized facilities in Arizona, Texas and Barbados
- Customers can make cash payments through an electronic payment network at over 3,900 Wal-Mart stores and more than 17,000 other locations nationwide – payments can also be made online, by check, money order, bill-pay and ACH

After Sale Support

- DriveCare® 36 month/36,000 mile limited warranty covers major mechanical and other electronic components of the engine block, the transmission, climate control and drive axles

100 DriveTime Dealerships – All Company Owned

Typical Dealership

Units sold per month	55
Vehicle inventory	74
Sales financing	100% of sales
Staffing	10 – 15 retail and ops employees
Dealership building size	5,000 sf
Leasehold improvements & equipment	\$595K
Typical lease term	5 years, with option for 5 to 15 years

Note: Information is based on the twelve months ended March 31, 2013.



17 Reconditioning Facilities

- Centralized Decision Making
 - Auction buy direction (year, make, mileage)
 - Distribution to recon centers and stores
 - Vehicle retail pricing
- 34 Full-Time buyers attending 250 auctions annually and purchasing over 84K vehicles
 - Avg. vehicle base cost is \$7,500
 - Avg. reconditioning \$1,500
 - Avg. odometer 81K miles
 - Avg. model year 2007
- Total of +615,000 sq. feet of building space with maximum capability of reconditioning 2,150 vehicles per week
 - Multi-point inspection on all vehicles
 - Ability to recondition all makes and models



Blue Mound, Dallas, TX



Transport Dr, Charlotte, NC

NOTE: Information presented is for LTM ended 3/31/13.

Recent Operational Enhancements

Retail Experience

- Evolution to a more client-centric focused brand, promoting DriveTime as a courteous, transparent, respectful and trustworthy business
- Opened 23 new retail-focused dealerships over the past two years
- Existing dealerships have been remodeled with a spacious contemporary design, unique signage and flooring, and modern furniture and color patterns



Product / Channel Expansion

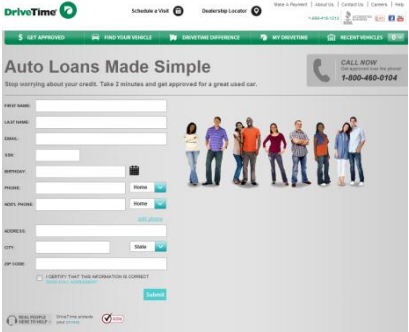
- Launched in December 2011, GO provides subprime auto financing to third-party auto dealerships to provide incremental profitability
- In Q4 2012, DriveTime began offering the DriveCare® limited warranty as a separately priced service contract in dealerships in Tennessee, Virginia and Ohio (expanded to Los Angeles in 2013)
- Launched in January 2013, Carvana is a new sales channel that enables customers to buy cars, from click to delivery, 100% over the internet

Collections

- Fully centralized collection system with call centers in Arizona, Texas and Barbados
 - Flexibility to close underperforming dealerships without disrupting collections
- Customers can make cash payments through electronic payment network at over 3,900 Wal-Mart stores and more than 17,000 other locations nationwide
- Beginning in 2012, all vehicles are equipped with anti-theft GPS devices

Internet

- Extensive investment in DriveTime.com and mobile applications, which provide customers comprehensive information about inventory, the credit application process, and scheduling dealership visits
 - Over 57% of sales generated by customers who complete an online application prior to visiting a dealership
 - 10 million visits per year
- After purchasing a vehicle, MyDriveTime.com allows customers to set up ACH payments, make one time payments and view account balances





SECTION 3: CREDIT SCORING & LOAN SERVICING

Expertise in Credit Risk Management through Origination Strategy and Analysis

- ▶ Our scoring system is the key component in determining origination strategies
- ▶ Information used by the credit scoring system is gathered from multiple sources
 - Credit bureau
 - Debit bureau
 - Alternative data sources
- ▶ Credit scoring system is automated
 - Dealership personnel input credit application data and initiate the credit scoring process
 - Internal models are housed on SQL Servers at corporate office
 - After the application data is entered, the scoring process takes a few seconds
- ▶ Evaluated predictiveness of many techniques, including:
 - Segmentation
 - Iterative variable selection
 - Ensemble modeling
 - Predictiveness based on out of sample testing
 - Cross validated GINIs

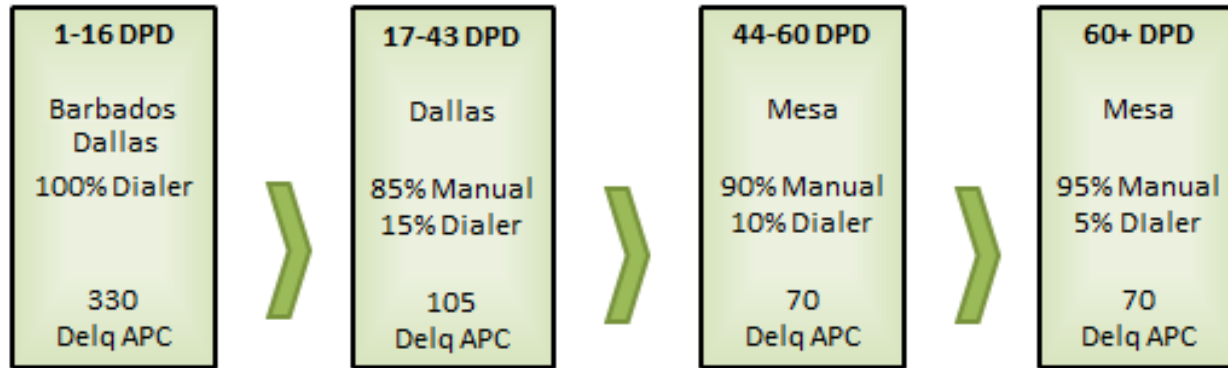
Our Customer Demographics

We segment the sub-prime market into eight credit grades using our proprietary credit scoring models

Grade	Avg Age	Avg Combined Income	Avg FICO	No FICO	Home Owner	Avg Time At Job	Avg Time At Address	Avg Time In CB	Percent of Originations
A+	47	\$ 3,819	557	5.7%	42.4%	7.15	8.76	7.09	8.6%
A	43	\$ 3,373	542	10.1%	27.9%	6.05	6.94	6.36	16.1%
B	39	\$ 3,081	530	16.4%	16.7%	4.64	5.31	5.54	35.9%
C	35	\$ 2,905	517	22.6%	9.4%	3.40	3.96	4.61	32.3%
C-	33	\$ 2,908	506	23.2%	5.6%	3.01	3.17	4.17	5.0%
D+	33	\$ 2,893	499	19.1%	5.3%	2.88	2.90	4.08	1.6%
D	33	\$ 3,025	491	14.7%	6.2%	2.81	2.83	4.01	0.4%
D-	34	\$ 3,000	488	22.8%	7.9%	4.06	3.25	3.76	0.2%
Wtd Avg	39	\$ 3,123	529	16.8%	17.5%	4.56	5.28	5.40	100.0%

Note: Based on loans originated 5.1.2012 – 4.30.2013

Loan Servicing Timeline & Current Strategy

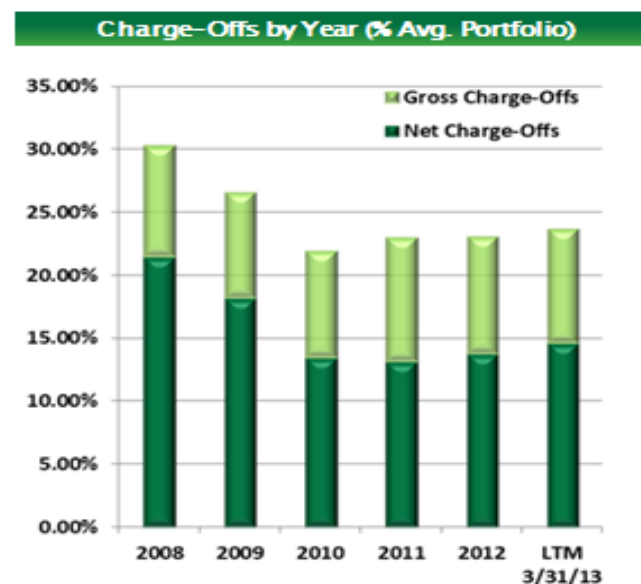
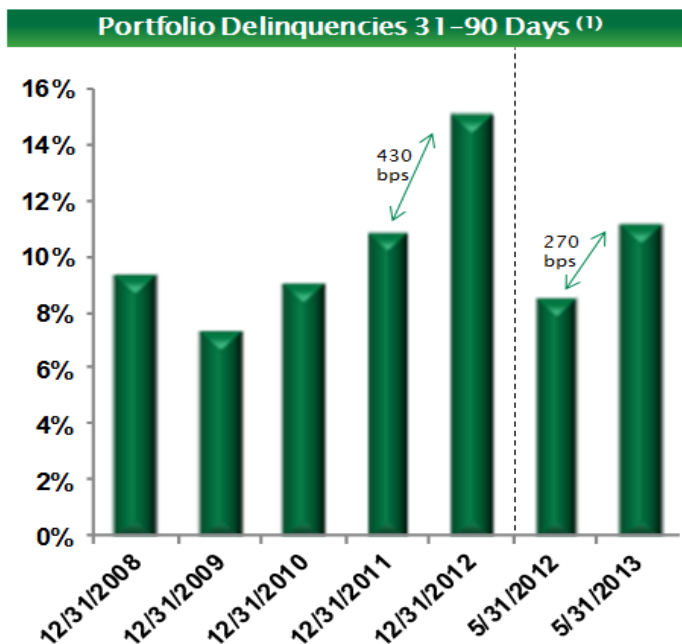


Mesa Specialty Teams		
New Loans	Special Handling	Military
Bankruptcy	Total Loss Insurance	120 Day Charge-Offs
	Repossession	Remarketing

Loan Servicing Employee Counts	
Mesa – 285	Dallas- 134
Barbados – 89	
Total = 508	

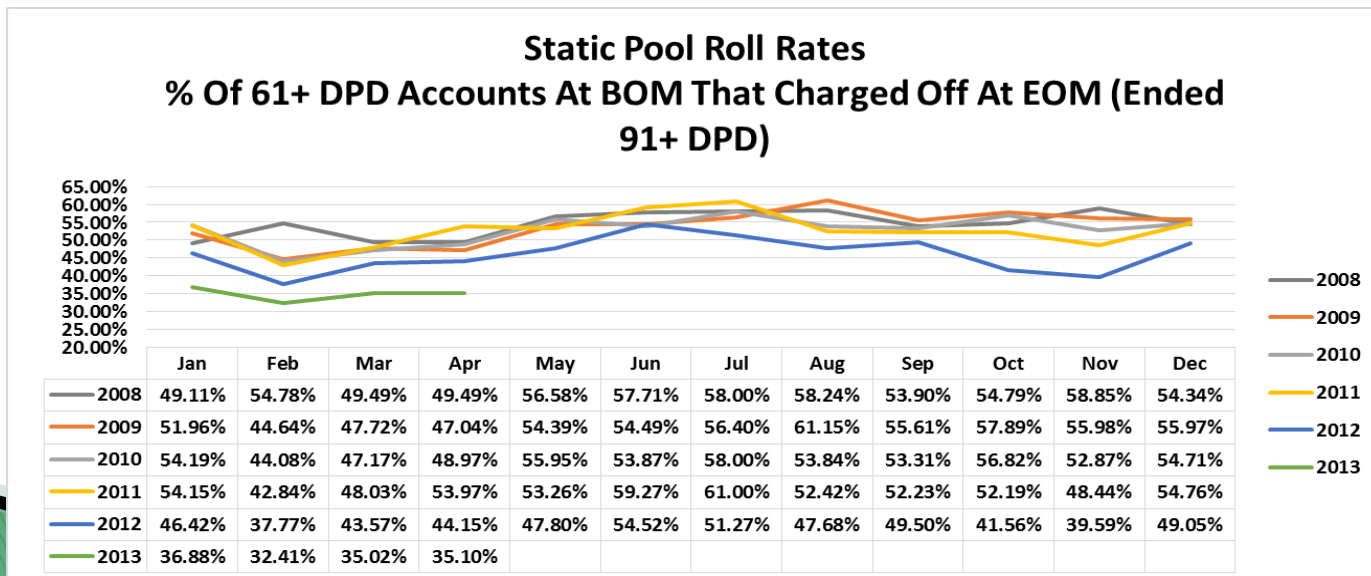
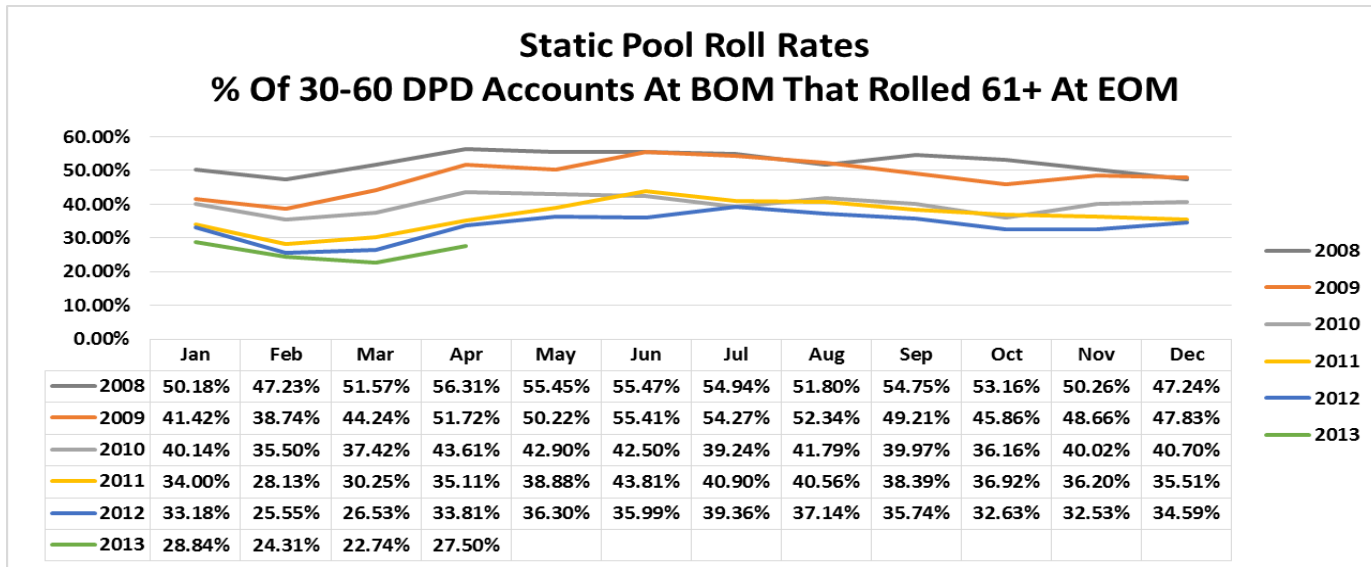
Portfolio Performance

- ▶ Loan servicing disruptions tied to proposed sale in 2012 resulted in increased delinquencies
 - ▶ Closed two front end collection centers, hiring freeze in other centers
 - At peak, the front end understaffed by 100 collectors (37%)
 - ▶ Back end collections experienced all-time best roll rates
 - As a result, a lower percentage of delinquent loans have charged off
- ▶ Post termination of sale transaction we have taken steps to increase staffing to targeted levels
 - ▶ Delinquency levels have been steadily normalizing through first 5 months of 2013

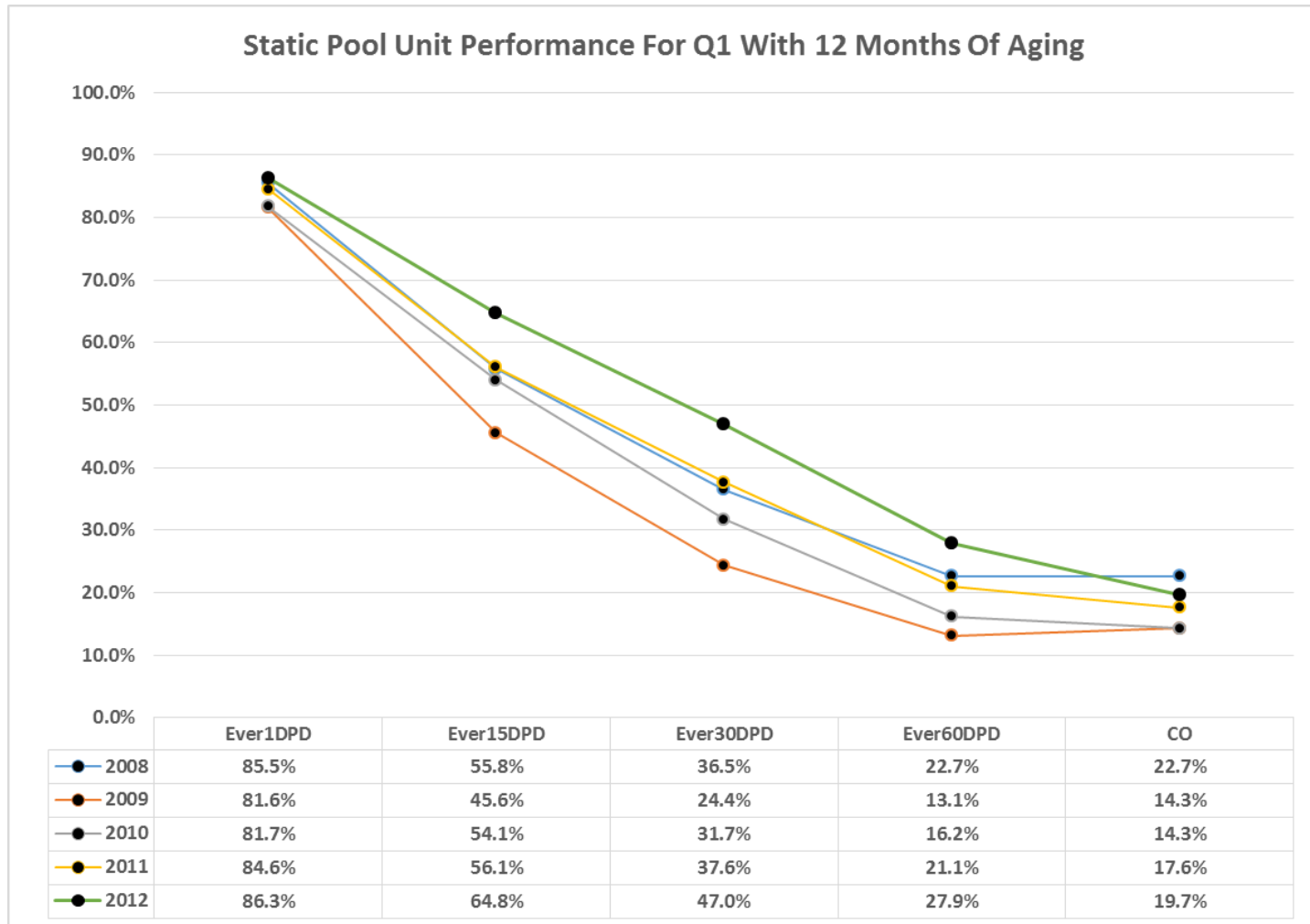


(1) Delinquencies are presented on a Sunday-to-Sunday basis, which reflects delinquencies as of the nearest Sunday to period end. Sunday is used to eliminate any impact of the day of the week on delinquencies since delinquencies tend to be higher mid-week.

Late Stage Roll and Charge-Off Rates at All-Time Lows

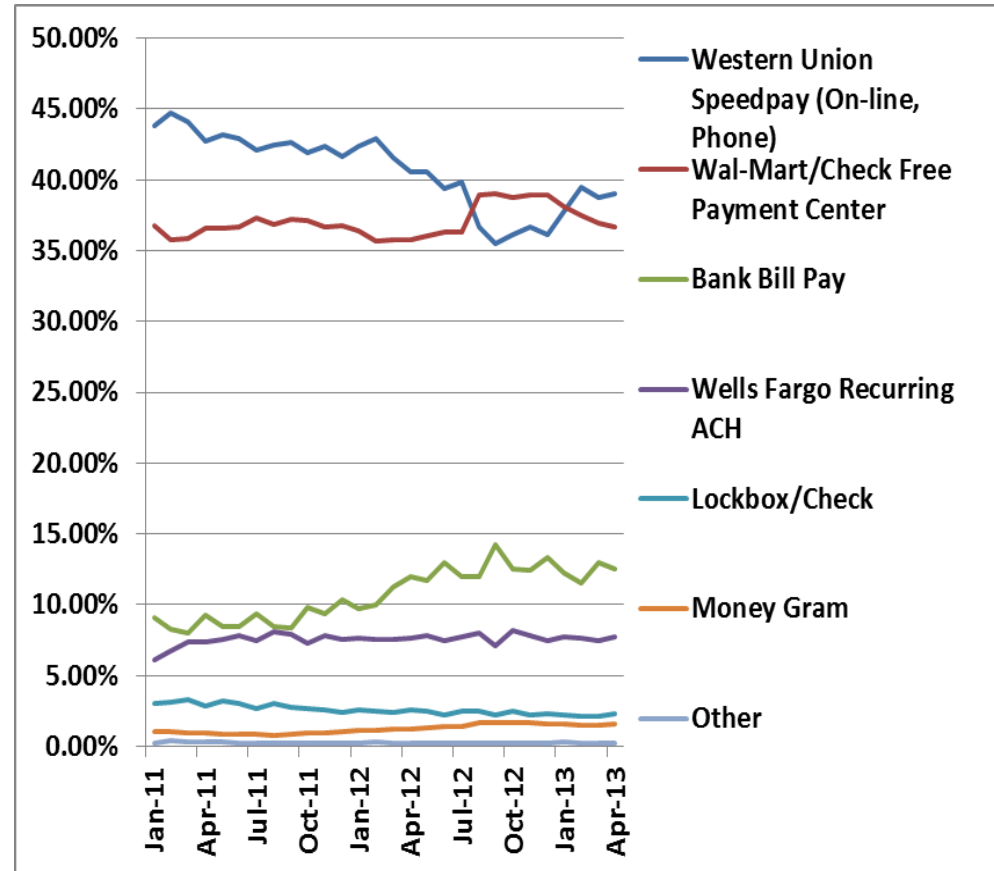


Static Pool – Unit “If Ever” Days Past Due



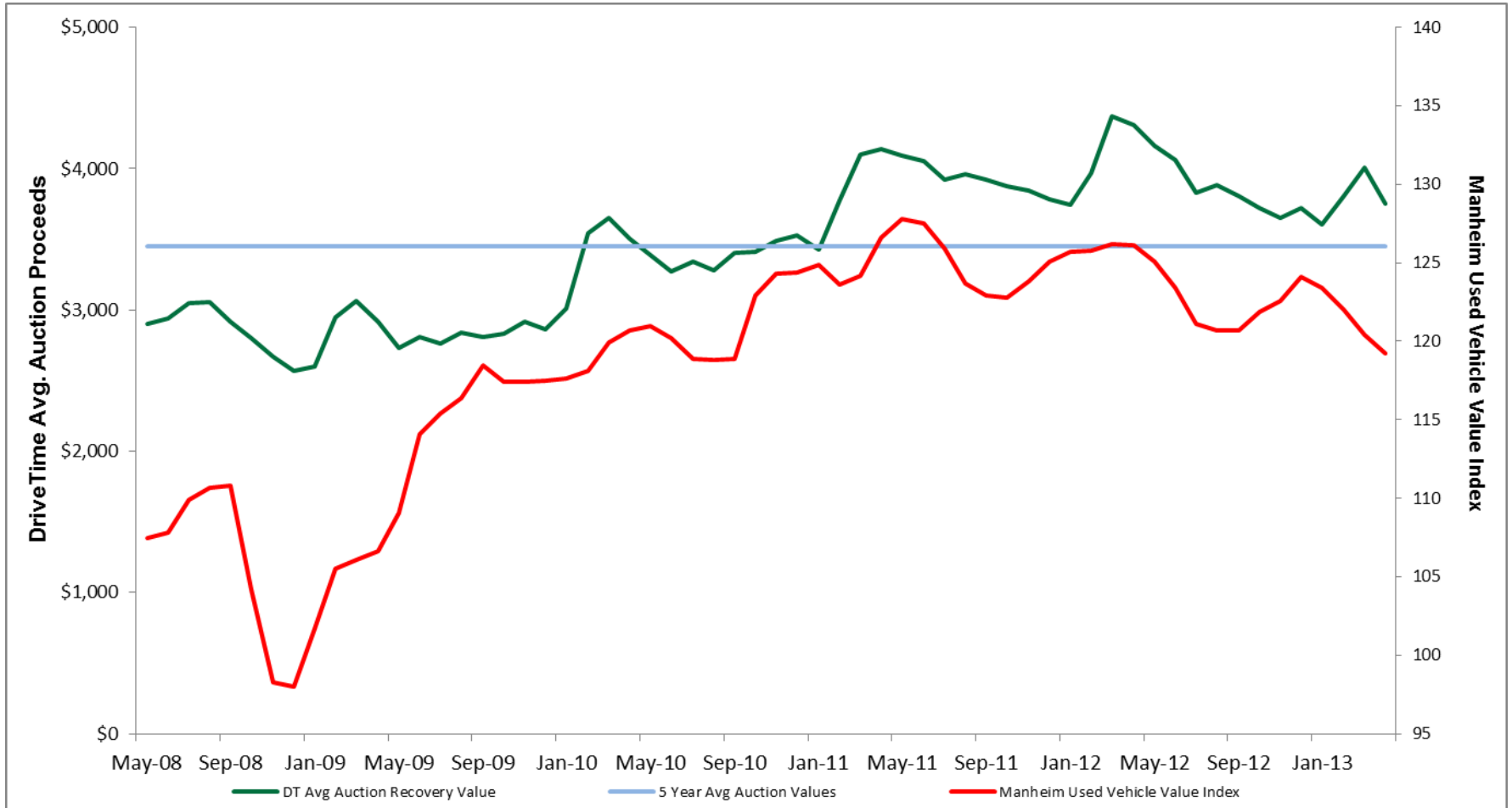
DriveTime Payment Channels

- Fully removed in store payments in Q4 2010.
- DriveTime accepts an average volume of 220k payments across all payment channels per month.
- DriveTime ranks as the number one payee at Wal-Mart through the CheckFree Pay network.
- Currently using text to send payment reminders to customers. Adding the option make payments using text in July 2013.



*Other payment methods include Western Union Quick Collect (in person @ store), Trustee Checks, etc.

Auction Vehicle Recovery Values





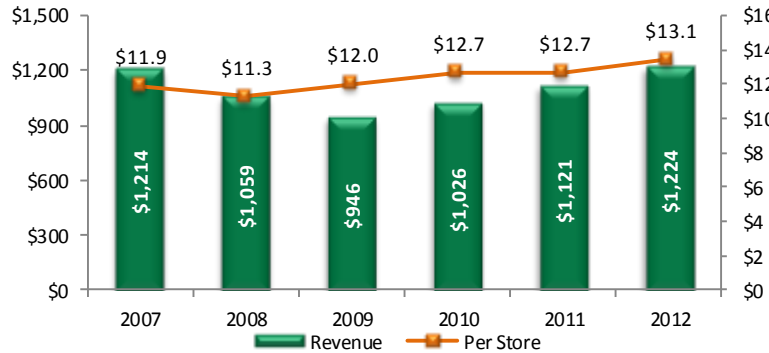
SECTION 4: FINANCIALS

History of Profitability Through Credit Cycles

- Proven ability to manage through all credit cycles

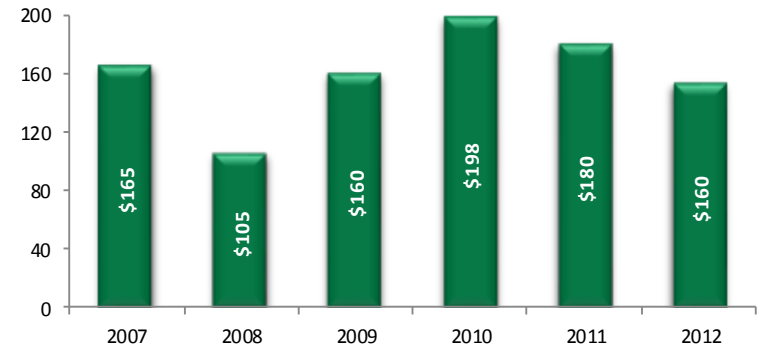
Revenue

(\$ Millions)

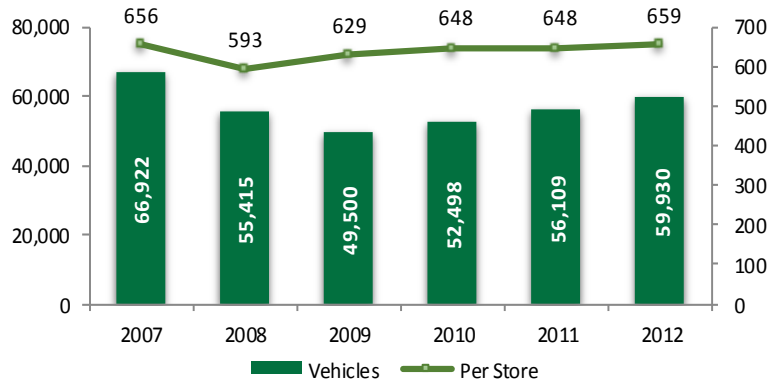


Adjusted EBITDA

(\$ Millions)

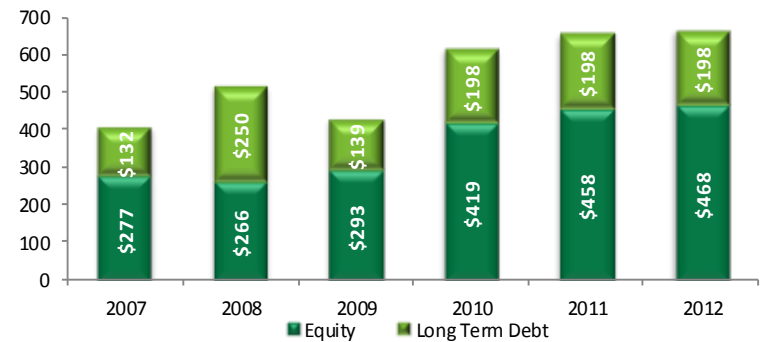


Vehicles Sold



Long Term Capital

(\$ Millions)

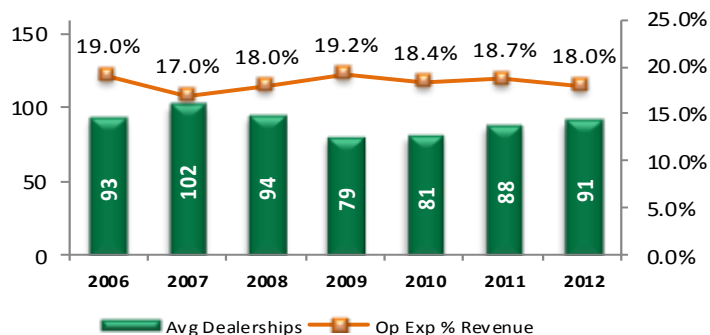


*\$50M add-on to Sr. Notes in May, 2013

Operational Metrics

- 🔍 Closed dealerships in 2008 & 2009 in response to reduced access to funding

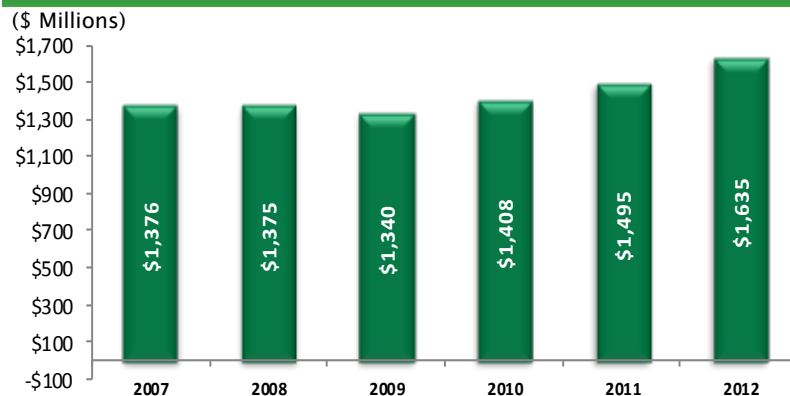
Dealerships ⁽¹⁾



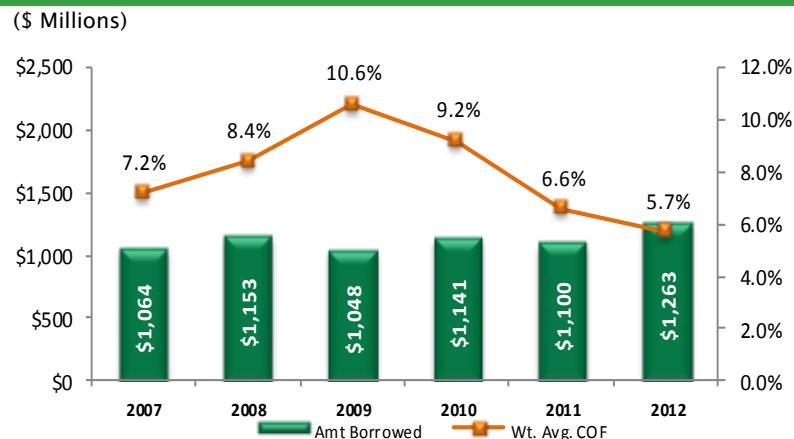
Originations



Finance Receivables



Cost of Funds



⁽¹⁾ Operating Expenses exclude store closure costs (2008 & 2009), legal settlements (2009), CFPB & SCUSA deal costs (2012), and non cash compensation expense (all years).

Debt & Liquidity Overview (3/31/13)

Type	Size/Amount	Debt Balance	Maturity
Total Cash & Availability:	\$178M		(a)
Securitized Original Debt:			
2010-1	\$228M	\$32M	Jul-13 (b)
2011-1	\$214M	\$48M	Oct-13 (b)
2011-2	\$247M	\$69M	Apr-14 (b)
2011-3	\$247M	\$107M	Oct-14 (b)
2012-1	\$235M	\$145M	Jun-15 (b)
2012-2	\$247M	\$184M	Oct-15 (b)
Total	<u>\$1,418M</u>	<u>\$586M</u>	
Term Financing:			
Wells Term Facility	\$350M	\$319M	Nov-16 (b)
Warehouse Facilities:			
Deutsche	\$150M	\$48M	Dec-14
Wells	\$150M	\$53M	Dec-13
RBS	\$125M	\$44M	Mar-14
Total	<u>\$425M</u>	<u>\$145M</u>	
Residual Facility:			
Santander	\$100M	\$100M	Dec-19
Inventory Facility:			
Wells/Santander/Manheim	\$130M	\$111M	Nov-14 (c)
Senior Secured Notes:			
Public Registered Debt	\$250M	\$250M	Jun-17 (d)

(a) - consists of \$26M unrestricted cash, \$152M availability under our credit facilities

(b) - expected final maturity for securitization and term funding transactions

(c) - \$10M seasonal increase (Nov. - Jan.) takes facility to \$140M

(d) - Includes \$50M tack-on that closed on May 2, 2013



SECTION 5: SECURITIZATIONS

DriveTime Securitization Program Overview

- ▶ Issued 45 securitizations dating back to 1996
 - \$4.8B in bonds
 - \$7.5B in contract principal
- ▶ Six currently active securitizations
 - Current debt outstanding \$586M (\$1.4B at issuance)
 - Securitizations are rated by S&P and DBRS
- ▶ Serviced by DT Acceptance Corporation (DT Credit Company)
 - Loan servicing centers in Mesa, Arizona & Dallas, Texas
 - Wells Fargo is back-up servicer
- ▶ All contract receivables originated by DriveTime dealerships
 - All company owned
 - No receivables purchased from third parties

Recent Securitization Information

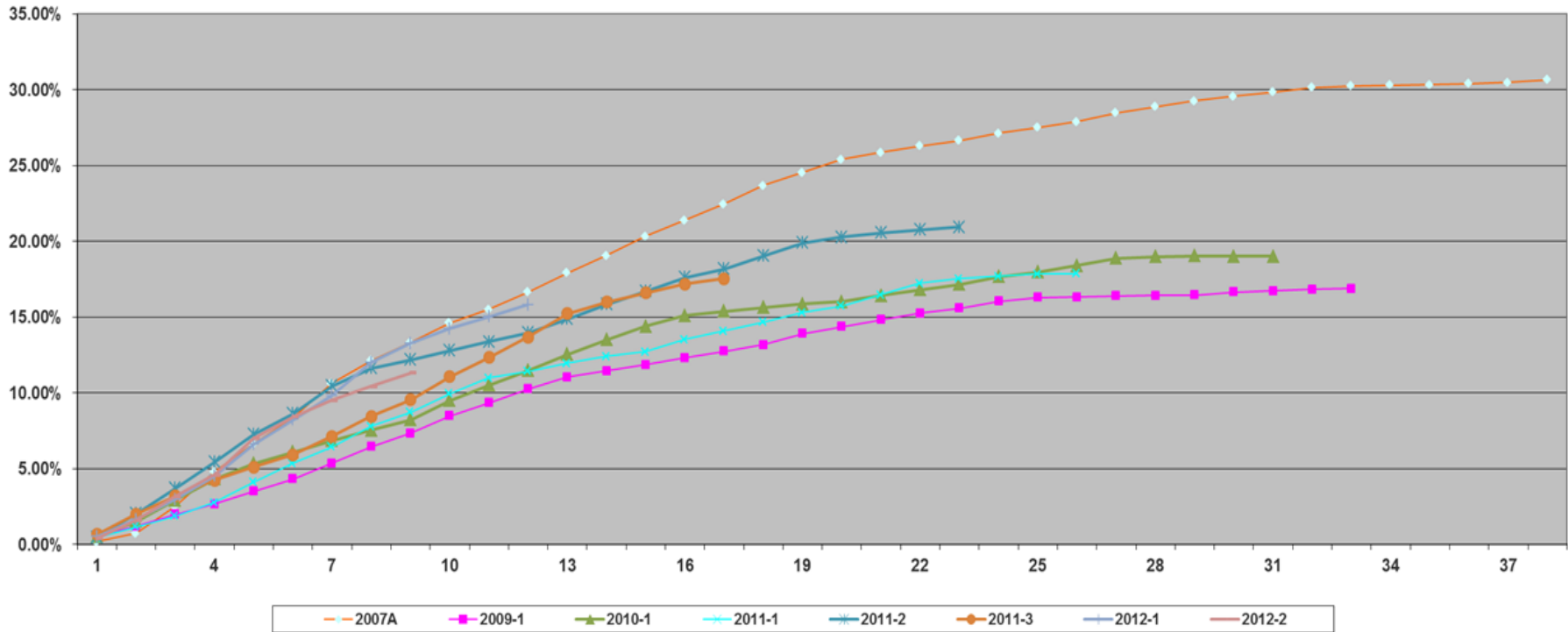
	<u>2007A</u>	<u>2009-1</u>	<u>2010-1</u>	<u>2011-1</u>	<u>2011-2</u>	<u>2011-3</u>	<u>2012-1</u>	<u>2012-2</u>
Total Debt Issued	\$320M	\$193M	\$228M	\$214M	\$247M	\$247M	\$235M	\$247M
Duration Weighted Coupon	5.56%	5.30%	3.60%	3.00%	2.88%	3.92%	3.50%	2.81%
Pool Cutoff Date	05/31/07	11/01/09	08/31/10	01/31/11	04/30/11	10/31/11	03/31/12	06/30/12
Close Date	06/15/07	12/17/09	09/23/10	02/10/11	05/31/11	11/10/11	04/24/12	07/26/12
Original Pool Count	30,218	27,259	27,031	26,117	26,564	25,821	21,902	20,895
Original Principal Balance	\$435M	\$381M	\$381M	\$371M	\$373M	\$369M	\$326M	\$319M
Original Pool Balance	\$418M	\$290M	\$300M	\$280M	\$300M	\$300M	\$300M	\$300M
Avg. Original Contract Balance	\$14,396	\$13,986	\$14,077	\$14,220	\$14,045	\$14,295	\$14,875	\$15,274
Avg. Contract Balance @ Close	\$13,823	\$10,645	\$11,099	\$10,721	\$11,293	\$11,618	\$13,698	\$14,358
Avg. Payment	\$418	\$410	\$413	\$413	\$409	\$407	\$413	\$419
Weighted Avg. APR	20.3%	20.7%	21.1%	21.3%	21.2%	20.7%	20.6%	20.4%
Weighted Avg. Original Term	52	53	54	55	54	56	57	58
Weighted Avg. Remaining Term	50	41	41	42	44	45	51	53
Weighted Avg. Seasoning	3	12	13	12	10	11	6	5
Weighted Avg. LTV	1.75	1.81	1.76	1.73	1.72	1.66	1.60	1.59
Weighted Avg. Non-Zero CB Score	511.6	521.4	516.1	518.8	517.8	524.0	526.9	529.5
Avg. Age of Vehicle	2003	2004	2004	2005	2005	2005	2005	2005
Avg. Mileage	58,530	64,618	66,064	67,347	69,813	75,303	80,279	82,500
Avg. Base Cost of Car	\$7,144	\$6,823	\$6,809	\$7,067	\$6,846	\$7,065	\$7,459	\$7,619
Avg. Total Cost of Car	\$8,343	\$8,022	\$8,180	\$8,434	\$8,328	\$8,770	\$9,391	\$9,709
Grade Mix at Close (% principal)								
A/B	53.8%	66.5%	64.4%	63.5%	56.8%	63.0%	63.4%	63.3%
C & Below	46.2%	33.5%	35.6%	36.5%	43.2%	37.0%	36.6%	36.7%
Grade Mix 4/30/13 or at Clean-Up Call								
A/B	68.9%	80.3%	75.7%	70.8%	64.0%	67.8%	67.4%	66.0%
C & Below	31.1%	19.7%	24.3%	29.2%	36.0%	32.2%	32.6%	34.0%

Recent Securitization Information (Cont'd.)

	<u>2007A</u>	<u>2009-1</u>	<u>2010-1</u>	<u>2011-1</u>	<u>2011-2</u>	<u>2011-3</u>	<u>2012-1</u>	<u>2012-2</u>
Delinquency at Close								
Avg Days Delinquent	-5.0	-6.7	-4.2	-4.5	-5.1	-3.7	-6.6	-7.0
% Delinquent - Current	83.9%	84.4%	70.3%	69.3%	79.6%	67.8%	86.0%	83.3%
% Delinquent - 1-30	14.6%	15.5%	29.7%	30.7%	20.4%	32.2%	14.0%	16.7%
% Delinquent - 31+	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Delinquency 4/30/13 or at Clean-Up Call								
Avg Days Delinquent	6.0	11.1	6.0	5.9	5.7	4.4	4.3	3.5
% Delinquent - Current	54.5%	45.0%	53.4%	54.8%	55.1%	56.7%	57.7%	58.9%
% Delinquent - 1-30	31.9%	34.0%	28.2%	27.5%	27.2%	27.8%	27.4%	27.8%
% Delinquent - 31+	13.6%	20.6%	16.2%	15.6%	15.3%	13.3%	12.9%	11.1%
Initial Capital Structure								
Class A's	72.0%	42.8%	42.5%	42.5%	49.6%	49.6%	40.4%	47.8%
Class B	NA	5.7%	7.8%	8.5%	8.1%	8.1%	10.5%	8.5%
Class C	NA	15.7%	12.3%	15.2%	6.5%	6.5%	6.7%	6.7%
Class D	NA	Retained	13.5%	10.3%	18.1%	18.1%	20.9%	19.4%
Initial Overcollateralization	28.0%	35.8%	24.0%	23.5%	17.7%	17.7%	21.7%	17.6%
Reserve Account as a % of Original Pool	2.5%	1.0%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Current Capital Structure (4/30/13)								
Class A 's	-	-	-	-	-	-	10.6%	29.4%
Class B	NA	-	-	-	-	17.3%	17.5%	11.8%
Class C	NA	-	-	20.4%	8.4%	15.9%	11.1%	9.3%
Class D	NA	NA	72.0%	46.8%	69.2%	44.3%	34.8%	27.0%
Current Overcollateralization	NA	NA	28.0%	32.8%	22.5%	22.5%	26.0%	22.5%
Target Overcollateralization	NA	NA	28.0%	32.8%	22.5%	22.5%	26.0%	22.5%
Reserve Account as a % of Remaining	NA	NA	12.3%	6.8%	5.7%	3.7%	2.5%	2.1%
Life to Date Net Charge-Offs	30.9%	16.9%	19.0%	17.9%	20.9%	17.5%	15.8%	11.3%
Remaining Pool Factor	NA	NA	12.2%	22.0%	26.2%	40.8%	59.9%	71.9%

Portfolio Performance (through 4/30/13)

Cumulative Net Losses by Securitization





SECTION 6:LEGAL & REGULATORY UPDATE

Legal and Regulatory Update

- ▶ On March 4, 2013, Credit Acceptance Corporation (“CACC”) filed a patent infringement complaint against DTAG, DTAC and GO in federal court in California
 - CACC also filed a similar infringement lawsuit against WestLake simultaneously
 - CACC alleges infringement of its U.S. Patent No. 6,950,897, entitled “System and Method for Providing Financing”
 - The complaint seeks injunctive relief as well as awards of damages and attorneys' fees
 - The complaint is not specific about what DriveTime is doing that infringes their patent
 - At this time, DriveTime does not believe it is infringing upon CACC’s patent and will vigorously defend against these claims

- ▶ On April 12, 2012, the Consumer Financial Protection Bureau (the “CFPB”) delivered a Civil Investigative Demand to DTAG requesting that DTAG produce certain documents and information and answer questions relating to certain components of the business of DTAG and its affiliates
 - The CFPB has not alleged a violation by DTAG of any law and DTAG is cooperating with the CFPB's requests for information
 - DriveTime has provided the documents and information initially requested by the CFPB
 - DriveTime has also received a limited requests to clarify and supplement certain information provided to the CFPB
 - DriveTime has provided the additional information within the agreed upon timeline