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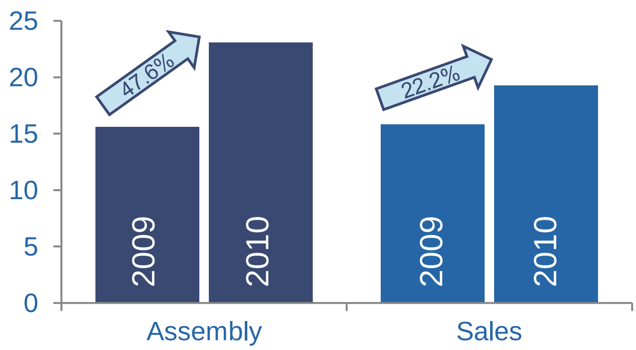
Quarterly Forecast Update

Assembly and sales remain out of equilibrium

autofacts@us.pwc.com

Residual effects of widespread industry crisis in 2009 have altered the traditional relationship between light vehicle assembly and sales in 2010. As auto industry recoveries take different shapes in mature and emerging markets, regional responses to the downturn are creating highly variable assembly and sales figures that are likely masking underlying dynamics.

Global Light Vehicle Assembly & Sales: 12 Major Markets*
2010 vs. 2009 (Jan–May) (Millions)



*12 Major Markets: CHN, JAP, USA, GER, KOR, BRA, IND, ESP, CAN, MEX, UK, CZE
Equal to 78% of global assembly in 2009
Source: PwC Autofacts Analysis

Global Outlook

Perhaps the most significant factor within the global auto industry in 2010 is resilient light vehicle assembly. Autofacts data indicates that, for twelve leading auto producing countries, light vehicle assembly through May, improved an astonishing 47.6% over the same period in 2009. This trend could be viewed as an indication that a broad recovery is now underway. In reality, the uptick is almost entirely a result of H1 2009 being exceptionally weak as automakers engaged in massive assembly and inventory reductions fearing a precipitous worldwide sales crash.

In recent history, reports of remarkable auto industry growth of this magnitude are almost always attributable to China. But in this case, removing China from the global assembly total still produces an impressive YoY improvement of 44.4%.

On the sales side however, China's performance is having a major impact. Removing China from the sales equation reduces growth from 22.2% to 12.9%. The difference in sales and assembly performance through May 2010 shows that a return to equilibrium is still in the distance. Excluding inventory, global production and sales are usually in balance, but crisis-based decisions of early 2009 have caused the industry's normal equilibrium between sales and assembly to fall severely out of sync.

Rebalancing global sales and assembly will likely continue to be complicated by the evolution of very different regional recoveries. Mature markets like Europe, that preserved assembly and sales volume with scrappage programmes in 2009, are now preparing for an impending period of slowed industry growth as government stimuli wind down and financial turmoil persists. Despite its mature market status, North America's H1 2010 recovery is markedly different due to an inventory-correcting light vehicle assembly surge (+70% YoY), amidst a weakened sales environment that risks stagnation in H2 2010. Conversely, emerging markets like China that generated both organic and incentive-driven growth in 2009 have largely continued posting unprecedented gains in 2010. Yet, even China may witness slightly softer market conditions in Q3 2010 with more moderate economic growth projections and elevated potential for incentive exhaustion.

While year-to-date assembly growth figures fundamentally overstate the extent and widely varied nature of global industry recovery, the Autofacts outlook reflects optimism toward industry revival.

North America

Although the macroeconomic environment continues to supply a confounding array of mixed signals, the North American automotive market is steadily emerging from a profound industry-altering downturn. The current challenge facing nearly every entity within the reconstructed auto sector is to implement a new business model that balances precarious near-term volume estimates with longer term visions of sustainable and profitable growth.

As the region's atypical economic recovery inches toward moderate growth in 2010, Autofacts' North America assembly outlook has been impacted by several notable events. Large-scale recall announcements, the return of widespread incentives, resurgent fleet sales, historically low US inventory, and foregone shutdowns in many domestic plants have combined to support a 2010 assembly topline forecast of 11.6 million units (+35% YoY from 8.6 million in 2009).

Tempered by a litany of sobering metrics, Autofacts' modeling continues to indicate the strong possibility of a US light vehicle sales flat line for the remainder of 2010 (favoring the low end of 11.5-12.0 million units) predicated on fleet exhaustion, exclusionary credit conditions, diminished incentive impact, and retail buyer reticence that stems from harrowing unemployment figures, steep consumer deleveraging, depressed home values, equity market volatility, and fledgling consumer confidence. However, prolonged low interest rates, attractive vehicle financing, fuel price stability, and below trend scrappage may represent the critical upside drivers necessary to begin the opening act of a more robust recovery.

European Union

Uncertainty continues to prevail across the EU. While the ending of scrappage schemes is now working its way through the various markets and providing a less negative sales impact than some expected, other factors with implications for the regional outlook are now entering the equation. These factors, in the form of fiscal tightening, driven by the need to reduce government debt in many countries could negatively affect demand in H2 2010. The austerity measures, which include cutbacks in public expenditure with accompanying redundancies and/or pay reductions or pay freezes, will not only dent new vehicle demand in one sector of the economy, but may also have an adverse impact on consumer confidence in the wider economy, thus creating further downside risk for new vehicle demand.

Presently, Autofacts' regional assembly forecast is predicated on EU new car sales falling by 7.8% to 13.3 million units. While expectations for the light commercial vehicle (LCV) sector have also been reduced by the austerity measures and continuing weakness in key LCV markets, nominal growth in 2010 is anticipated after two consecutive years of extreme sales contractions.

Despite the weak demand environment, Autofacts anticipates that light vehicle assembly will grow by 2.8% to 15.2 million units in 2010. One of the major factors is that output in 2009 dramatically undershot demand due to manufacturers' attempts to reduce inventories in the early part of the year – therefore comparisons with output in 2009 are slightly misleading. Additionally, exports are demonstrating strong growth this year, aided by the fall in the value of the Euro, continued strength in the Chinese market, and recovery in many other export markets. Net trade should be further helped by increasing localisation of Hyundai and Kia assembly.

East Europe

Assembly in East Europe is driven primarily by domestic demand, but also aided by export programmes, predominantly to EU countries. Both have been severely affected by recent events.

Ordinarily, the winding down of scrappage in key export markets and a drawing down of domestic market stimulus would suggest a lean year for a producer like Turkey. However, new vehicle programmes at several manufacturers, general restocking efforts, and a recovery in light commercial vehicle sales (toward which Turkey's output is biased) will likely result in 2010's output being the second highest in its history.

The other critical component in East Europe's outlook is Russia, where – as with other CIS countries – assembly is more reliant on domestic demand. In Russia long-term assembly growth is being driven by continued capacity localisation from global automakers. In the short-term, the Russian government's scrappage scheme (recently extended from 200k to 400k units) will provide major stimulus to a market hit hard by 2009's credit crisis and will likely prove especially beneficial for domestic automakers.

Ukraine, which had experienced record rates of growth in recent years, continues to suffer as demand falls in line with economic performance. Other states, such as Kazakhstan and Uzbekistan, are exhibiting steady growth through the continued development of localised industries.

Developed Asia-Pacific: Japan and Korea

At the depths of the recent downturn, Japan experienced its lowest sales levels in decades. To counter the decline, Japan introduced both eco-car cash incentives and tax incentives in April 2009. Because the effects of the program operated on a slight delay last year, the government extended the cash incentives through September 2010 and tax breaks through March 2012. However, as the incentives expire, the market is expected to struggle toward the end of 2010 and into early 2011 due to sales pull ahead. Year-to-date, the Japanese market has grown by 23%, but most of the growth is due to historically low sales figures during this period in 2009. Autofacts forecasts Japanese domestic sales to grow by 6-7% during 2010, with the assembly topline improving by 18% to approximately 9 million units.

Similar to Japan, incentives for low emission vehicles were introduced in South Korea during 2009. The South Korean market responded more quickly and favorably to the initiatives with 2009 sales up 20% YoY. This momentum has carried forward into 2010, with year-to-date sales through May up 24%. However, due to the incentive driven sales surge in May 2009, sales for May 2010 were down by nearly 7%. Recovering consumer confidence and new model launches are expected to help maintain sales throughout 2010.

Exports from both Japan and South Korea have rebounded since late last year as demand recovers in key export markets and inventory build-up continues in North America. Year-to-date, exports are up 68% and 41% for Japan and South Korea respectively compared with 2009. Both Japanese and Korean exports should remain relatively strong and are expected to have increased by 35% and 24% YoY in 2010.

With the growth in domestic sales and exports, assembly volumes in both countries are expected to rebound in 2010. However, Autofacts' mid to long-term outlook suggests eminent risk of assembly volume declines due to ongoing overseas assembly transfers, stagnant domestic markets, and the growth of urbanisation. In order to face these risks, automakers in Developed Asia-Pacific will likely need to address domestic excess capacity issues going forward.

Developing Asia-Pacific: China and India

China's domestic market continued its stellar performance during Q1 2010 with sales growing by 70% YoY. However, the growth numbers are a bit disproportioned given the low base during Q1 2009. Sales growth during April and May slowed to 33% and 24% respectively and initial numbers for June indicate an even slower pace of 10-15%. This recent trend is likely indicative of the sales environment that will prevail during H2 2010. Autofacts' conservative view of 2010 is predicated on the fact that sales during H2 2009 were particularly strong as well as the assumption that incentive fatigue is emerging. However, a slight uptick in sales is also possible at the end of 2010 as the various incentive schemes draw to a close.

China has always strived to maintain economic growth in the 8-10% range. However, the effectiveness of Beijing's campaign to steer the economy from heavy export reliance toward strong domestic consumption during the global downturn has strengthened Autofacts' projections of the Chinese economy. Moreover, vehicle sales in inland China have exhibited significant growth during the past 18 months.

This dynamic has effectively expanded the Chinese market sooner than initially expected and has contributed to a revaluation of the Chinese outlook. Autofacts' mid to long-term forecast now portrays a more optimistic view of market potential as reflected by the Q3 2010 release data that projects China's light vehicle assembly to approach the 21 million unit mark by 2016.

India's domestic market has also experienced strong growth as sales during the first 5 months of 2010 finished up 34% YoY. Sales are expected to improve further in anticipation of the annual festive buying season before slowing in Q4 2010. Overall, Indian sales will likely grow by 24% during 2010. However, unlike China, India is likely to maintain a high sales growth rate over the next few years due to a multitude of product introductions in the low-cost and subcompact segments resulting in significant expansion of the light vehicle market.

Demand across the rest of Developing Asia-Pacific has rebounded with surprising strength as markets like Malaysia, Philippines, and Vietnam have posted year-to-date growth of 24%, 30%, and 35% respectively. While the Autofacts forecast had previously maintained a relatively conservative view of Thailand due to the ongoing political and economic crisis, the revised Q3 outlook now accounts for the nearly 50% market growth observed year-to-date in 2010.

South America

The overall Autofacts outlook for South America has remained relatively steady throughout the most recent quarter, however, key shifts in market conditions have affected change in the underlying trends. The Brazilian market showed slightly slower growth in Q2 2010 due to the repeal of tax incentives for new vehicle purchases at the end of March. Yet, sales continued a growth trajectory in April and May, up 6.7% compared with 2009 figures. Assembly volumes witnessed similar increases, up 11.6% in April and May; however assembly has slowed from the 22% growth rate enjoyed in Q1 2010. The reemergence of exports represents an additional bright spot for Brazil, as year-to-date figures indicate a 61% increase with a boost of 36% in Q2 2010.

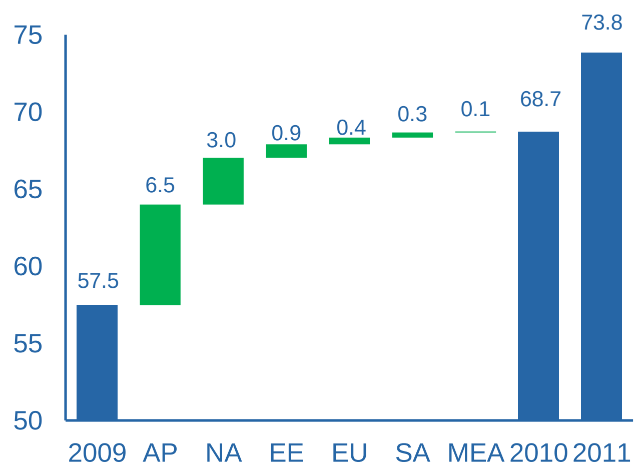
Growth in Brazil is forecasted to accelerate in H2 2010 as meaningful economic growth takes hold and a greater portion of the population become eligible to make first time vehicle purchases.

The Argentinean market also produced sales increases, with Q2 2010 results up 30% compared with 2009 – largely attributable to sequential strengthening of economic fundamentals. Pursuant to this trend, light vehicle assembly has also improved, up 45% in Q2 2010. Argentina is fully expected to continue growing throughout 2010 at a pace similar to that observed year-to-date.

Venezuela remains the regional outlier as sales continue to languish well below its South American neighbors. In Q2 2010, sales decreased 3%, which is an improvement over the Q1 results that saw sales decline 44% YoY. Unfortunately for Venezuela, the overall market outlook remains grim as economic growth is not forecasted to return until 2012.

On a percentage basis, Chile's 89% YoY sales growth through H1 2010 represents one of the region's most impressive gains. Given the positive start, even stronger demand is expected in H2 2010 as the country works to recover from the devastating earthquake that struck southwest of Santiago in February 2010.

Global Light Vehicle Assembly – Regional Outlook
2009 – 2011 (Millions)



Autofacts Baseline Forecast Data – Global

								Growth Analytics (2009-2014)				
	Region	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Asia-Pacific - Developing	15,738,511	20,293,308	22,592,957	25,333,062	27,362,406	29,108,429	13,369,918	85.0%	13.1%	43.9%	1
2	European Union	14,773,643	15,190,807	15,548,015	16,434,952	17,231,476	17,839,993	3,066,350	20.8%	3.8%	10.1%	3
3	Asia-Pacific - Developed	11,177,982	13,151,656	13,543,121	13,710,383	13,767,666	13,719,042	2,541,060	22.7%	4.2%	8.3%	4
4	North America	8,566,714	11,568,512	12,955,275	13,926,353	14,480,606	15,028,355	6,461,641	75.4%	11.9%	21.2%	2
5	South America	3,684,795	4,016,514	4,400,671	4,822,491	5,270,086	5,635,926	1,951,131	53.0%	8.9%	6.4%	6
6	East Europe	1,783,637	2,676,815	2,800,660	3,223,703	3,609,657	4,004,652	2,221,015	124.5%	17.6%	7.3%	5
7	Middle East & Africa	1,752,721	1,814,263	1,971,508	2,325,821	2,492,940	2,591,865	839,144	47.9%	8.1%	2.8%	7
	Global Total Assembly	57,478,003	68,711,875	73,812,207	79,776,765	84,214,837	87,928,262	30,450,259	53.0%	8.9%	100.0%	
	Global Total Capacity	86,256,776	90,719,147	95,314,485	100,254,055	102,507,133	104,878,614	18,621,838	21.6%	4.0%		
	Global Excess Capacity	28,778,773	22,007,272	21,502,278	20,477,290	18,292,296	16,950,352	-11,828,421	-41.1%	-10.1%		
	Global Utilisation (%)	66.64%	75.74%	77.44%	79.57%	82.16%	83.84%					

	Country (Top 35)	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	China	10,982,097	14,180,552	15,597,601	16,891,606	18,056,681	19,141,654	8,159,557	74.3%	11.8%	26.8%	1
2	Japan	7,584,922	8,957,873	9,281,599	9,456,699	9,529,494	9,462,311	1,877,389	24.8%	4.5%	6.2%	4
3	USA	5,622,433	7,503,624	8,705,292	9,509,168	9,894,845	10,499,854	4,877,421	86.7%	13.3%	16.0%	2
4	Germany	4,808,111	4,918,129	4,952,380	5,071,419	5,268,595	5,394,467	586,356	12.2%	2.3%	1.9%	9
5	South Korea	3,369,706	3,935,442	3,984,307	3,912,935	3,900,962	3,936,131	566,425	16.8%	3.2%	1.9%	10
6	India	2,354,551	2,979,529	3,389,646	4,050,334	4,673,011	5,167,242	2,812,691	119.5%	17.0%	9.2%	3
7	Brazil	2,912,280	3,120,371	3,366,541	3,683,665	4,033,564	4,325,480	1,413,200	48.5%	8.2%	4.6%	7
8	France	2,050,307	2,189,503	2,290,942	2,301,116	2,457,359	2,443,601	393,294	19.2%	3.6%	1.3%	15
9	Spain	2,158,943	2,259,813	2,153,369	2,113,937	2,263,731	2,392,677	233,734	10.8%	2.1%	0.8%	21
10	Mexico	1,465,693	2,040,243	2,132,759	2,259,430	2,536,549	2,485,333	1,019,640	69.6%	11.1%	3.3%	8
11	Canada	1,478,588	2,024,645	2,117,224	2,157,755	2,049,212	2,043,168	564,580	38.2%	6.7%	1.9%	11
12	Thailand	1,020,704	1,400,900	1,700,251	2,354,971	2,515,923	2,572,763	1,552,059	152.1%	20.3%	5.1%	5
13	Russia	645,645	1,294,360	1,355,201	1,644,779	1,895,571	2,165,505	1,519,860	235.4%	27.4%	5.0%	6
14	Iran	1,274,015	1,294,474	1,383,824	1,470,905	1,563,302	1,586,825	312,810	24.6%	4.5%	1.0%	17
15	United Kingdom	1,079,095	1,244,995	1,263,210	1,358,697	1,460,729	1,526,320	447,225	41.4%	7.2%	1.5%	12
16	Turkey	852,818	1,076,640	1,061,848	1,102,297	1,157,363	1,192,696	339,878	39.9%	6.9%	1.1%	16
17	Czech Republic	932,800	924,082	965,265	1,050,892	1,042,135	1,047,155	114,355	12.3%	2.3%	0.4%	30
18	Italy	820,018	749,945	800,089	1,098,730	1,151,024	1,247,329	427,311	52.1%	8.8%	1.4%	14
19	Poland	873,855	880,037	898,581	760,731	812,503	825,966	-47,889	-5.5%	-1.1%	-0.2%	50
20	Argentina	510,915	616,350	744,499	816,228	883,489	941,198	430,283	84.2%	13.0%	1.4%	13
21	Indonesia	465,031	613,182	670,319	699,434	713,791	752,173	287,142	61.7%	10.1%	0.9%	18
22	Belgium	524,595	427,599	493,212	661,452	677,890	758,875	234,280	44.7%	7.7%	0.8%	20
23	Malaysia	447,950	533,034	596,170	623,031	633,962	669,487	221,537	49.5%	8.4%	0.7%	22
24	Slovakia	434,771	471,410	505,056	634,300	698,684	650,638	215,867	49.7%	8.4%	0.7%	24
25	South Africa	362,045	403,584	457,300	552,486	588,897	644,497	282,452	78.0%	12.2%	0.9%	19
26	Romania	296,310	337,839	417,074	496,049	504,922	517,149	220,839	74.5%	11.8%	0.7%	23
27	Australia	223,354	258,341	277,215	340,749	337,210	320,600	97,246	43.5%	7.5%	0.3%	32
28	Taiwan	215,905	253,399	256,720	288,005	313,241	322,226	106,321	49.2%	8.3%	0.3%	31
29	Hungary	212,769	197,584	229,659	295,207	316,066	308,173	95,404	44.8%	7.7%	0.3%	33
30	Uzbekistan	205,011	205,469	198,271	208,013	219,034	226,852	21,841	10.7%	2.0%	0.1%	41
31	Pakistan	111,942	151,458	186,739	221,358	239,905	250,787	138,845	124.0%	17.5%	0.5%	28
32	Sweden	128,744	133,441	156,488	177,540	211,379	278,985	150,241	116.7%	16.7%	0.5%	27
33	Slovenia	212,698	194,731	143,853	139,586	124,305	195,515	-17,183	-8.1%	-1.7%	-0.1%	49
34	Ukraine	62,376	70,174	154,796	170,029	190,531	213,630	151,254	242.5%	27.9%	0.5%	26
35	Morocco	43,289	43,342	44,028	195,608	228,110	239,157	195,868	452.5%	40.8%	0.6%	25
	Top 35 Total Assembly	56,744,286	67,886,094	72,931,328	78,769,141	83,143,969	86,746,419	30,002,133	52.9%	8.9%	98.5%	
	Top 35 (% of Global Total)	98.72%	98.80%	98.81%	98.74%	98.73%	98.66%	98.53%				

**Rankings based on contribution to total global growth (CTG%)

Developed AP: Japan, South Korea, Australia

Developing AP: China, India, Indonesia, Malaysia, Pakistan, Philippines, Taiwan, Thailand, Vietnam

Source: Autofacts Global Light Vehicle Assembly Outlook 2010 Q3 Data Release (Updated July 7, 2010)

Autofacts Baseline Forecast Data – Global

								Growth Analytics (2009-2014)				
	Global Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	VW-Suzuki	8,275,847	9,162,820	9,938,463	10,940,768	11,461,925	11,744,906	3,469,059	41.9%	7.3%	11.4%	2
2	Toyota Group	7,802,125	9,205,505	9,693,272	10,502,881	10,625,216	10,757,565	2,955,440	37.9%	6.6%	9.7%	4
3	GM Group	6,601,034	8,302,678	8,831,227	9,524,839	9,617,635	10,178,492	3,577,458	54.2%	9.0%	11.7%	1
4	Renault-Nissan	5,510,055	7,003,959	7,017,101	7,548,129	8,417,512	8,867,792	3,357,737	60.9%	10.0%	11.0%	3
5	Ford Group	5,753,050	6,606,739	7,178,662	7,711,386	7,981,073	8,165,581	2,412,531	41.9%	7.3%	7.9%	5
6	Hyundai Group	4,696,990	5,939,693	6,136,707	6,029,252	6,292,713	6,689,658	1,992,668	42.4%	7.3%	6.5%	7
7	Fiat Group	3,376,904	3,762,137	3,988,482	4,424,775	4,934,798	5,532,692	2,155,788	63.8%	10.4%	7.1%	6
8	Honda Group	3,023,168	3,745,369	4,109,720	4,689,075	4,950,499	4,999,851	1,976,683	65.4%	10.6%	6.5%	8
9	PSA Group	3,185,942	3,453,518	3,655,822	3,821,205	4,160,292	4,311,835	1,125,893	35.3%	6.2%	3.7%	9
10	BMW Group	1,269,801	1,415,556	1,523,820	1,588,962	1,843,849	1,953,098	683,297	53.8%	9.0%	2.2%	13
11	Daimler Group	1,227,890	1,380,696	1,467,742	1,609,580	1,751,887	1,803,745	575,855	46.9%	8.0%	1.9%	14
12	Mitsubishi Group	724,239	978,167	1,241,499	1,508,938	1,541,166	1,559,724	835,485	115.4%	16.6%	2.7%	11
13	Chang'an Group	1,046,472	1,114,957	1,195,499	1,240,711	1,292,930	1,352,417	305,945	29.2%	5.3%	1.0%	17
14	Tata Group	479,387	714,942	1,024,436	1,245,987	1,426,084	1,530,452	1,051,065	219.3%	26.1%	3.5%	10
15	Chery Auto	503,083	636,137	833,803	981,530	1,084,616	1,196,701	693,618	137.9%	18.9%	2.3%	12
16	BYD Group	426,042	656,693	818,592	871,699	938,004	1,000,047	574,005	134.7%	18.6%	1.9%	15
17	Geely	318,978	452,539	590,204	661,136	735,471	766,622	447,644	140.3%	19.2%	1.5%	16
18	China FAW	412,447	516,037	515,120	521,469	522,574	549,450	137,003	33.2%	5.9%	0.4%	23
19	SAIPA	476,652	494,059	484,011	499,552	524,775	533,786	57,134	12.0%	2.3%	0.2%	33
20	Isuzu Group	238,956	297,374	340,025	422,676	434,130	454,426	215,470	90.2%	13.7%	0.7%	19
	Top 20 Total Assembly	55,349,062	65,839,575	70,584,207	76,344,550	80,537,149	83,948,840	28,599,778	51.7%	8.7%	93.9%	
	Top 20 Total Capacity	81,477,391	85,277,101	89,565,087	94,285,787	96,529,267	98,670,482	17,193,091	21.1%	3.9%	92.3%	
	Excess Capacity	26,128,329	19,437,526	18,980,880	17,941,237	15,992,118	14,721,642	-11,406,687	-43.7%	-10.8%	100.0%	
	Global Utilisation (%)	67.93%	77.21%	78.81%	80.97%	83.43%	85.08%					

	Global Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	MC (Toyota Motor Corp)	2,297,144	2,961,313	3,033,999	3,216,885	3,233,797	3,272,788	975,644	42.5%	7.3%	3.2%	12
2	X85/B	2,151,795	2,513,935	2,687,274	3,035,662	3,302,289	3,393,175	1,241,380	57.7%	9.5%	4.1%	7
3	PQ35/46 (A5)	2,459,575	2,628,486	2,883,324	2,884,614	2,326,300	1,642,997	-816,578	-33.2%	-7.8%	-2.7%	396
4	C1/P1	1,288,464	1,460,321	1,790,300	2,468,586	2,603,608	2,688,980	1,400,516	108.7%	15.9%	4.6%	5
5	HD	1,293,003	1,897,765	2,256,088	2,136,394	2,208,178	2,270,312	977,309	75.6%	11.9%	3.2%	11
6	FIAT/GM 199/4400	1,011,247	1,397,544	1,840,945	2,260,477	2,377,177	2,552,093	1,540,846	152.4%	20.3%	5.1%	3
7	NBC	1,364,857	1,449,504	1,732,531	1,948,301	1,969,842	1,961,049	596,192	43.7%	7.5%	2.0%	23
8	X84/C	1,174,854	1,400,981	1,324,952	1,458,517	1,701,783	1,831,303	656,449	55.9%	9.3%	2.2%	19
9	YP/YN	1,112,643	1,434,998	1,527,769	1,555,797	1,561,458	1,578,524	465,881	41.9%	7.2%	1.5%	29
10	GLOBAL DELTA	417,834	955,864	1,507,908	1,905,306	1,928,246	1,931,845	1,514,011	362.3%	35.8%	5.0%	4
11	NF	752,003	1,384,012	1,599,992	1,644,636	1,640,477	1,581,580	829,577	110.3%	16.0%	2.7%	14
12	CARRY	1,376,442	1,392,758	1,373,010	1,419,412	1,463,406	1,508,399	131,957	9.6%	1.8%	0.4%	74
13	PF2	958,389	1,217,104	1,392,650	1,432,864	1,506,336	1,624,899	666,510	69.5%	11.1%	2.2%	18
14	150L	1,041,310	1,284,408	1,278,501	1,374,428	1,517,559	1,584,307	542,997	52.1%	8.8%	1.8%	25
15	MINICAB	1,067,939	1,238,441	1,296,598	1,376,929	1,427,420	1,540,748	472,809	44.3%	7.6%	1.6%	28
16	B2E	810,558	953,992	1,106,459	1,382,343	1,436,233	1,389,904	579,346	71.5%	11.4%	1.9%	24
17	GLOBAL GAMMA	40,329	450,259	914,015	1,556,309	1,883,630	2,157,700	2,117,371	5250.2%	121.7%	7.0%	2
18	EUCD	614,072	690,021	813,857	1,237,172	1,456,748	1,653,813	1,039,741	169.3%	21.9%	3.4%	10
19	PQ24 (AO4)	1,171,335	1,018,178	1,023,214	1,016,347	1,010,845	915,288	-256,047	-21.9%	-4.8%	-0.8%	383
20	GSP	750,713	877,246	953,214	987,347	1,072,131	1,152,053	401,340	53.5%	8.9%	1.3%	35
	Top 20 Total Assembly	23,154,506	28,607,130	32,336,600	36,298,326	37,627,463	38,231,757	15,077,251	65.1%	10.6%	49.5%	
	Top 20 (% of Global Total)	40.3%	41.6%	43.8%	45.5%	44.7%	43.5%	49.5%				

Autofacts Baseline Forecast Data – Global

								Growth Analytics (2009-2014)				
	Global Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Toyota	6,029,330	7,080,959	7,423,025	8,110,841	8,261,540	8,415,447	2,386,117	39.6%	6.9%	7.8%	1
2	Ford	4,105,667	4,730,866	5,227,052	5,505,138	5,683,071	5,748,838	1,643,171	40.0%	7.0%	5.4%	5
3	Volkswagen	4,144,048	4,473,485	5,056,336	5,446,580	5,652,442	5,771,729	1,627,681	39.3%	6.9%	5.3%	6
4	Chevrolet	2,828,931	3,891,871	4,302,306	4,721,927	4,738,976	5,018,103	2,189,172	77.4%	12.1%	7.2%	2
5	Nissan	2,868,059	3,745,643	3,956,634	4,238,148	4,619,817	4,809,373	1,941,314	67.7%	10.9%	6.4%	3
6	Honda	2,934,253	3,588,813	3,882,886	4,375,130	4,608,863	4,648,941	1,714,688	58.4%	9.6%	5.6%	4
7	Hyundai	3,147,202	3,941,171	4,075,506	4,031,608	4,210,395	4,467,989	1,320,787	42.0%	7.3%	4.3%	7
8	Fiat	2,079,651	2,030,126	2,069,881	2,431,217	2,795,948	3,044,137	964,486	46.4%	7.9%	3.2%	8
9	Peugeot	1,849,198	1,941,805	1,992,563	2,143,228	2,398,675	2,431,873	582,675	31.5%	5.6%	1.9%	14
10	Renault	1,777,765	2,066,874	1,952,055	2,016,271	2,285,370	2,400,086	622,321	35.0%	6.2%	2.0%	13
11	Kia	1,549,788	1,998,522	2,061,201	1,997,644	2,082,318	2,221,669	671,881	43.4%	7.5%	2.2%	12
12	Citroen	1,336,733	1,511,713	1,663,259	1,677,977	1,761,617	1,879,962	543,229	40.6%	7.1%	1.8%	18
13	Suzuki	1,201,267	1,429,742	1,642,271	1,746,370	1,774,236	1,749,492	548,225	45.6%	7.8%	1.8%	17
14	Mazda	1,164,550	1,399,703	1,449,764	1,555,390	1,595,113	1,685,516	520,966	44.7%	7.7%	1.7%	20
15	Mercedes-Benz	1,106,974	1,290,799	1,369,907	1,513,646	1,615,713	1,625,376	518,402	46.8%	8.0%	1.7%	21
16	Opel-Vauxhall	1,160,061	1,261,421	1,328,421	1,390,643	1,396,773	1,484,435	324,374	28.0%	5.1%	1.1%	26
17	BMW	1,055,288	1,186,685	1,259,908	1,310,003	1,491,999	1,588,713	533,425	50.5%	8.5%	1.8%	19
18	Wuling	1,001,114	1,173,861	1,235,935	1,317,838	1,369,020	1,481,139	480,025	47.9%	8.1%	1.6%	22
19	Audi	926,977	1,078,405	1,127,269	1,347,613	1,404,690	1,482,381	555,404	59.9%	9.8%	1.8%	16
20	Mitsubishi	656,097	890,797	1,126,700	1,406,507	1,449,138	1,444,296	788,199	120.1%	17.1%	2.6%	10
	Top 20 Total Assembly	42,922,953	50,713,261	54,202,879	58,283,719	61,195,714	63,399,495	20,476,542	47.7%	8.1%	67.3%	
	Top 20 (% of Global Total)	74.7%	73.8%	73.4%	73.1%	72.7%	72.1%	67.3%				

	Global Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Toyota Corolla	892,527	1,046,035	973,230	1,033,253	1,090,265	1,133,959	241,432	27.1%	4.9%	0.8%	20
2	Ford Focus	718,166	756,726	878,756	1,064,218	1,128,362	1,110,358	392,192	54.6%	9.1%	1.3%	7
3	Ford Fiesta	739,709	808,997	850,607	855,913	847,914	821,734	82,025	11.1%	2.1%	0.3%	114
4	Honda Civic	604,347	657,362	708,099	1,010,266	976,944	965,484	361,137	59.8%	9.8%	1.2%	10
5	Toyota Camry	652,582	744,918	760,840	908,441	875,615	886,459	233,877	35.8%	6.3%	0.8%	21
6	Chang'an SC63/10 Series	682,744	693,132	742,417	762,552	777,297	792,758	110,014	16.1%	3.0%	0.4%	71
7	Ford F-Series	566,166	623,738	733,768	759,367	750,665	775,589	209,423	37.0%	6.5%	0.7%	26
8	Wuling Sunshine	546,127	629,131	632,912	721,603	754,094	798,543	252,416	46.2%	7.9%	0.8%	16
9	Hyundai Elantra/i30	620,729	694,547	731,270	649,992	609,539	612,656	-8,073	-1.3%	-0.3%	0.0%	1212
10	Honda Accord	525,840	586,710	623,305	631,203	722,518	691,169	165,329	31.4%	5.6%	0.5%	38
11	Volkswagen Golf	594,631	581,640	543,943	544,180	663,634	625,994	31,363	5.3%	1.0%	0.1%	345
12	Volkswagen Polo	458,787	493,281	556,696	562,306	609,011	596,921	138,134	30.1%	5.4%	0.5%	46
13	Toyota Yaris	434,411	443,228	527,839	597,651	581,953	568,202	133,791	30.8%	5.5%	0.4%	50
14	Honda CR-V	380,571	518,920	518,120	559,971	540,648	520,340	139,769	36.7%	6.5%	0.5%	44
15	Toyota Prius	411,043	551,342	499,317	507,815	511,772	552,677	141,634	34.5%	6.1%	0.5%	42
16	Chevrolet Silverado	348,303	439,785	478,482	534,037	469,127	608,251	259,948	74.6%	11.8%	0.9%	15
17	Hyundai Sonata/i40	295,661	567,071	573,177	491,749	439,455	410,272	114,611	38.8%	6.8%	0.4%	63
18	Chevrolet Cruze	120,689	311,740	519,209	524,767	542,643	565,480	444,791	368.5%	36.2%	1.5%	4
19	Opel-Vauxhall Astra	324,025	390,891	431,581	456,489	420,410	402,804	78,779	24.3%	4.4%	0.3%	120
20	Toyota RAV4	328,822	430,079	416,821	397,772	421,533	406,196	77,374	23.5%	4.3%	0.3%	127
	Top 20 Total Assembly	10,245,880	11,969,273	12,700,389	13,573,545	13,733,399	13,845,846	3,599,966	35.1%	6.2%	11.8%	
	Top 20 (% of Global Total)	17.8%	17.4%	17.2%	17.0%	16.3%	15.8%	11.8%				

Autofacts Baseline Forecast Data – Global Powertrain

								Growth Analytics (2009-2014)			
	Global Engine Family	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**'09 Share**	**'14 Share**
1	EA111/112 [Volkswagen]	2,349,279	2,471,849	2,644,742	2,870,642	3,033,273	3,105,537	756,258	32.2%	4.1%	3.5%
2	EA086/153/188 [Volkswagen]	1,820,929	1,952,375	2,008,039	2,233,085	2,281,907	2,351,027	530,098	29.1%	3.2%	2.7%
3	MZR/DURATEC HE [Mazda]	1,500,538	1,814,982	1,968,754	2,344,069	2,462,708	2,493,607	993,069	66.2%	2.6%	2.8%
4	S [Renault-Nissan]	823,968	1,360,541	1,906,451	2,363,022	2,910,758	3,095,846	2,271,878	275.7%	1.4%	3.5%
5	ZR [Toyota Motor Corporation]	1,519,818	1,953,086	1,889,993	2,091,731	2,287,758	2,482,663	962,845	63.4%	2.6%	2.8%
6	BDOHC [GM-Daewoo]	998,332	1,392,046	1,761,716	2,509,217	2,623,801	2,760,129	1,761,797	176.5%	1.7%	3.1%
7	EA827/113/888 [Volkswagen]	1,589,768	1,699,805	1,967,394	1,979,856	2,052,422	2,072,823	483,055	30.4%	2.8%	2.4%
8	I [Adam Opel]	1,712,106	1,943,082	1,925,363	1,656,491	1,717,285	1,626,640	-85,466	-5.0%	3.0%	1.8%
9	K [Renault]	1,266,688	1,451,687	1,480,629	1,656,918	2,044,523	2,247,219	980,531	77.4%	2.2%	2.6%
10	THETA II [Hyundai Motor]	498,808	1,588,169	1,974,433	1,827,947	1,861,737	1,916,928	1,418,120	284.3%	0.9%	2.2%
	Top 10 Total Consumption	14,080,234	17,627,622	19,527,514	21,532,978	23,276,172	24,152,419	10,072,185	71.5%	24.5%	27.5%
	Top 10 (% of Total Consumption	24.50%	25.65%	26.46%	26.99%	27.64%	27.47%	33.1%			

	Global Engine Displacement	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**'09 Share**	**'14 Share**
1	1001-1600 cc	22,547,210	25,999,985	28,036,954	30,312,907	32,215,717	34,079,310	11,532,100	51.1%	39.2%	38.8%
2	1601-2000 cc	12,570,767	14,889,561	15,680,999	16,664,198	17,252,710	17,669,888	5,099,121	40.6%	21.9%	20.1%
3	2001-3000 cc	9,824,623	12,855,523	13,582,617	14,569,317	15,580,852	15,932,035	6,107,412	62.2%	17.1%	18.1%
4	0000-1000 cc	6,304,187	6,822,452	7,682,197	9,236,413	10,403,834	10,941,326	4,637,139	73.6%	11.0%	12.4%
5	3001-4000 cc	3,792,034	5,125,212	5,672,416	5,691,634	5,484,077	5,644,087	1,852,053	48.8%	6.6%	6.4%
6	4001-9999 cc	2,437,175	2,982,814	2,991,301	2,992,636	2,748,538	3,014,610	577,435	23.7%	4.2%	3.4%
7	Electric	2,007	36,328	165,723	309,660	529,109	647,006	644,999	32138%	0.0%	0.7%
	Total Consumption	57,478,003	68,711,875	73,812,207	79,776,765	84,214,837	87,928,262	30,450,259	53.0%	100.0%	100.0%

	Global Fuel Type	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**'09 Share**	**'14 Share**
1	Combustion Gasoline	45,251,673	54,227,113	57,673,621	61,672,773	64,377,168	66,825,797	21,574,124	47.7%	78.7%	76.0%
2	Combustion Diesel	11,419,248	13,190,851	14,317,737	15,580,413	16,475,677	17,280,037	5,860,789	51.3%	19.9%	19.7%
3	Hybrid (Mild+Full)	804,875	1,253,390	1,610,919	2,084,974	2,676,809	2,966,096	2,161,221	268.5%	1.4%	3.4%
4	PEV+PHEV (Electric)	2,207	40,521	209,930	438,605	685,183	856,332	854,125	38701%	0.0%	1.0%
	Total Consumption	57,478,003	68,711,875	73,812,207	79,776,765	84,214,837	87,928,262	30,450,259	53.0%	100.0%	100.0%

	Global Transmission Outlook	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**'09 Share**	**'14 Share**
1	Manual	32,581,157	36,963,510	38,867,640	41,828,361	44,383,209	46,426,791	13,845,634	42.5%	56.7%	52.8%
2	Automatic	19,403,169	24,355,393	25,550,632	27,009,276	27,276,176	27,624,598	8,221,429	42.4%	33.8%	31.4%
3	CVT	4,225,100	5,763,498	6,624,387	7,107,614	7,793,172	8,165,445	3,940,345	93.3%	7.4%	9.3%
4	DCT	720,960	1,066,581	1,812,889	2,429,856	2,981,733	3,575,358	2,854,398	395.9%	1.3%	4.1%
5	AMT	545,610	523,302	772,747	1,011,893	1,162,279	1,369,652	824,042	151.0%	0.9%	1.6%
6	Electric	2,007	39,591	183,912	389,765	618,268	766,418	764,411	38087%	0.0%	0.9%
	Total Consumption	57,478,003	68,711,875	73,812,207	79,776,765	84,214,837	87,928,262	30,450,259	53.0%	100.1%	100.1%

	Global Gear Outlook	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**'09 Share**	**'14 Share**
1	5	31,154,589	34,364,839	34,330,209	35,158,316	36,925,055	37,832,320	6,677,731	21.4%	54.2%	43.0%
2	6	11,741,639	17,090,563	21,664,246	25,209,795	26,849,862	28,178,209	16,436,570	140.0%	20.4%	32.0%
3	4	9,218,035	9,810,001	8,704,162	8,670,209	8,006,721	8,171,037	-1,046,998	-11.4%	16.0%	9.3%
4	CVT	4,225,100	5,763,498	6,624,387	7,107,614	7,793,172	8,165,445	3,940,345	93.3%	7.4%	9.3%
5	7	785,838	1,053,929	1,266,124	1,589,259	1,840,712	1,950,891	1,165,053	148.3%	1.4%	2.2%
6	8	35,347	349,791	818,920	1,425,335	1,944,468	2,625,759	2,590,412	7328.5%	0.1%	3.0%
7	Other	317,455	279,254	404,159	616,237	854,847	1,004,601	687,146	216.5%	0.6%	1.1%
	Total Consumption	57,478,003	68,711,875	73,812,207	79,776,765	84,214,837	87,928,262	30,450,259	53.0%	100.0%	100.0%

Autofacts Regional Baseline Forecast Data – North America

								Growth Analytics (2009-2014)				
	NA Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	GM Group	1,903,299	2,788,178	2,894,840	3,144,046	3,020,146	3,245,378	1,342,079	70.5%	11.3%	20.8%	1
2	Ford Group	1,891,014	2,305,470	2,600,152	2,691,843	2,770,741	2,780,685	889,671	47.0%	8.0%	13.8%	3
3	Toyota Group	1,315,548	1,611,401	1,708,591	1,856,718	1,822,929	1,859,450	543,902	41.3%	7.2%	8.4%	6
4	Honda Group	1,031,288	1,347,832	1,464,398	1,733,539	1,871,935	1,875,492	844,204	81.9%	12.7%	13.1%	4
5	Fiat Group	945,528	1,380,488	1,526,257	1,536,677	1,623,040	1,856,779	911,251	96.4%	14.5%	14.1%	2
6	Renault-Nissan	711,328	929,771	945,054	1,027,172	1,252,989	1,215,159	503,831	70.8%	11.3%	7.8%	7
7	Hyundai Group	211,039	495,966	686,684	695,294	796,387	861,237	650,198	308.1%	32.5%	10.1%	5
8	VW-Suzuki	319,472	391,145	574,141	662,056	688,629	667,396	347,924	108.9%	15.9%	5.4%	8
9	BMW Group	121,936	142,593	246,839	240,621	263,699	270,069	148,133	121.5%	17.2%	2.3%	9
10	Daimler Group	97,084	137,418	153,930	177,763	199,564	210,503	113,419	116.8%	16.7%	1.8%	10
	Top 10 Total Assembly	8,547,536	11,530,262	12,800,886	13,765,729	14,310,059	14,842,148	6,294,612	73.6%	11.7%	97.4%	
	Top 10 Total Capacity	13,496,642	14,087,431	15,212,329	15,446,362	15,824,140	16,245,915	2,749,273	20.4%	3.8%	95.0%	
	Excess Capacity	4,949,106	2,557,169	2,411,443	1,680,633	1,514,081	1,403,767	-3,545,339	-71.6%	-22.3%	100.0%	
	Utilisation (%)	63.33%	81.85%	84.15%	89.12%	90.43%	91.36%					

	NA Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	MC (Toyota Motor Corp)	596,023	884,289	1,014,556	1,096,116	1,099,280	1,120,120	524,097	87.9%	13.4%	8.1%	6
2	T1 (Ford Motor Company)	422,799	476,085	539,647	560,058	545,936	551,610	128,811	30.5%	5.5%	2.0%	23
3	NF	211,039	495,966	611,472	577,677	563,976	511,238	300,199	142.2%	19.4%	4.6%	9
4	PQ35/46 (A5)	221,881	301,809	558,372	626,758	584,578	499,477	277,596	125.1%	17.6%	4.3%	10
5	CIVIC GCP	323,496	345,547	374,419	552,183	566,390	550,131	226,635	70.1%	11.2%	3.5%	14
6	GMT900	484,197	618,442	677,667	777,257	146,628	0	-484,197	-100.0%	-100.0%	-7.5%	94
7	C1/P1	0	23,010	326,796	619,435	702,254	677,569	677,569	0.0%	0.0%	10.5%	3
8	D (Renault-Nissan)	259,093	356,120	335,710	363,723	487,750	467,128	208,035	80.3%	12.5%	3.2%	17
9	BM/MAV	199,188	325,435	386,752	424,667	428,062	408,267	209,079	105.0%	15.4%	3.2%	15
10	150L	378,626	281,924	237,549	289,840	259,062	257,409	-121,217	-32.0%	-7.4%	-1.9%	84
	Top 10 Total Assembly	3,096,342	4,108,627	5,062,940	5,887,714	5,383,916	5,042,949	1,946,607	62.9%	10.3%	30.1%	
	Top 10 (% of Regional Total)	36.1%	35.5%	39.1%	42.3%	37.2%	33.6%	30.1%				

	NA Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Ford	1,679,060	2,082,703	2,412,545	2,442,361	2,467,366	2,476,382	797,322	47.5%	8.1%	12.3%	2
2	Chevrolet	1,318,298	1,968,934	2,069,491	2,134,100	1,993,132	2,145,821	827,523	62.8%	10.2%	12.8%	1
3	Toyota	1,168,313	1,385,445	1,480,005	1,617,204	1,585,570	1,626,537	458,224	39.2%	6.8%	7.1%	5
4	Honda	957,150	1,221,637	1,336,375	1,567,058	1,694,667	1,682,483	725,333	75.8%	11.9%	11.2%	3
5	Nissan	701,531	921,102	931,729	1,015,991	1,243,074	1,207,667	506,136	72.1%	11.5%	7.8%	4
6	Volkswagen	316,676	390,062	574,141	662,056	688,629	652,245	335,569	106.0%	15.5%	5.2%	8
7	Dodge	547,664	590,854	537,118	464,588	449,409	490,547	-57,117	-10.4%	-2.2%	-0.9%	39
8	Hyundai	195,539	370,403	473,934	498,073	540,392	597,168	401,629	205.4%	25.0%	6.2%	6
9	GMC	279,404	443,916	455,014	518,980	445,694	513,054	233,650	83.6%	12.9%	3.6%	10
10	Jeep	246,241	384,326	412,167	352,077	334,760	421,511	175,270	71.2%	11.3%	2.7%	14
	Top 10 Total Assembly	7,409,876	9,759,382	10,682,519	11,272,488	11,442,693	11,813,415	4,403,539	59.4%	9.8%	68.2%	
	Top 10 (% of Regional Total)	86.5%	84.4%	82.5%	80.9%	79.0%	78.6%	68.2%				

	NA Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Ford F-Series	559,373	616,214	724,006	756,648	739,512	764,282	204,909	36.6%	6.4%	3.2%	5
2	Chevrolet Silverado	343,435	435,343	474,553	530,360	464,695	603,661	260,226	75.8%	11.9%	4.0%	3
3	Toyota Camry	332,758	367,572	377,693	476,740	460,572	454,467	121,709	36.6%	6.4%	1.9%	11
4	Honda Civic	307,686	326,403	353,845	489,574	475,644	467,686	160,000	52.0%	8.7%	2.5%	6
5	Honda Accord	279,408	339,030	383,549	379,057	429,331	393,167	113,759	40.7%	7.1%	1.8%	13
6	Nissan Altima	205,637	282,830	267,327	283,628	348,781	327,250	121,613	59.1%	9.7%	1.9%	12
7	Volkswagen Jetta	157,547	214,655	318,516	301,707	286,284	282,919	125,372	79.6%	12.4%	1.9%	9
8	Ford Fusion	187,052	258,481	251,711	262,637	263,907	245,027	57,975	31.0%	5.5%	0.9%	44
9	Ford Focus	166,453	164,490	272,626	283,191	287,172	271,473	105,020	63.1%	10.3%	1.6%	17
10	Toyota Corolla	311,639	237,171	188,793	243,533	208,073	201,010	-110,629	-35.5%	-8.4%	-1.7%	234
	Top 10 Total Assembly	2,850,988	3,242,189	3,612,619	4,007,075	3,963,971	4,010,942	1,159,954	40.7%	7.1%	18.0%	
	Top 10 (% of Regional Total)	33.3%	28.0%	27.9%	28.8%	27.4%	26.7%	18.0%				

Autofacts Regional Baseline Forecast Data – South America

								Growth Analytics (2009-2014)				
	SA Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	VW-Suzuki	837,107	907,752	1,019,127	1,099,785	1,118,767	1,143,522	306,415	36.6%	6.4%	15.7%	1
2	Fiat Group	834,558	849,421	835,020	857,193	963,941	1,105,188	270,630	32.4%	5.8%	13.9%	2
3	GM Group	767,796	813,644	858,649	945,680	980,525	1,008,572	240,776	31.4%	5.6%	12.3%	4
4	Ford Group	440,105	473,964	514,281	529,853	561,053	574,336	134,231	30.5%	5.5%	6.9%	8
5	PSA Group	201,996	263,897	367,638	377,234	428,749	446,790	244,794	121.2%	17.2%	12.5%	3
6	Renault-Nissan	223,455	274,433	273,579	269,809	386,721	416,356	192,901	86.3%	13.3%	9.9%	6
7	Toyota Group	140,490	145,007	216,507	305,060	311,232	348,905	208,415	148.3%	20.0%	10.7%	5
8	Honda Group	135,530	152,537	159,452	224,070	253,057	270,935	135,405	99.9%	14.9%	6.9%	7
9	Mitsubishi Group	38,381	45,581	48,208	84,139	110,941	130,991	92,610	241.3%	27.8%	4.7%	9
10	Hyundai Group	12,525	23,521	34,469	35,290	54,036	88,141	75,616	603.7%	47.7%	3.9%	10
	Top 10 Total Assembly	3,631,943	3,949,757	4,326,930	4,728,113	5,169,022	5,533,736	1,901,793	52.4%	8.8%	97.5%	
	Top 10 Total Capacity	4,895,504	4,984,718	5,316,160	5,962,322	6,274,231	6,666,614	1,771,110	36.2%	6.4%	99.4%	
	Excess Capacity	1,263,561	1,034,961	989,230	1,234,209	1,105,209	1,132,878	-130,683	-10.3%	-2.2%	100.0%	
	Utilisation (%)	74.19%	79.24%	81.39%	79.30%	82.38%	83.01%					

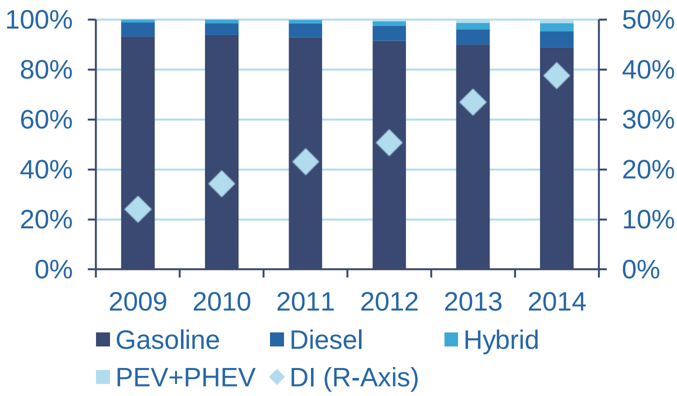
	SA Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	FIAT/GM 199/4400	90,538	337,328	748,476	975,752	1,128,748	1,251,450	1,160,912	1282.2%	69.1%	59.5%	1
2	PQ24 (AO4)	561,942	641,741	752,053	751,587	751,766	766,651	204,709	36.4%	6.4%	10.5%	4
3	178	509,638	499,252	260,239	124,928	27,060	22,434	-487,204	-95.6%	-46.5%	-25.0%	86
4	X85/B	158,047	216,650	206,142	185,988	247,861	282,721	124,674	78.9%	12.3%	6.4%	6
5	GAMMA	433,319	328,129	233,058	61,704	66,338	72,395	-360,924	-83.3%	-30.1%	-18.5%	85
6	GLOBAL GAMMA	0	0	50,695	264,863	275,398	283,620	283,620	0.0%	0.0%	14.5%	3
7	T1 (PSA)	90,624	126,790	153,710	144,671	146,790	156,418	65,794	72.6%	11.5%	3.4%	17
8	B2E	0	0	0	230,398	288,158	294,284	294,284	0.0%	0.0%	15.1%	2
9	B3 (Ford Werke)	223,205	237,324	256,535	48,613	20,020	22,826	-200,379	-89.8%	-36.6%	-10.3%	83
10	PF2	50,103	73,188	108,015	123,822	141,511	146,531	96,428	192.5%	23.9%	4.9%	10
	Top 10 Total Assembly	2,117,416	2,460,402	2,768,923	2,912,326	3,093,650	3,299,330	1,181,914	55.8%	9.3%	60.6%	
	Top 10 (% of Regional Total)	57.5%	61.3%	62.9%	60.4%	58.7%	58.5%	60.6%				

	SA Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Volkswagen	812,779	885,488	993,873	1,074,704	1,094,574	1,118,503	305,724	37.6%	6.6%	15.7%	1
2	Chevrolet	767,796	813,644	858,649	945,680	980,525	1,008,572	240,776	31.4%	5.6%	12.3%	2
3	Fiat	815,762	834,830	821,450	843,511	935,786	990,269	174,507	21.4%	4.0%	8.9%	4
4	Ford	420,882	450,288	491,837	506,676	537,823	549,937	129,055	30.7%	5.5%	6.6%	7
5	Renault	205,864	260,169	247,018	235,481	351,215	378,750	172,886	84.0%	13.0%	8.9%	5
6	Toyota	140,490	145,007	216,507	305,060	311,232	348,905	208,415	148.3%	20.0%	10.7%	3
7	Peugeot	119,542	169,367	213,463	214,759	233,362	247,921	128,379	107.4%	15.7%	6.6%	8
8	Honda	135,530	152,537	159,452	224,070	253,057	270,935	135,405	99.9%	14.9%	6.9%	6
9	Citroen	82,454	94,530	154,175	162,475	195,387	198,869	116,415	141.2%	19.3%	6.0%	9
10	Mitsubishi	38,381	45,581	48,208	84,139	110,941	130,991	92,610	241.3%	27.8%	4.7%	10
	Top 10 Total Assembly	3,539,480	3,851,441	4,204,632	4,596,555	5,003,902	5,243,652	1,704,172	48.2%	8.2%	87.3%	
	Top 10 (% of Regional Total)	96.1%	95.9%	95.6%	95.3%	95.0%	93.0%	87.3%				

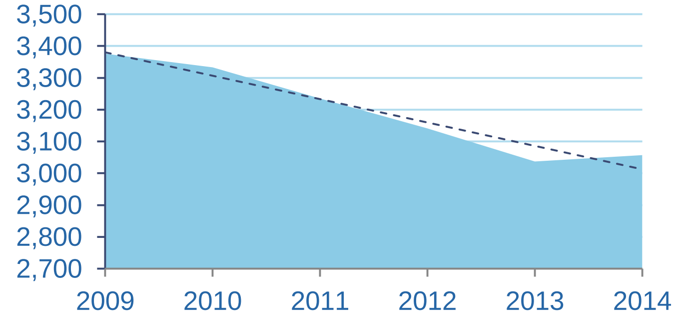
	SA Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Volkswagen Gol	362,011	375,024	394,443	388,165	394,375	397,702	35,691	9.9%	1.9%	1.8%	20
2	Fiat Palio	268,663	233,633	228,284	258,000	304,516	314,817	46,154	17.2%	3.2%	2.4%	16
3	Volkswagen Fox	176,058	167,112	184,642	196,371	195,219	207,623	31,565	17.9%	3.4%	1.6%	24
4	Fiat Uno	181,489	175,960	190,055	179,490	176,852	176,694	-4,795	-2.6%	-0.5%	-0.2%	119
5	Ford Fiesta	151,184	161,798	169,897	184,146	203,122	204,931	53,747	35.6%	6.3%	2.8%	12
6	Fiat Siena	134,762	149,185	122,591	115,000	114,246	123,866	-10,896	-8.1%	-1.7%	-0.6%	130
7	Peugeot 207 Compact	83,603	105,847	126,966	119,449	118,896	129,812	46,209	55.3%	9.2%	2.4%	15
8	Volkswagen Voyage	103,757	114,353	113,004	109,504	105,194	108,309	4,552	4.4%	0.9%	0.2%	81
9	Chevrolet Low Cost Car	0	0	14,097	192,469	200,741	206,814	206,814	0.0%	0.0%	10.6%	1
10	Ford Ka	102,327	105,127	110,128	105,011	95,782	90,417	-11,910	-11.6%	-2.4%	-0.6%	132
	Top 10 Total Assembly	1,563,854	1,588,039	1,654,107	1,847,605	1,908,943	1,960,985	397,131	25.4%	4.6%	20.4%	
	Top 10 (% of Regional Total)	42.4%	39.5%	37.6%	38.3%	36.2%	34.8%	20.4%				

Autofacts Regional Powertrain Summary – Americas

North America: Fuel Type and Delivery by % Share 2009 – 2014

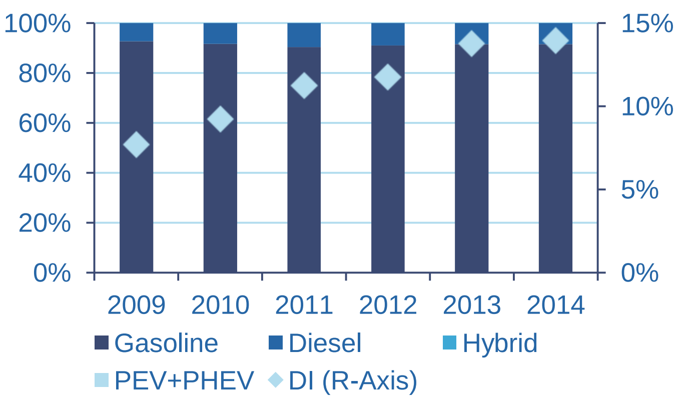


North America: Weighted Engine Displacement 2009 – 2014 (Cubic Centimeters)

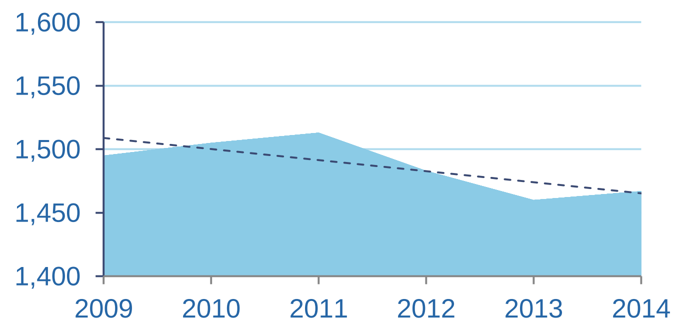


	Transmission Outlook	2009	2010	2011	2012	2013	2014	Unit Diff.	% Chg	'09 Share	'14 Share
1	Automatic	7,171,438	9,608,679	10,365,697	11,001,996	11,001,618	11,147,858	3,976,420	55.4%	83.7%	74.2%
2	CVT	615,643	910,401	1,025,810	1,089,384	1,282,751	1,380,183	764,540	124.2%	7.2%	9.2%
3	Manual	750,611	861,787	920,835	956,487	1,027,405	1,075,234	324,623	43.2%	8.8%	7.2%
4	DCT	28,346	184,161	564,370	704,641	898,108	1,127,712	1,099,366	3878.4%	0.3%	7.5%
5	Electric	676	2,648	13,909	97,249	184,273	209,012	208,336	30818.9%	0.0%	1.4%
6	AMT	0	836	64,654	76,596	86,451	88,356	88,356	-	0.0%	0.6%
	Total Consumption	8,566,714	11,568,512	12,955,275	13,926,353	14,480,606	15,028,355	6,461,641	75.4%	100.0%	100.0%

South America: Fuel Type and Delivery by % Share 2009 – 2014



South America: Weighted Engine Displacement 2009 – 2014 (Cubic Centimeters)



	Transmission Outlook	2009	2010	2011	2012	2013	2014	Unit Diff.	% Chg	'09 Share	'14 Share
1	Manual	3,494,102	3,803,176	4,140,288	4,423,395	4,795,224	5,054,401	1,560,299	44.7%	94.8%	89.7%
2	Automatic	187,536	203,568	237,902	340,414	352,002	366,578	179,042	95.5%	5.1%	6.5%
3	AMT	0	7,087	17,460	49,613	101,222	181,841	181,841	0.0%	0.0%	3.2%
4	CVT	3,157	2,683	4,126	8,154	20,121	31,535	28,378	898.9%	0.1%	0.6%
5	DCT	0	0	895	915	1,517	1,571	1,571	0.0%	0.0%	0.0%
6	Total Consumption	3,684,795	4,016,514	4,400,671	4,822,491	5,270,086	5,635,926	1,951,131	53.0%	100.0%	100.0%
	Total Consumption	7,369,590	8,033,028	8,801,342	9,644,982	10,540,172	11,271,852	3,902,262	53.0%	100.0%	100.0%

Autofacts Regional Baseline Forecast Data – European Union

								Growth Analytics (2009-2014)				
	EU Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	VW-Suzuki	3,602,541	3,555,097	3,722,948	4,013,539	4,183,263	4,335,530	732,989	20.3%	3.8%	23.9%	1
2	PSA Group	2,175,346	2,297,160	2,281,920	2,231,395	2,398,517	2,444,386	269,040	12.4%	2.4%	8.8%	4
3	Renault-Nissan	1,824,730	1,921,938	1,756,032	1,705,484	1,746,679	1,821,642	-3,088	-0.2%	0.0%	-0.1%	26
4	Ford Group	1,629,868	1,512,590	1,640,806	1,828,941	1,798,962	1,821,431	191,563	11.8%	2.2%	6.2%	8
5	Fiat Group	1,305,414	1,164,792	1,173,680	1,301,811	1,446,775	1,543,478	238,064	18.2%	3.4%	7.8%	5
6	GM Group	1,153,990	1,229,058	1,251,615	1,285,162	1,275,023	1,349,797	195,807	17.0%	3.2%	6.4%	7
7	Daimler Group	1,022,878	1,105,899	1,136,558	1,242,109	1,363,080	1,397,466	374,588	36.6%	6.4%	12.2%	2
8	BMW Group	1,039,761	1,151,540	1,156,634	1,172,929	1,340,289	1,395,838	356,077	34.2%	6.1%	11.6%	3
9	Toyota Group	436,972	401,276	394,104	454,340	463,217	481,336	44,364	10.2%	2.0%	1.4%	12
10	Hyundai Group	268,021	378,773	475,935	497,744	506,506	488,167	220,146	82.1%	12.7%	7.2%	6
	Top 10 Total Assembly	14,459,521	14,718,123	14,990,232	15,733,454	16,522,311	17,079,071	2,619,550	18.1%	3.4%	85.4%	
	Top 10 Total Capacity	20,592,422	20,475,023	20,648,427	21,256,031	21,373,860	21,781,245	1,188,823	5.8%	1.1%	89.2%	
	Excess Capacity	6,132,901	5,756,900	5,658,195	5,522,577	4,851,549	4,702,174	-1,430,727	-23.3%	-5.2%	100.0%	
	Utilisation (%)	70.22%	71.88%	72.60%	74.02%	77.30%	78.41%					

	EU Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	PQ35/46 (A5)	1,889,990	1,760,995	1,638,789	1,458,082	954,548	553,505	-1,336,485	-70.7%	-21.8%	-43.6%	152
2	PF2	766,644	857,436	907,796	877,689	894,974	961,906	195,262	25.5%	4.6%	6.4%	11
3	PF1	753,225	800,790	759,993	807,502	976,888	919,831	166,606	22.1%	4.1%	5.4%	15
4	X85/B	773,084	808,373	822,722	777,087	851,633	830,906	57,822	7.5%	1.5%	1.9%	30
5	C1/P1	557,381	536,621	566,038	778,631	757,642	736,613	179,232	32.2%	5.7%	5.8%	13
6	FIAT/GM 199/4400	705,295	701,470	707,558	673,991	546,459	569,736	-135,559	-19.2%	-4.2%	-4.4%	145
7	MQB	0	23,085	201,864	491,791	1,136,073	1,835,811	1,835,811	0.0%	0.0%	59.9%	1
8	169	595,003	536,087	568,096	597,412	636,102	633,504	38,501	6.5%	1.3%	1.3%	36
9	X84/C	619,967	667,972	556,198	506,941	469,554	486,433	-133,534	-21.5%	-4.7%	-4.4%	144
10	PQ25 (AO5)	293,103	504,349	581,795	635,342	610,976	480,944	187,841	64.1%	10.4%	6.1%	12
	Top 10 Total Assembly	6,953,692	7,197,178	7,310,849	7,604,468	7,834,849	8,009,189	1,055,497	15.2%	2.9%	34.4%	
	Top 10 (% of Regional Total)	47.1%	47.4%	47.0%	46.3%	45.5%	44.9%	34.4%				

	EU Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Volkswagen	1,810,562	1,746,958	1,887,653	1,865,869	1,916,177	1,982,985	172,423	9.5%	1.8%	5.6%	7
2	Ford	1,334,062	1,228,637	1,297,171	1,402,567	1,368,782	1,349,900	15,838	1.2%	0.2%	0.5%	27
3	Peugeot	1,151,636	1,218,617	1,155,478	1,165,522	1,349,621	1,329,121	177,485	15.4%	2.9%	5.8%	5
4	Opel-Vauxhall	1,114,142	1,165,895	1,197,833	1,234,305	1,224,016	1,298,231	184,089	16.5%	3.1%	6.0%	4
5	Mercedes-Benz	907,440	1,032,832	1,056,151	1,163,992	1,245,272	1,236,870	329,430	36.3%	6.4%	10.7%	2
6	Renault	1,158,143	1,216,562	1,060,112	1,031,497	1,035,136	1,078,011	-80,132	-6.9%	-1.4%	-2.6%	56
7	Citroen	1,023,710	1,078,543	1,126,442	1,065,873	1,048,896	1,115,265	91,555	8.9%	1.7%	3.0%	15
8	Audi	782,964	874,465	904,390	1,048,848	1,067,355	1,137,692	354,728	45.3%	7.8%	11.6%	1
9	Fiat	1,032,192	883,918	810,274	895,914	1,016,431	1,140,671	108,479	10.5%	2.0%	3.5%	14
10	BMW	825,248	922,669	892,722	893,970	988,439	1,031,453	206,205	25.0%	4.6%	6.7%	3
	Top 10 Total Assembly	11,140,099	11,369,096	11,388,226	11,768,357	12,260,125	12,700,199	1,560,100	14.0%	2.7%	50.9%	
	Top 10 (% of Regional Total)	75.4%	74.8%	73.3%	71.6%	71.2%	71.2%	50.9%				

	EU Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Volkswagen Golf	543,146	471,610	430,162	417,069	520,487	476,142	-67,004	-12.3%	-2.6%	-2.2%	357
2	Ford Fiesta	518,653	447,771	408,163	367,536	330,064	305,403	-213,250	-41.1%	-10.1%	-7.0%	366
3	Opel-Vauxhall Astra	317,615	363,807	406,245	420,940	374,315	354,470	36,855	11.6%	2.2%	1.2%	61
4	Ford Focus	305,979	286,166	315,111	405,434	396,273	371,394	65,415	21.4%	4.0%	2.1%	23
5	Opel-Vauxhall Corsa	360,074	326,589	273,642	244,752	294,233	372,168	12,094	3.4%	0.7%	0.4%	124
6	BMW 3 Series	311,630	279,611	260,039	280,679	376,161	341,149	29,519	9.5%	1.8%	1.0%	75
7	Fiat Punto	344,200	258,794	227,306	229,974	242,354	330,257	-13,943	-4.1%	-0.8%	-0.5%	323
8	Volkswagen Polo	283,249	300,233	280,071	248,184	223,265	218,547	-64,702	-22.8%	-5.1%	-2.1%	356
9	Volkswagen Passat	194,292	223,030	333,728	285,457	246,564	219,232	24,940	12.8%	2.4%	0.8%	82
10	Citroen C3	209,113	294,651	301,294	248,632	214,198	206,840	-2,273	-1.1%	-0.2%	-0.1%	284
	Top 10 Total Assembly	3,387,951	3,252,262	3,235,761	3,148,657	3,217,914	3,195,602	-192,349	-5.7%	-1.2%	-6.3%	
	Top 10 (% of Regional Total)	22.9%	21.4%	20.8%	19.2%	18.7%	17.9%	-6.3%				

Autofacts Regional Baseline Forecast Data – East Europe

								Growth Analytics (2009-2014)				
	EE Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Renault-Nissan	638,657	1,021,664	907,125	1,029,771	1,166,978	1,288,113	649,456	101.7%	15.1%	29.2%	1
2	Fiat Group	205,951	271,867	314,540	424,236	484,603	567,910	361,959	175.8%	22.5%	16.3%	2
3	GM Group	269,613	319,286	334,627	348,605	399,119	450,598	180,985	67.1%	10.8%	8.1%	4
4	Ford Group	213,100	296,648	295,110	276,652	306,093	346,168	133,068	62.4%	10.2%	6.0%	7
5	Hyundai Group	123,465	196,726	236,534	297,701	319,834	351,393	227,928	184.6%	23.3%	10.3%	3
6	Toyota Group	80,494	105,690	140,864	184,031	215,027	228,912	148,418	184.4%	23.2%	6.7%	5
7	PSA Group	82,081	129,870	138,456	170,696	176,617	171,961	89,880	109.5%	15.9%	4.0%	9
8	VW-Suzuki	51,754	130,457	144,363	169,609	180,078	187,736	135,982	262.7%	29.4%	6.1%	6
9	GAZ Group	34,871	71,634	58,692	67,304	105,596	130,440	95,569	274.1%	30.2%	4.3%	8
10	Daewoo Group	19,782	25,386	67,300	60,340	48,567	40,466	20,684	104.6%	15.4%	0.9%	14
	Top 10 Total Assembly	1,719,768	2,569,228	2,637,611	3,028,945	3,402,512	3,763,697	2,043,929	118.9%	17.0%	92.0%	
	Top 10 Total Capacity	4,279,380	4,523,792	4,869,312	5,368,333	5,594,137	5,626,675	1,347,295	31.5%	5.6%	93.6%	
	Excess Capacity	2,559,612	1,954,564	2,231,701	2,339,388	2,191,625	1,862,978	-696,634	-27.2%	-6.2%	100.0%	
	Utilisation (%)	40.19%	56.79%	54.17%	56.42%	60.82%	66.89%					

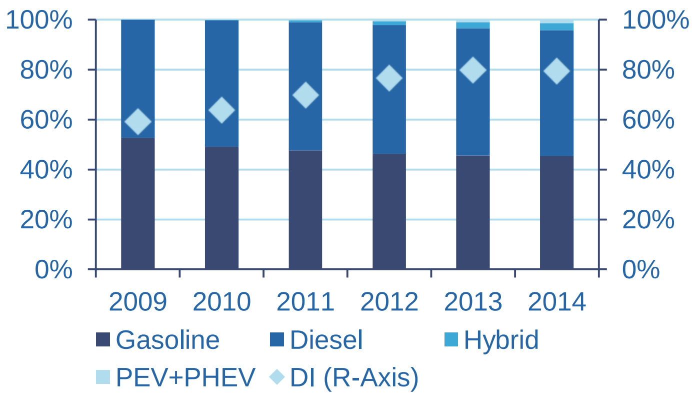
	EE Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	FIAT/GM 199/4400	172,896	302,412	302,863	396,874	420,113	443,383	270,487	156.4%	20.7%	12.2%	2
2	X85/B	229,177	260,868	284,302	373,171	422,690	429,242	200,065	87.3%	13.4%	9.0%	3
3	X84/C	35,177	108,430	121,105	261,772	485,137	541,165	505,988	1438.4%	72.7%	22.8%	1
4	2108	172,534	292,921	236,163	189,632	148,972	213,908	41,374	24.0%	4.4%	1.9%	16
5	V184/5	88,910	138,795	144,761	187,807	216,798	253,564	164,654	185.2%	23.3%	7.4%	5
6	GLOBAL GAMMA	0	15,405	67,225	159,469	170,597	182,346	182,346	0.0%	0.0%	8.2%	4
7	150L	72,264	80,954	87,900	91,871	115,621	121,493	49,229	68.1%	10.9%	2.2%	14
8	HD	20,235	39,014	83,563	105,283	120,830	133,968	113,733	562.1%	45.9%	5.1%	7
9	C1/P1	37,653	64,244	57,361	70,444	71,037	78,219	40,566	107.7%	15.7%	1.8%	18
10	MC (Hyundai Motor)	52,883	99,471	78,958	70,513	61,506	1,601	-51,282	-97.0%	-50.3%	-2.3%	101
	Top 10 Total Assembly	881,729	1,402,514	1,464,201	1,906,836	2,233,301	2,398,889	1,517,160	172.1%	22.2%	68.3%	
	Top 10 (% of Regional Total)	49.4%	52.4%	52.3%	59.2%	61.9%	59.9%	68.3%				

	EE Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Lada	308,601	567,996	463,178	507,858	604,453	711,311	402,710	130.5%	18.2%	18.1%	1
2	Renault	327,254	425,322	383,770	378,046	411,333	421,930	94,676	28.9%	5.2%	4.3%	9
3	Fiat	202,700	266,435	266,698	342,241	390,248	427,932	225,232	111.1%	16.1%	10.1%	3
4	Ford	213,100	296,648	295,110	276,652	306,093	346,168	133,068	62.4%	10.2%	6.0%	6
5	Chevrolet	80,618	124,569	200,050	286,688	323,805	370,729	290,111	359.9%	35.7%	13.1%	2
6	Hyundai	78,224	128,269	167,664	207,635	221,936	236,783	158,559	202.7%	24.8%	7.1%	4
7	Toyota	80,494	105,690	140,864	184,031	215,027	228,912	148,418	184.4%	23.2%	6.7%	5
8	Daewoo	183,413	164,371	106,740	23,353	25,875	26,839	-156,574	-85.4%	-31.9%	-7.0%	43
9	Kia	45,241	68,457	68,870	90,066	97,898	114,610	69,369	153.3%	20.4%	3.1%	12
10	Volkswagen	21,353	64,983	87,493	100,547	99,488	101,376	80,023	374.8%	36.6%	3.6%	11
	Top 10 Total Assembly	1,540,998	2,212,740	2,180,437	2,397,117	2,696,156	2,986,590	1,445,592	93.8%	14.2%	65.1%	
	Top 10 (% of Regional Total)	86.4%	82.7%	77.9%	74.4%	74.7%	74.6%	65.1%				

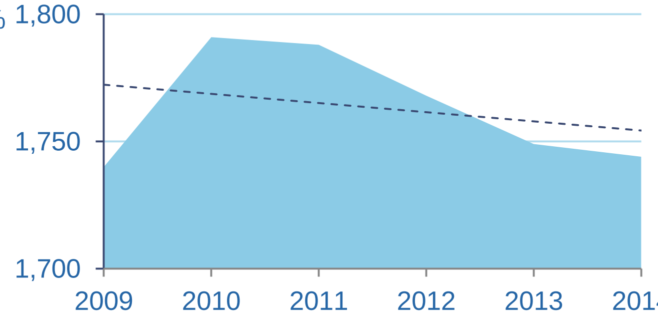
	EE Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Renault Clio	179,495	175,838	158,431	159,292	189,991	196,416	16,921	9.4%	1.8%	0.8%	48
2	Ford Transit	88,910	138,795	144,761	187,807	216,798	253,564	164,654	185.2%	23.3%	7.4%	3
3	Lada New C-Car	0	0	0	115,058	288,725	368,944	368,944	0.0%	0.0%	16.6%	1
4	Fiat Doblo	77,540	98,930	113,015	122,159	118,733	118,746	41,206	53.1%	8.9%	1.9%	14
5	Lada Priora	91,081	154,668	119,002	93,316	0	0	-91,081	-100.0%	-100.0%	-4.1%	190
6	Fiat Fiorino	73,692	89,867	76,577	73,949	66,685	62,311	-11,381	-15.4%	-3.3%	-0.5%	179
7	GAZ GAZelle	29,690	65,124	53,098	61,155	99,199	122,995	93,305	314.3%	32.9%	4.2%	6
8	Lada Samara	75,547	133,421	103,483	80,314	313	0	-75,547	-100.0%	-100.0%	-3.4%	187
9	Ford Focus	37,653	64,244	57,361	70,444	71,037	78,219	40,566	107.7%	15.7%	1.8%	17
10	Lada Low Cost Car	0	0	0	0	141,718	213,908	213,908	0.0%	0.0%	9.6%	2
	Top 10 Total Assembly	653,608	920,887	825,728	963,494	1,193,199	1,415,103	761,495	116.5%	16.7%	34.3%	
	Top 10 (% of Regional Total)	36.6%	34.4%	29.5%	29.9%	33.1%	35.3%	34.3%				

Autofacts Regional Powertrain Summary – Europe

European Union: Fuel Type and Delivery by % Share 2009 – 2014

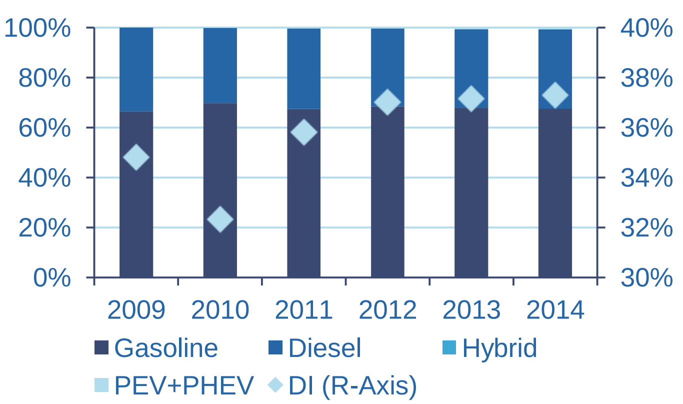


European Union: Weighted Engine Displacement 2009 – 2014 (Cubic Centimeters)

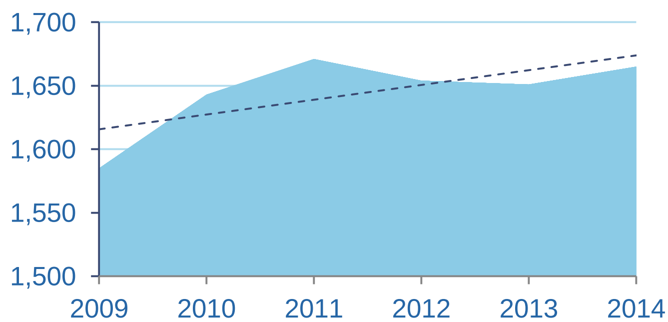


	Transmission Outlook	2009	2010	2011	2012	2013	2014	Unit Diff.	% Chg	'09 Share	'14 Share
1	Manual	11,741,793	11,735,019	11,701,473	12,147,883	12,427,983	12,708,579	966,786	8.2%	79.5%	71.2%
2	Automatic	1,694,141	2,032,233	2,096,594	2,183,078	2,279,801	2,257,845	563,704	33.3%	11.5%	12.7%
3	DCT	606,387	741,660	918,877	1,231,374	1,515,447	1,670,320	1,063,933	175.5%	4.1%	9.4%
4	AMT	516,631	457,448	579,262	600,627	671,757	762,083	245,452	47.5%	3.5%	4.3%
5	CVT	214,536	212,760	209,079	164,593	158,608	180,112	(34,424)	-16.0%	1.5%	1.0%
6	Electric	155	11,687	42,730	107,397	177,880	261,054	260,899	168321.9%	0.0%	1.5%
	Total Consumption	14,773,643	15,190,807	15,548,015	16,434,952	17,231,476	17,839,993	3,066,350	20.8%	100.0%	100.0%

East Europe: Fuel Type and Delivery by % Share 2009 – 2014



East Europe: Weighted Engine Displacement 2009 – 2014 (Cubic Centimeters)



	Transmission Outlook	2009	2010	2011	2012	2013	2014	Unit Diff.	% Chg	'09 Share	'14 Share
1	Manual	1,708,387	2,492,296	2,557,364	2,925,868	3,281,751	3,637,923	1,929,536	112.9%	95.8%	90.8%
2	Automatic	50,839	126,705	169,177	198,541	211,056	226,746	175,907	346.0%	2.9%	5.7%
3	AMT	20,491	31,786	31,994	40,349	42,838	43,782	23,291	113.7%	1.1%	1.1%
4	CVT	1,563	12,214	25,243	26,176	26,046	31,587	30,024	1920.9%	0.1%	0.8%
5	DCT	2,357	9,672	7,211	21,091	26,988	39,420	37,063	1572.5%	0.1%	1.0%
6	Electric	0	4,142	9,671	11,678	20,978	25,194	25,194	0.0%	0.0%	0.6%
	Total Consumption	1,783,637	2,676,815	2,800,660	3,223,703	3,609,657	4,004,652	2,221,015	124.5%	100.0%	100.0%

Autofacts Regional Baseline Forecast Data – Developed Asia-Pacific

								Growth Analytics (2009-2014)				
	AP Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Toyota Group	3,961,130	4,637,935	4,676,401	4,756,133	4,736,862	4,651,664	690,534	17.4%	3.3%	27.2%	1
2	Hyundai Group	2,612,977	2,985,430	2,904,332	2,821,699	2,785,480	2,859,478	246,501	9.4%	1.8%	9.7%	5
3	Renault-Nissan	1,151,123	1,388,488	1,415,549	1,406,874	1,482,908	1,537,845	386,722	33.6%	6.0%	15.2%	2
4	Honda Group	840,924	1,040,244	1,100,285	1,055,865	1,083,797	1,019,107	178,183	21.2%	3.9%	7.0%	7
5	Ford Group	812,809	940,554	936,332	993,115	990,809	1,023,625	210,816	25.9%	4.7%	8.3%	6
6	VW-Suzuki	767,917	880,029	958,833	921,581	898,563	889,335	121,418	15.8%	3.0%	4.8%	8
7	GM Group	614,717	716,990	897,094	943,885	957,511	941,360	326,643	53.1%	8.9%	12.9%	3
8	Mitsubishi Group	371,361	498,391	589,258	695,751	716,768	684,497	313,136	84.3%	13.0%	12.3%	4
9	Shanghai Auto	34,703	51,329	50,367	52,779	53,389	49,878	15,175	43.7%	7.5%	0.6%	10
10	PSA Group	10,000	11,798	14,139	62,259	61,121	61,781	51,781	517.8%	43.9%	2.0%	9
	Top 10 Total Assembly	11,177,661	13,151,188	13,542,590	13,709,941	13,767,208	13,718,570	2,540,909	22.7%	4.2%	100.0%	
	Top 10 Total Capacity	16,667,592	16,705,751	16,717,084	16,211,255	16,281,395	16,176,431	-491,161	-3.0%	-0.6%	-100.0%	
	Excess Capacity	5,489,931	3,554,563	3,174,494	2,501,314	2,514,187	2,457,861	-3,032,070	-55.2%	-14.9%	100.0%	
	Utilisation (%)	67.06%	78.72%	81.01%	84.57%	84.56%	84.81%					
	AP Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	MC (Toyota Motor Corp)	1,300,878	1,559,949	1,466,819	1,534,185	1,560,808	1,528,483	227,605	17.5%	3.3%	9.0%	5
2	HD	736,801	998,022	1,007,331	952,543	895,177	913,823	177,022	24.0%	4.4%	7.0%	8
3	NF	501,352	792,403	826,959	884,849	883,758	843,784	342,432	68.3%	11.0%	13.5%	3
4	NBC	496,910	471,848	654,267	657,535	620,061	579,982	83,072	16.7%	3.1%	3.3%	19
5	YP/YN	585,755	628,646	632,714	542,517	539,767	530,460	-55,295	-9.4%	-2.0%	-2.2%	98
6	L4 (Daihatsu Motor Company)	456,257	481,371	536,679	583,572	512,145	504,940	48,683	10.7%	2.0%	1.9%	29
7	C1/P1	394,158	433,008	428,979	450,444	422,589	498,838	104,680	26.6%	4.8%	4.1%	15
8	150L	180,831	412,146	395,767	361,264	446,222	455,680	274,849	152.0%	20.3%	10.8%	4
9	X85/B	330,059	338,085	367,500	391,076	356,640	357,134	27,075	8.2%	1.6%	1.1%	40
10	SI	309,650	342,707	320,814	340,486	418,407	398,408	88,758	28.7%	5.2%	3.5%	17
	Top 10 Total Assembly	5,292,651	6,458,185	6,637,829	6,698,471	6,655,574	6,611,532	1,318,881	24.9%	4.6%	51.9%	
	Top 10 (% of Regional Total)	47.4%	49.1%	49.0%	48.9%	48.3%	48.2%	51.9%				
	AP Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Toyota	2,568,839	3,062,012	2,966,828	2,947,090	2,963,087	2,903,414	334,575	13.0%	2.5%	13.2%	1
2	Hyundai	1,558,970	1,743,404	1,707,505	1,635,796	1,617,380	1,586,479	27,509	1.8%	0.4%	1.1%	16
3	Kia	1,054,007	1,242,026	1,196,827	1,185,903	1,168,100	1,272,999	218,992	20.8%	3.8%	8.6%	4
4	Nissan	910,406	1,052,590	1,086,498	1,077,069	1,043,813	1,096,035	185,629	20.4%	3.8%	7.3%	6
5	Honda	826,147	1,015,198	1,074,648	1,031,876	1,051,162	988,366	162,219	19.6%	3.7%	6.4%	8
6	Mazda	764,005	883,608	877,919	932,003	916,209	958,146	194,141	25.4%	4.6%	7.6%	5
7	Suzuki	767,917	880,029	958,833	921,581	898,563	889,335	121,418	15.8%	3.0%	4.8%	11
8	Daihatsu	655,197	669,893	692,540	733,619	654,598	650,074	-5,123	-0.8%	-0.2%	-0.2%	25
9	Mitsubishi	371,361	498,391	589,258	695,751	716,768	684,497	313,136	84.3%	13.0%	12.3%	2
10	Subaru	419,318	436,254	416,544	432,383	461,992	433,746	14,428	3.4%	0.7%	0.6%	22
	Top 10 Total Assembly	9,896,167	11,483,405	11,567,400	11,593,071	11,491,672	11,463,091	1,566,924	15.8%	3.0%	61.7%	
	Top 10 (% of Regional Total)	88.5%	87.3%	85.4%	84.6%	83.5%	83.6%	61.7%				
	AP Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Toyota Prius	410,846	550,639	493,746	499,437	503,188	496,950	86,104	21.0%	3.9%	3.4%	4
2	Mazda Axela	325,002	334,108	296,777	268,575	261,831	344,454	19,452	6.0%	1.2%	0.8%	75
3	Toyota Corolla	167,427	345,371	295,763	267,326	324,506	336,491	169,064	101.0%	15.0%	6.7%	1
4	Toyota Yaris	164,784	191,089	288,355	284,250	272,811	272,528	107,744	65.4%	10.6%	4.2%	2
5	Honda Fit	205,218	265,888	248,951	232,334	239,270	165,330	-39,888	-19.4%	-4.2%	-1.6%	329
6	Kia Forte	204,523	244,410	225,879	219,082	186,026	232,003	27,480	13.4%	2.6%	1.1%	55
7	Hyundai Elantra/i30	204,385	234,237	223,566	207,119	186,181	195,206	-9,179	-4.5%	-0.9%	-0.4%	290
8	Hyundai Sonata/i40	165,003	247,137	229,269	198,264	169,631	159,041	-5,962	-3.6%	-0.7%	-0.2%	269
9	Suzuki Wagon R	201,863	205,224	195,492	181,688	180,940	192,724	-9,139	-4.5%	-0.9%	-0.4%	289
10	Toyota RAV4	182,200	194,474	165,847	168,372	172,686	155,007	-27,193	-14.9%	-3.2%	-1.1%	320
	Top 10 Total Assembly	2,231,251	2,812,577	2,663,645	2,526,447	2,497,070	2,549,734	318,483	14.3%	2.7%	12.5%	
	Top 10 (% of Regional Total)	20.0%	21.4%	19.7%	18.4%	18.1%	18.6%	12.5%				

Autofacts Regional Baseline Forecast Data – Developing Asia-Pacific

								Growth Analytics (2009-2014)				
	AP Alliance Groups	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	VW-Suzuki	2,627,992	3,214,202	3,433,778	3,966,743	4,268,121	4,391,456	1,763,464	67.1%	10.8%	13.2%	1
2	GM Group	1,858,781	2,401,597	2,559,469	2,825,422	2,956,368	3,140,738	1,281,957	69.0%	11.1%	9.6%	4
3	Toyota Group	1,764,475	2,193,665	2,440,417	2,820,759	2,951,921	3,046,663	1,282,188	72.7%	11.5%	9.6%	3
4	Hyundai Group	1,436,409	1,825,573	1,761,465	1,641,521	1,788,454	2,000,210	563,801	39.3%	6.8%	4.2%	10
5	Renault-Nissan	783,125	1,245,967	1,440,373	1,648,893	1,877,667	2,071,201	1,288,076	164.5%	21.5%	9.6%	2
6	Honda Group	921,579	1,052,220	1,229,310	1,426,977	1,478,350	1,563,629	642,050	69.7%	11.2%	4.8%	7
7	Chang'an Group	1,044,427	1,107,241	1,183,330	1,226,084	1,277,124	1,334,957	290,530	27.8%	5.0%	2.2%	15
8	Ford Group	731,641	1,036,935	1,120,624	1,287,581	1,450,948	1,509,521	777,880	106.3%	15.6%	5.8%	6
9	Tata Group	317,488	472,656	754,742	926,985	1,084,884	1,164,639	847,151	266.8%	29.7%	6.3%	5
10	BYD Group	425,817	652,798	814,139	866,146	932,006	993,186	567,369	133.2%	18.5%	4.2%	9
	Top 10 Total Assembly	11,911,734	15,202,854	16,737,647	18,637,111	20,065,843	21,216,200	9,304,466	78.1%	12.2%	69.6%	
	Top 10 Total Capacity	15,334,643	17,577,490	19,133,928	21,299,897	22,242,046	23,073,321	7,738,678	50.5%	8.5%	71.3%	
	Excess Capacity	3,422,909	2,374,636	2,396,281	2,662,786	2,176,203	1,857,121	-1,565,788	-45.7%	-11.5%	100.0%	
	Utilisation (%)	77.68%	86.49%	87.48%	87.50%	90.22%	91.95%					

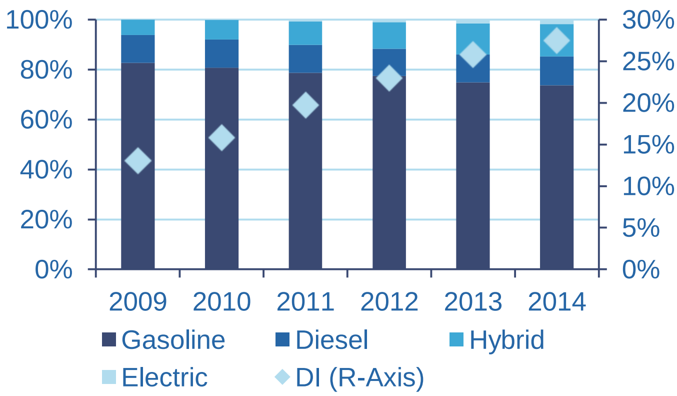
	AP Platforms	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	CARRY	1,341,377	1,354,416	1,334,066	1,379,760	1,419,309	1,464,142	122,765	9.2%	1.8%	0.9%	46
2	MINICAB	1,020,594	1,190,123	1,243,932	1,326,882	1,378,973	1,490,772	470,178	46.1%	7.9%	3.5%	5
3	YP/YN	379,536	677,952	734,577	869,927	893,223	942,571	563,035	148.3%	20.0%	4.2%	3
4	EC	697,529	652,713	647,584	682,235	725,800	750,130	52,601	7.5%	1.5%	0.4%	67
5	X85/B	442,719	554,736	616,563	726,819	811,515	875,847	433,128	97.8%	14.6%	3.2%	7
6	NBC	327,978	489,867	604,264	730,086	791,510	839,002	511,024	155.8%	20.7%	3.8%	4
7	HD	303,250	559,978	726,126	579,363	688,645	725,956	422,706	139.4%	19.1%	3.2%	9
8	CX2	358,077	475,904	570,665	627,674	698,362	771,458	413,381	115.4%	16.6%	3.1%	10
9	A2	451,378	524,652	587,317	599,918	617,738	661,580	210,202	46.6%	7.9%	1.6%	24
10	IMV	451,987	513,473	548,842	579,113	597,345	604,929	152,942	33.8%	6.0%	1.1%	33
	Top 10 Total Assembly	5,774,425	6,993,814	7,613,936	8,101,777	8,622,420	9,126,387	3,351,962	58.1%	9.6%	25.1%	
	Top 10 (% of Regional Total)	36.7%	34.5%	33.7%	32.0%	31.5%	31.4%	25.1%				

	AP Brands	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Toyota	1,531,206	1,870,998	2,108,329	2,477,276	2,599,379	2,685,708	1,154,502	75.4%	11.9%	8.6%	1
2	Volkswagen	1,119,821	1,307,408	1,433,695	1,641,785	1,735,067	1,793,523	673,702	60.2%	9.9%	5.0%	4
3	Hyundai	1,188,248	1,486,025	1,422,363	1,355,094	1,488,994	1,686,391	498,143	41.9%	7.3%	3.7%	9
4	Nissan	775,594	1,239,001	1,408,705	1,553,655	1,691,768	1,841,915	1,066,321	137.5%	18.9%	8.0%	2
5	Wuling	1,001,114	1,173,861	1,235,935	1,317,838	1,369,020	1,481,139	480,025	47.9%	8.1%	3.6%	11
6	Honda	921,579	1,046,905	1,156,136	1,303,502	1,346,617	1,436,469	514,890	55.9%	9.3%	3.9%	7
7	Maruti	938,012	1,097,897	1,060,269	1,106,998	1,158,126	1,229,467	291,455	31.1%	5.6%	2.2%	16
8	Chang'an	795,520	855,139	920,904	959,220	989,513	1,027,791	232,271	29.2%	5.3%	1.7%	20
9	Chevrolet	419,616	715,210	774,399	950,208	1,025,561	1,082,181	662,565	157.9%	20.9%	5.0%	5
10	BYD	425,817	652,798	814,139	866,146	932,006	993,186	567,369	133.2%	18.5%	4.2%	6
	Top 10 Total Assembly	9,116,527	11,445,242	12,334,874	13,531,722	14,336,051	15,257,770	6,141,243	67.4%	10.9%	45.9%	
	Top 10 (% of Regional Total)	57.9%	56.4%	54.6%	53.4%	52.4%	52.4%	45.9%				

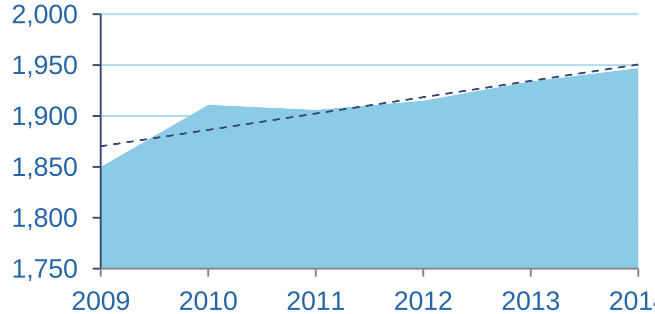
	AP Nameplates	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**Unit Diff.**	**% Chg**	**CAGR**	**CTG %**	**Rank***
1	Chang'an SC63/10 Series	682,744	693,132	742,417	762,552	777,297	792,758	110,014	16.1%	3.0%	0.8%	26
2	Wuling Sunshine	546,127	629,131	632,912	721,603	754,094	798,543	252,416	46.2%	7.9%	1.9%	3
3	Toyota Corolla	311,943	358,758	358,993	389,615	431,568	438,998	127,055	40.7%	7.1%	1.0%	18
4	BYD F3	271,570	344,985	378,447	373,914	428,125	470,411	198,841	73.2%	11.6%	1.5%	10
5	Hyundai Elantra/i30	412,299	451,649	418,468	305,595	299,012	283,770	-128,529	-31.2%	-7.2%	-1.0%	553
6	Hyundai Santro/i10	388,852	413,015	310,765	273,169	326,775	394,767	5,915	1.5%	0.3%	0.0%	341
7	Toyota Hilux Vigo	280,861	302,004	319,208	336,781	339,170	339,523	58,662	20.9%	3.9%	0.4%	67
8	Isuzu D-Max	166,284	215,494	246,047	324,687	328,611	336,336	170,052	102.3%	15.1%	1.3%	12
9	Toyota Camry	204,495	229,796	252,610	283,414	277,189	296,839	92,344	45.2%	7.7%	0.7%	33
10	Honda City	234,582	245,100	259,009	247,399	252,163	298,173	63,591	27.1%	4.9%	0.5%	58
	Top 10 Total Assembly	3,499,757	3,883,064	3,918,876	4,018,729	4,214,004	4,450,118	950,361	27.2%	4.9%	7.1%	
	Top 10 (% of Regional Total)	22.2%	19.1%	17.4%	15.9%	15.4%	15.3%	7.1%				

Autofacts Regional Powertrain Summary – Asia-Pacific

Developed AP: Fuel Type and Delivery by % Share 2009 – 2014

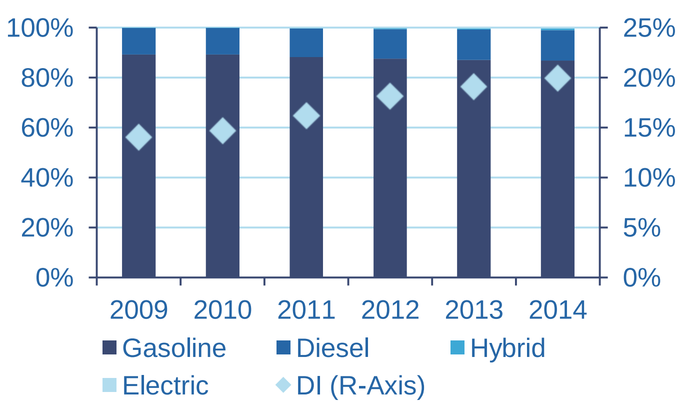


Developed AP: Weighted Engine Displacement 2009 – 2014 (Cubic Centimeters)

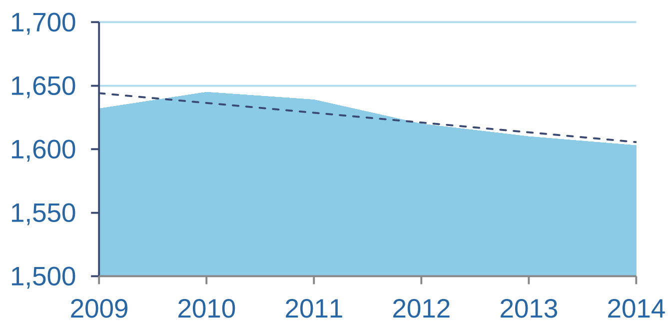


`	Transmission Outlook	2009	2010	2011	2012	2013	2014	Unit Diff.	% Chg	'09 Share	'14 Share
1	Automatic	5,219,748	5,835,138	5,516,893	5,520,057	5,207,117	5,079,441	(171,884)	-3.3%	46.7%	36.8%
2	CVT	2,906,262	3,895,195	4,519,426	4,735,149	5,121,087	5,170,326	2,264,064	77.9%	26.0%	37.7%
3	Manual	3,036,003	3,390,561	3,408,308	3,312,490	3,251,240	3,256,288	220,285	7.3%	27.2%	23.7%
4	Electric	1,176	16,103	82,860	126,704	174,123	199,057	197,881	16826.6%	0.0%	1.5%
5	DCT	13,296	14,639	15,394	15,738	14,054	13,930	634	4.8%	0.1%	0.1%
6	AMT	1,497	20	240	245	45	0	(1,497)	-100.0%	0.0%	0.0%
	Total Consumption	11,177,982	13,151,656	13,543,121	13,710,383	13,767,666	13,719,042	2,541,060	22.7%	100.0%	100.0%

Developing AP: Fuel Type and Delivery by % Share 2009 – 2014



Developing AP: Weighted Engine Displacement 2009 – 2014 (Cubic Centimeters)



	Transmission Outlook	2009	2010	2011	2012	2013	2014	Unit Diff.	% Chg	'09 Share	'14 Share
1	Manual	10,202,173	12,974,827	14,289,325	15,915,820	17,323,848	18,335,589	8,133,416	79.7%	64.8%	63.0%
2	Automatic	4,979,937	6,450,904	7,064,838	7,632,755	8,063,955	8,374,685	3,394,748	68.2%	31.6%	28.8%
3	CVT	483,826	729,060	828,338	1,060,393	1,159,300	1,345,098	861,272	178.0%	3.1%	4.6%
4	DCT	67,899	109,824	299,071	447,087	515,141	711,512	643,613	947.9%	0.4%	2.4%
5	AMT	4,676	23,682	76,643	230,270	239,148	269,444	264,768	5662.3%	0.0%	0.9%
6	Electric	0	5,011	34,742	46,737	61,014	72,101	72,101	0.0%	0.0%	0.2%
	Total Consumption	15,738,511	20,293,308	22,592,957	25,333,062	27,362,406	29,108,429	13,369,918	85.0%	100.0%	100.0%