# CSM Automotive Production Barometer (APB)

CSM Worldwide, the leading provider of market intelligence and forecasting to the automotive industry, announces the February 2006 CSM Automotive Production Barometer™. Released in advance of existing sources of information, this service provides an accurate record of light vehicle production for the previous month to assist automotive economists and financial analysts in their ongoing industry evaluations.

The CSM Automotive Production Barometer for February 2006 and release schedule is currently available via the CSM Worldwide website: www.csmauto.com/auto-production-barometer.

Following a better than expected sales month in January, production in the US remained flat, equaling the 11.48M units produced last year on a seasonally adjusted rate. Trucks continue to out produce car in the US, 6.95M units versus 4.54M units on a seasonally adjusted basis. Actual US production for the month totaled over 900,000 units, an increased of just 0.1% over January 2005 output. North American output totaled 16.16M units on a seasonally adjusted rate, a 5.2% increase over last year's rate.

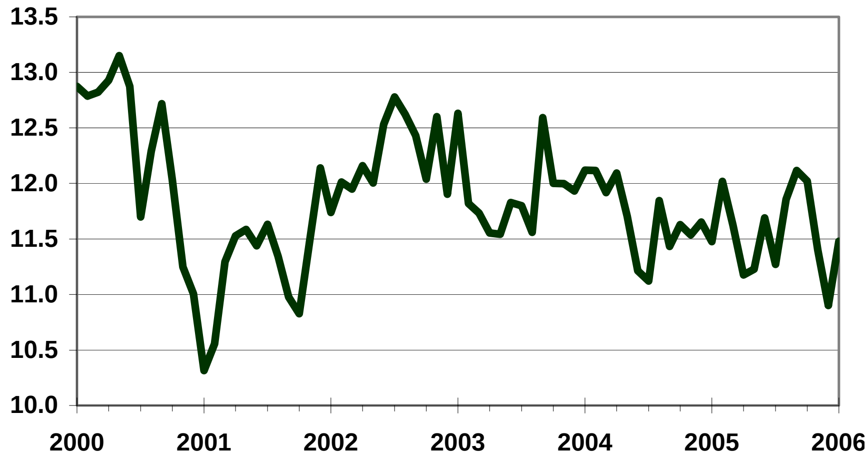
The results aren't as strong as the numbers suggest as they follow a weak January last year. A number of factors were at work this January, such as model changeovers and retooling, additional plant downtime and reduced overtime following a strong 4Q 2005 build period that effectively pulled ahead vehicle production. The "Traditional Big 3" manufacturers continue to experience significant downtime through 1Q 2006 to adjust for demand and retooling with GM idling their Lansing Craft Center and Oklahoma City plants and Ford idling St. Louis this quarter. Output of GM's all important and profitable GMT900-based SUVs are progressing better than expected. The Chrysler Group added downtime as an inventory adjustment for several vehicles and is currently launching the all-new Dodge Caliber.

Total "New 6" output accounted for 15.12m units on a seasonally adjusted basis or 93.5% of North American output in January, a decline from a 95.4% share last year. This trend is expected to continue as Hyundai makes a greater impact on production in the region. "Traditional Big 3" production in North American accounted for 10.91M units on a seasonally adjusted basis with the New Domestics, Toyota, Honda and Nissan, accounting for 4.21M units. On a share basis, this equates to 72.2% versus 27.8% between the Big 3 and the New Domestics.

All but Ford and Nissan recorded higher production rates in January versus last year, down 11.1% and 5.9% respectively. Ford is afflicted with significant downtime as demand across a wide range of its product portfolio remains weak. In addition, little overtime is being utilized, with its core F-Series models experiencing production slowdowns following a strong 4Q 2005. GM managed a seasonally adjusted 11.4% increase in North American production, though most of this is attributable to a weak January last year where they experienced double the amount of downtime.

The production environment is not expected to change much in February, with continued downtime and retooling scheduled at the Traditional Big 3 manufacturers and the New Domestics continuing their march forward. North American production is expected to remain flat in 2006 at 15.78M units.

## CSM Automotive Production Barometer (US SAAR, units in millions)




- January US light vehicle production increased to 11.48M unit SAAR, the same level achieved in January 2005.
- US light vehicle production was flat Y/Y on an adjusted basis in January.
- US light vehicle production was also flat at 0.1% Y/Y to a NSA 0.9M units in January.
- NA light vehicle production in January totaled 16.16M unit SAAR, up 5.2% over last year.

| **Light Vehicle Production (units in millions)** | **Nov-05** | **Dec-05** | **Jan-06** | **YTD** | **2005** | **2004** |
|---|---|---|---|---|---|---|
| US Total (SAAR) | 11.40 | 10.89 | 11.48 | 11.48 | 11.59 | 11.71 |
| Autos | 4.37 | 4.22 | 4.54 | 4.54 | 4.26 | 4.18 |
| Light Trucks | 7.03 | 6.67 | 6.95 | 6.95 | 7.33 | 7.53 |
| US (NSA) | 0.90 | 0.80 | 0.91 | 0.91 | 11.57 | 11.64 |
| North America (SAAR) | 16.51 | 15.93 | 16.16 | 16.16 | 15.79 | 15.78 |

| **Light Vehicle Production (Y/Y %)** | **Nov-05** | **Dec -05** | **Jan-06** | **YTD** | **2005** | **2004** |
|---|---|---|---|---|---|---|
| US Total (SAAR) | -1.20% | -6.40% | 0.00% | 0.00% | -1.10% | -1.70% |
| Autos | 7.70% | 0.50% | 6.10% | 6.10% | 1.70% | -6.00% |
| Light Trucks | -6.00% | -10.40% | -3.60% | -3.60% | -2.70% | 0.90% |
| US (NSA) | -1.20% | -6.70% | 0.10% | 0.10% | -0.60% | -1.90% |
| North America (SAAR) | 5.50% | -1.80% | 5.20% | 5.20% | 0.00% | -0.70% |

## North American Light Vehicle Production by Manufacturer

| **Light Vehicle Production (units in millions)** | **Nov-05** | **Dec-05** | **Jan-06** | **YTD** | **2005** | **2004** |
|---|---|---|---|---|---|---|
| GM (SAAR, inc. HUMMER, CAMI) – GM | 4.98 | 4.71 | 5.08 | 5.08 | 4.72 | 5.11 |
| Ford (SAAR, inc. Mazda) – F | 3.28 | 3.68 | 3.19 | 3.19 | 3.38 | 3.61 |
| DaimlerChrysler (SAAR, inc. M-B) - DCX | 2.86 | 2.59 | 2.64 | 2.64 | 2.79 | 2.67 |
| Toyota (SAAR, inc. NUMMI) - TM | 1.64 | 1.69 | 1.71 | 1.71 | 1.62 | 1.51 |
| Honda (SAAR) - HMC | 1.40 | 1.44 | 1.37 | 1.37 | 1.35 | 1.22 |
| Nissan (SAAR, inc. Renault) - NSANY | 1.22 | 1.16 | 1.13 | 1.13 | 1.20 | 1.07 |

| **Light Vehicle Production (Y/Y %)** | **Nov-05** | **Dec-05** | **Jan-06** | **YTD** | **2005** | **2004** |
|---|---|---|---|---|---|---|
| GM (SAAR, inc. HUMMER, CAMI) – GM | 1.00% | -10.10% | 11.40% | 11.40% | -7.50% | -4.10% |
| Ford (SAAR, inc. Mazda) – F | -3.30% | -2.70% | -11.10% | -11.10% | -6.30% | -5.00% |
| DaimlerChrysler (SAAR, inc. M-B) - DCX | 1.40% | -8.40% | 7.40% | 7.40% | 4.50% | 3.90% |
| Toyota (SAAR, inc. NUMMI) - TM | 4.30% | 12.80% | 7.80% | 7.80% | 7.10% | 12.10% |
| Honda (SAAR) - HMC | 10.80% | 14.40% | 8.80% | 8.80% | 10.80% | -3.30% |
| Nissan (SAAR, inc. Renault) - NSANY | 3.20% | -8.10% | -5.90% | -5.90% | 11.50% | 29.60% |