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CSM Automotive Production Barometer (APB)

CSM Worldwide, the leading provider of market intelligence and forecasting to the automotive industry, announces the September 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 September 2006 and release schedule is currently available via the CSM Worldwide website: www.csmauto.com/auto-production-barometer.

A lower production trend continued with output in the US falling 9.60% to a seasonally adjusted annual rate of 10.72 million units in August versus a year ago. Production of cars fell 4.20% to 4.06 million units with truck output falling 12.60% from year ago levels to 6.65 million units in August. Year-to-date, US light vehicle production dropped 3.70% to 11.14 million units on an adjusted basis. Total North American output declined 9.00% from last year to an adjusted rate of 15.13 million units. The sharp decline is due primarily to strong year-over-year comparisons following robust output last year to replenish depleted inventory levels following aggressive "Employee Pricing" incentive programs.

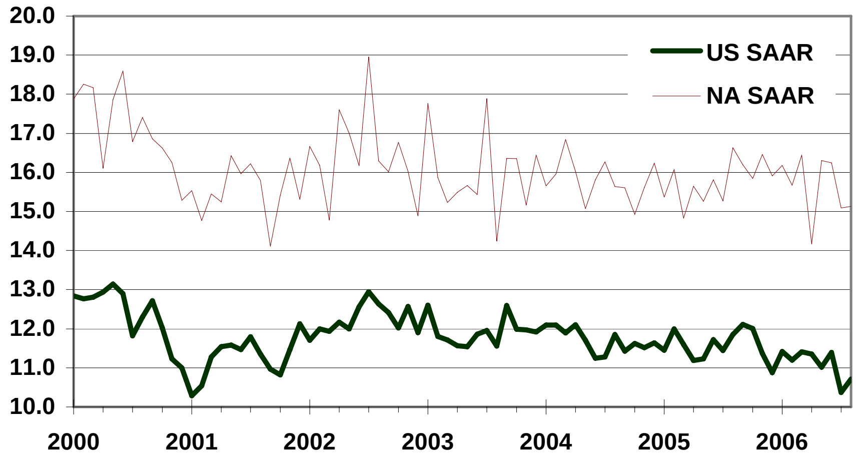
Production across all the "New 6" auto manufacturers was down in August with only General Motors and Honda recording year-to-date increases in output, up 0.60% and 3.60% at 4.68 and 1.38 million units and respectively. The year-over-year declines at GM are the result of tall output last year amid "Employee Pricing" while DaimlerChrysler lags due to production transitions at several plants. Though virtually flat from a year ago, Honda continues to make strides on strong demand for its redesigned Civic small car in addition to new, incremental production in the region coming online via the Acura RDX and soon the redesigned Honda CR-V.

Following several years of strong, double digit growth, Nissan is facing increasing weakness, with production dropping 14.60% in August and down 6.90% year-to-date. Nissan's North American production portfolio is currently over exposed to full-frame trucks that are being most impacted at this time. Toyota continues to witness production declines as it prepares for the launch of the all-new Tundra full-size pickup later this year.

Recently announced production cuts by Ford and DaimlerChrysler will severely temper total light vehicle output in the region. Ford's cuts specifically targets light truck output and also represents a fundamental shift in how the automaker views its operations going forward. As a result, Ford is expected to focus more on quality volume as opposed to highly incentivized quantity. Ford's actions opened the door for DaimlerChrysler to follow suit and make similar cuts targeting truck output for the remainder of the year.

While skyrocketing fuel prices may have put some buyers on the sidelines, particularly in the traditional mid-size SUV market, volatility remains, though now favoring consumers as prices drop as quickly as they rose in the summer months. Despite high incentive levels and now falling gas prices, it is expected that a portion of consumers will remain on the sidelines and that the shift towards more fuel friendly and refined cars and crossover vehicles will continue.

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



- US light vehicle production in August declined 9.60% versus last year to a 10.72M unit SAAR.
- Year-to-date US light vehicle output is down 3.70% on an adjusted basis.
- US light vehicle production declined 8.50% compared to a year ago to a NSA 1.01M units in August.
- NA light vehicle production declined 9.00% over last year to 15.13M units on a SAAR basis.

Light Vehicle Production (units in millions)	**Jun-06**	**Jul-06**	**Aug-06**	**YTD**	**2005**	**2004**
US Total (SAAR)	11.39	10.37	10.72	11.14	11.59	11.71
Autos	3.85	3.76	4.06	4.16	4.26	4.18
Light Trucks	7.55	6.61	6.65	6.98	7.33	7.53
US (NSA)	1.04	0.53	1.01	7.48	11.57	11.64
North America (SAAR)	16.25	15.09	15.13	15.69	15.79	15.78

Light Vehicle Production (Y/Y %)	**Jun-06**	**Jul-06**	**Aug-06**	**YTD**	**2005**	**2004**
US Total (SAAR)	-2.80%	-9.40%	-9.60%	-3.70%	-1.10%	-1.70%
Autos	-9.80%	-10.30%	-4.20%	-1.80%	1.70%	-6.00%
Light Trucks	1.20%	-8.80%	-12.60%	-4.80%	-2.70%	0.90%
US (NSA)	-2.60%	-8.30%	-8.50%	-3.40%	-0.60%	-1.90%
North America (SAAR)	2.70%	-1.20%	-9.00%	0.40%	0.00%	-0.70%

North American Light Vehicle Production by Manufacturer

Light Vehicle Production (units in millions)	**Jun-06**	**Jul-06**	**Aug-06**	**YTD**	**2005**	**2004**
GM (SAAR, inc. HUMMER, CAMI) – GM	5.00	4.37	4.55	4.68	4.72	5.11
Ford (SAAR, inc. Mazda) – F	3.38	3.05	3.23	3.28	3.38	3.61
DaimlerChrysler (SAAR, inc. M-B) - DCX	2.80	2.36	2.58	2.72	2.79	2.67
Toyota (SAAR, inc. NUMMI) - TM	1.61	1.53	1.59	1.61	1.62	1.51
Honda (SAAR) - HMC	1.46	1.22	1.43	1.38	1.35	1.22
Nissan (SAAR, inc. Renault) - NSANY	1.10	1.19	1.05	1.13	1.20	1.07

Light Vehicle Production (Y/Y %)	**Jun-06**	**Jul-06**	**Aug-06**	**YTD**	**2005**	**2004**
GM (SAAR, inc. HUMMER, CAMI) – GM	8.90%	3.60%	-10.90%	0.60%	-7.50%	-4.10%
Ford (SAAR, inc. Mazda) – F	-1.10%	-5.10%	-4.40%	-3.10%	-6.30%	-5.00%
DaimlerChrysler (SAAR, inc. M-B) - DCX	1.70%	-13.40%	-16.00%	-2.00%	4.50%	3.90%
Toyota (SAAR, inc. NUMMI) - TM	-2.00%	-2.10%	-3.80%	-0.10%	7.10%	12.10%
Honda (SAAR) - HMC	2.40%	0.70%	-0.10%	3.60%	10.80%	-3.30%
Nissan (SAAR, inc. Renault) - NSANY	-11.20%	10.10%	-14.60%	-6.90%	11.50%	29.60%