



CSM Automotive Production Barometer (APB)

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

US light vehicle production in October posted their lowest volumes since the GM-UAW strike in May and June 1998, posting a 15.70% decline in production versus year ago levels to a seasonally adjusted annual rate of 10.12M units. Though passenger car output fell 3.30% in October to 4.19M units on an adjusted basis, the decline is much less severe than the 22.70% decline in production of light trucks to 5.92M units. Non-seasonally adjusted production declined 10.80% to 950,000 units in October versus last year.

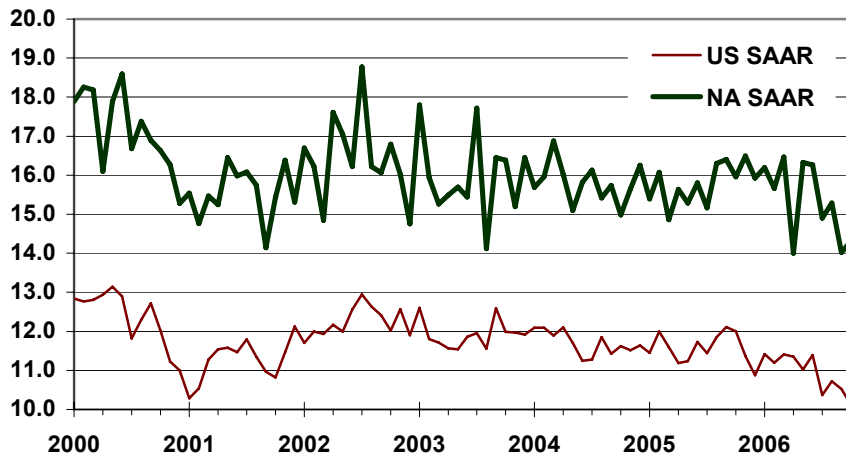
Total North American production declined 10.30% to an adjusted 14.31M units in October versus year ago levels. This downturn was not unexpected and follows previously announced production cuts by Ford and DaimlerChrysler in the past few months and a significant number of new vehicle production transitions, such as General Motors redesigned full-size pickups. Despite substantial declines in output in recent months, inventory and incentive spending remain an issue for the Traditional Big 3 manufacturers. Weaker output and liberal incentive spending is expected to continue to deplete existing inventory.

The "New 6" North American manufacturers were split in October with GM, Ford and DaimlerChrysler posting declines and Toyota, Honda and Nissan recording increased output from year ago levels. Previously announced production cuts by Ford and DaimlerChrysler continued in October resulting in declines of 25.30% and 16.30% for both manufacturers respectively with GM posting a 13.40% decline. All three automakers are over exposed to weakening demand for traditional mid- and full-size truck segments that previously provided enormous profits.

The Japanese manufacturers of Toyota, Honda and Nissan posted increases of 2.70%, 4.30% and 18.90% in October over year ago levels. A solid product foundation fuels Toyota's gains with Honda growth based on sustained strong demand for the Civic compact car and the incremental production of the Acura RDX entry luxury crossover. Nissan's performance has been lackluster in 2006 based on strong, double digit year-over-year comparisons and as expected is returning to form thanks to redesigned vehicles and incremental production in the region. Nissan's Mexican production of the all-new Sentra and Versa small cars are the primary drivers of the strong growth in October.

With the Traditional Big 3 manufacturers shifting their focus toward profitability versus sheer market share volume, production from them is expected to continue to decline next year and into the future as they reduce their workforce and close plants. North American production in 2006 is expected to total 15.3M units with the outlook for 2007 expected to mimic the manufacturer level split apparent this month.

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



- US light vehicle production fell 15.70% in October versus last year to a 10.12M unit SAAR, the lowest since June 1998.
- Year-to-date US light vehicle output is down 6.10% on an adjusted basis.
- US light vehicle production declined 10.80% compared to a year ago to a NSA 0.95M units in October.
- NA light vehicle output fell 10.30% from a year ago to 14.31M units on a SAAR basis.

Light Vehicle Production (units in millions)	Aug-06	Sep-06	Oct-06	YTD	2005	2004
US Total (SAAR)	10.72	10.52	10.12	10.96	11.59	11.71
Autos	4.06	4.20	4.19	4.17	4.26	4.18
Light Trucks	6.66	6.32	5.92	6.80	7.33	7.53
US (NSA)	1.01	0.89	0.95	9.31	11.57	11.64
North America (SAAR)	15.29	14.01	14.31	15.36	15.79	15.78

Light Vehicle Production (Y/Y %)	Aug-06	Sep-06	Oct-06	YTD	2005	2004
US Total (SAAR)	-9.60%	-13.10%	-15.70%	-6.10%	-1.10%	-1.70%
Autos	-4.20%	-2.10%	-3.30%	-2.00%	1.70%	-6.00%
Light Trucks	-12.60%	-19.20%	-22.70%	-8.40%	-2.70%	0.90%
US (NSA)	-8.50%	-16.80%	-10.80%	-5.70%	-0.60%	-1.90%
North America (SAAR)	-6.20%	-14.60%	-10.30%	-2.30%	0.00%	-0.70%

North American Light Vehicle Production by Manufacturer

Light Vehicle Production (units in millions)	Aug-06	Sep-06	Oct-06	YTD	2005	2004
GM (SAAR, inc. HUMMER, CAMI) - GM	4.66	4.20	4.31	4.59	4.72	5.11
Ford (SAAR, inc. Mazda) - F	3.17	2.81	2.43	3.12	3.38	3.61
DaimlerChrysler (SAAR, inc. M-B) - DCX	2.53	2.15	2.39	2.62	2.79	2.67
Toyota (SAAR, inc. NUMMI) - TM	1.63	1.56	1.65	1.61	1.62	1.51
Honda (SAAR) - HMC	1.43	1.40	1.43	1.38	1.35	1.22
Nissan (SAAR, inc. Renault) - NSANY	1.18	1.02	1.30	1.15	1.20	1.07

Light Vehicle Production (Y/Y %)	Aug-06	Sep-06	Oct-06	YTD	2005	2004
GM (SAAR, inc. HUMMER, CAMI) - GM	-6.60%	-13.30%	-13.50%	-2.40%	-7.50%	-4.10%
Ford (SAAR, inc. Mazda) - F	-4.40%	-20.00%	-25.30%	-7.40%	-6.30%	-5.00%
DaimlerChrysler (SAAR, inc. M-B) - DCX	-16.60%	-28.90%	-16.40%	-6.60%	4.50%	3.90%
Toyota (SAAR, inc. NUMMI) - TM	-0.80%	-4.70%	2.70%	0.10%	7.10%	12.10%
Honda (SAAR) - HMC	-0.10%	3.70%	4.30%	3.60%	10.80%	-3.30%
Nissan (SAAR, inc. Renault) - NSANY	-3.10%	-15.40%	18.90%	-4.10%	11.50%	29.60%