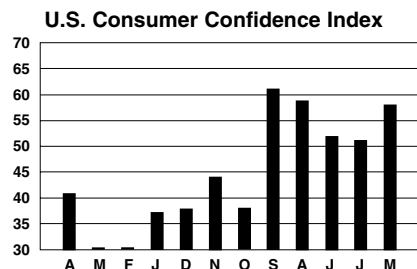


# STARK'S TRUCK & OFF-HIGHWAY LEDGER

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## 2009 2nd Quarter Light Truck Production Seen Falling 56.9% in North America

Production of pickup trucks, vans and sport utility-type vehicles in the United States, Canada and Mexico, is expected to fall by 56.9% during the second quarter of 2009, as some of the major manufacturers, including General Motors, Ford and Toyota are predicted to slash output during the period. The production cuts come as the firms struggle to cope with deteriorated economic conditions, which have significantly hurt U.S. demand for large trucks.

Overall production for all automakers in the quarter is seen at much lower 750,900 units, when compared to 1,743,100 units produced in the same period a year ago. Chrysler LLC is idling truck assembly at all U.S. sites as it undergoes bankruptcy. The firm plans to resume output after it reorganizes and completes a previously disclosed alliance with Fiat S.p.A., a maker and seller of cars, trucks, farm and construction machinery. The transactions are expected to close by this June.

General Motors is expected to cut North American truck production by 51.1%. The struggling automaker disclosed last month plans to extend its normal summer shutdown schedule by several weeks at most of North American truck-

making plants. The move is a result of the unprecedented decline in demand for the vehicles. General Motors is also expected to permanently idle production of pick-up trucks at a facility in Canada during May 2009.

### North American Light Truck Assembly Outlook

	2009 2nd Qtr	2008 2nd Qtr	Percent Change	2007 2nd Qtr	2006 2nd Qtr
Ford	231.7	382.5	- 39.4	460.2	457.7
General Motors	181.6	371.0	- 51.1	661.6	668.0
Dodge/Chrysler	45.0	308.0	- 85.4	331.7	385.4
Jeep/Chrysler	21.2	150.0	- 85.9	182.1	144.6
Nissan	22.8	69.5	- 67.2	89.4	94.8
NUMMI	5.4	33.5	- 83.9	40.1	45.7
Toyota	56.7	138.5	- 59.1	146.4	113.0
Honda	110.3	128.0	- 13.8	137.0	135.0
Hyundai	17.6	22.8	- 22.8	36.3	11.2
Subaru/Isuzu	0.6	5.2	- 88.5	8.9	10.0
Mercedes-Benz	28.5	45.5	- 37.4	44.1	58.8
BMW	19.2	46.6	- 58.8	33.0	20.2
CAMI	9.0	38.6	- 76.7	46.0	50.3
Mitsubishi	—	3.4	- 100.0	6.2	5.6
Suzuki	1.3	—	+ 100.0	—	—
Total	750.9	1,743.1	- 56.9	2,223.0	2,200.3

Note: Data — in thousands of units — are rounded and represent estimates, subject to revision.

### Light Truck Assembly Outlook by Month, by Country

	Apr 2009			May 2009			Jun 2009			2nd Qtr 2009			2nd Qtr 2008		
	U.S.	Canada	Mexico	U.S.	Canada	Mexico	U.S.	Canada	Mexico	U.S.	Canada	Mexico	U.S.	Canada	Mexico
Ford	64.4	13.9	—	58.2	13.2	—	67.4	14.6	—	190.0	41.7	—	320.5	55.0	7.0
General Motors	80.6	5.0	14.2	43.8	—	8.8	26.2	—	3.0	150.6	5.0	26.0	267.0	35.5	68.5
Dodge/Chrysler	16.5	16.7	11.8	—	—	—	—	—	—	16.5	16.7	11.8	137.0	86.5	84.5
Jeep/Chrysler	21.2	—	—	—	—	—	—	—	—	21.2	—	—	150.0	—	—
Nissan	6.6	—	1.0	6.3	—	0.9	6.9	—	1.1	19.8	—	3.0	60.5	—	9.0
NUMMI	1.8	—	—	1.7	—	—	1.9	—	—	5.4	—	—	33.5	—	—
Toyota	9.2	12.1	1.8	8.8	11.5	1.7	9.7	12.7	1.9	27.7	23.6	5.4	104.0	21.5	13.0
Honda	31.6	1.6	4.1	30.1	1.5	3.9	33.2	1.6	4.3	94.9	3.1	12.3	91.0	24.0	13.0
Hyundai	4.6	2.0	—	4.3	1.9	—	4.8	2.1	—	13.7	3.9	—	18.3	4.5	—
Subaru/Isuzu	0.2	—	—	0.2	—	—	0.2	—	—	0.6	—	—	5.2	—	—
Mercedes-Benz	9.7	—	—	8.7	—	—	10.1	—	—	28.5	—	—	45.5	—	—
BMW	6.4	—	—	6.1	—	—	6.7	—	—	19.2	—	—	46.6	—	—
CAMI	—	4.4	—	—	4.6	—	—	4.6	—	—	9.0	—	—	38.6	—
Mitsubishi	—	—	—	—	—	—	—	—	—	—	—	—	3.4	—	—
Suzuki	0.4	—	—	0.4	—	—	0.5	—	—	1.3	—	—	—	—	—
Volkswagen	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	253.2	55.7	32.9	168.6	32.7	15.3	167.6	35.6	10.3	589.4	103.0	58.5	1282.5	265.6	195.0

Note: Data — in thousands of units — are rounded and represent estimates, subject to revision.

## Deere Construction Machinery Unit in the Red

Deere & Co., a major maker of farm and construction machinery, reduced its earnings outlook for all of fiscal 2009 ending this October 31 as the firm now sees its overall machinery sales down by 19%, in wake of the sluggish market. Deere's construction and forest harvesting machine-making unit fell into the red during the second quarter of fiscal 2009 with a loss of \$75.0 million on a 55% sales decrease. The firm blamed the results on lower shipment and production volumes, as well as higher raw-material costs.

Deere now expects to earn about \$1.10 billion for all of fiscal 2009. Three months ago, the firm believed it would earn \$1.50 billion for the full-year, considerably down from \$2.05 billion in 2008. Deere's earnings during the second quarter of fiscal 2009 dropped by 38.1% on a 16.7% sales decline as the deteriorated economy continued to hurt the firm's construction machinery business.

"The global recession and volatile foreign exchange rates have put pressure on overall results. Clearly, operations dependent on construction activity and consumer spending are feeling the full impact of the sharp downturn," Deere explained.

## CNH to Cut 33.6% of Workers at Backhoe Site

CNH Global N.V., a major North American manufacturer of Case and New Holland construction machinery, will lay-off nearly 33.6% of hourly workers, or 150 construction machinery assemblers, at Burlington, Iowa, by this July over a downturn in demand for the vehicles made at the facility.

The Burlington facility builds about 35 units per day of industrial wheel tractors. A spokesman for the company said the cuts are expected to occur by this July 2. CNH Global disclosed last month the firm would be forced to cut more jobs and idle production of its machinery, in efforts to cope with depressed market conditions. The firm now sees its overall machinery sales—from its farm and construction machinery units—down by 15–25% from year-ago levels. It originally expected machinery sales to be down by 10–20%.

The firm also reiterated at the time plans to cut production at its assembly plants to align with market demand. CNH Global plans to spend nearly \$250.0 million over the next 12 months to reduce costs by cutting more of its workforce, as well as other restructuring efforts. The company was not more specific.

## Mack-UAW in a New Deal on Retiree Health Care

AB Volvo's Mack Trucks Inc. unit, largest maker of vocational-type commercial vehicles, confirmed today it obtained a new 40-month tentative labor agreement with the United Auto Workers union, which includes the creation of a trust that would completely eliminate Mack Trucks' health care liabilities for retirees.

The new deal would involve the UAW-managed trust, known as a Voluntary Employee Beneficiary Association. The VEBA would provide retiree health benefits to nearly 9,000 retirees of Mack Trucks, while eliminating the truck-maker's health care liabilities for the same group. The VEBA will be subject to an approval order from a court for Eastern District of Pennsylvania.

Volvo agreed to fund the trust with \$525.0 million in cash, which would be over a five-year period. The first payment will be made no earlier than July 1, 2010. Volvo will also have a negative impact on operating income of nearly \$110.0 million during the 2009 second quarter, if the agreement is ratified by the UAW membership. Other terms of the deal were not disclosed. Ratification meetings are expected to be held during the new few weeks.

As reported, Mack Trucks disclosed earlier this year to *The Ledger* at the 2009 Mid-America Trucking Show the firm was continuing to negotiate with workers represented in the collective bargaining process by the United Auto Workers union in a bid to consolidate production of over-the-highway, Class 8-type trucks at an existing site in Macungie, Pa.

Mack Trucks senior vice president also acknowledged last March the firm was uncertain when negotiations with Macungie-UAW employees would be completed, noting the Macungie assembly plant possessed sufficient excess manufacturing capacity to accommodate the new product.

Mack Trucks over-the-highway trucks currently manufactured at Dublin will be redesigned by the end of this year to accommodate the use of a new range of company-made diesel engines with selective catalytic reduction to comply with tighter engine emissions mandated by the U.S. Environmental Protection Agency.

As reported last February, AB Volvo's previously disclosed plan to shift all production of Mack-badged, heavy-duty, over-the-highway trucks to Macungie from Dublin, Va., was temporarily delayed late last year apparently due to the sharp downturn in demand for the vehicles, a company source disclosed at the time to *The Ledger*.

Volvo Trucks North America Inc., a Volvo unit, currently produces 15 units of Mack-badged over-the-highway heavy-duty trucks each day at Dublin. About 4,160 units of Mack-branded trucks were built last year at Dublin, a 52.2% decline from 8,695 units in 2007. Capacity use in 2008 was unprofitable at 17.1%, versus another unprofitable year in 2007 at 35.8%.

As reported, Volvo said last August it would quit building Mack-badged Class 8-type trucks during the final quarter of 2008 at Dublin and build the vehicles at Macungie instead. But a company source acknowledged last February to *The Ledger* the firm doesn't expect the move to occur "anytime soon," especially considering current recessionary market conditions.

As reported, the headquarters for Volvo's Mack Trucks unit also will relocate to Greensboro, N.C., from Allentown, Pa., during 2009, as part of the same plan to reduce the overall cost of operating Volvo's North American truck business. The restructuring moves will cost Volvo nearly \$60.0 million, which was expected to be recorded during the 2008 second half.

The firm had been making about 93 units per day of Mack and Volvo branded trucks at the Virginia site, mostly of the Volvo brand. All production of Mack-badged vehicles will be shifted to Macungie, where Mack Trucks already builds construction and refuse vehicles. All affected employees will be offered positions in other locations, but the moves are subject to negotiations with the UAW, Volvo added.

Also as reported last February, Volvo confirmed plans to lay off 650 employees, or 40% of its remaining workforce at Dublin during April 2009, in wake of a sharp decline in demand for the vehicles manufactured at the site.

## U.S. Retail Truck Sales

	2009 Apr	2008 Apr	2009 YTD	2008 YTD
<b>Classes 1-2</b>				
Dodge/Chrysler	36,251	70,735	150,273	262,760
Ford	74,346	110,969	266,467	466,350
General Motors	98,389	133,545	336,188	592,464
BMW	2,879	5,805	11,370	18,017
Honda	33,515	52,655	127,714	203,898
Hyundai	6,546	10,518	33,367	39,564
Isuzu	—	558	165	2,464
International	—	6	9	43
Jeep/Chrysler	19,670	33,733	82,216	139,053
Kia	9,018	12,823	48,513	44,174
Land Rover (Tata)	2,043	—	7,890	—
Mazda	4,762	7,902	21,857	34,723
Mitsubishi	1,230	2,204	5,267	8,268
Mercedes-Benz	5,154	5,325	19,404	23,597
Nissan	16,941	26,865	79,968	135,374
Porsche	886	1,218	3,201	4,150
Subaru	6,522	6,734	25,879	19,712
Suzuki	1,037	4,081	6,064	18,630
Toyota	52,482	82,837	206,742	328,295
Volkswagen	5,935	1,927	15,369	7,766
Total	377,606	570,440	1,447,923	2,349,302
Stocks	1,251,793	1,929,653	—	—
<b>Classes 3-7</b>				
Dodge/Chrysler	5,198	3,719	17,637	14,644
Ford	4,988	9,845	19,138	42,878
Freightliner	1,491	2,876	6,359	11,104
General Motors	2,843	6,553	11,314	24,013
Hino	166	467	1,240	2,194
International	2,453	3,868	8,901	13,571
Isuzu	459	832	1,420	3,069
Kenworth	259	302	883	1,229
Mitsubishi-Fuso	111	191	445	851
Nissan Diesel	60	112	169	427
Peterbilt	188	438	771	1,359
Sterling	309	437	1,235	1,348
Total	18,525	29,640	69,512	116,687
Stocks	72,225	110,220	—	—
<b>Class 8</b>				
Freightliner	1,551	3,177	7,930	10,605
International	1,987	2,573	8,079	9,909
Kenworth	752	1,613	3,101	5,289
Mack	652	1,200	1,901	3,575
Peterbilt	802	1,614	3,237	5,300
Sterling	243	801	1,430	2,403
Volvo Truck	618	884	2,542	4,689
Western Star	57	115	267	393
Others	2	6	9	68
Total	6,664	11,983	28,496	42,231
Stocks	24,791	32,648	—	—
<b>Total</b>				
Dodge/Chrysler	41,449	74,454	167,910	277,404
Ford	79,334	120,814	285,605	509,228
Freightliner	3,042	6,053	14,289	21,709
General Motors	101,232	140,098	347,502	616,477
BMW	2,879	5,805	11,370	18,017
Hino	166	467	1,240	2,194
Honda	33,515	52,655	127,714	203,898
Hyundai	6,546	10,518	33,367	39,564
International	4,440	6,447	16,989	23,523
Isuzu	459	1,390	1,585	5,533
Jeep/Chrysler	19,670	33,733	82,216	139,053
Kia	9,018	12,823	48,513	44,174
Land Rover (Tata)	2,043	—	7,890	—
Kenworth	1,011	1,915	3,984	6,518
Mack	652	1,200	1,901	3,575
Mazda	4,762	7,902	21,857	34,723
Mercedes-Benz	5,154	5,325	19,404	23,597
Mitsubishi	1,230	2,204	5,267	8,268
Mitsubishi-Fuso	111	191	445	851
Nissan	16,941	26,865	79,968	135,374
Nissan Diesel	60	112	169	427
Peterbilt	990	2,052	4,008	6,659
Porsche	886	1,218	3,201	4,150
Sterling	552	1,238	2,665	3,751
Subaru	6,522	6,734	25,879	19,712
Suzuki	1,037	4,081	6,064	18,630
Toyota	52,482	82,837	206,742	328,295
Volkswagen	5,935	1,927	15,369	7,766
Volvo	618	884	2,542	4,689
Western Star	57	115	267	393
Others	2	6	9	68
Total	402,795	612,063	1,545,931	2,508,220
Stocks	1,348,809	2,072,521	—	—

Note: Classes 1-2, 10,000 lbs GVW & Less; Classes 3-7 10,001-33,000 lbs GVW; Class 8, 33,001 lbs. GVW & More.

## Oshkosh to Exit Europe Refuse Truck-Making Business

Oshkosh Corp., a major maker of military-type trucks to the U.S. Armed Forces, signed a definitive agreement with the U.S.-based investment firm Platinum Equity to sell the Geesink Norba Group, its refuse collection vehicle business based in Emmeloord, The Netherlands. Financial terms of the pending transaction were not disclosed. The deal, which is subject to regulatory approval and normal closing conditions, is expected to close during the second half of Oshkosh's fiscal year 2009.

**April Commercial Truck Business Off Once Again**

U.S. Classes 5-8 commercial truck business, an indicator of future U.S. economic activity with an 8-12 month lead time, continued to erode during April 2009, when compared to a similar seasonal period of last year. All segments of the truck business are adversely affected. A decline in overall activity started during October 2006 and surely will continue through this summer.

Classes 5-7 medium-duty truck orders destabilized in April 2009, as erosion (based on cancellations) remained at a flash point (20-25%). Truck-makers already had expanded production schedules from 20 months ago. Cancellation rates increased to 25%, as the flash point prompted immediate cutbacks in manufacturing schedules by most producers, especially General Motors Corp.

Order backlogs also eroded as actual truck production advanced from the prior month, despite cutbacks at the factories.

**U.S. Medium-Duty Truck Business by Month**

	Order Backlogs	Retail Sales	Vehicle Production	Dealer Stocks
April 2009	37,575	6,832	7,460	26,519
March 2009	38,075	7,616	7,130	27,766
February 2009	38,000	6,801	7,095	27,184
January 2009	35,500	6,555	10,825	28,756
December 2008	37,050	9,254	10,265	28,799
November 2008	36,075	7,746	11,900	30,400
October 2008	40,025	9,981	16,145	31,724
September 2008	42,965	8,807	13,735	32,316
August 2008	42,975	8,935	13,725	33,379
July 2008	45,500	9,341	11,505	32,974
June 2008	47,125	12,582	12,360	34,796
May 2008	46,225	12,922	13,015	37,486
April 2008	45,575	13,726	14,000	38,130

**U.S. Medium-Duty Truck Indicators by Month**

	Gross Orders	% Cancel	Net Orders	% Chge
April 2009	2,800	25%	2,100	- 10.3
March 2009	3,000	22%	2,340	+ 08.3
February 2009	2,880	25%	2,160	- 06.5
January 2009	3,000	23%	2,310	- 02.3
December 2008	3,150	25%	2,365	- 26.9
November 2008	4,150	22%	3,235	- 09.6
October 2008	4,590	22%	3,580	- 29.3
September 2008	6,250	19%	5,065	+ 06.9
August 2008	6,000	21%	4,740	- 16.4
July 2008	7,000	19%	5,670	- 21.4
June 2008	8,685	17%	7,210	+ 06.6
May 2008	8,350	19%	6,765	+ 01.9
April 2008	8,000	17%	6,640	- 07.5

**U.S. Heavy-Duty Truck Business by Month**

	Order Backlogs	Retail Sales	Vehicle Production	Dealer Stocks
April 2009	102,330	6,664	8,825	24,791
March 2009	102,025	8,222	9,300	25,311
February 2009	101,000	6,236	10,265	27,203
January 2009	100,000	7,374	11,695	26,437
December 2008	103,000	12,747	8,790	26,425
November 2008	100,000	10,598	11,095	29,311
October 2008	113,000	12,073	15,135	30,046
September 2008	114,100	10,891	14,025	29,411
August 2008	117,005	10,722	11,100	28,754
July 2008	119,125	11,174	9,005	28,893
June 2008	116,800	11,637	12,410	31,363
May 2008	118,000	11,400	12,315	32,351
April 2008	114,925	11,983	16,060	32,648

**U.S. Heavy-Duty Truck Indicators by Month**

	Gross Orders	% Cancel	Net Orders	% Chge
April 2009	8,875	22%	6,925	- 05.5
March 2009	9,050	19%	7,330	+ 01.8
February 2009	9,000	20%	7,200	+ 92.0
January 2009	5,000	25%	3,750	- 12.6
December 2008	5,500	22%	4,290	+ 09.1
November 2008	5,000	22%	3,900	- 14.5
October 2008	6,000	24%	4,560	- 30.5
September 2008	8,000	18%	6,560	+ 03.5
August 2008	7,925	20%	6,340	- 14.1
July 2008	9,000	18%	7,380	+ 08.8
June 2008	8,700	22%	6,785	- 14.3
May 2008	9,900	20%	7,920	+ 01.8
April 2008	9,490	18%	7,780	+ 17.5

Note: Units represent diesel and gas Classes 5-8 (16,001 lbs GVW & over) commercial trucks, bus chassis & school buses built, sold & ordered from U.S.-based assemblers only. Production represents actual assembly line output, minus monthly floats. Retail sales & order backlogs exclude imports. Dealer stocks reflect medium and heavy-duty truck inventories only.

**Ford Prepares to Build New Lincoln Crossovers in Canada**

Ford Motor Co., a major maker of trucks, disclosed last Thursday the firm would launch production of new 2010 Lincoln MKT-model crossover-type vehicles at Oakville, Ont., and start selling them during late summer 2009.

Production schedules for the new Lincoln models were not disclosed. But Ford currently builds about 360 units per day of crossover-type vehicles at the same Ontario facility. The MKT joins Lincoln MKX crossover-type vehicles at the site.

As reported, the Canadian Auto Workers union, which represents hourly workers in the collective bargaining process at the Canadian units of General Motors Corp., Ford and privately held Chrysler LLC, first confirmed last year Ford would start building a new vehicle at Oakville by 2011, as part of a previously disclosed new labor deal with the CAW.

The automaker declined at the time to disclose the type of vehicle that would join the Ford Edge and Lincoln MKX crossover-type vehicles currently built at Oakville. It was likely to be built on a platform similar to the MKX and could enter production by early 2009, the former CAW president told *The Ledger* last year.

The MKT will be powered by 3.7-liter engines that deliver 268 horsepower and 267 pounds-feet of torque. It is equipped with a six-speed SelectShift Automatic transmission, the firm added.

"Lincoln MKT will help us further build momentum for Lincoln, which has been outpacing its luxury competitors and growing market share in recent months," Ford said.

Special features include adaptive cruise control which allows the driver to set and maintain vehicle speed, while radar monitors traffic ahead of the Lincoln MKT. The optional system automatically adjusts speed and slows the vehicle to maintain the set distance behind traffic ahead. Some models also come with intelligent access with push button start, enabling the driver to enter the Lincoln MKT and start the engine without using the key.

**Bobcat Launches Output of New Excavators at Bismarck**

Bobcat Co., a major U.S. maker of compact excavators, which is a unit of Doosan Infracore Co. Ltd., disclosed it launched production last month of new M-Series compact hydraulic excavators at Bismarck, N.D. The firm said the new units are designed to deliver increased performance in a lighter machine.

Production schedules for the E32 and E35 M-Series model excavators, which replace older machines, were not disclosed. Bobcat currently builds about 33 units per day of excavators, skid steer loaders and utility-type vehicles at Bismarck.

Bobcat said the E32 and E35 are in the 3-to-4-ton weight class. The E32 model is a conventional tail swing excavator, and the re-engineered house has reduced the overhang by 45% from previous excavators of comparable size. The E35 is a zero tail swing excavator that excels at working on space-constrained jobsites, Bobcat explained.

The machines are powered by 33.3 horsepower engines, dig depths of 10 feet 2 inches and a dump height of 11 feet 3 inches. The E32 has a reach at ground level of 16 feet.

**Tata Making New Commercial Trucks for World Markets**

Tata Motors Ltd., a major maker of trucks and buses, said earlier this month it launched production of a new range of "world standard" trucks in India and South Korea, in a bid to expand its business in the international markets.

Tata's new range of vehicles, which were jointly developed by Tata and its units in South Korea and in Britain, includes multi-axle trucks, tractor-trailers, tippers, mixers, and special application vehicles. The company will start selling the trucks in India and they will gradually be sold in South Korea, South Africa, the SAARC countries and the Middle East. Plans to launch the vehicles in North America were not immediately disclosed.

The capacity of the trucks range from 10 to 75 tonnes with gross combination weight to meet a wide mix of functions. Tata said the powertrain option stretches from 150 PS-560 PS, with suitable engines, transmissions and axles of different makes. Additional features include automated transmissions and air suspension.

## June Caterpillar CM Manufacture Seen Expanding by 5.3%

Caterpillar Inc., a major manufacturer of construction machinery in North America, tentatively plans to produce 2,200 units of the vehicles next month at five primary production facilities in the United States. It's up from a foreseen 2,090 units this month and off by a wider 37.7% from 3,530 units manufactured during the same period one year earlier as midsize and heavy-duty vehicles no longer are allocated to dealers.

The decline in monthly construction machinery production, on a month-to-month basis, mostly is linked drastic order reductions from contractors, particularly for industrial wheel tractors.

Local market demand for compact skid steer loaders and compact wheel loaders weakened as many rental companies exited the market late in 2005, re-entered in 2006 and exited again in 2007.

### Caterpillar Machinery Assembly by Plant

	E. Peoria Assembly	Aurora Assembly	Decatur Assembly	Clayton Assembly	Sanford Assembly	Monthly Output	Factory Stocks
Jun 2009	12/day	24/day	10/day	35/day	35/day	2,200	—
May 2009	12/day	24/day	10/day	35/day	35/day	2,090	—
Apr 2009	12/day	24/day	10/day	35/day	35/day	2,225	55
Mar 2009	12/day	24/day	10/day	45/day	45/day	2,400	60
Feb 2009	12/day	24/day	10/day	45/day	45/day	2,550	55
Jan 2009	12/day	24/day	10/day	45/day	45/day	2,765	75
Dec 2008	15/day	24/day	14/day	59/day	45/day	2,085	40
Nov 2008	15/day	24/day	14/day	59/day	45/day	2,635	50
Oct 2008	19/day	28/day	15/day	59/day	55/day	3,315	60
Sep 2008	19/day	28/day	15/day	59/day	55/day	3,735	70
Aug 2008	19/day	28/day	15/day	59/day	55/day	3,760	80
Jul 2008	19/day	28/day	15/day	59/day	55/day	3,700	80
Jun 2008	19/day	28/day	15/day	59/day	55/day	3,530	85

Note: Data are estimated, subject to revision. Monthly production data represent assembly at Caterpillar's five principal plants in the United States.

## GM is Snubbed on Debt-Equity Swap, Bankruptcy Looms

General Motors Corp., a major maker and seller of cars and trucks, was unable to offer its bondholders a deal to exchange bond debt for General Motors common stock. The failed attempt could push the ailing automaker into bankruptcy. The offer would have enabled bondholders to exchange about \$27.20 billion in unsecured debt for a 10% equity stake in General Motors.

The company still has some time to convince the U.S. government it is able to restructure its operations without court supervision. General Motors has already obtained \$19.40 billion in federal loans since the year started. Its board of directors will be meeting to discuss the automaker's next steps as the bankruptcy deadline nears.

As reported, General Motors earlier this month was in a tentative agreement with the United Workers Auto union, which represents its hourly workers in the collective bargaining process, on changes to terms of an existing labor agreement. The new deal involves cost cuts to a health care trust for retirees. Terms of the pending deal were not disclosed. Ratification meetings for UAW members are in the process of being scheduled.

As reported, Chrysler LLC, a privately held major maker and seller of cars and trucks, already filed for bankruptcy last month under the urging of the Obama Administration, after it failed to complete a deal to restructure and slash its debt with lenders. Chrysler also gained a new savings deal with the UAW last month. "Chrysler was not able to obtain the necessary concessions from all of its lenders, which would have avoided the need for a bankruptcy proceeding," Chrysler chief executive officer explained at the time.

President Obama warned the two auto companies earlier this year they would be given additional time to implement ongoing restructuring efforts before they were driven into bankruptcy, helping to provide a fresh start for General Motors and Chrysler. General Motors was given until this June 1 to present another plan to show its viability, as well as "adequate working capital" during the period. In a shocking move last month, General Motors fired Rick Wagoner, 56, as its chairman and chief executive officer of General Motors.

As reported, Ford Motor Co., a major maker and seller of cars and trucks, confirmed it ratified changes earlier this year to a previously disclosed UAW labor deal.

### Caterpillar Crawler Assembly by Model

	D6	D7	D8	D9	D10	D11	Pipe Layers	Total
May 2009	175	35	70	—	—	—	—	280
Apr 2009	185	35	75	—	—	—	—	295
Mar 2009	185	40	80	5	—	—	—	310
Feb 2009	190	50	90	10	—	—	—	340
Jan 2009	185	50	75	15	—	—	—	325
Dec 2008	155	35	60	5	—	—	—	255
Nov 2008	185	45	75	15	5	—	—	325
Oct 2008	170	65	140	30	10	—	—	415
Sep 2008	165	60	120	25	10	—	—	380
Aug 2008	170	65	125	25	10	—	—	400
Jul 2008	160	65	100	20	10	—	—	355
Jun 2008	160	65	100	20	10	—	—	355
May 2008	160	65	100	20	10	—	—	355

Note: Data represent output at plant in East Peoria, Ill. Machinery assembly represents estimated results.

### Caterpillar Wheel Loader Assembly by Model

	924/928	938	950/962	966/972	980	988	992/994	Total
May 2009	85	50	55	120	25	—	—	335
Apr 2009	90	50	60	125	25	—	—	350
Mar 2009	90	50	60	125	40	—	—	365
Feb 2009	90	55	65	130	45	—	—	385
Jan 2009	90	55	60	130	45	—	—	380
Dec 2008	75	35	45	100	40	—	—	295
Nov 2008	95	45	60	130	50	—	—	380
Oct 2008	115	60	75	155	70	5	5	485
Sep 2008	155	90	90	155	60	5	5	560
Aug 2008	155	90	90	155	60	5	5	560
Jul 2008	105	70	70	155	55	—	—	455
Jun 2008	105	70	70	155	55	—	—	455
May 2008	105	70	70	155	55	—	—	455

Note: Data represents reclassified production by vehicle platform at plants in Aurora, Ill., and Clayton, N.C. (924-model and 928-model units). Machinery assembly represents estimates, subject to revision. Models 902, 906 and 908 units are sourced from Leicester, Britain.

### Caterpillar Motor Grader Assembly by Model

	120	130	12	140	14	16	Total
May 2009	30	35	60	20	—	—	145
Apr 2009	35	35	60	20	—	—	150
Mar 2009	35	35	60	25	—	—	155
Feb 2009	30	30	50	20	—	—	130
Jan 2009	30	30	45	20	—	—	125
Dec 2008	25	25	45	—	—	—	95
Nov 2008	25	30	50	—	—	—	110
Oct 2008	35	35	45	25	20	—	160
Sep 2008	35	40	60	25	10	—	170
Aug 2008	35	40	60	25	10	—	170
Jul 2008	35	40	60	25	10	—	170
Jun 2008	35	40	60	25	10	—	170
May 2008	30	40	60	20	—	—	150

Note: Data represents output at plant in Decatur, Ill. Machinery assembly represents estimated results.

### Caterpillar Hauler Assembly by Model

	785-789	769-768	773-772	777-776	Total
May 2009	—	60	40	—	100
Apr 2009	—	65	40	—	105
Mar 2009	—	85	50	—	135
Feb 2009	—	70	45	—	115
Jan 2009	—	70	50	—	120
Dec 2008	—	70	55	—	125
Nov 2008	—	70	60	—	130
Oct 2008	—	95	70	—	165
Sep 2008	—	85	65	—	150
Aug 2008	—	85	65	—	150
Jul 2008	—	85	65	—	150
Jun 2008	—	85	65	—	150
May 2008	—	85	65	—	150

Note: Data represents output at plant in Decatur, Ill. Machinery assembly represents estimated results.

## Buhler Sees Small Drop in 2009 N. America Farm Sales

Buhler Industries Inc., a low volume maker of farm tractors in North America, predicted this month the farm machinery market in North America might decline for a narrow margin for all of 2009, when compared to a year ago.

The firm also expects its overall sales during the second half of the year will be slightly down as markets in Russia and Eastern Europe suffer from credit issues. The company was not more specific.

The firm noted it is cutting production of farm tractors due to high inventory levels.

Buhler's earnings during the second quarter of fiscal 2008-09 ended last March 31 rose by 40.6% on an 84.7% sales gain, which was linked to favorable overseas markets.

Mexico Truck Sales by Model

	Apr 09	Apr 08	YTD 09	YTD 08
Cadillac Escalade, EXT, ESV	28	7	164	350
Cadillac SRX	3	2	14	53
Chevrolet Avalanche	51	104	272	406
Chevrolet Captiva	507	600	2,510	1,818
Chevrolet Colorado	316	354	985	1,571
Chevrolet Equinox	11	186	66	991
Chevrolet/GMC Kodiak (MD)	1,196	2,211	5,900	8,875
Chevrolet Silverado	128	296	724	1,253
Chevrolet Suburban	79	180	466	750
Chevrolet Tahoe	588	1,283	2,449	5,262
Chevrolet Tracker	118	319	1	1,288
Chevrolet Traverse	—	—	19	148
Chevrolet Trailblazer	—	—	1	1,041
Chevrolet Uplander	53	229	321	998
Chevrolet Van	116	202	459	975
GMC Acadia	129	247	679	975
GMC Yukon	46	66	212	3,491
GMC Canyon	54	37	158	195
GMC Sierra	58	133	303	627
Hummer H2/H3/HT	104	130	494	552
Pontiac Montana	46	12	14	144
Pontiac Torrent	46	12	25	454
<b>TOTAL GM</b>	<b>3,632</b>	<b>7,045</b>	<b>16,645</b>	<b>28,831</b>
Courier	223	435	982	1,858
Club Wagon	24	65	133	207
Econoline	26	170	268	268
Ecosport	158	588	1,378	2,888
Edge	186	706	979	1,797
Escape	624	831	2,381	3,720
Expedition	124	321	599	1,182
Explorer/Sport Trac	201	324	887	1,106
F150-550	1,638	2,498	7,188	9,140
Lobo	742	865	3,304	3,951
Ranger	1,182	1,319	4,907	4,523
Freestar	87	104	398	4
Transit	507	787	2,299	3,119
Mazda CX-7, CX-9	45	119	205	325
Lincoln Mariner	3	41	116	444
Lincoln Mark LT	9	46	97	178
Lincoln MKX	16	38	79	194
Lincoln Navigator	5,915	8,799	25,910	34,525
<b>TOTAL FORD</b>	<b>5,915</b>	<b>8,799</b>	<b>25,910</b>	<b>34,525</b>
Land Rover Free Lander	16	72	161	280
Rover Range Rover/P2-3	16	72	161	289
<b>TOTAL LAND ROVER</b>	<b>16</b>	<b>72</b>	<b>161</b>	<b>289</b>
Chrysler Pacifica	—	5	2	37
Chrysler Voyager	152	367	652	2,396
Chrysler Aspen	297	90	1,188	351
Dodge Dakota	96	416	1,188	1,624
Dodge Durango	95	210	301	730
Dodge Nitro	990	773	4,251	1,186
Dodge Journey	270	645	1,111	1,211
Dodge H100	527	555	2,832	2,448
Dodge Mega/Quad Cab/Crew Cab	1,034	1,034	2,823	3,811
Dodge Ram	108	245	617	1,030
Jeep Cherokee	7	17	30	106
Jeep Commander	136	246	731	1,131
Jeep Compass	190	257	842	1,449
Jeep Liberty	585	893	2,548	4,262
Jeep Patriot	99	173	447	804
Jeep Wrangler	26	39	133	266
Mercedes-Benz Cargo Van	—	38	26	129
Mercedes-Benz Cab Chassis	—	—	—	—
Mercedes-Benz Vito Carga/Pasaje	1	13	2	62
Mercedes-Benz Clase G	67	51	259	21
Mercedes-Benz Clase ML	25	5	159	19
Mercedes-Benz S300	—	4	7	74
Mercedes-Benz Wagon	5	32	4	74
<b>TOTAL DAIMLER/CHRYSLER</b>	<b>4,327</b>	<b>6,352</b>	<b>19,370</b>	<b>26,257</b>
X3/X5/X6	90	183	514	723
<b>TOTAL BMW</b>	<b>90</b>	<b>183</b>	<b>514</b>	<b>723</b>
CR	552	1,552	3,455	5,257
Odyssey	108	361	896	1,655
Pilot	179	145	902	485
Ridgeline	26	66	158	301
Acura MDX/RDX	96	106	348	363
<b>TOTAL HONDA</b>	<b>96</b>	<b>2,209</b>	<b>5,549</b>	<b>8,016</b>
Montero	5	48	79	241
Outlander	309	572	1,409	2,421
Endeavor	73	88	363	600
L200	94	126	443	311
Grandis	510	866	1,26	157
<b>TOTAL MITSUBISHI</b>	<b>510</b>	<b>866</b>	<b>2,422</b>	<b>3,700</b>
Frontier	66	392	462	2,052
Murano	27	118	238	550
Cabstar	153	111	507	562
Pick-Up Largo/Doble Cab	727	1,005	3,555	4,196
Chasis Largo/Estacas Largo	1,360	2,504	6,517	9,944
Pathfinder/Armada	42	117	250	487
Quest Minivan	39	79	210	484
Rogue	197	304	1,322	1,565
Titan	195	300	900	1,288
Urvan Panel/Diesel/Pasajeros	175	592	2,138	3,154
Urvan Carga	—	3	1	10
Xterra	273	555	1,650	3,253
<b>TOTAL NISSAN</b>	<b>3,207</b>	<b>6,138</b>	<b>18,013</b>	<b>27,829</b>
Kangoo	122	224	597	795
Traffic/Koleos	60	110	226	263
<b>TOTAL RENAULT</b>	<b>421</b>	<b>292</b>	<b>1,447</b>	<b>1,045</b>
Partner/Manager/Expert	80	127	454	553
<b>TOTAL PEUGEOT</b>	<b>80</b>	<b>127</b>	<b>454</b>	<b>553</b>
Strada Adventure/Idea/Ducato	86	86	254	376
<b>TOTAL FIAT</b>	<b>86</b>	<b>86</b>	<b>254</b>	<b>376</b>
Cayenne	19	33	88	120
<b>TOTAL PORSCHE</b>	<b>19</b>	<b>33</b>	<b>88</b>	<b>120</b>
B9 Tribeca	6	15	36	79
Outback 2.5/Forester	31	32	115	85
<b>TOTAL SUBARU</b>	<b>37</b>	<b>47</b>	<b>151</b>	<b>164</b>
Elf 300	60	110	226	263
<b>TOTAL ISUZU</b>	<b>60</b>	<b>110</b>	<b>226</b>	<b>263</b>
Grand Vitara/XL7	118	307	689	1,032
<b>TOTAL SUZUKI</b>	<b>118</b>	<b>307</b>	<b>689</b>	<b>1,032</b>
Hilux	346	578	1,993	2,172
Highlander	72	121	400	628
FJ Cruiser	46	374	1,107	1,107
Land Cruiser	2	14	58	58
Sienna	258	353	1,061	1,599
Sequoia	10	53	103	131
RAV 4	411	580	1,767	2,732
4 Runner	1	12	11	54
Tacoma	212	310	1,051	1,417
Tundra	98	94	420	257
Rush	114	—	279	—
Hiace	274	368	1,168	1,157
<b>TOTAL TOYOTA</b>	<b>1,834</b>	<b>2,857</b>	<b>8,810</b>	<b>11,312</b>
Seat Alahambra	—	—	—	1
Volkswagen Euro Carga/Pasaje Van	127	142	461	650
Volkswagen Pointer/Panel/Combi	315	167	963	889
Volkswagen Crafter	88	35	295	149
Volkswagen Van	25	107	226	466
Volkswagen Routan	91	—	376	—
Volkswagen Sharan	—	19	—	123
Volkswagen Tiguan	89	—	389	—
Volkswagen Touareg	24	57	146	263
<b>TOTAL VOLKSWAGEN</b>	<b>759</b>	<b>527</b>	<b>2,856</b>	<b>2,537</b>
Q7	36	60	210	219
<b>TOTAL AUDI</b>	<b>36</b>	<b>60</b>	<b>210</b>	<b>219</b>
XC60/90	28	40	95	131
<b>TOTAL VOLVO</b>	<b>28</b>	<b>40</b>	<b>95</b>	<b>131</b>
<b>GRAND TOTAL</b>	<b>22,132</b>	<b>36,150</b>	<b>103,856</b>	<b>147,997</b>

Note: GM Kodiak, P-7, P-30 classified as Class 7 medium-duty trucks.

NAFTA Truck Assembly

	May 09	May 08	% Chge	YTD 09	YTD 08
<b>Light Duty</b>					
<b>AM General</b>	—	1,205	-100.0	490	4,510
<b>BMW</b>	6,095	12,965	-53.0	49,415	66,380
<b>CAMI</b>	4,420	11,635	-62.0	19,125	72,995
<b>Chrysler/Dodge/Jeep</b>	—	149,275	-100.0	269,170	672,770
<b>Ford</b>	72,620	119,805	-39.4	383,925	677,975
<b>General Motors</b>	53,475	107,505	-50.3	430,255	643,650
<b>Honda/Acura</b>	35,620	51,715	-31.1	152,110	256,925
<b>Hyundai</b>	6,285	7,425	-15.4	19,855	43,840
<b>Isuzu</b>	—	135	-100.0	—	790
<b>Mercedes-Benz</b>	8,730	14,610	-40.2	32,205	80,000
<b>Mitsubishi</b>	—	1,455	-100.0	220	7,540
<b>Nissan/Infiniti</b>	7,235	21,350	-66.1	44,135	129,115
<b>NUMMI</b>	1,755	10,895	-83.9	13,880	62,285
<b>Subaru (SIA)</b>	195	1,500	-87.0	2,720	10,665
<b>Suzuki</b>	410	—	+100.0	5,435	—
<b>Toyota/Lexus</b>	22,190	45,880	-51.6	114,640	241,210
<b>Volkswagen</b>	—	10	-100.0	5	35
<b>Total Light-Duty</b>	<b>219,030</b>	<b>557,365</b>	<b>-60.7</b>	<b>1,537,595</b>	<b>2,970,685</b>
<b>Medium Duty</b>					
<b>DC Buses N.A.</b>					
Onskany, N.Y. (Orion)	60	65	-07.7	300	360
Ladson, S.C. (Sprinters)	975	1,725	-43.5	4,235	8,480
Total	1,035	1,790	-42.2	4,535	8,840
<b>Freightliner</b>					
Gaffney, S.C. (chassis)	1,440	2,225	-35.3	7,875	10,900
Mt. Holly, N.C.	605	1,360	-56.6	6,580	10,075
Santiago, Mex.	700	860	+06.1	3,765	3,240
Total	2,945	4,880	-39.7	18,220	24,215
<b>Ford</b>					
Cuautitlan, Mex.	—	1,300	-100.0	—	6,190
Detroit, Mich. (Chassis)	5	365	-98.6	90	3,115
Escobedo, Mex.	290	615	-52.8	1,575	2,835
Louisville, Ky. (KTP)	11,710	24,560	-52.5	53,605	124,420
Total	12,005	26,855	-55.3	55,270	136,560
<b>General Motors</b>					
Flint, Mich.	500	3,050	-83.6	2,545	15,230
Janesville, Wisc.	380	—	+100.0	1,880	—
Toluca, Mex.	—	200	-100.0	—	990
Total	880	3,250	-72.9	4,425	16,220
<b>Hino Motors</b>					
Long Beach, Calif.	—	820	-100.0	—	4,140
Williamstown, W.V.	400	40	+900.0	1,990	230
Total	400	860	-53.5	1,990	4,370
<b>International</b>					
Conway, Ark.	300	315	-04.8	1,835	1,890
Escobedo, Mex.	420	3,665	-88.2	3,440	15,820
Springfield, Ohio	800	3,870	-79.0	8,075	17,850
Tulsa, Okla.	1,000	1,155	-13.4	5,450	5,670
*Garland, Tex.	800	925	-13.5	4,370	4,580
Total	3,320	9,635	-65.5	23,170	45,810
<b>Kenworth</b>					
Ste. Therese, Que.	295	550	-46.4	1,420	2,700
<b>Mercedes-Benz</b>					
Monterrey, Mex.	420	615	-31.7	2,280	3,025
<b>Peterbilt</b>					
Ste. Therese, Que.	295	550	-46.4	1,420	2,700
Sterling	—	—	—	—	—
St. Thomas, Ont.	—	530	-100.0	495	2,600
Sailito, Coahuila, Mex.	—	390	-100.0	440	440
Total	—	620	-100.0	495	3,040
<b>Volkswagen</b>					
Puebla, Mex.	105	135	-22.2	500	515
<b>Total Medium-Duty</b>	<b>21,300</b>	<b>49,700</b>	<b>-57.1</b>	<b>111,735</b>	<b>247,765</b>
<b>Heavy Duty</b>					
<b>Autocar</b>					
Hagerstown, Ind.	15	65	-76.9	95	445
<b>Freightliner</b>					
Cleveland, N.C.	1,140	3,025	-62.3	7,945	15,345
Portland, Ore.	—	—	—	—	—
Santiago, Mex.	840	1,320	-36.4	4,460	6,480
Total	1,980	4,345	-54.4	12,405	21,825
<b>International</b>					
Chatham, Ont.	840	1,260	-33.3	4,860	5,780
Escobedo, Mex.	210	725	-71.0	1,970	3,565
Garland, Tex.	2,800	2,940	-04.8	14,700	12,445
Total	3,850	4,925	-21.8	21,530	21,790
<b>Kenworth</b>					
Chillicothe, Ohio	810	1,510	-46.4	5,415	7,585
Flint, Mich.	40	750	-94.7	530	3,745
Mexicali, Mex. (truck)	—	745	-100.0	—	745
Mexicali, Mex. (chassis)	380	—	+100.0	2,175	5,455
Ste. Therese, Que.	—	—	—	—	—
Total	1,230	3,540	-65.3	8,120	17,530
<b>Mack</b>					
Macungie, Pa.	760	735	+03.4	4,655	3,310
Dublin, Va.	260	1,555	+67.7	1,425	1,550
Total	1,020	890	+14.6	6,080	4,860
<b>Peterbilt</b>					
Denton, Tex.	1,200	1,490	-19.5	6,345	7,500
Madison, Tenn.	—	1,13			

### Case Crawler Assembly by Model

	550	850	855	1150	1155	1550	Total
May 2009	—	30	—	—	—	—	30
April 2009	—	30	—	—	—	—	30
March 2009	—	45	—	—	—	—	45
February 2009	—	40	—	—	—	—	40
January 2009	—	40	—	—	—	—	40
December 2008	—	35	—	—	—	—	35
November 2008	—	55	—	—	—	—	55
October 2008	—	70	—	—	—	—	70
September 2008	—	85	—	—	—	—	85
August 2008	—	65	—	—	—	—	65
July 2008	—	65	—	—	—	—	65
June 2008	—	85	—	—	—	—	85
May 2008	—	85	—	—	—	—	85
May 2007	—	90	—	—	—	—	90
May 2006	—	90	—	—	—	—	90
May 2005	—	65	—	—	—	—	65
May 2004	—	65	—	—	—	—	65
May 2003	—	65	—	—	—	—	65
May 2002	—	25	—	—	—	—	25
May 2001	—	105	—	5	—	—	110
May 2000	10	95	—	5	—	—	110
May 1999	—	100	—	—	—	—	100
May 1998	—	90	—	10	—	—	100
May 1997	—	115	—	35	—	—	150
May 1996	—	65	—	20	—	—	85
May 1995	—	75	15	—	—	—	90
May 1994	—	50	10	—	—	—	60

Note: Data represent output at plant in Calhoun, Ga. Machinery assembly represents estimated results. Case ended production of the vehicles at Burlington, Iowa, in 2007 and at Wausau, Wis., in 1993.

### Case Wheel Loader Assembly by Model

	W11	W14	621	721	821	921	Total
May 2009	—	—	95	45	—	—	140
April 2009	—	—	100	45	—	—	145
March 2009	—	—	100	55	—	—	155
February 2009	—	—	90	45	—	—	135
January 2009	—	—	85	40	—	—	125
December 2008	—	—	90	45	—	—	135
November 2008	—	—	95	50	—	—	145
October 2008	—	—	115	85	—	—	200
September 2008	—	—	120	90	—	—	210
August 2008	—	—	55	45	—	—	100
July 2008	—	—	105	75	—	—	180
June 2008	—	—	115	85	—	—	200
May 2008	—	—	110	65	—	—	175
May 2007	—	—	135	90	—	—	225
May 2006	—	—	165	100	—	—	265
May 2005	—	—	125	85	—	—	210
May 2004	—	—	120	90	—	—	210
May 2003	—	—	120	90	—	—	210
May 2002	—	—	125	95	—	—	220
May 2001	—	—	120	80	—	—	200
May 2000	—	—	95	55	—	—	150
May 1999	—	—	90	150	—	—	240
May 1998	—	—	70	130	—	—	200
May 1997	—	—	75	125	10	—	210
May 1996	—	—	85	115	20	—	220
May 1995	—	—	80	100	40	—	220
May 1994	—	—	75	75	20	—	170

Note: Data represent output at plant in Fargo, N.D. Machinery assembly represents estimated results. Case ended production of the vehicles at Wausau, Wis., in Sep 1993.

### Volvo Sees 2009 U.S. Heavy Truck Sales Off 40%

AB Volvo, a top-tier truck, bus and construction machinery-maker, said last month it now sees 2009 industry-wide North American heavy-duty truck sales dropping by 30-40% from year-ago levels of 185,000 units. The previous outlook stood at 165,000-185,000 units for 2009.

Volvo's souring outlook comes as the North America continues to suffer from depressed demand in wake of the severe financial crisis. The firm said North American orders for Class 8-type trucks tumbled in the quarter by nearly half versus last year.

"With customers still hesitant to purchase new equipment in the face of economic uncertainty, low freight volumes and relatively tight credit, it remains difficult to predict exactly when the market will improve," Volvo added at the time.

Volvo fell into an unprofitable position during the first quarter of the year on a 26.6% decline as a result of the economic downturn, especially in Europe, North America and Asia. Volvo lost SEK 4.22 billion on sales of SEK 56.10 billion. That compares to a year-ago gain of SEK 4.21 billion from revenue of SEK 76.56 billion.

Volvo also noted earlier this year its truck operations in North America remained weak during the quarter.

### Argentina Truck Assembly

	2009 Apr	2008 Apr	2009 YTD	2008 YTD
<b>Light-Duty</b>				
<b>Ford Argentina</b>				
Ranger Pickup Truck	2,540	4,563	7,653	15,374
<b>Toyota Argentina</b>	4,729	4,617	18,055	19,378
Hilux Simple Pickup Truck	1	1	33	263
Hilux Doble Pickup Truck	4,026	3,855	15,779	15,922
Hilux SW4	702	761	2,243	3,193
<b>General Motors Argentina</b>				
Chevrolet Grand Vitara	—	—	—	—
Suzuki Grand Vitara	—	73	—	168
Chevrolet Tracker	—	1,142	—	3,648
<b>Renault Argentina</b>				
Renault Kangoo	941	1,663	3,373	5,130
Renault Kangoo Diesel	342	405	1,847	2,087
<b>Peugeot-Citroen Argentina</b>	704	1,097	1,561	3,526
Peugeot Partner Pickup Truck	526	855	980	2,529
Citroen Berlingo Truck	178	242	581	997
<b>Volkswagen Argentina</b>				
VW Caddy Pickup Truck	—	12	—	421
<b>Total Light-Duty</b>	<b>8,914</b>	<b>13,167</b>	<b>30,642</b>	<b>47,645</b>
<b>Medium/Heavy-Duty</b>				
<b>Mercedes-Benz Argentina</b>				
Sprinter Diesel Pickup Truck	453	3,122	2,048	9,173
<b>Iveco Argentina</b>	84	629	258	2,192
Iveco MP 450	—	—	—	—
Iveco 118 Series Trucks	—	—	7	—
Iveco 160 Series Trucks	—	17	—	25
Iveco 170 Series Trucks	72	193	219	602
Iveco 180 Series Trucks	—	54	5	151
Iveco 200 Series Trucks	3	16	4	43
Iveco 230-260 Series Trucks	2	15	3	36
Iveco 380 Series Trucks	—	67	—	317
Iveco 440 Series Trucks	—	—	—	—
Iveco 450 Series Trucks	5	141	8	558
Iveco 490 Series Trucks	2	45	12	181
Iveco 570 Series Trucks	—	1	—	7
Iveco 720 Series Trucks	—	31	—	115
Iveco 740 Series Trucks	—	49	—	157
<b>Total Medium/Heavy-Duty</b>	<b>537</b>	<b>3,751</b>	<b>2,306</b>	<b>11,365</b>
<b>Buses</b>				
<b>Mercedes-Benz</b>				
OH-1115 Series	58	94	232	259
OH-1314/1315/1318/1418	—	94	42	259
<b>Total Buses</b>	<b>58</b>	<b>94</b>	<b>232</b>	<b>259</b>
<b>Grand Total</b>	<b>9,509</b>	<b>17,012</b>	<b>33,180</b>	<b>59,269</b>

### Notes: Chrysler, Deere, Kubota Name New Executives

Chrysler LLC, a bankrupt maker of trucks, disclosed C. Robert Kidder, the former chief of Borden Chemical Inc. and of Duracell International Inc., will become the new chairman of Chrysler, after it emerges from bankruptcy and completes a global alliance with Fiat S.p.A., another maker of trucks, farm and construction machinery.

He succeeds Robert L. Nardelli, who plans to leave the company following completion of the transactions. Earlier this month, Tom LaSorda, 55, vice chairman and president of Chrysler retired from the company. He formerly served as Chrysler's chief executive officer, but he was replaced two years ago when Daimler AG, a major maker of trucks, sold Chrysler to Cerberus Management LLC for \$7.40 billion.

He isn't the first CEO of a U.S. major automaker to step down amid the economic crisis. As reported, General Motors Corp., a major maker of trucks, confirmed last month it fired its chairman Rick Wagoner. The CEO said he was asked to "step aside" during a meeting with the Obama Administration. Fritz Henderson, 50, General Motors chief operating officer, took over as the top executive of the company. Mr. Wagoner, 56, became head of the company in 2003. He had been with General Motors for 32 years.

CNH Global N.V., a major North American maker of Case and New Holland construction and farm machinery, disclosed Ruben McDougal, its chief financial officer, will resign from the company, effective this June 22. He will pursue other business interests with a company outside the machinery industry. The company plans to name a successor soon. His resignation comes as CNH Global has been struggling to cope with sluggish market conditions.

Deere & Co., largest maker of farm machinery in North America, named Samuel R. Allen, 55, as Deere's new chief executive officer, effective this August 1.

**April Farm Vehicle Sales Fall 7th Month in a Row**

North American sales of farm tractors and self-propelled farm combines declined for the seventh straight month during April 2009—middle of the U.S. spring planting selling season—dropping by 22.4% to 21,460 units from 27,640 units in April 2008. The overall U.S. decline last month continued to be accompanied by a comparable drop in Canada and more widespread erosion in the low horsepower end of the farm tractor business.

As reported, North American sales of farm tractors and self-propelled farm combines ended a one-year recovery in 2008, falling by 5.7% to 236,965 units from 251,245 units in 2007. Farm tractor turnover eased by 6.7% in 2008 to 226,300 units from 242,465 units in 2007. Combine turnover rose by 21.5% to 10,665 units from 8,780 units during the same periods.

In April 2009, North American sales of farm tractors fell by 23.2% to 20,805 from 27,075 one year earlier. Combine turnover rose by a slower 15.9% to 655 units from 565 units during the same periods. Sales of all farm vehicles dropped by 21.9% during April 2009 in the United States to 19,040 units from 24,380 units a year ago. Farm combine sales rose by 33.3% to 560 units from 420 units one year earlier. Canadian farm machinery turnover fell by 25.8% during the month to 2,420 units from 3,260 units a year ago.

As reported, (see related report elsewhere in this issue for exclusive details,) NAFTA area farm machinery production declined by 9.4% during May 2009 to 15,120 units from 16,685 units in the year-ago period.

**North American Farm Machinery Sales**

	Apr 09	Apr 08	% Chge	YTD 09	YTD 08	% Chge
Below 40 hp	10,945	14,360	- 23.8	25,925	33,580	- 22.8
40-99 hp	6,140	8,555	- 28.2	17,615	23,610	- 25.4
100 hp & over	3,115	3,550	- 12.3	9,685	10,520	- 07.9
All 4WDs	605	610	- 00.8	1,805	1,760	+ 02.6
Tot. Tractors	20,805	27,075	- 23.2	55,030	69,470	- 20.8
Combines	655	565	+ 15.9	2,610	2,045	+ 27.6
Grand Total	21,460	27,640	- 22.4	57,640	71,515	- 19.4

**North American Farm Machinery Inventories**

	Apr 09	Days	Apr 08	Days	Mar 09	Days
Below 40 hp	62,900	218	71,210	210	65,650	220
40-99 hp	37,995	196	40,460	179	37,900	189
100 hp & over	10,160	123	6,755	91	9,800	117
All 4WDs	835	54	915	72	1,105	71
Tot. Tractors	111,890	193	119,340	183	114,455	191
Combines	1,255	41	1,415	57	1,215	40
Grand Total	113,145	185	120,755	178	115,670	184

**U.S. Farm Machinery Sales**

	Apr 09	Apr 08	% Chge	YTD 09	YTD 08	% Chge
Below 40 hp	9,855	12,990	- 24.1	23,375	30,330	- 22.9
40-99 hp	5,495	7,665	- 28.3	15,655	21,215	- 26.2
100 hp & over	2,660	2,940	- 09.5	8,495	9,055	- 06.2
All 4WDs	470	365	+ 28.8	1,375	1,320	+ 04.2
Tot. Tractors	18,480	23,960	- 22.9	48,900	61,920	- 21.0
Combines	560	420	+ 33.3	2,190	1,695	+ 29.2
Grand Total	19,040	24,380	- 21.9	51,090	63,615	- 19.7

**U.S. Farm Machinery Inventories**

	Apr 09	Days	Apr 08	Days	Mar 09	Days
Below 40 hp	55,195	219	64,060	210	57,585	221
40-99 hp	33,695	197	37,180	182	33,515	190
100 hp & over	8,425	119	5,165	83	8,100	114
All 4WDs	580	47	685	67	830	69
Tot. Tractors	97,895	194	107,090	184	100,030	192
Combines	920	37	1,050	52	895	37
Grand Total	98,815	186	108,140	180	100,925	185

**Canadian Farm Machinery Sales**

	Apr 09	Apr 08	% Chge	YTD 09	YTD 08	% Chge
Below 40 hp	1,090	1,370	- 20.4	2,550	3,250	- 21.5
40-99 hp	645	890	- 27.5	1,960	2,395	- 18.2
100 hp & over	455	610	- 25.4	1,190	1,465	- 18.8
All 4WDs	135	245	- 44.9	430	440	- 02.3
Tot. Tractors	2,325	3,115	- 25.4	6,130	7,550	- 18.8
Combines	95	145	- 34.5	420	350	+ 20.0
Grand Total	2,420	3,260	- 25.8	6,550	7,900	- 17.1

**Canadian Farm Machinery Inventories**

	Apr 09	Days	Apr 08	Days	Mar 09	Days
Below 40 hp	7,705	209	7,150	210	8,065	214
40-99 hp	4,300	188	3,280	152	4,385	187
100 hp & over	1,735	146	1,590	132	1,700	139
All 4WDs	255	77	230	91	275	77
Tot. Tractors	13,995	187	12,250	175	14,425	187
Combines	335	54	365	75	320	50
Grand Total	14,330	177	12,615	168	14,745	177

**NAFTA Farm Machinery Assembly**

	May 09	May 08	% Chge	YTD 09	YTD 08	% Chge
<b>2WD Tractors</b>						
<b>Case IH</b>						
Racine, Wis.	465	460	+ 01.1	2,270	2,365	- 04.0
Total	465	460	+ 01.1	2,270	2,365	- 04.0
<b>Deere</b>						
Augusta, Ga.	4,525	4,935	- 08.3	23,520	25,380	- 07.3
Waterloo, Iowa	3,260	3,150	+ 03.5	15,970	16,170	- 01.2
Saltito, Mex.	375	440	- 14.8	1,930	2,170	- 11.1
Total	8,160	8,525	- 04.3	41,420	43,720	- 05.3
<b>Farmtrac</b>						
Taraboro, N.C.	—	—	—	—	105	- 100.0
Total	—	—	—	—	105	- 100.0
<b>Kubota</b>						
Gainesville, Ga.	1,050	1,155	- 09.1	5,550	5,830	- 04.8
Oakwood, Ga.	1,155	1,575	- 26.7	6,380	7,290	- 12.5
Total	2,205	2,730	- 19.2	11,930	13,120	- 09.1
<b>Massey Ferguson</b>						
Quertaro, Mex.	180	220	- 18.2	930	1,085	- 14.3
Total	180	220	- 18.2	930	1,085	- 14.3
<b>Montana Tractors</b>						
Springdale, Ark.	40	35	+ 14.3	200	205	- 02.4
Total	40	35	+ 14.3	200	205	- 02.4
<b>New Holland</b>						
Dublin, Ga.	1,155	1,680	- 31.3	6,970	8,785	- 20.7
Quertaro, Mex.	880	1,015	- 13.3	4,615	4,970	- 07.1
Total	2,035	2,695	- 24.5	11,585	13,755	- 15.8
<b>Buhler</b>						
Winnipeg, Man.	70	55	+ 27.3	355	315	+ 12.7
Total	70	55	+ 27.3	355	315	+ 12.7
<b>Mahindra</b>						
Calhoun, Ga.	200	180	+ 11.1	1,030	1,030	—
Tomball, Tex.	500	420	+ 19.0	2,275	2,545	- 10.6
Total	700	600	+ 16.7	3,305	3,575	- 07.6
<b>Valtra Tractors</b>						
Tiaquepaque, Mex.	20	15	+ 33.3	115	120	- 04.2
Total	20	15	+ 33.3	115	120	- 04.2
<b>Total 2WD Tractors</b>	<b>13,875</b>	<b>15,335</b>	<b>- 09.5</b>	<b>72,110</b>	<b>78,365</b>	<b>- 08.0</b>
<b>4WD Tractors</b>						
<b>Case IH</b>						
Fargo, N.D.	170	250	- 32.0	990	1,140	- 13.2
Total	170	250	- 32.0	990	1,140	- 13.2
<b>Agco</b>						
Jackson, Minn.	40	40	—	220	210	+ 04.8
Total	40	40	—	220	210	+ 04.8
<b>Buhler</b>						
Winnipeg, Man.	20	25	- 20.0	155	100	+ 55.0
Total	20	25	- 20.0	155	100	+ 55.0
<b>Deere</b>						
Waterloo, Iowa	170	180	- 05.6	850	855	- 00.6
Total	170	180	- 05.6	850	855	- 00.6
<b>Total 4WD Tractors</b>	<b>400</b>	<b>495</b>	<b>- 19.2</b>	<b>2,215</b>	<b>2,305</b>	<b>- 03.9</b>
<b>Total Tractors</b>						
<b>Agco</b>	40	40	—	220	210	+ 04.8
<b>Buhler</b>	90	80	+ 12.5	510	415	+ 22.9
<b>Case IH</b>	635	710	- 10.6	3,260	3,505	- 07.0
<b>Deere</b>	8,330	8,705	- 04.3	42,270	44,575	- 05.2
<b>Farmtrac</b>	—	—	—	—	105	- 100.0
<b>Kubota</b>	2,205	2,730	- 19.2	11,930	13,120	- 09.1
<b>Massey Ferguson</b>	180	220	- 18.2	930	1,085	- 14.3
<b>Montana Tractors</b>	40	35	+ 14.3	200	205	- 02.4
<b>New Holland</b>	2,035	2,695	- 24.5	11,585	13,755	- 15.8
<b>Mahindra</b>	700	600	+ 16.7	3,305	3,575	- 07.6
<b>Valtra Tractors</b>	20	15	+ 33.3	115	120	- 04.2
<b>Total Tractors</b>	<b>14,275</b>	<b>15,830</b>	<b>- 09.8</b>	<b>74,325</b>	<b>80,670</b>	<b>- 07.9</b>
<b>SP Combines</b>						
<b>Agco</b>						
Hesston, Kan.	85	75	+ 13.3	425	345	+ 23.2
Total	85	75	+ 13.3	425	345	+ 23.2
<b>Claas</b>						
Omaha, Neb.	25	25	—	125	125	—
Total	25	25	—	125	125	—
<b>Deere</b>						
Moline, Ill.	470	505	- 06.9	2,320	2,350	- 01.3
Total	470	505	- 06.9	2,320	2,350	- 01.3
<b>New Holland</b>						
Grand Island, Neb.	265	250	+ 06.0	1,290	1,235	+ 04.5
Total	265	250	+ 06.0	1,290	1,235	+ 04.5
<b>Total SP Combines</b>	<b>845</b>	<b>855</b>	<b>- 01.2</b>	<b>4,160</b>	<b>4,055</b>	<b>+ 02.6</b>
<b>Grand Total</b>						
<b>Agco</b>	125	115	+ 08.7	645	555	+ 16.2
<b>Buhler</b>	90	80	+ 12.5	510	415	+ 22.9
<b>Case IH</b>	635	710	- 10.6	3,260	3,505	- 07.0
<b>Claas</b>	25	25	—	125	125	—
<b>Deere</b>	8,800	9,210	- 04.5	44,590	46,925	- 05.0
<b>Farmtrac</b>	—	—	—	—	105	- 100.0
<b>Kubota</b>	2,205	2,730	- 19.2	11,930	13,120	- 09.1
<b>Mahindra</b>	700	600	+ 16.7	3,305	3,575	- 07.6
<b>Massey Ferguson</b>	180	220	- 18.2	930	1,085	- 14.3
<b>Montana Tractors</b>	40	35	+ 14.3	200	205	- 02.4
<b>New Holland</b>	2,300	2,945	- 21.9	12,875	14,990	- 14.1
<b>Valtra Tractors</b>	20	15	+ 33.3	115	120	- 04.2
<b>Grand Total</b>	<b>15,120</b>	<b>16,685</b>	<b>- 09.4</b>	<b>78,485</b>	<b>84,725</b>	<b>- 07.4</b>
<b>Tractors</b>						
<b>United States</b>	12,730	14,060	- 09.5	66,225	71,910	- 07.9
<b>Canada</b>	90	80	+ 12.5	510	415	+ 22.9
<b>Mexico</b>	1,455	1,690	- 13.9	7,590	8,345	- 09.0
<b>Total</b>	<b>14,275</b>	<b>15,830</b>	<b>- 09.8</b>	<b>74,325</b>	<b>80,670</b>	<b>- 07.9</b>
<b>SP Combines</b>						
<b>United States</b>	845	855	- 01.2	4,160	4	

## STARK'S NORTH AMERICAN LIGHT TRUCK PRODUCTION ESTIMATES

WEEK ENDING	2009	2008	2009	2009	2008	2009	2009	2008
	MAY 16*	MAY 24	MAY 23	APR	APR	MAR	4 MOS	4 MOS
BMW X5/X6	1,525	3,100	1,525	6,401	13,026	10,251	37,466	47,394
<b>TOTAL BMW</b>	<b>1,525</b>	<b>3,100</b>	<b>1,525</b>	<b>6,401</b>	<b>13,026</b>	<b>10,251</b>	<b>37,466</b>	<b>47,394</b>
Aspen	—	505	—	—	2,131	—	—	12,074
Caravan	—	2,105	—	—	8,849	—	—	24,094
Dakota	335	845	335	1,333	3,553	2,742	6,581	13,562
Durango	—	815	—	—	3,422	—	—	12,618
Nitro	250	1,365	250	993	5,743	2,089	5,593	19,158
Ram Pickup	3,565	4,665	3,565	14,258	19,605	20,767	55,457	61,258
Town & Country	—	255	—	—	1,070	—	—	6,158
<b>TOTAL CHRYSLER/DODGE</b>	<b>4,150</b>	<b>10,555</b>	<b>4,150</b>	<b>16,584</b>	<b>44,373</b>	<b>25,598</b>	<b>67,631</b>	<b>147,792</b>
Commander	135	520	135	551	2,194	710	2,646	9,679
Grand Cherokee	1,160	2,005	1,160	4,647	8,414	6,790	21,043	29,505
Liberty	780	2,845	780	3,126	11,960	6,225	15,706	38,170
Wrangler/Unlimited	2,295	2,740	2,295	9,175	11,508	10,093	29,214	52,256
Patriot	570	2,455	570	2,280	10,311	2,408	9,057	30,930
Compass	365	935	365	1,466	3,923	1,613	5,133	16,717
<b>TOTAL JEEP</b>	<b>5,305</b>	<b>11,500</b>	<b>5,305</b>	<b>21,245</b>	<b>48,310</b>	<b>27,841</b>	<b>82,799</b>	<b>177,257</b>
<b>TOTAL CHRYSLER</b>	<b>9,455</b>	<b>22,055</b>	<b>9,455</b>	<b>37,829</b>	<b>92,683</b>	<b>53,439</b>	<b>150,430</b>	<b>325,049</b>
M-Class	1,290	2,080	1,290	5,955	8,744	6,237	20,407	35,956
R-Class	65	610	65	1,195	2,557	1,253	3,775	7,542
GL-Class	110	1,250	110	2,300	5,254	2,411	7,479	16,122
<b>TOTAL MERCEDES-BENZ</b>	<b>1,465</b>	<b>3,940</b>	<b>1,465</b>	<b>9,450</b>	<b>16,555</b>	<b>9,901</b>	<b>31,661</b>	<b>59,620</b>
Econoline/E-Series	2,535	3,965	2,535	10,142	16,649	9,844	31,025	59,334
Escape	3,820	5,315	3,820	15,281	22,322	16,186	57,794	79,421
Expedition	410	1,905	410	1,633	8,008	87	1,720	25,889
Explorer	1,395	1,640	1,395	5,590	6,897	5,420	18,611	43,659
F-150 Pickup	6,335	11,270	6,335	25,337	47,344	33,170	119,763	177,633
Freestyle	—	—	—	—	—	—	—	—
Ranger	905	2,270	905	3,631	9,544	5,591	19,153	30,809
Taurus X	—	885	—	—	3,729	332	1,649	10,132
<b>TOTAL FORD</b>	<b>15,400</b>	<b>27,250</b>	<b>15,400</b>	<b>61,614</b>	<b>114,493</b>	<b>70,630</b>	<b>249,715</b>	<b>426,877</b>
Mark LT	—	170	—	—	719	—	—	3,361
Navigator	115	575	115	469	2,415	33	502	7,888
<b>TOTAL LINCOLN</b>	<b>115</b>	<b>745</b>	<b>115</b>	<b>469</b>	<b>3,134</b>	<b>33</b>	<b>502</b>	<b>11,249</b>
Mazda B-Series	20	155	20	76	646	275	799	2,233
Tribute	110	320	110	450	1,337	1	1,719	7,667
<b>TOTAL MAZDA</b>	<b>130</b>	<b>475</b>	<b>130</b>	<b>526</b>	<b>1,983</b>	<b>276</b>	<b>2,518</b>	<b>9,900</b>
Mariner	345	820	345	1,389	3,446	2,483	7,104	14,501
Mountaineer	100	175	100	405	737	1,236	6,193	6,193
<b>TOTAL MERCURY</b>	<b>445</b>	<b>995</b>	<b>445</b>	<b>1,794</b>	<b>4,183</b>	<b>2,836</b>	<b>8,340</b>	<b>20,694</b>
<b>TOTAL FORD MOTOR</b>	<b>16,090</b>	<b>29,465</b>	<b>16,090</b>	<b>64,403</b>	<b>123,793</b>	<b>73,775</b>	<b>261,075</b>	<b>468,720</b>
Hummer H2/H3/H3T	90	—	90	362	—	1,334	2,967	8,234
<b>TOTAL AM GENERAL</b>	<b>90</b>	<b>—</b>	<b>90</b>	<b>362</b>	<b>—</b>	<b>1,334</b>	<b>2,967</b>	<b>8,234</b>
Enclave	795	775	795	3,179	3,254	2,892	8,681	18,988
<b>TOTAL BUICK</b>	<b>795</b>	<b>775</b>	<b>795</b>	<b>3,179</b>	<b>3,254</b>	<b>2,892</b>	<b>8,681</b>	<b>18,988</b>
Escalade	325	405	325	1,309	1,707	1,516	4,860	12,558
SRX	—	570	—	—	2,387	—	5	6,726
Escalade ESV	135	50	135	549	2,14	642	1,858	6,187
<b>TOTAL CADILLAC</b>	<b>460</b>	<b>1,025</b>	<b>460</b>	<b>1,858</b>	<b>4,308</b>	<b>2,158</b>	<b>6,723</b>	<b>25,481</b>
Blazer/TrailBlazer	—	—	—	—	—	—	5	20,263
Colorado	470	1,720	470	1,881	7,225	3,588	5,774	23,983
Express Van	1,730	—	1,730	6,924	—	5,519	16,301	21,790
Silverado	6,070	2,710	6,070	24,277	11,380	14,362	84,479	70,532
Tahoe/Suburban	2,755	1,910	2,755	11,015	8,033	12,006	36,798	55,730
Traverse	3,060	—	3,060	12,232	—	6,511	23,824	—
Uplander	—	2,010	—	—	8,441	—	—	31,080
<b>TOTAL CHEVROLET</b>	<b>14,085</b>	<b>8,350</b>	<b>14,085</b>	<b>56,329</b>	<b>35,079</b>	<b>41,986</b>	<b>167,181</b>	<b>223,378</b>
Canyon	200	465	200	848	1,952	882	1,813	6,730
Jimmy/Envoy/XL/XUV	—	—	—	—	—	—	3	6,134
Safari/Savana Van	380	—	380	1,524	—	2,036	6,494	8,281
Sierra	2,325	—	2,325	9,300	—	7,276	29,899	26,210
Yukon/XL	1,080	785	1,080	4,316	3,306	9,243	18,780	34,588
Acadia	535	1,110	535	2,143	4,674	1,996	6,738	29,865
<b>TOTAL GMC</b>	<b>4,520</b>	<b>2,360</b>	<b>4,520</b>	<b>18,131</b>	<b>9,932</b>	<b>21,433</b>	<b>63,727</b>	<b>111,808</b>
Ascender_EXT	—	—	—	—	—	—	—	100
i-280, i-350	—	20	—	—	80	—	—	553
<b>TOTAL ISUZU</b>	<b>—</b>	<b>20</b>	<b>—</b>	<b>—</b>	<b>80</b>	<b>—</b>	<b>—</b>	<b>633</b>
Montana SV6	—	490	—	—	2,052	—	—	8,540
<b>TOTAL PONTIAC</b>	<b>—</b>	<b>490</b>	<b>—</b>	<b>—</b>	<b>2,052</b>	<b>—</b>	<b>—</b>	<b>8,540</b>
9-7X	—	—	—	—	—	—	2	446
<b>TOTAL SAAB</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>446</b>
Outlook	205	345	205	830	1,461	349	1,848	6,269
<b>TOTAL SATURN</b>	<b>205</b>	<b>345</b>	<b>205</b>	<b>830</b>	<b>1,461</b>	<b>349</b>	<b>1,848</b>	<b>6,269</b>
<b>TOTAL GENERAL MOTORS</b>	<b>20,065</b>	<b>13,365</b>	<b>20,065</b>	<b>80,327</b>	<b>56,166</b>	<b>68,818</b>	<b>149,145</b>	<b>395,563</b>
Honda CR-V	2,025	2,110	2,025	8,495	8,863	8,902	31,898	28,742
Honda Element	355	645	355	1,490	2,701	1,562	4,370	7,336
Honda Odyssey	885	3,795	885	3,700	15,938	3,888	22,419	69,238
Honda Pilot	590	1,950	590	2,445	8,199	2,563	11,039	35,675
Honda Ridgeline	195	—	195	830	—	869	2,209	—
Acura RDX	85	515	85	360	2,158	379	1,461	9,615
<b>TOTAL HONDA</b>	<b>4,125</b>	<b>9,015</b>	<b>4,125</b>	<b>17,320</b>	<b>37,859</b>	<b>18,163</b>	<b>73,696</b>	<b>150,606</b>
Santa Fe	1,650	1,815	1,650	6,600	7,615	5,298	18,477	30,832
<b>TOTAL HYUNDAI</b>	<b>1,650</b>	<b>1,815</b>	<b>1,650</b>	<b>6,600</b>	<b>7,615</b>	<b>5,298</b>	<b>18,477</b>	<b>30,832</b>
Endeavor	—	155	—	—	645	—	222	3,085
Raider	—	280	—	—	1,184	—	1	2,999
<b>TOTAL MITSUBISHI</b>	<b>—</b>	<b>435</b>	<b>—</b>	<b>—</b>	<b>1,829</b>	<b>—</b>	<b>223</b>	<b>6,084</b>
Armada	30	810	30	229	3,346	171	1,359	10,617
Frontier	325	990	325	1,918	4,397	1,316	5,939	19,318
Infiniti QX56	110	80	110	443	679	500	1,315	5,160
Pathfinder	280	845	280	1,312	3,631	1,314	5,380	13,145
Quest	145	385	145	893	1,854	457	2,693	8,425
Titan	30	990	30	519	4,209	126	903	16,105
Xterra	250	690	250	1,323	3,160	1,595	5,794	17,630
<b>TOTAL NISSAN</b>	<b>1,170</b>	<b>4,790</b>	<b>1,170</b>	<b>6,637</b>	<b>21,276</b>	<b>5,479</b>	<b>22,773</b>	<b>90,400</b>
Toyota Tacoma	460	2,885	460	1,842	12,114	1,986	7,332	51,387
<b>TOTAL NUMMI</b>	<b>460</b>	<b>2,885</b>	<b>460</b>	<b>1,842</b>	<b>12,114</b>	<b>1,986</b>	<b>7,332</b>	<b>51,387</b>
Tribeca	50	50	50	207	617	517	9,167	9,167
<b>TOTAL SUBARU</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>207</b>	<b>2,269</b>	<b>617</b>	<b>1,522</b>	<b>9,167</b>
Sequoia	80	1,535	80	308	6,452	741	5,216	24,931
Sienna	885	3,155	885	3,549	13,253	2,884	11,415	51,938
Tundra	1,360	4,440	1,360	5,437	18,656	4,899	19,187	73,963
<b>TOTAL TOYOTA</b>	<b>2,325</b>	<b>9,130</b>	<b>2,325</b>	<b>9,294</b>	<b>38,361</b>	<b>8,524</b>	<b>35,818</b>	<b>150,832</b>
<b>TOTAL U.S.</b>	<b>58,470</b>	<b>100,535</b>	<b>58,470</b>	<b>240,672</b>	<b>423,546</b>	<b>257,585</b>	<b>792,585</b>	<b>1,793,888</b>
Chevrolet Equinox	680	2,645	680	2,723	11,111	2,838	7,273	39,587
Pontiac Torrent	420	890	420	1,688	3,742	2,171	4,648	14,846
Suzuki XL-7	—	295	—	—	241	—	—	8,924
<b>TOTAL CAMI</b>	<b>1,100</b>	<b>3,830</b>	<b>1,100</b>	<b>4,412</b>	<b>16,094</b>	<b>5,010</b>	<b>11,925</b>	<b>61,357</b>
Chrysler Town & Country	1,990	4,395	1,990	7,952	18,452	8,924	25,193	57,981
Dodge Caravan	2,190	2,910	2,190	8,766	12,224	12,894	32,896	38,598
<b>TOTAL CHRYSLER</b>	<b>4,180</b>	<b>7,305</b>	<b>4,180</b>	<b>16,718</b>	<b>30,676</b>	<b>21,818</b>	<b>58,089</b>	<b>96,579</b>
Ford Edge	2,110	4,515	2,110	8,441	18,969	6,735	22,108	66,488
Lincoln MKX/MKT	745	875	745	2,988	3,674	1,738	6,855	17,172
Ford Flex	630	—	630	2,521	—	1,616	7,172	—
<b>TOTAL FORD MOTOR</b>	<b>3,485</b>							