

## September

Model/(segment)	September 2007	September 2006	% Change	YTD 2007	YTD 2006	% Change	Model/(segment)	September 2007	September 2006	% Change	YTD 2007	YTD 2006	% Change
<b>PASSENGER CAR SALES</b>													
<b>ACURA</b>	<b>687</b>	<b>1,365</b>	<b>-49.7%</b>	<b>7,692</b>	<b>11,703</b>	<b>-34.3%</b>	<b>GENERAL MOTORS TOTAL</b>	<b>15,482</b>	<b>16,978</b>	<b>-8.8%</b>	<b>148,219</b>	<b>158,826</b>	<b>-6.7%</b>
EL/CSX (comp.)	179	541	-66.9%	2,828	4,139	-31.7%	<b>Buick Division</b>	<b>813</b>	<b>1,030</b>	<b>-21.1%</b>	<b>9,607</b>	<b>12,082</b>	<b>-20.5%</b>
NSX (lux. spt.)	-	-	n.a.	-	2	-100.0%	Allure (int.)	564	686	-17.8%	7,383	9,091	-18.8%
RL (lux. h.)	15	24	-37.5%	111	156	-28.8%	Century (int.)	-	-	n.a.	-	3	-100.0%
RSX (spt.)	-	91	-100.0%	12	1,508	-99.2%	LeSabre (int.)	-	1	-100.0%	1	23	-95.7%
TL (lux. h.)	311	464	-33.0%	3,125	3,697	-15.5%	Lucerne (int.)	249	342	-27.2%	2,223	2,962	-24.9%
TSX (lux.)	182	245	-25.7%	1,616	2,201	-26.6%	Park Avenue (int.)	-	1	-100.0%	-	2	-100.0%
							Regal (int.)	-	-	n.a.	-	1	-100.0%
<b>AUDI</b>	<b>501</b>	<b>769</b>	<b>-34.9%</b>	<b>5,347</b>	<b>5,954</b>	<b>-10.2%</b>	<b>Cadillac Division</b>	<b>479</b>	<b>718</b>	<b>-33.3%</b>	<b>3,913</b>	<b>4,756</b>	<b>-17.7%</b>
A3 (lux.)	76	146	-47.9%	934	1,252	-25.4%	CTS (lux.)	365	479	-23.8%	2,739	3,093	-11.4%
A4 (lux.)	301	462	-34.8%	3,274	3,595	-8.9%	Deville (lux. h.)	-	5	-100.0%	3	23	-87.0%
A6 (lux. h.)	35	131	-73.3%	600	807	-25.7%	DTS (lux. h.)	77	137	-43.8%	714	1,039	-31.3%
A8 (lux. h.)	23	24	-4.2%	159	194	-18.0%	Seville (lux. h.)	-	-	n.a.	-	3	-100.0%
Allroad (lux. h.)	-	-	n.a.	-	7	-100.0%	STS (lux. h.)	30	92	-67.4%	407	533	-23.6%
R8 (lux. spt.)	23	-	n.a.	23	-	n.a.	XLR (lux. spt.)	7	5	40.0%	50	65	-23.1%
TT (lux. spt.)	43	6	616.7%	357	99	260.6%	<b>Chevrolet Division</b>	<b>6,721</b>	<b>7,991</b>	<b>-15.9%</b>	<b>62,138</b>	<b>72,568</b>	<b>-14.4%</b>
							Aveo (sc.)	1,110	723	53.5%	8,909	8,502	4.8%
<b>BMW</b>	<b>1,358</b>	<b>1,341</b>	<b>1.3%</b>	<b>12,875</b>	<b>11,096</b>	<b>16.0%</b>	Cavalier (comp.)	-	-	n.a.	-	2	-100.0%
3-Series (lux.)	1,071	1,054	1.6%	9,936	7,945	25.1%	Cobalt (comp.)	2,760	2,438	13.2%	26,648	24,544	8.6%
5-Series (lux. h.)	199	183	8.7%	1,966	1,991	-1.3%	Corvette (lux. spt.)	60	62	-3.2%	647	822	-21.3%
6-Series (lux. spt.)	27	18	50.0%	298	355	-16.1%	Epica (int.)	1	95	-98.9%	40	526	-92.4%
7-Series (lux. h.)	41	59	-30.5%	348	395	-11.9%	Impala (int.)	1,161	1,540	-24.6%	13,743	17,104	-19.7%
Z4 (lux.)	20	27	-25.9%	327	409	-20.0%	Malibu (int.)	1,124	2,197	-48.8%	7,928	14,422	-45.0%
Z8 (lux. spt.)	-	-	n.a.	-	1	-100.0%	Monte Carlo (int.)	44	73	-39.7%	743	1,141	-34.9%
							Opra (comp.)	459	858	-46.5%	3,473	5,421	-35.9%
<b>CHRYSLER TOTAL</b>	<b>3,415</b>	<b>3,775</b>	<b>-9.5%</b>	<b>43,244</b>	<b>43,814</b>	<b>-1.3%</b>	SSR (lux. spt.)	2	5	-60.0%	7	84	-91.7%
<b>Chrysler Division</b>	<b>1,094</b>	<b>1,104</b>	<b>-0.9%</b>	<b>16,117</b>	<b>22,326</b>	<b>-27.8%</b>	<b>Oldsmobile Division</b>	-	-	n.a.	-	5	-100.0%
300 (lux.)	365	749	-51.3%	5,860	8,071	-27.4%	Alero (int.)	-	-	n.a.	-	5	-100.0%
300C (lux.)	44	180	-75.6%	1,704	2,559	-33.4%	<b>Pontiac Division</b>	<b>5,819</b>	<b>5,691</b>	<b>2.2%</b>	<b>57,208</b>	<b>58,152</b>	<b>-1.6%</b>
Crossfire (lux. spt.)	21	3	600.0%	65	565	-88.5%	Bonneville (int.)	-	-	n.a.	1	23	-95.7%
PT Cruiser Convertible (spt.)	12	72	-83.3%	711	1,434	-50.4%	G6 (int.)	863	1,300	-33.6%	9,613	14,123	-31.9%
Sebring Conv. (spt.)	59	21	181.0%	966	1,041	-7.2%	Grand Am (int.)	-	1	-100.0%	2	16	-87.5%
Sebring Sedan (int.)	593	79	650.6%	6,811	8,656	-21.3%	Grand Prix (int.)	849	387	119.4%	8,316	6,590	26.2%
<b>Dodge Division</b>	<b>2,321</b>	<b>2,671</b>	<b>-13.1%</b>	<b>27,127</b>	<b>21,488</b>	<b>26.2%</b>	Pursuit/G5 (comp.)	2,094	1,985	5.5%	20,331	19,849	2.4%
Avenger (int.)	589	-	n.a.	5,393	-	n.a.	Solstice (spt.)	134	107	25.2%	1,584	1,631	-2.9%
Caliber (comp.)	1,312	1,810	-27.5%	15,359	14,174	8.4%	Vibe (comp.)	1,080	1,311	-17.6%	10,291	9,389	9.6%
Charger (int.)	420	847	-50.4%	6,349	5,385	17.9%	Wave (sc.)	799	600	33.2%	7,070	6,531	8.3%
SX 2.0 (comp.)	-	-	n.a.	-	1,847	-100.0%	<b>Saturn Division</b>	<b>1,650</b>	<b>1,548</b>	<b>6.6%</b>	<b>15,353</b>	<b>11,263</b>	<b>36.3%</b>
Viper (lux. spt.)	-	14	-100.0%	26	82	-68.3%	Aura (int.)	330	163	102.5%	2,551	184	1,286.4%
							Ion (comp.)	1,274	1,345	-5.3%	12,239	10,822	13.1%
<b>FORD TOTAL</b>	<b>3,389</b>	<b>4,154</b>	<b>-18.4%</b>	<b>44,872</b>	<b>56,680</b>	<b>-20.8%</b>	L Series (int.)	-	-	n.a.	1	-	n.a.
<b>Ford Division</b>	<b>3,282</b>	<b>3,972</b>	<b>-17.4%</b>	<b>42,406</b>	<b>53,992</b>	<b>-21.5%</b>	Sky (spt.)	46	40	15.0%	562	257	118.7%
Crown Victoria (int.)	218	47	363.8%	2,475	2,959	-16.4%	<b>HONDA</b>	<b>9,655</b>	<b>10,013</b>	<b>-3.6%</b>	<b>81,412</b>	<b>75,893</b>	<b>7.3%</b>
Taurus/Five Hundred (lux.)	150	216	-30.6%	2,084	3,152	-33.9%	Accord (int.)	3,210	1,635	96.3%	15,733	15,969	-1.5%
Focus (comp.)	1,597	1,657	-3.6%	18,387	22,136	-16.9%	Civic Sedan/Coupe (comp.)	5,541	7,586	-27.0%	54,577	52,317	4.3%
Fusion (int.)	891	1,489	-40.2%	12,209	12,574	-2.9%	Fit (sc.)	895	789	13.4%	11,003	7,472	47.3%
GT (lux. spt.)	43	15	186.7%	95	85	11.8%	Insight (spt.)	-	-	n.a.	2	17	-88.2%
Mustang (spt.)	383	420	-8.8%	7,156	8,232	-13.1%	S2000 (lux. spt.)	9	3	200.0%	97	118	-17.8%
Taurus (int.)	-	128	-100.0%	-	4,854	-100.0%							
<b>Lincoln Division</b>	<b>104</b>	<b>164</b>	<b>-36.6%</b>	<b>2,175</b>	<b>2,363</b>	<b>-8.0%</b>							
LS (lux. h.)	-	10	-100.0%	-	198	-100.0%							
Town Car (lux. h.)	22	34	-35.3%	872	840	3.8%							
MKZ (lux.)	82	120	-31.7%	1,303	1,325	-1.7%							
<b>Mercury Division - Grand Marquis (int.)</b>	<b>3</b>	<b>18</b>	<b>-83.3%</b>	<b>291</b>	<b>325</b>	<b>-10.5%</b>							

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<b>HYUNDAI</b>	<b>4,108</b>	<b>3,418</b>	<b>20.2%</b>	<b>35,282</b>	<b>34,916</b>	<b>1.0%</b>	<b>NISSAN</b>	<b>4,808</b>	<b>3,595</b>	<b>33.7%</b>	<b>39,686</b>	<b>23,809</b>	<b>66.7%</b>
Accent (sc.)	1,632	1,346	21.2%	13,061	13,889	-6.0%	350Z (lux. spt.)	16	28	-42.9%	426	590	-27.8%
Elantra (comp.)	1,210	887	36.4%	11,119	9,424	18.0%	Altima (int.)	1,678	1,415	18.6%	13,847	10,227	35.4%
Sonata (int.)	1,110	1,000	11.0%	9,243	9,856	-6.2%	Maxima (int.)	120	150	-20.0%	1,095	2,487	-56.0%
Tiburon (spt.)	73	97	-24.7%	1,261	1,006	25.3%	Sentra Sedan (comp.)	783	571	37.1%	6,706	7,049	-4.9%
XG 350/Azera (lux.)	83	88	-5.7%	598	741	-19.3%	Versa (sc.)	2,211	1,431	54.5%	17,612	3,456	409.6%
<b>INFINITI</b>	<b>397</b>	<b>405</b>	<b>-2.0%</b>	<b>4,356</b>	<b>3,752</b>	<b>16.1%</b>	<b>PORSCHE</b>	<b>80</b>	<b>76</b>	<b>5.3%</b>	<b>987</b>	<b>1,102</b>	<b>-10.4%</b>
G35 (lux.)	362	324	11.7%	3,915	2,841	37.8%	911 (lux. spt.)	62	46	34.8%	560	546	2.6%
M45 (lux. h.)	35	81	-56.8%	441	904	-51.2%	Boxster (lux. spt.)	10	17	-41.2%	242	301	-19.6%
Q45 (lux. h.)	-	-	n.a.	-	7	-100.0%	Carrera GT (lux. spt.)	-	-	n.a.	-	4	-100.0%
<b>JAGUAR</b>	<b>58</b>	<b>60</b>	<b>-3.3%</b>	<b>612</b>	<b>729</b>	<b>-16.0%</b>	Cayman S (lux. spt.)	8	13	-38.5%	185	251	-26.3%
S-Type (lux. h.)	13	20	-35.0%	116	147	-21.1%	<b>SAAB</b>	<b>142</b>	<b>242</b>	<b>-41.3%</b>	<b>1,541</b>	<b>1,813</b>	<b>-15.0%</b>
Sports (lux. spt.)	6	10	-40.0%	207	176	17.6%	Saab 9-2X (lux.)	-	52	-100.0%	18	272	-93.4%
XJ Sedans (lux. h.)	13	3	333.3%	119	144	-17.4%	Saab 9-3 (lux.)	116	158	-26.6%	1,255	1,266	-0.9%
X-Type (lux.)	26	27	-3.7%	170	262	-35.1%	Saab 9-5 (lux. h.)	26	32	-18.8%	268	275	-2.5%
<b>KIA</b>	<b>2,423</b>	<b>1,064</b>	<b>127.7%</b>	<b>18,155</b>	<b>12,793</b>	<b>41.9%</b>	<b>smart - fortwo (sc.)</b>	<b>31</b>	<b>192</b>	<b>-83.9%</b>	<b>2,161</b>	<b>2,667</b>	<b>-19.0%</b>
Amanti (lux.)	10	35	-71.4%	102	458	-77.7%	<b>SUBARU</b>	<b>1,251</b>	<b>859</b>	<b>45.6%</b>	<b>9,401</b>	<b>8,524</b>	<b>10.3%</b>
Magentis (int.)	232	263	-11.8%	1,568	1,536	2.1%	Impreza (spt.)	876	450	94.7%	5,702	4,580	24.5%
Rio (sc.)	960	369	160.2%	5,894	5,323	10.7%	Legacy (int.)	375	409	-8.3%	3,699	3,944	-6.2%
Rondo (int.)	602	-	n.a.	5,563	-	n.a.	<b>SUZUKI</b>	<b>643</b>	<b>520</b>	<b>23.7%</b>	<b>6,036</b>	<b>4,904</b>	<b>23.1%</b>
Spectra (comp.)	619	397	55.9%	5,028	5,476	-8.2%	Aerio (comp.)	60	136	-55.9%	303	1,888	-84.0%
<b>LEXUS</b>	<b>586</b>	<b>483</b>	<b>21.3%</b>	<b>6,469</b>	<b>5,037</b>	<b>28.4%</b>	Swift+ (sc.)	162	80	102.5%	2,045	2,392	-14.5%
ES 330 (lux.)	321	194	65.5%	3,218	2,265	42.1%	SX4 (comp.)	423	301	40.5%	3,691	424	770.5%
GS 300 (lux. h.)	28	38	-26.3%	441	394	11.9%	Verona (int.)	(2)	3	-166.7%	(3)	200	-101.5%
GS 430 (lux. h.)	-	15	-100.0%	23	69	-66.7%	<b>TOYOTA</b>	<b>10,633</b>	<b>11,933</b>	<b>-10.9%</b>	<b>105,883</b>	<b>108,357</b>	<b>-2.3%</b>
IS 250/350 (lux.)	187	219	-14.6%	2,233	2,097	6.5%	Avalon (lux.)	70	121	-42.1%	635	1,097	-42.1%
LS 430 (lux. h.)	46	7	557.1%	459	80	473.8%	Camry (int.)	2,870	2,753	4.2%	22,744	21,148	7.5%
SC 430 (lux. spt.)	4	10	-60.0%	95	132	-28.0%	Celica (spt.)	-	-	n.a.	-	21	-100.0%
<b>MAZDA</b>	<b>5,828</b>	<b>6,240</b>	<b>-6.6%</b>	<b>58,494</b>	<b>56,028</b>	<b>4.4%</b>	Corolla (comp.)	3,483	3,841	-9.3%	33,754	36,155	-6.6%
Mazda3 (comp.)	4,069	4,401	-7.5%	40,722	38,822	4.9%	Echo (sc.)	-	-	n.a.	-	380	-100.0%
Mazda5 (comp.)	881	823	7.0%	9,429	6,605	42.8%	Matrix (comp.)	1,895	1,988	-4.7%	17,953	19,509	-8.0%
Mazda6 (int.)	723	855	-15.4%	6,143	8,281	-25.8%	Prius (comp.)	-	-	n.a.	-	1	-100.0%
MX-5 Miata (spt.)	106	83	27.7%	1,609	1,445	11.3%	Prius Liftback (int.)	120	91	31.9%	1,606	1,555	3.3%
RX-8 (lux. spt.)	49	78	-37.2%	591	875	-32.5%	Solara (int.)	51	64	-20.3%	615	865	-28.9%
<b>MERCEDES-BENZ TOTAL</b>	<b>961</b>	<b>856</b>	<b>12.3%</b>	<b>8,764</b>	<b>7,911</b>	<b>10.8%</b>	Yaris (sc.)	2,144	3,075	-30.3%	28,576	27,626	3.4%
<b>Mercedes-Benz</b>	<b>961</b>	<b>855</b>	<b>12.4%</b>	<b>8,761</b>	<b>7,904</b>	<b>10.8%</b>	<b>VOLKSWAGEN</b>	<b>2,791</b>	<b>3,114</b>	<b>-10.4%</b>	<b>28,908</b>	<b>25,066</b>	<b>15.3%</b>
B-Class Gas (comp.)	254	230	10.4%	2,304	1,973	16.8%	Golf/Rabbit (comp.)	1,207	658	83.4%	11,051	4,560	142.3%
C-Class Gas (lux. h.)	332	345	-3.8%	3,515	3,606	-2.5%	Golf/Rabbit GTI (spt.)	99	109	-9.2%	1,286	1,111	15.8%
E-Class Gas/Diesel (lux. h.)	202	189	6.9%	1,704	1,209	40.9%	Eos (spt.)	79	154	-48.7%	863	154	460.4%
S-Class Gas (lux. h.)	148	55	169.1%	982	812	20.9%	Jetta (comp.)	1,009	1,792	-43.7%	11,847	15,009	-21.1%
SL-Class (lux. spt.)	23	35	-34.3%	248	298	-16.8%	New Beetle (sc.)	117	138	-15.2%	1,469	1,358	8.2%
SLR (lux. spt.)	2	1	100.0%	8	6	33.3%	Passat (int.)	280	263	6.5%	2,392	2,867	-16.6%
<b>MAYBACH - 57/62 (lux. h.)</b>	<b>-</b>	<b>1</b>	<b>-100.0%</b>	<b>3</b>	<b>7</b>	<b>-57.1%</b>	Phaeton (lux. h.)	-	-	n.a.	-	7	-100.0%
<b>MINI - Cooper/Cooper S (spt.)</b>	<b>320</b>	<b>291</b>	<b>10.0%</b>	<b>2,837</b>	<b>2,563</b>	<b>10.7%</b>	<b>VOLVO</b>	<b>464</b>	<b>409</b>	<b>13.4%</b>	<b>4,791</b>	<b>4,613</b>	<b>3.9%</b>
<b>MITSUBISHI</b>	<b>772</b>	<b>661</b>	<b>16.8%</b>	<b>7,661</b>	<b>5,858</b>	<b>30.8%</b>	S40 (lux.)	94	105	-10.5%	929	1,134	-18.1%
Eclipse/Spyder (spt.)	135	165	-18.2%	1,706	1,802	-5.3%	V40 (lux.)	53	60	-11.7%	538	557	-3.4%
Galant (int.)	48	50	-4.0%	431	514	-16.1%	60 Series (lux.)	86	127	-32.3%	1,338	1,728	-22.6%
Lancer (comp.)	578	406	42.4%	5,216	3,212	62.4%	* C30 (lux.)	128	-	n.a.	900	-	n.a.
Lancer Sportback (comp.)	11	40	-72.5%	308	330	-6.7%	C70 (lux.)	22	51	-56.9%	331	179	84.9%
							V70 (lux.)	29	52	-44.2%	328	771	-57.5%
							80 Series (lux. h.)	52	14	271.4%	427	244	75.0%
							<b>TOTAL PASSENGER CAR SALES</b>	<b>70,783</b>	<b>72,813</b>	<b>-2.8%</b>	<b>685,685</b>	<b>674,408</b>	<b>1.7%</b>

## September

Model/(segment)	September 2007	September 2006	% Change	YTD 2007	YTD 2006	% Change	Model/(segment)	September 2007	September 2006	% Change	YTD 2007	YTD 2006	% Change
<b>LIGHT TRUCK SALES</b>													
<b>ACURA</b>	<b>838</b>	<b>821</b>	<b>2.1%</b>	<b>6,686</b>	<b>3,326</b>	<b>101.0%</b>	<b>Chevrolet Division</b>	<b>8,366</b>	<b>8,846</b>	<b>-5.4%</b>	<b>79,912</b>	<b>79,663</b>	<b>0.3%</b>
MDX (lux. su.)	462	409	13.0%	3,804	2,823	34.8%	Astro (sv.)	-	1	-100.0%	-	20	-100.0%
RDX (lux. su.)	376	412	-8.7%	2,882	503	0,473.0%	Avalanche (lp.)	447	656	-31.9%	3,968	3,907	1.6%
<b>AUDI - Q7 (lux. su.)</b>	<b>119</b>	<b>81</b>	<b>46.9%</b>	<b>922</b>	<b>225</b>	<b>309.8%</b>	Colorado (sp.)	577	580	-0.5%	4,992	5,231	-4.6%
<b>BMW</b>	<b>571</b>	<b>485</b>	<b>17.7%</b>	<b>5,286</b>	<b>3,967</b>	<b>33.2%</b>	Equinox (csu.)	1,132	1,681	-32.7%	10,467	11,173	-6.3%
X3 (lux. su.)	302	262	15.3%	2,308	2,420	-4.6%	Express (lv.)	646	494	30.8%	5,575	5,816	-4.1%
X5 (lux. su.)	269	223	20.6%	2,978	1,547	92.5%	HHR (csu.)	398	376	5.9%	4,099	4,416	-7.2%
<b>CHRYSLER TOTAL</b>	<b>13,596</b>	<b>12,416</b>	<b>9.5%</b>	<b>136,629</b>	<b>125,930</b>	<b>8.5%</b>	S/T Blazer (isu.)	-	-	n.a.	-	3	-100.0%
<b>Chrysler Division</b>	<b>764</b>	<b>1,792</b>	<b>-57.4%</b>	<b>7,253</b>	<b>10,189</b>	<b>-28.8%</b>	Silverado (lp.)	2,961	3,359	-11.8%	31,282	27,872	12.2%
Aspen (isu.)	89	27	229.6%	1,202	30	3,906.7%	Suburban (isu.)	100	107	-6.5%	993	804	23.5%
Pacifica (lux. su.)	93	315	-70.5%	1,425	2,923	-51.2%	Tahoe (isu.)	220	186	18.3%	1,631	1,273	28.1%
PT Cruiser (csu.)	427	1,402	-69.5%	4,160	6,744	-38.3%	Trailblazer (isu.)	178	244	-27.0%	1,834	2,105	-12.9%
Town & Country (sv.)	155	48	222.9%	466	492	-5.3%	Trailblazer EXT (isu.)	2	4	-50.0%	6	566	-98.9%
<b>Dodge Division</b>	<b>8,071</b>	<b>8,141</b>	<b>-0.9%</b>	<b>95,199</b>	<b>95,534</b>	<b>-0.4%</b>	Uplander (sv.)	1,705	1,158	47.2%	15,060	16,459	-8.5%
Caravan (sv.)	3,485	3,731	-6.6%	44,000	49,151	-10.5%	Venture (sv.)	-	-	n.a.	5	18	-72.2%
Dakota (lp.)	566	762	-25.7%	6,762	6,564	3.0%	<b>GMC Division</b>	<b>4,814</b>	<b>5,017</b>	<b>-4.0%</b>	<b>49,476</b>	<b>44,344</b>	<b>11.6%</b>
Durango (isu.)	111	203	-45.3%	1,079	3,028	-64.4%	* Acadia (isu.)	487	-	n.a.	4,303	-	n.a.
Magnum (lux. su.)	72	208	-65.4%	2,118	3,714	-43.0%	Canyon (sp.)	474	487	-2.7%	3,840	4,313	-11.0%
Nitro (isu.)	787	31	2,438.7%	6,606	31	21,209.7%	Envoy (isu.)	147	278	-47.1%	1,284	2,369	-45.8%
Ram Pickup (lp.)	2,852	2,914	-2.1%	33,056	31,212	5.9%	Envoy XL (isu.)	1	12	-91.7%	10	647	-98.5%
Sprinter Van (lv.)	177	273	-35.2%	1,464	1,692	-13.5%	Envoy XUV (isu.)	-	-	n.a.	-	15	-100.0%
Sprinter Wagon (lv.)	21	19	10.5%	114	142	-19.7%	S/T Jimmy (isu.)	-	-	n.a.	-	4	-100.0%
<b>Jeep Division</b>	<b>4,761</b>	<b>2,483</b>	<b>91.7%</b>	<b>34,177</b>	<b>20,207</b>	<b>69.1%</b>	Safari (sv.)	-	-	n.a.	1	23	-95.7%
Commander (isu.)	52	414	-87.4%	751	2,267	-66.9%	Savana (lv.)	424	432	-1.9%	6,205	5,569	11.4%
Compass (csu.)	830	371	123.7%	7,931	561	1,313.7%	Sierra (lp.)	2,944	3,446	-14.6%	31,589	28,983	9.0%
Grand Cherokee 4X4 (isu.)	732	274	167.2%	4,928	5,241	-6.0%	Yukon (isu.)	243	228	6.6%	1,493	1,607	-7.1%
Liberty (csu.)	1,226	1,181	3.8%	6,539	9,344	-30.0%	Yukon XL (isu.)	94	134	-29.9%	751	814	-7.7%
Patriot (csu.)	1,183	-	n.a.	6,129	-	n.a.	<b>Hummer Division</b>	<b>96</b>	<b>211</b>	<b>-54.5%</b>	<b>1,004</b>	<b>1,557</b>	<b>-35.5%</b>
TJ (csu.)	1	202	-99.5%	236	2,736	-91.4%	H2 (lux. su.)	15	43	-65.1%	156	191	-18.3%
Wrangler (csu.)	737	41	1,697.6%	7,663	58	13,112.1%	H2 SUT (lux. su.)	2	5	-60.0%	42	61	-31.1%
<b>FORD TOTAL</b>	<b>10,462</b>	<b>11,140</b>	<b>-6.1%</b>	<b>131,018</b>	<b>121,800</b>	<b>7.6%</b>	H3 (lux. su.)	79	163	-51.5%	806	1,305	-38.2%
<b>Ford Division</b>	<b>10,302</b>	<b>11,062</b>	<b>-6.9%</b>	<b>127,788</b>	<b>120,543</b>	<b>6.0%</b>	<b>Pontiac Division</b>	<b>2,764</b>	<b>2,704</b>	<b>2.2%</b>	<b>24,817</b>	<b>25,780</b>	<b>-3.7%</b>
Clubwagon (lv.)	66	54	22.2%	707	802	-11.8%	Aztek (isu.)	-	-	n.a.	-	5	-100.0%
Econoline (lv.)	774	1,012	-23.5%	6,797	8,647	-21.4%	Montana (sv.)	-	-	n.a.	3	11	-72.7%
Edge (isu.)	489	-	n.a.	7,866	-	n.a.	Montana SV6 (sv.)	1,774	1,046	69.6%	15,354	15,700	-2.2%
Escape/Hybrid (csu.)	1,974	1,463	34.9%	24,756	18,843	31.4%	Torrent (csu.)	990	1,658	-40.3%	9,460	10,064	-6.0%
Expedition (isu.)	114	49	132.7%	1,769	1,935	-8.6%	<b>Oldsmobile Division</b>	-	-	n.a.	-	3	-100.0%
Explorer (isu.)	383	645	-40.6%	6,191	7,217	-14.2%	Silhouette (sv.)	-	-	n.a.	-	3	-100.0%
F-Series (lp.)	4,357	5,102	-14.6%	57,354	55,725	2.9%	<b>Saturn</b>	<b>708</b>	<b>530</b>	<b>33.6%</b>	<b>6,459</b>	<b>5,550</b>	<b>16.4%</b>
Freestar (sv.)	9	707	-98.7%	858	10,101	-91.5%	Relay (sv.)	21	67	-68.7%	211	645	-67.3%
Taurus X/Freestyle (isu.)	228	341	-33.1%	3,419	4,314	-20.7%	* Outlook (isu.)	217	-	n.a.	1,583	-	n.a.
Ranger (sp.)	1,908	1,689	13.0%	18,071	12,959	39.4%	Vue (isu.)	470	463	1.5%	4,665	4,905	-4.9%
<b>Lincoln Division</b>	<b>160</b>	<b>78</b>	<b>105.1%</b>	<b>3,230</b>	<b>1,257</b>	<b>157.0%</b>	<b>HONDA</b>	<b>3,662</b>	<b>4,689</b>	<b>-21.9%</b>	<b>31,647</b>	<b>32,594</b>	<b>-2.9%</b>
MKX (lux. su.)	78	-	n.a.	1,816	-	n.a.	CR-V (csu.)	1,805	1,397	29.2%	14,902	12,566	18.6%
Mark LT (lp.)	50	44	13.6%	562	540	4.1%	Element (csu.)	147	286	-48.6%	1,320	2,386	-44.7%
Navigator (lux. su.)	32	34	-5.9%	852	717	18.8%	Odyssey (sv.)	1,181	2,006	-41.1%	9,176	10,206	-10.1%
<b>GENERAL MOTORS TOTAL</b>	<b>17,440</b>	<b>18,188</b>	<b>-4.1%</b>	<b>167,103</b>	<b>163,959</b>	<b>1.9%</b>	Pilot (isu.)	236	623	-62.1%	3,178	3,997	-20.5%
<b>Buick Division</b>	<b>419</b>	<b>525</b>	<b>-20.2%</b>	<b>2,949</b>	<b>4,743</b>	<b>-37.8%</b>	Ridgeline (sp.)	293	377	-22.3%	3,071	3,439	-10.7%
Enclave (isu.)	344	-	n.a.	1,377	-	n.a.	<b>HYUNDAI</b>	<b>2,972</b>	<b>2,672</b>	<b>11.2%</b>	<b>24,321</b>	<b>18,835</b>	<b>29.1%</b>
Rainier (isu.)	9	41	-78.0%	62	233	-73.4%	Entourage (sv.)	171	226	-24.3%	2,046	1,167	75.3%
Rendezvous (isu.)	32	371	-91.4%	1,069	3,578	-70.1%	Santa Fe (csu.)	1,492	1,239	20.4%	11,574	7,834	47.7%
Terraza (sv.)	34	113	-69.9%	441	932	-52.7%	Tucson (csu.)	1,178	1,207	-2.4%	9,879	9,834	0.5%
<b>Cadillac Division</b>	<b>273</b>	<b>355</b>	<b>-23.1%</b>	<b>2,486</b>	<b>2,319</b>	<b>7.2%</b>	* Veracruz (isu.)	131	-	n.a.	822	-	n.a.
Escalade (lux. su.)	97	114	-14.9%	771	767	0.5%	<b>INFINITI</b>	<b>74</b>	<b>175</b>	<b>-57.7%</b>	<b>1,033</b>	<b>1,353</b>	<b>-23.7%</b>
Escalade ESV (lux. su.)	29	35	-17.1%	224	151	48.3%	FX45 (lux. su.)	62	153	-59.5%	866	1,152	-24.8%
Escalade EXT (lp.)	26	57	-54.4%	253	195	29.7%	QX56 (lux. su.)	12	22	-45.5%	167	201	-16.9%
SRX (lux. su.)	121	149	-18.8%	1,238	1,206	2.7%							

## September

Model/(segment)	September 2007	September 2006	% Change	YTD 2007	YTD 2006	% Change	Model/(segment)	September 2007	September 2006	% Change	YTD 2007	YTD 2006	% Change
<b>KIA</b>	<b>907</b>	<b>1,407</b>	<b>-35.5%</b>	<b>9,103</b>	<b>10,581</b>	<b>-14.0%</b>	FJ Cruiser (isu.)	451	619	-27.1%	3,955	3,387	16.8%
Sedona (sv.)	206	288	-28.5%	2,666	3,336	-20.1%	Highlander (isu.)	565	232	143.5%	2,330	2,306	1.0%
Sorento (isu.)	116	272	-57.4%	1,245	1,977	-37.0%	Land Cruiser (isu.)	11	10	10.0%	216	78	176.9%
Sportage (csu.)	585	847	-30.9%	5,192	5,268	-01.4%	RAV4 (csu.)	1,524	1,336	14.1%	12,044	11,058	8.9%
<b>LAND ROVER</b>	<b>279</b>	<b>221</b>	<b>26.2%</b>	<b>2,328</b>	<b>1,837</b>	<b>26.7%</b>	Sequoia (Isu.)	7	25	-72.0%	155	277	-44.0%
LR2 (csu.)	104	-	n.a.	794	3	26,366.7%	Sienna (sv.)	820	883	-7.1%	8,110	9,012	-10.0%
LR3 (lux. su.)	50	114	-56.1%	564	872	-35.3%	Tacoma 4x2 (sp.)	121	120	0.8%	1,120	1,071	4.6%
Range Rover (lux. su.)	41	36	13.9%	300	315	-4.8%	Tacoma 4x4 (sp.)	721	700	3.0%	6,345	5,856	8.4%
Range Rover Sport (lux. su.)	84	71	18.3%	670	647	3.6%	Tundra 4X2 (lp.)	105	9	1,066.7%	644	165	290.3%
<b>LEXUS</b>	<b>396</b>	<b>474</b>	<b>-16.5%</b>	<b>3,603</b>	<b>3,796</b>	<b>-5.1%</b>	Tundra 4X4 (lp.)	853	189	351.3%	7,129	1,848	285.8%
GX470 (lux. su.)	25	41	-39.0%	259	325	-20.3%	<b>VOLKSWAGEN</b>	<b>63</b>	<b>62</b>	<b>1.6%</b>	<b>468</b>	<b>518</b>	<b>-9.7%</b>
LX470 (lux. su.)	4	3	33.3%	32	44	-27.3%	Touareg (lux. su.)	63	62	1.6%	468	518	-9.7%
RX330 (lux. su.)	367	430	-14.7%	3,312	3,427	-3.4%	<b>VOLVO</b>	<b>321</b>	<b>422</b>	<b>-23.9%</b>	<b>2,798</b>	<b>3,615</b>	<b>-22.6%</b>
<b>MAZDA</b>	<b>1,227</b>	<b>804</b>	<b>52.6%</b>	<b>12,599</b>	<b>9,154</b>	<b>37.6%</b>	XC70 (lux. su.)	140	247	-43.3%	1,115	1,591	-29.9%
B Series 4X2 (sp.)	125	134	-6.7%	1,603	1,199	33.7%	XC90 (lux. su.)	181	175	3.4%	1,683	2,024	-16.8%
B Series 4X4 (sp.)	168	92	82.6%	1,899	816	132.7%	<b>TOTAL LIGHT TRUCK SALES</b>	<b>61,044</b>	<b>62,951</b>	<b>-3.0%</b>	<b>609,573</b>	<b>572,070</b>	<b>6.6%</b>
CX-7 (csu.)	316	385	-17.9%	3,991	1,805	121.1%	<b>GRAND TOTAL</b>	<b>131,827</b>	<b>135,764</b>	<b>-2.9%</b>	<b>1,295,258</b>	<b>1,246,478</b>	<b>3.9%</b>
CX-9 (isu.)	169	-	n.a.	1,669	-	n.a.	<b>SEGMENT TOTALS</b>						
MPV 4X2 (sv.)	-	131	-100.0%	-	2,032	-100.0%	<b>PASSENGER CARS:</b>	<b>70,783</b>	<b>72,813</b>	<b>-2.8%</b>	<b>685,685</b>	<b>674,408</b>	<b>1.7%</b>
Tribute (csu.)	449	62	624.2%	3,437	3,302	4.1%	Subcompact - sc.	10,061	8,743	15.1%	97,800	79,596	22.9%
<b>MERCEDES-BENZ</b>	<b>368</b>	<b>373</b>	<b>-1.3%</b>	<b>3,013</b>	<b>2,769</b>	<b>8.8%</b>	Compact - comp.	32,778	36,002	-9.0%	323,564	315,077	2.7%
G-Class (lux. su.)	105	80	31.3%	659	511	29.0%	Sport - spt.	2,322	2,100	10.6%	26,257	26,802	-2.0%
M-Class (lux. su.)	224	185	21.1%	1,936	1,550	24.9%	Intermediate - int.	19,316	18,345	5.3%	170,749	180,418	-5.4%
R-Class (lux. su.)	39	108	-63.9%	418	708	-41.0%	Luxury - lux.	4,243	5,291	-19.8%	46,285	49,270	-6.1%
<b>MINI</b>	<b>488</b>	<b>354</b>	<b>37.9%</b>	<b>5,148</b>	<b>2,777</b>	<b>85.4%</b>	Luxury High - lux. h.	1,648	1,963	-16.0%	16,803	17,788	-5.5%
Endeavor (isu.)	48	62	-22.6%	475	612	-22.4%	Luxury Sport - lux. spt.	415	369	12.5%	4,227	5,457	-22.5%
Montero (Isu.)	-	1	-100.0%	10	55	-81.8%	<b>LIGHT TRUCKS:</b>	<b>61,044</b>	<b>62,951</b>	<b>-3.0%</b>	<b>609,573</b>	<b>572,070</b>	<b>6.6%</b>
Outlander (csu.)	440	291	51.2%	4,663	2,110	121.0%	Small Pickup - sp.	4,551	4,458	2.1%	42,712	36,833	16.0%
<b>NISSAN</b>	<b>1,139</b>	<b>2,949</b>	<b>-61.4%</b>	<b>15,134</b>	<b>20,880</b>	<b>-27.5%</b>	Compact Sport Utility - csu.	17,703	17,126	3.4%	160,036	134,371	19.1%
Armada (Isu.)	6	13	-53.8%	134	172	-22.1%	Small Van - sv.	9,638	10,524	-8.4%	99,550	120,481	-17.4%
Frontier 4X2 (sp.)	25	46	-45.7%	290	428	-32.2%	Intermediate Sport Utility - isu.	6,948	5,895	17.9%	65,996	52,770	25.1%
Frontier 4X4 (sp.)	139	229	-39.3%	1,480	1,476	0.3%	Large Pickup - lp.	15,331	16,922	-9.4%	174,080	158,885	9.6%
Murano (isu.)	381	663	-42.5%	3,192	3,795	-15.9%	Large Van - lv.	2,108	2,284	-7.7%	20,862	22,668	-8.0%
Pathfinder (isu.)	136	295	-53.9%	1,568	2,232	-29.7%	Large Sport Utility - Isu.	1,047	1,397	-25.1%	10,184	12,340	-17.5%
Quest (sv.)	77	119	-35.3%	1,153	1,173	-1.7%	Luxury Sport Utility - lux. su.	3,718	4,345	-14.4%	36,153	33,722	7.2%
Titan 4X2 (lp.)	3	2	50.0%	20	57	-64.9%	<b>PORSCHE - Cayenne (lux. su.)</b>	<b>80</b>	<b>52</b>	<b>53.8%</b>	<b>620</b>	<b>425</b>	<b>45.9%</b>
Titan 4X4 (lp.)	167	382	-56.3%	1,461	1,817	-19.6%	<b>SAAB - 9-7X (lux. su.)</b>	<b>26</b>	<b>35</b>	<b>-25.7%</b>	<b>226</b>	<b>179</b>	<b>26.3%</b>
Xterra (isu.)	110	234	-53.0%	1,162	1,592	-27.0%	<b>SUBARU</b>	<b>324</b>	<b>433</b>	<b>-25.2%</b>	<b>3,096</b>	<b>3,509</b>	<b>-11.8%</b>
X-Trail (csu.)	95	966	-90.2%	4,674	8,138	-42.6%	B9 Tribeca (lux. su.)	69	78	-11.5%	516	680	-24.1%
<b>BMW</b>	<b>415</b>	<b>384</b>	<b>8.1%</b>	<b>3,547</b>	<b>3,344</b>	<b>6.1%</b>	Baja (sp.)	-	4	-100.0%	1	45	-97.8%
3 Series (lux. su.)	331	372	-11.0%	2,683	2,745	-2.3%	Forester (csu.)	255	351	-27.4%	2,579	2,784	-7.4%
5 Series (lux. su.)	84	12	600.0%	864	599	44.2%	<b>SUZUKI</b>	<b>415</b>	<b>384</b>	<b>8.1%</b>	<b>3,547</b>	<b>3,344</b>	<b>6.1%</b>
<b>BUICK</b>	<b>5,277</b>	<b>4,314</b>	<b>22.3%</b>	<b>43,245</b>	<b>36,697</b>	<b>17.8%</b>	Grand Vitara (csu.)	331	372	-11.0%	2,683	2,745	-2.3%
4 Runner (isu.)	99	191	-48.2%	1,197	1,639	-27.0%	XL-7 (csu.)	84	12	600.0%	864	599	44.2%
<b>CHRYSLER</b>	<b>4,080</b>	<b>4,080</b>	<b>0.0%</b>	<b>36,048</b>	<b>36,048</b>	<b>0.0%</b>	<b>TOYOTA</b>	<b>5,277</b>	<b>4,314</b>	<b>22.3%</b>	<b>43,245</b>	<b>36,697</b>	<b>17.8%</b>
3000 (lux. su.)	4,080	4,080	0.0%	36,048	36,048	0.0%	4Runner (isu.)	99	191	-48.2%	1,197	1,639	-27.0%

Source: DesRosiers Automotive Consultants Inc., AIAMC and CVMA  
Segments based on AIAMC segmentation  
\* Brand new models for 2007 calendar year.