
**UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, DC 20549-1004**

FORM 8-K

**CURRENT REPORT
PURSUANT TO SECTION 13 OR 15(d) OF
THE SECURITIES EXCHANGE ACT OF 1934**

Date of Report (Date of earliest event reported) January 15, 2013

GENERAL MOTORS COMPANY

(Exact Name of Registrant as Specified in its Charter)

DELAWARE
(State or other jurisdiction of
incorporation)

001-34960
(Commission File Number)

27-0756180
(I.R.S. Employer
Identification No.)

300 Renaissance Center, Detroit, Michigan
(Address of Principal Executive Offices)

48265-3000
(Zip Code)

(313) 556-5000
(Registrant's telephone number, including area code)

Not Applicable
(Former name or former address, if changed since last report)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
 - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17-CFR 240.14a-12)
 - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
 - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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TABLE OF CONTENTS

Item 7.01 Regulation FD Disclosure

Item 9.01 Financial Statements and Exhibits

Signature

Index to Exhibits

Press Release

Analyst Presentation Charts - Overview of GM and GM Segments' 2012 Accomplishments and 2013 Outlook

ITEM 7.01 REGULATION FD DISCLOSURE

On January 15, 2013 Mr. Daniel Ammann, Senior Vice President - Chief Financial Officer of General Motors Company (GM), Mr. Chuck Stevens, General Motors North America CFO, Mr. Michael Lohscheller, General Motors Europe Vice President & CFO and Timothy Stonesifer General Motors International Operations CFO made presentations to financial analysts to provide an overview of GM's and each of GM segment's 2012 accomplishments and 2013 outlook including opportunities and challenges. In connection with the presentations GM also issued a press release. The press release and presentations contain certain information not previously publicly disclosed. GM press release and presentations to financial analysts are attached as Exhibits 99.1 and 99.2.

ITEM 9.01 FINANCIAL STATEMENTS AND EXHIBITS

EXHIBITS

<u>Exhibit</u>	<u>Description</u>	<u>Method of Filing</u>
Exhibit 99.1	Press Release	Attached as Exhibit
Exhibit 99.2	Analyst Presentation Charts - Overview of GM and GM Segments' 2012 Accomplishments and 2013 Outlook	Attached as Exhibit

SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

GENERAL MOTORS COMPANY
(Registrant)

/s/ NICK S. CYPRUS

Date: January 15, 2013

By: _____
Nick S. Cyprus
Vice President, Controller and Chief Accounting Officer



For Release: Tuesday, Jan. 15, 2013, 4:15 p.m. EST

GM Expects Profits to Grow in 2013 on New Vehicles

DETROIT - General Motors Co. (NYSE: GM) forecasts modest global industry growth in 2013 driven by the United States and China, while Europe is expected to experience further contraction. Based on this outlook and a strong cadence of new vehicle introductions, the company expects its global profitability to rise modestly in 2013 on an earnings before interest and tax (EBIT) adjusted basis, with improvements anticipated from each region.

The outlook was shared with investment analysts attending the Deutsche Bank 2013 Global Auto Industry Conference in Detroit.

"Our portfolio of new, world-class vehicles puts us on a strong footing to grow profitably," said Dan Ammann, GM senior vice president and chief financial officer. "We're launching more vehicles globally than at any time in our history and some of our most important models are targeting the two largest markets in the world - the U.S. and China."

The U.S. product renaissance, which started in 2012, will see 70 percent of GM's portfolio completely refreshed by the end of 2013. In 2011, GM and its joint venture partners in China began the rollout of more than 60 new or upgraded models that will hit the market there through 2015.

Some of the key vehicles launching around the world include the [Chevrolet Silverado](#) and [GMC Sierra](#) full-size pickups, [Chevrolet Impala](#) and [Corvette Stingray](#), and Cadillac CTS in North America; the [Opel Adam](#), [Cascada](#) and [Mokka](#), and [Chevrolet Trax](#) in Europe; the Chevrolet Onix and [Spin](#) in South America; and the [Cadillac XTS](#) and [Chevrolet Sail](#) in China.

2012: Fortress Balance Sheet Reinforced, Challenges Met, Progress Made

Ammann noted that 2012 was a year in which the company improved its competitiveness, positioning it for sustained, positive growth.

- GM South America results - returned region to profitability
- GM Europe action - outlined plan to break even by mid-decade
- Pension risk lowered - reduced by \$29 billion
- Financial flexibility increased - obtained an investment grade \$11 billion revolver
- Continued strong liquidity - total liquidity of \$37.5 billion (Q3, 2012)
- Capital expenditures increased - total of approximately \$8 billion for 2012
- Ownership by U.S. Treasury - overhang addressed and capital returned
- GM Financial expanded - acquisition of Ally international operations to help close financing gap with coverage in 80 percent of markets where GM competes

"We've developed a fortress balance sheet, our brands are getting stronger, and we've been disciplined in running our business," Ammann said. "We're now positioned to take a 'straight-line' investment approach to vehicle development so that we can sustain profitability throughout the business cycle."

General Motors Co. (NYSE:GM, TSX: GMM) and its partners produce vehicles in 30 countries, and the company has leadership positions in the world's largest and fastest-growing automotive markets. GM's brands include Chevrolet and Cadillac, as well as Baojun, Buick, GMC, Holden, Isuzu, Jiefang, Opel, Vauxhall and Wuling. More information on the company and its subsidiaries, including OnStar, a global leader in vehicle safety, security and information services, can be found at <http://www.gm.com>.

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CONTACT:

Tom Henderson
GM Financial Communications
313-410-2704
tom.e.henderson@gm.com

Forward-Looking Statements

In this press release and in related comments by our management, our use of the words "expect," "anticipate," "possible," "potential," "target," "believe," "commit," "intend," "continue," "may," "would," "could," "should," "project," "projected," "positioned" or similar expressions is intended to identify forward-looking statements that represent our current judgment about possible future events. We believe these judgments are reasonable, but these statements are not guarantees of any events or financial results, and our actual results may differ materially due to a variety of important factors. Among other items, such factors might include: our ability to realize production efficiencies and to achieve reductions in costs as a result of our restructuring initiatives and labor modifications; our ability to maintain quality control over our vehicles and avoid material vehicle recalls; our ability to maintain adequate liquidity and financing sources and an appropriate level of debt, including as required to fund our planned significant investment in new technology; the ability of our suppliers to timely deliver parts, components and systems; our ability to realize successful vehicle applications of new technology; the overall strength and stability of our markets, particularly Europe; and our ability to continue to attract new customers, particularly for our new products. GM's most recent annual report on Form 10-K and quarterly reports on Form 10-Q provides information about these and other factors, which we may revise or supplement in future reports to the SEC.

Exhibit 99.2

VIDEO

ATS Spot :60

Exhibit 99.2

CADILLAC ATS
NORTH AMERICAN CAR OF THE YEAR



FORWARD LOOKING STATEMENTS

In this presentation and in related comments by our management, our use of the words “expect,” “anticipate,” “possible,” “potential,” “target,” “believe,” “commit,” “intend,” “continue,” “may,” “would,” “could,” “should,” “project,” “projected,” “positioned,” “outlook” or similar expressions is intended to identify forward looking statements that represent our current judgment about possible future events. We believe these judgments are reasonable, but these statements are not guarantees of any events or financial results, and our actual results may differ materially due to a variety of important factors. Among other items, such factors may include: our ability to realize production efficiencies and to achieve reductions in costs as a result of our restructuring initiatives and labor modifications; our ability to maintain quality control over our vehicles and avoid material vehicle recalls; our suppliers’ ability to deliver parts, systems and components at such times to allow us to meet production schedules; our ability to maintain adequate financing sources, including as required to fund our planned significant investment in new technology; our ability to realize successful vehicle applications of new technology; overall strength and stability of our markets, particularly Europe; and our ability to continue to attract new customers, particularly for our new products.

GM's most recent annual report on Form 10-K and quarterly reports on Form 10Q provide information about these and other factors, which we may revise or supplement in future reports to the SEC.





CHUCK STEVENS

CFO GM North America

2012 ACCOMPLISHMENTS

- Continued strong product launches
 - Sonic, Malibu, Spark, XTS and ATS
- Expanded U.S. bank strategy
 - Wells Fargo partnership
- Fixed cost management
 - CAW agreement
 - U.S. Salaried pension de-risking
- Dealer network facility upgrades
- Pricing and inventory discipline



2013 GMNA OUTLOOK

Volume	<ul style="list-style-type: none">■ Expect U.S. industry increase of ~5%■ Expect modest share increase	
Mix	<ul style="list-style-type: none">■ Increased luxury vehicles offset with increased small cars■ Expect truck production to be flat	
Price	<ul style="list-style-type: none">■ Favorable price on new vehicles■ Unfavorable price on carryover vehicles■ Overall favorable	
Cost	<ul style="list-style-type: none">■ Pension/D&A/Advertising/Material content on new products	
EBIT-Adj.		
Margin		

Represents Trend vs. 2012

CHEVROLET SILVERADO



CHEVROLET IMPALA



CHEVROLET CORVETTE



CADILLAC CTS



2013 OPPORTUNITIES AND CHALLENGES

Opportunities

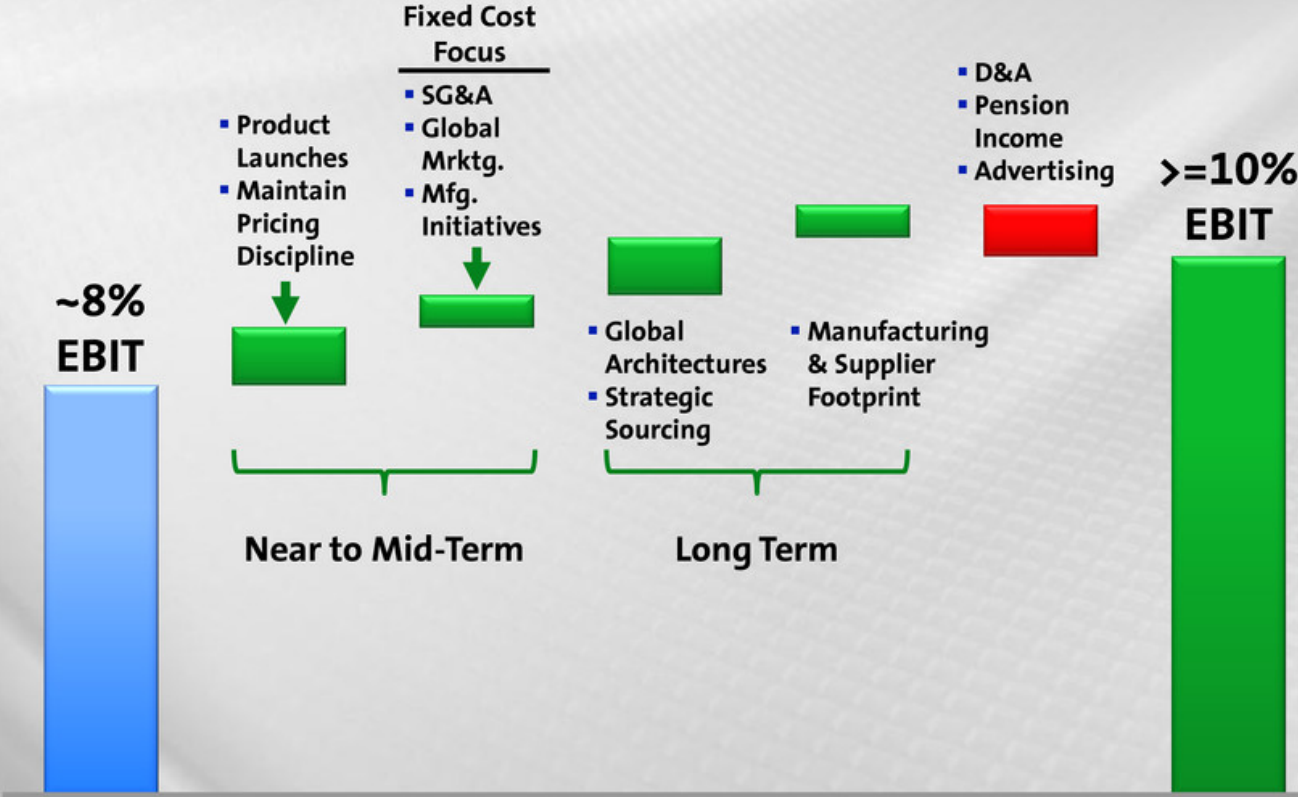
- From oldest to among freshest portfolio in next 18 months
- Brand image improvements, dealer facility upgrades
- GM Financial

Challenges

- Execute flawless product launches
- Economic risk
- Market share growth



MID-TERM GOAL: 10% MARGINS



SUMMARY

- 2013 setting the stage for enhanced profit growth in mid-term
- Flawless launch execution is critical
- Maintain pricing discipline/inventory management
- Continue to execute roadmap to 10% margins





CHUCK STEVENS


CFO GM South America

2012 ACCOMPLISHMENTS

- Return to profitability driven by
 - Successful product launches around region... especially Brazil
 - Good progress on cost side of business
 - Ability to manage volatility/changing environment and still meet commitments



2013 GMSA OUTLOOK

Volume	<ul style="list-style-type: none">■ Moderate industry growth■ Slight market share increase	
Price	<ul style="list-style-type: none">■ Price increase to recover economics	
Mix	<ul style="list-style-type: none">■ Richer launch mix■ Portfolio renewal	
Cost	<ul style="list-style-type: none">■ Performance to partially offset economics and FX impact	
EBIT-Adj.		
Margin		

Represents Trend vs. 2012

CHEVROLET ONIX

Represents 26% of Brazil sales for both NB and HB



CHEVROLET SPIN

Segment leader after
4-6 months introduction



2013 OPPORTUNITIES AND CHALLENGES

Opportunities

- Lower than expected VEB/USD devaluation
- Further cost reduction initiatives
- Infrastructure investments in Brazil

Challenges

- Venezuela – Chavez health/succession
- Argentina – Government protests, intervention
- Brazil – Onix launch, elimination of IPI tax benefit



MID-TERM GOAL: MID-SINGLE DIGIT MARGINS

- Mid and long term plans set the path to sustained profit in the region

Right Product	Restructuring	Manufacturing & Logistics	Manage Sovereign Risk
<ul style="list-style-type: none">■ Product refresh■ Rationalize portfolio	<ul style="list-style-type: none">■ Fixed cost discipline	<ul style="list-style-type: none">■ Low cost manufacturing footprint■ Supplier footprint	<ul style="list-style-type: none">■ Protect market leadership in high risk countries

2013 Important step on glidepath after 2012 "recovery" ...



SUMMARY

- Profit improving, but headwinds persist
- Key launch cadence completed with Onix in Q1 2013
- YOY Revenue, EBIT, and EBIT margin improvement
- Defined mid-term path toward mid-single digit margins
- Challenging economic, political, and regulatory environment





MICHAEL LOHSCHELLER







Vice President & CFO Opel/Vauxhall

2012 ACCOMPLISHMENTS

- Launch of six new products in 2012
- Opel/Vauxhall: ranks #3 passenger car brand in Europe
- Opel/Vauxhall: sales of +1 million units
- Inventory reduction from more than 180,000 units to less than 100,000 units
- Manufacturing footprint reduction: next gen Astra production in two plants (from three), announcement to close Bochum plant for car production in 2016
- Opel Ampera: European Car of the Year in 2012, also Zafira, Mokka and ADAM Award winning products
- Significant management changes



2013 GME OUTLOOK

Volume	<ul style="list-style-type: none">■ Overall industry decline of ~ 4%■ Expect modest share increase■ Integration of Financial Services	
Mix	<ul style="list-style-type: none">■ Downward shift to smaller products■ Offset by favorable effect of new launches	
Price	<ul style="list-style-type: none">■ Continued pricing pressure in industry	
Cost	<ul style="list-style-type: none">■ Production capacity adjustment■ Restructuring in overhead■ PSA synergies (logistics, purchasing, architectures)	
EBIT-Adj.		
Margins		

Represents Trend vs. 2012

OPEL MOKKA



OPEL ASTRA NB



OPEL ADAM



OPEL CASCADA



2013 OPPORTUNITIES AND CHALLENGES

Opportunities

- Successful launches of new products (Mokka, Adam, Cascada and New Insignia) especially in growing segments (A-Car, B-SUV)
- Introduction of three new highly efficient families of powertrains: two gasoline, one diesel
- Introduction of Intellilink infotainment systems across carlines

Challenges

- Further deteriorating Industry environment
- Stronger demand for smaller cars = smaller margins



MID TERM GOAL: BREAKEVEN BY MID-DECADE

GME EBIT-Adjusted Breakeven by Mid-Decade

Volume/Revenue

- Moderate industry recovery
- 23 new models/ strengthened brands
- Expansion of auto financing
- New Go-To-Market strategy

Variable Cost

- Material Cost reduction
- Logistics savings (GEFCO)

Fixed Cost

- Improved capacity utilization
- Headcount reductions
- Labor agreements
- Short work

SUMMARY

- Restructuring of European manufacturing, sales and administration footprint
- Price stabilization and mix optimization
- Growth in profitable new segments for Opel/Vauxhall
- GME Opel/Vauxhall breakeven by mid-decade
- Strategic initiatives in Europe





TIM STONESIFER

CFO GM International Operations

2012 ACCOMPLISHMENTS

Yet Another Record Year...

- Leveraged growth with great vehicles
 - All time record 4 million units*
 - 18 launches, 9.7% share
- \$1.8B EBIT-adjusted through Q3 2012
- Built pricing power and operating leverage
- Improved customer satisfaction and quality
 - 28 “Voice of Customer” awards

* Including Russia and CIS countries



2013 GMIO OUTLOOK

Volume	<ul style="list-style-type: none">■ Industry increase ~5%■ Expand portfolio in China, ASEAN, India	
Mix	<ul style="list-style-type: none">■ Improvement in Korea and Australia	
Price	<ul style="list-style-type: none">■ Moderate improvement	
Cost	<ul style="list-style-type: none">■ Favorable material cost performance■ Invest in growth	
EBIT-Adj.		
Margin	<ul style="list-style-type: none">■ FX headwinds for consolidated operations■ Competitive pressure in China	

CADILLAC XTS

“Most technologically advanced production car in the Cadillac brand’s history, targeting a new generation of luxury customers”

**Key Markets:
China, Middle East**



CHEVROLET SPIN

“Low-cost, affordable seven-passenger MPV, aimed at the lower end of the growing small wagon, utility and minivan segments”

Key Markets: ASEAN
(Indonesia, Thailand, Philippines)



CHEVROLET SAIL

“Leveraging success in China to broaden India portfolio into small segment with both petroleum and diesel variants”

Key Markets:
China, India



CHEVROLET TRAX/TRACKER

“Urban crossover that offers a perfect combination of SUV design, functionality, performance and value”

Key Markets:
Western/Central Europe,
Korea, Russia



2013 OPPORTUNITIES AND CHALLENGES

Opportunities

- Leveraging growth markets
- Continuing introduction of fresh products
- Driving cost productivity...material and SG&A

Challenges

- Executing flawless launches...grow share
- Delivering price improvements
- Monitoring economic/political risk



MID-TERM GOAL: IMPROVE MARGINS, CONTINUED PROFITABLE GROWTH IN CHINA

- Leverage strong foundation to improve profit and margin across the board
 - Pricing confidence with winning products
 - Leveraging “LEAN” to drive cost focus
 - Increase margins to mid single digit
- Maintain leading position and grow in China
- Execute “turnaround” strategies
- Continue to develop local talent



SUMMARY

- Deliver volume growth
- Maximize pricing opportunities
- Drive cost productivity
- Improve customer satisfaction and quality
- Increase margins





DAN AMMANN

Senior Vice President & Chief Financial Officer



GM

FINANCIAL

GM

GM FINANCIAL – ALLY IO

- Provides financing availability in GM's key international markets
- Positions GMF to leverage success in North America on global platform
 - Expect to close financing gap vs. competition
 - Expands financing coverage to 80% of GM global sales
- Cumulative \$5.5B capital deployment (including 2010 \$3.5B GMF acquisition), driving:
 - ~\$1 billion annual pre-tax GMF earnings
 - Significant incremental vehicle sales



GM FINANCIAL SUMMARY

\$ Billions

<u>Sept 30, 2012 Balance Sheet</u>	<u>GM Financial</u>	<u>IO Acquisition</u>	<u>Pro Forma</u>
Total Assets	16	17	33
Liabilities	12	15	27
Total Equity	4	2	6
<i>Equity/Assets</i>	~26%		~19%
<u>Post Acquisition Run Rate Earnings</u>			
Pre-Tax	~0.6	0.3-0.4	~1.0

- Expect 2013 Pre-tax earnings to be relatively flat vs. 2012 levels
- Partial year IO benefit, offset by fall-off of higher yielding pre-GMF acquisition assets

Excludes the effects of purchase accounting which may impact assets, liabilities and earnings due to valuation.

TOTAL COMPANY







Summary

2012 ACCOMPLISHMENTS

- Delivered solid earnings and cash generation
- Proactively addressed multiple strategic issues:
 - GM South America returned to profitability
 - European turnaround actions and mid-decade plan
 - Pension de-risking – reduced obligation \$29B
 - Financial flexibility increased via \$11B credit revolver
 - Capital expenditures increased to \$8B
 - UST overhang addressed and capital returned to shareholders
 - GM Financial expanded via Ally International acquisition



2013 GM DRIVERS OF EARNINGS

Volume	<ul style="list-style-type: none">■ Industry growth■ Expect modest share gain, driven by new vehicles	
Mix	<ul style="list-style-type: none">■ Stabilization of vehicle mix offsetting recent years negative trend	
Price	<ul style="list-style-type: none">■ Largely due to major new entries	
Cost	<ul style="list-style-type: none">■ Material content on new entries■ Pension income/D&A■ Launch related advertising	
EBIT-Adj. (\$)	<ul style="list-style-type: none">■ Expect improvement in each auto segment■ Relatively flat at GM Financial	
EBIT-Adj. Margin		

Note: We are evaluating our valuation allowance on U.S. deferred tax assets . If we reverse it, our consolidated tax rate would be approximately 35%.

Represents Trend vs. 2012

PROGRESS IN 2012... MORE TO DO IN 2013

- Addressed many strategic issues in 2012 to further solidify the foundation
- 2013 focus is on execution
 - Flawless product launches
 - Maintain discipline in marketplace
 - Ongoing cost/efficiency actions
 - Progress in Europe
 - Working capital improvements





