## GENERAL MOTORS

|  | Quarter 1 |  | Calendar Year-to-Date |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Region | Total Sales | YOY Change | Pct Change | Total Sales | YOY Change | Pct Change |
| GM North America | 719,122 | $(55,922)$ | $(7.2 \%)$ | 719,122 | $(55,922)$ | $(7.2 \%)$ |
| GM Europe | 133 | $(698)$ | $(84.0 \%)$ | 133 | $(698)$ | $(84.0 \%)$ |
| GM International | 143,525 | 10,811 | $8.1 \%$ | 143,525 | 10,811 |  |
| China | 461,716 | $(352,257)$ | $(43.3 \%)$ | 461,716 | $(352,257)$ | $(43.3 \%)$ |
| GM South America | 132,185 | $(23,290)$ | $(15.0 \%)$ | 132,185 | $(23,290)$ | $(1550 \%)$ |
| Total | $1,456,681$ | $(421,356)$ | $(22.4 \%)$ | $1,456,681$ | $(421,356)$ | $(22.4 \%)$ |


| Sales by Brand | Quarter 1 |  |  | Calendar Year-to-Date |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Total Sales | YOY Change | Pct Change | Total Sales | YOY Change | Pct Change |
| Chevrolet | 815,407 | $(94,391)$ | (10.4\%) | 815,407 | $(94,391)$ | (10.4\%) |
| Buick | 167,048 | $(114,298)$ | (40.6\%) | 167,048 | $(114,298)$ | (40.6\%) |
| GMC | 141,907 | $(6,993)$ | (4.7\%) | 141,907 | $(6,993)$ | (4.7\%) |
| Cadillac | 60,875 | $(24,431)$ | (28.6\%) | 60,875 | $(24,431)$ | (28.6\%) |
| Holden | 11,206 | $(3,539)$ | (24.0\%) | 11,206 | $(3,539)$ | (24.0\%) |
| Baojun | 82,189 | $(87,191)$ | (51.5\%) | 82,189 | $(87,191)$ | (51.5\%) |
| Wuling | 176,098 | $(90,060)$ | (33.8\%) | 176,098 | $(90,060)$ | (33.8\%) |
| All Others | 1,951 | (453) | (18.8\%) | 1,951 | (453) | (18.8\%) |
| Total | 1,456,681 | $(421,356)$ | (22.4\%) | 1,456,681 | $(421,356)$ | (22.4\%) |

Cuba, Iran, North Korea, Syria and Sudan are excluded from sales volume calculations.

