STARK'S COMPONENT LEDGER

JOHN A. STARK, Editor & Publisher

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IN THIS ISSUE

Facts, statistics and latest news of the automotive parts manufacturing business

ENGINE STRATEGY IMPLODES

Navistar Chairman, Chief Proponent of EGR, Departs in a Board-Induced Ouster

The chairman of Navistar International Corp. suddenly retired today and was replaced as executive chairman and interim chief executive officer by an outsider in a board-induced ouster over an abortive $600.0 million investment in its engine-making business by the firm, company sources indicated to The Ledger.

As reported, (see pps. 57, 49 & 25 of previous issues for related details,) Navistar has spend more than $600.0 million to upgrade its diesel engines with unproven exhaust gas recirculation technology to meet 2010-mandated engine emission regulations issued by the U.S. Environmental Protection Agency.

The U.S. EPA confirmed earlier this month it forwarded a final ruling to the U.S. Office of Management & Budget for adoption which covers the ability of Navistar's to continue to make and sell non-emissions compliant heavy-duty truck diesel engines.

The U.S. EPA did not disclose details of its final ruling. Navistar has been drawing on federal pollution credits and paying penalties of $1,919.00 per non-compliant engine to meet the 2010 nitrogen oxide emissions regulation mandated by the U.S. EPA for the entire industry since January 1, 2010.

Navistar has been using the non-compliant heavy-duty diesel engines to power International and Caterpillar-branded heavy commercial trucks.

As reported, Navistar said here last July 6 it would adopt a new diesel engine emissions technology based on advanced in-cylinder technology mated with urea-based after-treatment by early next year, to comply with 2010 truck engine emissions regulations mandated by the U.S. EPA.

Navistar's switch to the new technology, which it calls In-Cylinder Technology Plus, effectively sidelines its prior use of exhaust gas recirculation to comply with the same standards. Navistar has not indicated the financial cost to adopt the new ICT+ technology.

Navistar said it had briefed the U.S. EPA and the California Air Resources Board on the "new technology path." Between now and early 2013, Navistar said it planned to transition to the new engine emissions technology via a mix of "appropriate combinations of earned emissions credits and/or non-compliance penalties."

Navistar also disclosed last June 7 its diesel engine-making unit assumed a $78.0 million charge during the second quarter of fiscal 2012 ended last April 30 to cover pre-existing warranty costs for 2010 emission standard engines. Due to the charge, the engine unit lost $108.0 million on an operating basis during the period.

The spurt of recent adverse news generated by Navistar spurred a serious decline during the past three weeks in the value of Navistar common stock. Moreover, Navistar's board adopted a 'poison pill' last June 20 to fend off unwanted takeover attempts. The board action followed the emergence five days earlier of a second major activist investor who may seek a sale of the Navistar assets.

Activist investors Carl Icahn and MHR Fund Management LLC own nearly 15% each of equity positions in Navistar, which they started acquiring earlier this year.

Navistar said its board, as part of the plan, declared a dividend last June 20 of one right on each outstanding share of Navistar common stock as of this June 29. The rights expire on June 18, 2013.

Navistar explained, "The plan is designed to deter coercive takeover tactics including the accumulation of shares in the open market or through private transactions and to prevent an acquiror from gaining control of the Company without offering a fair and adequate price to all of the company's stockholders."

It added, "Each right initially will entitle stockholders to buy a unit representing one one-thousandth of a share of a new series of preferred stock of the company for $140.00. The rights generally will be exercisable only if a person or group acquires beneficial ownership (including through derivatives) of 15% or more of the company's common stock or commences a tender or exchange offer upon consummation of which such person or group would beneficially own 15% or more of the company's common stock."

As reported, Navistar competitors sued the U.S. EPA earlier this year over Navistar's the use of credits. Last June 12, a U.S. Court of Appeals in Washington, D.C., set aside the U.S. EPA's interim rule which had permitted Navistar to use the credits and continue to sell non-compliant diesel powerplants vis-à-vis payment of fines.

Also as reported, Navistar disclosed last June 2 it obtained a $1.00 billion, five-year loan from a group of financial

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Toyota Adopts New Global Architecture System for its Cars, Trucks; Vendors Affected

Toyota Motor Corp., a major maker of cars and trucks which was stung in 2010 with the recalls of more than 2.0 million units of the vehicles over faulty component sourcing, disclosed in its 2012 annual report to shareholders that it plans to reform itself via use of joint ventures with other companies. "We are also focusing on the areas of development, design, and procurement...We are strengthening supply chains to minimize parts procurement risk, and in the area of production we are also reforming our monozukuri (conscientious manufacturing) structure as the basis for production technology and structure innovation."

Toyota predicted the establishment of a Toyota New Global Architecture system would revolutionize "the vehicle development framework through the blending of planning and design. While, of course, seeking to boost basic vehicle performance, we are also establishing new platforms based on the TNGA that optimize design freedom and ergonomics, such as driving position. The TNGA provides a foundation for grouping development, which enables the standardization of parts and components across different models, improving the efficiency of the development process while reducing costs.

"The introduction of the TNGA and subsequent parts standardization results in manpower and cost reductions, which leads to the making of better cars through efforts that span activities such as technology, sales, procurement and production technology by freeing up manpower for use in development. This leads to product improvements in areas such as basic performance and design improvement, cost-competitiveness, and quality assurance. The TNGA will be implemented over the coming years as we successively introduce new vehicle models."

Toyota said it would conduct "grouping development" on the platforms for economies of scale established "through the TNGA provides for part and unit standardization for better efficiency and lower costs in development. It is up to the manufacturing technology units to adopt this approach and bring the technologies together to develop blueprints and manufacturing processes with the highest possible performance and functionality so as to develop parts that are standardized for sharing among a number of models."

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institutions to improve its cash position, which the firm said would likely drop to $575.0-$625.0 million at the end of the third quarter of this fiscal year.

Navistar also withdrew a prior financial outlook for all of fiscal 2012, "to reflect the company's transition to the ICT+ engine solution," ongoing work with the U.S. Environmental Protection Agency, as other developments.

Navistar said last August 2 it obtained a non-binding memorandum of understanding with Cummins Inc. to source Cummins' urea-based after-treatment system for use in the manufacture of its International-branded, big-bore diesel engines. Value of royalties to be paid, if any, to Cummins were not disclosed. Navistar also agreed to source Cummins-built ISX15-model diesel engines as the chief power source in some of trucks starting this January 1.

Also as reported, AB Volvo, a competing maker of Volvo and Mack-branded commercial vehicles, unveiled last August 1 a Volvo D13-model, 460-horsepower, inline six-cylinder diesel engine possessing SCR technology, unit injectors and catalytic exhaust treatment to comply with looming Euro 6 engine emission regulations. Euro 6 regulations are effective January 1, 2014.

Volvo did not disclose the amount of investment required from the firm to develop its commercial truck engines for Euro 6 emissions compliance. The firm said it would launch production of the remainder of its Euro 6-compliant diesel engines prior to 2014.

Volvo said the Euro 6-compliant, 460 horsepower diesel engines, would enter production and be fitted on Volvo FH-Series commercial trucks. The 13.0-liter engines power more than 33% of all Volvo-branded commercial vehicles.

Volvo said, "Nitrogen oxide emissions have dropped by 77% and particulate emissions have been halved.

"The Volvo D13 for Euro 6 is based on Volvo's tried and tested Euro 5 engine. Just like this unit, the new engine is an in-line six cylinder engine with unit injectors and catalytic exhaust treatment (SCR). In order to meet the new emission requirements, exhaust gas recirculation (EGR) is also used, as well as a diesel particulate filter—systems that Volvo Trucks has already been using for several years in the U.S. and Japan."

July N. America Steel Output Up, Iron Declines

Overall U.S., Canada and Mexico production of crude steel expanded last month by another mere 1/2% to 10,083 metric tons from 10,002 metric tons in July 2011. The expansion occurred in the United States and Canada. Mexico turned weak. Nonetheless, output continued to rise to its highest level since 2008. Blast furnace iron production in the region fell during July 2012 by 5.6% to 3,520 metric tons from 3,730 metric tons one year earlier.

For all of 2011, NAFTA-area production of crude steel increased to 117,482 metric tons compared with 110,625 metric tons in 2010. Blast furnace iron production in the region advanced to 42,478 metric tons from 39,160 metric tons a year earlier.

North America Primary Aluminum Production by Month

	2012	2011	YTD 12	YTD 11
Jul	409,818	422,801	2,808,059	2,853,048
Jun	397,152	410,270	2,398,241	2,429,545
May	410,135	421,782	2,001,089	2,019,275
Apr	394,504	407,953	1,590,954	1,597,495
Mar	407,480	416,393	1,196,450	1,189,542
Feb	381,562	368,298	788,970	773,149
Jan	407,408	404,851	407,408	404,851
Dec	—	434,013	—	4,970,205
Nov	—	418,155	—	4,536,192
Oct	—	427,483	—	4,118,037
Sep	—	414,308	—	3,690,554
Aug	—	423,690	—	3,276,246

Note: Data represents thousands of metric tons. Primary production is aluminum tapped from electrolytic cells or pots during the electrolytic reduction of aluminum oxide and excludes alloying additives and recycled aluminum. Primary aluminum production is the quantity of molten or liquid metal from the pots weighed before transfer to a holding furnace or before further processing.

North American Crude Steel Production by Month

	Jul 12	Jul 11	% Chge	Jun 12	YTD 12	YTD 11
U.S.	7,433	7,368	+ 00.9	7,304	53,625	50,055
Canada	1,200	1,065	+ 12.7	1,160	8,279	7,700
Mexico	1,450	1,569	- 07.6	1,595	10,361	10,630
Total	10,083	10,002	+ 00.8	10,059	72,265	68,385

Note: Data represents monthly crude steel production in thousands of metric tons.

North American Blast Furnace Iron Production by Month

	Jul 12	Jul 11	% Chge	Jun 12	YTD 12	YTD 11
U.S.	2,620	2,600	+ 00.8	2,573	19,508	16,996
Canada	675	690	- 02.2	650	4,626	4,700
Mexico	225	440	- 48.9	215	2,407	2,789
Total	3,520	3,730	- 05.6	3,438	26,541	24,485

Note: Data represents monthly blast furnace iron production in metric tons.

U.S. Car Sales

	Jul 12	Jul 11	% Chge	YTD 12	YTD 11
Total Aston Martin	**68**	**67**	**+ 01.5**	**476**	**469**
BMW 1,3, 5, 6, 7, Z4	16,444	15,291	+ 07.5	105,714	97,629
MINI Cooper	5,855	4,711	+ 24.3	37,914	34,527
Rolls-Royce	32	44	- 27.3	224	308
Total BMW	**22,331**	**20,046**	**+ 11.4**	**143,852**	**132,464**
Chrysler 200	9,287	6,509	+ 42.7	78,389	38,980
Chrysler 300	3,399	2,415	+ 40.7	44,200	16,096
Chrysler PT Cruiser	—	—	—	—	1,328
Chrysler Sebring	—	—	—	—	2,380
Dodge Avenger	5,188	3,626	+ 43.1	58,050	34,099
Dodge Caliber	520	3,305	- 84.3	9,502	24,810
Dodge Challenger	3,631	3,509	+ 03.5	27,082	23,670
Dodge Charger	6,440	5,344	+ 20.5	52,203	43,185
Dodge Viper	—	14	- 100.0	20	128
Fiat 500	3,710	3,038	+ 22.1	24,416	7,982
Total Chrysler LLC	**32,175**	**27,760**	**+ 15.9**	**293,862**	**192,658**
Mercedes-Benz B	—	1	- 100.0	7	5
Mercedes-Benz C,CL,CLK,CLS	6,367	5,282	+ 20.5	48,368	37,104
Mercedes-Benz E,S,SL,SLK,SLR	6,695	7,258	- 07.8	46,969	47,270
Smart For Two	780	327	+138.5	5,528	2,883
Total Daimler AG	**13,842**	**12,868**	**+ 07.6**	**100,872**	**87,262**
Total Ferrari	**150**	**131**	**+ 14.5**	**1,050**	**917**
Ford Crown Victoria	243	4,967	- 95.1	2,820	35,203
Ford Fiesta	4,059	5,296	- 23.4	35,385	47,425
Ford Focus	16,454	14,889	+ 10.5	147,877	112,913
Ford Fusion	23,326	19,318	+ 20.7	160,175	151,004
Ford Mustang	7,371	6,805	+ 08.3	55,995	45,846
Ford Taurus	5,258	4,559	+ 15.3	40,621	38,242
Lincoln MKS	878	1,093	- 19.7	7,682	6,272
Lincoln Town Car	77	891	- 91.4	764	6,686
Lincoln MKZ	3,033	2,869	+ 05.7	17,572	16,785
Mercury Grand Marquis	—	—	—	—	248
Police Interceptor Sedan	1,106	—	+100.0	3,962	—
Total Ford Motor	**61,562**	**60,687**	**+ 01.4**	**470,033**	**460,624**
Buick LaCrosse	4,001	5,971	- 33.0	34,893	35,298
Buick Lucerne	11	1,233	- 99.1	954	15,513
Buick Regal	1,784	3,524	- 49.4	16,612	25,512
Buick Verano	4,235	—	+100.0	19,904	—
Cadillac CTS	4,743	4,449	+ 06.6	30,226	31,454
Cadillac DTS	20	715	- 97.2	449	9,453
Cadillac STS	7	132	- 94.7	149	2,661
Cadillac XLR	—	—	—	—	12
Cadillac XTS	1,739	—	+100.0	2,492	—
Chevrolet Aveo	2	3,349	- 99.9	58	24,615
Chevrolet Camaro	6,926	7,671	- 09.7	56,623	56,432
Chevrolet Corvette	987	1,291	- 23.5	8,009	8,187
Chevrolet Cobalt	—	21	- 100.0	11	835
Chevrolet Cruze	14,954	24,648	- 39.3	128,838	147,620
Chevrolet HHR	—	317	- 100.0	20	35,819
Chevrolet Impala	9,359	7,327	+ 27.7	107,854	110,971
Chevrolet Malibu	12,345	19,529	- 36.8	153,782	142,312
Chevrolet Sonic	6,278	—	+100.0	48,518	—
Chevrolet Spark	1,460	—	+100.0	1,460	—
Chevrolet Volt (electric car)	1,849	125	+1,379.2	10,666	2,870
Total General Motors	**70,700**	**80,302**	**- 12.0**	**621,518**	**649,564**
Acura ILX	1,410	—	+100.0	2,659	—
Acura RL	40	70	- 42.9	254	895
Acura TL	2,358	2,555	- 07.7	20,411	17,969
Acura TSX	1,980	2,137	- 07.3	19,594	16,346
Honda Accord/Hybrid	28,639	18,308	+ 56.4	183,817	155,454
Honda Civic/Hybrid	25,004	14,006	+ 78.5	187,586	141,577
Honda Fit	4,608	4,857	- 05.1	28,898	39,275
Honda Insight/S2000	419	987	- 57.5	4,460	12,148
Honda CR-Z/FCX Clarity	330	878	- 62.4	2,736	8,890
Total Honda Motor	**64,788**	**43,728**	**+ 48.2**	**450,415**	**391,659**
Hyundai Accent	5,257	6,938	- 24.2	41,727	30,956
Hyundai Azera	977	144	+578.5	4,143	1,239
Hyundai Elantra	18,512	15,181	+ 21.9	116,281	118,482
Hyundai Equus	362	302	+ 19.9	2,347	1,694
Hyundai Genesis	3,103	3,517	- 11.8	22,085	18,971
Hyundai Sonata	20,978	20,884	+ 00.5	138,390	135,898
Hyundai Veloster	2,781	—	+100.0	21,610	—
Kia Amante	—	—	—	—	1
Kia Forte	6,216	7,560	- 17.8	47,016	50,582
Kia Optima	13,317	6,772	+ 96.6	86,475	43,389
Kia Rio	3,646	1,011	+260.6	26,042	12,944
Kia Soul	10,063	10,131	- 00.7	73,698	65,118
Kia Spectra/Rondo/Borrego	—	10	- 100.0	—	400
Total Hyundai Motor	**85,212**	**72,450**	**+ 17.6**	**579,814**	**479,674**
Total Jaguar	**1,011**	**984**	**+ 02.7**	**7,517**	**7,394**
Total Lamborghini	**40**	**28**	**+ 42.9**	**280**	**196**
Total Lotus	**20**	**19**	**+ 05.3**	**140**	**133**
Total Maserati	**208**	**199**	**+ 04.5**	**1,496**	**1,296**
Mazda2/3	9,932	10,360	- 04.1	79,610	69,344
Mazda5/6	1,289	2,543	- 49.3	26,658	18,115
Mazda MX-5 Miata	590	569	+ 03.7	4,016	3,654
Mazda RX-8	—	65	- 100.0	80	544
Total Mazda Corp.	**11,811**	**13,537**	**- 12.8**	**110,364**	**91,657**
Mitsubushi Eclipse/Spyder	93	783	- 88.1	977	6,102
Mitsubishi Galant/Lancer	1,940	3,552	- 45.4	21,061	24,275
Mitsubishi i (electric car]	33	—	+100.0	366	—
Total Mitsubishi Motors	**2,066**	**4,335**	**- 52.3**	**22,404**	**30,377**
Nissan Altima	26,602	21,340	+ 24.7	183,703	153,182
Nissan Juke	2,960	3,221	- 08.1	21,688	20,685
Nissan Maxima	5,118	5,953	- 14.0	35,222	32,468
Nissan 370Z/GT-R	782	606	+ 29.0	5,838	5,978
Nissan Leaf (electric car)	395	931	- 57.6	3,543	4,806
Nissan Sentra	9,888	8,730	+ 13.3	65,872	73,860
Nissan Versa	7,451	5,359	+ 39.0	68,370	51,245
Nissan Cube	578	1,122	- 48.5	4,663	12,614
Infiniti G35 /M45	8,017	5,187	+ 54.6	41,707	38,978
Total Nissan Motor	**61,791**	**31,109**	**+ 98.6**	**430,606**	**240,634**
Porsche Boxster,Cayman	376	327	+ 15.0	1,401	2,167
Porsche 911/Panamera	1,311	1,099	+ 19.3	10,449	7,924
Total Porsche	**1,687**	**1,426**	**+ 18.3**	**11,850**	**10,091**
Saab 9-3	—	211	- 100.0	—	3,032
Saab 9-5	—	156	- 100.0	—	806
Total Saab Cars N.A.	**—**	**367**	**- 100.0**	**—**	**3,838**
Subaru BRZ	498	—	+100.0	1,587	—
Subaru Impreza/WRX	5,478	3,260	+ 68.0	52,180	24,370
Subaru Forester	6,453	6,218	+ 03.8	43,549	43,360
Subaru Legacy	3,321	3,644	- 08.9	27,593	24,928
Subaru Outback	9,282	8,373	+ 10.9	63,336	59,612
Total Subaru	**25,032**	**21,495**	**+ 16.5**	**188,245**	**152,270**
Suzuki SX4	1,098	1,184	- 07.3	7,555	7,237
Suzuki Forenza/Reno/Verona	—	—	—	1	1
Suzuki Kizashi	526	662	- 20.5	3,544	4,407
Total Suzuki Motor	**1,624**	**1,846**	**- 12.0**	**11,100**	**11,645**
Toyota Corolla	23,640	17,577	+ 34.5	175,366	154,324
Toyota Camry	29,913	27,016	+ 10.7	243,816	174,485
Toyota Avalon	1,690	2,698	- 37.4	18,341	16,139
Toyota Prius	16,643	7,907	+110.5	143,297	74,427
Toyota Yaris	1,271	1,391	- 08.6	21,242	13,080
Toyota Scion FR-S/iQ/xD/xB/tC	6,904	3,499	+ 97.3	42,025	30,120
Lexus CT/HS/IS/ES/GS/LS/SC/LFA	9,759	7,974	+ 22.4	66,418	49,037
Total Toyota Motor	**89,820**	**68,062**	**+ 32.0**	**710,505**	**511,612**
Audi A3/A4/A5	5,832	4,023	+ 45.0	35,971	33,021
Audi A6/A7/A8/R8/TT	2,894	2,351	+ 23.1	19,920	11,813
Bentley	172	142	+ 21.1	1,249	985
Volkswagen Beetle	2,839	1	+100.0	15,493	1,042
Volkswagen Jetta	13,629	15,713	- 13.3	96,832	107,465
Volkswagen Golf/R	2,508	1,974	+ 27.1	14,404	10,848
Volkswagen GTI	1,500	1,556	- 03.6	10,486	10,449
Volkswagen CC/Eos	2,731	4,159	- 34.3	15,176	24,216
Volkswagen Passat	9,007	1,183	+661.4	64,072	1,303
Total Volkswagen AG	**41,112**	**31,102**	**+ 32.2**	**273,603**	**201,142**
Volvo 30/40/50	271	535	- 49.3	1,688	5,146
Volvo 60/70/80	2,891	3,053	- 05.3	22,743	22,190
Total Volvo Cars N.A.	**3,162**	**3,588**	**- 11.9**	**24,431**	**27,336**
Grand Total	**193,168**	**236,231**	**- 18.2**	**1,492,456**	**1,716,500**

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On-Highway Axle Assembly

	2012 Jul	2012 Jun	2011 Jul	2010 Jul	2009 Jul	2008 Jul	7 Mos., 2012 Units	7 Mos., 2012 % Tot.	7 Mos., 2011 Units	7 Mos., 2011 % Tot.	7 Mos 12-11 % Chge
American Axle	135,800	237,625	186,900	182,945	131,025	247,100	1,574,025	14.4%	1,513,255	17.4%	+ 04.0
ArvinMeritor	25,925	45,375	27,400	20,900	31,360	34,090	298,055	2.7%	235,070	2.7%	+ 26.8
Chrysler	—	—	—	—	—	122,800	—	—	—	—	—
Dana	261,715	458,000	228,165	256,200	191,350	212,600	3,012,915	27.7%	1,957,675	22.5%	+ 53.9
GM (Amer. Axle)	259,255	453,700	356,365	360,400	125,000	276,665	2,969,255	27.2%	2,852,390	32.7%	+ 04.1
Toyota	91,355	112,850	43,750	71,050	61,900	52,260	774,515	7.1%	384,075	4.4%	+101.7
Visteon	132,500	231,870	177,400	134,250	157,900	171,625	1,969,770	18.1%	1,513,360	17.4%	+ 30.2
ZF	28,675	46,325	34,115	26,165	23,200	32,275	306,575	2.8%	253,650	2.9%	+ 20.9
Total	935,225	1,585,745	1,054,095	1,051,910	721,735	1,149,415	10,905,110	100.0%	8,709,475	100.0%	+ 25.2

Off-Highway Axle Assembly

	2012 Jul	2012 Jun	2011 Jul	2010 Jul	2009 Jul	2008 Jul	7 Mos., 2012 Units	7 Mos., 2012 % Tot.	7 Mos., 2011 Units	7 Mos., 2011 % Tot.	7 Mos 12-11 % Chge
ArvinMeritor	1,175	1,480	1,075	985	1,375	2,115	10,120	13.0%	8,885	14.4%	+ 13.9
Carraro	395	510	365	355	400	360	3,390	4.3%	3,135	5.1%	+ 08.1
Caterpillar	2,630	3,250	1,820	1,845	1,325	2,200	21,135	27.1%	15,610	25.3%	+ 35.4
Dana	860	1,505	700	735	715	1,000	8,345	10.7%	5,810	9.4%	+ 43.6
Deere	3,475	4,300	2,900	3,520	3,255	3,770	28,810	36.9%	23,545	38.3%	+ 22.4
Durst	35	45	35	30	20	30	315	0.4%	265	0.4%	+ 18.9
Franklin	210	265	200	185	215	225	1,820	2.3%	1,645	2.7%	+ 10.6
ZF	490	605	440	455	525	620	4,105	5.3%	2,725	4.4%	+ 50.6
Total	9,270	11,960	7,535	8,110	7,830	10,320	78,040	100.0%	61,620	100.0%	+ 26.6
Tot. Axles	944,495	1,597,705	1,061,630	1,060,020	729,565	1,159,735	10,983,150	—	8,771,095	—	+ 25.2

On-Highway Brake Assembly

	2012 Jul	2012 Jun	2011 Jul	2010 Jul	2009 Jul	2008 Jul	7 Mos., 2012 Units	7 Mos., 2012 % Tot.	7 Mos., 2011 Units	7 Mos., 2011 % Tot.	7 Mos 12-11 % Chge
ArvinMeritor	26,250	45,925	33,770	31,850	35,650	38,745	304,135	2.1%	289,770	2.2%	+ 05.0
Bosch	165,900	290,325	201,750	226,475	133,215	266,290	1,895,225	13.4%	1,730,670	13.0%	+ 09.5
Continental	160,285	280,500	197,500	170,200	173,900	204,625	1,831,040	12.9%	1,599,210	12.0%	+ 14.5
Chrysler	—	—	—	—	—	156,550	—	—	—	—	—
Dana	26,800	33,100	23,135	23,325	21,775	28,125	225,490	1.6%	189,250	1.4%	+ 19.1
Delphi	104,515	182,900	145,455	160,970	40,700	81,290	1,193,885	8.4%	1,232,880	9.2%	- 03.2
Kelsey-Hayes (TRW)	500,350	875,615	503,450	568,125	633,350	1,266,665	4,977,730	35.2%	5,453,520	40.9%	- 08.7
Lucas (TRW)	114,815	200,930	138,035	111,655	107,725	119,690	1,310,585	9.3%	1,081,340	8.1%	+ 21.2
Visteon	211,330	369,825	205,820	149,950	163,600	177,840	2,414,165	17.1%	1,766,105	13.2%	+ 36.7
Total	1,310,245	2,279,120	1,448,915	1,442,550	1,309,915	2,339,820	14,152,255	100.0%	13,342,745	100.0%	+ 06.1

Off-Highway Brake Assembly

	2012 Jul	2012 Jun	2011 Jul	2010 Jul	2009 Jul	2008 Jul	7 Mos., 2012 Units	7 Mos., 2012 % Tot.	7 Mos., 2011 Units	7 Mos., 2011 % Tot.	7 Mos 12-11 % Chge
ArvinMeritor	830	1,025	735	815	825	910	7,020	7.0%	6,270	7.6%	+ 12.0
Bosch	410	715	470	475	525	800	4,645	4.6%	3,920	4.8%	+ 18.5
Caterpillar	7,110	8,780	5,015	4,360	3,965	6,600	54,980	54.8%	41,815	51.1%	+ 31.5
Dana	1,090	1,910	1,050	935	750	1,150	11,825	11.8%	11,800	14.4%	+ 00.2
Deere	1,080	1,335	985	1,255	995	1,170	8,835	8.8%	7,875	9.6%	+ 12.2
Mico	1,550	1,915	1,225	1,150	1,260	2,100	12,995	13.0%	10,265	12.5%	+ 26.6
Total	12,070	15,680	9,480	8,990	8,320	12,730	100,300	100.0%	81,945	100.0%	+ 22.4
Tot. Brakes	1,322,315	2,294,800	1,458,395	1,451,540	1,318,235	2,352,550	14,252,555	—	13,424,690	—	+ 06.2
Grand Total	2,266,810	3,892,505	2,520,025	2,511,560	2,047,800	3,512,285	25,235,705	—	22,195,785	—	+ 13.7

Note: Data represents U.S. and Canada estimates, subject to revision. Data represents output of front and rear, steer, drive and planetary axles; disc, air, anti–lock braking systems (ABS), dry and wet disc, engine, transmission and differential brakes built for use in over–the–highway and off–highway. American Axle & Manufacturing, Inc.'s Three Rivers, Mich. plant makes front and rear propeller shaft assembly and rear axles; Detroit, Mich. plant makes full axle assemblies; and Silao Guanajuato, Mexico plant–rear–axle assemblies. American Axle became a stand–alone Tier One supplier in 1994 after it was divested by GM, which remains its biggest customer. ArvinMeritor Inc. makes axles for use on GM's medium–duty trucks. Dana Holding Corp. builds aluminum independent front driving axles, including aluminum independent axles, Hydra–Lok limited slip differentials, and a wide variety of wheel–end designs for independent front and rear suspension systems, as well as conventional rigid axle designs. Dana builds front and rear axles for use on Ford Motor Co.'s Ranger pickup trucks, Explorer, Mercury Mountaineer SUVs, Mazda B–Series pickup trucks, Chrysler's Jeep Wrangler, Grand Cherokee and Liberty SUVs, Dodge Ram pickup trucks. Carraro SpA supplies front axles to CNH Global N.V.'s Case Corp. for use on rigid four–wheel–drive farm tractors, front and rear axles to Case's industrial wheel tractors and to Deere & Co.'s low horsepower two–wheel–drive tractors. Dana supplies front axles to Caterpillar Inc. for use on industrial wheel tractors; front axles to Case for use on Magnum two–wheel drive farm tractors; front axles to CNH Global's New Holland N.V.'s Genesis two–wheel drive farm tractors; and axles to Charles Machine, Case and other trencher/ditcher OEMs. Deere/Funk supplies rear axles to New Holland's Genesis tractors, and to AGCO Corp. for use on U.S.–made tractors. New Holland final assembles its own axles from externally sourced parts for use on four–wheel drive farm tractors. Bosch Group's Braking Systems unit supplies Ford with brakes for use on F–Series pickup trucks; GM Silverado pickup trucks, Chrysler's Dodge Ram pickup trucks; front brakes for Dodge Dakota pickup trucks; Ford Explorer compact SUVs; GM's Saturn cars; brakes for GM full–size vans; Chrysler's Jeep Grand Cherokee SUVs; ABS to GM for 13 car lines; to Ford for use on two car lines and one truck line; to Nissan for use one truck line and two car lines; to one line of Fuji Heavy Industries/GM's Subaru unit; and to Toyota Motor Corp. for use on two car lines. Bosch also supplies ABS to Chrysler for use on three car lines; and to a range of other car and truck OEMs. Delphi Corp. supplies brakes for most GM cars and trucks assembled in the U.S., Canada and Mexico. Continental AG of Germany acquired ITT Automotive's ABS–making unit in mid–1998. Continental subsequently became a key supplier of ABS to GM, Ford and Chrysler on a wide–range of cars, and vans. TRW's Kelsey–Hayes supplies ABS for most of the light–duty truck assembly business. ArvinMeritor supplies ABS to most heavy commercial truck OEMs. TRW's Lucas supplies front brakes to Ford for assembly on various model cars and medium–duty trucks. ArvinMeritor supplies Caterpillar with brakes for use on certain construction machines. Bosch supplies brakes to CNH Global's New Holland construction machinery.

Volvo Develops New Front Suspension for Trucks

AB Volvo's truck group, a major maker of Volvo and Mack-branded commercial vehicles, as well as diesel engines, transmissions and axles needed to propel the vehicles, plans to launch production next month of redesigned Volvo FH and Volvo FH16-model, heavy-duty trucks with a new individual front suspension system and left-hand drive vehicles.

It said the official debut of the new trucks would occur this September 5 in Sweden, Spain, Britain, France and at other venues. Volvo claimed the redesigned vehicles would set a "new benchmark for the entire truck industry."

Volvo added, "Individual front suspension means that each front wheel is suspended separately from the other so it does not affect the movement of the other wheel. Since both front wheels move individually, the result is gentler, more settled progress on the road.

"Thanks to the fact that the movements are not transmitted from one wheel to the other, the sense of precision and control also increases." Volvo was not more specific.

Chrysler Designs 8-Speed Trannys into Ram Trucks

Chrysler Group LLC, a major maker of cars and trucks, as well as engines and transmissions needed to power the vehicles, debuted a new range of Ram 1500-model pick-up trucks, which are redesigned for the 2013 model year, to accommodate a fuel-stingy, 3.6-liter, six-cylinder gasoline engine and a new eight-speed automatic transmission. Cost of the redesign was not disclosed.

Ram officials said the new powertrain offering improves fuel economy ratings for the Ram 1500 light-duty pick-up truck to 14 miles per gallon in city driving and 20 miles per gallon over the highway. It's the best fuel economy rating in the industry segment for light-duty pick-up trucks, but not the most powerful truck, at 305 horsepower.

Ram officials said the new eight-speed automatic transmission would be paired with a 5.7-liter, eight-cylinder gas engine in the new Ram 1500 truck. A six-speed automatic transmission coupled with a 4.7-liter gas engine will continue to be offered in the new pick-up truck, they added.

STARK'S NORTH AMERICAN TRUCK & BUS PRODUCTION BY MAKER, BY PLANT

	U.S.						Canada, Mexico					
	Jul 12	Jul 11	% Chge	YTD 12	YTD 11	% Chge	Jul 12	Jul 11	% Chge	YTD 12	YTD 11	% Chge
BMW X3 (SC)	10,204	8,402	+ 21.4	88,309	67,619	+ 30.6	—	—	—	—	—	—
BMW X5 (SC)	2,703	7,888	- 65.7	59,837	63,168	- 05.3	—	—	—	—	—	—
BMW X6 (SC)	1,352	3,191	- 57.6	24,720	26,691	- 07.4	—	—	—	—	—	—
Total BMW	**14,259**	**19,481**	**- 26.8**	**172,866**	**157,478**	**+ 09.8**	—	—	—	—	—	—
Chevrolet Equuinox (Ont./2 plants)	—	—	—	—	—	—	12,256	7,903	+ 55.1	145,338	130,345	+ 11.5
GMC Terrain (Ont.)	—	—	—	—	—	—	4,039	3,685	+ 09.6	67,867	60,717	+ 11.8
Total CAMI Canada	**—**	**—**	**—**	**—**	**—**	**—**	**16,295**	**11,588**	**+ 40.6**	**213,205**	**191,062**	**+ 11.6**
Chrysler Town&Country (MO/Ont.)	—	—	—	—	—	—	5,941	4,994	+ 19.0	69,675	60,999	+ 14.2
Dodge Caravan (MO/Ont.)	—	—	—	—	—	—	8,536	8,595	- 00.7	110,619	94,376	+ 17.2
Dodge Dakota (MI)	—	2,722	- 100.0	—	14,973	- 100.0	—	—	—	—	—	—
Dodge Durango (MI)	4,412	5,274	- 16.3	27,576	49,193	- 43.9	—	—	—	—	—	—
Dodge Journey (Mex)	—	—	—	—	—	—	15,348	11,086	+ 38.4	110,995	61,489	+ 80.5
Dodge Nitro (OH)	—	1,728	- 100.0	—	14,544	- 100.0	—	—	—	—	—	—
Dodge Ram Pickup (MI/MO/Mex)	9,452	13,966	- 32.3	133,038	106,679	+ 24.7	2,118	1,218	+ 73.9	16,624	12,193	+ 36.3
Fiat Fremont (Mex)	—	—	—	—	—	—	—	2,793	- 100.0	—	13,517	- 100.0
Jeep Compass (IL)	5,641	11,296	- 50.1	69,529	68,267	+ 01.8	—	—	—	—	—	—
Jeep Grand Cherokee (MI)	19,474	9,105	+113.9	144,301	89,197	+ 61.8	—	—	—	—	—	—
Jeep Liberty (OH)	6,304	6,406	- 01.6	72,919	40,435	+ 80.3	—	—	—	—	—	—
Jeep Patriot (IL)	2,923	9,263	- 68.4	60,171	53,999	+ 11.4	—	—	—	—	—	—
Jeep Wrangler (OH)	13,570	10,474	+ 29.6	115,308	90,733	+ 27.1	—	—	—	—	—	—
VW Routan (Ont.)	—	—	—	—	—	—	1,106	1,069	+ 03.5	8,662	11,148	- 22.3
Total Chrysler Canada	**—**	**—**	**—**	**—**	**—**	**—**	**15,583**	**14,658**	**+ 06.3**	**188,956**	**166,523**	**+ 13.5**
Total Chrysler Mexico	**—**	**—**	**—**	**—**	**—**	**—**	**17,466**	**15,097**	**+ 15.7**	**127,619**	**74,516**	**+ 71.3**
Total Chrysler	**61,776**	**70,234**	**- 12.0**	**622,842**	**528,020**	**+ 18.0**	**33,049**	**29,755**	**+ 11.1**	**316,575**	**241,039**	**+ 31.3**
Ford Econoline (OH)	4,363	4,968	- 12.2	85,197	81,598	+ 04.4	—	—	—	—	—	—
Ford Edge (Ont.)	—	—	—	—	—	—	8,776	10,410	- 15.7	100,398	95,949	+ 04.6
Ford Explorer Sport (KY/IL)	14,589	9,219	+ 58.2	115,495	89,444	+ 29.1	—	—	—	—	—	—
Ford Escape (MO/KY)	20,587	22,278	- 07.6	173,971	187,693	- 07.3	—	—	—	—	—	—
Ford Expedition (MI)	3,306	2,398	+ 37.9	38,260	30,736	+ 24.5	—	—	—	—	—	—
Ford Flex (Ont.)	—	—	—	—	—	—	1,294	2,033	- 36.4	19,703	16,996	+ 15.9
Ford F-150 (MI/MO)	41,102	25,789	+ 59.4	316,359	268,375	+ 17.9	—	—	—	—	—	—
Ford Ranger (MN)	—	5,484	- 100.0	—	57,756	- 100.0	—	—	—	—	—	—
Lincoln Mark LT (MI)	79	54	+ 46.3	224	248	- 09.7	—	—	—	—	—	—
Lincoln MKX/MKT (Ont.)	—	—	—	—	—	—	2,462	1,975	+ 24.7	21,289	22,731	- 06.3
Lincoln Navigator (MI)	475	428	+ 11.0	5,159	5,941	- 13.2	—	—	—	—	—	—
Mazda Tribute (MO)	—	—	—	—	3,977	- 100.0	—	—	—	—	—	—
Total Ford Canada	**—**	**—**	**—**	**—**	**—**	**—**	**12,532**	**14,418**	**- 13.1**	**141,390**	**135,676**	**+ 04.2**
Total Ford Mexico	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**
Total Ford Motor	**84,501**	**70,618**	**+ 19.7**	**734,665**	**725,768**	**+ 01.2**	**12,532**	**14,418**	**- 13.1**	**141,390**	**135,676**	**+ 04.2**
AM General Hummer H2/H3/H3T (IN/LA)	—	—	—	—	—	—	—	—	—	—	—	—
Buick Enclave (MI)	4,491	5,563	- 19.3	39,010	45,747	- 14.7	—	—	—	—	—	—
Cadillac Escalade (TX)	1,947	906	+114.9	10,290	10,275	+ 00.1	—	—	—	—	—	—
Cadillac Escalade ESV/EXT (TX/Mex)	752	575	+ 30.8	5,528	4,319	+ 28.0	271	175	+ 54.9	1,441	1,498	- 03.8
Cadillac SRX (MI/Mex)	—	—	—	—	—	—	7,838	7,461	+ 05.1	54,040	49,017	+ 10.2
Chevrolet Avalanche (Mex)	—	—	—	—	—	—	2,694	2,708	- 00.5	14,118	15,291	- 07.7
Chevrolet Captiva (Mex)	—	—	—	—	—	—	5,216	3,349	+ 55.7	36,929	19,873	+ 85.8
Chevrolet Colorado (LA)	3,685	2,434	+ 51.4	28,102	22,906	+ 22.7	—	—	—	—	—	—
Chevrolet Express (MO)	11,238	6,349	+ 77.0	60,405	46,273	+ 30.5	—	—	—	—	—	—
Chev. Silverado/Crew Cab (MI/IN/Ont.)	19,149	13,167	+ 45.4	210,392	187,485	+ 12.2	—	—	—	—	—	—
Chevrolet Silverado/Cheyenne (Mex)	—	—	—	—	—	—	14,998	15,760	- 04.8	89,977	106,451	- 15.5
Chevrolet Suburban (WI/TX/Mex)	6,043	5,185	+ 16.5	39,484	33,742	+ 17.0	—	—	—	—	—	—
Chevrolet Tahoe (WI/TX)	9,373	9,634	- 02.7	68,809	61,456	+ 12.0	—	—	—	—	—	—
Chevrolet Traverse (TN)	6,109	10,350	- 41.0	55,366	71,698	- 22.8	—	—	—	—	—	—
GMC Acadia (MI)	6,911	6,206	+ 11.4	53,083	52,081	+ 01.9	—	—	—	—	—	—
GMC Canyon (LA)	528	1,391	- 62.0	6,471	7,191	- 10.0	—	—	—	—	—	—
GMC Sierra (MI/IN/Ont.)	9,060	5,987	+ 51.3	77,939	71,636	+ 08.8	—	—	—	—	—	—
GMC Sierra (Mex)	—	—	—	—	—	—	6,407	8,293	- 22.7	55,334	48,742	+ 13.5
GMC Savana (MO)	2,086	1,712	+ 21.8	21,378	15,724	+ 36.0	—	—	—	—	—	—
GMC Yukon,XL (WI/TX/Mex)	6,690	5,114	+ 30.8	51,688	48,727	+ 06.1	—	—	—	—	—	—
Total General Motors Canada	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**
Total General Motors Mexico	**—**	**—**	**—**	**—**	**—**	**—**	**37,424**	**37,746**	**- 00.9**	**251,839**	**240,872**	**+ 04.6**
Total General Motors	**88,062**	**74,573**	**+ 18.1**	**727,945**	**679,260**	**+ 07.2**	**37,424**	**37,746**	**- 00.9**	**251,839**	**240,872**	**+ 04.6**
Acura MDX, RDX, ZDX (OH/Ont.)	2,514	763	+229.5	16,877	8,203	+105.7	4,429	2,194	+101.9	45,014	29,870	+ 50.7
Honda CRV (OH/Mex.)	9,247	8,065	+ 14.7	107,402	86,237	+ 24.5	5,236	2,646	+ 97.9	36,570	24,079	+ 51.9
Honda CRV (ON)	—	—	—	—	—	—	8,848	—	+100.0	58,499	—	+100.0
Honda Element (OH)	—	6,789	- 100.0	—	7,500	- 100.0	—	—	—	—	—	—
Honda Odyssey (AL)	11,115	5,359	+107.4	100,256	64,642	+ 55.1	—	—	—	—	—	—
Honda Pilot (AL)	7,210	—	+100.0	88,455	64,274	+ 37.6	—	—	—	—	—	—
Honda Ridgeline (AL)	36	—	+100.0	9,047	4,770	+ 89.7	—	—	—	—	—	—
Total Honda Canada	**—**	**—**	**—**	**—**	**—**	**—**	**13,277**	**2,194**	**+505.2**	**103,513**	**29,870**	**+246.5**
Total Honda Mexico	**—**	**—**	**—**	**—**	**—**	**—**	**5,236**	**2,646**	**+ 97.9**	**36,570**	**24,079**	**+ 51.9**
Total Honda Motor	**30,122**	**20,976**	**+ 43.6**	**322,037**	**235,626**	**+ 36.7**	**18,513**	**4,840**	**+282.5**	**95,069**	**24,079**	**+294.8**
Hyundai Santa Fe, Kia Sorento (GA/AL)	23,982	21,127	+ 13.5	134,435	149,009	- 09.8	—	—	—	—	—	—
Total Hyundai/Kia	**23,982**	**21,127**	**+ 13.5**	**134,435**	**149,009**	**- 09.8**	**—**	**—**	**—**	**—**	**—**	**—**
Total Isuzu Motors	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**
Mercedes GL-Class (AL)	4,994	1,633	+205.8	34,667	20,296	+ 70.8	—	—	—	—	—	—
Mercedes M-Class (AL)	8,502	3,453	+146.2	59,908	43,197	+ 38.7	—	—	—	—	—	—
Mercedes R-Class (AL)	286	444	- 35.6	2,598	5,411	- 52.0	—	—	—	—	—	—
Total Mercedes-Benz	**13,782**	**5,530**	**+149.2**	**97,173**	**68,904**	**+ 41.0**	**—**	**—**	**—**	**—**	**—**	**—**
Mitsubishi Endeavor (IL)	—	1,714	- 100.0	—	8,380	- 100.0	—	—	—	—	—	—
Total Mitsubishi Motors	**—**	**1,714**	**- 100.0**	**—**	**8,380**	**- 100.0**	**—**	**—**	**—**	**—**	**—**	**—**
Infiniti JX (MS)	3,316	—	+100.0	16,728	—	+100.0	—	—	—	—	—	—
Nissan Armada (MS)	1,724	1,126	+ 53.1	12,079	10,421	+ 15.9	—	—	—	—	—	—
Nissan Frontier (TN)	6,997	3,758	+ 86.2	52,157	27,321	+ 90.9	—	—	—	—	—	—
Nissan Pathfinder (TN)	3,234	2,129	+ 51.9	23,960	18,669	+ 28.3	—	—	—	—	—	—
Nissan Pickup Truck (Mex)	—	—	—	—	—	—	5,835	5,536	+ 05.4	60,350	43,484	+ 38.8
Nissan Quest (MS)	—	—	—	—	—	—	—	—	—	—	—	—
Nissan Titan (MS)	2,593	1,493	+ 73.7	18,538	13,923	+ 33.1	—	—	—	—	—	—
Nissan Xterra (TN)	2,485	1,670	+ 48.8	17,323	12,464	+ 39.0	—	—	—	—	—	—
Total Nissan Motor	**20,349**	**10,176**	**+100.0**	**140,785**	**82,798**	**+ 70.0**	**5,835**	**5,536**	**+ 05.4**	**60,350**	**43,484**	**+ 38.8**
Total NUMMI	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**	**—**
Subaru B9 Tribeca (IN)	248	297	- 16.5	2,370	3,805	- 37.7	—	—	—	—	—	—
Total Subaru	**248**	**297**	**- 16.5**	**2,370**	**3,805**	**- 37.7**	**—**	**—**	**—**	**—**	**—**	**—**
Lexus RX350 (Ont.)	—	—	—	—	—	—	5,535	2,782	+ 99.0	50,871	33,405	+ 52.3
Toyota Rav4/EV (Ont.)	—	—	—	—	—	—	10,897	1,760	+519.1	109,451	62,943	+ 73.9
Toyota Highlander (IN)	8,344	6,638	+ 25.7	77,116	52,948	+ 45.6	—	—	—	—	—	—
Toyota Sequoia (IN)	1,731	1,356	+ 27.7	14,258	9,484	+ 50.3	—	—	—	—	—	—
Toyota Sienna (IN)	8,397	8,199	+ 02.4	80,947	65,453	+ 23.7	—	—	—	—	—	—
Toyota Tacoma (TX/Mex)	6,512	1,582	+311.6	57,900	29,749	+ 94.6	3,842	4,712	- 18.5	32,171	27,201	+ 18.3
Toyota Tundra (IN, TX)	7,440	2,500	+197.6	70,083	46,455	+ 50.9	—	—	—	—	—	—
Toyota Venza (KY)	3,091	2,736	+ 13.0	34,730	26,902	+ 29.1	—	—	—	—	—	—
Total Toyota Canada	**—**	**—**	**—**	**—**	**—**	**—**	**16,432**	**4,542**	**+261.8**	**160,322**	**96,348**	**+ 66.4**
Total Toyota Mexico	**—**	**—**	**—**	**—**	**—**	**—**	**3,842**	**4,712**	**- 18.5**	**32,171**	**27,201**	**+ 18.3**
Total Toyota Motor	**35,515**	**23,011**	**+ 54.3**	**335,034**	**230,991**	**+ 45.0**	**20,274**	**9,254**	**+119.1**	**192,493**	**123,549**	**+ 55.8**
Total Canada	**—**	**—**	**—**	**—**	**—**	**—**	**74,119**	**47,400**	**+ 56.4**	**807,386**	**619,479**	**+ 30.3**
Total Mexico	**—**	**—**	**—**	**—**	**—**	**—**	**69,803**	**65,737**	**+ 06.2**	**508,549**	**410,152**	**+ 24.0**
Total Class 1-2 Trucks	**372,596**	**317,737**	**+ 17.3**	**3,290,152**	**2,870,039**	**+ 14.6**	**143,922**	**113,137**	**+ 27.2**	**1,315,935**	**1,029,631**	**+ 27.8**
Autocar (IN)	100	105	- 04.8	965	755	+ 27.8	—	—	—	—	—	—
Caterpillar (TX)	240	—	+100.0	2,010	—	+100.0	—	—	—	—	—	—
Chrysler (Mex)	—	—	—	—	—	—	8,605	8,015	+ 07.4	86,614	71,080	+ 21.9
Chrysler (Ont.)	—	—	—	—	—	—	397	—	+100.0	6,544	—	+100.0
Dina (Mex)	—	—	—	—	—	—	35	54	- 35.2	490	165	+197.0
Ford-PN131,Chassis (MI/KY/Mex)	12,801	10,482	+ 22.1	148,681	137,331	+ 08.3	—	—	—	—	—	—
Ford Blue Diamond (Escobedo,Mex)	—	—	—	—	—	—	659	345	+ 91.0	3,453	3,679	- 06.1
Freightliner (SC/NC/Mex)	4,245	3,315	+ 28.1	35,115	25,645	+ 36.9	5,715	5,460	+ 04.7	39,100	34,620	+ 12.9
Mercedes (Mex)	—	—	—	—	—	—	265	314	- 15.6	1,687	1,834	- 08.0
Mercedes/Freightliner Sprinter (SC)	1,873	1,472	+ 27.2	9,570	7,503	+ 27.5	—	—	—	—	—	—
Hino Motors (WV/Ont./Mex.)	510	420	+ 21.4	3,870	2,920	+ 32.5	120	117	+ 02.6	1,115	880	+ 26.7
Isuzu (MI/Mex.)	425	360	+ 18.1	3,320	755	+339.7	—	25	- 100.0	—	199	- 100.0
Mack Trucks (PA/VA)	1,500	1,335	+ 12.4	12,775	11,270	+ 13.4	—	—	—	—	—	—
Navistar (TX/AR/OK/OH/Ont.)	4,520	5,410	- 16.5	38,325	44,620	- 14.1	—	—	—	—	—	—
Navistar Blue Diamond (Escobedo,Mex)	—	—	—	—	—	—	4,730	4,515	+ 04.8	32,260	23,025	+ 40.1
Nissan	584	1,111	- 47.4	4,976	9,437	- 47.3	—	—	—	—	—	—
DC Buses N.A.-Orion (NY)	60	105	- 42.9	540	735	- 26.5	—	—	—	—	—	—
PACCAR-Kenworth (OH/WA/Que/Mex)	2,310	2,865	- 19.4	20,435	14,640	+ 39.6	1,890	1,716	+ 10.1	12,934	10,844	+ 19.3
PACCAR-Peterbilt (TX/TN/Que)	2,725	3,190	- 14.6	22,885	15,820	+ 44.7	395	380	+ 03.9	2,710	2,680	+ 01.1
Scania (Mex)	—	—	—	—	—	—	60	57	+ 05.3	447	284	+ 57.4
Volkswagen (Mex)	—	—	—	—	—	—	85	129	- 34.1	708	300	+136.0
Volvo (VA/Mex)	1,625	1,875	- 13.3	18,650	13,140	+ 41.9	50	76	- 34.2	425	450	+ 05.6
Western Star (OR)	495	545	- 09.2	4,175	3,530	+ 18.3	—	—	—	—	—	—
Man/Omnibus Integrales (Mex)	—	—	—	—	—	—	—	2	- 100.0	8	6	+ 33.3
Total Class 3-8 Trucks/Buses	**34,013**	**32,590**	**+ 04.4**	**326,292**	**288,101**	**+ 13.3**	**23,006**	**21,205**	**+ 08.5**	**188,495**	**150,046**	**+ 25.6**
Grand Total	**406,609**	**350,327**	**+ 16.1**	**3,616,444**	**3,158,140**	**+ 14.5**	**166,928**	**134,342**	**+ 24.3**	**1,504,430**	**1,179,677**	**+ 27.5**