READING THE METER®

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ALLIANCE FOR AUTOMOTIVE INNOVATION

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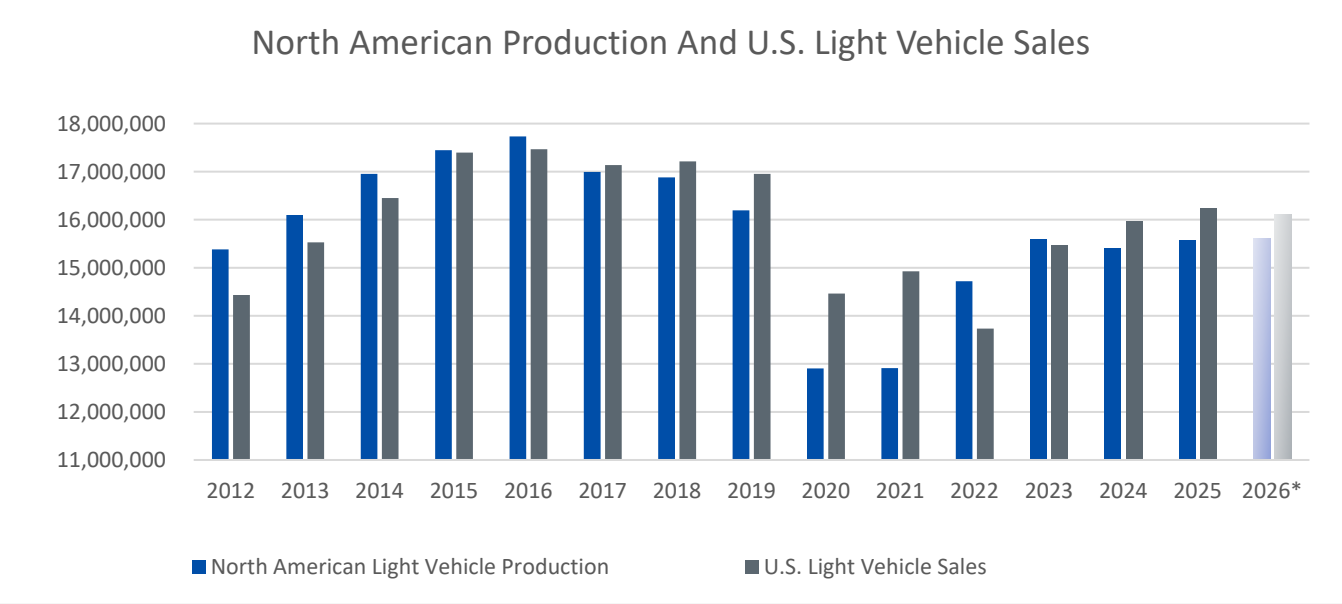
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Forecast Meter

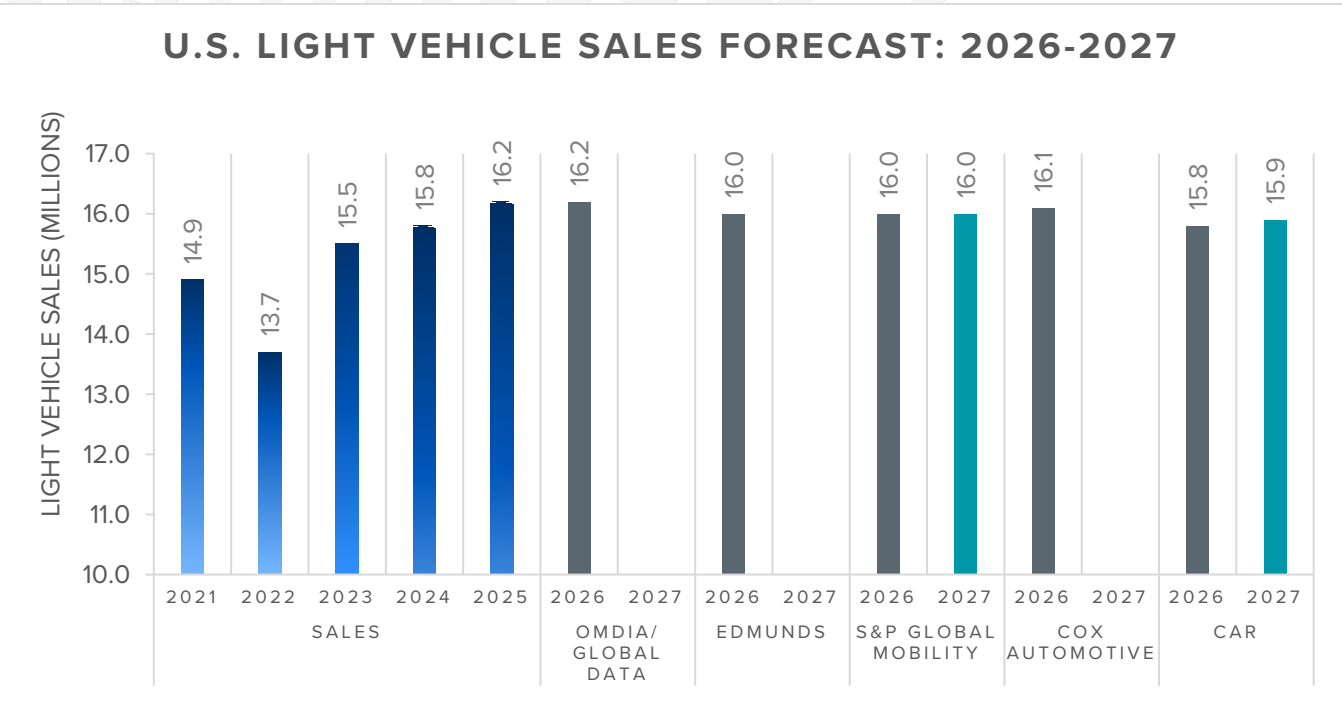
Sales & Production Summary and Forecast (Updated 11/10)

2025-2026 Sales,[1] Extended Sales Forecast[2] and Production Forecasts[3]		
	U.S. Sales & Forecasts	North American Production
January '25	1,110,721 (+3.8% YoY)	1,194,682 (-7.1 YoY)
February '25	1,219,841 (+3.4% YoY)	1,290,302 (-8.7% YoY)
March '25	1,585,390 (+10.7% YoY)	1,424,691 (+1.5% YoY)
April '25	1,463,379 (+6.8% YoY	1,338,714 (-8.2% YoY)
May '25	1,466,595 (-1.3% YoY)	1,419,834 (-2.4% YoY)
June '25	1,254,418 (-4.2% YoY)	1,331,187 (0.03% YoY)
July '25	1,370,061 (+6.6% YoY)	1,197,801 (+7.9% YoY)
August '25	1,454,685 (+6.8% YoY)	1,425,340 (-1.5% YoY)
September '25	1,250,274 (+2.3% YoY)	1,358,730 (+1.3% YoY)
October '25	1,271,331 (-4.5% YoY)	1,374,124 (-4.5% YoY)
November '25	1,273,390 (-7.3% YoY)	1,157,195 (-11.5% YoY)
December '25	1,460,177 (-6% YoY)	1,020,573 (+4.6% YoY)
January '26	1,105,581 (-3.9% YoY)	1,145,975 (-2.6% YoY)
February '26	1,197,312 (-1.5% YoY)	1,260,121 (-2.9% YoY)
March '26	1,403,623 (-8.4% YoY)	1,417,384 (+2.1% YoY)
April '26	1,361,970 (-6.9% YoY)	1,333,762 (+1.2% YoY)
May '26	1,466,276 (+4.2% YoY)	1,340,788 (-5.2 YoY)
June '26	1,364,418 (+2.0% YoY	1,384,007 (+2.8% YoY)
July '25	1,364,039 (-1.8% YoY)	1,237,892 (+1.8% YoY)
August '25	1,380,744 (-2.2% YoY)	1,367,273 (-3.2% YoY)
September '26	1,319,663 (+0.1% YoY)	1,331,146)-5% YoY)
October '26	1,323,556 (-0.8% YoY)	
2025 Full Year	16,233,363 (+2.4% YoY)	15,576,688 (-3% YoY)
2026 Forecast	16,100,000	15,619,000



U.S. Light Vehicle Sales Outlook (Updated 11/10)

Omdia Outlook (11/10)[4]: "Looking ahead to November, the forecast is tracking at 1.316 million units of raw sales volume and a 17.1 million SAAR. November is historically a softer month. Higher borrowing costs pose a downside risks while higher inventory heading into the month could mean softer pricing."



North American Production & Inventory Outlook (Updated 10/28)

Omdia Production & Inventory Outlook (10/28)[5]: "Turning to the outlook, despite higher interest rates and elevated energy prices, US demand is holding up relatively well heading into October and for the remainder of Q4, which should provide support for stronger regional output in the back half of the quarter. Inventory levels add a layer of nuance to that picture: while the industry overall remains lean at 49 days' supply as of September, certain brands were oversupplied.

"Even with uneven inventory levels, October production for the region is forecast at 1.433 million units, an increase of 1.4% YoY.

"Total North American vehicle production in Q4 is revised down slightly from last month's estimated 3.758 million units to 3.749 million units, still a 4.5% YoY increase. That would bring the full-year 2026 forecast to 15.618 million units, a 0.4% increase over last year and just 1,000 units below last month's 15.619 million units estimate."

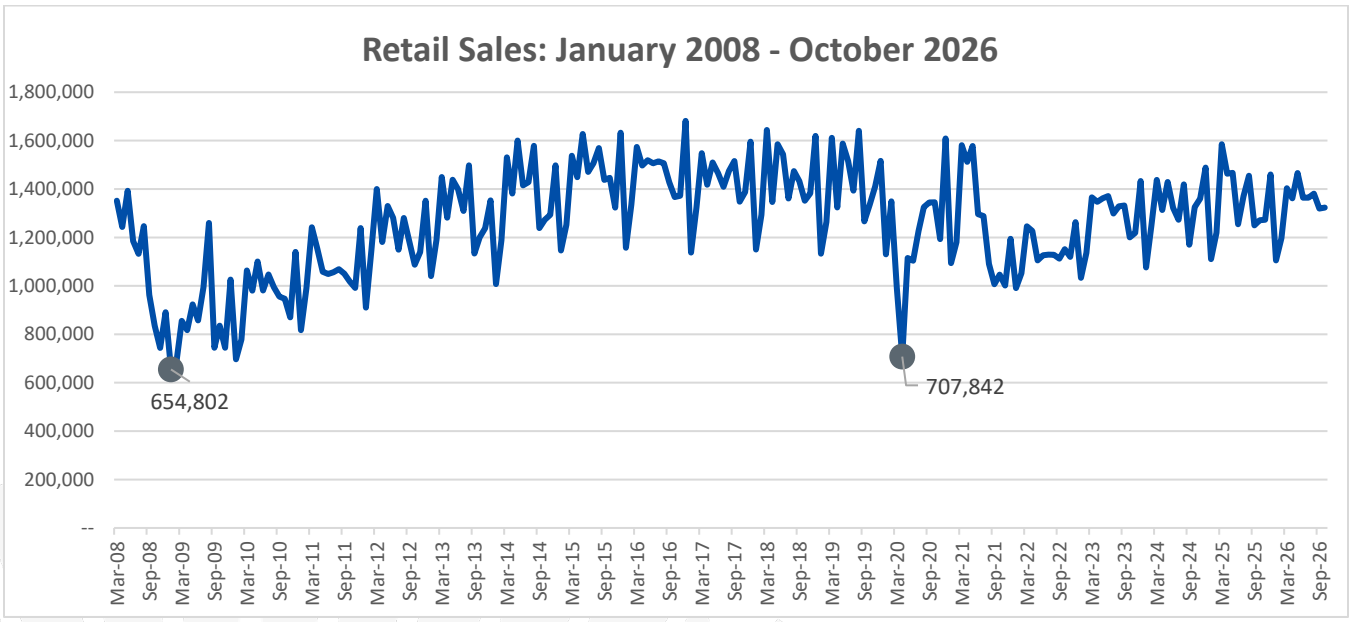
Mobility Global (formerly S&P Global Mobility) Outlook (10/28)[6]: "North America: The outlook for North America light vehicle production was reduced by 41,000 units and by 69,000 units for 2026 and 2027, respectively (and reduced by 141,000 units for 2028). The outlook for North American light vehicle production in the extreme near term was reduced by 0.3% totaling 14.99 million units as inventory levels for the Detroit 3, in particular, grow amid fuel price inflation. A noteworthy adjustment in the near-term surrounds planned Ford downtime at the Dearborn Truck and Kansas City plants that produce the F-150 spanning between March and May 2027, presumably to begin retooling for the next generation trucks due in 2028. Despite losing five to six days of production at those same facilities in September owing to a supplier issue, Ford is expected to work to recover lost output in November and December 2026. This results in F-150 production being revised higher by around 9,000 units for the remainder of 2026 with production in 2027 being revised down by 28,000 units due to the aforementioned downtime. The outlook for 2027 was reduced by 0.5% totaling 15.10 million units to continue to adjust to maintain ideal inventory levels. The declines cascade into 2028 which was adjusted down by 0.9% totaling 15.28 million units as the build out of several programs are now planned to end earlier than previously forecast and several launches are delayed further."

Market Meter

U.S. Light Vehicle Sales (Updated 11/10)

Monthly Sales (Updated 11/10)

This chart helps to put into context the monthly retail sales due to the COVID pandemic and showing the relative drop in sales compared to the 2008 financial crisis.

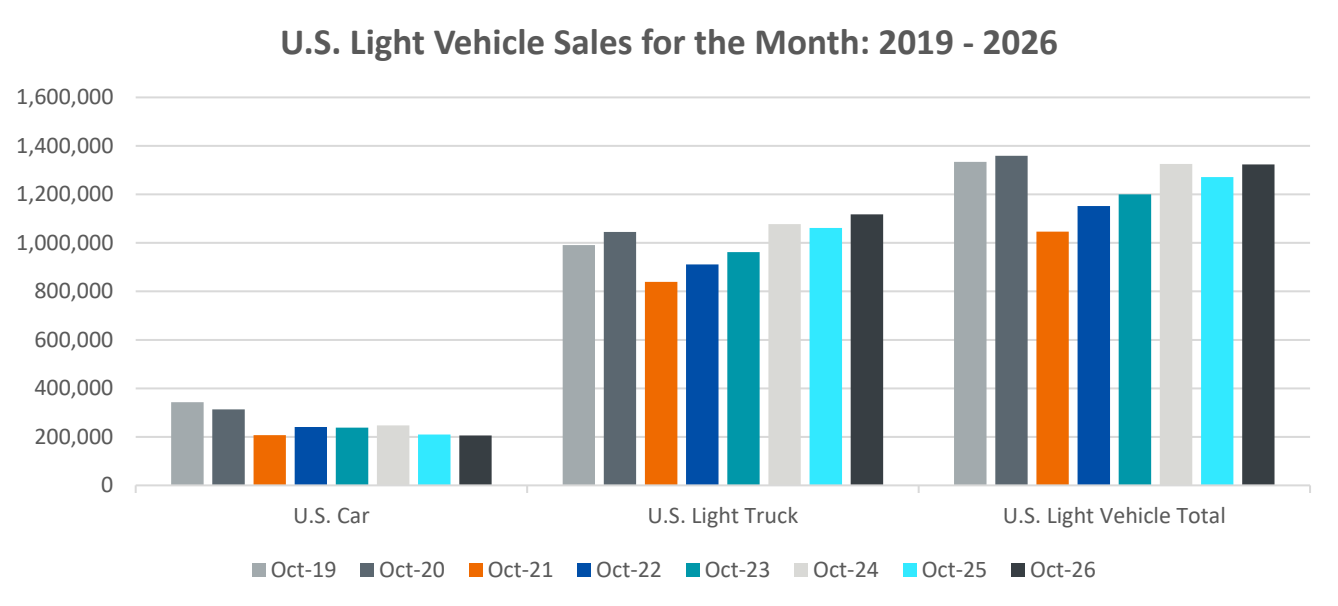


Monthly Sales (Updated 11/10)

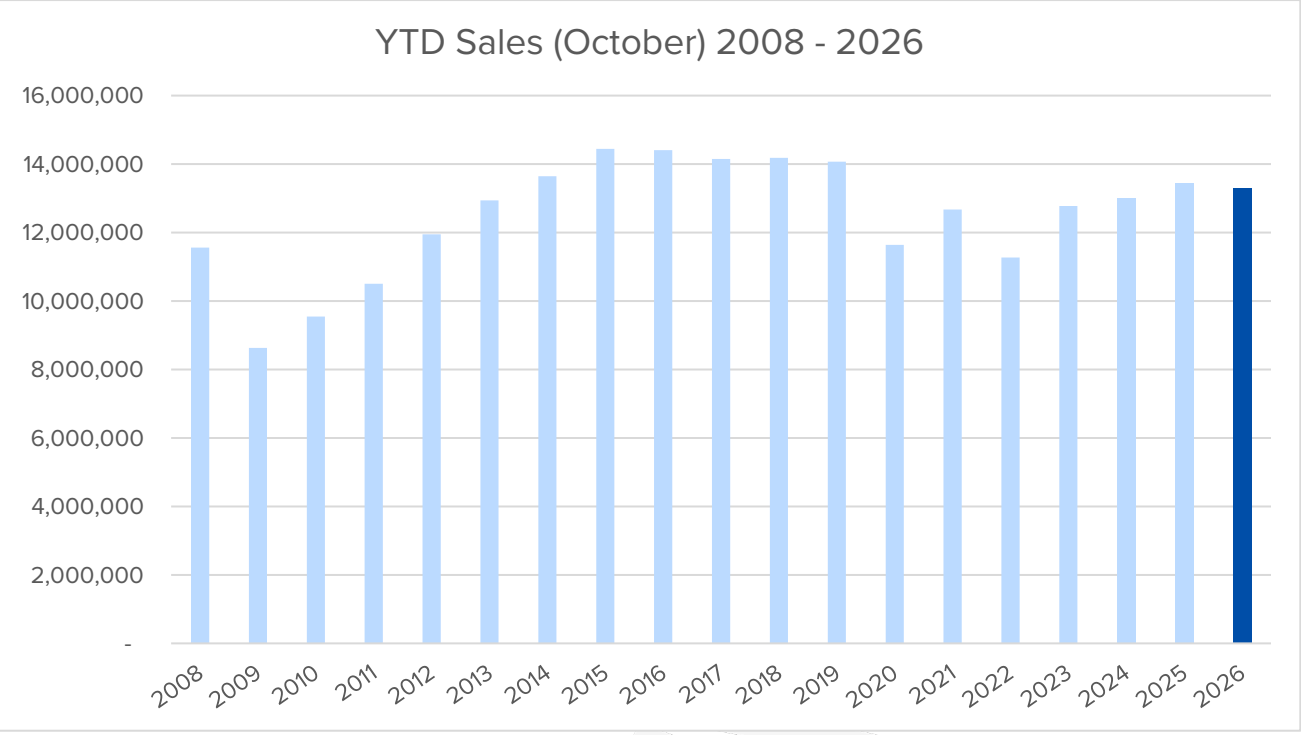
Omdia[7]: "US light-vehicle sales in October 2026 rose 2.9% year over year (YoY) to total 1.324 million units, finishing well below the mid-month estimate of 1.331 million units. The loss was primarily driven by larger-than-expected momentum losses at several automakers. October's seasonally adjusted annualized rate (SAAR) came in at 15.5 million units, just below last year's 15.6 million and well under September's 16.0 million pace.

"While raw volume rose 0.3% from September's 1.319 million units, the underlying sales pace slowed. The daily selling rate (DSR) averaged 47,273 units across 28 selling days, down 0.8% from 47,660 units across 27 selling days a year earlier and 10.4% from September's 52,780 units across 25 selling days.

"This month's 2.9% YoY increase in raw volume is less impressive because it was measured against a weak comparison month. The expiration of federal EV incentives at the end of September 2025 created a pull-ahead effect, shifting an estimated 20,600 plug-in electric vehicle (PEV) sales, including battery-electric vehicles (BEVs) and plug-in hybrid vehicles (PHEVs), out of October 2025 and into the prior month. As a result, October 2026's growth appears stronger than it would have against a more typical baseline. On a selling-day-adjusted basis, October 2026 sales actually fell 0.8% YoY.



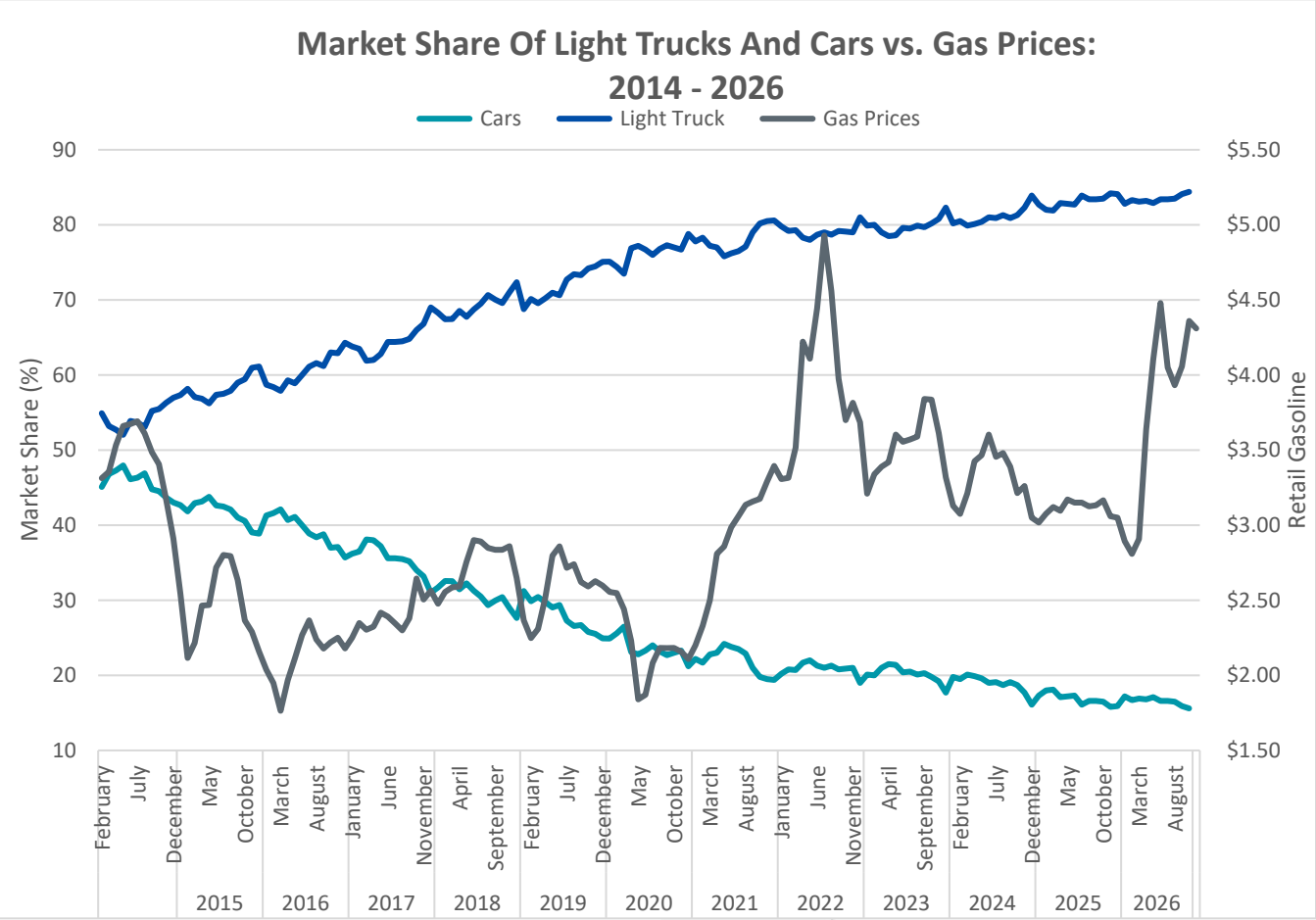
Calendar year-to-date sales through October totaled 13.3 million units, down 1.2 percent from 2025's 13.4 million units.



Segments vs. Gas Prices (Updated 11/10)

Monthly Sales: Light trucks accounted for 84.4 percent of sales in October, up 0.9 percentage points from the market share a year ago. Compared to the same period in 2025, sales of cars are down about 3,400 units, and down about 137,200 from October 2019, when cars comprised 26 percent of the market as opposed to the 15.6 percent of the market passenger cars have now.

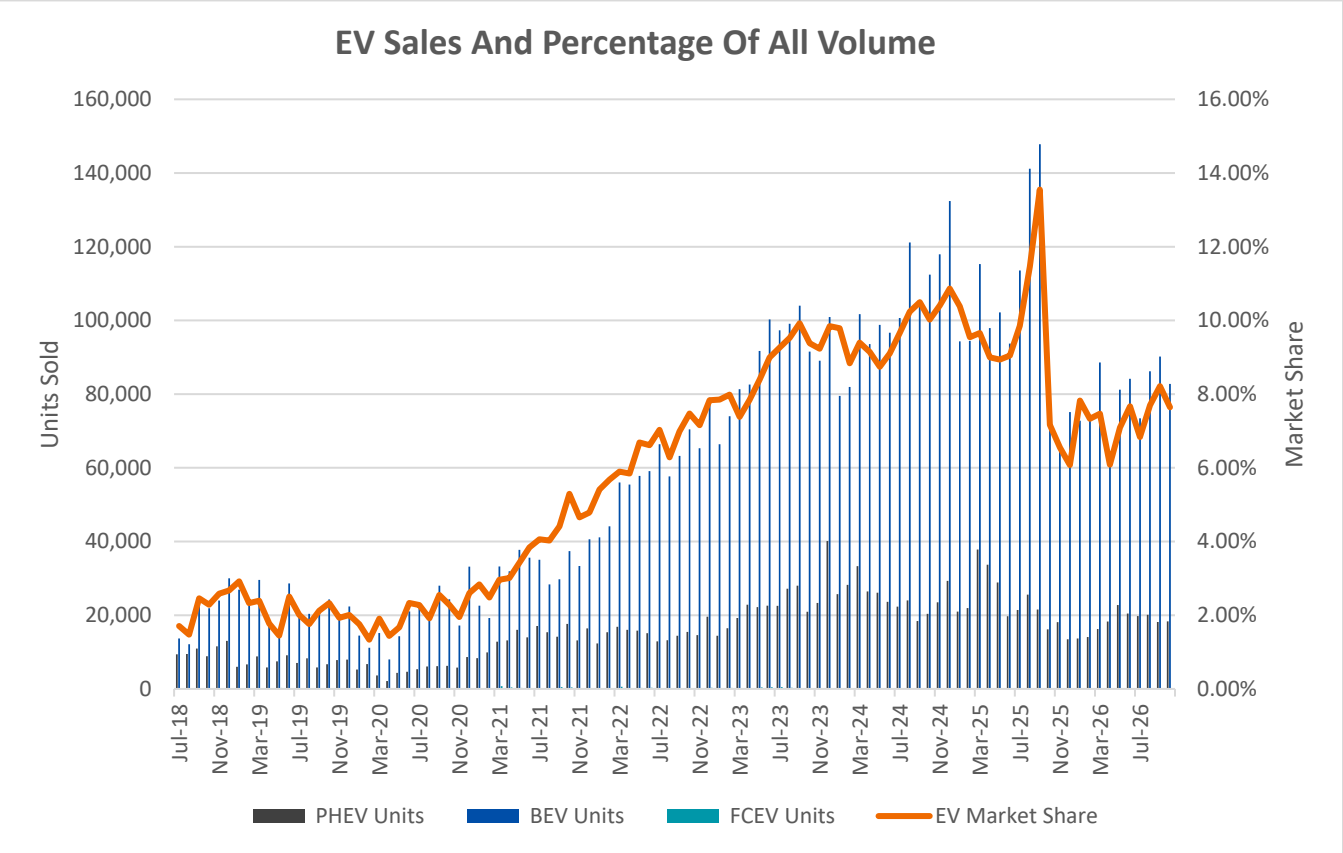
Historic Perspective: The upward trend in the popularity of light trucks over cars has been steady since 2013, when only 2% of annual market share separated the two segments[8] and gas was over $3.00[9] a gallon. As fuel prices dropped below the $3.00 mark in mid-September 2014, light truck sales began to take off. Gas prices since have averaged only $2.85 a gallon (through January 7, 2026) and when combined with increased fuel economy for light trucks, an increase of 4 mpg since 2013, the perfect conditions existed to continue fueling light truck market growth.[10]



EV Powertrain Sales (Updated 11/10)

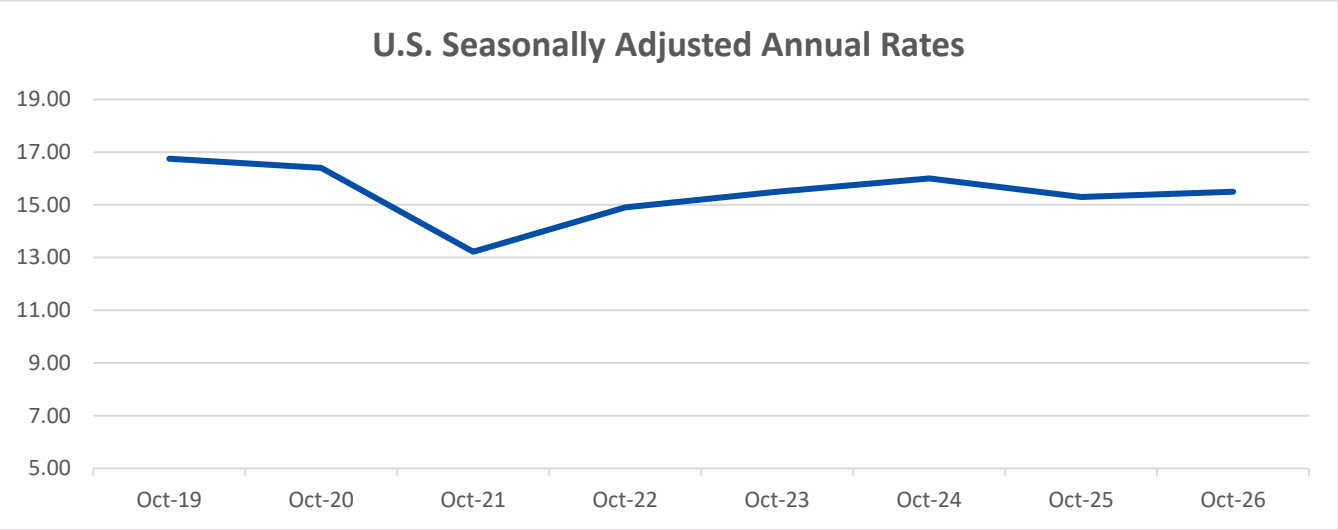
Sales of electric vehicles (BEV, PHEV, & Fuel Cell) accounted for 7.6 percent of total vehicle sales in October 2026 (101,156) per Omdia estimates. Market share decreassed 0.6 percentage points (pp) from September 2026's 8.2 percent. October's EV market share is up 0.5 pp from a year ago. Sales of battery electric vehicles

accounted for 6.3 percent of total sales, up 0.4 pp from October 2025. Plug-in hybrids accounted for 1.4 percent, up 0.1 pp from the same time last year. Hybrid market share was 15.9 percent.



Seasonally Adjusted Annual Rates (Updated 11/10)

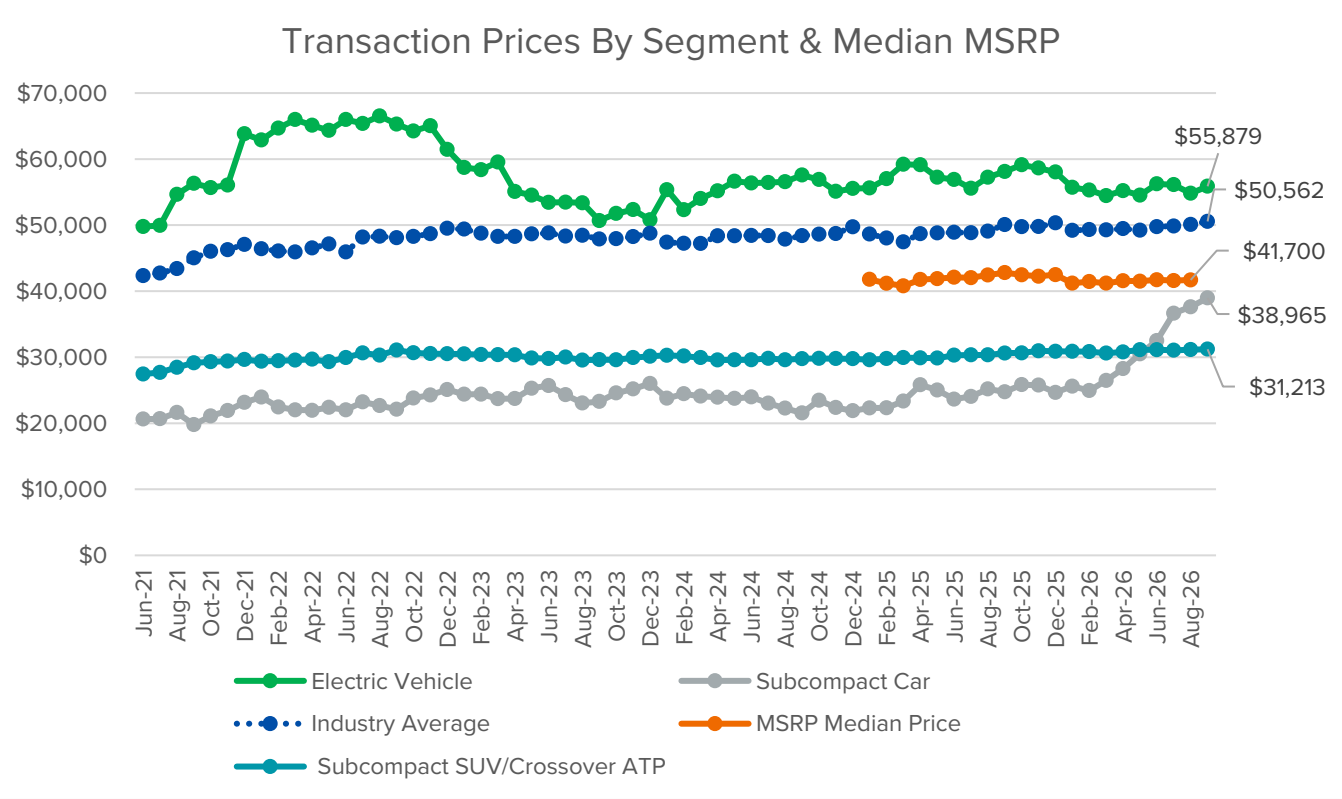
Omdia[11]: "October's seasonally adjusted annualized rate (SAAR) came in at 15.5 million units, just below last year's 15.6 million and well under September's 16.0 million pace."



Average Transaction Price (Updated 10/28)

Median MSRP (August) (10/28): The Median MSRP In August 2026 Was $41,700, More than $8,300 Below the KBB Reported Average Transaction Price in August of $50,089.

- Median MSRP increased month-over-month by less than 1 percent ($105). Year-over-year, median MSRP was down 1 percent ($750).



Kelley Blue Book (September) (10/28)[12]**:** "The average transaction prices (ATP) for a new vehicle in the United States increased for the fourth consecutive month in September, according to an analysis by Kelley Blue Book, a Cox Automotive brand. The September average transaction price, or ATP, reached $50,562, placing it just below the all-time record of $50,614 set in December 2025.

"An upward trend in vehicle prices is typical in the second half of the year, when the market sees broader availability of next-model-year inventory, which is often repriced to reflect updates and improvements. The year-over-year gain last month, however, remained relatively muted at less than 1%, well below the typical September gain of 2% to 4%.

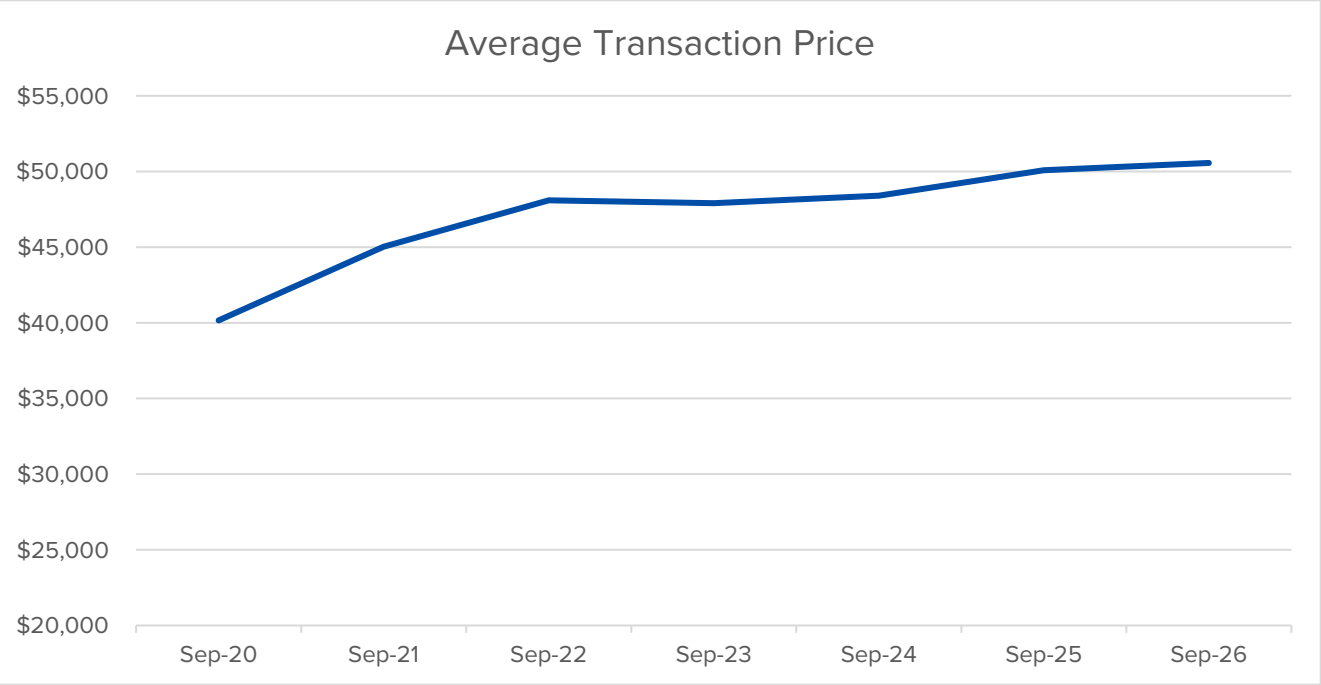
According to the Kelley Blue Book analysis, the muted price gains in September can be attributed in part to "the relative strength of sales in more affordable segments – including subcompact SUVs, compact car and small/mid-size pickups – and the slow arrival of next-model-year vehicles, which is currently well behind historic norms.

"The new-vehicle ATP in September was $50,562, an increase of 0.9% from the August ATP of $50,089. Compared with September 2025, the industry ATP increased 0.7%. The year-over-year increase was muted, largely due to a stronger mix of lower-priced vehicles. September's result was $52 below the all-time high recorded in December 2025.

"Incentives: Incentive spending averaged 6.6% of ATP in September, up slightly from 6.5% in August and below the 7.3% level in September 2025. In dollar terms, the average estimated incentive was $3,359, increasing 2.6% month over month but declining 8.8% year over year.

"The ATP for a new electric vehicle, or EV, in September was $55,879, according to Kelley Blue Book, up from a downwardly revised $54,574 in August. EV prices in September were 3% lower year over year, as a strong mix of more affordable EV models helped bring down the industry average. The premium paid over an ICE+ model in September was 11%; in 2026, the gap has consistently been near 11%, down from an average of close to 18% in 2025.

"EV Incentive Spending: Electric vehicle incentives as a percent of ATP declined in September and, at 11% of ATP, were at the lowest point in 2026. A year ago, incentive spending on EVs was at 14.2% of ATP."



Cox Automotive Used Vehicle Prices (10/22)[13]: "The average used-vehicle listing price was $27,235 in September, the highest monthly average since December 2022, though essentially flat from a revised $27,223 in August. Prices were up nearly 6% from a year earlier, and September was the third month of 2026 above $27,000, following June and August."

Cox Automotive Used EV Prices (10/22)[14]: "Used EV prices continued to ease in September, even as sales reached a record share of the used-vehicle market. The average listing price for a used EV declined to $36,767, down 1.8% from August but up 6.4% from a year ago. The premium over ICE+ vehicles narrowed to $2,137, or 6.2%, from $2,692 in August, improving affordability relative to ICE+ vehicles."

J.D. Power (Updated 9/28)[15]: "Regarding affordability, the cost of financing a new vehicle has eased again, but it may come under pressure in the coming months due to recent policy changes. The average interest rate on new-vehicle loans is expected to fall 4 basis points to 6.66%, the lowest September reading since 2022. However, the lower cost of financing in September is not enough to offset the structural affordability pressures facing buyers. The average transaction price of a new vehicle has increased to $45,915, up 0.7% from a year ago, while average monthly finance payments have climbed 3.2% to $821, the highest ever for the month of September.

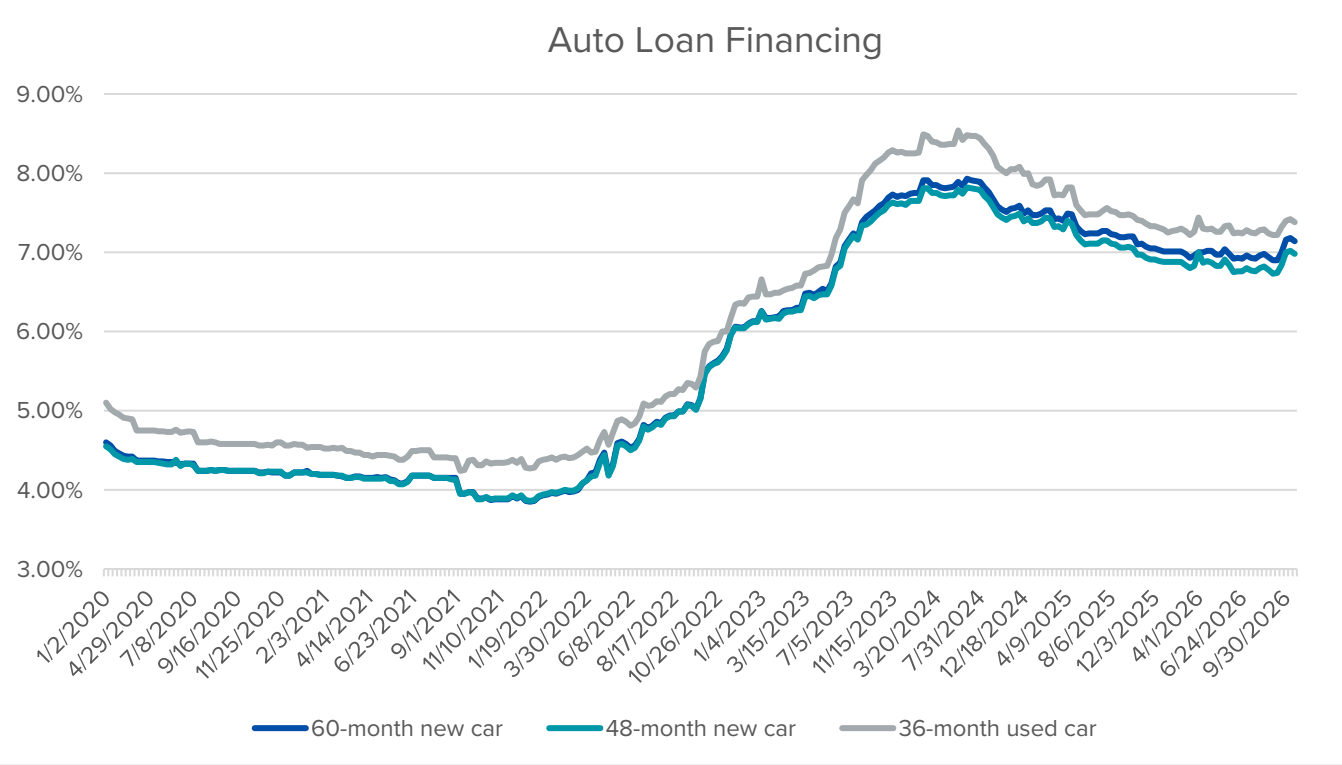
"Manufacturers are leaning harder into discounts to keep buyers in the market. Average incentive spending per vehicle is trending towards $3,574, a 7.3% increase from a year ago. Incentives as a percentage of MSRP are expected to hit 6.9% in September, up 0.4 percentage points from September 2025.

"The divergence in manufacturer incentive strategies by powertrain continues to be evident in September. Incentive spending on traditional internal combustion engine and hybrid vehicles is expected to increase $797 per unit year over year, up 31.6% to $3,319 in September 2026. Meanwhile, EV incentives moved in the opposite direction, with a forecasted decline of $2,450 per unit or 21.7% to $8,829, contributing to the 6.5 percentage point decline in EV share of new-vehicle sales compared to last year."

Auto Loan Financing (Updated 10/28)

Interest Rates Above 7 Percent (updated 10/28): Interest rates decreased slightly over the last week, decreasing 0.04 on the 60-month, 48-month new car loan and on the 36-month use car loans. Rates on the 60-month new car loan now stand at 7.14 percent. Rates for the 48-month new loan and 36-month used car loan are 6.98% and 7.38%, respectively. Since the beginning of 2020, 60-month rates are up 2.54 pp, and are up 0.04 pp since the same time a year ago.[16]

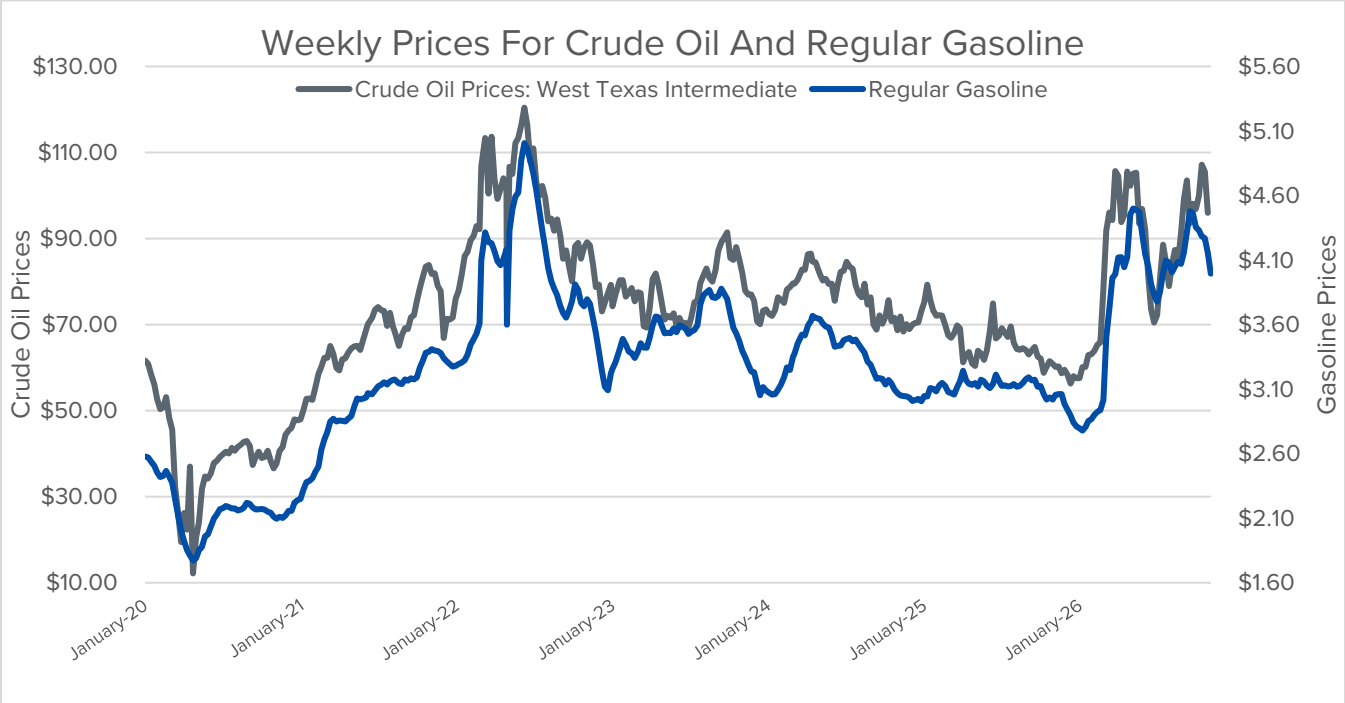
Dates	60-month new car	48-month new car	36-month used car
1/2/2020	4.60%	4.55%	5.10%
10/22/2025	7.10%	6.97%	7.41%
10/7/2026	7.18%	7.02%	7.42%
10/14/2026	7.14%	6.98%	7.38%
One Week Change	-0.04%	-0.04%	-0.04%
Change since 1/3/20	2.54%	2.43%	2.28%
One Year Change	0.04%	0.01%	-0.03%



JD Power (9/28)[17]: "The average interest rate on new-vehicle loans is expected to fall 4 basis points to 6.66%, the lowest September reading since 2022."

Crude Oil and Gas Prices (Updated 11/10)

Gas and Oil Prices Remain Turbulent (11/10):[18] Oil prices, as benchmarked at West Texas Intermediate fell below $100 in the beginning of November, up $35 from the same time a year ago. Since election day 2024, oil prices are up $27 a barrel. Gas is now $4.00. Gas is 55 percent higher than the beginning of 2020.



EIA Outlook For Gasoline (10/28)[19]**:** "U.S. retail gasoline and diesel prices rose sharply in September; gasoline prices averaged $4.35 per gallon (gal), and diesel prices averaged $6.29/gal, driven by higher crude oil prices and rising crack spreads. We expect retail diesel prices to average about $4.50/gal next year and for gasoline prices to average just under $3.60/gal.

EIA Outlook For Oil (10/28):[20] "Although we expect oil production and flows from the Middle East will increase, we raised our global oil price forecast compared with last month. We now forecast the Brent crude oil spot price will average $105 per barrel (b) in 4Q26, $14/b higher than in last month's STEO. The attacks on the East-West pipeline in Saudi Arabia highlight the potential for continued volatility in physical oil flows and oil prices amid ongoing withdrawals of oil inventories globally. Additional upward pressure on crude oil prices stems from extreme tightness in diesel markets that raises demand for crude oil in order for refiners to meet diesel demand. We expect the Brent spot price will fall to an average of $84/b next year."

Production Meter

North American Production (Updated 10/28)

Omdia[21]: "North American production of light vehicles and medium- and heavy-duty trucks finished at 1.331 million units in September, 5.0% below the 1.401 million units produced during the same period last year. This fell short of the 1.350 million units forecasted last month and represents a 4.5% month-over-month decrease from August's 1.394 million units. Excluding medium- and heavy-duty trucks, September light-vehicle output totaled 1.297 million units, a 5.5% year-over-year (YoY) decline.

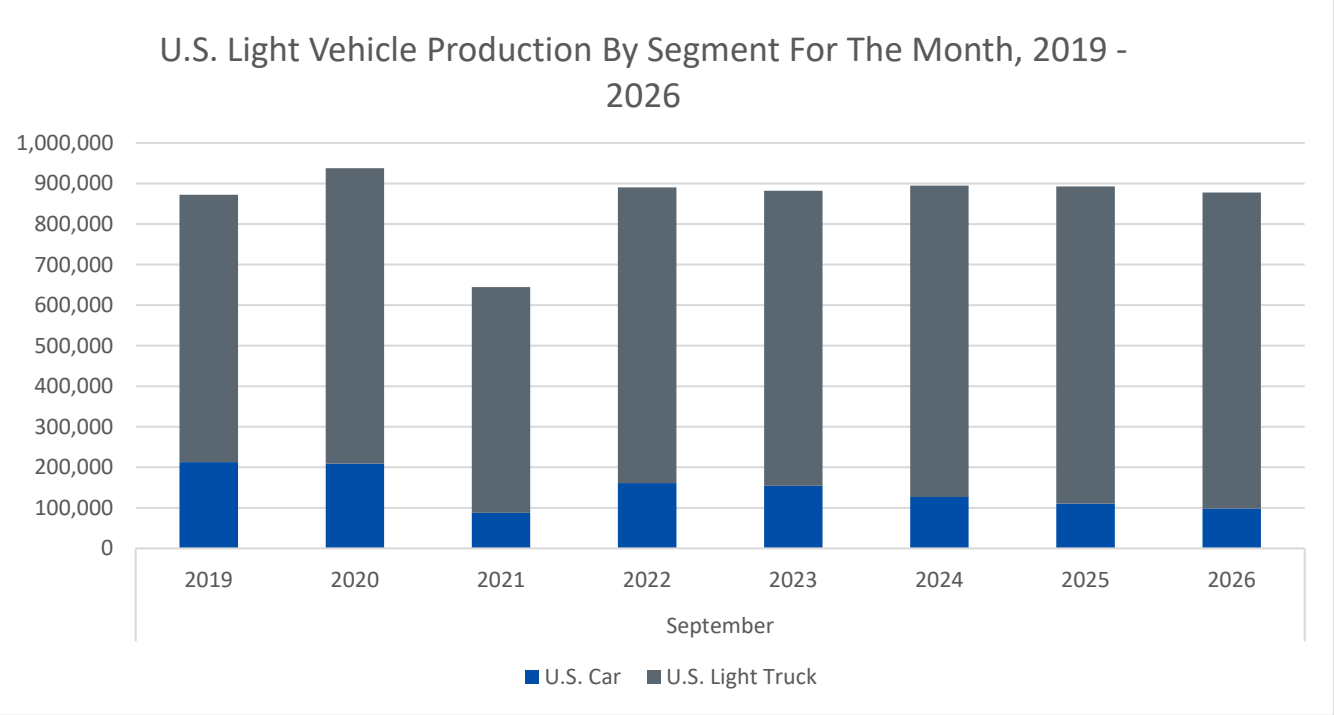
"Overall, third-quarter output in North America ended slightly higher than last month's estimate of 3.963 million units at 3.968 million units, though still a drop of 1.5% from Q3 2025's 4.030 million units. This drop is

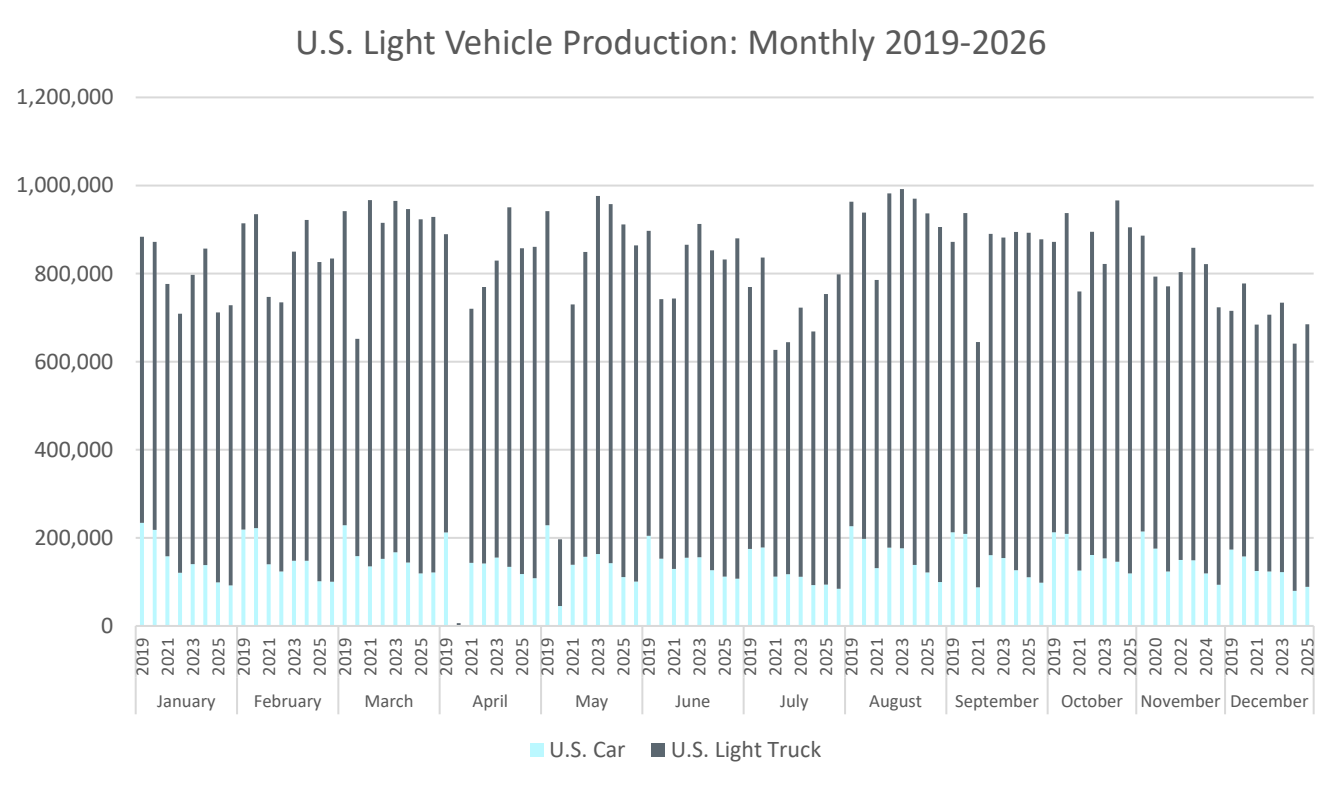
driven largely by production losses in Mexico which fell 5.5% YoY for the quarter to 993,862 units and 12.5% YoY in September alone at 316,842 units. At the same time, Canada's Q3 production grew 3.8% YoY to 320,708 units while the US production for Q3 was down less than 1% at 2.654 million units."

U.S. Light Vehicle Production (Updated 10/28)

U.S. Monthly Production

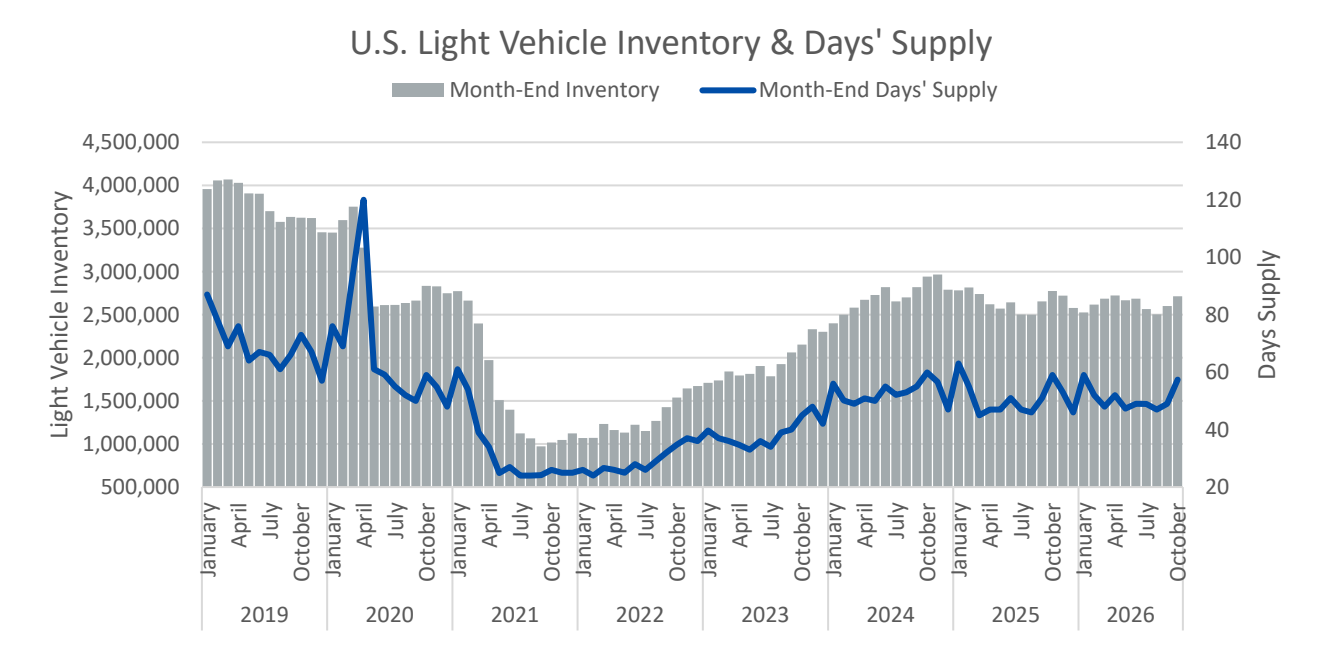
U.S. Light vehicle production for September was down 3 percent month-over-month, totaling 877,720 vehicles (98,221 cars; 779,499 light trucks), year-over-year, production is down 3.1 percent from 2025.[22]





U.S. Light Vehicle Inventory and Days' Supply (Updated 11/10)

Omdia Inventory Update (11/10):[23] "October inventories rose 4.3% month-over-month to 2.714 million units, marking the seventh consecutive monthly increase. Although inventory was 2.2% lower than last October's 2.775 million units, weaker sales pushed days' supply up to 57 days. That was just below last year's 58 days but eight days higher than September's 49, indicating shipments were outpacing demand. Higher inventory heading into November could once again lead to softer pricing and higher incentives."



Global Meter

Global Light Vehicle Sales (Updated 11/10)

Omdia[24]: "Global sales of light vehicles and medium- and heavy-duty trucks increased year over year for the seventh consecutive month in September, rising 1.0% to 8.956 million units. Month over month, sales rose 12.6% from August's 7.954 million units.

"Regional results were mixed. South America, Europe, and North America recorded year-over-year growth in September, with sales rising 11.4%, 5.4%, and 4.6%, respectively. Asia-Pacific, by contrast, declined 2.7%.

"North America sales rose 4.6% year over year to 1.667 million units in September, with solid results across all three major markets. Sales in Mexico increased 8.5%, while the US and Canada posted gains of 4.4% and 2.3%, respectively.

"Calendar year-to-date sales in North America totaled 15.040 million units through September, down 1.3% from the same period last year. Mexico's 6.3% year-to-date gain was again not enough to offset declines in Canada, where sales were down 0.8%, and in the US, where they fell 2.0%.

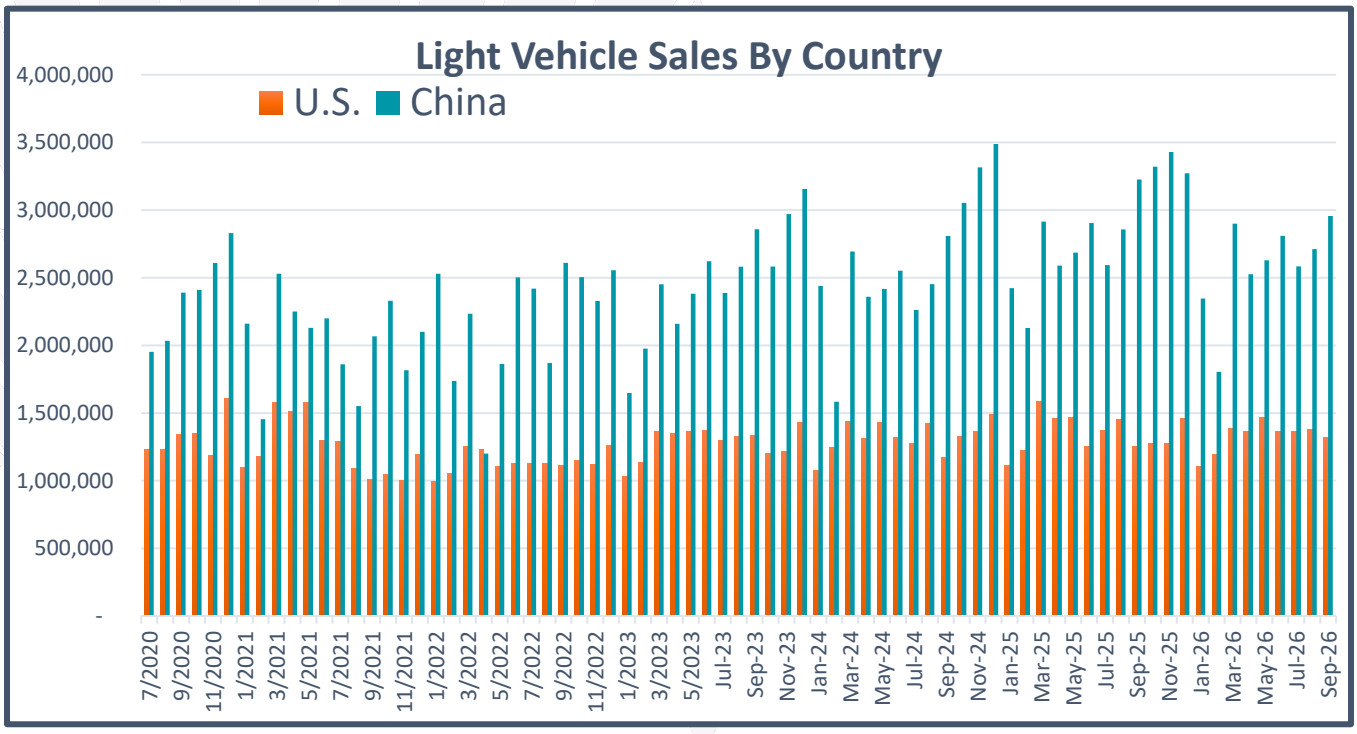
"In Europe, September sales rose 5.4% year over year, adding 91,000 units from a year earlier. Sales also jumped 618,000 units from August, a 52.7% month-over-month increase. Year-to-date sales were up 4.3% at 14.058 million units.

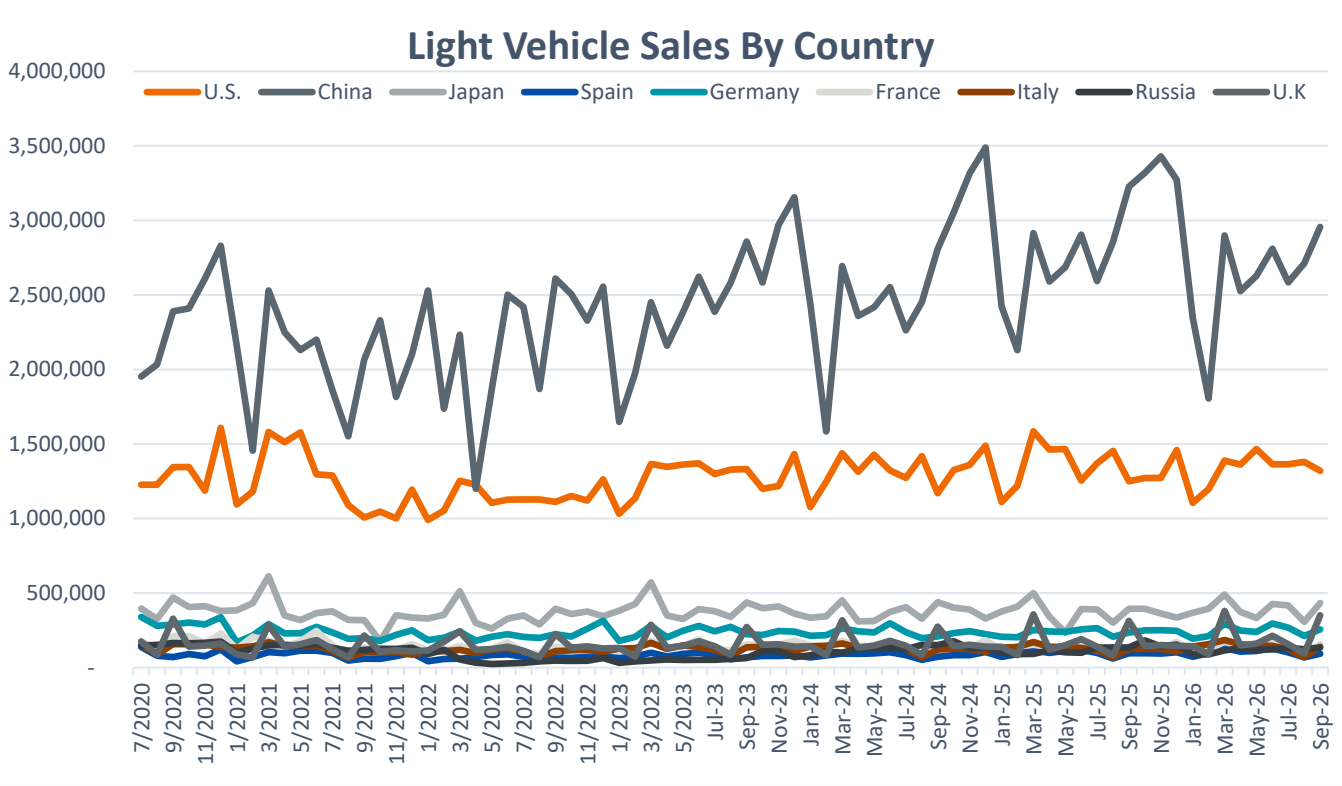
"Asia-Pacific sales fell to 4.601 million units in September, down 2.7% year over year. A decline in China outweighed gains elsewhere in the region, particularly in India.

"In China, September sales fell 8.1% year over year to 3.009 million units, although they were up 9.0% from August. September marked the tenth straight month of year-over-year declines. Year-to-date sales were down 4.5%, and China's share of global sales slipped to 33.6%, down 3.3 percentage points from a year earlier.

"Exports are becoming a central growth driver for some Chinese automakers as domestic demand remains weak. High fuel prices continued to weigh on internal-combustion vehicle sales in September, while dealers grew more cautious about ordering new stock. Overseas shipments helped support wholesale volumes and profitability and now account for more than half of total sales at a growing number of manufacturers.

"Even with that export support, pressure on manufacturing capacity persisted. China's automotive manufacturing capacity utilization dropped to a 10-quarter low of 66.2% in the third quarter of 2026, according to the National Bureau of Statistics. That was down from 73.3% a year earlier and below the broader industrial average of 73.1%."





Global Light Vehicle Production (Updated 10/28)

Mobility Global (formerly S&P Global Mobility) Forecast (10/28)[25]: "As we enter the fourth quarter of 2026, the global auto industry continues to balance the ongoing effects of the Iran conflict and a still challenged Chinese domestic market offset by resilient vehicle sales in other key markets. The situation in the Middle East remains highly uncertain as higher oil prices contribute to inflation pressures and possible macro contagion. Notwithstanding the situation in Iran, the ongoing weakness in China light vehicle demand continues to further influence the sales and production forecast in the near-term. Even so, while Chinese vehicle sales remain under pressure, the negative impacts to production are at least partially mitigated by a strong export environment as Chinese manufacturers target other markets and in some cases are bolstering overall market volumes in key growth and/or emerging markets with attractively priced and well contented offerings. The October forecast update reflects a mix of mostly modest upward revisions offset somewhat by reductions for Greater China in the extreme near-term to reflect the aforementioned persistent domestic demand weakness and a rather small reduction for North America on inventory alignment and downtime adjustments. The more noteworthy regional adjustments with the latest forecast update are detailed below:

"Europe: The outlook for Europe light vehicle production was increased by 40,000 units and by 68,000 units for 2026 and 2027, respectively (and reduced by 42,000 units for 2028). European production continues to outperform in 2026 with the forecast upgrade attributed to stronger actualized results as well as generally positive demand dynamics, notwithstanding a sizeable portion of the domestic demand improvement supported by Chinese imports. The major news in Europe is around the recent announcement of a quota on imported hybrid vehicles. It represents a defined import quota on all types of hybrids for the next four years (2027 to 2030). Our October forecast was set before this announcement, with this news presenting a level of

upside. Until we incorporate this development in our base case and potentially move 2027 to the positive, we forecast a 2% drop for production for the region next year, under heavy pressure of imports from China.

"Greater China: The outlook for Greater China light vehicle production was reduced by 89,000 units and increased by 258,000 units for 2026 and 2027, respectively (and reduced by 9,000 units for 2028). Mainland China's passenger vehicle market performance remained highly uneven in September with anemic domestic demand contrasting sharply with robust export activity. The CPCA reported that passenger vehicle production and wholesales reached 2.61 million and 2.57 million units, respectively, in September, down 9.6% and 9.3% year-on-year. The growing gap between production and domestic retail volumes remains one of the market's defining features. The large production-to-retail gap requires close monitoring as any slowdown in exports, delayed shipments or weaker dealer sell-through could quickly translate into higher channel and OEM inventories. As China's vehicle exports continued to expand rapidly, automakers face a more complex external environment, including overseas anti-subsidy investigations, tariff uncertainty, local-content requirements and stricter market entry rules. Near-term forecast revisions reflect persistent structural headwinds including ongoing demand challenges, overseas localization, regulatory tightening and potential supply-chain constraints. The production upgrade for 2027 is primarily related to lingering export strength, yet overall activity is still more subdued relative to the extremely strong results for 2026.

"Japan/Korea: The short-term production outlook for Japan was revised only modestly through the near-term relative to last month's forecast reflecting a measure of stability relative to prior adjustments. Overall, there were no major revisions from the last forecast through the intermediate-term forecast horizon. The long-term Japan production forecast was upgraded by around 120,000 units per year. There are three primary drivers supporting the upgrade: sourcing of the next Honda Civic hatchback for North America changed from the US to Japan, the Honda N-SUV was newly added and the successors of the Subaru WRX and Levorg were added to the forecast. South Korea production for 2026 was upgraded by 29,000 units compared to last month, driven by the recovery of losses incurred during the August wage negotiation strike at Hyundai Motor. As exports to the US remain robust despite concerns over tariffs and inflation, production volumes for 2027 and 2028 have been raised by 45,000 and 20,000 units, respectively.

"Middle East/Africa: The outlook for Middle East/Africa light vehicle production was reduced by 1,000 units and by 32,000 units for 2026 and 2027, respectively (and reduced by 31,000 units for 2028). Output for Middle East/Africa was only slightly revised for 2026. The downward revisions for 2027 were due primarily to a reduced outlook for Renault in Morocco and Pars Motor in Iran.

"North America: The outlook for North America light vehicle production was reduced by 41,000 units and by 69,000 units for 2026 and 2027, respectively (and reduced by 141,000 units for 2028). The outlook for North American light vehicle production in the extreme near term was reduced by 0.3% totaling 14.99 million units as inventory levels for the Detroit 3, in particular, grow amid fuel price inflation. A noteworthy adjustment in the near-term surrounds planned Ford downtime at the Dearborn Truck and Kansas City plants that produce the F-150 spanning between March and May 2027, presumably to begin retooling for the next generation trucks due in 2028. Despite losing five to six days of production at those same facilities in September owing to a supplier issue, Ford is expected to work to recover lost output in November and December 2026. This results in F-150 production being revised higher by around 9,000 units for the remainder of 2026 with production in 2027 being revised down by 28,000 units due to the aforementioned downtime. The outlook for 2027 was reduced by 0.5% totaling 15.10 million units to continue to adjust to maintain ideal inventory levels. The declines cascade into 2028 which was adjusted down by 0.9% totaling 15.28 million units as the build out of several programs are now planned to end earlier than previously forecast and several launches are delayed further.

"South America: The outlook for South America light vehicle production was increased by 36,000 units and by 40,000 units for 2026 and 2027, respectively (and increased by 18,000 units for 2028). In the near-term,

for 2026, the South American light vehicle production forecast was modestly upgraded particularly due to recent strength in Brazil production results. Further, production for the country benefits from an upgraded demand outlook for the balance of the year. Regional volumes for 2027-2028 have moved up +0.8% or 29,000 units on average each year. This aligns with the revised demand outlook for the region. The improvement was particularly concentrated in Brazil mirroring a similar uptick in demand. As with more recent updates, the focus is predominantly on Chinese models and generally aligns with the improved outlook for the manufacturers in the region.

"South Asia: The outlook for South Asia light vehicle production was increased by 126,000 units and by 94,000 units for 2026 and 2027, respectively (and increased by 90,000 units for 2028). ASEAN production increased 9.2% year-over-year in September and year-to-date is up 6.5% across the market. The September result reinforces the region's two-speed recovery. Indonesia, Malaysia and Vietnam all recorded double-digit monthly growth, more than offsetting lower output in Thailand and the Philippines. The ASEAN production outlook for 2026 was increased by 65,000 units relative to last month, primarily driven by stronger performance for Indonesia and, to a lesser extent, Vietnam and Malaysia. Indian subcontinent production remains robust supported by the Goods and Services Tax (GST) cut in India and continued momentum from new launches in India and Pakistan. Many automakers continue to offer encouraging forecasts of double-digit growth through the near term. Further, passenger vehicle inventory is estimated at around 43-45 days, suggesting there is scope to build inventories toward 60 days. As a result, production volumes for India have been increased by 61,000 units and by 85,000 units for 2026 and 2027, respectively."

Economy Meter

Roadway Travel (Updated 10/7)

According to the U.S. Department of Transportation, seasonally-adjusted vehicle miles traveled in August increased by 0.4 percent from the same time a year ago. The cumulative travel estimate for 2026 is 2,235.5 billion vehicle miles.[26]

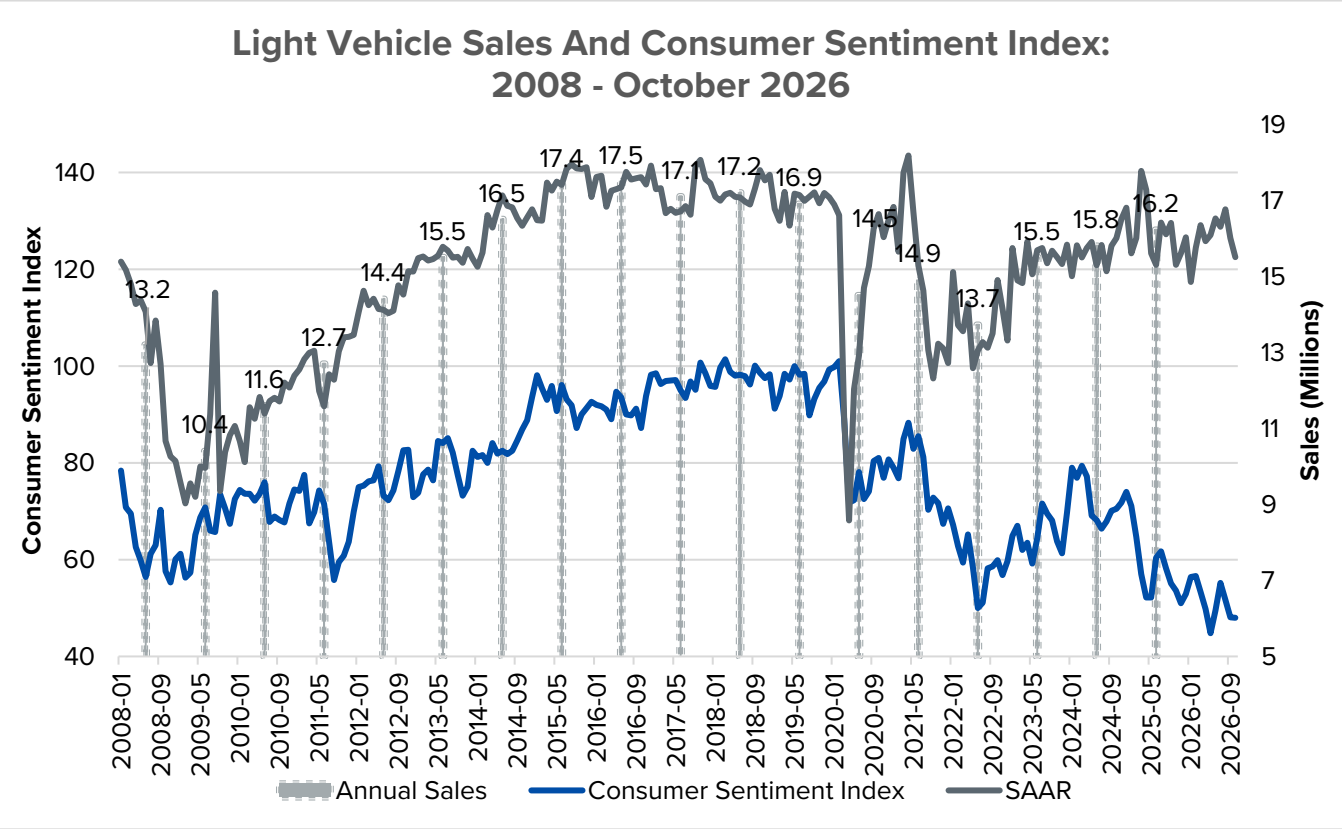
- Travel on all roads and streets changed by -0.6% (-1.8 billion vehicle miles) for August 2026 as compared with August 2025. Travel for the month is estimated to be 294.1 billion vehicle miles.
- The seasonally adjusted vehicle miles traveled for August 2026 is 278.7 billion miles, a +0.4% (1.1 billion vehicle miles) change over August 2025. It also represents a 0.2% change (0.5 billion vehicle miles) compared with July 2026.
- Cumulative Travel for 2026 changed by +0.5% (+11.8 billion vehicle miles). The cumulative estimate for the year is 2,235.5 billion vehicle miles of travel.

Consumer Confidence and Sales (Updated 11/10)

Surveys of Consumers Director Joanne Hsu[27]: "Consumer sentiment ticked up about 6% in the preliminary read. Modest improvements in multiple domains, including expected personal finances and business conditions, were concentrated primarily among independents. While sentiment lifted for lower- and middle-wealth consumers, it fell 5% for those with the largest stock portfolios in the wake of a relatively turbulent period in stock markets. Moreover, consumers' comments revealed growing anxiety over a possible AI bubble. AI worries, however, were dwarfed by cost of living concerns, which continue to be at the forefront of consumers' minds across the population. About 57% spontaneously mentioned that their living standards have been eroded by high prices, the highest seen since May and up from 46% in February, just prior to the

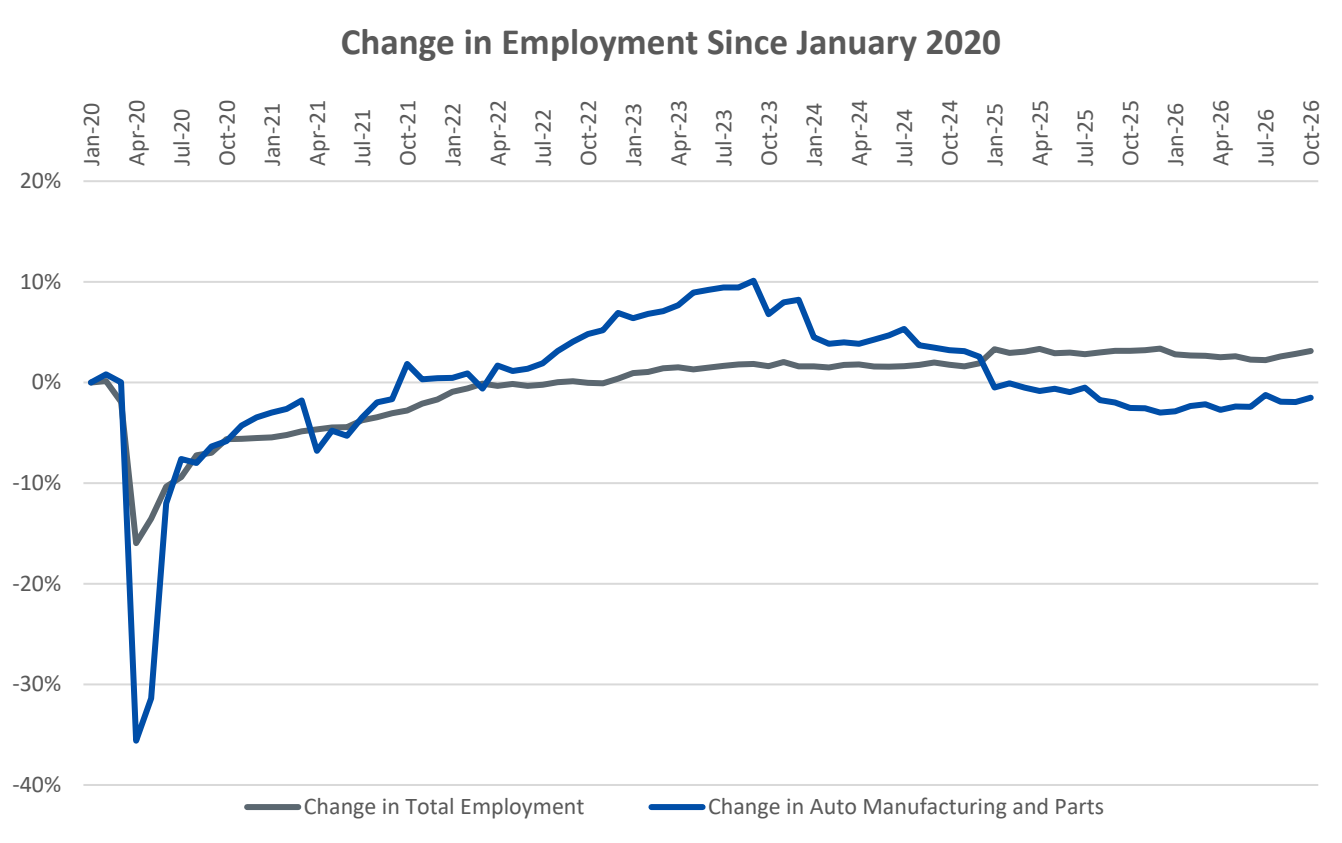
Iran conflict. Despite this month's improvement, sentiment is down 10% from February. Interviews for this release were conducted between October 20 and November 2. In the two months leading into the election, more than two-thirds of consumers expected Democrats to win the House, and over half anticipated the same for the Senate (see the October 30th special report on election expectations).

"Year-ahead inflation expectations declined from 4.7% last month to 4.3% this month. Although the current reading is the lowest since August, it remains substantially above the 3.4% seen in February before the Iran conflict began, along with all 2024 readings. Long-run inflation expectations inched down from 3.5% in October to 3.4%, notably higher than their 2024 range of 2.8% to 3.2%."



Employment (Updated 11/10)

Motor Vehicle And Parts Manufacturing Gained 4,100 Jobs in October.



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