

Safe Harbor

In the presentation that follows and in related comments by General Motors management, our use of the words “expect”, “anticipate”, “estimate”, “forecast”, “objective”, “plan”, “goal”, “project”, “outlook”, “priorities/targets” and similar expressions is intended to identify forward looking statements.

While these statements represent our current judgment on what the future may hold, and we believe these judgments are reasonable, actual results may differ materially due to numerous important factors that are described in GM's most recent report on SEC Form 10-K which may be revised or supplemented in subsequent reports on SEC Forms 10-Q and 8-K. Such factors include, among others, the following: changes in economic conditions, currency exchange rates or political stability; shortages of and price increases for fuel, labor strikes or work stoppages; health care costs; market acceptance of the corporation's new products; pace of product introductions; significant changes in the competitive environment; changes in laws, regulations and tax rates; and, the ability of the corporation to achieve reductions in cost and employment levels to realize production efficiencies and implement capital expenditures at levels and times planned by management.



Large Truck Update

Paul Ballew

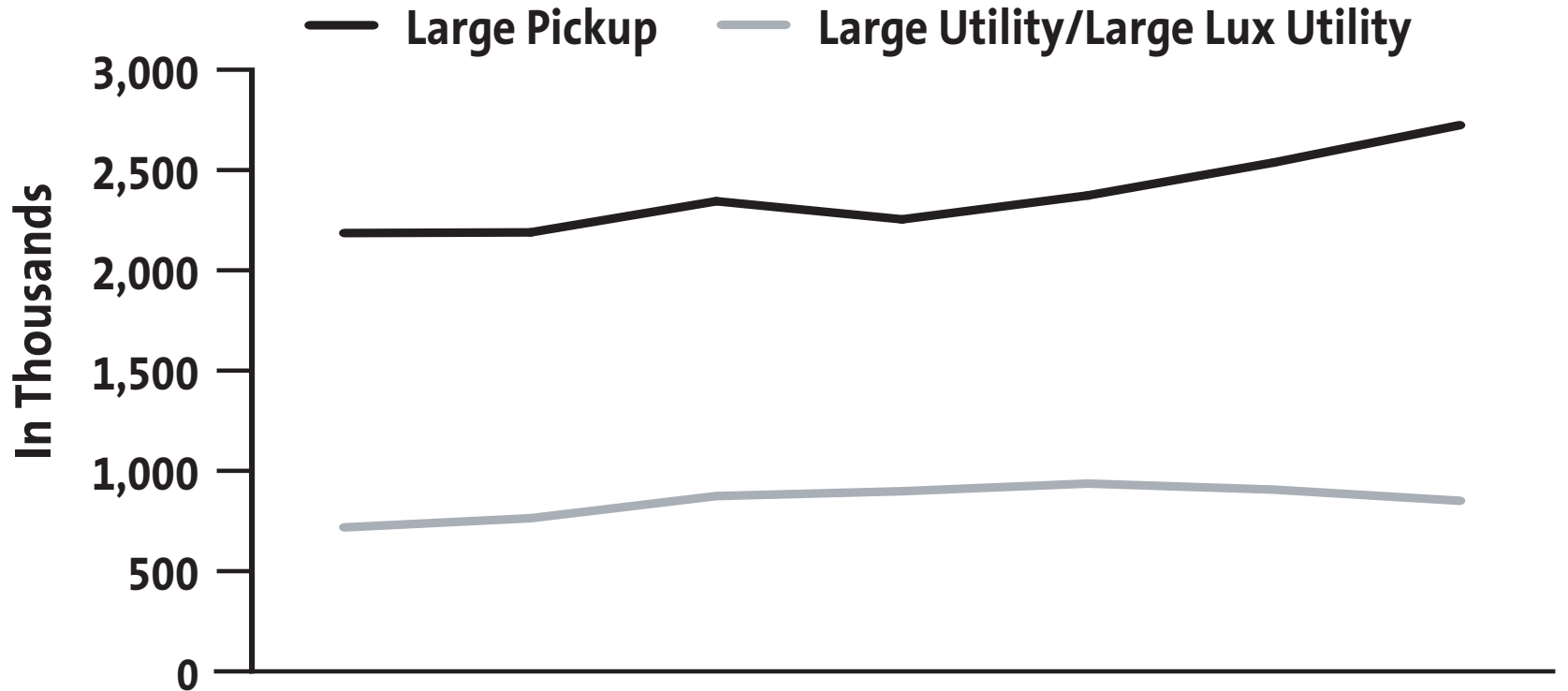
Executive Director

Global Market and Industry Analysis

Large Truck Market Remains an Important Key to U.S. Sales Strategy

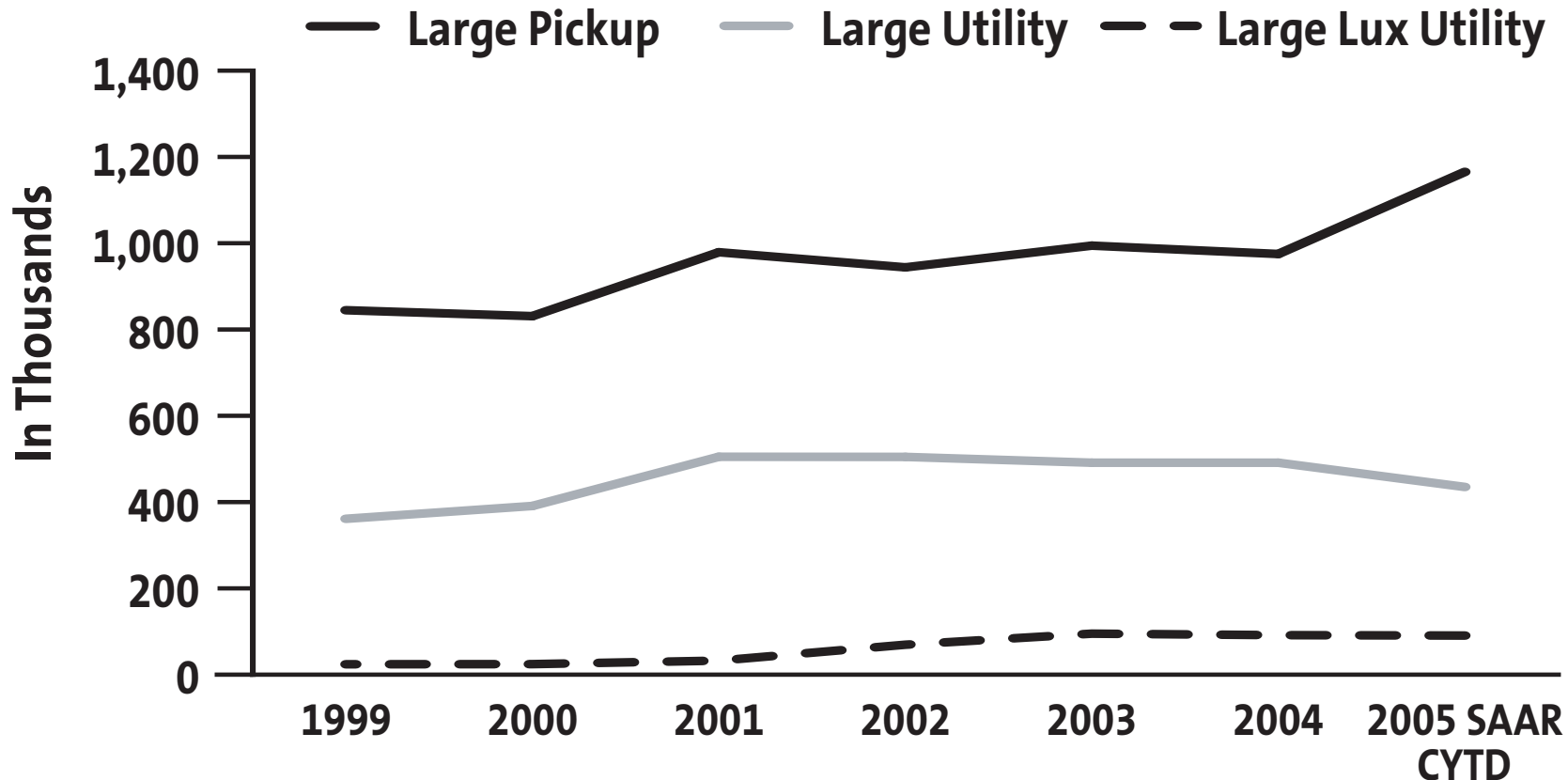
- 3.4 million unit market – with sub-segments still expanding
- Still very profitable despite competitive and market pressures (due in part to richening mix)
- GM leadership is at the center of our U.S. market strategy
 - Profitability
 - Image
 - Ability to reach new customers

Large Pickup and Large Utility Industry



	1999	2000	2001	2002	2003	2004	2005 SAAR CYTD
Large Pickup	2,186	2,189	2,344	2,254	2,373	2,537	2,723
Lge Ute/Lge Lux	718	764	874	898	937	906	851

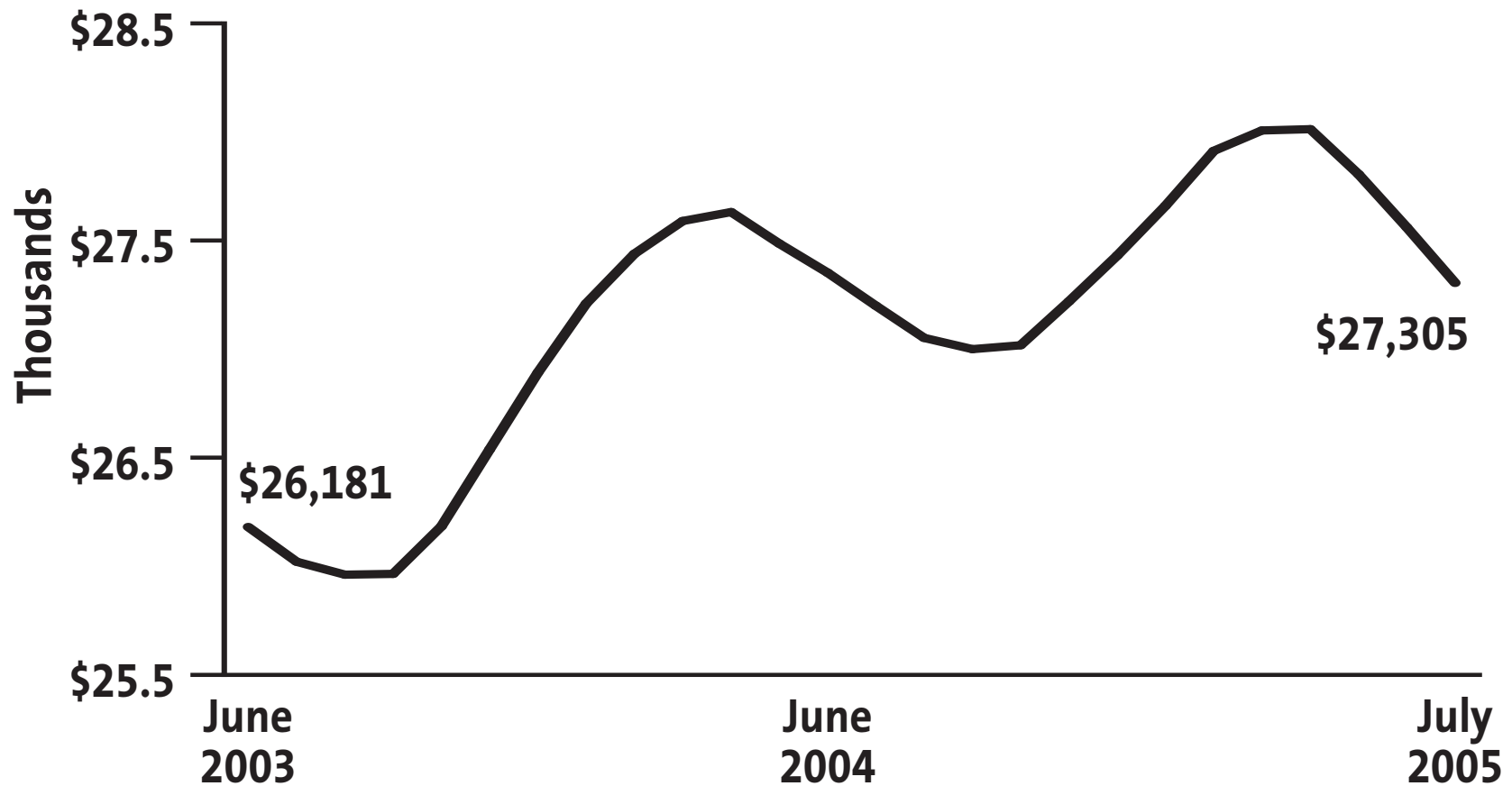
GM Large Pickup and Large Utility Sales



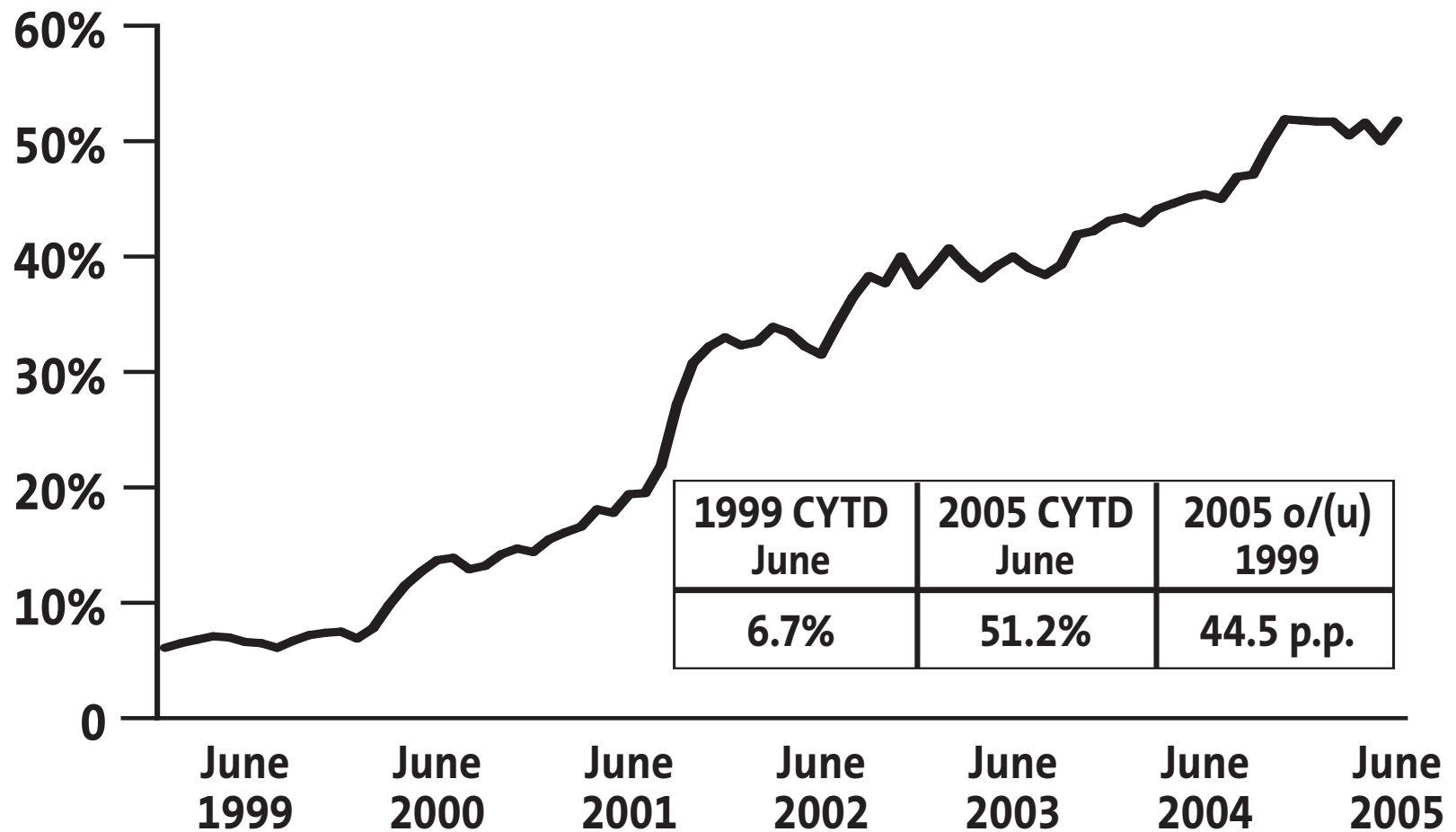
	1999	2000	2001	2002	2003	2004	2005 SAAR CYTD
Large Pickup	845	831	979	944	974	975	1,165
Large Utility	361	391	505	505	491	458	435
Large Lux Utility	24	24	33	69	95	92	91

Large Pickup ATPs

6 Month Moving Average



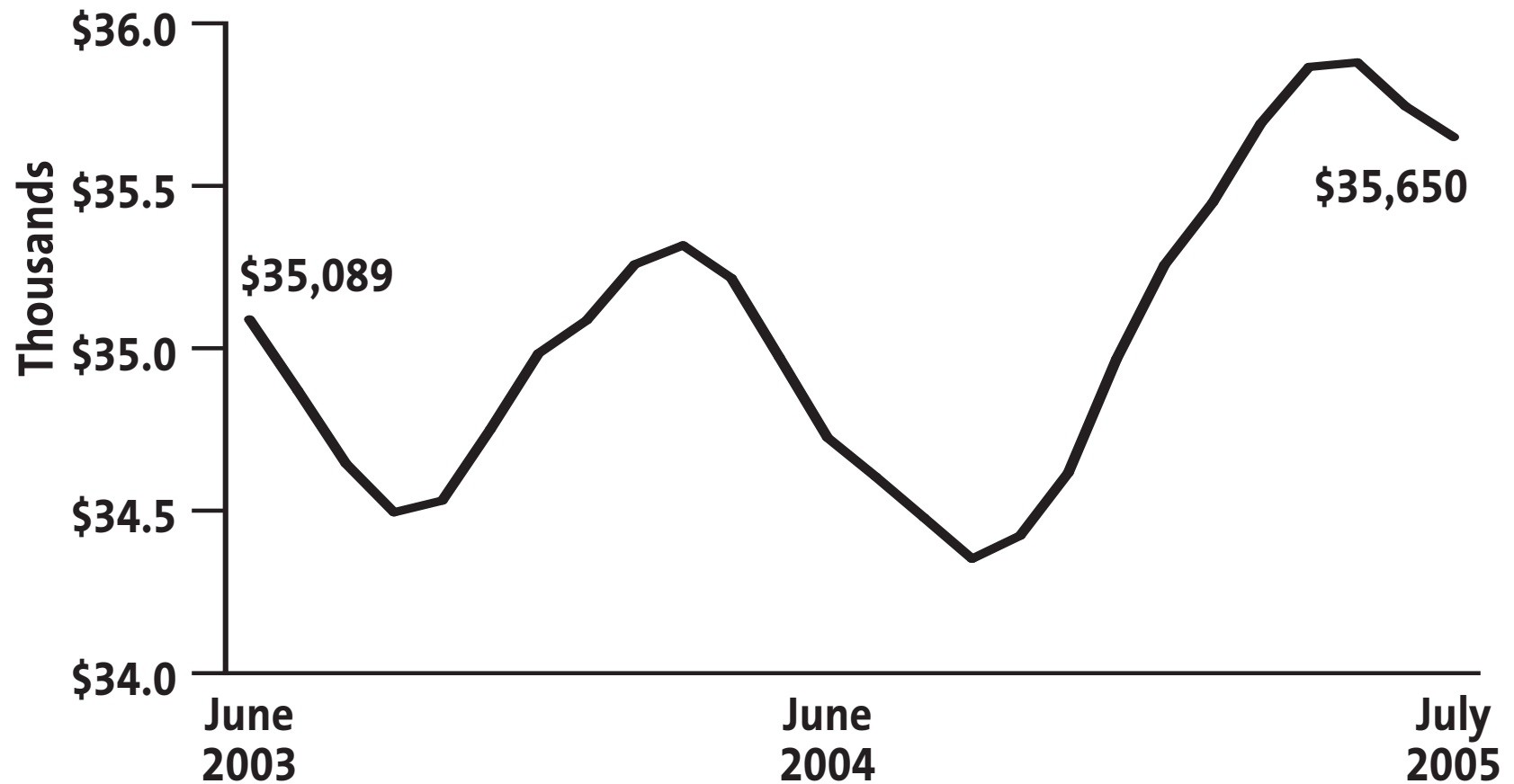
Industry Large Pickup Crew Cab Penetration



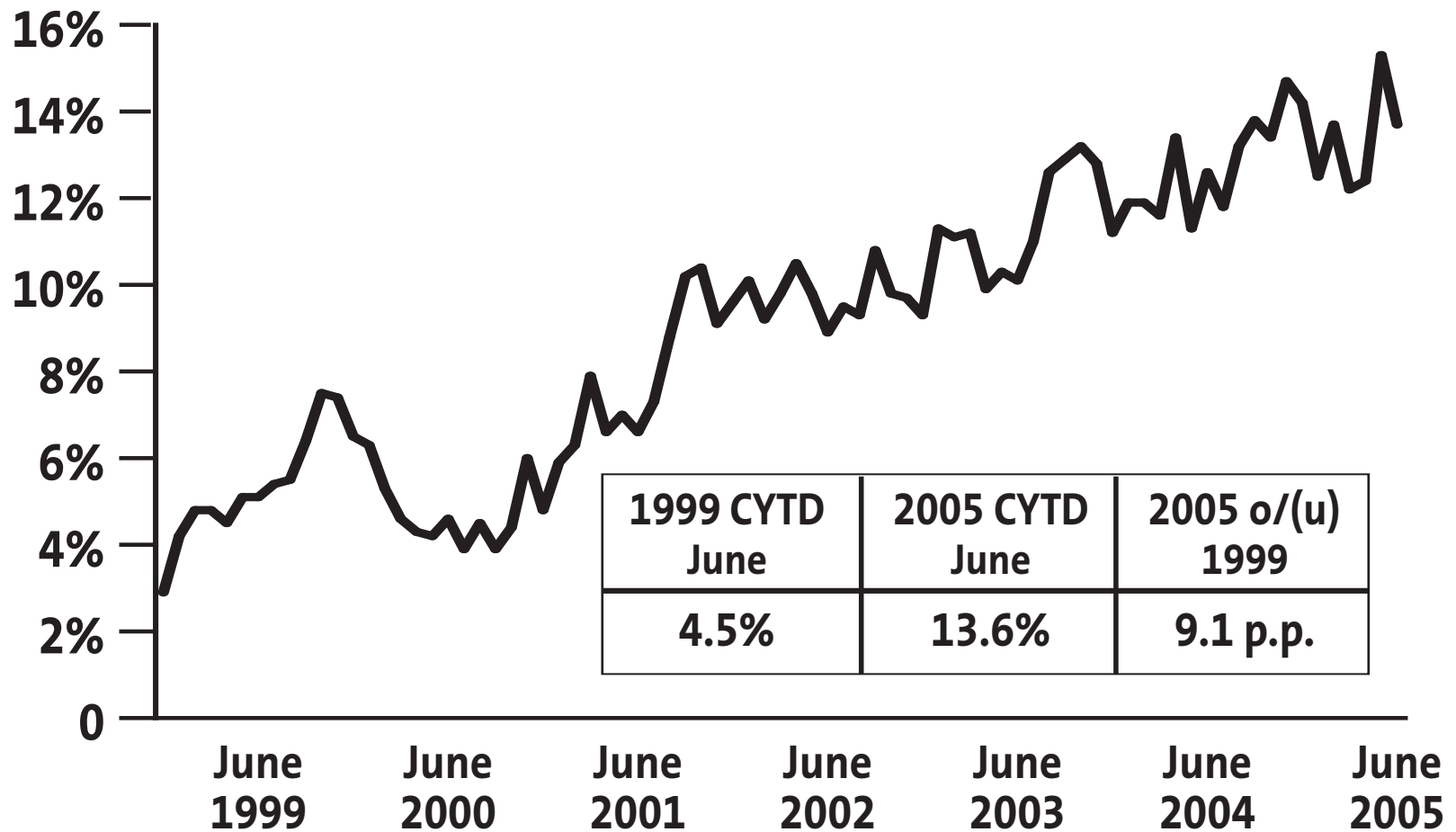
Source: GMIA, R.L. Polk Registrations

Large Utility ATPs

6 Month Moving Average



Escalade/Denali as a Percent of Large and Large Luxury Utilities



Source: GMIA, R.L. Polk Registrations

Expectations for Large Utility Market Are More Cautious

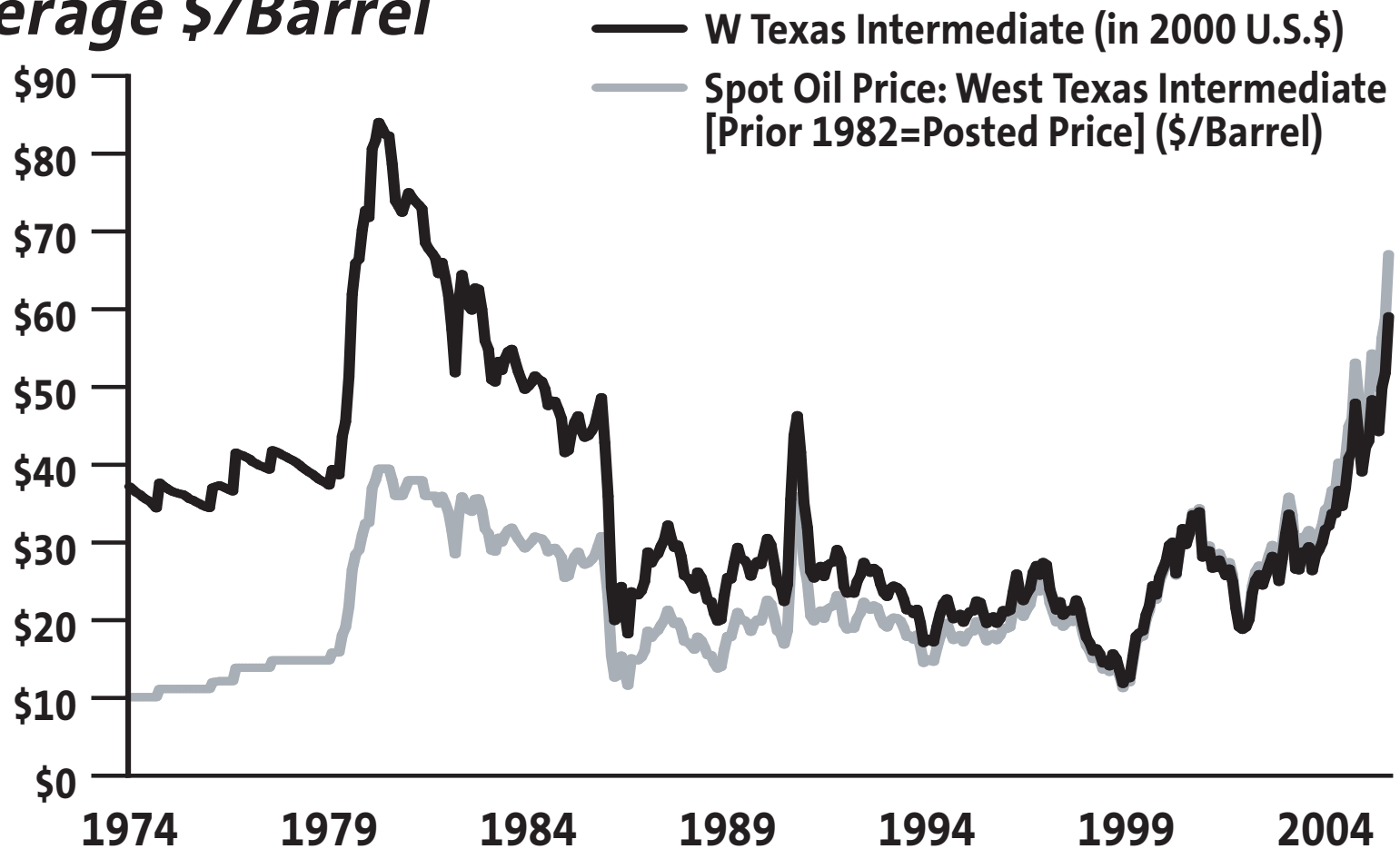
- Not anticipating market will reach previous peaks, even with the launch of the next generation
- Portions of the market have declined significantly and will remain under pressure due to competitive alternatives and operating costs/image

However –

- GM remains well positioned to dominate the market even at reduced volumes
- Segment mix continues to richen and this is an important offset
- Manufacturing flexibility is being added to provide a hedge

West Texas Intermediate Oil – United States

Average \$/Barrel



Large Truck – Market Outlook

- A number of changes in the last few years have resulted in a more challenging environment:
 - Competition
 - Age of portfolio
 - Gas prices
 - Development of utility alternatives
- Our strategy is to address these and others:
 - Best in class product – including fuel economy
 - Manufacturing flexibility
 - Removal of operating limits on diesels, crew cabs, etc.
- Still an important and healthy category to be #1 in and we need to leverage our strengths as we introduce the next generation