

# ***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.



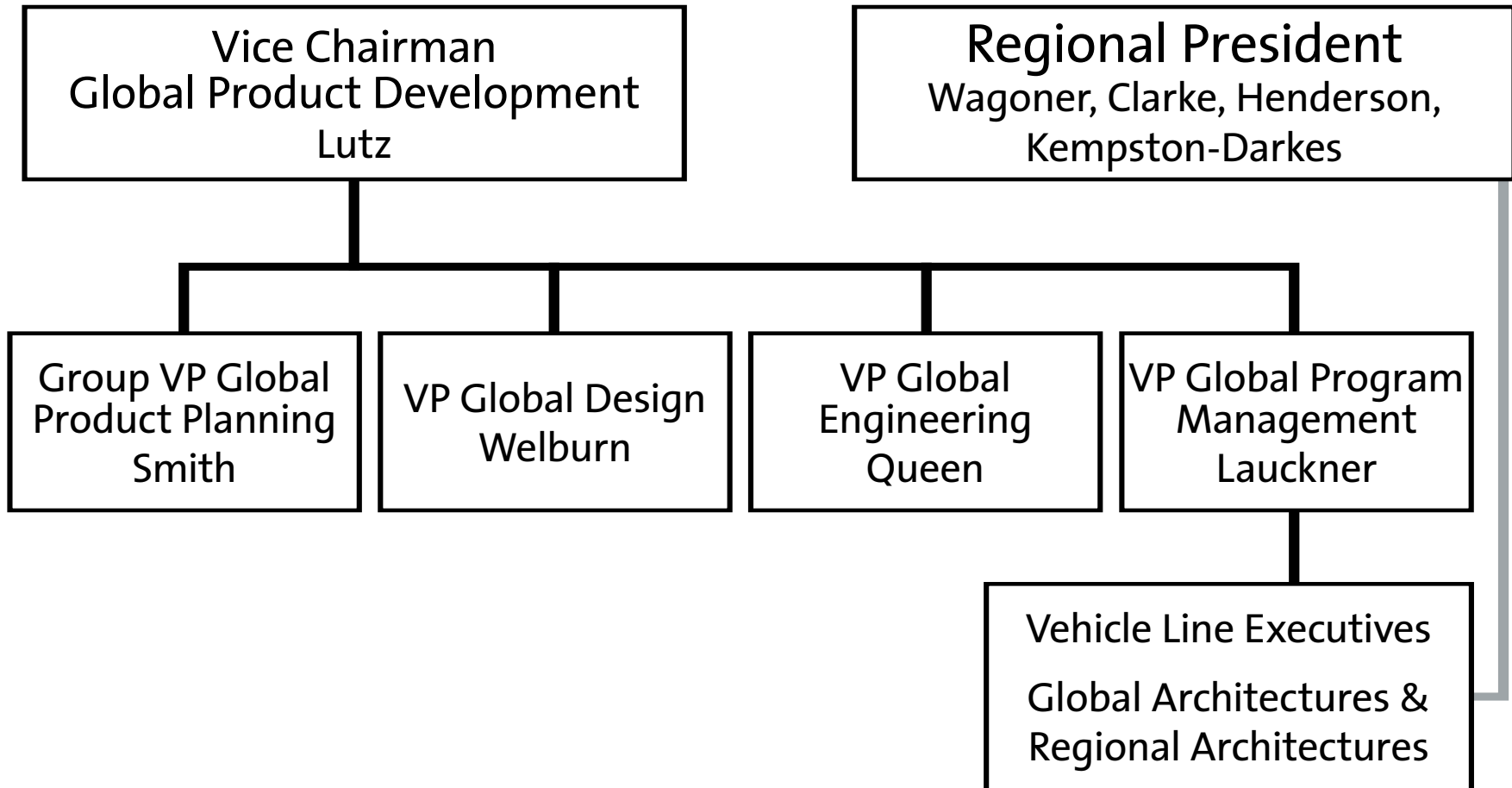
# Global Product Development Update

**Jon Lauckner**

*Vice President*

*Global Program Management*

# ***Global Approach to Product Development***



## ***Concepts Drive Global Product Development***

<b>Concept</b>	<b>Benefit</b>
Global Portfolio	<ul style="list-style-type: none"><li>■ Improved efficiencies</li><li>■ Generate global solutions</li><li>■ Leverage globally</li></ul>
Global Architectures	<ul style="list-style-type: none"><li>■ Plug and play solutions</li><li>■ Better economies of scale</li><li>■ Bill of Material re-use</li></ul>
Manufacturing Flexibility	<ul style="list-style-type: none"><li>■ Global Bill of Process</li><li>■ Common tooling concepts</li><li>■ Leverage global footprint</li></ul>

# ***Global Product Planning***

- Focus on biggest, fastest growing, most profitable markets
- Leverage converged architectures, “Look Share” potentials across regions
- Reconfigure Planning organization from “Regional” to “Global Segment” to maximize common solutions
- Increased emphasis on advanced concepts
- “Fewer, better, faster” entries

# *Global Design*

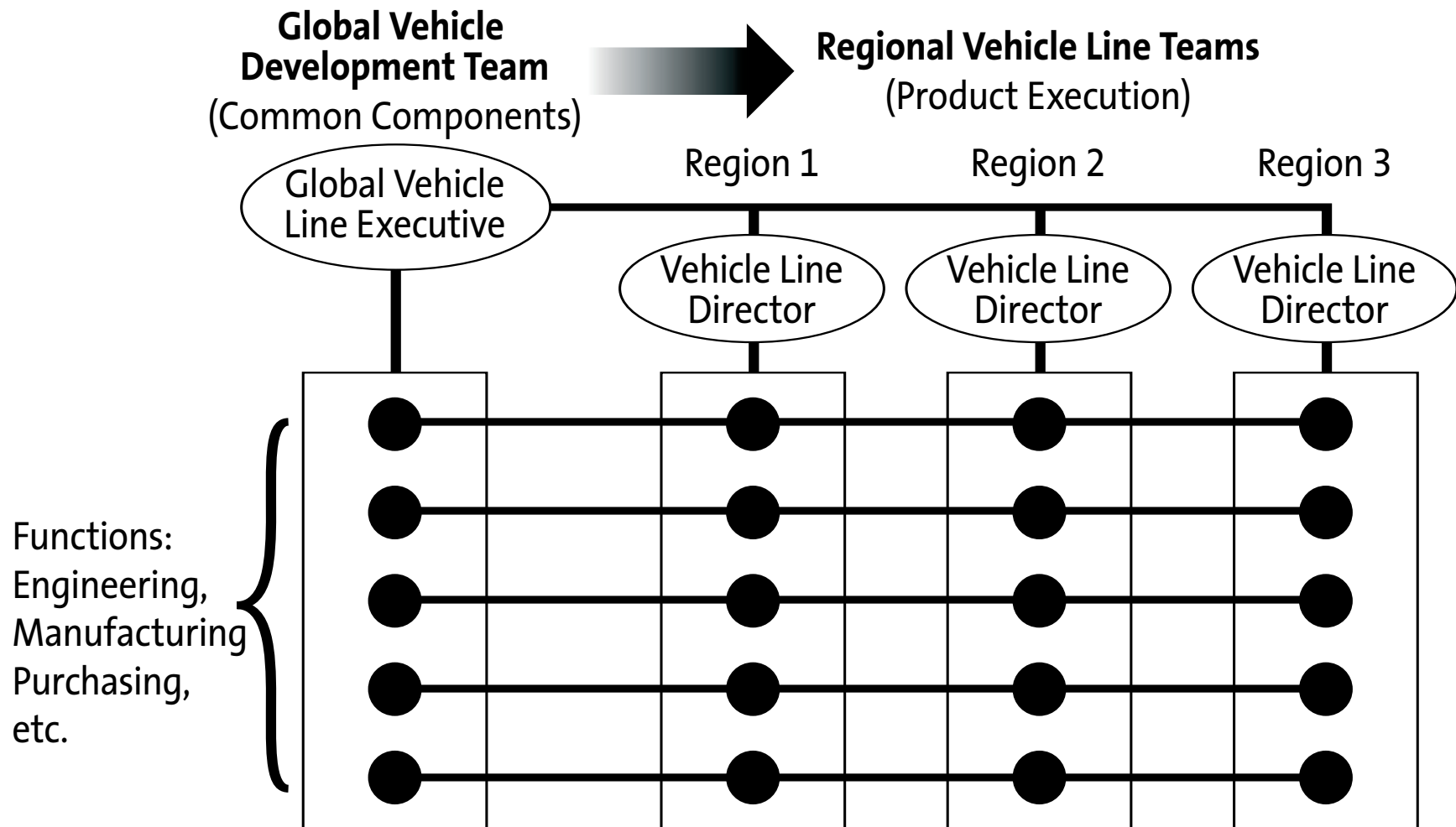


# ***Global Engineering***

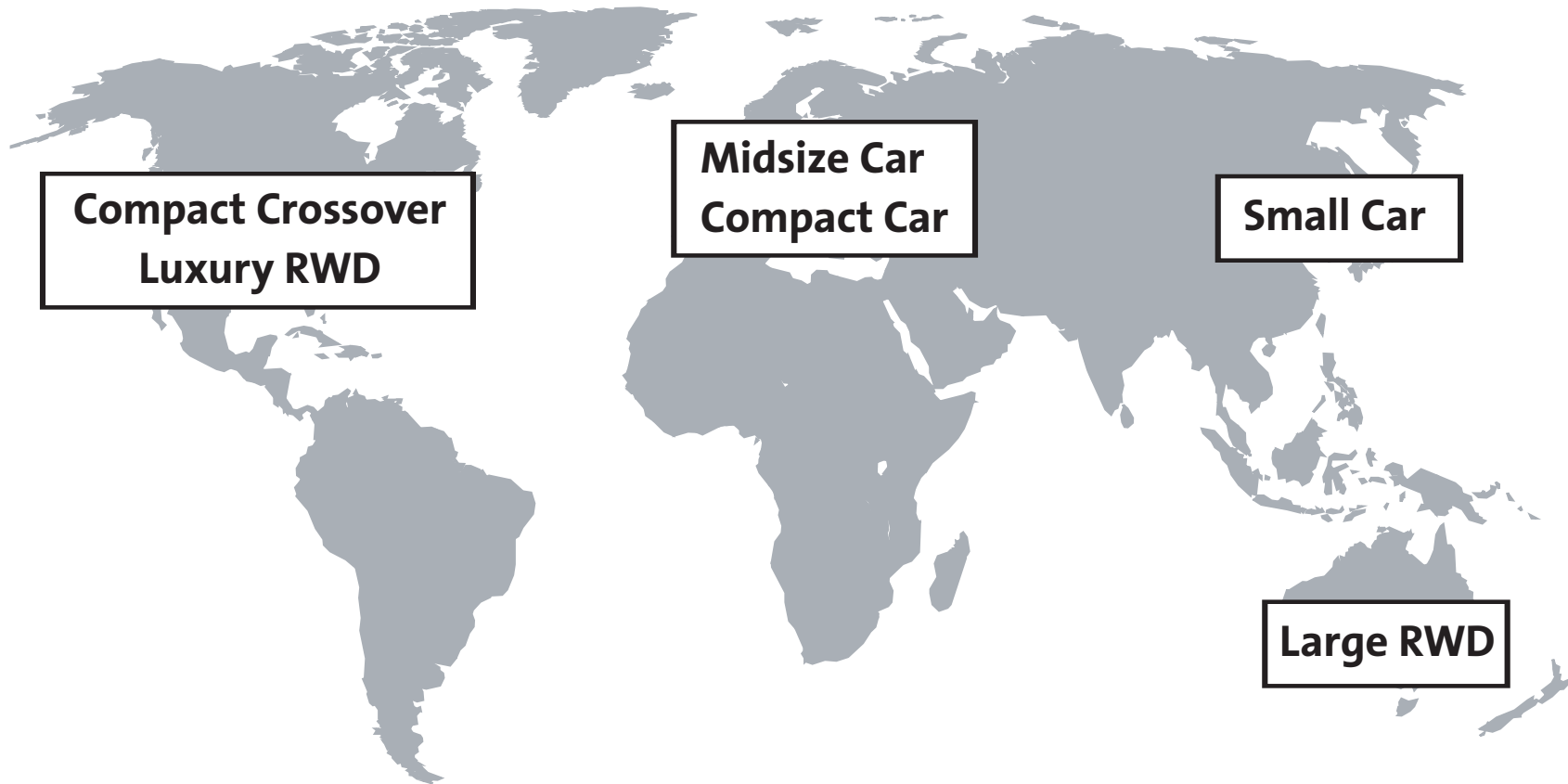
## ***One Regional Engineering Center Takes Global Responsibility for an Architecture***

- Led by Global Vehicle Chief Engineer
- Engineering Center staff supplemented with subject matter experts from around the globe
- Responsible for developing architecture, lead vehicle, and bandwidth of derivatives
- High leverage of globally common components
- Worksharing between global engineering enterprise

# Global Program Management Global Vehicle Development Team Structure



# *Global Vehicle Development Teams*



# ***Expected Business Results***

- Reduction in vehicle architecture count by 50%
- Better economies of scale in component sourcing
  - Global footprint
- Engineering and manufacturing costs per entry reduced
- Global architectures will drive better execution
  - Faster to market
  - Higher quality
- Great products at low cost with manufacturing flexibility