





Automotive Report Code: NA LVPF

North American Light Vehicle Production Forecast

Monthly Commentary | April 2025

Published Date: 30 April 2025

Key Economic Indicators



		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
United States	GDP Growth	2.5%	2.9%	2.8%	1.2%	1.6%	2.6%	2.6%	2.4%	2.2%	2.0%	1.9%
	Consumer Spending Growth	3.0%	2.5%	2.8%	1.5%	1.6%	2.5%	2.3%	2.2%	2.1%	2.1%	2.0%
	Short-term Interest Rate	2.4%	5.4%	5.3%	4.3%	3.2%	3.0%	3.2%	3.2%	3.2%	3.2%	3.2%
	Unemployment Level	3.6%	3.6%	4.0%	4.4%	4.6%	4.1%	3.9%	4.0%	4.0%	4.1%	4.1%
Canada	GDP Growth	4.2%	1.5%	1.5%	0.7%	-0.2%	3.2%	1.9%	2.1%	2.1%	2.0%	1.9%
	Consumer Spending Growth	5.5%	1.9%	2.4%	1.8%	0.1%	2.1%	2.4%	2.4%	2.4%	2.4%	2.4%
Mexico	GDP Growth	3.7%	3.3%	1.2%	0.0%	2.0%	2.4%	2.3%	1.8%	1.7%	1.7%	1.7%
	Consumer Spending Growth	4.8%	4.2%	2.7%	-0.7%	1.6%	2.0%	2.0%	1.9%	1.8%	1.7%	1.7%

North American Economic Analysis

Forecast Changes

US: OE has cut its 2025 GDP growth forecast to 1.2%, from 2.0% last month. The 2026 outlook has also been reduced from 2.6% to 1.6%, mainly due to the impact of tariffs.

Canada: OE has lowered its 2025 GDP forecast to 0.7%, from 1.1% previously. Meanwhile, the outlook for 2026 now stands at -0.2%, compared to 0.0% a month ago.

Mexico: The GDP forecast for 2025 has been reduced to 0.0%, from 0.7% previously, while the 2026 outlook has been cut to 2.0%, from 2.2%.

Current Situation

Over the last month, US policy regarding trade and tariffs has remained at the top of the agenda, and the outlook continues to be highly uncertain, with the potential for changes to occur at any moment. As the Trump administration has appeared increasingly serious in terms of implementing tariffs on a range of countries and industries, the stock market has seen a great deal of volatility, and consumer sentiment appears to be suffering. For now, OE does not expect the US to fall into recession, but it qualifies that view by noting that any additional shocks could easily lead to such an outcome. OE assumes an effective tariff rate of 10% on most countries, but a higher rate of around 13% on Canada and 15% on Mexico, while tariffs on China are assumed to be at or above 100%. While negotiations with many countries over reciprocal tariffs are ongoing, there is a 10% baseline tariff on all imports in place, except for China, for which the current tariff rate is 145%. In addition, the automotive industry is set to be particularly badly hit by specific tariffs of 25% on finished imported vehicles and upcoming additional tariffs on automotive parts. In many ways, the full impact of tariffs on the US economy is yet to be seen. GDP grew by 2.4% on an annualized QoQ basis in Q4 2024, while inflation is relatively low by recent standards, and unemployment remains in check. In March 2025, inflation stood at 2.4% YoY, the lowest since September 2024, and CPI decreased by 0.1% on a MoM basis - the first decline since May 2020. Drops in gasoline prices and slower increases in prices for shelter helped to keep inflation lower in March.

North American Economic Analysis, continued

Current Situation, continued

As expected, the Federal Reserve kept interest rates unchanged at its March meeting, with rates standing at 4.25-4.5%. However, the Fed is now in something of a bind. President Trump has applied pressure to Chairman Jerome Powell to lower interest rates, but this means that any rate cuts in the short term could create the appearance of the Fed caving to political interference. OE expects only one 25 bps reduction to take place in 2025, which is projected to occur in the later months of the year, as the Fed will likely decide to wait to see what effects tariffs start to have on the economy before making adjustments to monetary policy. In addition, if tariffs stoke higher inflation, this could make it more difficult for the Fed to reduce rates.

Labor market data has been mixed over recent months. In March, the US economy added an estimated 228k jobs. However, the February result was revised down by 34k jobs, with a relatively weak 117k jobs being added. The unemployment rate was 4.2% in March, up by 0.1 pp from the February result.

Over the past month, there has been some improvement in the US-Canada tariff outlook, due to the announcement that goods compliant with the United States-Mexico-Canada Agreement (USMCA) will be exempt, apart from steel, aluminum, and the non-US content in automotive parts. Canada has applied counter-tariffs on C\$95 billion (\$68.7 billion) of US goods, which is lower than OE's previous assumption that the retaliation would be applied to C\$155 billion (\$112 billion) of US imports. However, this does not mean that the outlook for the Canadian economy is brighter overall. The indirect effects of the wider global trade war that appears to be unfolding will have a negative impact on the country's economy, as there will be less demand for Canada's exports, while a decline in the population due to changing immigration policies will also be a headwind to growth. The federal election took place on April 28, 2025, with the Liberal Party remaining in power under its new leader, Mark Carney. On the surface, this could mean a greater degree of policy continuity than would have been the case under a Conservative government, but significant challenges will nonetheless emerge as the economy likely heads into a recession.

Mexico has taken a notably different approach to US tariffs, as compared to Canada. Instead of adopting retaliatory measures, the government has instead tried to appease the US administration in the hope of securing a better deal in the longer term. So far, it is unclear whether this approach will be successful, given that the US has sought to maintain pressure on Mexico regardless. Still, the lack of retaliatory tariffs likely means that inflation will not rise, with OE expecting CPI to remain broadly flat this year, at around 3.7% YoY, before falling to around 3.5% in 2026. On the other hand, demand for Mexican manufactured goods, along with tourism and investment, is likely to suffer as a result of lower consumer spending power both in Mexico and the US.

Medium- and Long-Term Outlook

In the US, OE estimates that long-term potential output growth for the economy will settle at around 1.9% by 2030, based on fundamentals including steady growth in labor supply in the near term, before participation moderates in the medium to long term. Though uncertainty will cloud the near-term outlook, growth in the potential output of the economy is set to remain on a robust, albeit slowing, path over the coming decades. Near-term immigration restrictions from the Trump administration will slow inward migration, but OE is under the impression that a rebound could occur following his time in office.

Canada's potential output growth averaged 2.5% in the 1990s and 2000s but slowed considerably in the decade following the global financial crisis, largely due to weak productivity growth and slower growth in human capital. More recently, the surge in immigration following the pandemic has underpinned strong potential output growth despite persistently weak business investment and lackluster productivity. Private business investment will improve only gradually due to the US-Canada trade war and resulting uncertainty has led OE to downgrade its private business investment forecast and the contribution of the capital stock to potential output growth.

Mexico's growth has underperformed regional peers over the last three decades even with the support of free trade deals with the US and Canada, which opened the economy to foreign trade and investment. GDP growth averaged 2.4% from 1990 to 2019. The outlook for average growth over the following two decades points to a downward trend and below the pre-pandemic average, at around 1.7%.



North American Light Vehicle Sales

North American Light Vehicle Sales Analysis

Forecast Changes

We have made substantial changes to our LV sales forecasts over the past month, as we have digested the potential impact of the US tariffs on the markets within the region. In the US, we have cut our 2025 forecast to 14.9 mn units, from 16.1 mn units previously. In Canada, we have reduced the outlook to 1.65 mn units, from 1.81 mn units, and the Mexican forecast has been lowered to 1.46 mn units, from 1.55 mn units.

Current Situation

US LV sales grew by 11.2% YoY in March, to 1.61 mn units. With one fewer selling day than in March 2024, volumes increased by 15.5% YoY on a selling day-adjusted basis. The daily selling rate was 62k units/day during the month, up from 51.1k units/day in February. In addition, the annualized selling rate rose to 17.8 mn units/year, up from 16.3 mn units/year seen in the previous month. While this represented the strongest selling rate since April 2021, there was a clear pull-forward effect in March, as consumers sought to make purchases before tariffs cause prices to rise. The news over tariffs broke shortly before the quarter-ending weekend, providing ideal conditions for robust sales. The average transaction price was \$44,789 in March, down by \$316 MoM, but up by \$577 YoY. Incentives also declined to \$3,068, down from \$3,162 in February.

As consumers predict vehicle price rises owing to the impact of tariffs, some OEMs have been offering discounting or "employee pricing" for all buyers. This has created additional impetus for consumers to make a purchase now rather than later and will help to clear old inventory – although the degree to which this is deemed necessary will differ by brand. Overall, this approach is unsustainable and could lead to sharper price rises when vehicles imported after tariffs were implemented reach dealerships.

In Canada, sales were robust in March at 183k units, marking a YoY gain of 15.4%. The annualized selling rate reached 2.05 mn units/year, up from 1.97 mn units/year in February. Overall, Q1 was a strong quarter, with sales growing by 6.4% YoY and totaling 417k units - the highest for the period since 2018. In March, it appears that there may have been a somewhat similar effect as observed in the US, with sales being brought forward to avoid tariffs. Nonetheless, the Canadian market has been remarkably resilient over the past 12 months, despite affordability concerns from elevated pricing.

Mexican LV sales also continued to be robust in March, at 134k units (+6.8% YoY). The annualized selling rate eased slightly during the month but still remained strong at 1.63 mn units/year, down slightly from 1.66 mn units/year in February.

North American Light Vehicle Sales Analysis, continued

Medium- and Long-Term Outlook

Our reduction to the US forecast is based on the assumption that current tariffs will remain in place at their existing rates. While it is possible that there is a pull-back in the coming months and years, it currently appears that the automotive industry needs to be prepared for a prolonged period in which importing vehicles and automotive parts to the US will be significantly more expensive than was previously the case. We also assume that tariffs will remain in place indefinitely, although over time the impact on US sales should lessen as greater localization of production within the country occurs, and the market adjusts to the new reality. In the short term, this situation has been created by specific policy decisions by the Trump administration, and so a reversal of those policies could bring about a swift upgrade in the sales forecasts. However, over time, there is expected to be a wider economic fallout from the trade war, and it could therefore be more difficult for the market to recover rapidly under that scenario. After projected sales of 14.9 mn units in 2025, volumes could fall further to 14.5 mn units in 2026, given that tariffs will be in place for the full calendar year. The end goal of the tariff policy is not entirely clear, but it does seem that President Trump has a particular focus on increasing automotive manufacturing in the US. This could result in tariffs on the automotive industry remaining in place longer than those applied to other parts of the economy.

The Canadian LV market is highly exposed to US tariffs, with around 44% of the vehicles sold in the country in 2024 coming from the US. Therefore, although Canada initially responded with counter-tariffs on US-made vehicles, it was not surprising when it was announced that the tariffs would only apply to vehicles not compliant with USMCA and the non-Canadian and non-Mexican content of vehicles that do comply with USMCA. Calculating what this will mean in practice for vehicle pricing in Canada is extremely complex, particularly as data on the origins of components can be scarce. Still, it is clear that LV sales in the country are likely to slow substantially in the coming months, not necessarily from the tariffs themselves, but from the wider fallout of an economy expected to enter into a recession. As in the US, we project that sales could fall even further in 2026, to just under 1.6 mn units, before gradually recovering thereafter.

Mexico's exposure to the tariffs is almost entirely indirect. Only around 10% of vehicles sold in Mexico in 2024 were imported from the US, and the Mexican government has so far chosen not to impose retaliatory tariffs. Still, the country's economy is highly interlinked with the US, and so the expected recession will likely lead to lower LV sales in 2025 and 2026. However, given that OE forecasts only a shallow and brief recession in Mexico, we believe that sales could grow modestly in 2026, to 1.48 mn units. The Mexican LV market is still relatively buoyant, given that the all-time record high was only 1.61 mn units in 2016. With Chinese OEMs continuing to launch new brands and models into the market on a regular basis, consumers have a broad range of options from which to choose, and this should help support sales in the medium term despite the challenges.

Market Trends

Even though sales of BEVs and hybrids continue to expand, the rate of that growth has slowed recently, with a number of headwinds hindering further adoption. To some extent, the demand for such electrified vehicles has been boosted by government incentives at various levels in both the US and Canada. In addition, OEMs have often offered generous incentives for EVs, further lowering transaction prices. Hesitancy remains among some consumers due to concerns regarding infrastructure, cost, reliability and convenience. President Trump has indicated that his administration may seek to end EV tax credits and roll back emissions targets. Meanwhile, Canada's federal EV incentives are currently paused as funding has run out, and the status of the ZEV mandate – under which only BEVs and PHEVs could be sold by 2035 – is also unclear.

Shared Autonomous Vehicles (SAVs) are still expected to be a feature of the North American market by the mid-2030s, although research and development could be slowed by the trade war as companies seek to focus on the core aspects of their businesses. On the other hand, Elon Musk's close association with the Trump administration could lead to an easing in regulations on SAV technology and deployment.



North American Light Vehicle Production – Short-Term









North American Light Vehicle Production – Short-Term

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	2024	2025	2026	2027	2028	2029	2030	2031	2032
Current Forecast	15.35	14.59	14.31	14.82	15.21	15.82	16.04	16.29	16.39
Previous Forecast	15.35	15.35	15.67	15.95	16.13	16.49	16.50	16.49	16.30
F/C Change (Millions)	0.00	-0.76	-1.36	-1.12	-0.92	-0.67	-0.46	-0.20	0.09
F/C Change (%)	0.0%	-4.9%	-8.7%	-7.1%	-5.7%	-4.1%	-2.8%	-1.2%	0.5%

Current and Previous Monthly Light Vehicle Production Forecasts

Current and Previous Monthly Light Vehicle Production Forecasts

Year-on-year changes	2024	2025	2026	2027	2028	2029	2030	2031	2032
Current Forecast	-1.5%	-5.0%	-1.9%	3.6%	2.6%	4.0%	1.4%	1.5%	0.6%
Previous Forecast	-1.5%	0.0%	2.1%	1.8%	1.1%	2.3%	0.1%	-0.1%	-1.1%
Difference	0.0%	-4.9%	-4.0%	1.8%	1.5%	1.7%	1.4%	1.6%	1.8%

North American Light Vehicle Production – Short-Term Analysis **Forecast Changes**

At a press conference on March 26, 2025, President Trump announced the implementation through Executive Order of a 25% tariff on all vehicles imported into the US, including on USMCA trade partners, Canada and Mexico. The tariff is applicable to all LVs (Cars, SUVs, Pickups, Vans/MPVs) but excludes Medium and Heavy Duty Vehicles that fall outside of our LV forecasts. Notably, however, the Executive Order does include crucial automobile parts (engines, transmissions, powertrain parts, and certain electrical components) with the potential to extend the tariffs to additional parts if needed. The tariff on vehicles took effect on April 3, with the timing for those on vehicle parts yet to be determined but occurring no later than May 3.

Considering the tariffs and their potential effects on sales both within and beyond the region, as well as the significant risk of disruptions stemming from parts shortages, we have substantially reduced our North American LV production forecast for 2025. We now project output to reach 14.6 mn vehicles, reflecting a decrease of 4.9% (-757k units) from our previous forecast. This would be the lowest total since 2021, during the semiconductor crisis. Furthermore, if the tariffs remain in place through 2028, we project that total production during the period would be 4.2 mn units lower than our March 2025 forecast.

Similar to the sales outlook, the reduction to the North American production forecast is based on the assumption that current tariffs will remain in place indefinitely at their existing rates. Although there is the possibility of tariff pull-backs at some point during the forecast horizon, both automakers and suppliers in the manufacturing side of the automotive industry are bracing for an extended duration in which these tariffs will persist. Should tariffs be reversed in the short term, there will likely be a subsequent reinstatement of the cuts made to the forecast, as the regional footprint and demand environment could stabilize and return to normal.

As tariffs become more established, we anticipate that automakers will increasingly decide to shift production to the US from both inside and outside of the region, in order to mitigate their impact. This shift will also involve adjustments to ensure compliance with new regulations throughout their supply chains. Currently, we have made targeted adjustments to the production mix within North America to reflect increased output in the US. However, more comprehensive changes will be represented in future forecasts as the implications of these decisions become clearer. It is important to note, though, that the impact of tariffs on current production locations has been considered in the current forecast.

The first production stoppages in Canada and Mexico due to the tariffs occurred at Stellantis' Windsor and Toluca vehicle assembly plants as well as at RNM's COMPAS JV plant in Aguascalientes. Stellantis temporarily halted production of the Chrysler Pacifica/Voyager (RU) and Dodge Charger (D6C/S) at Windsor and the Jeep Compass (MP/522) and Jeep Wagoneer S (W5U) at Toluca starting in the second week of April. This caused an estimated combined loss of over 20k units. Nissan also paused output of the Infiniti QX50 (P71A) and QX55 (N71A). A total of 17k units of these models were expected to be built this year before their production officially ends in December. WWW.GLOBALDATA.COM © GlobalData Plc 2025 | 7

North American Light Vehicle Production – Short-Term Analysis, continued

RNM has also decided to boost production of the Nissan Rogue (P33AB) at its Smyrna plant in the US, as a result of the tariffs. Beginning with the 2026 model year production changeover in July, output is expected to increase substantially and will be aided by Nissan's recent decision to lower the price of the Rogue to support demand. Hyundai Group has decided to relocate the production of the Hyundai Tucson (NX4) from its Monterrey plant in Mexico to its facility in Montgomery, Alabama. Output of the Tucson commenced in Monterrey in June 2024, and we expected that only 17% of the model's total output would take place there in 2025. As such, this limited production capacity made the decision to transition manufacturing back to the US a relatively straightforward one for the automaker, and this move will likely be permanent if the extensive tariffs persist.

Other early actions taken by automakers regarding their production mix in the US involve the reciprocal tariffs imposed by Canada and Mexico. One notable response came from Mazda Group, which temporarily halted production of the Mazda CX-50 (J34A/H) at the MTMUS JV plant with Toyota for models destined for the Canadian market, due to these counter tariffs. Before the tariffs were implemented, demand for the CX-50 in Canada was projected to exceed 12k units in 2025, a YoY increase of almost 14%.

Nearly all OEMs in the region have experienced significant reductions in their outlook in 2025, with GM, Ford and Stellantis collectively being cut by 331k units. Among the Detroit 3, Ford faced the smallest decrease, largely due to its lower exposure to production in Canada and Mexico compared to its competitors. However, the Hermosillo-produced Ford Bronco Sport (CX430) has had the most detrimental impact on Ford's volume outlook at this point.

Looking ahead to 2026, our North American LV production forecast is set to decline to 14.3 mn vehicles, representing a 1.4 mn unit reduction from our March 2025 outlook and marking the lowest regional total since 2021. However, we expect that 2026 will be the peak of the downturn, as regional demand and production undergo significant adjustments and reconfiguration. As such, we foresee a gradual rebound occurring from 2027.

GM is now expected to continue to build the Cadillac XT5 (C1UL) at Spring Hill through the 2026 calendar year, rather than ending in November 2025 as previously planned. This decision is driven by the model's popularity, US production location, and its ICE powertrain configuration, which remains relevant in current market conditions. As such, we now expect that its end of production date will be extended to December 2026, with a high likelihood of further extensions. In contrast, the future of the XT6 (C1TL), which is also produced at Spring Hill, appears less promising. We anticipate that it will end production in November 2025 as planned, with weaker demand contributing to its demise.

Current Situation

After LV production in North America sank by 9.0% YoY (-123k units) in February, output in March improved but was still negative, falling by 1.2% YoY (-16k units). Several automakers saw substantial decreases during the month, including VW Group, which continued its downward trend and fell by 25.1% YoY (-16k units), partly due to the changeover of the new Tiguan (VW326/3) Compact SUV at the Puebla plant in Mexico. However, Subaru suffered the largest decline in the month, with its output falling by 38.6% YoY (-13k units). Subaru had to temporarily shut down production at its Lafayette plant due to a parts shortage caused by a fire at the supplier. On the positive side, Toyota Group's output expanded by 12.4% YoY (+22k units) driven mainly by a 68.9% YoY (+11k unit) increase in production of the redesigned Toyota Tacoma (920B), which was still ramping up at the same point last year, as well as the expansion of the Toyota Sienna (500B), which increased by 60.9% YoY (+5k units). Meanwhile, Hyundai Group's output grew by 11.8% YoY (+9k units), mostly on account of the Hyundai IONIQ 5 (NE 1) Compact SUV that began production at the automaker's new Ellabell plant late last year, as well as the start of production of three new BEVs in the region: the Hyundai IONIQ 9 (ME1), Kia EV6 (CV1) and Kia EV9 (MV1).

US days' supply at the end of March 2025 was at 45 days, which was 10 days less than the previous month and five days less than a year ago. Total US inventory decreased by 2.7% from January to 2.7 mn units but was 4.2% higher than it was at the same point in 2024.

North American Light Vehicle Production – Short-Term Group Summary



2025 Q1 Year-on-Year Change

2025 Outlook

Group (000s)	2024	2025	%Δ	Δ Volume
BMW	492	474	-3.6%	-17
Mercedes-Benz	364	268	-26.5%	-96
Ford	2,456	2,365	-3.7%	-91
GM	2,703	2,434	-9.9%	-268
Honda	1,686	1,586	-6.0%	-101
Hyundai	986	1,061	7.7%	76
Mazda	315	284	-9.6%	-30
Other	57	68	18.7%	11
RNM	1,069	1,022	-4.4%	-47
Stellantis	1,434	1,412	-1.5%	-22
Subaru	366	347	-5.3%	-19
Tesla	638	661	3.5%	22
Toyota	2,049	2,002	-2.3%	-46
VAG	697	565	-18.9%	-132
Total	15,354	14,592	-5.0%	-762

North American Stock/Inventory Analysis



US Days' Supply								
Group	Current Month	Prior Month	Inventory					
BMW	34	47	55,730					
Ford	73	83	539,300					
GM	50	64	536,222					
Honda	40	51	226,475					
Hyundai	48	64	173,111					
Mazda	43	54	70,662					
Mercedes	50	55	59,450					
RNM	41	47	172,557					
Stellantis	65	75	295,398					
Subaru	25	44	69,746					
Toyota	24	30	211,382					
VAG	57	60	69,640					
Industry	45	55	2,739,383					



North American Light Vehicle Production – Long-Term

North American Light Vehicle Production – Long-Term Analysis

By 2028, we estimate that LV production in North America will climb to only 15.2 mn vehicles, down 5.7% and 900k units from our March 2025 outlook due to the impact of tariffs on demand. In total, output has been lowered by 4.2 mn units from 2025-28. The region's largest automaker, GM, accounts for over 1.0 mn of that total, due to its exposure in Mexico and Canada. While it has plenty of unused capacity in the US – in Q1 2025, its capacity utilization in the country was at only 61.6% - it would take time and investment to shift production to the US, some of which was earmarked for BEVs.

RNM is no longer planning to produce the Nissan D-Conventional (LZ1F) and Infiniti D-Conventional (LZ1E) Sedans at its Canton plant and instead will focus on the development of the Nissan D-SUV (PZ1K) and Infiniti D-SUV (PZ1J) at the plant. Production of the Nissan D-SUV (PZ1K) is now expected to begin in January 2028, with the Infiniti D-SUV (PZ1J) following in May 2028. Both models are expected to be BEVs, although there remains some fluidity in the direction that RNM will ultimately take regarding the powertrain.

It is now expected that the Dodge Durango (WD75) will not end in April 2027 and will instead run a year later to April 2028, marking a lifecycle of over 17 years for the model that began in December 2010. The Durango will then be replaced by an all-new version built off the STLA Large platform, with a program code of D6U. Subsequently, it is now expected that the start of production dates of the Durango's platform and plant mates - the Jeep Grand Cherokee (J6U/L) and the Alfa Romeo D-SUV (A6U) - have also been delayed by a year to May 2028.

Capacity utilization by country breakdown:

	2020	2024	2025	2032
USA	64.9%	70.3%	66.8%	61.8%
Canada	65.7%	68.8%	64.2%	67.9%
Mexico	56.1%	67.5%	59.9%	62.2%
N. America	62.7%	69.4%	64.8%	62.4%

BMW Group

EOP of the BMW 3 Series (G20) at San Luis Potosi (BMW) has been changed from October 2026 to October 2028.

SOP of the BMW 3 Series EV (NA0/1) at San Luis Potosi (BMW) has been changed from November 2027 to November 2028. EOP of the BMW 3 Series EV (NA0/1) at San Luis Potosi (BMW) has been changed from October 2033 to October 2034. A facelift for the BMW 3 Series EV (NA0/1) at San Luis Potosi (BMW) is now scheduled for November 2031, a switch from the previous date of November 2030.

SOP of the BMW 3 Series EV (NA0/1(ng)) at San Luis Potosi (BMW) has been changed from November 2033 to November 2034. A facelift for the BMW 3 Series EV (NA0/1(ng)) at San Luis Potosi (BMW) is now scheduled for November 2037, a switch from the previous date of February 2037.

Ford Group

The Ford Bronco EV (U725(ng)) at Michigan Assembly has been removed from the forecast.

SOP of the Ford Expedition EV (U717(ng)) at Stanton has been changed from November 2029 to January 2033. EOP of the Ford Expedition EV (U717(ng)) at Stanton has been changed from February 2036 to December 2040.

A facelift for the Ford Expedition EV (U717(ng)) at Stanton is now scheduled for January 2037, a switch from the previous date of March 2033. The Ford Expedition EV (U717(ng2)) at Stanton has been removed from the forecast.

A facelift for the Ford F-250/F-350 (P708) at Kentucky Truck is now scheduled for July 2025, a switch from the previous date of October 2025.

SOP of the Ford Ranger EV (P703) at Stanton has been changed from June 2027 to June 2029. EOP of the Ford Ranger EV (P703) at Stanton has been changed from July 2031 to May 2037. A facelift for the Ford Ranger EV (P703) at Stanton is now scheduled for June 2033.

SOP of the Ford Ranger EV (P703(ng)) at Stanton has been changed from August 2031 to June 2037. EOP of the Ford Ranger EV (P703(ng)) at Stanton has been changed from July 2039 to May 2045. A facelift for the Ford Ranger EV (P703(ng)) at Stanton is now scheduled for June 2041, a switch from the previous date of August 2035.

SOP of the Lincoln Navigator EV (U718(ng)) at Stanton has been changed from November 2029 to January 2033. EOP of the Lincoln Navigator EV (U718(ng)) at Stanton has been changed from February 2036 to December 2040.

A facelift for the Lincoln Navigator EV (U718(ng)) at Stanton is now scheduled for January 2037, a switch from the previous date of March 2033. The Lincoln Navigator EV (U718(ng2)) at Stanton has been removed from the forecast.

General Motors Group

EOP of the Buick Enclave (C1YB-2) at Lansing Delta Township has been changed from May 2030 to May 2032.

The Buick Enclave (C1YB-3) has been added to the forecast at Lansing Delta Township. SOP is scheduled for June 2032, EOP for May 2040 and a facelift for June 2036.

The Buick Enclave Electra (V234) at Lansing Grand River has been removed from the forecast.

EOP of the Cadillac XT5 (C1UL) at Spring Hill 2 has been changed from November 2025 to December 2026.

EOP of the Chevrolet Blazer (C1UC) at Ramos Arizpe has been changed from December 2025 to December 2026.

SOP of the Chevrolet Colorado EV (C264) at Spring Hill 2 has been changed from February 2029 to February 2032.

EOP of the Chevrolet Colorado EV (C264) at Spring Hill 2 has been changed from January 2039 to January 2042.

A facelift for the Chevrolet Colorado EV (C264) at Spring Hill 2 is now scheduled for February 2037, a switch from the previous date of February 2034.

General Motors Group, Continued

The Chevrolet Corvette EUV (V284) at Lansing Grand River has been removed from the forecast.

The Chevrolet Corvette EUV (V384) at Lansing Grand River has been removed from the forecast.

The Chevrolet Traverse EV (C235) at Ingersoll (CAMI) has been removed from the forecast.

SOP of the GMC Canyon EV (G264) at Spring Hill 2 has been changed from February 2029 to February 2032. EOP of the GMC Canyon EV (G264) at Spring Hill 2 has been changed from January 2039 to January 2042. A facelift for the GMC Canyon EV (G264) at Spring Hill 2 is now scheduled for February 2037, a switch from the previous date of February 2034.

The GMC Acadia EV (G235) at Ingersoll (CAMI) has been removed from the forecast.

Hyundai Group

EOP of the Hyundai Tucson LWB (NX4) at Monterrey has been changed from February 2027 to February 2025.

The Hyundai Tucson LWB (NX5) at Monterrey has been removed from the forecast.

The Hyundai Tucson LWB (NX6) at Monterrey has been removed from the forecast.

Mazda Motors

SOP of the Mazda C-SUV EV (1) at Salamanca has been changed from May 2028 to May 2031. EOP of the Mazda C-SUV EV (1) at Salamanca has been changed from April 2034 to April 2037. A facelift for the Mazda C-SUV EV (1) at Salamanca is now scheduled for May 2034, a switch from the previous date of May 2031.

SOP of the Mazda C-SUV EV (1(ng)) at Salamanca has been changed from May 2034 to May 2037. EOP of the Mazda C-SUV EV (1(ng)) at Salamanca has been changed from April 2040 to April 2043. A facelift for the Mazda C-SUV EV (1(ng)) at Salamanca is now scheduled for May 2040, a switch from the previous date of May 2037.

SOP of the Mazda D-SUV EV (1) at Salamanca has been changed from February 2029 to February 2032. EOP of the Mazda D-SUV EV (1) at Salamanca has been changed from January 2035 to January 2038. A facelift for the Mazda D-SUV EV (1) at Salamanca is now scheduled for February 2035, a switch from the previous date of February 2032.

The Mazda D-SUV EV (1(ng)) at Salamanca has been removed from the forecast.

Mercedes-Benz Group

Program code of the Mercedes-Benz GLS X168 has been changed to V/X571 and the program code of the Mercedes-Benz GLS X169 has been changed to V/X571(ng).

Renault-Nissan-Mitsubishi

SOP of the Infiniti D-SUV (PZ1J) at Canton has been changed from January 2028 to May 2028. EOP of the Infiniti D-SUV (PZ1J) at Canton has been changed from December 2033 to April 2033. A facelift for the Infiniti D-SUV (PZ1J) at Canton is now scheduled for May 2032, a switch from the previous date of January 2031.

SOP of the Infiniti D-SUV (PZ1J(ng)) at Canton has been changed from January 2034 to May 2033. EOP of the Infiniti D-SUV (PZ1J(ng)) at Canton has been changed from December 2039 to April 2039. A facelift for the Infiniti D-SUV (PZ1J(ng)) at Canton is now scheduled for May 2037, a switch from the previous date of January 2037.

The Infiniti D-Conventional (LZ1E) at Canton has been removed from the forecast.

The Infiniti D-Conventional (LZ1E(ng)) at Canton has been removed from the forecast.

The local model name of the Nissan D-SUV EV PZ1K has been changed from D-SUV to D-SUV EV.

The platform code of the Nissan D-SUV EV (PZ1K) at Canton has been changed from CMF CD 3 to AmpR Medium 1.

Renault-Nissan-Mitsubishi, Continued

SOP of the Nissan D-SUV EV (PZ1K) at Canton has been changed from August 2027 to January 2028. EOP of the Nissan D-SUV EV (PZ1K) at Canton has been changed from July 2033 to December 2034. A facelift for the Nissan D-SUV EV (PZ1K) at Canton is now scheduled for January 2031, a switch from the previous date of August 2030.

The local model name of the Nissan D-SUV EV PZ1K(ng) has been changed from D-SUV to D-SUV EV.

The platform code of the Nissan D-SUV EV (PZ1K(ng)) at Canton has been changed from CMF CD 4 to AmpR Medium 2.

SOP of the Nissan D-SUV EV (PZ1K(ng)) at Canton has been changed from August 2033 to January 2035. EOP of the Nissan D-SUV EV (PZ1K(ng)) at Canton has been changed from July 2039 to December 2041. A facelift for the Nissan D-SUV EV (PZ1K(ng)) at Canton is now scheduled for January 2038, a switch from the previous date of August 2036.

The Nissan D-Conventional (LZ1F) at Canton has been removed from the forecast.

The Nissan D-Conventional (LZ1F(ng)) at Canton has been removed from the forecast.

Stellantis

SOP of the Alfa Romeo D-SUV (A6U) at Jefferson has been changed from May 2027 to May 2028. EOP of the Alfa Romeo D-SUV (A6U) at Jefferson has been changed from April 2035 to April 2036. A facelift for the Alfa Romeo D-SUV (A6U) at Jefferson is now scheduled for May 2032, a switch from the previous date of May 2031.

SOP of the Alfa Romeo D-SUV (A6U(ng)) at Jefferson has been changed from May 2035 to May 2036. EOP of the Alfa Romeo D-SUV (A6U(ng)) at Jefferson has been changed from April 2043 to April 2044. A facelift for the Alfa Romeo D-SUV (A6U(ng)) at Jefferson is now scheduled for May 2040, a switch from the previous date of May 2039.

EOP of the Dodge Durango (WD75) at Jefferson has been changed from April 2027 to April 2028. SOP of the Dodge Durango (D6U) at Jefferson has been changed from May 2027 to May 2028. EOP of the Dodge Durango (D6U) at Jefferson has been changed from April 2035 to April 2036. A facelift for the Dodge Durango (D6U) at Jefferson is now scheduled for May 2032, a switch from the previous date of May 2031.

SOP of the Dodge Durango (D6U(ng)) at Jefferson has been changed from May 2035 to May 2036. EOP of the Dodge Durango (D6U(ng)) at Jefferson has been changed from April 2043 to April 2044. A facelift for the Dodge Durango (D6U(ng)) at Jefferson is now scheduled for May 2040, a switch from the previous date of May 2039.

EOP of the Jeep Grand Cherokee (WL74/75) at Mack Assembly has been changed from April 2027 to April 2028. EOP of the Jeep Grand Cherokee (WL74/75) at Jefferson has been changed from April 2027 to April 2028. SOP of the Jeep Grand Cherokee (J6U/L) at Jefferson has been changed from May 2027 to May 2028. EOP of the Jeep Grand Cherokee (J6U/L) at Jefferson has been changed from April 2035 to April 2036. A facelift for the Jeep Grand Cherokee (J6U/L) at Jefferson is now scheduled for May 2032, a switch from the previous date of May 2031.

SOP of the Jeep Grand Cherokee (J6U/L) at Mack Assembly has been changed from May 2027 to May 2028. EOP of the Jeep Grand Cherokee (J6U/L) at Mack Assembly has been changed from April 2035 to April 2036. A facelift for the Jeep Grand Cherokee (J6U/L) at Mack Assembly is now scheduled for May 2032, a switch from the previous date of May 2031.

SOP of the Jeep Grand Cherokee (J6U/L(ng)) at Jefferson has been changed from May 2035 to May 2036. EOP of the Jeep Grand Cherokee (J6U/L(ng)) at Jefferson has been changed from April 2043 to April 2044. A facelift for the Jeep Grand Cherokee (J6U/L(ng)) at Jefferson is now scheduled for May 2040, a switch from the previous date of May 2039.

SOP of the Jeep Grand Cherokee (J6U/L(ng)) at Mack Assembly has been changed from May 2035 to May 2036. EOP of the Jeep Grand Cherokee (J6U/L(ng)) at Mack Assembly has been changed from April 2043 to April 2044.A facelift for the Jeep Grand Cherokee (J6U/L(ng)) at Mack Assembly is now scheduled for May 2040, a switch from the previous date of May 2039.

Subaru Corporation

SOP of the Subaru Forester (DA9) at Lafayette 1 has been changed from May 2025 to October 2025. EOP of the Subaru Forester (DA9) at Lafayette 1 has been changed from June 2031 to September 2031. A facelift for the Subaru Forester (DA9) at Lafayette 1 is now scheduled for October 2028, a switch from the previous date of July 2028.

SOP of the Subaru Forester (DA9(ng)) at Lafayette 1 has been changed from July 2031 to October 2031. EOP of the Subaru Forester (DA9(ng)) at Lafayette 1 has been changed from June 2037 to September 2037. A facelift for the Subaru Forester (DA9(ng)) at Lafayette 1 is now scheduled for October 2034, a switch from the previous date of July 2034.

SOP of the Subaru Forester (DA9(ng2)) at Lafayette 1 has been changed from July 2037 to October 2037. EOP of the Subaru Forester (DA9(ng2)) at Lafayette 1 has been changed from June 2043 to September 2043. A facelift for the Subaru Forester (DA9(ng2)) at Lafayette 1 is now scheduled for October 2040, a switch from the previous date of July 2040.

EOP of the Subaru Legacy (GC7) at Lafayette 1 has been changed from April 2025 to August 2025.

EOP of the Subaru Outback (GC7) at Lafayette 1 has been changed from May 2025 to September 2025.

EOP of the Subaru Outback (GC7) at Lafayette 2 has been changed from May 2025 to September 2025.

The local model name of the Subaru Trailseeker 1 has been changed from D-SUV EV to Trailseeker. The local model name of the Subaru Trailseeker 1(ng) has been changed from D-SUV EV to Trailseeker.

Toyota Group

The Toyota bZ5X (400D) at Georgetown 3 has been removed from the forecast.

The Toyota bZ5X (400D(ng)) at Georgetown 3 has been removed from the forecast.

The Toyota Highlander EV (400D) has been added to the forecast at Georgetown 3. SOP is scheduled for May 2026, EOP for April 2033 and a facelift for November 2029.

The Toyota Highlander EV (400D(ng)) has been added to the forecast at Georgetown 3. SOP is scheduled for May 2033, EOP for April 2040 and a facelift for November 2036.

SOP of the Toyota Tacoma EV (1) at Baja has been changed from December 2027 to December 2031. EOP of the Toyota Tacoma EV (1) at Baja has been changed from November 2033 to November 2039. A facelift for the Toyota Tacoma EV (1) at Baja is now scheduled for December 2035, a switch from the previous date of December 2030.

The Toyota Tacoma EV (1(ng)) at Baja has been removed from the forecast.

North American Production Group Summary

Group/Marque	2024	2025	2026	2027	2028	2029	2030	2031	2032
BMW Group	492	474	388	435	464	482	469	460	463
Change	-3.2%	-3.6%	-18.2%	12.1%	6.6%	3.9%	-2.6%	-1.9%	0.5%
BMW	492	474	388	435	455	443	431	418	418
MINI	-	-	-	-	9	39	38	42	45
Mercedes-Benz Group	364	268	268	276	273	268	298	284	280
Change	-4.1%	-26.5%	0.0%	3.3%	-1.2%	-2.1%	11.3%	-4.5%	-1.4%
Mercedes-Benz	364	268	268	276	273	268	298	284	280
Stellantis	1,434	1,412	1,450	1,597	1,772	1,846	1,854	1,810	1,831
Change	-20.2%	-1.5%	2.7%	10.2%	11.0%	4.2%	0.4%	-2.3%	1.1%
Chrysler	146	110	109	133	197	229	227	220	215
Dodge	96	141	127	130	152	149	141	138	145
Fiat	82	67	65	67	70	71	74	73	70
Jeep	688	635	728	811	834	864	856	830	872
Ram	423	458	421	457	514	524	547	541	520
Ford Group	2,456	2,365	2,034	2,052	1,964	2,225	2,291	2,265	2,206
Change	25.2%	-3.7%	-14.0%	0.9%	-4.3%	13.3%	3.0%	-1.2%	-2.6%
Ford	2,375	2,281	1,987	2,008	1,894	2,161	2,229	2,207	2,147
Lincoln	80	84	47	43	70	65	62	58	59
Subaru Corporation	366	347	394	403	387	394	396	391	417
Change	33.6%	-5.3%	13.7%	2.2%	-3.9%	1.8%	0.6%	-1.2%	6.7%
Geely Group	24	22	37	38	56	63	61	46	65
Change	7.0%	-7.3%	64.2%	2.9%	48.6%	11.1%	-2.6%	-25.2%	42.0%
General Motors Group	2,703	2,434	2,393	2,452	2,430	2,602	2,601	2,580	2,553
Change	31.1%	-9.9%	-1.7%	2.5%	-0.9%	7.1%	0.0%	-0.8%	-1.0%
Buick	27	37	35	36	41	53	53	52	51
Cadillac	213	173	150	113	110	114	134	136	133
Chevrolet	1,670	1,516	1,507	1,570	1,551	1,624	1,611	1,585	1,581
Cruise	-	-	-	-	-	-	-	-	-
GMC	789	707	702	732	727	811	803	807	788
Honda Group	1,686	1,586	1,532	1,587	1,641	1,741	1,716	1,663	1,614
Change	29.6%	-6.0%	-3.4%	3.6%	3.4%	6.1%	-1.4%	-3.1%	-3.0%
Acura	154	149	156	187	187	184	182	178	184
Honda	1,532	1,436	1,372	1,390	1,427	1,523	1,497	1,446	1,389

Table continues ...

North American Production Group Summary, continued

Group/Marque	2024	2025	2026	2027	2028	2029	2030	2031	2032
Hyundai Group	986	1,061	1,078	1,182	1,205	1,149	1,152	1,194	1,172
Change	28.7%	7.7%	1.5%	9.7%	2.0%	-4.6%	0.2%	3.6%	-1.8%
Hyundai	355	397	367	386	408	376	374	399	407
Kia	608	640	680	761	752	730	734	753	725
Jianghuai Automotive	19	19	14	18	19	19	20	19	19
Change	674.2%	4.7%	-28.1%	29.5%	4.4%	-0.7%	6.9%	-3.5%	-2.0%
Mazda	315	284	289	297	289	313	302	303	362
Change	147.1%	-9.6%	1.5%	2.7%	-2.6%	8.5%	-3.7%	0.4%	19.5%
Other	57	68	112	166	194	271	308	349	350
Change	3076.1%	18.7%	64.9%	47.2%	17.2%	39.9%	13.4%	13.3%	0.3%
Bollinger	-	-	-	-	-	-	-	-	-
Canoo		-	-	-	-	-	-	-	-
Karma			1	1			-	-	-
Lordstown	-	-	-	-	-	-	-	-	-
Lucid	7	17	26	47	60	62	64	75	79
Rivian	49	47	68	91	96	161	185	209	207
Workhorse	-	-	-	-	-	-	-	-	-
Renault-Nissan-Mitsubishi	1,069	1,022	1,061	1,052	1,027	1,011	1,011	1,003	991
Change	9.9%	-4.4%	3.8%	-0.8%	-2.4%	-1.6%	0.0%	-0.7%	-1.2%
Infiniti	44	50	38	48	68	70	81	74	65
Mitsubishi	-	-	-	-	-	-	-	-	-
Nissan	1,025	972	1,023	998	946	923	911	909	905
Renault	-	-	-	-	-	-	-	-	-
Tesla Motors	638	661	759	779	805	775	884	1,234	1,276
Change	44.1%	3.5%	14.8%	2.6%	3.4%	-3.7%	14.0%	39.6%	3.4%
Toyota Group	2,049	2,002	1,857	1,807	1,782	1,745	1,785	1,856	2,007
Change	14.3%	-2.3%	-7.2%	-2.7%	-1.4%	-2.1%	2.3%	4.0%	8.1%
Lexus	236	221	176	168	142	113	128	173	209
Toyota	1,813	1,781	1,681	1,639	1,640	1,631	1,658	1,684	1,798
Volkswagen Group	697	565	642	681	897	911	893	826	781
Change	23.1%	-18.9%	13.5%	6.1%	31.7%	1.5%	-2.0%	-7.5%	-5.4%
Audi	145	134	134	145	171	170	156	128	73
Volkswagen	553	432	508	536	658	669	656	618	635
Total	15,354	14,592	14,307	14,824	15,210	15,817	16,043	16,287	16,390
Change	18.3%	-5.0%	-1.9%	3.6%	2.6%	4.0%	1.4%	1.5%	0.6%

Contact Us

If you have any more questions regarding our research, please contact us:

Europe Justin Cox Director, Global Production justin.cox@globaldata.com +44 1865 791737 Americas Bill Rinna Director, Americas Vehicle Forecasts <u>bill.rinna@globaldata.com</u> +1 248 817 2118

Asia-Pacific Sukanya Tunhau Executive Assistant s<u>ukanya.tunhau@globaldata.com</u> +662 264 2050

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