| SEDAN TYPE SAL       | ES                                 |                      | JAN - DEC 2010  |  |  |  |  |  |         | G                                       | AIKNDO WHO<br>JAN-DE   | LESALES<br>C 2010   |                |                 |  |                |                      |                  |                 |                   |              |                 |               |  |   |                       |
|----------------------|------------------------------------|----------------------|---|--|--|--|--|--|---------|---|--|---------------------|----------------|-----------------|--|----------------|----------------------|------------------|-----------------|-------------------|--------------|-----------------|---------------|--|---|-----------------------|
| SEDAN TYPE SAL<br>CA |                                    | BRAND<br>CHEVROLET   | JAN - DEC 2010<br>MODEL/TYPE<br>KNOS LS   | 60<br>1400   |  | PUEL<br>G                                | Mg SY                                      | n too  | k WHEE  | L CHD                                   | City Steam   | JAN<br>35           | FEB<br>50      | MAR 250         | APR<br>260   | MAY<br>129     | JUN                  | JUL.<br>84       | AUG<br>EZ       | \$6P              | OCT<br>191   | NOV<br>94       | 860<br>75     | Segment<br>Share<br>7.60%                          | Sedan<br>Share<br>4.20%                   | 105AL<br>2010<br>1,40 |
| TOPE                 | (90)                               | HONDA                | Kalos LT<br>Kalos LT AT<br>Chic Halid   | 1400<br>1400<br>1400   | AT<br>AT                                 | 0 0 0                                    | - 4X                                       | 2 4  | 4       |   | City Thatand<br>City Thatand<br>City Thatand   |                     |                | -               |  | -              |                      |                  |                 |                   | - 1          |                 |               | 0.00%  | 0.00%                                     |                       |
|                      |                                    |                      | All New City IVTSC 9 All New City IVTSC 9 AT  | 1497   | r MF<br>AT                               | g<br>g                                   | - 4X                                       | 2 4  | 4       | E                                       | City Thatand<br>City Thatand   | 35<br>40            | 41<br>37       | 64<br>55        | 23<br>29   | 36<br>48       | 26<br>80             | 63<br>69         | 62<br>87        | 1 4               | - 28         | 25<br>29        | - 5<br>- 4    | 1.96%<br>2.78%                                     | 1.09%                                     | 2                     |
|                      |                                    | ю                    | All New City IVT EC E AT<br>Rio Tale  | 1497   | AT ME                                    | 9 9                                      | - 400<br>1580 400                          | 2 4  | 4       |   | Citu Thailand<br>Citu Koma   | 11                  | 131            | 139<br>109      | 139<br>40  | 94<br>-        | 228<br>238           | 138<br>179<br>91 | 188             | 194               | 249<br>54    | 169             | 80<br>184     | 9.89%<br>3.72%                                     | 2.97%<br>5.48%<br>2.00%                   | 1,81                  |
|                      |                                    | MR2DA                | New Pide<br>RX-6<br>Moder - S   | 1500<br>654  | M.<br>M.                                 | 000                                      | 1580 43                                    | 2 4  | 4       | CHED                                    | CRU Japan  | 2                   | 2              | -               | -  | 3              | -                    | 15<br>2          | -               | 4                 | 1            | -               | 1             | 0.08%  | 0.09%                                     | -                     |
|                      |                                    |                      | Monic - S AT<br>Monic - R   | 1698   | AT<br>ME                                 | 9 9                                      | - 400                                      | 2 4  | 4       |   | Citu Thalland<br>Citu Thalland   | -                   | -              | -               | 3  | - 4            | 9                    | 15               | - 1             | 3                 | 7            | 7               | 1 2           | 0.29%  | 0.16%                                     | 5                     |
|                      |                                    | PROTON               | WRATES<br>RegaMT  | 1300   | MF MF                                    | a<br>a                                   | 980 4X<br>1215 4X                          | 2 4  | 4       | E                                       | Citu Mitaysia<br>Citu Mitaysia   | 75<br>41            | -              | 1               | 12   | 10             | - 7                  | 10               | 11              |                   | 22           | 20              |               | 0.41%  | 0.23%<br>0.48%                            | 79                    |
|                      |                                    | SCOUNT               | Nac Ratero<br>Nac Ratero  | 1500<br>1500   | ME<br>AT                                 | 0 0 0                                    | 1,650 4X<br>1,650 4X                       | 2 4  | 4       | CHE                                     | CBU Malajus  | 3                   | 20             | - ;             | -  |                | -                    | 5 2              | 11<br>12        |                   | 1            | - 17            | 31            | 0.32%<br>0.32%<br>0.52%                            | 0.12%                                     | - 4                   |
|                      |                                    | TOYOTA               | Pfus<br>Limo Tael   | 1500   | AT<br>ME                                 | 000                                      | - 400<br>- 400                             | 2 4  | 4       |   | Citu Japan<br>Citu Japan<br>Citu Thalland  | - 10                | 3              | - 101           | 681  | 1 1            | 790                  | 4 958            | 1               | 918               | - 116        | 411             | 2 381         | 0.00%  | 0.02%<br>0.02%<br>22.69%                  | 7,611                 |
|                      |                                    |                      | Viol 6  | 1500   | MF MF                                    | a<br>a                                   | - 400                                      | 2 4  | 4       | ÷                                       | CRU Thatland<br>CRU Thatland   | 38<br>190           | 36             | 16              | 31<br>207  | 30<br>220      | 23<br>199            | 16               | 179             | 18                | 20<br>184    | 21<br>169       | 22<br>185     | 1.89%  | 0.88%<br>6.57%                            | 2,17                  |
|                      |                                    |                      |   | =  | EDUAL<br>UNDERLATIVE                     | a  |  |  |         | _                                       |  | 727<br>727          | 1,055          | 1,638<br>3,220  | 1,710  | 1,645<br>6,373 | 1,796<br>8,371       | 2,843<br>10,414  | 1,661           | 1,626<br>13,701   | 1,879        | 1,549<br>17,149 | 1,396         | 100%   | 55%                                       | 18,35                 |
|                      | OC 1.501 - 3.000 (0)<br>/2.500 (D) | AUDI                 | A4T Fu<br>A420 Fu   | 1798   | E AT                                     | g<br>g                                   | 1919 4X<br>1990 4X                         | 2 4  | 4       | Е                                       | Citu Gernany<br>Citu Gernany   |                     | 3              | 3               | 2  | 2              | *                    | - 1              | 7               | 1 2               | 5            | *               | 15            | 0.66%  | 0.19%                                     | - 6                   |
|                      |                                    |                      | AS 2.0 Augst<br>AS 3.0 Questo<br>AS 2.8   | 1986<br>2800<br>2773   | A AT                                     | 000                                      | 1880 4X<br>1880 4X                         | 4 4  | 4       |   | Citu Gernany<br>Citu Gernany<br>Citu Gernany   | -                   | 2              |                 |  |                |                      | - 1              | - 1             |                   | 1            | - 1             |               | 0.00%  | 0.00%                                     |                       |
|                      |                                    | ew.                  | TT 2.0 Tubo Fu<br>TTS 2.0   | 2000   | AT<br>AT                                 | 9 9                                      | 1390 400                                   | 2 2  | 4       | - CWD                                   | Citu Gernany<br>Citu Gernany   | - 1                 | 1              | - 1             |  | - 1            |                      | 1                |                 | 1                 | 1 1          | -               |               | 0.03%  | 0.01%                                     | - 15                  |
|                      |                                    |                      | 300 Executive<br>300 Cuspe  | 2000   | AT<br>AT                                 | a<br>a                                   | - 4X                                       | 2 4  | 4       | CHE                                     | Citu Gernary   | 24                  | 11             | 34              | 34   | 30             | 10                   | 32               | 25              | 18                | 11           | 20              | 14            | 1.92%  | 0.82%                                     | 27                    |
|                      |                                    |                      | SOSI CIAN-CIRU<br>SOSI Ciage<br>SOSI  | 3000<br>2696   | AT<br>AT<br>AT                           | a<br>a                                   | - 4X                                       | 2 4 2 4  | 4       | CHE                                     | CRU Germany  |                     | - 1            |                 | 12   | -              | 3                    | 3                | 16              | - 1               | 10           |                 | 26            | 0.02%  | 0.00%                                     |                       |
|                      |                                    |                      | 3351 Caupe<br>3351 Caupe<br>5301 Elso   | 2979<br>3000<br>2171   | AT<br>AT                                 | 0 0 0                                    | - 400<br>- 400                             | 2 4  | 4       |   | CRU Gernary<br>CRU Gernary   |                     |                |                 | - 1  |                |                      | 1                | 2               | 2                 | -            | Ħ               | 1             | 0.00%  | 0.02%                                     |                       |
|                      |                                    |                      | 923/\$80<br>923/\$72<br>938/\$23  | 2100<br>3000<br>3000   | AT<br>AT                                 | 9 9                                      | - 400<br>- 400                             | 2 4  | 4       | CMD                                     | CRU Germany<br>CRU Germany   | - 11                | - 1            | 14              |  | - 1            | 8                    | 10               | 2<br>34         | - 19              | 20           | - :             | 10<br>24      | 0.67%<br>1.19%<br>0.33%                            | 0.89%                                     | 162                   |
|                      |                                    |                      | 536LP10<br>536L-Oran Turismo  | 3000   | AT<br>AT                                 | 9 9                                      | - 4X                                       | 2 4  | 4       | Ė                                       | CRU Germany<br>CRU Germany   |                     |                | - :             |  | - :            | - 1                  | 12               | 1               | - 1               | 1            | -               | 2             | 0.09%  | 0.08%                                     | 13                    |
|                      |                                    |                      | 830 Caupe<br>730 Li Bussiness   | 3000   |  | g<br>g                                   | - 40                                       | 2 4  | 4       |   | Citu Semany<br>Citu Theland  | 1                   | - 2            | -               |  | - 1            | - 1                  | Ϊ                |                 | -                 |              | -               |               | 0.07%  | 0.07%                                     | 21                    |
|                      |                                    |                      | 730 Li Sisculve<br>740 Li<br>24 sibrie 2.5  | 3000<br>3000<br>2500   | AT<br>AT<br>AT                           | 9 9 9                                    | - 400<br>- 400                             | 2 4<br>2 4<br>2 2  | 4       | Ħ                                       | Citu Semany<br>Citu Semany   | 2                   |                |                 | 1  | -              |                      |                  |                 | 3                 | -            | 1 3             |               | 0.21%<br>0.06%<br>0.12%                            | 0.00%                                     | 21                    |
|                      |                                    | CHEVROLET            | 24 stitue 3.0<br>Opto LS<br>Opto LS AT  | 2979<br>1600   | MT O A/T                                 | 9 9                                      | - 400<br>- 400                             | 2 4<br>2 4<br>2 <i>f</i>   | 4 4     | F                                       | Citu Semany<br>Citu Stations<br>Citu Stations  | Ε                   | =              | =               | -  | =              |                      | - 24             |                 |                   | =            |                 | 11            | 0.00%  | 0.00%                                     | 11                    |
|                      |                                    | gran                 | Chias<br>Chias AT<br>Focus 1.8 De   | 1800   | AT                                       | 3 0 0                                    | - 6X                                       | 2 4  | 4       | E                                       | CRU S. Koma<br>CRU S. Koma<br>CRU Process  | E                   | 3              | 10              | 2<br>8   | 8<br>20        | 36                   | 1 11             | ,               | i                 | 3            | - 1             |               | 0.12%<br>0.82%<br>0.00%                            | 0.09%                                     | 116                   |
|                      |                                    | 700                  | Focus 1.8 DS<br>Focus 2.0 AT DS Ds1   | 1800   | AT<br>AT                                 | 9 0                                      | 1936 4X                                    | 2 5  | 4       |   | Cita Philippine<br>Cita Philippine   |                     | 2              | 12              | 5 2  | 4              | 4                    | 5 2              |                 | -                 | 16           | - 1             | 12            | 0.53%  | 0.07%                                     | 74                    |
|                      |                                    | HONDA.               | All New Cold AT<br>All New Cold 1.9   | 1790   | AT<br>AT                                 | a<br>a                                   | - 6X                                       | 4 4<br>2 4<br>2 6  | Ħ       | Ė                                       | CRU Thatland<br>CRU Thatland<br>CRU Thatland   | 31<br>102<br>3      | 130<br>130     | 50<br>204<br>11 | 39<br>60   | 11<br>63       | 205<br>29            | 96<br>216<br>27  | 55<br>169<br>32 | 57<br>126<br>22   | 213<br>213   | 158             | 76            | 4.87%<br>11.72%<br>1.87%                           | 1.49%<br>4.98%<br>0.66%                   | 1,650<br>211          |
|                      |                                    |                      | New Accord VT1<br>New Accord VT1 AT<br>New Accord VT1-L   | 2356<br>2356<br>2356   | MF<br>AT                                 | 0 0 0                                    | - 400<br>- 400                             | 2 4<br>2 4<br>2 4  | 4       |   | CRU Thalland<br>CRU Thalland<br>CRU Thalland   | 11                  | 11             | 23              | 7 128  | 1 96           | 28                   | 31 264           | 235             | 28<br>192         | 2 193        | 24<br>79        | - 6           | 0.21%<br>1.28%<br>10.86%                           | 0.09%<br>0.54%<br>4.67%                   | 30<br>180<br>1,624    |
|                      |                                    | HYUNDAI              | New Accord VIII<br>Screen<br>Screen   | 2000<br>2000<br>2400   | AT<br>AT<br>AT                           | 000                                      | - 400<br>- 400                             | 2 6<br>2 6<br>2 6  | 4       |   | City Thailand<br>City Koma<br>City Koma  |                     |                |                 |  | 126            |                      | -                |                 |                   | - 1          | Ħ               |               | 0.00%<br>0.00%<br>0.90%                            | 0.00%                                     | 121                   |
|                      |                                    |                      | Coupe<br>Grandeur   | 3000   | AT<br>AT                                 | g<br>g                                   | - 400                                      | 2 2  | 4       |   | Citu Koma<br>Citu Koma   | - 1                 |                | 1               | - 1  | -              | -                    |                  |                 | - :               | - 1          |                 |               | 0.02%  | 0.07%                                     |                       |
|                      |                                    | 200000               | XF3.0 V& Lucky<br>XF3.0 V& Pin Lucky  | 3000   | AT<br>AT                                 | 9  | - 400                                      | 2 4  | 4       | Ė                                       | Cital UK   | - 1                 | 3              | i               | 2  | 2              | 2 3                  | i                | - 1             | 2                 | i            | - 1             |               | 0.00%  | 0.02%                                     | 20                    |
|                      |                                    | LEXUS                | KU 1.0 VISS<br>GG 300<br>IS 300   | 3000<br>3000   | AT<br>AY<br>AY                           | g<br>g                                   | - 4X                                       | 2 4 2 4  | 4       |   | Citu Japan<br>Citu Japan   |                     | - 1            |                 |  |                | - 1                  |                  | -               |                   |              |                 |               | 0.00%  | 0.00%                                     |                       |
|                      |                                    | MERCEDES<br>BENZ     | Model 2.5<br>Model Fit.<br>C 200 CGLA/T AVA (9/206)   | 2488<br>2488<br>1796   | AT<br>AT<br>AT                           | a<br>a                                   | - 4X                                       | 2 4<br>2 4<br>2 4  | 4       | CHD                                     | Citu Japan<br>Citu Japan   |                     | - 2            | . 17            | 2<br>30  | 3 64           | 3<br>10              | 10               | 14              | 15                | 11 34        | 5               | - 4           | 0.12%<br>0.56%<br>2.18%                            | 0.09%                                     | 13<br>70<br>301       |
|                      |                                    | BENZ                 | C 200 CGLA/T CLS (M204)<br>C 200 K AVG (M204)<br>C 200 K CLS (M204)   | 1796<br>1796   | AT<br>AT<br>AT                           | 9 9                                      | 2010 4X<br>2070 4X<br>2070 4X              | 2 4  | 4       | CMD                                     |  | 16<br>32            | 28<br>62       | 14<br>1         | - 6  | 29             |                      | - 49             | 34              | 34<br>4           | 43<br>2<br>3 | 26              | 57            | 2.95%<br>0.35%<br>0.68%                            | 1.29%<br>0.19%<br>0.29%                   | 411                   |
|                      |                                    |                      | C 250 CGI AVG/MMG (W204)<br>C 250 AVG (N204)  | 1796<br>2990   | AT<br>AT                                 | 9 9                                      | 2115 4X<br>2015 4X<br>2015 4X              | 2 4  | 4       | CHE                                     |  | 28                  | 11             | 51              | 33   | 21<br>1        | 36                   | 16               | 43              | 11                | 14           |                 | 11            | 2.02%<br>0.01%                                     | 0.88%                                     | 281                   |
|                      |                                    |                      | C 300 A/T ELE (W204)<br>C 300 A/A (W204)  | 2996<br>2996   | AT<br>AT                                 | 9 9                                      | 2016 4X<br>2016 4X                         | 2 4  | 4       | CMD                                     |  |                     |                | ·               | 19   |                | -                    | -                | 21              | 10                | 14           | 16              | 10            | 0.00%<br>0.82%                                     | 0.00%                                     | 122                   |
|                      |                                    |                      | C 200 AVA (0034)<br>CLC 200<br>E 200 K CLS (0/211)  | 2996<br>1799<br>1796   | AT<br>AT<br>AT                           | 9  | 2060 4X<br>1950 4X<br>2150 4X              | 2 -  | 4 4     | CHE                                     | CRU Germany  |                     |                |                 |  |                |                      |                  |                 |                   | - 1          | Ė               |               | 0.00%  | 0.00%                                     |                       |
|                      |                                    |                      | 6 200 CG (80712)<br>6 250 CG AVG (80712)<br>6 250 CG 61g (80712)  | 1796   | AT<br>AT<br>AT                           | 9  | 2190 4X<br>2195 4X<br>2195 4X              | 2 -  | 4       | CMD                                     |  | 29<br>4             | 14<br>41<br>25 | 23<br>51<br>17  | 26<br>41<br>30   | 23<br>43<br>13 | 7<br>99<br>41        | 5<br>7           | 21<br>20<br>7   | 10<br>23<br>4     | 12<br>7      | 11              | 15            | 1.12%<br>2.69%<br>1.18%                            | 0.68%<br>1.14%<br>0.80%                   | 153<br>271<br>166     |
|                      |                                    |                      | E 250 CGI Etg (N212)<br>E 250 CGI Cases (A307)<br>E 250 CGI Cases AVG   | 1796   | AT<br>AT                                 | 9  | 2310 6X<br>2310 6X<br>2165 6X              | 2 4  | 4       | ÷                                       | Citu Gernary<br>Citu Gernary<br>Citu Gernary   | -                   | -              | -               | - 1  |                |                      | -                | 1 2             | 1                 | 1 2          | 1               | - 1           | 0.07%  | 0.00%                                     | 19                    |
|                      |                                    |                      | E 260 COI Estate (\$212)<br>E 260 COI AVA (8212)<br>E 260 Elg (lacelit)   | 1796   | AT<br>AT                                 | 9 9                                      | 2310 4X<br>2310 4X                         | 2 4  | 4       |   | Citu Gernany<br>Citu Gernany   |                     |                |                 |  |                | - 2                  | - 1              | - 1             | - 1               |              |                 | - 1           | 0.05%  | 0.02%                                     |                       |
|                      |                                    |                      | E 300 A/T AVA (80212)<br>E 300 Elg (W212)   | 2997<br>2990   | AT<br>AT                                 | g<br>g                                   | 2140 4X<br>1736 4X                         | 2 4  | 4       | CHD                                     |  | 55                  | 44             | 33              | 17   | 40             | 50<br>25             | 22<br>15         | 47<br>32        | 28<br>28          | 19           | 39              | 20<br>23      | 2.07%  | 0.89%                                     | 281                   |
|                      |                                    |                      | E 300 Eig (W212)<br>ELK 200 K (R171)  | 2997<br>1790   | T AT                                     | 9  | 2140 4X<br>1726 4X                         | 2 4  | 4       |   | Cito Gernary<br>Cito Gernary   | - 1                 | 2              | - 4             | 1  | - 1            | 2 10                 | 1                | 1               | 1 2               | ÷            | - 1             |               | 0.00%  | 0.02%                                     | 1                     |
|                      |                                    |                      | SLK 200 K (KT/T)<br>SLK 200 K<br>SL 300 (K230)  | 2996<br>2996<br>2996   | AT<br>AT                                 | 0 0 0                                    | - 4X<br>2110 4X                            | 2 -  | 4       |   | Citu Germany<br>Citu Germany   |                     | -              | - 4             | - 1  | -              | -                    | - 1              | - 3             | . 1               | - 3          | - 2             | - 1           | 0.29%<br>0.00%<br>0.18%                            | 0.00%                                     | 20                    |
|                      |                                    | масман               | 8 300 L (V221)<br>S 300 L (V221)<br>Lancer JT SSI   | 2996<br>2996<br>1800   | AT<br>AT<br>AT                           | a<br>a                                   | 1925 4X<br>1925 4X<br>1950 4X              | 2 4 2  | 4       | CHED                                    | Citu Semany<br>Citu Stations   | 13                  | - 1            | 26              | -  | 15             | 34                   | - 1              | 13              | 11                | 12           | 10              | - 1           | 0.07%  | 0.92%<br>0.02%<br>0.14%                   | 167                   |
|                      |                                    |                      | Lancer JT SEXI<br>Lancer EX SIT 2.0L<br>Lancer Eng  | 1998   | ME<br>E AT                               | 0 0 0                                    | 1950 4X<br>1950 4X                         | 2 4  | 4       | E                                       | CRU Thatland<br>CRU Thatland<br>CRU Jacon  | - 1                 |                | 13              | 10   | -              | 12                   |                  | 12              | 14                | i            | 13              |               | 0.07%  | 0.00%                                     | 183                   |
|                      |                                    | NISAN                | Latio (Fais)<br>New Teans CVT   | 1556<br>2456   | MF<br>AT                                 | a<br>a                                   | 1936 4X                                    | 2 4  | 4       | ÷                                       | CRU Thatland<br>CRU Thatland   | 120                 | 97<br>81       | 80<br>24        | 36   | 28             | 166<br>31            | 27               | 26              | 26                | 35<br>17     | 54<br>26        |               | 3.93%<br>2.52%                                     | 1.67%<br>1.07%                            | 553<br>351            |
|                      |                                    | Photon               | Waja<br>Waja<br>Genz Persona B-Line   | 1600   |  | 9 9 9                                    | 1236 4X<br>1216 4X                         | 2 4  | 4       | Ė                                       | CRU Minyon<br>CRU Minyon   |                     |                |                 | 1  | -              | -                    | - :              | - 20            |                   | - 1          |                 | - 1           | 0.07%  | 0.00%                                     | 1                     |
|                      |                                    |                      | Gerd Persons Stiline<br>Gerd Persons Stiline<br>Gerd Persons H-Line   | 1600<br>1600   | AY<br>ME                                 | g<br>g                                   | 1216 4X<br>1236 4X                         | 2 4 2 4  | 4       |   | Citu Milaysia<br>Citu Milaysia<br>Citu Milaysia  | 5                   | 13             | 5               | 7  | -              | 7                    | - 2              | 1 9             |                   | 2            |                 |               | 0.79%<br>0.32%<br>0.12%                            | 0.16%                                     | 41                    |
|                      |                                    |                      | Gen2 Persona H-Line<br>Persona Etegance Micine<br>Persona Etegance AT Micine  | 1600   | AT<br>ME<br>AT                           | 9 9                                      | 1236 4X<br>1216 4X<br>1236 4X              | 2 4<br>2 4<br>2 4  | 4       | ÷                                       | Citu Mitaysia<br>Citu Mitaysia<br>Citu Mitaysia  | - 1                 | 2              | - 1             |  | - 4            | - 1                  | - 2              | 1 4             | 4                 | 5<br>2       | -               | -             | 0.07%  | 0.02%                                     | 24<br>50              |
|                      |                                    | TOYOTA               | Persona Elegance AT H Line<br>New Corolla Altis J<br>New Corolla Altis E  | 1800<br>1800   | AT<br>ME                                 | 000                                      | 1236 4X<br>- 4X                            | 2 4  | 4       |   | Citu Mitaysia<br>Citu Japan<br>Citu Japan  | 90                  | 28             | 27              | 28   | 21             | -                    |                  |                 | 4<br>-<br>20      | 1 21         | - 20            | - 1           | 0.00%<br>1.19%<br>0.60%                            | 0.02%                                     | 163                   |
|                      |                                    |                      | New Consta Atts G<br>New Consta Atts V  | 1800   | AT<br>AT                                 | g<br>g                                   | - 400                                      | 2 4  | 4       | ÷                                       | Citu Thalland<br>Citu Thalland   | 77                  | 127            | 136             | 50   | 54             | 28                   | 31               | 41              | 106               | 80           | - 87            | 85            | 6.42%<br>0.02%                                     | 2.72%<br>0.00%                            | 901                   |
|                      |                                    |                      | Cang/0.24<br>Cang/0.24  | 2362   | MF<br>AT                                 | 9 9                                      | - 4X                                       | 2 4  | 4       | E                                       | City Thatand<br>City Thatand   | 60<br>207           | 34<br>177      | 49<br>224       | 47<br>250  | 9 160          | 8<br>200             | 20<br>140        | 33<br>130       | 22<br>120         | 19           | 20<br>97        | 19            | 2.41%<br>13.34%                                    | 1.03%<br>5.67%                            | 360                   |
|                      |                                    | VOLKEWAGEN           | Reede 2.0<br>Reede 2.0 Cabdulet   | 1986   |  | 9 9                                      | 1430 4X                                    | 2 2  | 4       | Ė                                       | City Mesos<br>City Mesos   |                     |                | 1               |  | 1              | - 1                  |                  |                 |                   | - 1          | Ë               |               | 0.02%  | 0.00%                                     | - 1                   |
|                      |                                    | VOLVO                | C30 24<br>C30 23<br>S80 24T   | 2100<br>2100<br>2100   | AT<br>AT<br>AT                           | 9  | - 4X                                       | 2 2 2  | 4 4     | Ė                                       | CRU Sweden<br>CRU Sweden   | -                   | - 1            | -               |  |                | - 1                  |                  |                 |                   | - 1          | Ė               |               | 0.00%  | 0.00%                                     |                       |
|                      |                                    |                      |   | =  | MODEL TIME                               |  | _  | Ξ  |         |   |  | 1,172<br>1,172      | 1,240<br>2,612 | 3,901           | 1,199<br>5,100   | 1,690<br>6,130 | 1,578<br>7,728       | 1,211<br>8,313   | 1,272           | 1,119             | 1,873        | 925<br>13,308   | 772<br>14,080 | 100%   | 63%                                       | 14,00                 |
| SEDAN TYPE SA        | ES                                 | BRAND                | JAN - DEC 2010<br>MODEL/TYPE  |  | TRANS                                    | _  | gyw I pas                                  | nl   |         | Lec                                     | cau cau  |                     | -              | MAR.            | APR  |                |                      | ж                | AUG             |                   |              | NOV             |               | Segment  | 200 v 3.001 (0                            | 105N                  |
| SEDAN<br>TYPE        | CC > 3.661 (0)<br>/ 2.561 (0)      | Aubi                 | MODELITYPE<br>AS 3.3 Ful Quarts   | 500<br>3200  |  | G G                                      | ovw oxa                                    | 1 DOO  | WHEE    | . 00                                    | Cital Germany  | JAN                 | PER .          | MAR .           | APR  | MAY            | JUN                  | JUL .            | AUG .           | SEP               | ocr          | MOV             | DEC .         | Share<br>0.00%                                     | Share<br>0.00%                            | 101AL<br>2013         |
|                      | s and (D)                          | BENLEY               | Continental FS<br>Continental GE  | 9000<br>9000   | AT<br>AT                                 | 9  | - 4X                                       | 2 4  | 1       | Ė                                       | Citu Germany<br>Citu UK<br>Citu UK   | E                   |                |                 |  |                |                      |                  |                 |                   | 1            | E               | Ħ             | 0.16%  | 0.00%                                     |                       |
|                      |                                    | RW                   | MI Coupe<br>850 Coupe   | 6000<br>6000<br>5000   | AT<br>AT<br>AT                           | 9 9                                      | - 400<br>- 400                             | 2 4  | 1       | Ħ                                       | Citu Gernary<br>Citu Gernary   |                     |                |                 |  |                |                      |                  |                 | 1                 |              |                 |               | 0.16%<br>0.87%<br>0.00%                            | 0.02%<br>0.02%<br>0.00%                   | _                     |
|                      |                                    | HTUNOW               | PRO LI<br>PRO LI<br>Azes  | 6999<br>8000<br>3300   | AT<br>AT<br>AT                           | 0 0                                      | - 600<br>- 600                             | 2 4<br>2 4<br>2 4  | 4       | F                                       | Citu Germany<br>Citu Germany<br>Citu Koma  | -                   |                | 1               | -  |                | - 2                  | - 1              |                 |                   |              |                 | Ħ             | 1.30%<br>0.29%<br>0.00%                            | 0.03%<br>0.05%<br>0.02%                   |                       |
|                      |                                    | JAGUAR               | XF 6.2 V6 Super Charged<br>XJ 8.0 LWR<br>XK 6.0   | 5000<br>5000   | AT O AT                                  | 9 9                                      | - 6X                                       | 2 4  | 4       | E                                       | CRO UK   |                     |                |                 |  |                | i                    |                  | 1               | 3                 | i            | Ē               | Ħ             | 0.00%<br>1.66%<br>0.16%                            | 0.00%                                     | 10                    |
|                      |                                    | LEXUS                | LS 660 L<br>LS 660 R  | 6600<br>6600   | AT<br>AT                                 | 9 9                                      | - 6X<br>- 6X<br>- 6X<br>2280 6X            | 2 4  | H       | ŧ                                       | Citro Japan<br>Citro Japan   | - 1                 | 4              |                 | -  | -              |                      | =                |                 | -                 | -            |                 | - 1           | 5.36%<br>0.00%                                     | 0.11%                                     | 31                    |
|                      |                                    | MERCEDES             | ES 600<br>E 350 Coope AVG (C207)<br>E 350 Coope Ete (C207)<br>E 350 Etg (V212)  | 2616<br>2616<br>2616<br>2616   | AT<br>AT<br>AT<br>AT                     | 9  | 2280 6X<br>2280 6X<br>2280 6X              |  | 4       | Ė                                       | CRU Japan<br>CRU Germany<br>CRU Germany<br>CRU Germany   | į                   | 2<br>II        | 3<br>10<br>2    | -  | 2              | 2                    | į                | 2               |                   | -            | - 1             | 1             | 3.17%<br>5.09%<br>0.29%<br>0.29%                   | 0.07%<br>0.11%<br>0.01%<br>0.01%          | 31                    |
|                      |                                    |                      | s: AND B1G (W212)<br>S: 380 AVG (W212)<br>S: 60 AMG AVG (W212)  | 3698<br>3698<br>6208   | AT<br>AT<br>AT                           | g<br>g                                   | 2280 4X<br>2385 4X                         | 2 4  | 4       | Ë                                       | City Germany<br>City Germany<br>City Germany   |                     |                |                 |  |                |                      |                  | 1               |                   |              |                 |               | 3.02%  | 0.07%<br>0.07%<br>0.08%                   |                       |
|                      |                                    |                      | E 500 Aug (8212)<br>S 350 L (V221) CBU<br>S 350 L (V221)  | 5461<br>4166<br>4166   | AT<br>AT                                 | 9  | 2376 4X<br>2480 4X<br>2480 4X              | 2 4<br>2 4<br>2 4  | 4       | - CKP                                   | Citu Gernany<br>Citu Gernany   | 1                   | - 1            | 2               |  | -              | 19                   | -                | 2               | 2                 |              |                 | 2 15          | 0.29%<br>6.66%<br>23.23%                           | 0.07%                                     | - 6                   |
|                      |                                    |                      | 8 360 L (V221)<br>8 500 L<br>8 500 L (V221)   | 2166<br>2166   | AY<br>AY                                 | 9 9                                      | 2980 4X<br>2980 4X                         | 2 -  | 4       | CKD                                     | Citu Germany   | - 1                 | 1 2            | - 1             | 1  |                | -                    | -1               | - 1             | - 1               | ====         | E i             |               | 0.72%<br>2.89%                                     | 0.02%                                     | 1 20                  |
|                      |                                    |                      | 91. 393<br>91. 63 AMG (9233)  | 3726<br>8208   | AT<br>E AT<br>E AT                       | 9 9 9                                    | 2120 4X<br>2120 4X<br>2226 4X              | 2 -  | 1       | Ė                                       | Citu Germany<br>Citu Germany<br>Citu Germany   |                     |                |                 | 1  |                |                      |                  |                 |                   |              |                 |               | 0.16%  | 0.00%<br>0.00%<br>0.00%                   |                       |
|                      |                                    |                      | SL 65 AMG (R371)<br>SLK 360 K (R371)  | 3490   | AT<br>AT                                 | 9  | 2385 6X<br>1800 6X<br>1850 6X              | 2 2 2  | 4       | F                                       | Citu Germany<br>Citu Germany<br>Citu Germany   |                     |                |                 |  |                |                      |                  |                 |                   | 1            | F               | Ħ             | 0.29%<br>0.16%<br>0.16%                            | 0.07%<br>0.02%<br>0.02%                   | į                     |
|                      |                                    |                      |   |  |  |  |  |  |         |   |  |                     |                |                 |  |                |                      | -                |                 |                   |              |                 |               |  |   | _                     |
|                      |                                    |                      | SLK SS AMG (K171) R.<br>S 60 AMG<br>S 65 L AMG (K221)<br>SLS AMG (C187)   | 5438<br>6208<br>5980   | AT<br>AT<br>AT                           | 9 9 6                                    | - 400                                      | 2 -  | 4       |   | Cito Germany<br>Cito Germany<br>Cito Fermany   | -                   |                |                 | 2  | -              |                      | _                |                 | -                 |              |                 |               | 0.00%  | 0.00%                                     | - 1                   |
|                      |                                    |                      | SLK SS AMG (R171) PL<br>S ES AMG<br>S ES L AMG (7221)<br>SLS AMG (7227)<br>C ES AMG<br>C ES AMG AVG (N204)  | \$208<br>\$980<br>\$208<br>\$208                                     | AT AT AT AT AT AT                        | 9 9 9                                    | - 6X<br>- 6X<br>2170 6X<br>2170 6X         | 2 -  | 4 4     |   | CRU Gernaty<br>CRU Gernaty<br>CRU Gernaty<br>CRU Gernaty   |                     |                |                 | -  |                |                      |                  |                 |                   | 1            | 11              | 7             | 3.32%  | 0.00%<br>0.01%<br>0.02%<br>0.00%<br>0.00% | 21                    |
|                      |                                    | TOYOTA<br>VOLKEWASEN | SIX SS AMS (R171) PL<br>2 82 AMS<br>2 83 LA AMS (7221)<br>31.5 AMS (7221)<br>51.5 AMS (7221)<br>C 82 AMS<br>C 82 AMS (7224)<br>C 82 AMS (7224)<br>C 82 AMS (7224) | \$436<br>\$196<br>\$196<br>\$208<br>\$208<br>\$200<br>\$200          | AT A | 0 0 0 0                                  | - 6X - 6X 2170 6X - 6X - 6X                | 2 -<br>2 -<br>2 -<br>2 -<br>2 -<br>2 -<br>2 -<br>2 -<br>4 -<br>4 - | 4 4 4 4 |   | Cito Germany | 23                  | 31             | 41              | 2<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | 1 17           | 19                   | 1 29 49          | 17              | 3<br>-<br>-<br>18 | 1<br>2<br>7  | 11              | 7             | 3.32%<br>0.16%<br>0.87%<br>38.38%<br>0.00%         | 0.02%                                     | 286                   |
|                      |                                    | EDYOSA<br>VOLKSWAGEN | C 63 AMG AVG (N206)<br>CannyO 3.5<br>Phaesin  | \$200<br>\$190<br>\$200<br>\$200<br>\$200<br>\$200<br>\$200<br>\$200 | AT AT                                    | 20 G G G G G G G G G G G G G G G G G G G | - 6X<br>- 6X<br>2170 6X<br>2170 6X<br>- 6X | 2 -  | 4       | 2 | Oliu Gemany<br>Oliu Gemany<br>Oliu Gemany<br>Oliu Gemany<br>Oliu Gemany<br>Oliu Thatani<br>Oliu Gemany               | 1<br>23<br>59<br>50 | 119            | 194             | 2<br>43<br>84<br>278<br>2,893  | 329            | 1<br>13<br>29<br>408 | 29               | \$1<br>508      | 548               | 412          | 451             |               | 3.32%<br>0.14%<br>0.87%<br>38.38%<br>0.02%<br>180% |   | 286                   |