

READING THE METER®

*A look inside a cleaner, safer,
smarter auto industry.*



ALLIANCE FOR AUTOMOTIVE INNOVATION

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Contents – February 24, 2026

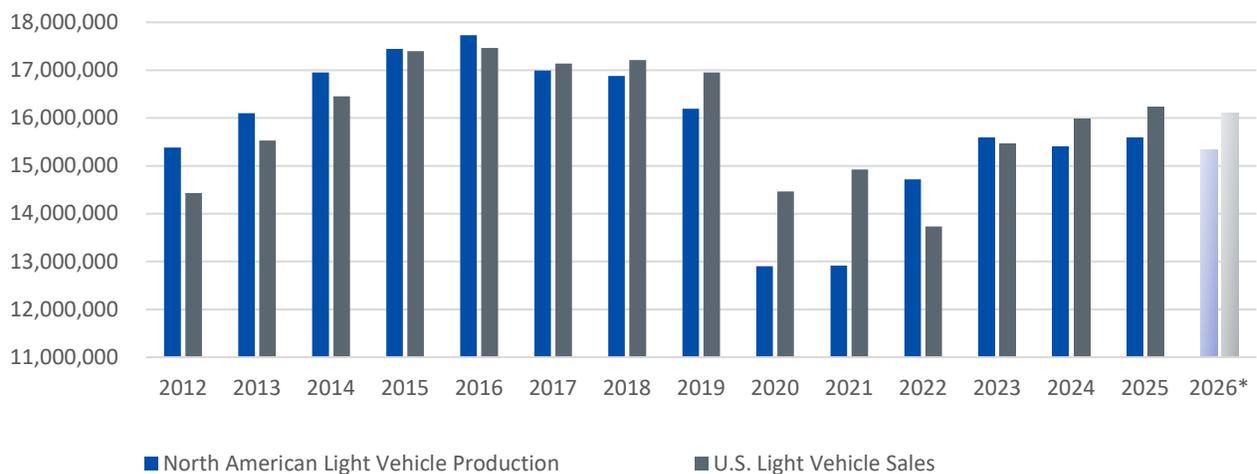
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Forecast Meter

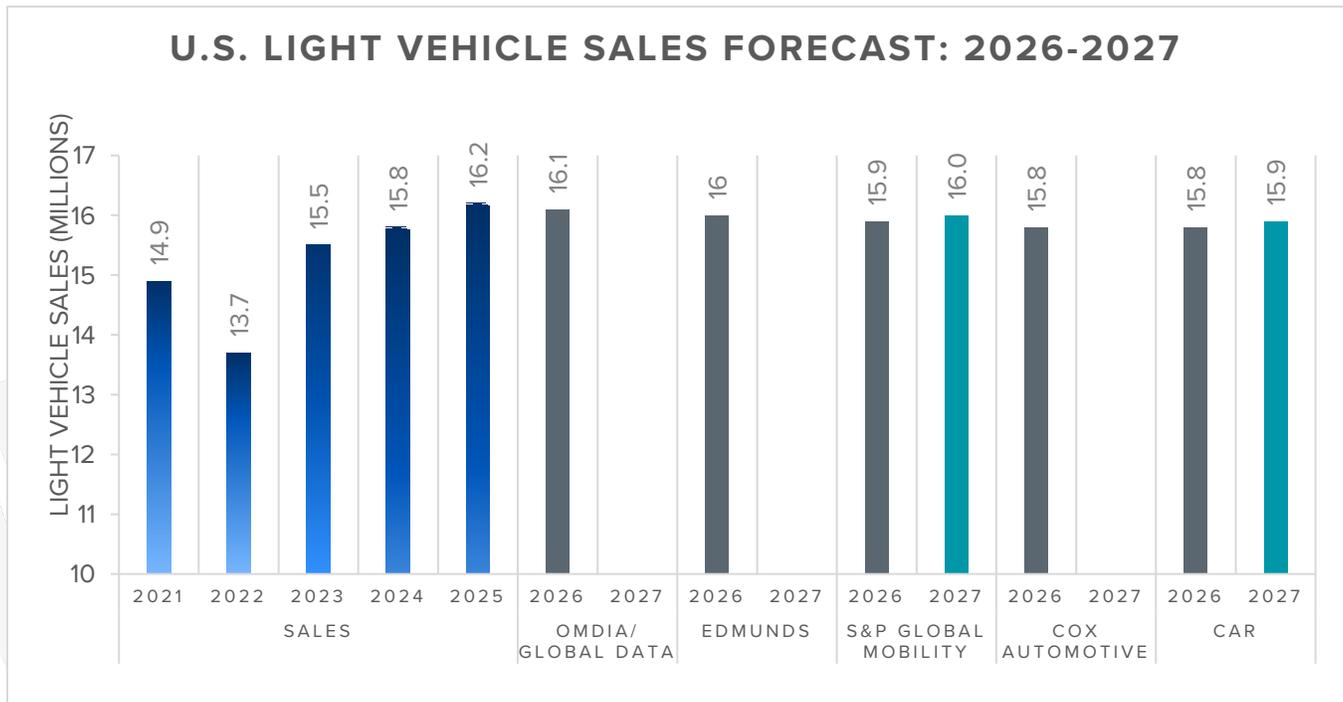
Sales & Production Summary and Forecast (Updated 2/24)

2024-2025 Sales, ¹ Extended Sales Forecast ² and Production Forecasts ³		
	U.S. Sales & Forecasts	North American Production
January '25	1,110,721 (+3.8% YoY)	1,194,682 (-7.1 YoY)
February '25	1,219,841 (+3.4% YoY)	1,290,302 (-8.7% YoY)
March '25	1,585,390 (+10.7% YoY)	1,424,691 (+1.5% YoY)
April '25	1,463,379 (+6.8% YoY)	1,338,714 (-8.2% YoY)
May '25	1,466,595 (-1.3% YoY)	1,419,834 (-2.4% YoY)
June '25	1,254,418 (-4.2% YoY)	1,331,187 (0.03% YoY)
July '25	1,370,061 (+6.6% YoY)	1,197,801 (+7.9% YoY)
August '25	1,454,685 (+6.8% YoY)	1,425,340 (-1.5% YoY)
September '25	1,250,274 (+2.3% YoY)	1,358,730 (+1.3% YoY)
October '25	1,271,331 (-4.5% YoY)	1,374,124 (-4.5% YoY)
November '25	1,273,390 (-7.3% YoY)	1,157,195 (-11.5% YoY)
December '25	1,460,177 (-6% YoY)	1,020,573 (+4.6% YoY)
January '26	1,105,581 (-3.9% YoY)	1,145,975 (-2.6% YoY)
2025 Full Year	16,233,363 (+2.4% YoY)	15,576,688 (-3% YoY)
2026 Forecast	16,100,000	15,325,750

North American Production And U.S. Light Vehicle Sales



U.S. Light Vehicle Sales Outlook (Updated 2/5)



Omdia Outlook (2/5)⁴: “Consumers are financially strained heading into the new year. Consumer sentiment has been falling since 2024. The index sits at 52.9, up from 51 in November 2025 but well below December 2024’s reading of 74.

“There is plenty to be negative about. Wage growth remains flat, if slightly down. Real disposable income is down and has been falling from a high of \$1,153 (in billions of chained 2017 dollars) since April 2023. It now sits at \$180 as of November 2025’s reading.

“Yet, personal consumption expenditures remain elevated, even if flat, and household debt service payments as a percentage of personal disposable income have been increasing since 2024. At the same time, the three-month moving average for median hourly wage growth has been negative (YoY) since 2023; it fell 0.5% again in December 2025. Whatever spending consumers are doing, they are doing it with debt.

“Indeed, even though interest rates on new cars continued to fall in January (7% for a 60-month new car compared to 7.47% at the start of January 2025), rates are well above the 3.86% consumers were getting back in January 2022, according to Bankrate’s national index. Unsurprisingly, the average monthly payment for a new car loan was above \$770 at the end of 2025, and 20% of new car loan payments averaged above \$1,000 for that same period, according to Edmunds.

“While econometrics do not directly determine auto sales, affordability remains a headwind.”

North American Production & Inventory Outlook (Updated 2/24)

Omdia Production Outlook (2/24)⁵: “In January 2026, North America production for all vehicles (light and medium-/heavy-duty trucks) fell 2.6% YoY to 1.146 million units but was revised up from last month’s 1.143 million units. The month-over-month gain is offset by downward revisions in February and March from last month’s estimate. The up-and-down revisions suggest automakers are balancing inventory with demand to avoid the destocking that occurred this time last year.

“Canada played an outsize role in production losses in the first quarter, losing 36% YoY in January and an estimated 18% for the whole first quarter. This will be the second quarter in a row that production in Canada is down YoY. This contrasts with Mexico, which is expected to gain 2.5% YoY. Though Mexico’s gain does not fully account for the losses in the rest of North America, it’s likely some of that production went to Asia.

“The full production estimate for all vehicles in the first quarter of 2026 is tracking at 3.758 million units, down from last month’s estimate of 3.760 million units and 2.7% below 1Q25’s 3.864 million. Light vehicles are expected to total 577,000 units, 7.8% below the same quarter a year ago’s 625,700 units.

S&P Global Mobility Outlook (2/24)⁶: “North America: The outlook for North America light vehicle production was increased by 61,000 units and by 60,000 units for 2026 and 2027, respectively (and increased by 51,000 units for 2028). The outlook for 2026 in North America was revised higher by 0.4% totaling 15.02 million units, in part, on a stronger outlook for Stellantis’ Ram brand amid the return of the HEMI V8 that is experiencing solid pent-up demand while also requiring inventory stocking. The outlook for Stellantis was revised higher by 53,000 units along with more modest increases at General Motor and Honda. Conversely, the outlook for Ford was reduced by 25,000 units with the all-important T3 truck platform being revised down by 27,000 units with production results for Kentucky Truck, in particular, coming in below expectations. With the three-crew, six-day per week work pattern at the perennially stretched Kentucky Truck, recouping all the lost volume will prove challenging in the near-term, although more appreciable volume gains are expected in 2027. The outlook for 2027 was revised higher by 0.4% totaling 15.51 million units with 2028 revised higher by 0.3% to total 15.57 million units to keep pace with demand. Based on adjusted US inventory assumptions, the North American production forecast is built around inventory levels remaining between to 2.4 to 2.8 million units or a healthy 45 to 55 day supply with an expected roughly 16.0 million unit US sales environment over the next two years.”

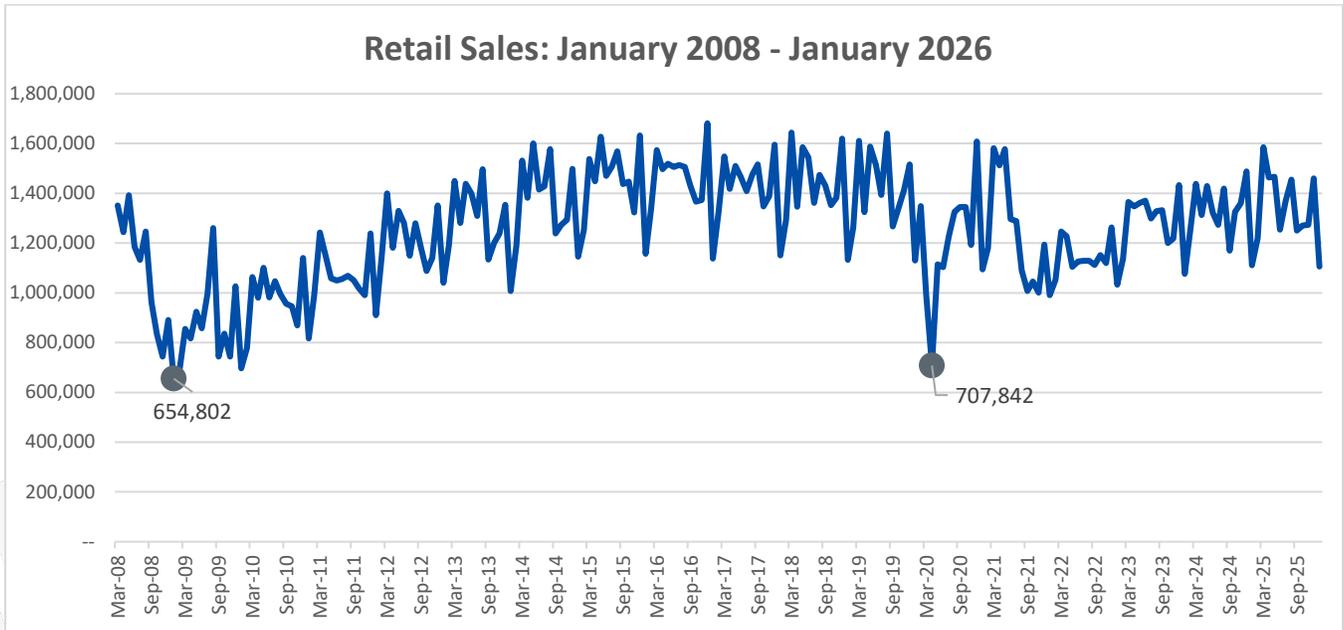
Omdia Inventory Outlook (12/23)⁷: “Meantime, December inventory is forecast to total 2.44 million units, down 10.5% from the prior month and 13.5% below same-month 2024. Days’ supply is pegged at 44, down from November’s 53 and December 2024’s 47.”

Market Meter

U.S. Light Vehicle Sales (Updated 2/5)

Monthly Sales (Updated 2/5)

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



Monthly Sales (Updated 2/5)

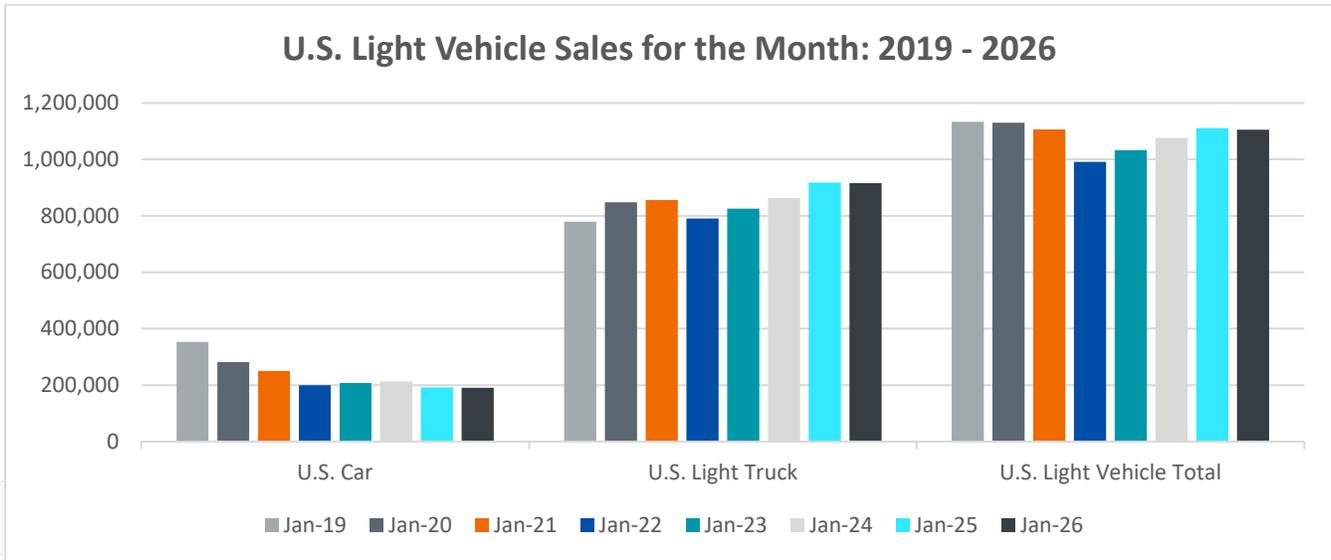
Omdia⁸: “The new year started off weak as US light-vehicle sales fell year-over-year (YoY) for the fourth consecutive month in January, and light vehicle sales declined less than 1% but came in lower than December’s estimate.

“January’s seasonally adjusted annual rate (SAAR) totaled 14.85 million units, which is well below the same month in 2025’s 15.48 million.

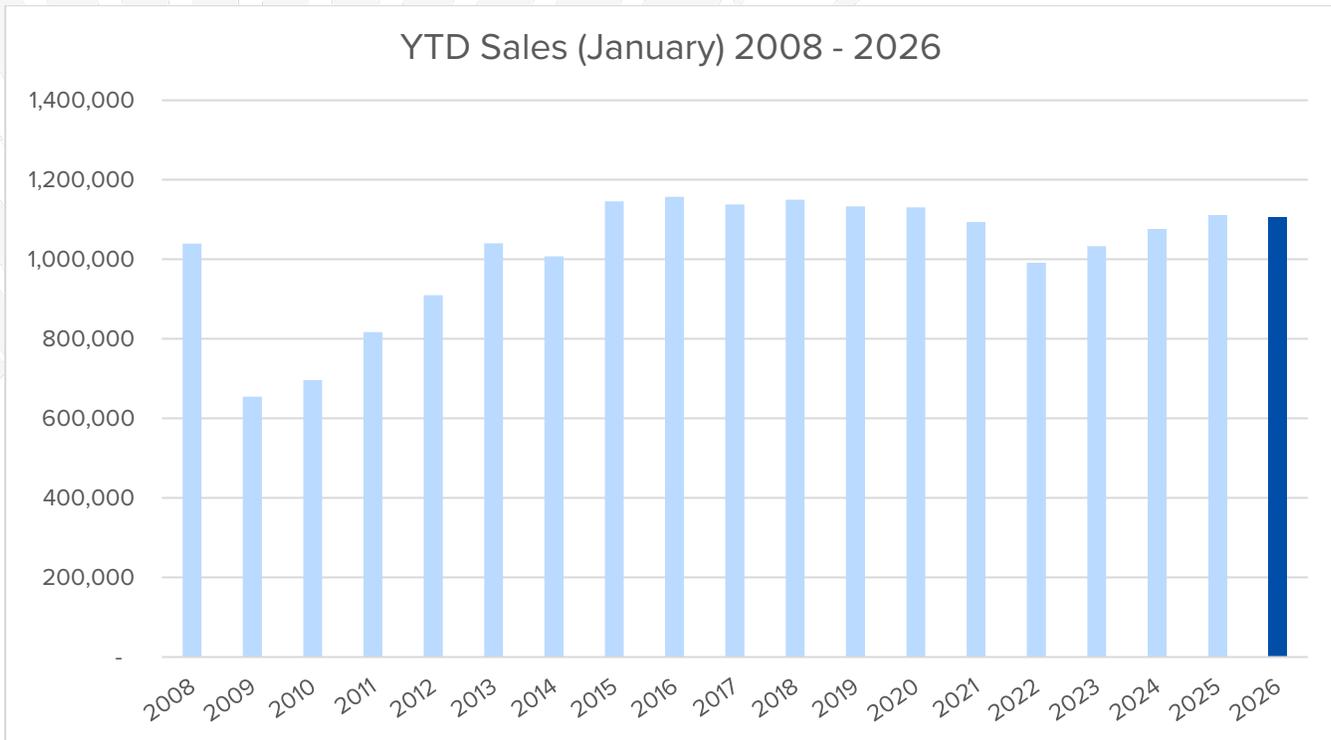
“Raw volume in January totaled 1.105 million units, only 0.05% below the same month in 2025, when it totaled 1.106 million. The daily selling rate (DSR) equated to 42,522 over the month’s 26 selling days, 3.9% below the year-ago’s 44,237—25 selling days.

“There is plenty to be negative about. Wage growth remains flat, if slightly down. Real disposable income is down and has been falling from a high of \$1,153 (in billions of chained 2017 dollars) since April 2023. It now sits at \$180 as of November 2025’s reading.

“Yet, personal consumption expenditures remain elevated, even if flat, and household debt service payments as a percentage of personal disposable income have been increasing since 2024. At the same time, the three-month moving average for median hourly wage growth has been negative (YoY) since 2023; it fell 0.5% again in December 2025. Whatever spending consumers are doing, they are doing it with debt.



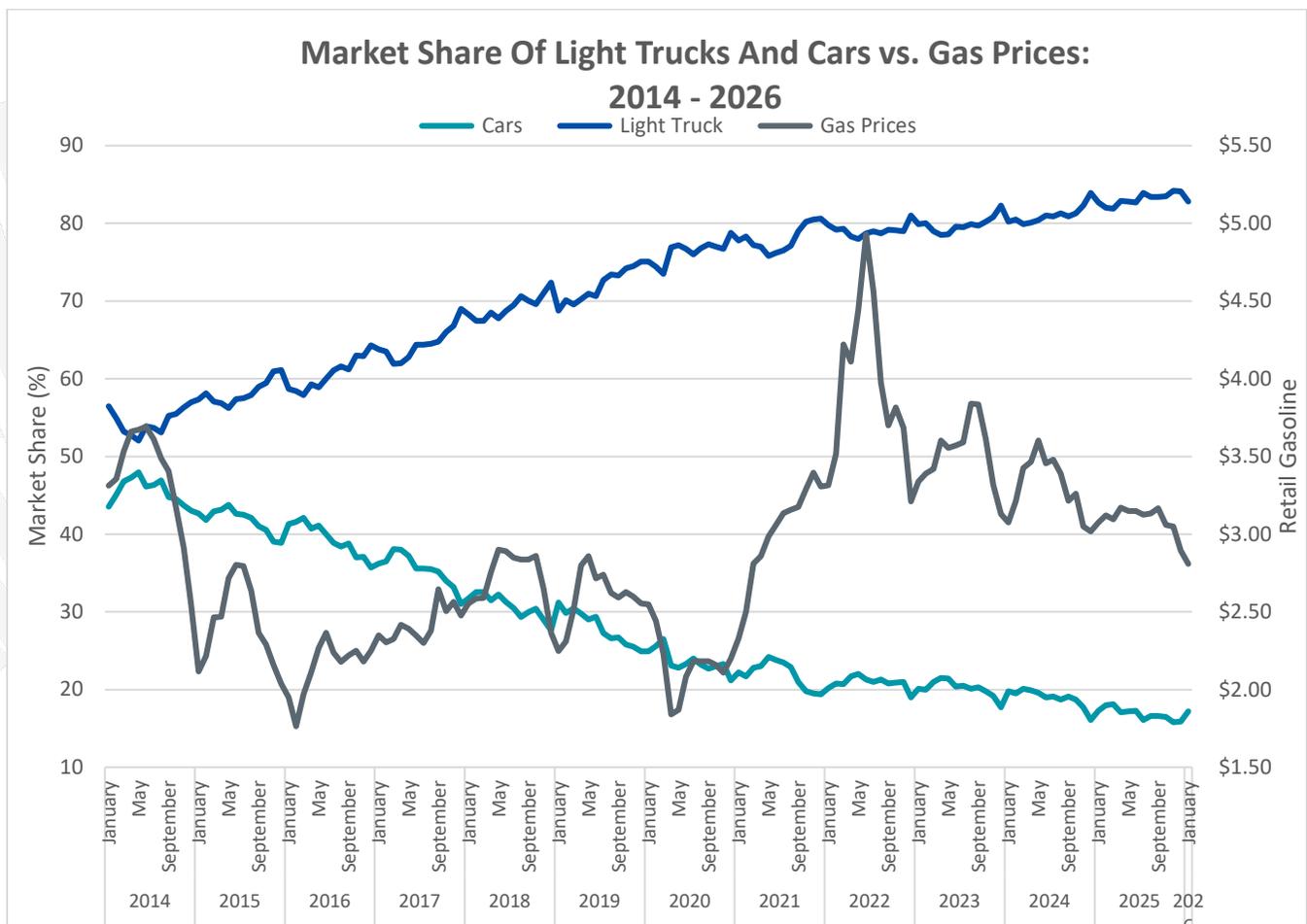
Calendar year-to-date sales through January totaled 1.10 million units, down 0.5 percent from 2025's 1.11 million.



Segments vs. Gas Prices (Updated 2/5)

Monthly Sales: Light trucks accounted for 82.8 percent of sales in January, up 0.1 percentage points from the market share a year ago. Compared to the same period in 2025, sales of cars are down about 2,000 units, and down about 163,000 from January 2019, when cars comprised 31 percent of the market as opposed to the 17.2 percent of the market passenger cars have now.

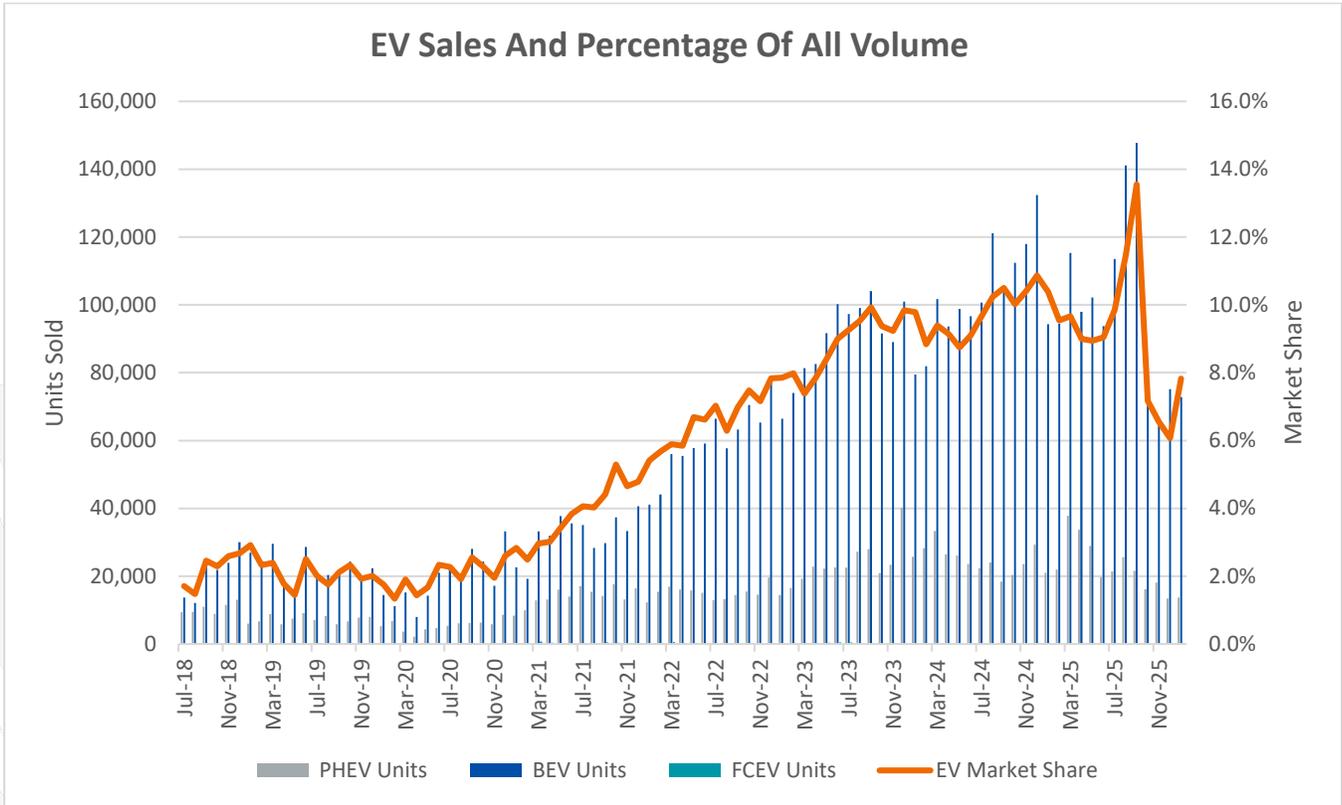
Historic Perspective: The upward trend in the popularity of light trucks over cars has been steady since 2013, when only 2% of annual market share separated the two segments⁹ and gas was over \$3.00.¹⁰ a gallon. As fuel prices dropped below the \$3.00 mark in mid-September 2014, light truck sales began to take off. Gas prices since have averaged only \$2.85 a gallon (through January 7, 2026) and when combined with increased fuel economy for light trucks, an increase of 4 mpg since 2013, the perfect conditions existed to continue fueling light truck market growth.¹¹



EV Powertrain Sales (Updated 2/5)

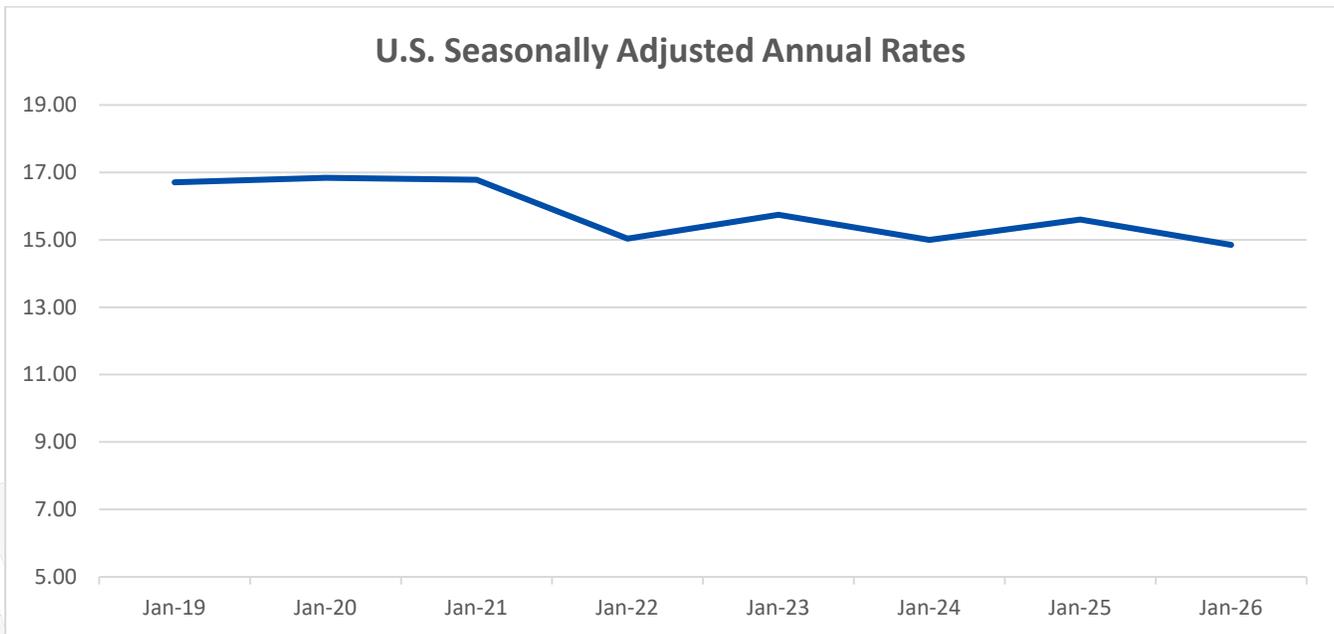
Sales of electric vehicles (BEV, PHEV, & Fuel Cell) accounted for 7.8 percent of total vehicle sales in January 2026 (86,512) per Omdia estimates. Market share increased 1.8 percentage points (pp) from the downwardly revised December 2025's 6.1 percent (previously reported as 7.2 percent). January's EV market share is down 2.6 pp from a year ago. Sales of battery electric vehicles accounted for 6.6 percent of total sales, down 1.9 pp

from January 2025. Plug-in hybrids accounted for 1.2 percent, down 0.7 pp from the same time last year. Hybrid market market share was 12.6 percent.



Seasonally Adjusted Annual Rates (Updated 2/5)

Omdia (formerly WardsIntelligence)¹²: “January’s seasonally adjusted annual rate (SAAR) totaled 14.85 million units, which is well below the same month in 2025’s 15.48 million.”



Average Transaction Price (Updated 2/24)

Kelley Blue Book (January) (2/24)¹³: “In January, the ATP for a new vehicle was \$49,191, a 1.9% increase from year-earlier levels and, according to Kelley Blue Book records, an all-time high for January. The ATP last month was down 2.2% from December, a seasonally normal decline. The December 2025 record ATP was revised down to \$50,318.

“The average new-vehicle manufacturer’s suggested retail price (MSRP) – commonly called “the asking price” – in January also climbed higher compared to year-earlier estimates. At \$51,288, the average MSRP was 2.1% higher year over year, an increase below long-term averages. Typically, MSRPs show an annual increase of approximately 3% in January. The average MSRP has been above \$50,000 for 10 straight months, according to Kelley Blue Book estimates.

“Automakers reduced sales incentives in January. Last month, the average incentive package was equal to 6.5% of ATP, or roughly \$3,200. A year ago, incentives averaged 7.1%; in December, incentives averaged 7.5% of ATP, the highest point in 2025. Last month, sales incentives were strongest for luxury vehicles and full-size pickup trucks; full-size SUVs, compact cars, and midsize cars had among the lowest incentive levels.

“In January, the best-selling vehicle segment was again the compact SUV segment (e.g., Toyota RAV4, Honda CR-V, Nissan Rogue and Chevrolet Equinox), where ATPs were \$36,414, down 0.4% year over year in an industry that recorded a 1.9% gain. The popular compact SUV segment is a reminder that many excellent vehicles are available at more than 25% below the industry average.

“In January, with the subcompact Mitsubishi Mirage all but gone, the U.S. market no longer has a new vehicle with an average MSRP below \$20,000. Last month, the Nissan Versa, with an average MSRP of \$22,315, took up the mantle as America’s most affordable vehicle, but the role will be short-lived as reports suggest production of the Nissan Versa ended in December.

“New electric-vehicle (EV) prices declined to \$55,715 in January. Average transaction prices were lower by 0.6% compared to year-earlier levels and down 3.1% from December.

“Incentives for EVs fell notably in January, to an average of 12.4% of ATP, down from an upwardly revised 18.3% in December and below the 12-month average of 13.7% in 2025. Still, at 12.4% of ATP, EV sales incentives continue to be well above industry averages.”

Cox Automotive Used Vehicle Prices (2/24)¹⁴: “Price-conscious buyers have limited options for affordable used vehicles. Used cars priced below \$15,000 continue to have low availability, with only 37 days’ supply, which is 11 days below the overall industry average. The top five sellers of the month had an average price of \$23,668, nearly 7% below the average listing price for all used vehicles sold.”

Cox Automotive Used EV Prices (2/24)¹⁵: “Used EV Listing Price: The average listing price for used EVs was \$35,442 in January, down 5.1% year over year and 2.5% month over month. The price premium over ICE+ vehicles narrowed further to \$1,376, down from \$2,591 in December, as used EVs continue to approach price parity with their ICE+ counterparts. Among high-volume brands, Nissan (-3.2%), Kia (-2.8%), and Mercedes-Benz (-2.3%) posted the steepest month-over-month declines. Audi bucked the trend, rising 4.8% to \$39,502 even as sales surged 63.4%. Tesla edged up 0.6% to \$31,760.”

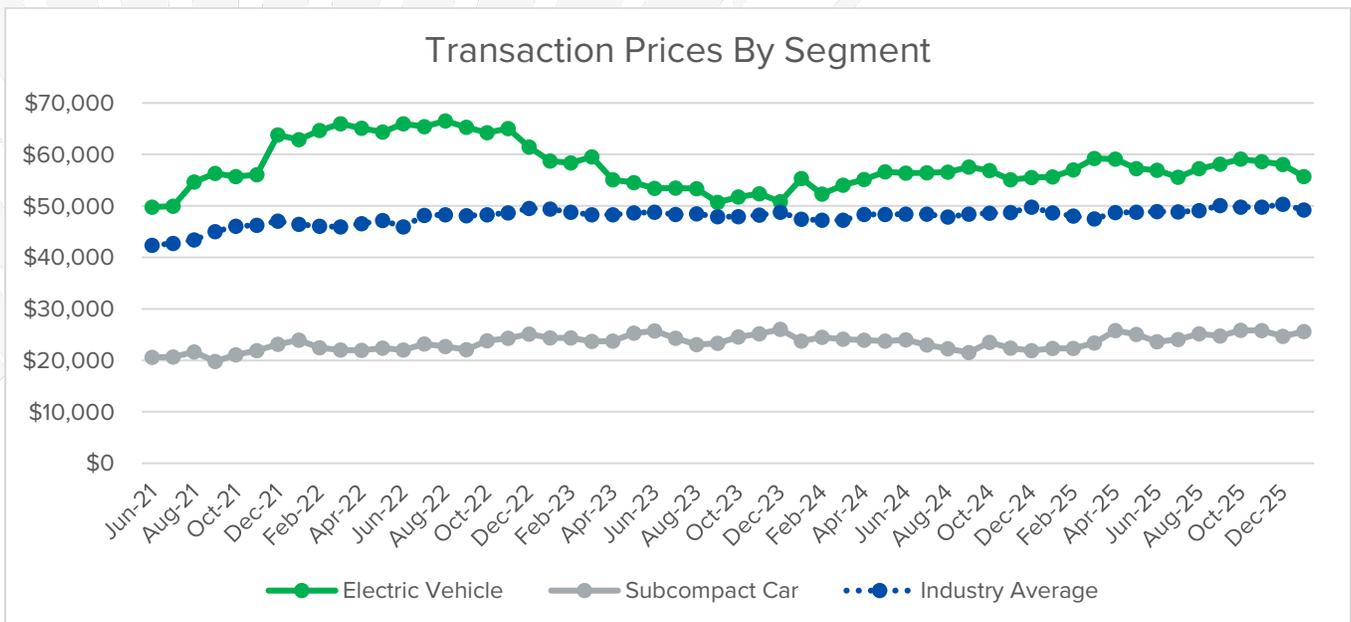
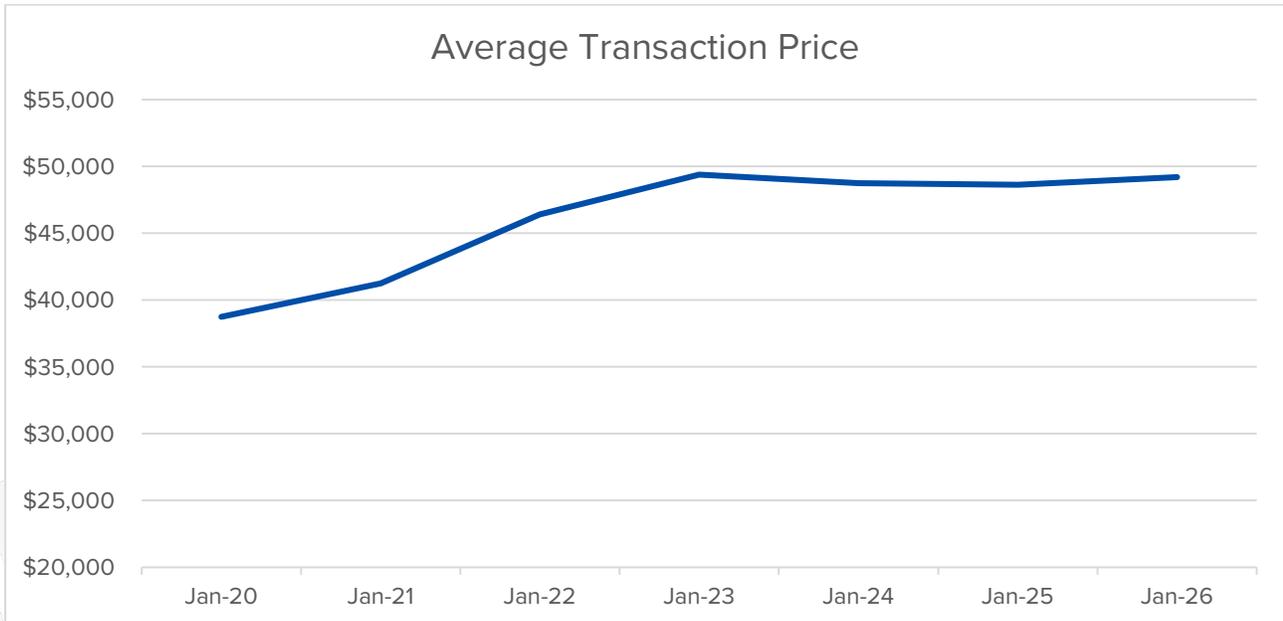
J.D. Power (Updated 1/7)¹⁶: “The average new-vehicle retail transaction price in December for all vehicles is expected to reach \$47,104, up \$715 or 1.5 percent from December 2024. Separating out electric vehicles, the average price on non-EV’s has powered vehicles rose 1.4% to \$46,807.

“The average manufacturer’s incentive spend per vehicle is on track to reach \$3,433, which is \$140 higher than November and \$77 higher than a year ago. Expressed as a percentage of MSRP, incentive spending is currently at 6.5%, up 0.1 percentage points from last year. Discounts on EVs are expected to average \$11,414 in December, down \$57 compared with December 2024, and down \$472 from November 2025. Discounts on non-EVs are projected at \$3,219, an increase of \$425 from last year.

“Easing interest rates and strong used-vehicle values—reflected in higher trade-in equity—are providing some relief to buyers facing elevated monthly payments.

“The average interest rate for new-vehicle loans in December is 5.84%, a decrease of 32 basis points from a year ago.

“The average used-vehicle price is trending toward \$29,571, up a modest \$8 from a year ago.”

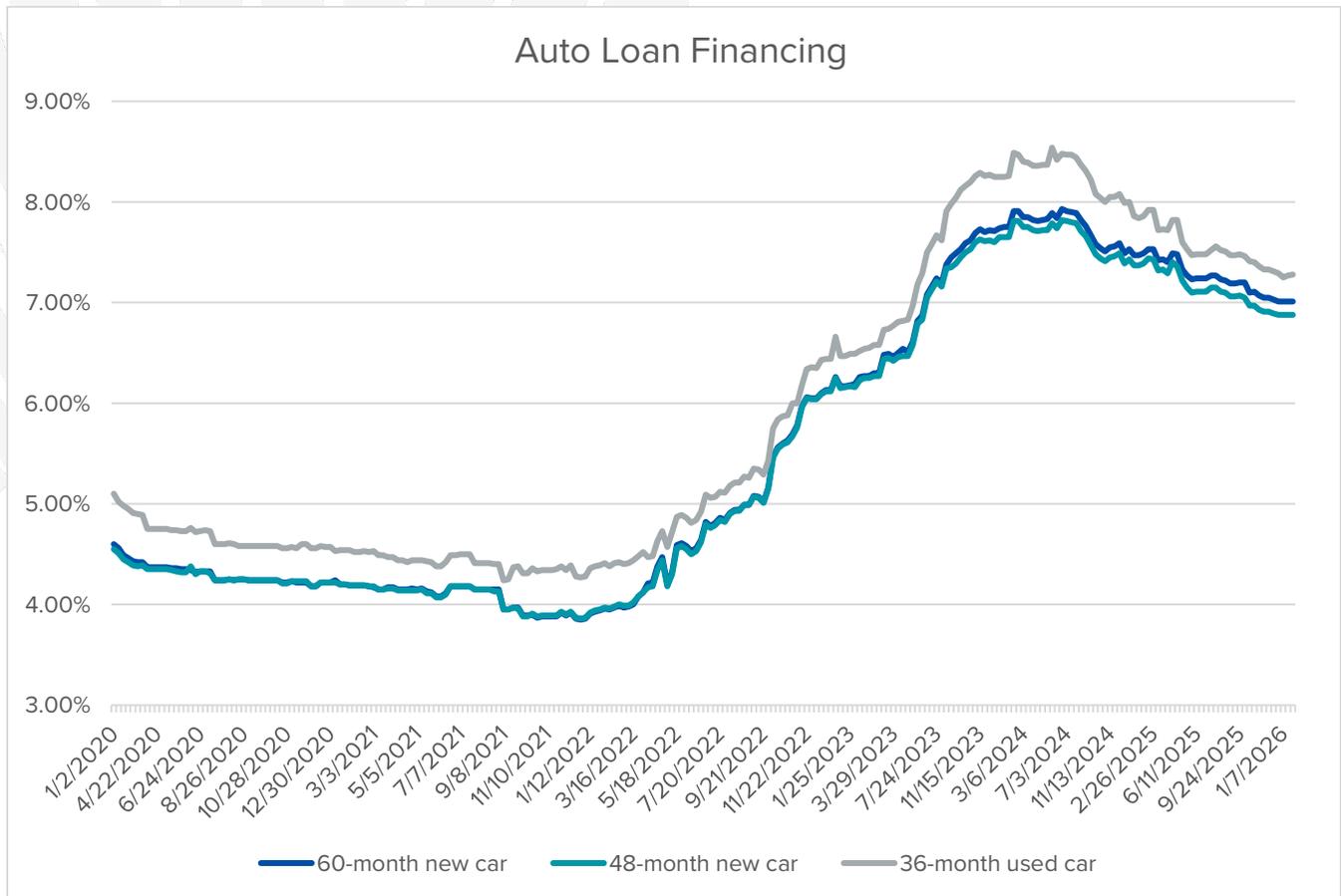


Auto Loan Financing (Updated 2/4)

JD Power (1/7)¹⁷: “Average monthly finance payments are on pace to be \$776, up \$21 from December 2024. The average interest rate for new-vehicle loans is expected to be 5.84%, down 0.32 percentage points from a year ago.”

Interest Rates Lowest Since Mid-2023 (updated 2/4): Interest rates continue their gradual decline but held steady over the last two weeks on the 60-month and 48-month new car loan while increasing slightly on the 36-month used loan. Rates now stand at 7.01%, 6.88%, and 7.28%, respectively. Since the beginning of 2020, 60-month rates are up 2.41 pp, and are down 0.48 pp since the same time a year ago.¹⁸

Dates	60-month new car	48-month new car	36-month used car
1/2/2020	4.60%	4.55%	5.10%
2/5/2025	7.49%	7.39%	7.86%
1/21/2026	7.01%	6.88%	7.27%
2/4/2026	7.01%	6.88%	7.28%
Two Week Change	0.00%	0.00%	0.01%
Change since 1/3/20	2.41%	2.33%	2.18%
One Year Change	-0.48%	-0.51%	-0.58%

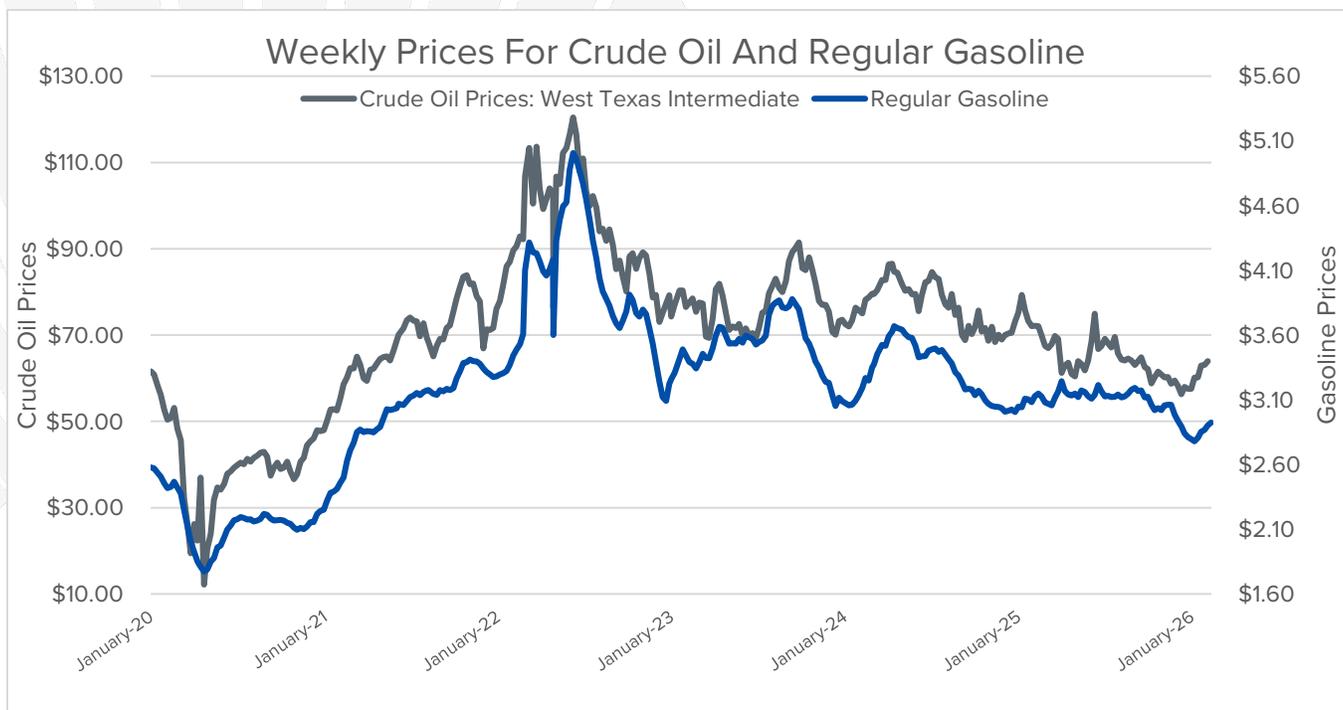


Crude Oil and Gas Prices (Updated 2/24)

Oil Tick Upward, Gas Rises \$2.92 A Gallon (2/24):¹⁹ Oil prices, as benchmarked at West Texas Intermediate were \$63.93 at the beginning of February, down \$8 from the same time a year ago. Since election day 2024, oil prices are down about \$5 a barrel. Gas remains under \$3.00 a gallon range. Gas is 13 percent higher than the beginning of 2020.

EIA Outlook For Gasoline (1/22):²⁰ “U.S. retail gasoline prices in our forecast are mostly lower in 2026 and 2027 than they were in 2025. We forecast U.S. gasoline prices in 2026 will average \$2.92 per gallon (gal), a decrease of 18 cents/gal or about 6%, compared with 2025. In 2027, we forecast retail gasoline prices will average \$2.95/gal. Even with the slight increase in 2027, prices remain below 2025 levels in most regions.”

EIA Outlook For Oil (1/22):²¹ “We forecast U.S. crude oil production will remain close to the 2025 average on an annual basis in 2026 before falling by 340,000 barrels per day (b/d) in 2027. Although there were 13% fewer rigs drilling for oil in the United States at the end of 2025 than there were at the beginning of the year—according to Baker Hughes—production reached a record high last year as rising well-level productivity outweighed this drop. Over the next two years, we expect sustained lower crude oil prices will result in a pullback in drilling and completion activity that is enough to outweigh ongoing increases in productivity.



Production Meter

North American Production (Updated 2/24)

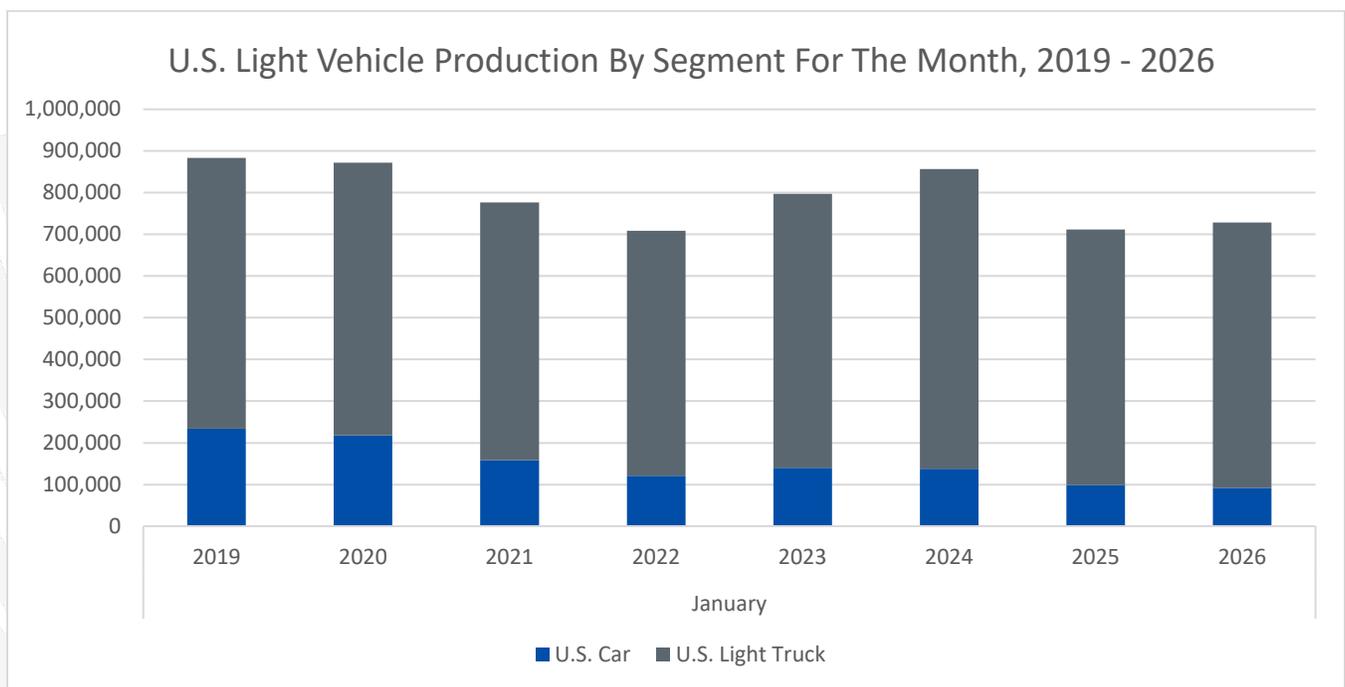
Wards Intelligence²²: “In January 2026, North America production for all vehicles (light and medium-/heavy-duty trucks) fell 2.6% YoY to 1.146 million units but was revised up from last month’s 1.143 million units. The month-over-month gain is offset by downward revisions in February and March from last month’s estimate.

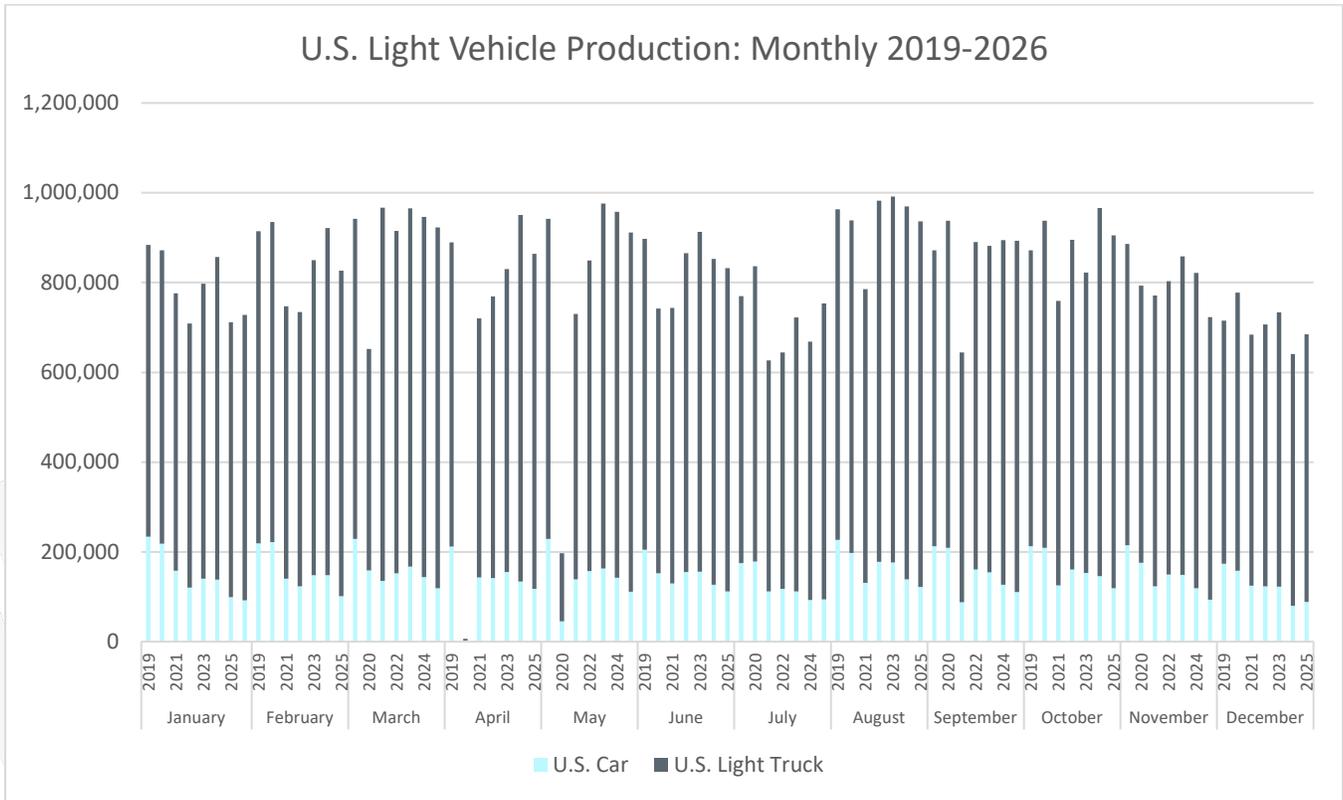
The up-and-down revisions suggest automakers are balancing inventory with demand to avoid the destocking that occurred this time last year.”

U.S. Light Vehicle Production (Updated 2/24)

U.S. Monthly Production

U.S. Light vehicle production for January was up 6 percent month-over-month, totaling 728,166 vehicles (92,125 cars; 636,040 light trucks), year-over-year, production is up 2.3 percent from 2025.²³



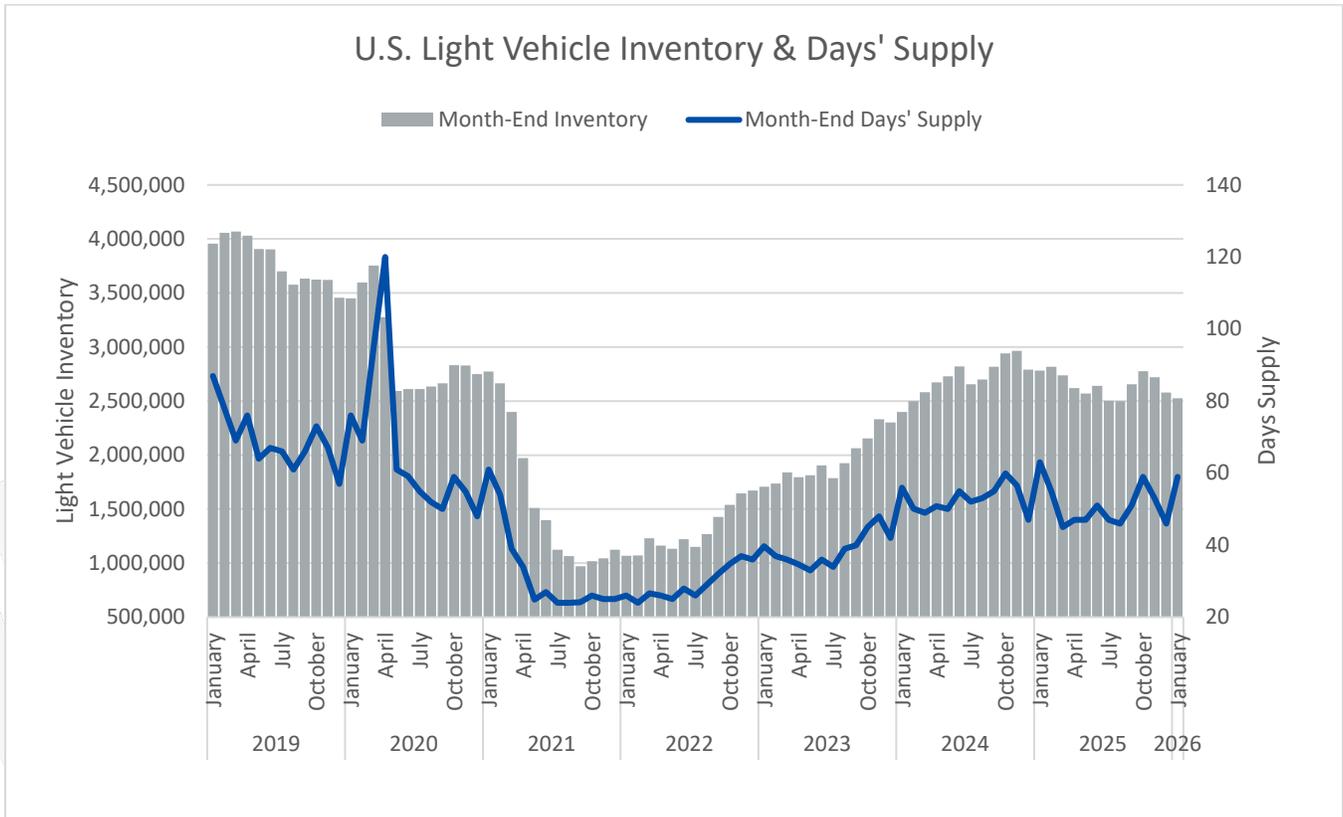


U.S. Light Vehicle Inventory and Days' Supply (Updated 2/5)

Omdia Inventory Update (2/5)²⁴: “US light vehicle inventory totaled 2.526 million units at the end of January, down 9.2% from the same month in 2025 and the ninth straight month dealers had fewer vehicles in stock on a YoY basis.

“January’s total was a 2.0% decline from the prior month, but stocks typically rise in January after the December sales push. This was likely a combination of better inventory control and supply chain snarls that kept production slightly lower (YoY) at the end of 2025 and into 2026.

“Days’ supply in January totaled 59, up from December’s 46 and well under the same month’s 2025’s 63.”



Global Meter

Global Light Vehicle Sales (Updated 2/5)

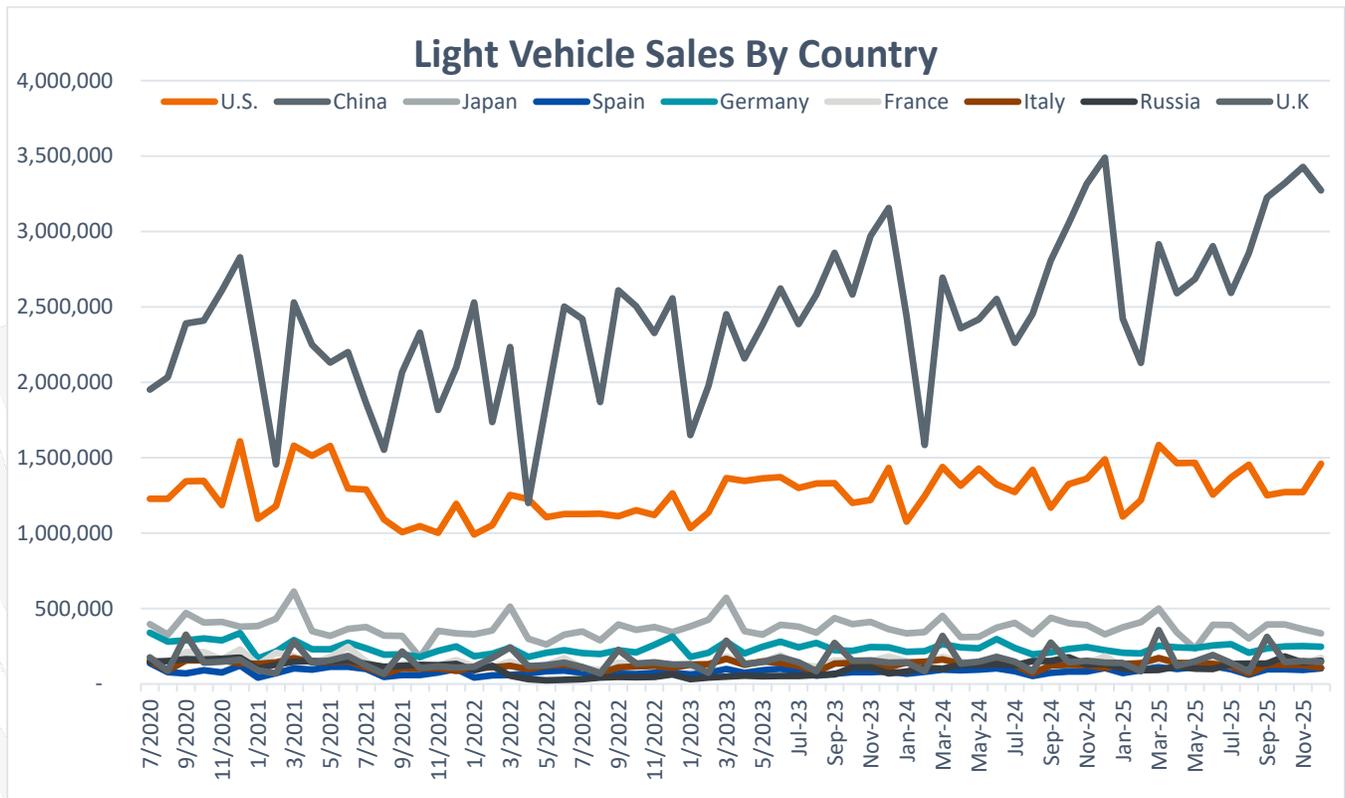
Wards Intelligence²⁵: “Despite expected weakness in the US and China, global sales of light vehicles and medium- and heavy-duty trucks combined rose YoY in December.

“Sales in December totaled 9.06 million units, 1.1% above the same month in 2024, 8.96 million. Sales for all of 2025 totaled 99.54 million, up 4.9% from 2024’s 94.89 million.

“Among the major regions, North America posted the largest YoY loss in December, losing 2.0% from the same month in 2024. Asia & Oceania followed, losing 0.6%. Deliveries in South America rose 9.7%. Europe followed with a 6.5% gain YoY.

“Excluding medium- and heavy-duty trucks, light vehicles totaled 8.73 million units in December, up 0.9% from the same month in 2024, 8.65 million. Light-vehicle sales for 2025 totaled 95.95 million, up 4.9% from the year-ago period’s 91.48 million.

“Global light-vehicle sales in 2026 are expected to reach 93.7 million units, 1.9% above 2025 but with a slightly lower annual selling rate of 85.7 million units compared to 89 million units in January 2025, according to GlobalData.”



Global Light Vehicle Production (Updated 2/24)

S&P Global Mobility Forecast (2/24)²⁶: “Following a year of uneven recovery and shifting consumer sentiment, the near-term automotive industry outlook is defined by relative stability in overall global vehicle sales, a recalibrated electrification trajectory, and heightened competition from Chinese automakers. While the risk of DRAM chip shortages and other semiconductor chip shortages remain on the radar, we expect carmakers to mitigate potential supply chain interruptions by absorbing higher costs. While global light vehicle demand is projected to remain flat in 2026, global vehicle production is forecasted to edge down modestly to reflect the state of maturing markets and evolving regional dynamics. The February forecast update reflects a mix of mostly rather modest positive revisions through the near-term forecast horizon as we adjust to reflect the ongoing impacts of a continued variable trade environment as well as other regional factors. The more noteworthy regional adjustments with the latest forecast update are detailed below:

“Europe: The outlook for Europe light vehicle production was increased by 39,000 units and reduced by 53,000 units for 2026 and 2027, respectively (and increased by 31,000 units for 2028). The modest upgrade for European light vehicle production this year reflects a slightly more optimistic short-term outlook for H1-2026 led primarily by Toyota and Renault. This improvement offsets the volume shortfall caused by the

delayed launch of Chery models in the region. Looking ahead to 2027, the downgrade was caused by fairly small reductions for a variety of OEMs. However, a couple to highlight are production of the Discovery Sport now expected to end in 2026 and the launch of the new Jaguar JEA platform being pushed out to Q2-2027. For the longer-term forecast, a revision for Tesla has a more material impact. The capacity of the Grünheide plant in Germany will not be expanded; instead, Tesla will operate at its existing technical capacity of 375,000 units per year. This reduces the projected output by roughly 100,000 units from 2030 onward.

“Greater China: The outlook for Greater China light vehicle production was reduced by 16,000 units and by 96,000 units for 2026 and 2027, respectively (and increased by 29,000 units for 2028). Entering 2026, the Chinese auto industry has shifted from expansion to a phase of moderation and structural adjustment. According to the CPCA, early year retail data showed a noteworthy decline, with nationwide retail sales in the first half of January dropping meaningfully year-on-year, reflecting growing consumer caution due to policy transitions and shifting market dynamics. Further, CAAM reported passenger vehicle output of 2.06 million units and a year-on-year reduction of 4% in January. Of note, we don’t expect a rapid recovery in the first quarter. The forecast reflects a 10% contraction in production for Q1-2026 on the need to destock and reflective of domestic demand challenges in the near-term. Notwithstanding headwinds on the demand front, we continue to see production support from Chinese vehicle exports, particularly given improving trade dynamics with Europe and Canada, among other factors. After two years of stimulus driven demand and accelerated NEV adoption, the industry now faces slowing demand, reduced incentives and persistent price wars. Mass market brands are disproportionately exposed, while premium OEMs and technologically advanced NEV players should remain more resilient.

“Japan/Korea: The production outlook for Japan for 2026 was upgraded by 29,000 units. The increase was primarily associated with Toyota and Mazda with production expected to be more robust as we approach the end of the March fiscal year end. In the longer term, there were no significant changes to Japan production. In the short term, reflecting the strengthening trend of hybrid SUVs, South Korea production was revised upward by an average of 63,000 units per year from 2026 to 2028. Hybrid vehicles more than offset the sluggish output of battery electric vehicles. Moreover, steady demand in the US market, where OEMs are absorbing some of the additional costs from tariffs, is further mitigating the impact.

“North America: The outlook for North America light vehicle production was increased by 61,000 units and by 60,000 units for 2026 and 2027, respectively (and increased by 51,000 units for 2028). The outlook for 2026 in North America was revised higher by 0.4% totaling 15.02 million units, in part, on a stronger outlook for Stellantis’ Ram brand amid the return of the HEMI V8 that is experiencing solid pent-up demand while also requiring inventory stocking. The outlook for Stellantis was revised higher by 53,000 units along with more modest increases at General Motor and Honda. Conversely, the outlook for Ford was reduced by 25,000 units with the all-important T3 truck platform being revised down by 27,000 units with production results for Kentucky Truck, in particular, coming in below expectations. With the three-crew, six-day per week work pattern at the perennially stretched Kentucky Truck, recouping all the lost volume will prove challenging in the near-term, although more appreciable volume gains are expected in 2027. The outlook for 2027 was revised higher by 0.4% totaling 15.51 million units with 2028 revised higher by 0.3% to total 15.57 million units to keep pace with demand. Based on adjusted US inventory assumptions, the North American production forecast is built around inventory levels remaining between to 2.4 to 2.8 million units or a healthy 45 to 55 day supply with an expected roughly 16.0 million unit US sales environment over the next two years.

“South America: The outlook for South America light vehicle production was increased by 28,000 units and by 3,000 units for 2026 and 2027, respectively (and increased by 13,000 units for 2028). The upgrade for 2026 was primarily focused on Brazil (36,000 units) where activity is stronger than previously expected and helped offset modest incremental weakness in Argentina. Regional volumes for 2027-2028 remained mostly

stable for the period with a marginal gain of 0.2% (8,000 units/year). This is primarily related to select lifecycle changes that are reflected this month, impacting production accordingly.

“South Asia: The outlook for South Asia light vehicle production was increased by 24,000 units and by 31,000 units for 2026 and 2027, respectively (and reduced by 3,000 units for 2028). For the ASEAN market in 2026, we expect the near-term outlook to continue to be shaped by pricing discipline amid intensifying BEV competition, localization execution and export capacity absorption, especially as affordability and retail credit remain constraints in parts of the region. Reflecting this backdrop, our ASEAN 2026 production forecast was revised down by 20,000 units to 3.82 million units, implying marginal growth of 0.7% year-over-year. The production outlook for India was upgraded for 2026 and 2027 by 40,000 units and 43,000 units, respectively. The robust outlook for India light vehicle production is driven by the domestic demand outlook which benefits materially from a reduction in the Goods and Services Tax (GST) for different sized vehicles. India's recent EU FTA and the US Interim Trade Agreement, both announced in early 2026, create noteworthy trade opportunities by reducing tariffs and enhancing market access. The overall trade outlook has become more favorable for India in the mid-to-long term. However, given the lack of details that currently exists, we do not see an immediate impact on our forecast.”

Economy Meter

Roadway Travel (Updated 2/24)

According to the U.S. Department of Transportation, seasonally-adjusted vehicle miles traveled in December increased by 0.4 percent from the same time a year ago. The cumulative travel estimate for 2025 is 3,323.8 billion vehicle miles.²⁷

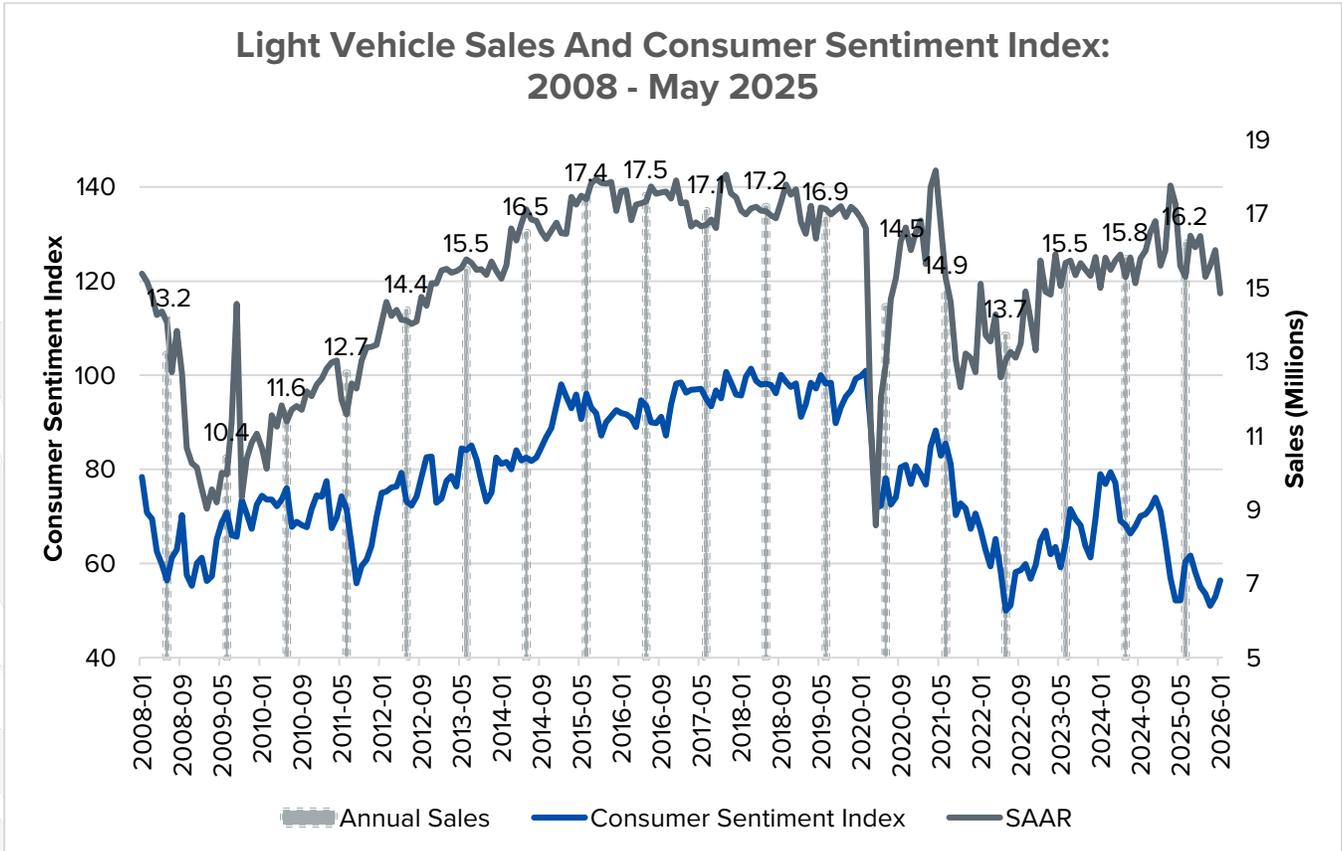
- Travel on all roads and streets changed by +0.6% (+1.6 billion vehicle miles) for December 2025 as compared with December 2024. Travel for the month is estimated to be 265.8 billion vehicle miles.
- The seasonally adjusted vehicle miles traveled for December 2025 is 277.2 billion miles, a +0.4% (1.1 billion vehicle miles) change over December 2024. It also represents a -0.01% change (-0.02 billion vehicle miles) compared with November 2025.
- Cumulative Travel for 2025 changed by +0.9% (+29.8 billion vehicle miles). The cumulative estimate for the year is 3,323.8 billion vehicle miles of travel.

Consumer Confidence and Sales (Updated 2/5)

Surveys of Consumers Director Joanne Hsu²⁸: “Consumer sentiment lifted about 3.5 index points this month, with minor gains seen across all index components. While the overall improvement was small, it was broad based, seen across the income distribution, educational attainment, older and younger consumers, and Republicans and Democrats alike. However, national sentiment remains more than 20% below a year ago, as consumers continue to report pressures on their purchasing power stemming from high prices and the prospect of weakening labor markets. Aside from tariff policy, consumers do not appear to be connecting foreign developments to their views of the economy. Note that interviews for this release concluded on January 19th, two days after Trump’s social media post announcing additional tariffs on eight countries in Europe.

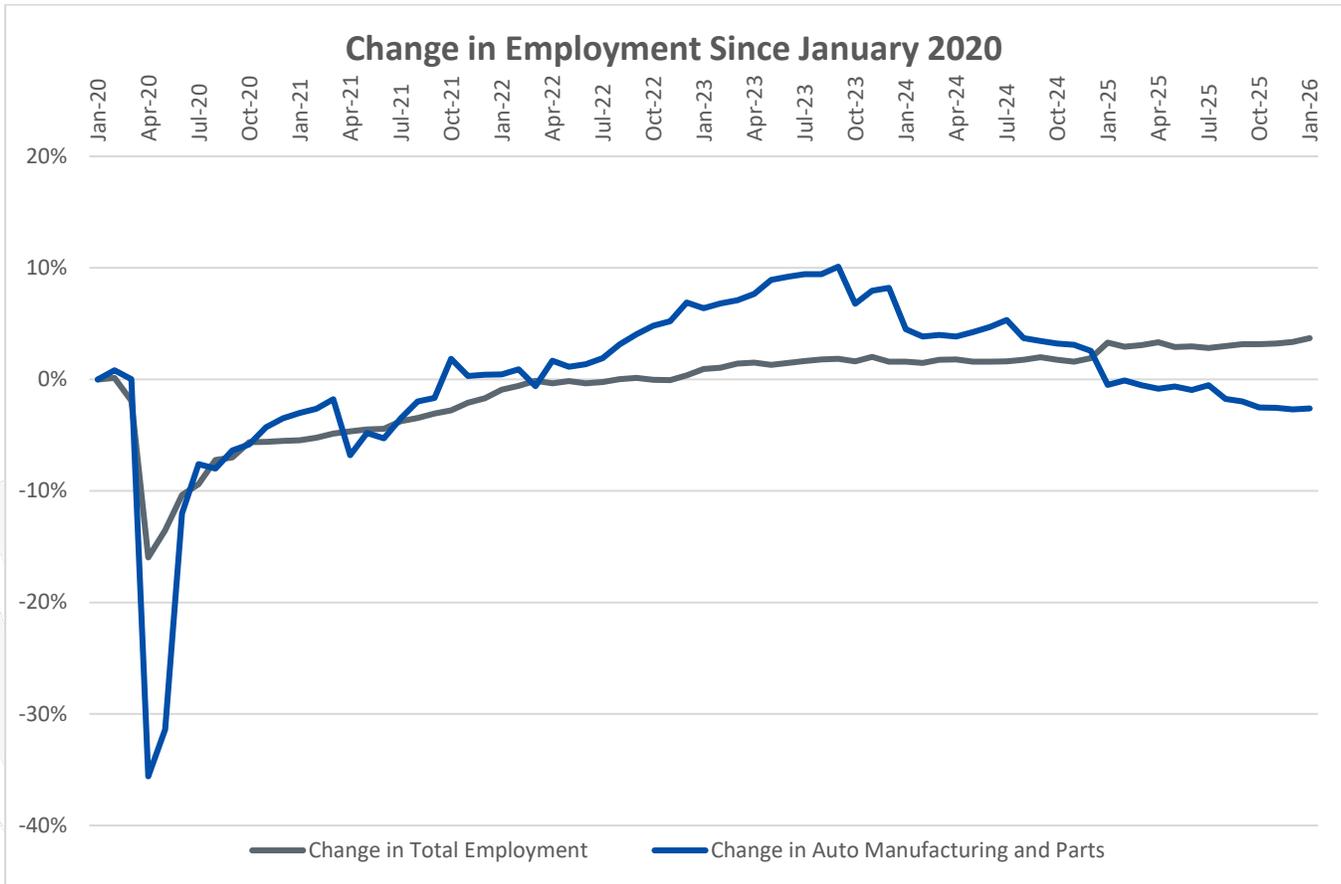
Year-ahead inflation expectations fell back to 4.0% this month. This is the lowest reading since January 2025 but remains well above that month’s 3.3%. Long-run inflation expectations inched up from 3.2% last month to 3.3% this month. In comparison, readings ranged between 2.8% and 3.2% in 2024, and were below 2.8%

throughout 2019 and 2020. As seen in the chart, uncertainty over short-run inflation expectations, as measured by the interquartile range of responses, has fallen from mid-2025 but has remained considerably elevated in recent months, comparable to levels seen in 2022; see today’s special report for additional context for long-run inflation expectations.”



Employment (Updated 2/24)

Motor Vehicle And Parts Manufacturing Gained 900 jobs in January.



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