Jon Lauckner *GM Vice President,* **Global Program Management**

<u>GM</u>



Product Development Process

"THEN" & "NOW"



GM North America GM Europe

GM Asia-Pacific

GM Latin America, Africa and Middle East

GLOBAL OPPORTUNITIES Began to Emerge



INTEGROBADIAL Acchirectures

GLOBALIZING Product Development Around Vehicle Architectures

GM

Global Architecture Development Teams (GADTs)

GM

Global Architecture Development Teams (GADTs)

United States Compact Crossovers Luxury Rear Wheel Drive Full-size Trucks & Vans Large Crossovers

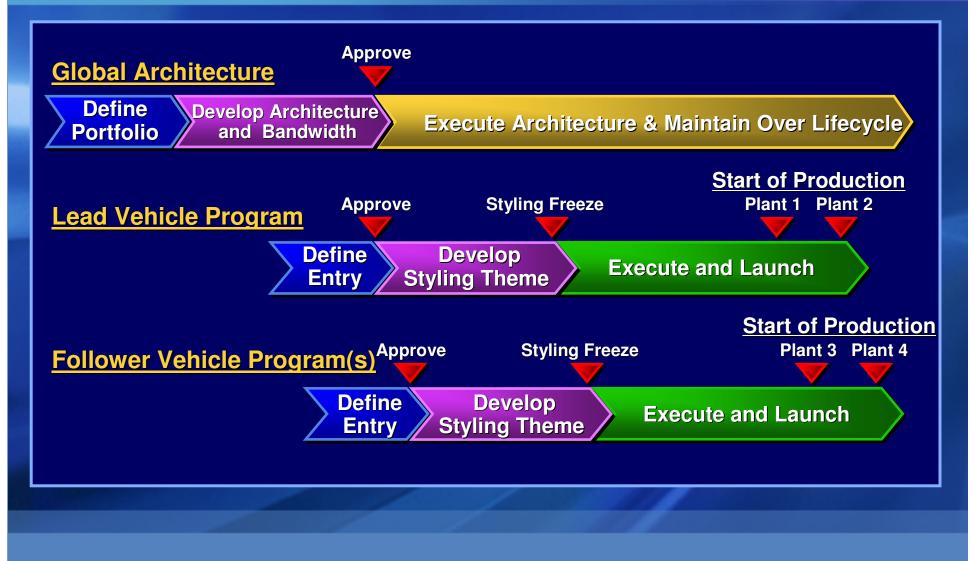
Performance Cars Electrically-driven Vehicles **Germany** Mid-size Vehicles Compact Vehicles

<mark>Korea</mark> Mini Vehicles Small Vehicles

Brazil Mid-size Trucks

Australia Large Rear Wheel Drive

Global Vehicle Development Process – Framework Architecture and Vehicle Programs



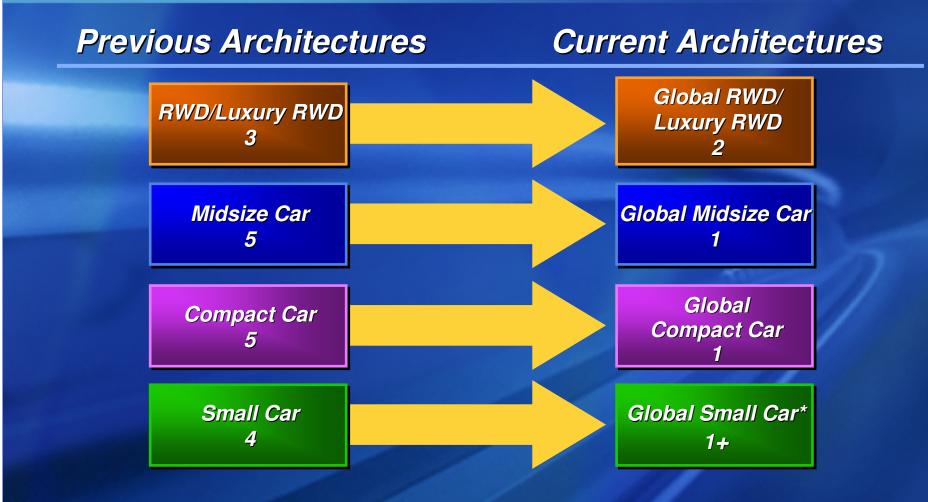
Manage systems in engineering & design centers across 14 countries (30,000+ users)

Transfer over 125,000 files around the world <u>daily</u> to support work locally

Monitor and provide access to 4,000 suppliers for 10 secured systems

Daily math data traffic in excess of 50 GB of data

Global Product Development Benefits – Reduced Architectures and Greater Economies of Scale



* In small cars will continue use of selected legacy architectures to support cost-sensitive, emerging market needs.

Global Product Development Benefits

Significantly reduced development and investment costs

 Greater manufacturing flexibility by enabling a common manufacturing process

Stronger collaboration

REGIONAL DNA

Regional Specialties

Trucks and Advanced Technology Mid-size and Compact Cars

> Small Cars and Mini-Cars

High-Value Inexpensive Vehicles

Rear-wheel Drive Vehicles

GLOBAL Product Development

2010 Chevrolet Cruze



2010 Chevrolet Cruze



2009 Opel/Vauxhall Insignia



2010 Buick LaCrosse



2010 Buick LaCrosse



2010 Chevrolet Camaro



2010 Chevrolet Camaro



GLOBAL Product Development