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**JC/133/13
LC/85/13
BARs/87/13
WG-TEP-EXT/93/13
TF-EOBD/40/13
TF-TR/33/13
WG-AE/70/13
WG-CVD/67/13
WG-PS/180/13
Mr. J. Estavoyer, PSA Peugeot
Citroën
Mr S. Dies, Renault
Mr. M. Missbach, Volkswagen
Mr. G. Thöne, Volkswagen**

Copy: ACEA Management

Subject: China monthly report – September 2013

Please find attached the September 2013 report of the ACEA representative office in Beijing.

We remain at your disposal should you need any further information.

Best regards,

Erik Bergelin

Encl.

Ref. ACEA: 20131163

ACEA Beijing Representative Office Monthly Report, September 2013

Environmental Protection, Energy and Fuel Working Group

Updated National Incentive Program on New Energy Vehicle 2013-2015. On Sept. 17th, the updated National Incentive Program on New Energy Vehicle 2013-2015 was officially issued by MOF, MOST, MIIT and NDRC.

The Program defines subsidy levels for different types of new energy vehicles and corresponding criteria. According to the program a max. subsidy of 60,000 RMB could be granted to BEV PHEV passenger car with pure electric range longer than 250km, whereas max. subsidy of 500,000 RMB can be granted to BEV PHEV commercial vehicles and FCEV meeting certain criteria.

However, due to the fact that the Program 2013-2015 is only a 4 page document, many operational details are not clear and so far no ministries have clearly explained the incentive program to the public. It seems that the incentive program still needs to be completed and fine-tuned between the competent authorities.

Action Plan on Prevention and Control of Air Pollution. On Sept. 12th, China's State Council released an action plan to tackle air pollution on its official website, aiming to improve air quality, slash coal consumption, and accelerate removal of outdated capacity in selected industries.

The plan specifies the air quality target that the respirable particulate matter (PM10) levels in prefecture-level and above Chinese cities will be reduced by over 10% by 2017 from the 2012 levels, with the number of good air quality days on the increase. By 2017, the PM 2.5 levels in the Beijing-Tianjin-Hebei region, Yangtze River delta, and Pearl River delta will decrease by 25%, 20%, and 15% respectively; the annual average PM2.5 level in Beijing is anticipated to be controlled at around 60 micrograms per cubic meter by then.

As for motor vehicle sector, measures like improving the urban transportation system, upgrading fuel quality standards, promoting the scrapping of old vehicles, promoting new energy vehicles, improving environmental administration and upgrading low speed vehicle technology levels are defined by the action plan. Amongst these measures, the paragraph that indicates that cities should control and cap the number of motorized vehicles obviously is of direct concern to the auto industry.

Serious policy measures will come under the umbrella of MEP's action plan, and it can be anticipated that China will implement more strict environmental protection measures to address heavy pollution issue across the nation.

Beijing Clean Air Action Plan 2013-2017. Beijing municipal authorities unveiled on Sept. 2nd the Beijing Clean Air Action Plan 2013-2017, which defines Beijing air quality improving target from 2013-2017 and corresponding addressing measures.

The measures cover all environment-related industries and sectors and with regard to motor vehicles, binding policy initiatives are defined. The municipal authorities vow to restrict the total number of vehicles in Beijing to 6 million by 2017 by allowing fewer car registrations beginning next year, and will try to implement the stage 6 emission standard before the end of 2016.

China 5 emission standard issued. On Sept. 17th, MEP officially issued Limits and measurement methods for emissions from light-duty vehicles (China 5) on its website. According to MEP, from Jan. 1st, 2018, all cars sold and registered should satisfy the requirement of China 5 emission standard. Whereas before January 1st, 2023, in-use vehicle conformity check for light-duty vehicle of stage 3 or 4 should still be performed according to the China 3 and 4 emission standards.

China passenger car manufacturers' company average fuel consumption (CAFC) data for the second half of 2012 officially published. On Sept. 22nd, MIIT officially issued the data of China passenger car manufacturers' company average fuel consumption (CAFC). In brief these are as below:

From July 1st to December 31st of 2012, in China:

1. Totally 83 China domestic PC manufacturers and 25 import PC distributors; total production + import volume: 7.825 million (NEV not included, export vehicle not included); total average vehicle mass: 1,339kg, industrial average fuel consumption value: **7.42L/100km**;
2. Data for 83 China domestic PC manufacturers: production volume: 7.373 million; average vehicle mass: 1,312kg, average fuel consumption value: 7.32L/100km;
3. Data for 25 import PC distributors: import volume: 452 thousands ; average vehicle mass: 1,784kg, average fuel consumption value: 9.16L/100km;
4. MIIT published the 4 items of data for each manufacturers or import vehicle distributors: production/import volume, average mass, CAFC value and CAFC Target value;
5. Manufacturers and import vehicle distributors are listed in Chinese pinyin alphabetical order, not by performance;
6. MIIT did not indicate whether a manufacturers or an import vehicle distributor reached its CAFC Target or National Target;
7. During a meeting on this Aug. 30th, MIIT said in 1st half of 2013, China industrial average fuel consumption value is: 7.34L/100km.

Safety & Homologation Working Group

SC21 Meeting. On Sept. 3rd-4th, SC21 held a meeting to examine the following four standards:

- GB 18408-XXXX, Photometric characteristics of devices for the illumination of rear registration plates of motor vehicles and their trailers
- GB 25990-2010, Rear-marking plates for vehicles and their trailers, Amendment sheet 1
- GB 4785, Installation of the External Lighting and Light-signaling Devices for Motor Vehicles and Their Trailers, Amendment sheet 2
- GB XXXX-XXXX, Motor vehicles headlamps emitting a symmetrical passing beam or a driving beam or both.

Ms. Fei Yin moderated the meeting. Mr. He Yuntang chaired the examination process. Ms. Wang Hong from SAC (responsible for reviewing each automotive standard according to GB/T 1.1-2009) was invited to the meeting and introduced the work of the standard review in SAC and explained the relevant requests of SAC on standards formulation: rationality, harmonization, reasonable formulating procedure.

Mr. Huang Zhongrong gave welcome speech after his late arrival in the afternoon and expressed that Shanghai Automotive Lamps Research Institute as the secretariat of SC21 would provide further strong support to the work of SC21. Around 52 representatives from OEMs and suppliers as well as test institutes attended the meeting.

All the four standards passed the examination with slight amendments according to the comments of participants.

Symposium on Automotive Passive Safety Technologies, Standards and Regulations. On Sept. 5th, CATARC held a symposium on this subject in Nanjing. Around 160 participants from almost all vehicle manufacturers in China, 6 test institutes and suppliers attended the meeting. Mr. Sun Zhendong chaired the symposium and Mr. Wen Baozhong gave the welcome speech. The topics relating to China standards system and development trend for vehicle passive safety (Mr. Sun Zhendong, CATARC), C-NCAP development trend (Mr. Yang Xu, CATARC), vehicle collision safety development system (by Mr. Zhao Hui, Chang'an), vehicle collision safety introduction and consideration for the regulation development (Mr. Li Mingshan, Foton), Vehicle safety technology outlook (Dr. Qin Yuxue, BMW), analysis on occupants response in rear-row seat in the frontal impact of passenger cars and restraint systems design (Mr. Lu Fang, FAW-VW), electric vehicle collision test regulation status and development (Mr. Lü Hengxu, National test center for passenger cars), safety belts and anchorage standards (Mr. Wang Changjiang, Dongfeng Motor), coach frontal structure safety test and research (Mr. Cui Haitao, Highway Research Institute of Ministry of Transportation), airbag OoP integrated development (Mr. Wang Zhenfei, TRW Shanghai), research and analysis on traffic accidents relating to vehicle safety airbags (Mr. Zhang Shaowei, Shanghai East Longjoy) and application and technology of safety belt reminder (Mr. Zhang Haitao, Shang Anwen Automotive electronic).

The 2nd International Symposium on Road Vehicles Functional Safety Standards and their Application. On Sept. 25th-26th, the second international symposium on road vehicles functional safety standards and their application, organized by CATARC and sponsored by Business Cubes & Partners, Inc, was held in Shanghai. More than 150 representatives from vehicle manufacturers, suppliers and test institutes attended the symposium. Mr. Chen Ping of CATARC chaired the symposium. At the symposium, the speakers presented excellent presentations relating to the topics of “Progress and planning of functional safety standardization work of road vehicles in China” (Mr. Li Bo, CATARC), “SAE Functional safety committee and status of J2980 Recommended Practice” (Mr. David D. Hartfelder, GM, also Chair of SAE Functional Safety Committee), “Experiences about confirmation and validation of functional safety activities” (Dr. Martin Pohl, Daimler), “Case study in implementing real continuous improvement (KAIZEN) mechanism to build safety culture” (Mr. Noritsugu Anzai, sponsor), “The development in accordance with the procedure of ISO 26262 by clear evidence” (Mr. Yoshio Suzuki, Honda), “Safety goal characterization and link with safety concept for an optimized implementation” (Mr. Cedric Heller, PSA), “Understanding and application of the concept phase of ISO 26262” (Mr. Shigeyuki Kawana, TOYOTA), “Functional safety in the automotive industry – status quo & upcoming trends from the point of view of a certification authority” (Mr. Andreas Baerwald, TUV SUD), “Evolving OEM/supplier relationships relative to system design satisfying ISO-26262” (Mr. Eldon Leaphart, BWI Group), “Adaptation to ISO 26262 and practical experiences of real product project” (Mr. Masahiro Goto, DENSO), “Implementation of functional safety audits

and assessments at Bosch” (Mr. Franke Mirko, BOSCH), “Experience with the 2nd method for hardware safety analysis of ISO 26262” (Mr. Joseph Miller, TRW), “How to draft your 1st safety concept according to ISO 26262” (Mr. Eric Chen, SGS), and “Functional safety for airbag electronic application” (Mr. Jovanie Pierre, Autoliv). Comparing to the propaganda from the consulting and certification parties for the certification and third-party audit for ISO 26262, experienced OEMs and suppliers prefer voluntary certification and internal audit.

Meeting on GB 14166 & GB 14167. On Sept. 27th, CATARC organized a meeting aiming to interpret the requirements specified in the upcoming standards GB 14166-2013, “Safety-belts, restraint systems, child restraint systems and ISOFIX child restraint systems for occupants of power-driven vehicles”, and GB 14167-2013, “Safety-belt anchorages, ISOFIX anchorage systems and ISOFIX top tether anchorages for vehicles” (both effective on Jan. 1st, 2014) as well as GB/T 29120-2012, “Procedure for H-point and R-point determination” for better implementation. More than 160 representatives from OEMs and suppliers, as well as test institutes attended the meeting.

Trade & Distribution Working Group

Commercial Vehicles Working Group

On Sept. 5th, ACEA attended a standard publicizing and implementation meeting in Shanghai concerning the CV brake standard GB 12676 in Shanghai, which has been submitted to SAC. Drafter and experts from WABCO introduced respectively the drafting process and new brake development trends like EBS, AEBS and LDW. At present, the brake system of CV still stay in the level of the double circuit pneumatic control in China, EBS is under in development only, and ESC, AEBS etc. are still in research stage.

An expert from FAW contributed a presentation concerning the issue of the braking harmony of the combination vehicle of tractor + semi-trailer, a lot of accidents caused by snaking, jackknifing, swing, and brake failure yearly in China. In addition, regarding the requirements of brake rate, some people have been aware of that mandatory standard GB 7258 and GB 12676 are not mutually consistent.

Regarding the revision of standard GB 1589, multiple departments from MIIT, MOT, MPS and AQSIQ exceptionally established a joint drafting team of about 30 people, that held its first meeting on Sept. 12th in Beijing. ACEA, formally invited as member of the drafting team, attended the meeting.

Participants had a heated discussion based on opinions collected in advance from relevant manufacturers regarding length, width and weight limits as well as the scope of application of the revised standard. Quite some people still fully expect that some vehicle types will be exempted from the standard, and that in some situations overloading and extra length will be tolerated no matter on what type of roads. Obviously if that is allowed, roads will continue to suffer damage and it will hardly be surprising that safety accidents do not diminish in frequency.

With the aim to improve transport efficiency, MOT wants to introduce the European modular concept for road train and intends to include this in the standard. MPS is in charge of road safety in China, so they suggest that some trials in road should be done

to new configuration of car carrier and road train of the similar to the EMS. This is also ACEA's wish.

On Sept. 27th, ACEA attended a discussion meeting in Tianjin, with CATARC; the meeting involved three issues on heavy-duty vehicles,

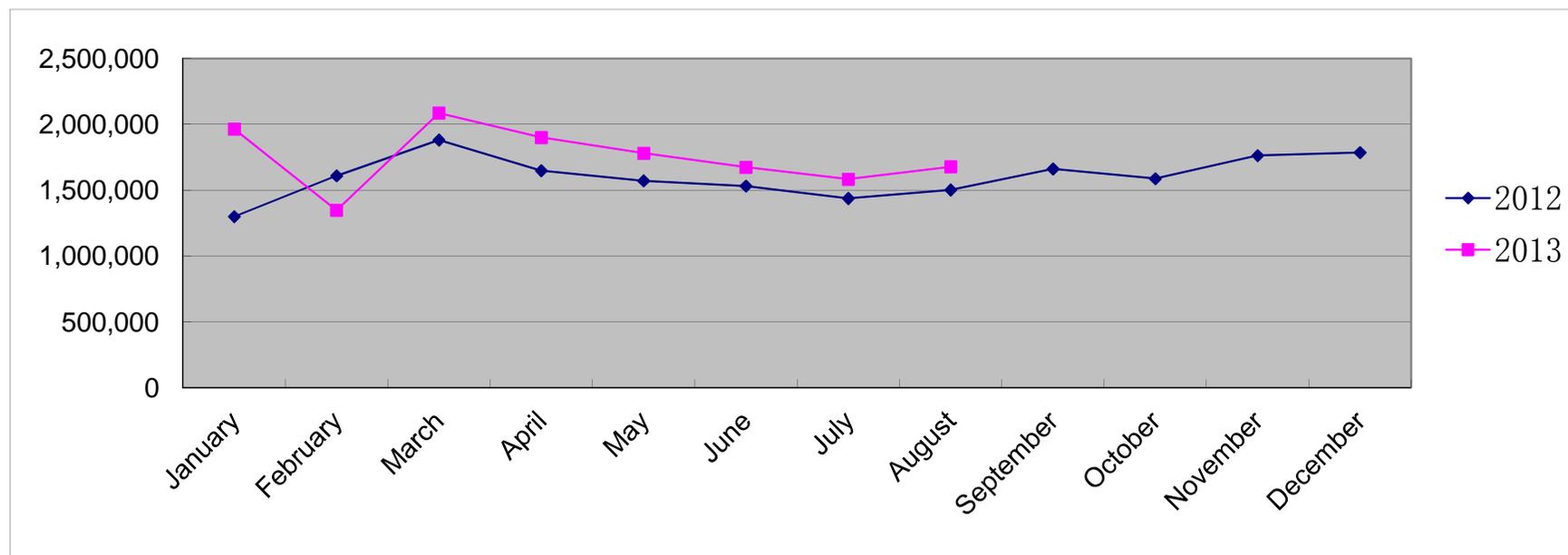
- What type of vehicles should enjoy subsidies for energy conservation and emissions reduction? After intense debate, the preliminary answer was, urban buses and tractors.
- Whether some of the tests can be done under new work cycle? The two types of vehicles above mentioned will be tested and fuel consumption and pollutant emission data obtained using C-WTVC cycle will be obtained (by chassis dynamometer). Then the data will be analyzed to identify the amount of subsidy to be granted.
- Who will provide the test vehicle? 19 domestic manufacturers will provide about 20 vehicles for testing.

Other

- GB XXX-XXX, Requirements and test methods relating to the spray-suppression systems of motor vehicles and their trailers
- GB 11551-XXX, The protection of the occupants in the event of frontal collision for motor vehicle
- GB 18408-XXX, Photometric characteristics of devices for the illumination of rear registration plates of motor vehicles and their trailers
- GB 5296.1-2013, Instructions for use of products of consumer interest – Part 1, General principles
- GB 19147-2013, Automobile diesel fuels (V)
- GB XXX-XXX, Photometric characteristics of motor vehicle headlamps emitting a symmetrical passing beam or a driving beam or both
- GB XXX-XXX, Fuel Consumption Limits for Heavy Duty Commercial Vehicles
- GBT XXX-XXX, The Safety Requirement of Electric Vehicle Post Crash
- GBT XXX-XXX, The Assembly of Electrical Operation Sun Roof about Motor Vehicle
- GBT 29120-2012, Determination procedure of H & R Points
- JTT 325-2013, Type dividing and class rating for commercial motor vehicles of passenger transport
- GA 802-XXX, Power-driven vehicles-Types-Terms and definitions

Dominik Declercq

Production of Passenger Car, Trucks and Buses in August 2013



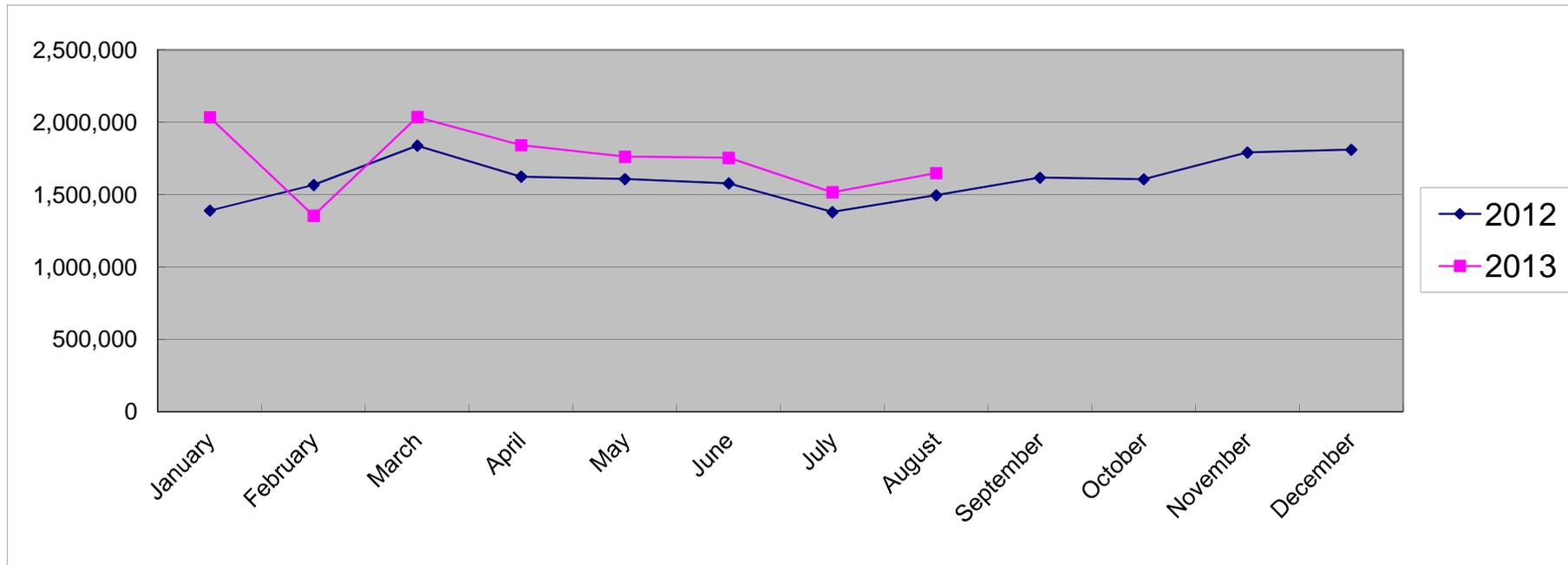
	January	February	March	April	May	June	July	August	September	October	November	December	Total
2012	1299404	1608651	1880582	1647562	1570856	1531302	1437071	1501436	1660875	1586969	1762381	1784897	19271986
2013	1964463	1347197	2085238	1899425	1780532	1674181	1583333	1677178					

Production					
	Passenger Cars	Commercial Vehicle			Total
		Trucks	Buses	Semi-towering	
Aug/13	1387768	227155	42293	19962	1677178
Aug/12	1228500	219142	44778	9016	1501436
13/12	12.96%	3.66%	-5.55%	121.41%	11.70%

Note:

Passenger Cars covers: basic passenger car, MPV, SUV, Crossover passenger car
 Trucks and buses calculates the chassis.

Sales of Passenger Car, Trucks and Buses in August 2013



	January	February	March	April	May	June	July	August	September	October	November	December	Total
2012	1389788	1567061	1838572	1624412	1607195	1577508	1379366	1495227	1617358	1605980	1791039	1809904	19303410
2013	2034488	1354619	2035123	1841736	1761523	1754084	1516290	1648902					

Sales					
	Passenger Cars	Commercial Vehicle			Total
		Trucks	Buses	Semi-towering	
Aug/13	1353235	231594	45116	18957	1648902
Aug/12	1218884	221044	45310	9989	1495227
13/12	11.02%	4.77%	-0.43%	89.78%	10.28%

Note:

Passenger Cars covers: basic passenger car, MPV, SUV, Crossover passenger car
 Trucks and buses calculates the chassis.

Production and Sales of Car, Light Bus, MPV and SUV (by Model) in August 2013

Manufacturers	Foreign manufacturer with stake or	Major brands	Sales								Production								Sale / Production (Aug.13)
			Aug.13	Aug.12	Aug.13/12	Year to date (2013)	Year to date (2012)	13/12 Year to date	Total of 2012	Aug 13/ Total of 2012	Aug.13	Aug.12	Aug.13/12	Year to date (2013)	Year to date (2012)	13/12 Year to date	Total of 2012	Aug 13/ Total of 2012	
SH VW	VW	Santana; Passat	133081	105282	26.40%	1022008	836074	22.24%	1280008	10.40%	154840	116767	32.61%	1053512	867555	21.43%	1165827	13.28%	-14.05%
FAW-VW	VW	Audi; Bora	131703	122825	7.23%	996272	856479	16.32%	1328888	9.91%	140173	129600	8.16%	1002812	865030	15.93%	1034888	13.54%	-6.04%
SH GM	GM	Chevrolet; Excelle	123665	116202	6.42%	1003614	873731	14.87%	1363532	9.07%	123333	124481	-0.92%	1004840	847221	18.60%	1185585	10.40%	0.27%
SAIC-GM-WULING	GM	Sunshine; Spark	105372	97908	7.62%	910698	876907	3.85%	1322585	7.97%	93902	95125	-1.29%	903432	877261	2.98%	1217882	7.71%	12.21%
BEIJING HYUNDAI	HYUNDAI	Elantra; Sonata	82055	75158	9.18%	669906	511960	30.85%	859595	9.55%	88000	77086	14.16%	677269	509280	32.99%	739800	11.90%	-6.76%
DONGFENG NISSAN	NISSAN	Tiida; Teana	65497	65088	0.63%	530893	590014	-10.02%	772995	8.47%	71207	58329	22.08%	533406	591933	-9.89%	808588	8.81%	-8.02%
CHANG'AN GROUP		Landwind; cross passenger car	56944	41787	36.27%	546573	465978	17.30%	750579	7.59%	39685	34352	15.52%	494588	438504	12.79%	714239	5.56%	43.49%
CHANG'AN FORD	FORD	Fox;Mondeo	53391	39102	36.54%	395832	237145	66.92%	493598	10.82%	60898	39021	56.06%	402940	242714	66.01%	418600	14.55%	-12.33%
Greatwall		Hover; Safe	51686	40218	28.51%	401568	288283	39.30%	487370	10.61%	52786	37654	40.19%	404385	287588	40.61%	365075	14.46%	-2.08%
DONGFENG YUEDA KIA	KIA	Cerato; Rio	40298	35610	13.16%	355272	289817	22.58%	480443	8.39%	41760	35964	16.12%	358756	293866	22.08%	432518	9.66%	-3.50%
DONGFENG PSA	PSA	PSA; Fukang	39443	32367	21.86%	353309	270000	30.86%	440028	8.96%	37775	31383	20.37%	350668	265621	31.79%	404139	9.35%	4.42%
FAW-TOYOTA	TOYOTA	Corolla; Vios	38995	43618	-10.60%	326352	379348	-13.97%	495477	7.87%	36760	44052	-16.55%	323058	385104	-16.11%	529046	6.95%	6.08%
BYD		F3; Flyer	35340	31851	10.95%	324408	263753	23.00%	456056	7.75%	37860	31919	18.61%	326736	263726	23.89%	448484	8.44%	-6.66%
GEELY		Meiri; Ziyoujian	35314	32178	9.75%	332630	289068	15.07%	491444	7.19%	34803	32998	5.47%	332088	289178	14.84%	432752	8.04%	1.47%
CHERY		QQ; Chiyun	33735	37971	-11.16%	292803	355164	-17.56%	550203	6.13%	36146	50484	-28.40%	284307	373743	-23.93%	634311	5.70%	-6.67%
GUANGZHOU HONDA	HONDA	Accord; Fit	31163	30045	3.72%	240360	230747	4.17%	316405	9.85%	34912	19511	78.93%	255459	241553	5.76%	362294	9.64%	-10.74%
DONGFENG GROUP		Little Prince; cross passenger car	29526	22908	28.89%	283778	252061	12.58%	388287	7.60%	27003	21504	25.57%	275247	250931	9.69%	395240	6.83%	9.34%
DONGFENG HONDA	HONDA	CRV; Civic	24390	26959	-9.53%	182911	205316	-10.91%	282171	8.64%	21243	29426	-27.81%	191381	212126	-9.78%	255468	8.32%	14.81%
GUANGZHOU TOYOTA	TOYOTA	Camry	24248	25901	-6.38%	192497	182622	5.41%	250088	9.70%	23804	24504	-2.86%	191254	190259	0.52%	274417	8.67%	1.87%
JINBEI		Zhonghua; Junjie	21832	13427	62.60%	169886	140430	20.98%	227606	9.59%	24802	14641	69.40%	173985	141033	23.36%	199687	12.48%	-11.97%
FAW CAR		Red flag; Mazda	20029	15187	31.86%	144560	120146	20.32%	184212	10.87%	22349	118343	30.83%	149024	118343	25.93%	241362	9.26%	-10.38%
BRILLIANCE BMW	BMW	BMW3&5	17707	15334	15.48%	142198	94729	50.11%	147374	12.02%	16474	14307	15.15%	140311	94099	49.11%	95444	17.26%	7.48%
ANHUI JIANGHUAI		Ruifeng; Ruihui	15089	14998	0.61%	140405	118077	18.91%	202395	7.46%	17016	14362	18.48%	143901	116399	23.63%	217201	7.83%	-11.32%
BEIJING AUTOMOBILE		BC301Z	10121	5044	100.65%	75170	36632	105.20%	77184	13.11%	10345	3053	238.85%	74465	35754	108.27%	21083	49.07%	-2.17%
NANJING GROUP	FIAT	Pallo; Siena	9777	6580	48.59%	77068	49682	55.12%	91006	10.74%	11487	7025	63.52%	85078	54628	55.74%	66241	17.34%	-14.89%
BEIJING DC	DAIMLER	Benz; Outlander	9653	9891	-2.41%	67082	51886	29.29%	93664	10.31%	8033	11307	-28.96%	65931	57842	13.98%	77795	10.33%	20.17%
HUNAN JIANGNAN		JIANG NAN	9351	9427	-0.81%	75671	68718	10.12%	122194	7.65%	9832	7428	32.36%	74952	62334	20.24%	134920	7.29%	-4.89%
CHONGQING LIFAN		LIFAN	8715	15410	-43.45%	95661	94015	1.75%	182860	4.77%	8509	16795	-49.34%	92905	95803	-2.23%	122319	6.96%	2.42%
FAW-HAINAN		Family; Prima	7686	7425	3.52%	74471	76116	-2.16%	128747	5.97%	7688	10362	-25.81%	75924	81659	-7.02%	151716	5.07%	-0.03%
TIANJIN FAW XIALI		Xiali	7401	10200	-27.44%	85385	126121	-32.30%	185018	4.00%	5332	10930	-51.22%	89600	131088	-31.65%	253035	2.11%	38.80%
SOUTHEAST		Galant	7142	6746	5.87%	70981	62909	12.83%	102638	6.96%	7444	7257	2.58%	71639	62982	13.75%	105993	7.02%	-4.06%
FAW GROUP		FAW JIabao	6940	4514	53.74%	52792	55361	-4.64%	91036	7.62%	7532	5400	39.48%	57470	59539	-3.48%	103819	7.25%	-7.86%
CHONGQING CHANG'AN-SUZUKI	SUZUKI	Alto; Swift	6511	13821	-52.89%	97775	122544	-20.21%	170037	3.83%	6659	10279	-35.22%	95897	120327	-20.30%	220008	3.03%	-2.22%
SH AUTO GROUP		Roewe	6453	8427	-23.42%	58424	66665	-12.36%	109312	5.90%	8161	6496	25.63%	65164	64427	1.14%	95920	8.51%	-20.93%
GAC MOTOR		TRUMPCHI	6320	1912	230.54%	59336	14195	318.01%	38780	16.30%	7071	2162	227.06%	63538	16275	290.40%	17006	41.58%	-10.62%
GUIHANG YOUGTH LOTUS		LOTUS	6223	4789	29.94%	33053	26547	24.51%	45421	13.70%	6160	5908	4.27%	36257	32304	12.24%	35335	17.43%	1.02%
CHANGAN MAZDA		MAZDA	5329	-	-	33329	54169	-38.47%	-	-	5731	-	-	35735	54728	-34.70%	-	-	-7.01%
JIANGXI CHANGHE		Beidouxing; Liana	4626	5838	-20.76%	63797	74435	-14.29%	113465	4.08%	2946	4192	-29.72%	59742	71789	-16.78%	119958	2.46%	57.03%
HAI MA		HAIMA	4394	3024	45.30%	21736	5648	284.84%	44020	9.98%	3557	2013	76.70%	23745	7665	209.78%	70052	5.08%	23.53%
DONGFENG PASSENGER		FENGSHEN	3560	4450	-20.00%	49125	36675	33.95%	60201	5.91%	5000	4635	7.87%	46040	36520	26.07%	26028	19.21%	-28.80%
DONGFENG YULONG		YULONG	3423	2087	64.02%	16669	18835	-11.50%	31106	11.00%	2693	2200	22.41%	16996	19428	-12.52%	7058	38.16%	27.11%
GAC MITSUBISHI		MITSUBISHI	3267	2298	42.17%	20328	19915	2.07%	-	-	1664	542	207.01%	21060	16048	31.23%	-	-	96.33%
HONDA (China)		Jazz	1630	2130	-23.47%	15607	19501	-19.97%	29034	5.61%	1680	2550	-34.12%	16110	20210	-20.29%	24249	6.93%	-2.98%
FUJIAN BENZ	DAIMLER	BENZ	1018	653	55.90%	8816	3970	71.69%	7466	13.64%	995	729	36.49%	7024	4380	60.37%	10960	9.08%	2.31%
GAC FIAT	FIAT	FIAGGIO	1001	-	-	22292	0	-	11288	8.87%	4004	-	-	25407	0	-	0	-	-75.00%
others			12191	12294	-0.84%	124688	141606	-11.95%	189424	6.44%	17714	12685	39.65%	177629	145422	22.15%	237074	7.47%	-31.18%
total			1353235	1218884	11.02%	11255989	9953994	13.08%	15495240	8.73%	1387768	1228500	12.96%	11351067	10014219	13.35%	14472416	9.59%	-2.49%