

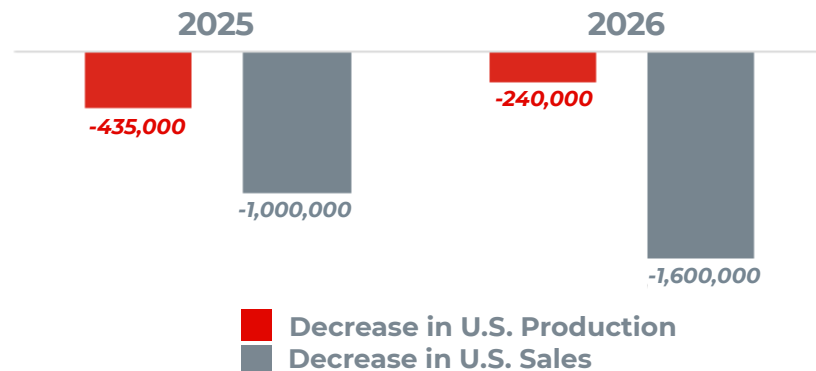
A 25% TARIFF ON IMPORTED VEHICLES AND PARTS WOULD HAVE SEVERE CONSEQUENCES FOR U.S. AUTO PRODUCTION...

SHARP DECLINE IN U.S. AUTO PRODUCTION*

- Up to **435,000 fewer vehicles** produced in 2025 due to tariffs.
- Another **240,000 lost in 2026**, totaling 675,000 vehicles over two years.
- Auto suppliers face a financial crisis, forcing many to take on costly loans or halt deliveries, further disrupting production.
- Supply chain disruptions could shut down U.S. assembly lines, worsening the damage.
- North American production would drop by **900,000 vehicles in 2025** and **1.3 million in 2026**, hurting U.S. manufacturers supplying parts to Canada and Mexico.

TARIFF INDUCED DROP IN U.S. SALES AND PRODUCTION

Decrease From Forecasted U.S. LV Sales and Production



HIGHER COSTS FOR CONSUMERS

- New vehicle prices would rise by over **\$4,000**, making cars less affordable.
- Monthly vehicle payments would increase by **\$70-\$80**.
- Adds **\$1,000** in extra interest over a typical auto loan.

THREAT TO U.S. AUTO JOBS

- The Peterson Institute estimated that a 25% tariff on autos and parts would eliminate up to 5 percent of U.S. OEM and supplier jobs—that would be **50,000 fewer jobs today**.

MAJOR REDUCTION IN U.S. SALES*

- Over **1 million fewer** new vehicles sold in 2025.
- Not just imported cars—U.S.-made vehicles would also see lower sales, further reducing domestic production.