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FORWARD LOOKING STATEMENTS

In this presentation and in related comments by our management, our use of the words “plans,” “expect,” “anticipate,” “possible,” “target,” “believe,” “commit,” “intend,” “continue,” “may,” “would,” “could,” “should,” “project,” “appears,” “potential,” “projected,” “upside,” “positioned,” “outlook” or similar expressions is intended to identify forward-looking statements that represent our current judgment about possible future events. We believe these judgments are reasonable, but these statements are not guarantees of any events or financial results, and our actual results may differ materially due to a variety of important factors. Among other items, such factors may include: our ability to realize production efficiencies and to achieve reductions in costs as a result of our restructuring initiatives and labor modifications; our ability to maintain quality control over our vehicles and avoid material vehicle recalls and the cost and effect on our reputation of product recalls; our ability to maintain adequate financing sources, including as required to fund our planned significant investment in new technology; the ability of our suppliers to timely deliver parts, components and systems; our ability to realize successful vehicle applications of new technology; overall strength and stability of our markets, particularly outside of North America and China; costs and risks associated with litigation and government investigations including those related to our recent recalls; our ability to remain competitive and our ability to continue to attract new customers, particularly for our new products. General Motors Co. (“GM”)’s most recent annual report on Form 10-K provides information about these and other factors, which we may revise or supplement in future reports to the Securities and Exchange Commission (the “SEC”).

GM IS A COMPELLING INVESTMENT OPPORTUNITY

Earnings Growth Accelerating

Double-digit EPS growth trajectory expected

Disciplined Capital Allocation

Targeted reinvestment and returning cash to shareholders

Robust Downside Protection

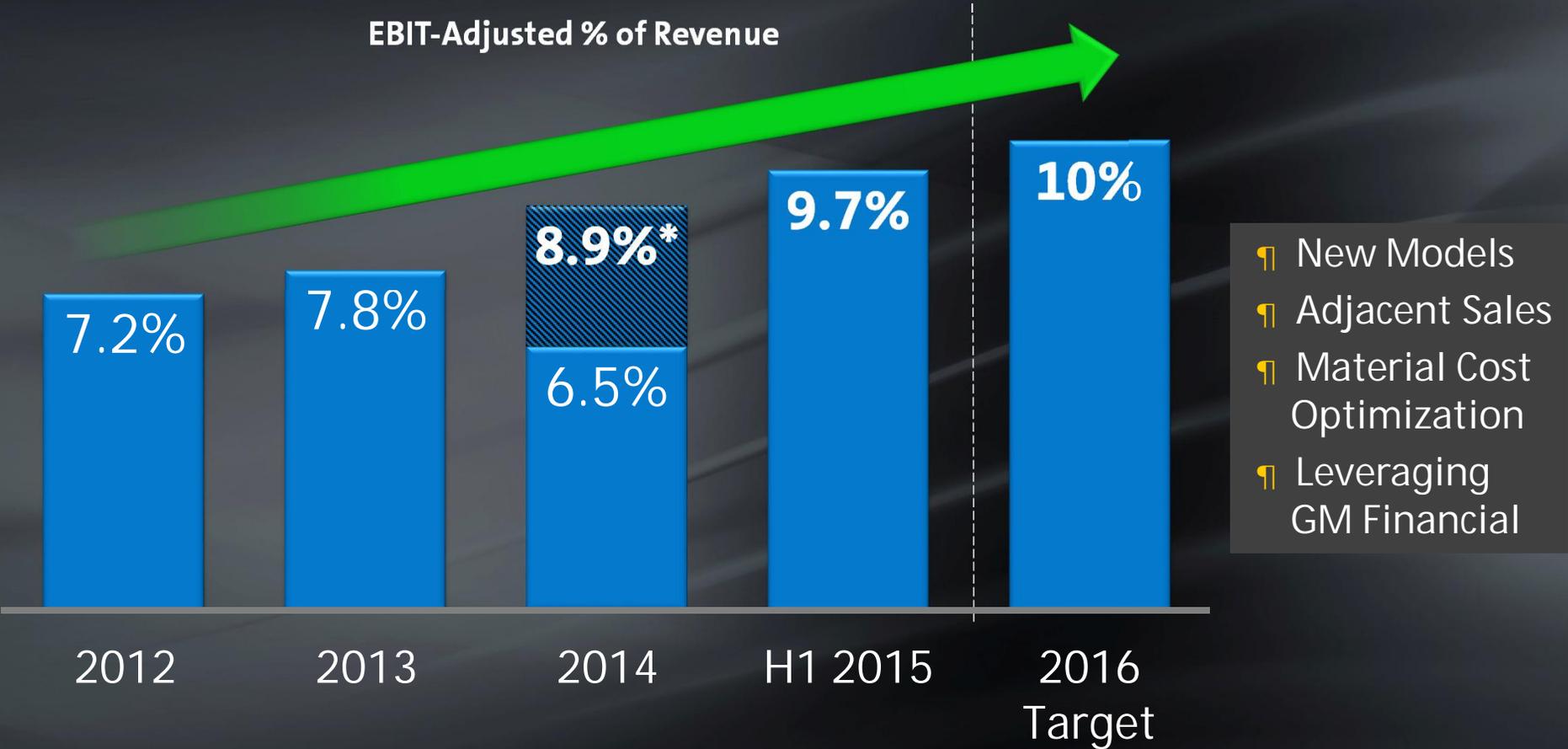
Enables sustained performance through the cycle

AGENDA

- ¶ Road to 10% Margins
- ¶ GM's 4 Truck Strategy
 - Light Duty Pickups
 - Heavy Duty Pickups
 - Mid Pickups
 - Full Size SUVs
- ¶ Crossover Update
- ¶ Q & A

GMNA ROAD TO 10% MARGINS

EBIT-Adjusted % of Revenue



* Represents core operating performance, excluding recalls (\$2.4B for GMNA in CY 2014)

GM'S 4 TRUCK STRATEGY

GROWTH IN KEY SEGMENTS OUTPACES INDUSTRY

US Volumes (Total Deliveries)	Trailing 4 Quarters			GM Total Market Share
	Q3 '13-Q2'14	Q3'14-Q2'15	% Chg.	Q2'15
Light Pickup	1.4M	1.5M	6%	41%
Heavy Pickup	520k	576k	11%	36%
Mid Pickup	241k	310k	29%	31%
Large SUV	276k	289k	5%	72%
Industry	15.8M	16.6M	5%	18%

Positioning for strength in growing segments

RETAINING ATP IN LARGE PICKUP

2016 Silverado

2015 Silverado



	Q3'14	Q4 '14	Q1'15	Q2'15
Segment Volume	374K	367K	355K	373K
GM Share	38%	41%	37%	41%
GM ATP	\$36K	\$37K	\$37K	\$37K
Competitor Average ATP	\$36K	\$36K	\$37K	\$39K

Source: J.D. Power and Associates Power Information Network (PIN), IHS / R.L. Polk & Company

HD PICKUPS: PROFIT AND RETENTION

- ¶ Special Edition offerings to conquest consumers
- ¶ Growth driven by Upper Trim and Highly Profitable Diesel Trucks (e.g. Denali)
- ¶ Further enhancements in HD technology



	Q3'14	Q4 '14	Q1'15	Q2'15
Segment Volume	150K	152K	129K	146K
GM Share	33%	36%	35%	36%
GM ATP	\$47K	\$48K	\$49K	\$49K
Competitor Average ATP	\$48K	\$48K	\$48K	\$48K

Source: J.D. Power and Associates Power Information Network (PIN), IHS / R.L. Polk & Company

GM RAPIDLY EXPANDING MID PICKUP SEGMENT

- ¶ GM taking share and growing market
 - Fastest selling pickups in industry at 20 days
 - Attracting new buyers to GM family (55% conquest)
 - Low diversion (under 20%) from full-size pickups
- ¶ 2016 MY Duramax 2.8L Turbo-Diesel:
 - Segment exclusive diesel in Q3, industry leading powertrain



	Q3'14	Q4 '14	Q1'15	Q2'15
Segment Volume	63K	68K	86K	94K
GM Share	0%	14%	30%	31%
GM ATP	\$36K	\$33K	\$32K	\$32K
Competitor Average ATP	\$29K	\$29K	\$29K	\$29K

Source: J.D. Power and Associates Power Information Network (PIN), IHS / R.L. Polk & Company

DOMINANCE IN LARGE SUVs

- ¶ Chevrolet and GMC dominate the segment with a combined 72% market share
 - Chevrolet alone has nearly 50% market share
 - GMC Denali penetration over 50%, ATPs near \$70K
- ¶ ATP has increased: \$2.4K MSRP increase, with flat incentives
 - Up \$3.2K vs. Q2'14 (launch), \$10.2K vs. Q4'13 (prior-gen)



	Q3'14	Q4 '14	Q1'15	Q2'15
Segment Volume	78K	77K	66K	68K
GM Share	79%	76%	75%	72%
GM ATP	\$57K	\$58K	\$59K	\$60K
Competitor Average ATP	\$49K	\$52K	\$53K	\$52K

Source: J.D. Power and Associates Power Information Network (PIN), IHS / R.L. Polk & Company

...CONTINUED SOLID PERFORMANCE: CROSSOVERS

¶ Been able to maintain share despite the aging portfolio (6-8 years)



Compact + Mid SUV	Q3'14	Q4 '14	Q1'15	Q2'15
Segment Volume	1.1M	1.0M	1.0M	1.2M
GM Share	14%	12%	14%	14%
GM ATP	\$29.2K	\$29.3K	\$28.9K	\$28.6K
Competitor Average ATP	\$28.6K	\$29.2K	\$29.1K	\$29.3K

Source: J.D. Power and Associates Power Information Network (PIN), IHS / R.L. Polk & Company

SUMMING IT ALL UP...

Light Duty Pickups

- ¶ Continue to sell our best truck ever at high ATPs
- ¶ Capitalize on 2016 redesign

Heavy Duty Pickups

- ¶ Exceptional capability to address broad range of customer needs

Mid Pickups

- ¶ Capitalize on strong launch, continue to grow the segment at high ATPs

Large SUVs

- ¶ Dominant market share with highest ATPs in the segment

On track for 10% margins in 2016

Q & A



GENERAL MOTORS COMPANY

SELECT SUPPLEMENTAL FINANCIAL INFORMATION

NON-GAAP MEASURES

Management uses earnings before interest and taxes (EBIT)-adjusted and return on invested capital (ROIC) in its financial and operational decision making processes, for internal reporting and as part of its forecasting and budgeting processes as they provide additional transparency of our core operations. EBIT-adjusted and ROIC allow management to view operating trends, perform analytical comparisons and benchmark performance amongst other companies in our industry. In addition, ROIC allows management to assess how effectively we are deploying our assets.

We use EBIT-adjusted for our automotive segments because it excludes interest income, interest expense and income taxes and includes certain additional adjustments. We use income before income taxes-adjusted for GM Financial because we believe interest income and interest expense are part of operating results.

We define ROIC as EBIT-adjusted for the trailing four quarters divided by average net assets during that period. We consider average net assets to be the average of our ending total equity, plus average automotive debt and interest related liabilities (excluding capital leases), plus average automotive net pension and OPEB liabilities, less average automotive net income tax assets and average fresh start accounting goodwill for each quarter in that period.

Our calculation of EBIT-adjusted and ROIC are considered non-GAAP financial measures because we calculate them using financial measures that have been adjusted from the most directly comparable U.S. GAAP financial measure. Our calculation of these non-GAAP measures may not be comparable to similarly titled measures of other companies due to potential differences between companies in the method of calculation. As a result the use of our non-GAAP measures has limitations and should not be considered in isolation from, or as a substitute for, related U.S. GAAP measures.

RECONCILIATION OF EBIT-ADJUSTED

	Six Months Ended	Years Ended		
	June 30, 2015	December 31, 2014	December 31, 2013	December 31, 2012
Operating segments				
GM North America (GMNA)	\$ 4,962	\$ 6,603	\$ 7,461	\$ 6,470
GM Europe (GME)	(284)	(1,369)	(869)	(1,939)
GM International Operations (GMIO)	720	1,222	1,255	2,528
GM South America (GMSA)	(358)	(180)	327	457
General Motors Financial Company, Inc. (GM Financial)	439	803	898	744
Total Operating Segments	5,479	7,079	9,072	8,260
Corporate and eliminations	(526)	(585)	(494)	(401)
EBIT-adjusted	4,953	6,494	8,578	7,859
Special items	(1,657)	(2,327)	(805)	(36,106)
Automotive interest income	90	211	246	343
Automotive interest expense	(218)	(403)	(334)	(489)
Gain (loss) on extinguishment of debt	0	202	(212)	(250)
Income tax benefit (expense)	(1,106)	(228)	(2,127)	34,831
Net income attributable to stockholders	\$ 2,062	\$ 3,949	\$ 5,346	\$ 6,188