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Mexico—Q1-2026 Automotive Sector Review

- The automotive sector showed a slight improvement in Q1-2026, mainly driven by the better performance of light vehicles, while heavy vehicles continued to weigh on the industry’s overall balance.
- Light vehicles original equipment manufacturers (OEMs) posted moderate gains in domestic sales, production, and exports, suggesting a degree of resilience, although growth remains limited in absolute terms.
- Domestic demand for light vehicles faces persistent risks, associated with stagnant formal employment, slowing private consumption, and reduced momentum in remittance inflows.
- In heavy vehicles, the recent moderation in declines is mainly explained by base effects, with no clear signs of a structural recovery in sales, production, or exports.
- High uncertainty and weak investment, together with external risks linked to the trade relationship with the United States, will continue to constrain a firmer recovery of the automotive sector in the short and medium term.

The performance of Mexico’s OEMs showed a slight improvement during the first quarter of 2026 compared to the previous quarter. This performance was driven primarily by light vehicles, which registered broad-based gains in domestic sales, production, and exports. In contrast, the heavy vehicle segment continued on a downward trajectory, with no clear signs of a structural recovery, weighing on the industry’s overall performance.

LIGHT VEHICLES

Domestic Sales Growth in Q1-2026

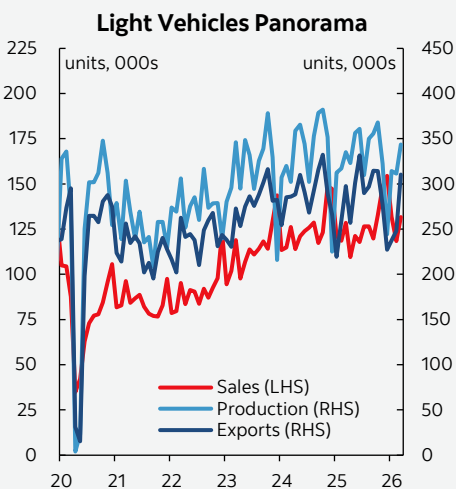
In March, domestic sales of light vehicles reached 131.6k units (chart 1), representing a year-over-year increase of 2.4%, rebounding from the -0.3% recorded in February. In cumulative terms, total sales during the first quarter of 2026 amounted to 381.6k units, equivalent to annual growth of 3.7%, broadly in line with the 3.3% increase observed in the same period of 2025. This performance points to some resilience in the domestic market, albeit in a context of moderating consumption.

Among brands affiliated with the Mexican Automotive Industry Association (AMIA), Nissan remained the market leader (table 1), with a 17.6% market share and total sales of 67.1k vehicles during the quarter, representing cumulative annual growth of 2.7%. General Motors followed with a 13.2% share, 50.3k units sold, and annual growth of 1.9%. Volkswagen ranked third, with 8.8% of the market, 33.5k vehicles sold, and a year-over-year decline of 1.5%.

At the same time, new competitors (such as Lynk & Co and Zeekr) continued to enter the market. Nevertheless, the combined market share of Chinese brands showed a downtrend. While these brands accounted for 8.5% of the market in the same period last year, their share declined to 7.2% in Q1-2026 (chart 2). This reduction is partly explained by the absence of brands such as Chirey, GAC, Bestune, and BYD from official statistical records, as well as by the recent imposition of tariffs of up to 50% on light vehicle imports, which has significantly affected imports from China.

Despite this, according to the Mexican Association of Automotive Dealers (AMDA), when considering both Chinese brands that report to INEGI and those that do not, their total market share could reach as much as 17%. This suggests that the presence of these manufacturers remains significant, albeit with limited statistical visibility, introducing distortions in the interpretation of market performance by country of origin and increasing uncertainty regarding the true competitive structure of the market.

Chart 1



Sources: Scotiabank Economics, INEGI.

Looking ahead, the performance of light vehicle sales will depend on factors such as stagnant formal job creation, the recent slowdown in private consumption, and more moderate remittance inflows. These elements could constrain a stronger recovery in domestic demand in the coming months, despite recent improvements in headline indicators.

Light Vehicle Production and Exports

Light vehicle OEMs production in March totaled 343.5k units (table 2), representing a year-over-year increase of 2.5%, surpassing the figures recorded in January and February, which showed growth of 0.7% and a contraction of 1.8%, respectively. This marked the strongest production reading since 2023. On a cumulative basis, 969.3k units were produced during the first quarter, implying marginal annual growth of 0.5%, in line with a still-moderate expansion in aggregate terms.

At the brand level, production increases were led by Audi, which posted growth of 60.9% with 36.5k units produced during the quarter; Volkswagen, with an increase of 53.8% and 99.7k units; and Kia, with growth of 11.3% and 76.3k units. In contrast, significant declines were observed in BMW (-35.8%), JAC and Mazda (-31% each), and Nissan (-27.4%), partly reflecting the closure of its CIVAC plant in Morelos and a concentration of production in Aguascalientes. In terms of production market share, General Motors remained the leader with 22.3%, followed by Nissan (12.2%), Chrysler (11.3%), and Ford and Volkswagen (10% each).

Exports recovered during the quarter (table 3). In March, 310.2k vehicles were exported, representing annual growth of 4.2%. On a cumulative basis, exports totaled 795.6k units in the first quarter, with year-over-year growth of 2.5%, following negative readings in the last quarter of 2025. By brand, Acura stood out with export growth close to 200%, totaling 7.7k units, followed by Audi (76.3% growth and 34.4k units) and Volkswagen (70.7% growth and 81.5k units). In terms of exports market share, General Motors led with 26.5%, followed by Ford (12.0%) and Volkswagen (10.7%).

HEAVY VEHICLES

Heavy Vehicle Industry: Moderation in Declines Driven by Base Effects, Without a Structural Recovery

During the quarter, the heavy vehicle industry showed an apparently more favourable outlook than in previous periods (chart 3). In general, declines in sales, production, and exports moderated significantly, particularly in March. However, this improvement mainly reflects an arithmetic base effect stemming from the steep contractions recorded in the first quarter of 2025. When compared against historically low activity levels, year-over-year growth rates tend to appear less negative or even positive, without implying a genuine strengthening of the industry.

In the domestic market, demand remained fragile, although declines slowed. Retail sales totaled 2.9k units, representing a year-over-year decline of 18.6% (table 4), following contractions of 46.3% and 38.9% in January and February, respectively, marking 15 consecutive months of declines. Wholesale sales reached 3k units (table 5), posting annual growth of 6.7% and breaking a fourteen-month streak of negative growth. Nevertheless, this improvement should be interpreted cautiously, as it primarily reflects base effects rather than a structural change in market conditions. Sector weakness extends beyond the performance of sales and reflects stagnant investment and weakened business confidence, affected by domestic factors such as security conditions and persistent uncertainty surrounding judicial reform.

Chart 2

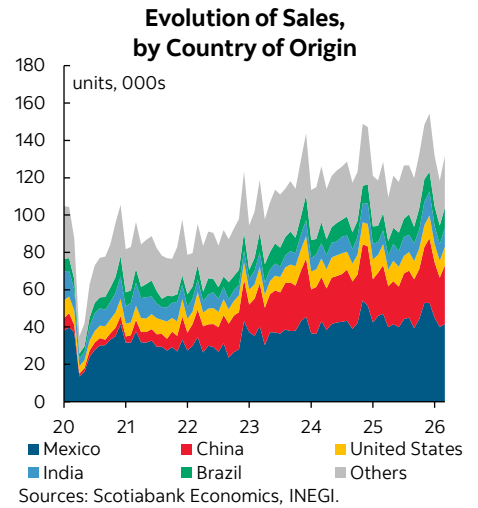


Chart 3

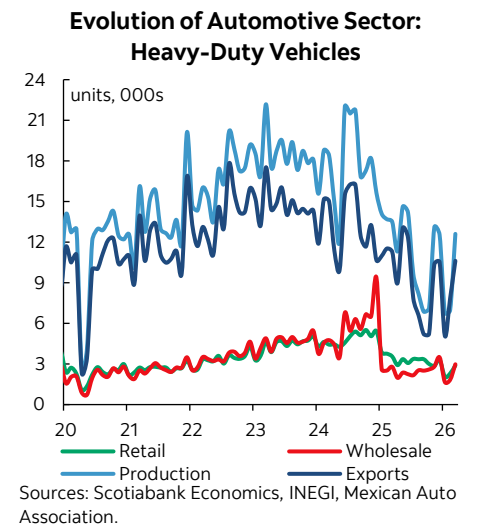
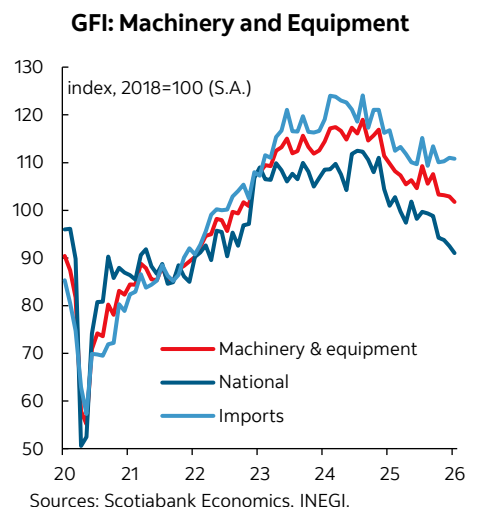


Chart 4



Although wholesale sales recorded annual growth in March, absolute levels remain low. Compared with March 2024, when 4.8k units were sold, the 3k units registered in March 2026 indicate that the recent improvement does not represent a structural recovery but rather a statistical rebound from a depressed comparison base.

Regarding external demand, exports in March totaled 10.6k heavy vehicles, representing a year-over-year decline of 5.9%, considerably smaller than those observed in January (-53.8%) and February (-32.0%), and even exceeding December levels. On a quarterly basis, exports accumulated 23.6k units, a decline of 30.3% compared to the first quarter of 2025. As in recent quarters, U.S. reindustrialization policies promoting domestic vehicle production remain one of the main downside risks for the sector, compounded by the 25% tariffs applied to trucks.

Finally, production remained weak. In March, 12.6k heavy vehicles were produced (table 6), representing a year-over-year decline of 6.6% and marking 16 consecutive months of contraction. Year-to-date production totaled 26.4k units, implying an accumulated annual decline of 36.1%, positioning Q1-2026 as one of the weakest starts of the year on record for heavy vehicle production. As with sales, this outcome reflects an adverse domestic environment in which stagnant investment continues to limit a sustained recovery.

Effects of the Decline in Gross Fixed Investment on Heavy Vehicles

The weakness observed in the heavy vehicle sector over recent quarters is closely linked to the deterioration of Gross Fixed Investment (GFI). Since September 2024, investment has remained in negative territory (chart 4), with machinery and equipment accumulating thirteen consecutive months of declines—particularly within the transportation subcomponent, both domestic and imported. This component is especially relevant, as the acquisition of trucks, buses, and tractor-trailers represents a core form of productive investment for transportation, logistics, and industrial firms. At the domestic level, average declines of around 8.0% in the transportation subcomponent have been recorded since December 2024.

This context reveals a significant structural constraint. Lower investment reduced the acquisition of new units, leading to lower production and, in turn, reinforcing the contraction in Gross Fixed Investment itself, generating a negative feedback loop for the industry.

In response to this adverse dynamic, on March 26th, 2026, the Mexican government announced the Immediate Action Program for the Protection of the Heavy Vehicle Industry, led by the Ministry of Economy. The program includes MXN 2.0 billion in fiscal incentives and MXN 250 million in credit guarantees through Nafin, with the potential to mobilize up to MXN 6.0 billion in total financing. The program's design directly targets the main bottlenecks affecting GFI in this segment.

Key instruments include immediate deduction of fixed assets, allowing the purchase of new heavy vehicles to be deducted in a single year—up to 86% of the vehicle's value—thereby accelerating investment decisions and reactivating this component of GFI. The program also facilitates credit access for “owner-operators” (micro-enterprises operating fleets of one to five trucks) and SMEs, through public guarantees that reduce banking risk and address one of the main investment constraints: limited access to financing. Additional measures include tighter controls on used vehicle imports through updated reference prices, and the implementation of a new Official Mexican Safety Standard, encouraging fleet renewal and favouring the purchase of new vehicles produced domestically.

CONCLUSION

Overall, Mexico's automotive industry showed a mixed performance during the first quarter of 2026. The light vehicle segment posted moderate gains in domestic sales, production, and exports, leading to a slight improvement in the sector's aggregate balance compared to previous quarters. However, growth remains limited in absolute terms and faces significant risks linked to slowing private consumption, weak formal employment dynamics, and recent adjustments in market structure, particularly regarding imports and market share by country of origin.

In contrast, the heavy vehicle industry continues to experience a prolonged period of weakness, with no clear signs of a structural recovery. Recent improvements in some annual indicators reflect base effects stemming from the particularly weak start to 2025, rather than a genuine strengthening of activity. Persistent uncertainty, stagnant investment, and external risks—especially those related to the trade relationship with the United States—will continue to constrain a more dynamic recovery in the short and medium term, maintaining a low-growth environment for the automotive industry.

Table 1: Sales of Light Vehicles, by Company

Company Name	Brand	March 2026	% y/y	Jan-Mar 2026	% YTD	Market Share by Brand-2026 (%)	Market Share-2026 (%)
Audi México, S.A. de C.V.	Audi	816	0.4	2,184	5.7	0.6	0.6
BMW de México, S.A. de C.V.	BMW	1,175	-8.8	3,348	-8.4	0.9	1.1
	MINI	298	-14.6	829	-10.6	0.2	0.0
Ford Motor Company, S.A. de C.V.	Ford Motor	4,130	2.2	12,390	1.8	3.2	3.4
	Lincoln	144	-16.3	450	-8.9	0.1	0.0
General Motors de México, S. de R.L. de C.V.	General Motors	17,851	-0.9	50,271	1.9	13.2	13.2
Honda de México, S.A. de C.V.	Acura	70	-29.3	204	-12.5	0.1	3.0
	Honda	3,663	-3.2	11,092	5.6	2.9	0.0
Hyundai Motor de México, S. de R.L. de C.V.	Hyundai	4,730	10.6	12,220	-1.2	3.2	3.2
Isuzu Motors de México, S. de R.L.	Isuzu	274	110.8	605	43.4	0.2	0.2
Jaguar Land Rover México, S.A.P.I. de C.V.	Jaguar	-	-	-	-	-	0.1
	Land Rover	203	2.0	547	-0.2	0.1	0.0
Kia Motors México, S.A. de C.V.	KIA	9,203	4.6	27,437	4.3	7.2	7.2
Mazda Motor de México, S. De R.L. de C.V.	Mazda	7,507	-17.0	24,532	-6.3	6.4	6.4
Mercedes Benz México, S. de R.L. de C.V.	Mercedes Benz	822	-39.1	2,167	-36.0	0.6	0.6
Mitsubishi Motors de México, S.A. de C.V.	Mitsubishi Motors	3,601	37.4	8,252	22.4	2.2	2.2
Nissan Mexicana, S.A. de C.V.	Infiniti	133	29.1	354	18.4	0.1	17.7
	Nissan	22,171	-6.2	67,130	2.7	17.6	0.0
Renault México, S.A. de C.V.	Renault	2,565	5.9	7,617	-2.8	2.0	2.0
SAIC Motor México, S. de R.L. de C.V.	MG Motor	5,152	28.6	14,504	30.6	3.8	3.8
	Alfa Romeo	47	176.5	84	31.3	0.0	6.6
Stellantis México, S.A. de C.V.	Chrysler	6,356	24.9	18,995	26.9	5.0	0.0
	Fiat	446	-7.3	992	-38.2	0.3	0.0
	Peugeot	2,077	56.5	5,095	14.4	1.3	0.0
Subaru Automotriz México, S.A. de C.V.	Subaru	402	16.2	1,081	18.8	0.3	0.3
Suzuki Motor de México, S.A de C.V.	Suzuki	2,921	-14.5	9,189	-11.9	2.4	2.4
Toyota Motor Sales de México, S. de R.L. de C.V.	Lexus	224	-11.5	686	11.7	0.2	8.0
	Toyota	10,129	-7.0	29,914	-0.6	7.8	0.0
Volvo Group México, S.A. de C.V.	Volvo	371	-27.8	1,041	-34.1	0.3	0.3
	Bentley	2	0.0	5	0.0	0.0	10.5
Volkswagen De México, S.A. de C.V.	Porsche-Rover	292	14.5	837	1.7	0.2	0.0
	Seat	1,827	2.9	5,807	5.8	1.5	0.0
	Volkswagen	11,420	3.8	33,477	-1.5	8.8	0.0
Not Affiliated with AMIA			0.0		0.0	0.0	0.0
Autos Orientales Picacho S.A. Promotora de Inversión	Motornation	102	-56.6	351	-43.1	0.1	0.1
Changan Auto México, S. de R.L. de C.V.	Changan	1,970	57.6	5,250	73.0	1.4	1.4
Emobility Operations, S. de R.L. de C.V.	Auteco	1	0.0	13	85.7	0.0	0.0
	Lynk&Co	203	0.0	458	0.0	0.1	3.1
Geely Auto México Corporation, S. de R.L. de C.V.	Geely	4,219	319.4	10,782	272.2	2.8	0.0
	Zeekr	173	0.0	510	0.0	0.1	0.0
Giant Motors Latinoamérica S.A. de C.V.	JAC	2,035	1.2	5,760	-5.0	1.5	1.5
Great Wall Motor México, S. de R.L. de C.V.	Great Wall Motor	1,158	-13.5	3,499	-10.8	0.9	0.9
LDR Solutions S.A. de C.V.	Foton	221	-0.9	319	-53.2	0.1	0.4
	Jetour Soueast	465	511.8	1,375	1709.2	0.4	0.0
Total		131,569	2.4	381,653	3.7	100	100

Sources: Scotiabank Economics, Administrative Registry of the Automotive Industry of Light Vehicles (RAIAVL), INEGI.

Table 2: Light Vehicle Production, by Brand

Brand	March 2025	March 2026	% y/y	Jan-Mar 2025	Jan-Mar 2026	% YTD	Market Share-2026 (%)
Acura	56,277	39,504	-	889,072	857,431	-	21.7
Audi	33,796	35,556	5.2	669,941	658,536	-1.7	16.7
BMW	22,375	34,811	55.6	386,776	417,280	7.9	10.6
Chrysler	26,104	33,412	28.0	419,426	396,281	-5.5	10.0
Ford Motors	18,501	21,442	15.9	245,007	310,152	26.6	7.8
General Motors	19,900	21,170	6.4	270,700	288,100	6.4	7.3
Honda	12,852	18,078	40.7	382,312	335,716	-12.2	8.5
Jac	10,601	10,220	-3.6	194,612	158,757	-18.4	4.0
Kia	13,646	9,606	-29.6	209,303	174,524	-16.6	4.4
Mazda	6,716	8,820	31.3	144,223	146,579	1.6	3.7
Mercedes Benz	1,839	4,133	124.7	57,539	57,063	-0.8	1.4
Nissan	0	3,840	0.0	95,151	95,449	0.3	2.4
Toyota	30	2,251	7403.3	30	32,943	109710.0	0.8
Volkswagen	2,306	1,118	-51.5	25,391	24,683	-2.8	0.6
Total	224,943	243,961	8.5	3,989,483	3,953,494	-0.9	100

Sources: Scotiabank Economics, Administrative Registry of the Automotive Industry of Light Vehicles (RAIAVL), INEGI.

Table 3: Export of Light Vehicles, by Brand

Brand	March 2025	March 2026	% y/y	Jan-Mar 2025	Jan-Mar 2026	% YTD	Market Share-2026 (%)
Acura	67,694	49,759	-	830,820	822,858	-	21.9
Audi	30,001	32,493	8.3	379,849	423,283	11.4	14.3
BMW	27,074	29,437	8.7	353,307	336,149	-4.9	13.0
Chrysler	20,530	26,562	29.4	245,121	318,812	30.1	11.7
Ford Motors	35,459	18,542	-47.7	456,866	401,242	-12.2	8.2
General Motors	17,366	17,583	1.3	326,217	273,410	-16.2	7.7
Honda	15,373	15,431	0.4	206,246	217,440	5.4	6.8
Kia	9,288	10,522	13.3	143,783	140,687	-2.2	4.6
Mazda	18,760	10,216	-45.5	232,433	184,745	-20.5	4.5
Mercedes Benz	8,561	6,251	-27.0	98,712	91,490	-7.3	2.8
Nissan	5,156	5,734	11.2	63,799	55,137	-13.6	2.5
Toyota	10,692	2,791	-73.9	141,933	88,576	-37.6	1.2
Volkswagen	0	1,941	0.0	0	31,956	0.0	0.9
Total	265,954	227,262	-14.5	3,479,086	3,385,785	-2.7	100

Sources: Scotiabank Economics, Administrative Registry of the Automotive Industry of Light Vehicles (RAIAVL), INEGI.

Table 4: Heavy Duty Vehicle Retail Sales, by Company

Company Name	Brand	Segment	March 2026	Jan-Mar 2026	March 2025	Jan-Mar 2025	% YTD	% CYTD	Market Share-2026 (%)
Daimler Vehículos Comerciales México	Freightliner	Freight	429	1,397	775	3,023	-44.6	-53.8	19.2
Dina Camiones, S.A. de C.V.	Dina	Freight	6	7	5	5	20.0	40.0	0.1
		Passenger	9	33	12	16	-25.0	106.3	0.5
Hino Motors Sales México	Hino	Freight	195	311	129	319	51.2	-2.5	4.3
		Passenger	0	1	0	1	0.0	0.0	0.0
Isuzu Motors de México	Isuzu	Freight	230	572	242	361	-5.0	58.4	7.9
		Passenger	4	4	2	2	100.0	100.0	0.1
Kenworth Mexicana, S.A. de C. V.	Kenworth	Freight	626	1572	881	2737	-28.9	-42.6	21.6
LDR Solutions	Foton	Freight	56	141	52	177	7.7	-20.3	1.9
		Passenger	0	2	46	51	-100.0	-96.1	0.0
Mack Trucks	Mack Trucks	Freight	38	117	4	48	850.0	143.8	1.6
Navistar México, S. de R. L. de C. V.	International	Freight	661	1491	645	2131	2.5	-30.0	20.5
		Passenger	19	49	107	204	-82.2	-76.0	0.7
Man Truck and Bus México S.A. de C.V.	MAN	Freight	6	17	9	53	-33.3	-67.9	0.2
		Passenger	0	0	1	1	-100.0	-100.0	0.0
Mercedes-Benz Autobuses	Mercedes-Benz	Passenger	140	400	211	707	-33.6	-43.4	5.5
Scania Comercial, S.A. de C.V.	Scania	Freight	100	181	63	168	58.7	7.7	2.5
		Passenger	90	226	90	326	0.0	-30.7	3.1
Volkswagen Camiones y Autobuses	Volkswagen	Freight	79	229	90	360	-34.2	-36.4	3.1
		Camiones y	73	203	51	163	43.1	24.5	2.8
Volvo Group México S.A. de C.V.	Volvo Buses	Passenger	65	166	76	161	-14.5	3.1	2.3
Volvo Trucks	Volvo Trucks	Freight	2	7	0	0	-	-	0.1
Not Affiliated with ANPACT									
Emobility Operations, S. de R.L. de C.V.	Auteco	Freight	11	28	0	0	-	-	0.4
Sparta Motors S. de R.L. de C.V.	Shacman	Freight	36	85	41	178	-12.2	-52.2	1.2
Yutong de México, S.A. de C.V.	Yutong	Passenger	26	38	0	0	-	-	0.5
Total			2,901	7,277	3,562	11,192	-18.6	-35.0	100

Sources: Scotiabank Economics, Asociación Nacional de Productores de Autobuses, Camiones y Tractocamiones A.C. (ANPACT), INEGI.

Table 5: Heavy Duty Vehicle Wholesale Sales, by Company

Company Name	Brand	Segment	March 2026	Jan-Mar 2026	March 2025	Jan-Mar 2025	% YTD	% CYTD	Market Share-2026 (%)
Daimler Vehículos Comerciales México	Freightliner	Freight	313	778	278	1296	12.6	-40.0	12.0
Dina Camiones, S.A. de C.V.	Dina	Freight	2	6	0	0	-	-	0.1
		Passenger	2	28	0	0	-	-	0.4
Hino Motors Sales México	Hino	Freight	262	341	0	0	-	-	5.2
		Passenger	0	0	0	0	-	0.0	0.0
Isuzu Motors de México	Isuzu	Freight	261	676	328	406	-20.4	66.5	10.4
		Passenger	4	4	2	2	100.0	100.0	0.1
Kenworth Mexicana, S.A. de C. V.	Kenworth	Freight	558	1580	1133	3362	-50.8	-53.0	24.3
LDR Solutions	Foton	Freight	51	110	27	83	88.9	32.5	1.7
		Passenger	0	0	2	11	-100.0	-100.0	0.0
Mack Trucks	Mack Trucks	Freight	16	50	10	42	60.0	19.0	0.8
Navistar México, S. de R. L. de C. V.	International	Freight	856	1380	272	977	214.7	41.2	21.2
		Passenger	82	123	0	0	-	-	1.9
Man Truck and Bus México S.A. de C.V.	MAN	Freight	1	1	0	0	-	-	0.0
		Passenger	0	0	0	0	-	0.0	0.0
Mercedes-Benz Autobuses	Mercedes-Benz	Passenger	132	247	373	748	-64.6	-67.0	3.8
Scania Comercial, S.A. de C.V.	Scania	Freight	100	181	63	168	58.7	7.7	2.8
		Passenger	90	226	90	326	0.0	-30.7	3.5
Volkswagen Camiones y Autobuses	Volkswagen	Freight	82	335	101	150	-18.8	123.3	5.2
	Camiones y	Passenger	45	141	0	20	-	605.0	2.2
Volvo Group México S.A. de C.V.	Volvo Buses	Passenger	65	166	76	161	-14.5	3.1	2.6
Volvo Trucks	Volvo Trucks	Freight	0	8	0	0	-	-	0.1
Not Affiliated with ANPACT							0.0	0.0	0.0
Emobility Operations, S. de R.L. de C.V.	Auteco	Freight	0	15	0	0	-	-	0.2
Sparta Motors S. de R.L. de C.V.	Shacman	Freight	36	62	41	178	-12.2	-65.2	1.0
Yutong de México, S.A. de C.V.	Yutong	Passenger	26	38	0	0	-	-	0.6
Total			2,984	6,496	2,796	7,930	6.7	-18.1	100

Sources: Scotiabank Economics, Asociación Nacional de Productores de Autobuses, Camiones y Tractocamiones A.C. (ANPACT), INEGI.

Table 6: Heavy Duty Vehicle Production, by Company

Company Name	Brand	Segment	March 2026	Jan-Mar 2026	March 2025	Jan-Mar 2025	% YTD	% CYTD	Market Share-2026 (%)
Daimler Vehículos Comerciales México, S. de R.L. de C.V.	Freightliner	Freight	8366	17647	8251	24387	1.4	-27.6	61.3
Dina Camiones, S.A. de C.V.	Dina	Passenger	7	25	6	6	16.7	316.7	0.1
Hino Motors Sales México, S.A. de C.V.	Hino	Freight	47	118	22	22	113.6	436.4	0.4
Isuzu Motors de México, S. de R. L.	Isuzu	Freight	192	354	144	192	33.3	84.4	1.2
Kenworth Mexicana, S.A. de C. V.	Kenworth	Freight	748	2277	1632	5012	-54.2	-54.6	7.9
LDR Solutions S.A. de C.V.	Foton	Freight	16	58	35	247	-54.3	-76.5	0.2
Navistar México, S. de R. L. de C. V.	International	Freight	2904	7515	3074	10474	-5.5	-28.3	26.1
		Passenger	86	133	0	0	-	-	0.5
Mercedes-Benz Autobuses	Mercedes-Benz	Passenger	123	275	255	714	-51.8	-61.5	1.0
Volkswagen Camiones y Autobuses	Volkswagen	Freight	19	96	31	97	-38.7	-1.0	0.3
	Camiones y	Passenger	47	100	0	0	-	-	0.3
Volvo Group México S.A. de C.V.	Volvo Buses	Passenger	62	167	62	165	0.0	1.2	0.6
Total			12,617	28,765	13,512	41,316	-6.6	-30.4	100

Sources: Scotiabank Economics, Asociación Nacional de Productores de Autobuses, Camiones y Tractocamiones A.C. (ANPACT), INEGI.

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