

ANNUAL REPORT 2000



SUZUKI MOTOR CORPORATION

PROFILE

Suzuki Motor Corporation designs and manufactures passenger cars, commercial vehicles, motorcycles, outboard motors, generators, general purpose engines and other products. The company continuously and vigorously promotes technical cooperation through numerous joint ventures overseas, and its production facilities are currently located in 31 countries around the world. The established network enables Suzuki to operate as a global organization serving 191 countries.

Suzuki Motor Corporation was first established as Suzuki Loom Manufacturing Co. in March 1920.

Suzuki then entered the motorcycle business with the introduction of "Power Free" motorized bicycle in 1952, and entered the automobile business in 1955 with the introduction of "Suzulight" lightweight car.

Suzuki Motor Corporation marks its 80th anniversary this year. Suzuki is committed to use our amassed technological expertise and all other available resources to help raise the quality of human life in society by promoting corporate growth through manufacture and supply of socially demanded products.

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Head office & Takatsuka plant

Headquarters, Engineering center and Motorcycle engines assembling plant

ON THE COVER

(Top) The New Wagon R⁺ (Plus):

This small car, powered by a 1.3-liter engine, is manufactured at Magyar Suzuki Corp. in Hungary, and is an example of the fruits of the strategic alliance between Suzuki and General Motors.

(Center) The New GSX-R750:

The GSX-R750, which since its debut in 1985 has continued to evolve as the leading "pure-sports" model, has undergone a full model change. The engine and chassis have been totally redesigned, and its weight was reduced extensively in various sections to boost its performance. The latest, further evolved GSX-R750 is lightweight and compact and embodies the "pure-sports" riding enjoyment all the way from the circuits to the streets and winding roads.

(Bottom) Suzuki 4-stroke outboard motor DF30:

The new outboard motor DF30 use a newly developed engine and are a joy to use, with low noise and low vibration from low to high speeds. They are also designed for cleaner exhaust emissions to reduce negative impact on the environment. With the addition of these two new models, Suzuki's 4-stroke outboard motor lineup numbers eight models from 9.9 to 70 -- the power range with the largest customer demand for pleasure and business.

A MESSAGE FROM THE MANAGEMENT

During the fiscal year ended March 31, 2000, the automobile industry in Japan experienced the sluggish recovery in personal consumption. Although sales of mini vehicles continued to grow from the previous year, sales of subcompact and larger cars continued to fall for the 3rd consecutive year, and as a result, sales of automobiles as a whole showed only a slight increase from the previous year. As for motorcycles, the shipment volume decreased severely in the previous year, resulting in a 3rd consecutive year of decrease. The number of exports also decreased from the previous year for both automobiles and motorcycles due to factors such as the appreciation of the yen and the economic downturn in Central and South Americas.

Under these severe circumstances, in the domestic market, Suzuki has made great efforts to increase sales by introducing various new appealing products including the semi-cab-over type mini passenger car Every Wagon, the new small car Swift, as well as numerous special-edition models. As for motorcycles, we enhanced our domestic product lineup by introducing models such as the large-displacement model, Bandit 1200.

Meanwhile, in the overseas markets, we have actively pushed forth for both automobiles and motorcycles. In Hungary, we began the production of an automobile which we jointly developed with General Motors. We have also introduced the new GSX-R750 motorcycle.

As a result, our net sales in this fiscal year reached ¥1,521,192 million (US\$14,330 million), 104.5% of the previous year, while our operating income stood at ¥42,599 million (US\$401 million), 90.1% of the previous year, and our net income was ¥26,886 million (US\$253 million), 110.4% of the previous year.

We can only expect difficult market circumstances in the months ahead. However, we intend to challenge the difficulties by taking a hard look to make sure our basic policy of "Smaller, Fewer, Lighter, Shorter and Neater" is being implemented properly and precisely in every aspect of our business, including technology, production, sales and management, and by bolstering our corporate strength by further promoting the commonality of parts, reduction of production costs, heightening quality, improving productivity and raising efficiency of our indirect work.

We will also make efforts to strengthen our sales functions inside Japan by reorganizing our sales network, and we will strengthen the competitiveness of our existing facilities and will open up new markets around the world.

We will also strive to further develop our business by continuing to strengthen our product development towards improvement of safety and product appeal, and will enhance our R & D for the protection of the global environment.

We are sincerely looking forward to your continuing support and encouragement of our business.

June 2000



Osamu Suzuki
Chairman & CEO

A stylized, handwritten signature in black ink, consisting of several loops and a long horizontal stroke.



Masao Toda
President & COO

A stylized, handwritten signature in black ink, appearing to read "M. TODA" with a long, sweeping horizontal stroke at the end.

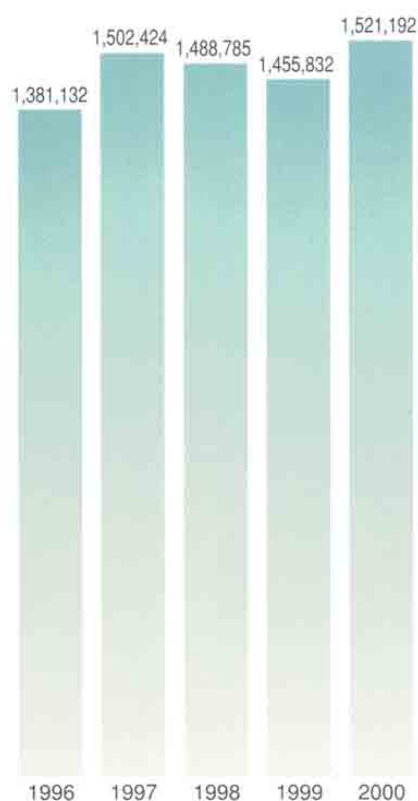
FINANCIAL HIGHLIGHTS

SUZUKI MOTOR CORPORATION AND CONSOLIDATED SUBSIDIARIES	Millions of yen		Thousands of U.S. dollars
	(except per share amounts)		(except per share amounts)
Years ended March 31, 2000 and 1999	2000	1999	2000
Net sales.....	¥1,521,192	¥1,455,832	\$14,330,590
Net income.....	26,886	24,359	253,290
Net income per share:			
Primary.....	55.58	52.72	0.523
Fully diluted.....	55.32	52.40	0.521
Cash dividends per share.....	8.50	7.50	0.080
Shareholders' equity.....	497,756	438,047	4,689,182
Total current assets.....	628,782	627,232	5,923,525
Total assets.....	1,167,216	1,131,849	10,995,916
Depreciation and amortization.....	81,784	82,546	770,463

Note: Yen amounts have been translated into U.S. dollars, for convenience only, at ¥106.15= US\$1, the prevailing exchange rate on March 31, 2000.

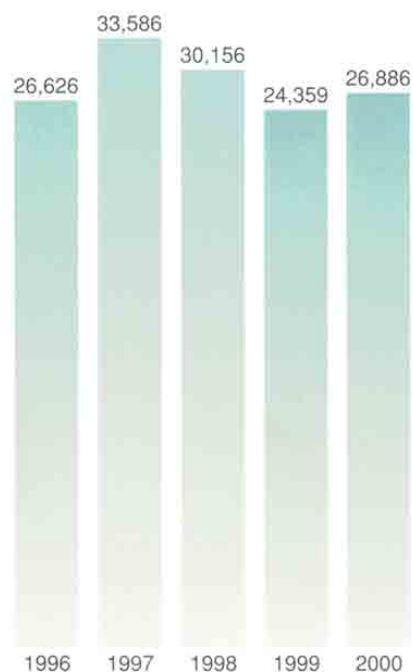
Net Sales

Years ended March 31
(Millions of yen)



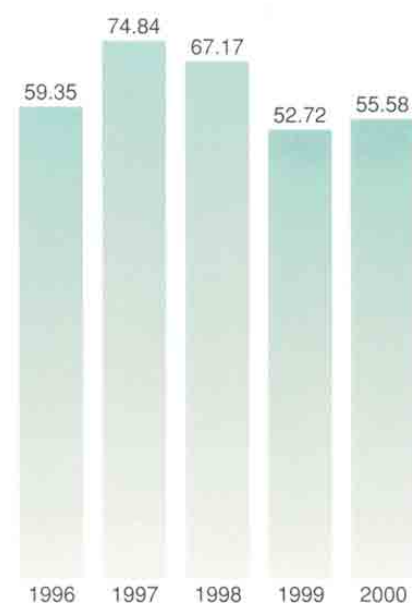
Net Income

Years ended March 31
(Millions of yen)



Net Income Per Share

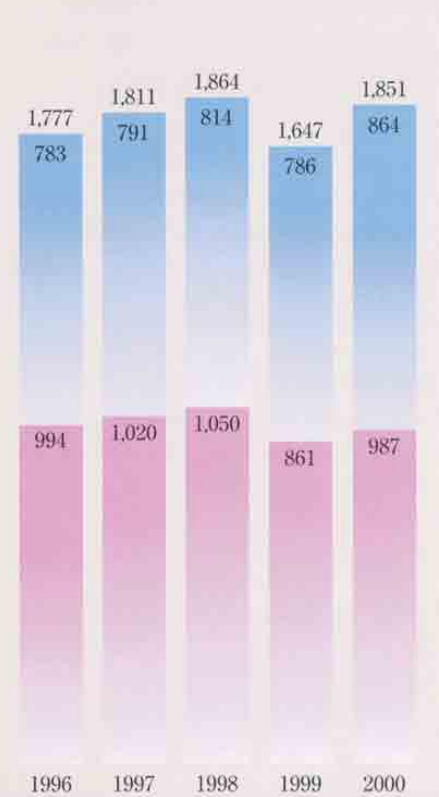
Years ended March 31
(Yen)



YEAR IN REVIEW

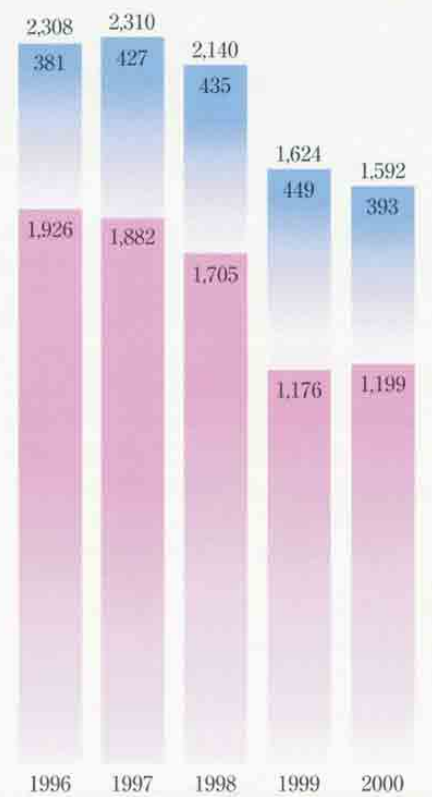
Automobiles Unit Products

Years ended March 31 (Thousand units)



Motorcycles Unit Products

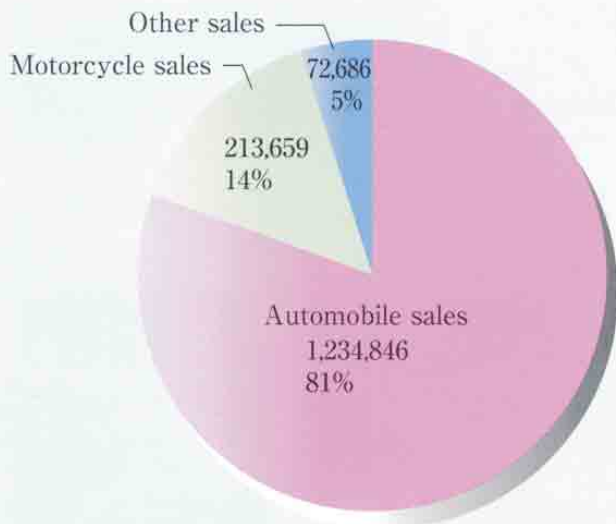
Years ended March 31 (Thousand units)



※Production in Japan is CBU.
Overseas production is CKD units + components for overseas production.

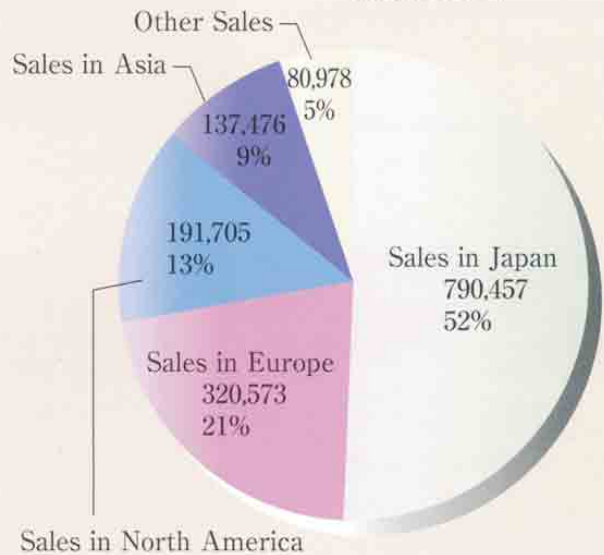
2000 Net Sales By Business

(Millions of yen)



2000 Net Sales By Market

(Millions of yen)



AUTOMOBILES

The Japanese Market

Total domestic sales of automobiles in this fiscal year numbered to 5,889,000 units, 100% of the previous year and slightly surpassing the previous year for the first time in three years since 1996. In the backdrop for this result was the strength of the mini vehicle market, which enjoyed a large growth, to 115% of the previous year. The number of registered units excluding mini vehicles was 94% of the previous year, a drop for the 3rd consecutive year.

Under such circumstances, Suzuki's automobile sales, centered on mini-vehicle sales, totalled 626,000 units, 109% of the previous year, thus marking growth for the 2nd consecutive year. With this growth, Suzuki's domestic market share increased by 0.8 percentage point from the previous year to 10.6%, thus exceeding the 10% mark for the first time, and moving up one rank among the eleven domestic manufacturers, from 5th place last year to 4th place. Moreover, Suzuki climbed to the 3rd rank on April and May 1999, and January 2000.

Suzuki's sales status

(1) The market for mini vehicles remains vigorous ever since the regulations were revised in October 1998, and competition is further intensifying. Under such circumstances, Suzuki sold 585,000 units (111% of the previous year), setting a new record for mini vehicle sales. Furthermore, Suzuki won the leading market share in all three categories of passenger cars, vans and trucks.

Suzuki in 1999 also marked the 27th consecutive years of having the largest market share of mini vehicles.

(2) Suzuki's small and subcompact vehicle sales were 40,000 units, 83% of the previous year. The number of newly registered vehicles excluding mini vehicles for the industry as a whole had been in decline for the past three years, and Suzuki's sales also fell for the 2nd consecutive year.

Individual model topics

(1) Sales of Wagon R in 1999 reached 241,000 units -- the only model to surpass the 200,000 mark in the vigorous mini-vehicle market. The Wagon R is also the top seller among all mini vehicles for the 5th consecutive year since 1995.

(2) The Carry Truck in 1999 once again became the best-selling model in the all-truck segment, making it the top seller for 29 consecutive years.

(3) In 1999, the product lineup was further strengthened with the newly introduced Every Wagon, Every Plus and Swift.



BALENO WAGON



GRAND VITARA



Kei (Mini vehicle in Japan)



WAGON R⁺ (manufactured at Magyar Suzuki Corp. in Hungary)



SWIFT (Export name: IGNIS)

The Overseas Markets

Total automobile sales for this fiscal year reached 1,180,000 units, 111% of the previous year, with favorable sales in Asia and North America. Net sales grew by 3%.

Looking at each region, sales were favorable in Europe, but the high yen appreciation against Euro had its severe influence, and together with further intensifying market competition, there were adverse effects on profits. As for our North American exports, exports of CBU vehicles and exports to CAMI plant both marked large growth. In Southeast Asia, CKD exports are showing signs of recovery. The number of units exported to India grew by more than 30% from the previous year.

In January 2000, production began at our plant in Hungary of the Wagon R⁺ which was jointly developed with General Motors for the European market. We also began production of the Grand Vitara at the General Motors plant in Argentina. Suzuki and General Motors intend to continue to actively utilize the production strengths of each of our overseas subsidiaries and affiliates to create a strong combined production network, to conduct joint development of small cars, and will continue extensive technological exchanges.

We have made efforts to increase sales throughout our sales network, and we have also actively engaged in various activities to raise productivity and reduce production costs at our overseas manufacturing companies. Business operations at our overseas subsidiaries are performing favorably overall, and we are making the utmost efforts toward full rationalization and maximum efficiency to further heighten their business strengths.



Kosai plant

Passenger car assembling plant



Iwata plant

Multi-purpose vehicle and commercial vehicle assembling plant



JIMNY



CARRY VAN



WAGON R (manufactured at Maruti Udyog Ltd. in India)

MOTORCYCLES

The Japanese Market

The total demand for motorcycles in Japan in this fiscal year dropped severely, to 815,000 units, 82% of the previous year, affected by the hesitation in personal consumption due to the long continuing economic downturn, plus the fact that young people and housewives have shown less interest in riding motorcycles. Suzuki's sales also dropped severely, to 102,000 units, 66% of the previous year.

Such severe industry-wide drop in the number of shipments also can be attributed to the fact that each manufacturer held back its shipment volume in order to keep its distribution inventories down and streamline its sales operation.

Under such difficult situation, we have enhanced our motorcycle lineup by introducing models such as the large-displacement model, Bandit 1200. We have also marketed a limited edition, final production version of the popular long-selling model, the GSX1100S KATANA, which received a great number of orders as soon as it went on sale. As a result, while the number of newly registered models of 751cc-and-over models for the four Japanese makers decreased to 84% of the previous year, Suzuki alone achieved high growth, to 123% of the previous year.



Toyokawa plant

Motorcycles and outboard motor assembling plant



GSX1100S KATANA



GSF 1200S BANDIT



GSX1300R HAYABUSA



SV650S



DR-Z400



GSX-R750

The Overseas Markets

Exports of completed motorcycles and CKD units in this fiscal year stood at 344,000 units, 88% of the previous year, while total sales including components for overseas production was 96% of the previous year.

As for exports of CBU motorcycles, the number of units exported increased to 101% of the previous year, but sales, influenced by currency exchange rates, decreased to 97% of the previous year.

As for new products, we have introduced a newly developed version of our flagship sports model, the GSX-R750, which is winning high acclaim in magazines and other media around the world.

With the recovery in Southeast Asian markets, sales of components for overseas production increased to 127% of the previous year in sales volume.

Exports of All Terrain Vehicles (ATVs) increased greatly, to 127% of the previous year in sales figure, amidst a favorable growth of demand in North America. The market for large-size automatic ATVs is particularly strong, to which we have introduced a new model, the LT-A500F QUADMASTER.



LT-A 500F QUADMASTER



V125 INTRUDER LC



AN400 BURGMAN



UF50 ESTILETE

MARINE AND POWER PRODUCTS

Marine Products

The new 2000 year model 4-stroke outboard motors DF25/30 further enhanced our 4-stroke outboard motor lineup, which encompasses models from 9.9 to 70. Sales of 4-stroke outboard motors in overseas markets showed steady growth, to 167% of the previous year in unit. OEM supplies to the U.S.A. were favorable, but sales of outboard motors in Central and South Americas and Oceania decreased. Sales shifted to larger models thanks to the enhanced 4-stroke model lineup and overseas sales of marine products stood at 110% of the previous year, except that there were negative factors including adverse currency exchange rates. CKD production of outboard motor DT5Y started in Thailand in October 1999.



Suzuki outboard motors provide power for a wide range of boats

Power Products

A newly developed 90cc 4-stroke OHV engine model, the SV1000H, which features quiet and clean operation, joined our generator lineup.

With efforts to cultivate new markets and with a special surge in demand in the U.S. market due to the Y2K problem, sales of power products in overseas markets grew to 134% of the previous year.

As for general-purpose engines, OEM supplies showed favorable results in Europe and Oceania, but it was offset by decreased shipments to Middle East due to an economic downturn and the appreciation of the Yen. As a result, sales stood at about the same level as the year before. Sales of power products as a whole stood at 80% of the previous year, due to factors such as the decrease in shipments of snowmobile engines and unfavorable currency-exchange rates.



**Outboard Motor
DF30 Remote Control Model**



Generator SV1000H



General Purpose Engine V420E



**Generator SV7500E powered with V420
4-stroke OHV engine**

BUSINESS REVIEW

Small Cars are Suzuki's Specialty

Suzuki has been the top seller of mini vehicles in Japan for the past 27 consecutive years.* This fact reflects Suzuki's technological expertise and the strong appeal of its products. Mini vehicles are the smallest automobile category in Japan in terms of body size and engine displacement. With their small size, mini vehicles are often used for shopping at nearby stores and by



Suzuki mini vehicles in Japan



Type - M engine

various businesses serving their local markets. In other words, the mini vehicle is the vehicle category most closely in touch with people's everyday lives. We could thus say that Suzuki is making a large contribution to make people's everyday lives more convenient.

The Wagon R mini vehicle which we put on sale in Japan from September 1993 has now exceeded aggregate domestic sales of 1,300 thousand units, as of June 2000. The automobile which we jointly developed with General Motors and based on the Wagon R is now being produced at Magyar Suzuki Corp., Suzuki's plant in Hungary, as well as in General Motor's plant in Poland. Production efficiency for these vehicles is boosted by sharing many common components.

At Maruti Udyog Ltd, in India, a 1100cc-engine version of the Wagon R has been on sale since January 2000. Thus, the success of Suzuki's small cars spans the globe.

At the last Tokyo Motor Show held in October 1999, we introduced a concept car which we jointly developed with General Motors. In February 2000, a new small car sharing the same platform as the jointly developed car was put on sale in Japan as the "Swift." The Swift is powered by a newly developed type-M engine which was designed with close attention to quiet operation and environmental concerns -- both of which will be demanded from small cars in future, along with smooth driving performance. The type-M is a 1.3-liter, all-aluminum, DOHC engine, and features an advanced design concept to reduce vibration and noise, and a crankcase ventilation mechanism that extends the life of engine oil and thus helps reduce waste oil.

*Source: number of registration of new mini vehicles in Japan from 1973 to 1999, researched by Suzuki from Japan Mini Vehicles Association records.

Attention to the Environment

Suzuki's basic policy, "Smaller, Fewer, Lighter, Shorter, and Neater," applies not only to designing our products; these words also

describe Suzuki's attitude towards environmental issues. Suzuki's strong fields, such as motorcycles and small automobiles, share the common characteristics of having low exhaust emissions, creating less waste when discarded, and causing less wear to the roads. In other words, motorcycles and small cars use less resources and less energy, and have a smaller negative impact on the environment. Furthermore, Suzuki is seeking various ways to make the burden placed on the environment by our corporate activities "Smaller", "Fewer", "Lighter" and "Shorter", through which we hope to keep the environment "Neater."

(1)

At the 1999 Tokyo Motor Show, Suzuki's theme was "Small cars for a big future." Reflecting this theme, we displayed concept cars such as "EV-Sport," a sporty electric vehicle (EV) developed with technological exchanges with General Motors, and "Suzuki Pu3-commuter," which offers a choice of three types of power units -- an electric motor, hybrid motor or gasoline engine.

Electric vehicles (EVs) are attracting attention today as zero-emission cars that do not cause air pollution or emit loud engine noises. Suzuki began the research on EVs as far back as 1966, and our development continues for even better, high-performance EVs. At the Tokyo Motor Show, the EV-Sport --featuring its EV motor's power characteristics that provides strong acceleration,

lightweight design using an aluminum frame, and high cornering performance due to its low center of gravity achieved by placing the batteries under the floor -- attracted attention as a "new-sensation EV" that can be gentle to the environment while also delivering driving enjoyment.

(2)

In the field of marine products we have been developing a number of environment-friendly 4-stroke outboard motors. Environment-friendly means less emissions, which in turn helps reduce CO₂ emissions that cause global warming. Suzuki has a range of 4-stroke outboard motors, from 9.9 to 70. In particular, the DF40 and the DF50 feature 12-valve, DOHC design and electronic fuel injection, thus making use of our expertise in motorcycle and automobile engines. These models also have chain-driven cam shaft and direct ignition -- both a first on 4-stroke outboard motors -- to achieve high performance, low fuel consumption, low-noise operation and low maintenance. These technologies have received high acclaims on Suzuki 4-stroke outboard motors culminating in the Innovation Award for two consecutive years (1997 and 1998) at the International Marine Trade Exhibit and Conference (IMTEC) held in Chicago, which is one of the world's largest boat shows.

(3)

We at Suzuki regard environment management as an important part of our business management to which we must render continuous efforts by the company as a whole. The ISO14001 is an internationally recognized standard established to certify organizations that take active measures to protect the environment, whether on a global scale or in each locale. The Kosai Plant in Japan and Magyar Suzuki Corp. in Hungary were the first two Suzuki plants to receive ISO14001 certification. More recently, in September 1999, our Osuka Plant which manufactures cast components and Sagara Plant which assembles automobile engines both received ISO14001 certification.

International Activities

One of Suzuki's corporate policies is to contribute to regional economies and employment by enhancing overseas local production. Currently, our global manufacturing and assembly network has expanded to on-site production projects in 31 countries around the world.

Through the establishment of this worldwide production network, we aim to introduce to our overseas plants not only various technologies for production processes, but also techniques for the management of QC (Quality Control) circle activities. Through these measures we encourage employees at all our overseas plants to implement various improvements in our plants and to heighten the awareness and motivation toward achieving higher productivity and quality.

The Suzuki International QC Circle Convention is held for the



EV-Sport



**Winner of 1997 (DF60/70)
& 1998 (DF40/50) IMTEC
Innovation Award.**



Suzuki International QC Circle Convention

purpose of spreading the philosophy of production improvement and expanding QC activity itself throughout the entire Suzuki family. The convention is now held every two years; as many as 875 participants representing 15 countries plus Japan participated in the last convention, lending a lively international atmosphere to the event.

In order to share comprehensive technologies with our overseas plants, Suzuki welcomes a number of trainees to various study programs. By experiencing Suzuki QC circle activities and production systems for themselves, these programs help the trainees play an active role in promoting and developing QC circle programs in their own countries.

Suzuki also actively participates in various motorsports for both motorcycles and automobiles. For example, in the annual Queenstown Gold Rush International Hillclimb held in New Zealand in which contestants compete for the fastest time through a 14.5-kilometer dirt course with an altitude difference of 1,170 meters from start to finish, the Suzuki Grand Vitara has been the overall winner for three consecutive years. And the mini vehicle Alto is a strong performer in various dirt trial races and rallies in Japan and elsewhere.

In motorcycle races, Kenny Roberts Jr. on his Suzuki RGV-Gamma continues to enthrall motorcycle racing fans with his brilliant riding, and has been a powerful contender in the World Road Racing Grand Prix 500. The technology and know-how acquired through such racing activities are amply fed back into product-development processes to make Suzuki automobiles and motorcycles even better.

Our global exchanges are not limited to such technical matters, but also include a wide range of sports, economic, and other exchanges. This past April, the Suzuki World Cup 2000 International Aerobic Championship took place at the Tokyo Gymnasium. This annual event is organized by the International Aerobic Federation (IAF) and this year's event was the eleventh of its kind.

With the recent trend toward a healthier lifestyle, more and more people are taking an interest in aerobics. This year's Championship event attracted over 4,000 people who enjoyed watching the performance of participants from various nations. This year, 90 national champions from 18 countries and regions competed in four categories: men's singles, women's singles, mixed pairs, and trios. Each of them, together with the enthusiastic spectators filling the gymnasium, made the event a great success.

To encourage more people to enjoy of motorcycle touring rides, we are holding events -- open to riders of any motorcycle, Suzuki or otherwise -- named "Touring Oasis" in many parts of Japan, in which touring riders can take a rest and relax and enjoy free coffee, plus a "stamp rally," where riders can collect stamps at various touring destinations and win prizes. These events have been quite successful, providing riders from many parts of Japan with opportunities to get together and exchange information.



Kenny Roberts Jr. with RGV- Gamma



Contests at the Suzuki World Cup 2000 International Aerobic Championship



Suzuki Touring Oasis

OUTLINE OF THE SUZUKI GROUP

The Suzuki group is composed of Suzuki Motor Corporation and its 126 subsidiaries and 21 affiliates. Its main business activities are the production and sale of motorcycles and automobiles, outboard motors, housing, and other various business such as logistics and servicing. The positioning of the group companies in relation to the business segmentation is as follows:

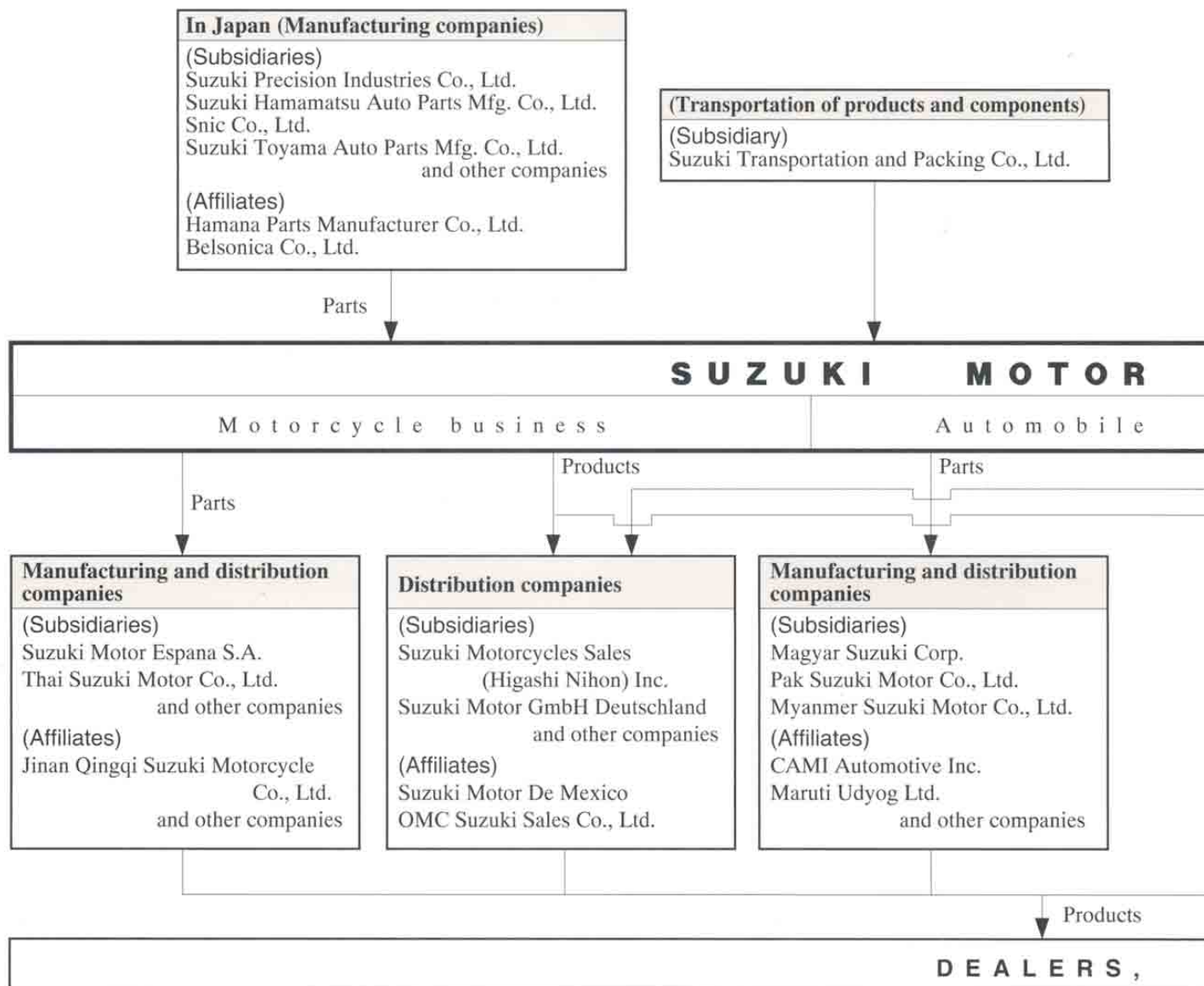
Automobile business

Production of automobiles is carried out by Suzuki Motor Corporation, and, additionally, in overseas by Magyar

Suzuki Corp. (Hungary), Maruti Udyog Ltd. (India), and other companies. Some components are also produced by Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd., and other companies, and purchased by Suzuki Motor Corporation.

Sales inside Japan is made through Suzuki Motor Sales Kinki Inc., and other domestic distribution companies. Sales outside Japan is made through American Suzuki Motor Corp. (U.S.A.) and other distribution companies. Transportation of products and components is under taken by Suzuki Transportation and Packing Co., Ltd. (Japan).

The organization chart of the Suzuki corporate group is as follows:



Motorcycle business

Production of motorcycles is carried out by Suzuki Motor Corporation, and additionally in overseas by Suzuki Motor Espana S.A. (Spain), Jinan Qingqi Suzuki Motorcycle Co., Ltd. (China), and other companies. Some components are also produced by Suzuki Toyama Auto Parts Mfg. Co., Ltd. (Japan), and other companies, and purchased by Suzuki Motor Corporation.

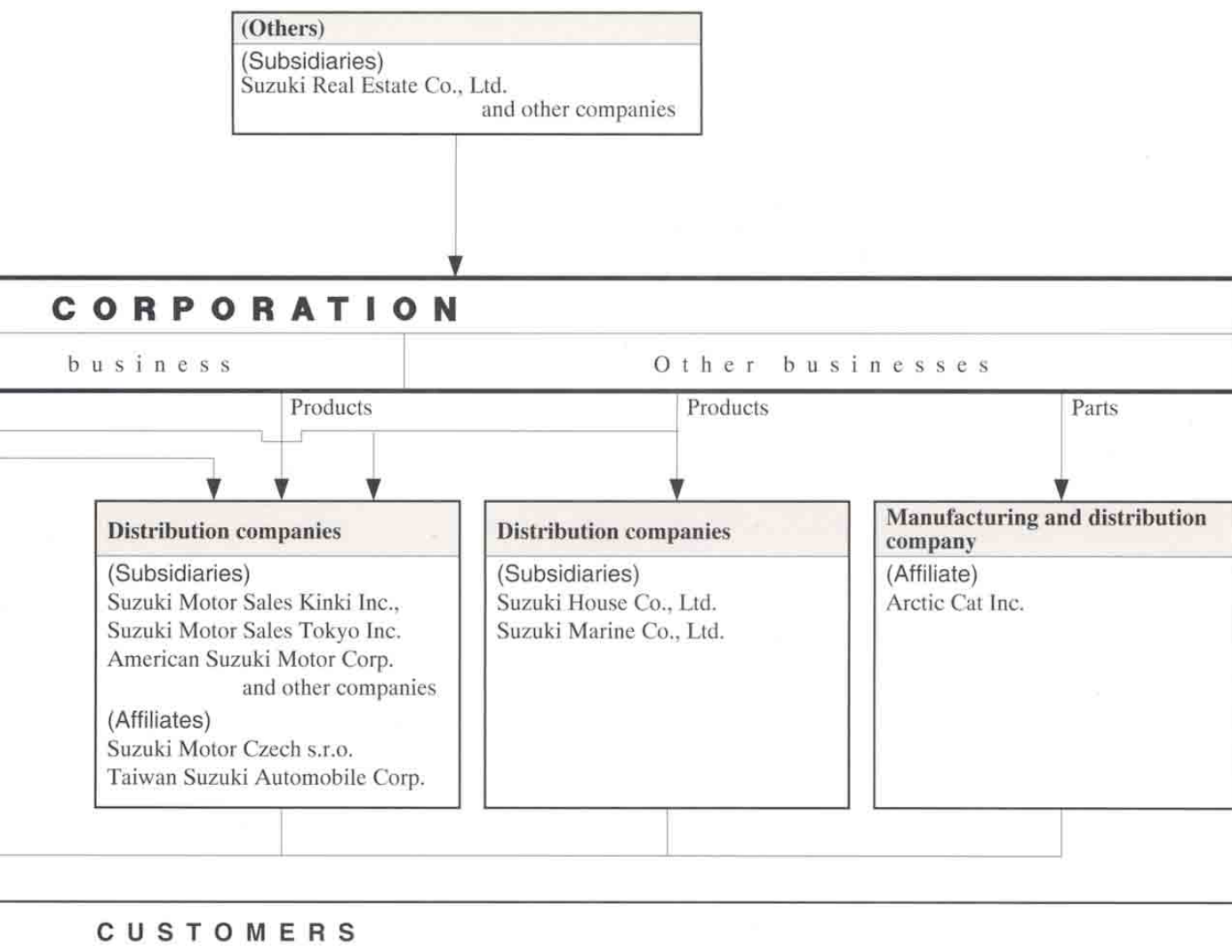
Sales inside Japan is performed through Suzuki Motorcycles sales (Higashi Nihon) Inc., and other distribution companies. Sales outside Japan is performed through Suzuki Motor GmbH Deutschland (Germany) and other distribution companies.

Other businesses

Production of outboard motors is mainly made by Suzuki Motor Corporation; sales of outboard motors is carried out by Suzuki Marine Co., Ltd. (Japan), and others. Sales of housing is made by Suzuki House Co., Ltd. (Japan).

Suzuki Real Estate Co., Ltd. (Japan), and other companies conduct real estate and housing brokerage and other businesses.

As of March 31, 2000



MEMBERS OF THE BOARD AND AUDITORS

Chairman & CEO

Osamu Suzuki

President & COO

Masao Toda

Executive Vice Presidents

Akira Tsutsui

Sokichi Nakano

Senior Managing Directors

Keiji Yamauchi

Yuichi Nakamura

Chuichi Mizuguchi

Kotaro Naito

Managing Directors

Katsuhiko Yokota

Chosuke Sato

Kouhei Murata

Toshitaka Suzuki

Tsuneo Kobayashi

Takahira Kiriya

Osamu Matsuoka

Hiroshi Tsuda

Director & Senior Corporate Advisor

Yoshio Saito

Directors

Takehisa Okabe

Junzo Sugimori

Yasuhiro Yamada

Ryujiro Nozawa

Takashi Nakayama

Shunichi Wakuda

Kiyoshi Aoshima

Haruo Terada

Kazuyoshi Suzuki

Sigeaki Hamada

Kenji Yamamoto

Shinzo Nakanishi

Yoshihiko Kakei

Senior Corporate Auditors

Takeshi Nakamura

Kazuaki Yamagata

Corporate Auditors

Norio Hamabata

Takashi Suzuki

Shin Ishizuka

As of July 1, 2000

CORPORATE DATA

SUZUKI MOTOR CORPORATION

Head Office:

300, Takatsuka, Hamamatsu

Shizuoka 432-8611, Japan

Mailing Address:

Hamamatsu-Nishi, P.O. Box 1

Hamamatsu, Shizuoka 432-8611, Japan

Established: 1920

Employees: 14,800 (As of April 1, 2000)

MAJOR OVERSEAS SUBSIDIARIES

Suzuki Motor GmbH Deutschland

Heppenheim, Germany

Suzuki Motor España, S.A.

Gijón, Spain

Suzuki Auto Madrid S.A.

Madrid, Spain

Suzuki Italia S.P.A.

Torino, Italy

Suzuki Austria Automobil Handels G.m.b.H.

Salzburg, Austria

Suzuki France S.A.

Trappes, France

Magyar Suzuki Corp.

Esztergom, Hungary

Suzuki GB PLC

West Sussex, United Kingdom

Suzuki Motor Poland Ltd.

Warszawa, Poland

American Suzuki Motor Corp.

California, U.S.A.

Suzuki Canada Inc.

Ontario, Canada

Suzuki Motorcycles Pakistan Ltd.

Karachi, Pakistan

Pak Suzuki Motor Co., Ltd.

Karachi, Pakistan

Suzuki Philippines Inc.

Manila, Philippines

Thai Suzuki Motor Co., Ltd.

Thanyaburi, Thailand

Thai Suzuki Trading Co., Ltd.

Thanyaburi, Thailand

Myanmar Suzuki Motor Co., Ltd.

Yangon, Myanmar

Canbodia Suzuki Motor Co., Ltd.

Phnom Penh, Canbodia

Suzuki Australia Pty. Ltd.

Melbourne, Australia

Suzuki New Zealand Ltd.

Wanganui, New Zealand

Suzuki do Brasil Automotores Limitado

Barueri, Brasil

Suzuki Motor de Colombia S.A.

Pereira, Colombia



SUZUKI MOTOR CORPORATION
300 TAKATSUKA, HAMAMATSU, JAPAN