

ANNUAL REPORT

2002



SUZUKI MOTOR CORPORATION

PROFILE

Suzuki Motor Corporation designs and manufactures passenger cars, commercial Vehicles, motorcycles, All terrain vehicles (ATVs), outboard motors, generators, general purpose engines and other products. The company continuously and vigorously promotes technical cooperation through numerous joint ventures overseas, and its main production facilities are currently located in 22 countries around the world. The established network enables Suzuki to operate as a global organization serving 190 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 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

The LIANA Sedan
The LIANA Sedan was introduced at the 2002 Geneva Motor Show as a sedan version of the LIANA five-door hatchback. This is a completely new and unique "height-packaging" sedan which was born of a pursuit for maximum space efficiency without being trapped by conformity. The name LIANA means the vehicle for customers to acquire "Life In A New Age."

Burgman 650 (AN650)
The Burgman 650 was introduced at the Milan Show in autumn 2001. It is a new large scooter developed with the product concept "A Class of One," and which features the world's first motorcycle-use electronically controlled CVT (SECVT), which made possible a 5-speed manual-transmission mode in addition to automatic transmission mode. Its 638cc, liquid-cooled 4-stroke DOHC, 2-cylinder powerplant features electronic fuel injection system to deliver a smooth, linear throttle response, and incorporates secondary air-injection system, O₂ feedback system and catalyzer to achieve low fuel consumption and low emissions.

DF140
The DF140, a new model introduced for 2002 year season, is a 140 ps (103 kW) outboard motor with a 2044cc, 4-stroke, 4-cylinder DOHC 16-valve engine. It delivers high performance for various boats with its lightweight, compact design and high-power engine, and features multi point sequential electronic fuel injection which makes starting smooth and which presents superb throttle response, as well as environmentally aware performance -- low emissions -- and low fuel consumption.

A MESSAGE FROM THE MANAGEMENT

In delivering our Annual Report 2002, we wish to extend our greetings to you. With respect to the overall trend of demand in the automotive industry in this fiscal year, in the Japanese domestic market, shipment volume of motorcycles dropped for the fifth consecutive year; as for automobiles, while a number of new models enjoyed strong sales, overall, sales dropped to below last year's level for mini vehicles, small cars, subcompacts and larger vehicles.

On the other hand, as for exports, motorcycle and automobile exports to North America and Middle East increased, but overall volume dropped to below last year's level, due to factors such as drop in exports to Europe.

Under such circumstances, Suzuki, in the domestic motorcycle market, made efforts to increase sales by enhancing our product lineup by introducing models such as the Let's II Standard, a domestically produced scooter which we were able to offer at a low price, and GSX250FX and 250SB, both supplied from Kawasaki Heavy Industries, Ltd. In the domestic automobile market, we introduced new models -- Chevrolet Cruze, which was jointly developed with General Motors Corporation; MR wagon, a mini passenger car designed with novel thinking to create room for 4 adults to sit comfortably and to offer a pleasant driving experience; and Alto Lapin, a new mini passenger car with a boxy shape -- and introduced numerous special-version models. At the same time, we made efforts to strengthen our small and subcompact car sales network Suzuki Arena.

Meanwhile, in the overseas markets, we made efforts to increase exports of completed vehicles by introducing new motorcycle models including the DL1000, new 400 and 500cc All Terrain Vehicles (ATVs), and new automobiles such as the Liana (Aerio Sedan in Japan), a new 4-door sedan, while at the same time strengthening and enhancing our overseas production base.

As a result, our consolidated net sales reached ¥1,668,251 million (US\$12,520 million), 104.2% of the previous year, and our net income reached ¥22,392 million (US\$168 million), 110.6% of the previous year.

We can only expect difficult market circumstances in the months ahead. However, we intend to challenge the difficulties with our basic corporate motto for the fiscal year 2002: "Challenge 30 & Speedup: The first year of Suzuki's rebirth to survive", with which we intend to bolster our corporate strength by making a thoroughgoing, total review and aim for more than 30% improvement in every aspect of our business by reducing production costs, heightening quality, improving productivity, and raising the efficiency of our

indirect work, along with an overall speeding-up of our business.

In our motorcycle business, we will move forth to strengthen our lineup of large motorcycles in the European, North American and Japanese markets, strengthen models produced locally in various parts of Asia, strengthen product development of All Terrain Vehicles (ATVs) and press ahead with their local production in U.S.A. We will also move forth to establish a highly profitable motorcycle business by working together with Kawasaki Heavy Industries, Ltd., with which we formed a business alliance from August last year, to complement each other's business resources.

In our automobile business, in the Japanese domestic market, we will make efforts to strengthen our existing sales network and enhance our sales bases, strive to heighten the quality of Suzuki Arena -- our sales network for small and subcompact vehicles -- and make sure such efforts will translate into increased sales.

In the overseas markets, we will make efforts to conduct business and create products in a manner closely suited to each market, and strongly push forth with local procurement of components for our overseas plants, use of common components across borders, optimized worldwide purchasing, and quality improvement activities. We will also make efforts to boost our basic corporate strength by making maximum use of the synergy effect of our strategic alliances with General Motors Corporation and Fuji Heavy Industries Ltd.

In addition, we will further strengthen our product development efforts to heighten the safety and consumer appeal of our products, and we will make efforts to develop products that our customers demand in an efficient and speedy manner, and market them in a timely fashion. For the protection of the global environment, we will promote development of products designed for low environmental impact by reducing emissions, improving fuel efficiency, and reducing the amount of natural resources required for production, and will develop next-generation vehicles such as vehicles powered by hybrid and fuel-cell powerplants. Suzuki, with our motto "Small Cars for a Big Future," is determined to continue our active efforts to develop small cars that customers demand, and to make efforts to ensure our products have low impact on the global environment.

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

June 2002



Osamu Suzuki
Chairman & CEO

A stylized, handwritten signature in black ink, consisting of a large, looping 'O' followed by a series of smaller, connected strokes.



Masao Toda
President & COO

A stylized, handwritten signature in black ink, featuring a large, flowing 'M' followed by the letters 'TODA' in a cursive script.

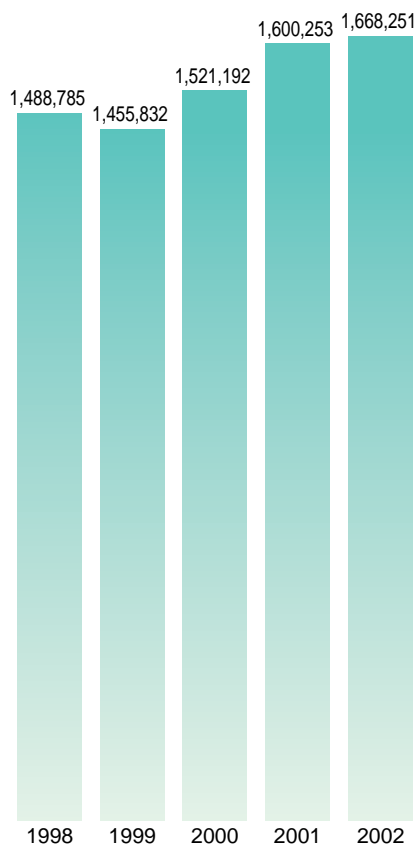
FINANCIAL HIGHLIGHTS

SUZUKI MOTOR CORPORATION AND CONSOLIDATED SUBSIDIARIES	Millions of yen (except per share amounts)		Thousands of U.S. dollars (except per share amounts)
	2002	2001	2002
Years ended March 31, 2002 and 2001			
Net sales	¥1,668,251	¥1,600,253	\$12,519,708
Net income	22,392	20,248	168,051
Net income per share:			
Primary	41.40	40.41	0.310
Fully diluted	41.16	40.24	0.308
Cash dividends per share	8.50	8.50	0.063
Shareholders' equity	620,004	593,770	4,652,938
Total current assets	773,040	723,844	5,801,431
Total assets	1,347,718	1,299,859	10,114,213
Depreciation and amortization	75,083	75,344	563,481

Note: Yen amounts have been translated into U.S. dollars, for convenience only, at Yen133.25 = US\$1, the prevailing exchange rate on March 29, 2002.

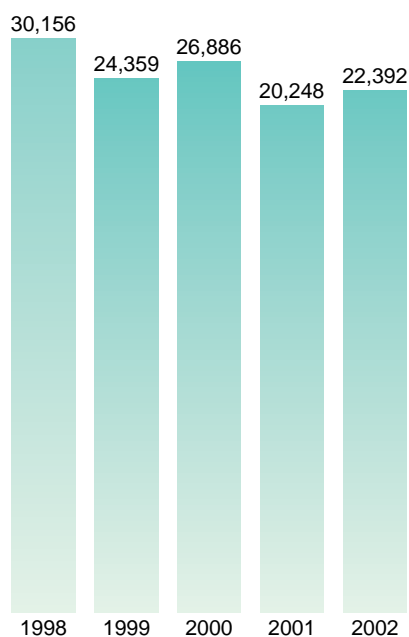
Net Sales

Years ended March 31
(Millions of yen)



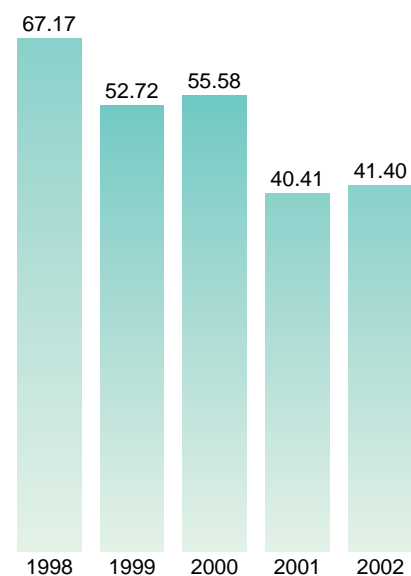
Net Income

Years ended March 31
(Millions of yen)

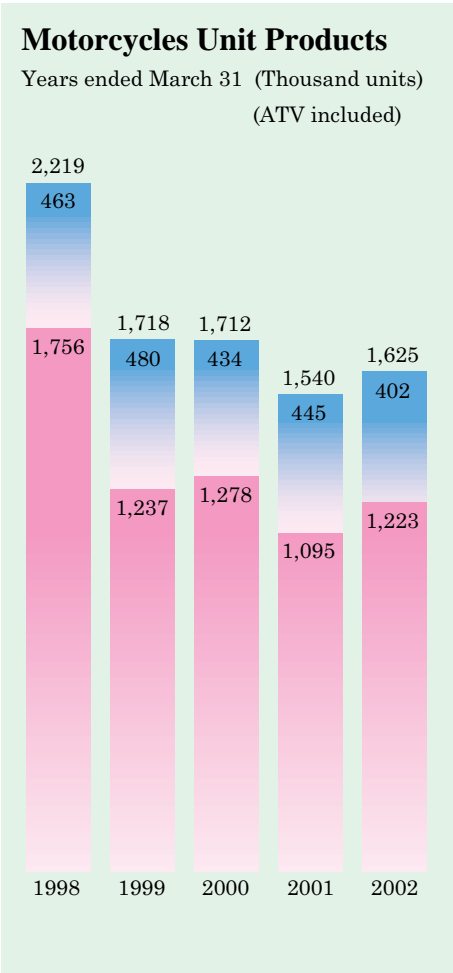
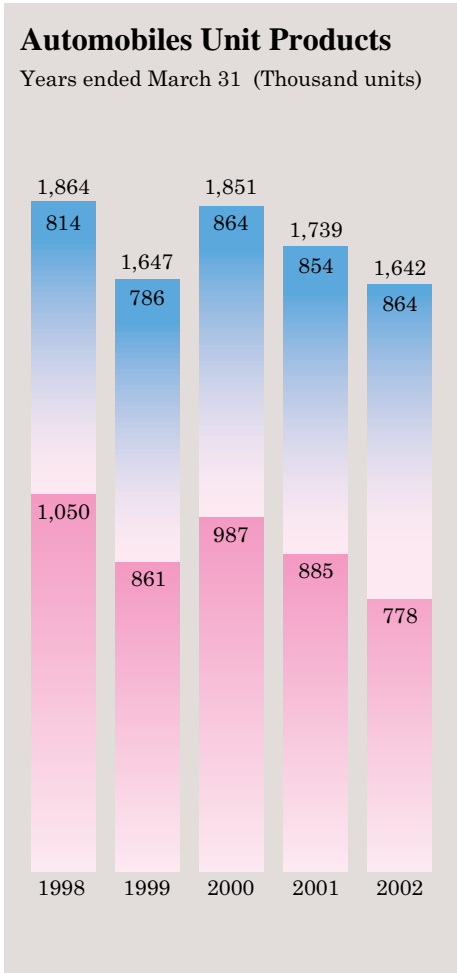


Net Income Per Share

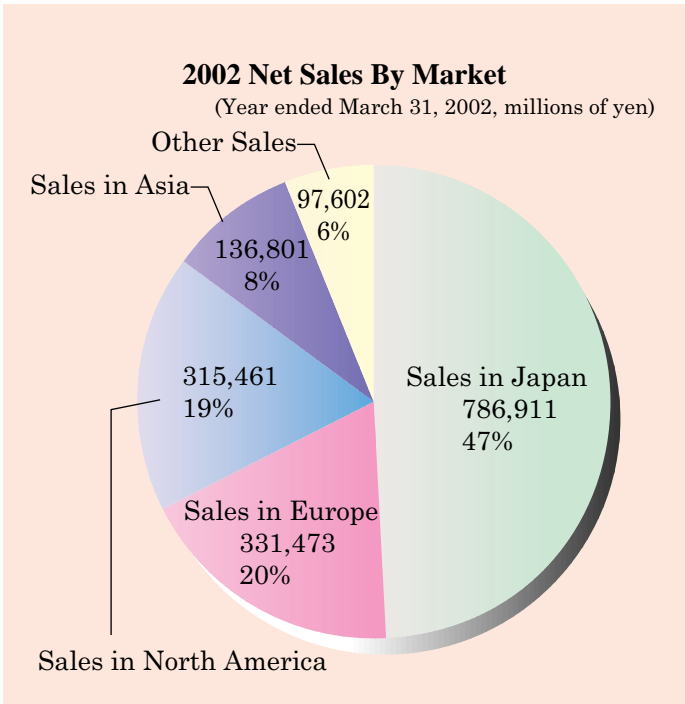
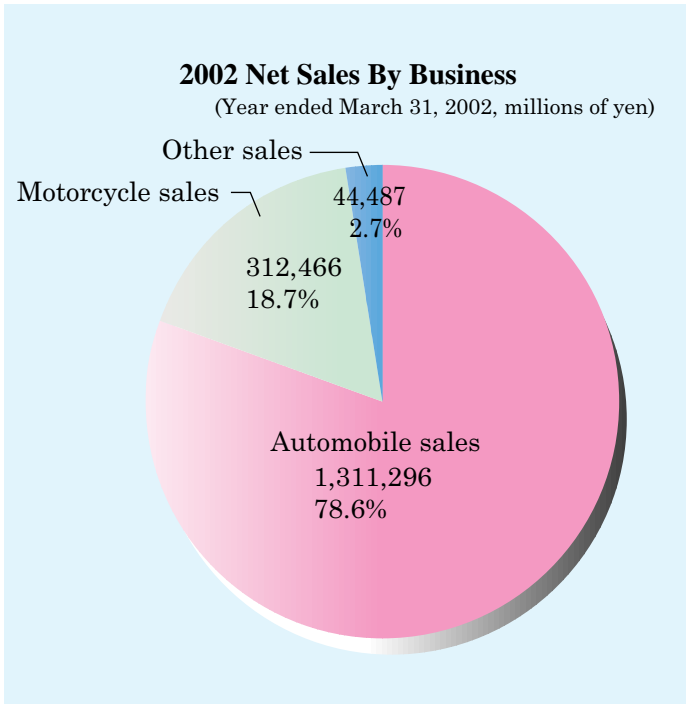
Years ended March 31
(Yen)



YEAR IN REVIEW



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



AUTOMOBILES

The Japanese Market

Suzuki's performance in the Japanese domestic market

Total domestic sales of automobiles in the fiscal year 2001 (from April 2001 through March 2002) numbered 5,824,774 units, 97% of the previous year and dropping from the previous year for the first time in three years. Although sales of mini vehicles remained strong at over 1,800 thousand units, the figure dropped from the previous year. The number of registered units (automobiles excluding mini vehicles), which had in the fiscal year 2000 gone up from that of the year preceding, that had dropped from the previous year. Overall, domestic automobile sales trended low.

Suzuki's total domestic automobile sales totaled 619,038 units, 101% of the previous year, thus marking a growth amidst the weak domestic market. As a result, Suzuki's domestic market share in the fiscal year 2001 was 10.6%, 0.3 percentage points up from the previous year. Among the twelve domestic auto manufacturers, Suzuki stood at 4th place in domestic market share, unchanged from the previous year.

Suzuki's sales status

(1) The vigorous strength of the mini vehicle market, which has continued ever since their regulatory standards were revised in 1998, has settled, and many makers have seen their sales drop to below their previous year's figures. Under such circumstances, Suzuki sold 570,412 units (100% of the previous year) -- the second largest figure following the record figure for mini vehicle sales that Suzuki set in 1999. As a result, Suzuki once again in the fiscal year 2001 held the largest market share in mini vehicles -- a position Suzuki has maintained for 29 consecutive years.

(2) Suzuki's small and subcompact vehicle sales were 48,626 units, 105% of the previous year, exceeding the preceding year's figure for the second consecutive year.

Individual model topics

(1) Sales of Wagon R reached 218,228 units, making it once again the only mini vehicle to surpass the 200,000 mark and the top seller among all mini vehicles for the 7th consecutive year since the fiscal year 1995. (*In April 2001, Wagon R marked total domestic sales of 1,500,000 units in only seven years and eight months since it was introduced to the market.)

(2) The Carry Truck in the fiscal year 2001 once again became the best-selling model in the all-truck segment, making it the top seller for 31 consecutive years.

(3) In addition, in the fiscal year 2001, the Chevrolet Cruze, which was developed jointly with General Motors, was marketed to strengthen small and subcompact vehicle sales. As for mini vehicles, MR wagon and Alto Lapin were newly introduced, to enhance our product lineup so that we may respond to a wider range of user demands.



GRAND ESCUDO
(Export name: GRAND VITARA XL-7)



ESCUDO
(Export name: GRAND VITARA)



AERIO (Export name: LIANA)



AERIO (Export name: LIANA)



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

The Overseas Markets

Total automobile export volume for this fiscal year amounted to 980,000 units, 91% of the previous year, but sales grew to 102% of the previous year.

Total volume dropped due to a drop in the volume of CKD and KD components to Asia, Central and South Americas, and other areas due to the sluggish economy and unstable regional situations; however, exports of completed vehicles to regions such as North America and Europe have trended strong overall, and volume has grown.

As for individual products, sales of the Grand Vitara XL-7, Suzuki's flagship SUV which was launched in the previous fiscal year, have trended strong in North America and other areas. At the 2002 Geneva Motor Show, we introduced a sedan version of the Liana and a full-model-change version of Alto, one of our best-selling models.

As for our relationship with General Motors, we have maintained favorable cooperation in many ways, such as: Cruze, a strategic small car jointly developed by the two companies, is now marketed in the Japanese domestic market; we have started exports to Holden Ltd, a subsidiary of the General Motors and the largest automobile maker in Australia; and we now have started mutual assistance in the field of fuel cell technology.

As a new challenge, we have fielded the Ignis in the Junior World Rally Championships (WRC) from the 2002 season, through Suzuki Sports Co., Ltd. We will make use of this race participation to expand sales in Europe and various countries in other regions, and to use the feedback from racing to enhance our technological development.

Business operations at our overseas subsidiaries have been performing favorably overall for this fiscal year, and we are making the utmost efforts toward full rationalization and maximum efficiency to further heighten our business strength.



Kosai Plant
Passenger car assembling plant



Iwata Plant
Multi-purpose vehicle and commercial vehicle assembling plant



SWIFT (Export name: IGNIS)



JIMNY



ALTO (manufactured at Maruti Udyog Ltd. in India)

MOTORCYCLES

The Japanese Market

The number of motorcycles put out by the four Japanese makers in the domestic market in the fiscal year 2001 (from April 2001 through March 2002) amounted to 736,000 units (95% of the previous year) in total volume -- a continuing decline that didn't stop, due to factors such as weak personal consumption due to the long continuing economic stagnation, maturing of the market, smaller number of children, and changes in consumer tastes. Breaking down the figure by displacement classes, the volume for the 50-to-125cc class dropped to 603,000 units (95% of the previous year), while the volume for 126cc-and-over class grew to 133,000 units (110% of the previous year). The growth of the 126cc-and-over class can be attributed to strong sales of 126-to-250cc models known as "street types" which are popular among young people (36,000 units, 128% of the previous year), and sales growth of 126cc-and-over scooters (33,000 units, 118% of the previous year).

Within these general conditions, total volume for Suzuki dropped to 110,000 units (96% of the previous year). Breaking down the figure by displacement classes, the volume for the 50-to-125cc class dropped to 84,000 units (90% of the previous year), while the volume for 126cc-and-over class grew to 26,000 units (118% of the previous year).

The drop in the 50-to-125cc class can be attributed to the drop in the 51-to-125cc class due to the drop in the number of delivery of the FB90 due to the service life of postal delivery vehicles being extended from 5 years to 6 years. This resulted in a big drop of 65% as compared to the previous year for this class (down to 20,000 units).

The growth in the 126cc-and-over class can be attributed to the continued strong sales of 126-to-250cc class models of



Toyokawa Plant

Motorcycles and outboard motors assembling plant

GrassTracker 250, Big Boy 250 and Sky Wave 250 following the previous year, and the introduction of new products such as the Sky Wave 250 Type S, 250SB, GSX250FX and VanVan 200.

In this class, Suzuki marked a large growth, to 129% of the previous year (to 20,331 units), while the same figure for all makers was 107% of the previous year.



SKYWAVE 250 Type S



GRASS TRACKR BIG BOY



Van Van 200



SMASH



Burgman 650



V-Strom 1000



GSX-R Series



QuadSport Z400



**VINSON 500 (right)
EIGER 400 (left)**



OZARK250

The Overseas Markets

Exports of CBU motorcycles and CKD units in the fiscal year 2001 (from April 2001 through March 2002) totaled 286,000 units, dropping to 86% of the previous year.

However, the sales expansion measures we've taken in line with our policy in the past few years of putting emphasis on sales of large engine displacement motorcycles resulted in Suzuki leading the four Japanese makers in the number of large 451cc-and-over CBU motorcycles exported during the fiscal year 2001, and Suzuki's sales in this class also grew, to 104% of the previous year.

The main reason for this sales growth is the strong sales of the GSX-R series, particularly the GSX-R1000, the flagship of this series which we introduced with the slogan "Own the Racetrack." The GSX1400, a new motorcycle model featuring the air-cooled with SACS (Suzuki Advanced Cooling System) 1400cc engine -- the biggest among "naked" bikes; and the V-Strom, Suzuki's suggestion for an entirely new motorcycle category, "Sport Enduro Tourer;" and Burgman 650 scooter, which features the world's first motorcycle-use electronically controlled CVT (SECVT) and the largest engine displacement among scooters, have all won very high marks in Europe and around the world.

As for exports of components for overseas production, sales grew to 116% of the previous year, amidst the Asian economy's full-fledged recovery trend. We introduced Smash, a 4-stroke strategic model for Asia developed to closely match market demands and marketed as a common model for the entire ASEAN region.

Exports of All Terrain Vehicles (ATVs) also saw large growth in sales, to 114% of the previous year. We introduced to the market a total of seven models as products that would lead the way in restructuring Suzuki's ATV business: sport-utility models Vinson 500 and Ozark 250, Eiger 400 series, and the sport model QuadSport Z400 have all won very high marks in U.S.A. and other markets, and their sales have trended strong.

As for the Vinson 500 and the Eiger 400 series, it was decided to produce both models at Suzuki Manufacturing of America Corporation (SMAC). The production of the Eiger 400 series started in full from May 20 this year. We plan to move forth with further local procurement and thus heighten our cost competitiveness.

MARINE AND POWER PRODUCTS

Marine Products

The number of units of outboard motors exported in the fiscal year 2001 (from April 2001 through March 2002) -- combining CBU and KD units for Thai Suzuki Motor -- reached 103% of the previous year. In terms of sales, we were able to achieve 131% of the previous year, due to favorable sales of the 2002 new model DF140, the production of which started from October 2001, and other big 4-stroke outboard motors such as the DF90 and DF115. With the increase in shipment of big 4-stroke outboard motors and with the start of OEM supply of 4-stroke models to Bombardier Motor Corporation from December 2001, we have been able to steer more of our outboard motor export business to bigger 4-stroke models.

The aforementioned DF140, which is the most powerful (103.0 kW, 140 ps) model in Suzuki's 4-stroke outboard motor lineup, has won very high acclaim and was a winner of the "Editors' Choice Awards 2002" from the American magazine "Motor Boating," following the winning of the same award last year by DF90 and DF115.

Thai Suzuki Motor, which assembles small 2-stroke outboard motors since September 1999, started the assembly of small 4-stroke outboard motors, 2002 new models DF4 and DF5, in October 2001. Suzuki's 4-stroke outboard motor lineup is now greatly enhanced, with models ranging from the DF4 (2.9 kW, 4ps) to the DF140 (103.0 kW, 140ps).

Power Products

The number of Suzuki power products shipped overseas in the fiscal year 2001 (from April 2001 through March 2002) dropped to 60% of the previous year for generators and to 78% of the previous year for general purpose engines and other products. On the other hand, our supply of snowmobile engines to Arctic Cat Inc. grew to 107% of the previous year in terms of the number of units and to 123% of the previous year in terms of sales, the latter due to the larger size of the engines supplied.



Suzuki outboard motors provide power for a wide range of boats



DF140



DF4



Generator SV7500E powered with V420 4-stroke OHV engine

BUSINESS REVIEW

Domestic Topics

Automobiles

* Suzuki once again during this fiscal year introduced many new models in the Japanese domestic mini vehicle market, and made various efforts to boost sales, with various active sales promotion measures. As a result, in this fiscal year, we were able to once again become the top seller of mini vehicles, for the 29th consecutive year.



MR wagon



Alto Lapin

* We introduced many new models along with many full model change and minor change models in Japan, in response to changes in user demands reflected in the market trends.

* We enhanced our automobile lineup, by introducing new models such as the Chevrolet Cruze, Aerio Sedan, MR wagon and Alto Lapin, and by implementing minor changes and offering special versions and other new versions, for other models.

* The Chevrolet Cruze, jointly developed by Suzuki and General Motors, was introduced in October 2001 and sales began through sales channels of both Suzuki and General Motors. Suzuki also reached basic agreement with Nissan Motor Co., Ltd. in April 2001 for OEM supply of mini vehicles. Sales of this OEM supplied vehicle, based on the MR wagon and named Nissan Moco, started from April 2002. OEM supply of mini vehicles to Mazda Motor Corporation continues.

* We have been enhancing our Suzuki Arena dealerships to further heighten the strength of our domestic sales network. Having achieved our initial target of 1,000 Arena dealerships by the end of March 2002, we will henceforth aim to heighten the quality of each Arena dealerships.

* Our automobile production has been moving forth steadily. For instance, aggregate production at Iwata Plant reached 8 million units in February 2002.

* In March 2002, construction work of the assembly line at Kosai No. 1 Plant was completed and operations began. We introduced new methods at the Kosai No. 1 Plant's new assembly line, such as the use of a highly productive line which features a streamlined process and which enables production at low cost, and new measures to achieve product quality.

* As for the development of automobiles, on October 2001, we announced the start of mutual cooperation with General Motors in the technological field of fuel cells, and put on exhibit a concept car called Covie at the Tokyo Motor Show held the same month. Also on display at the Tokyo Motor Show were various concept cars that reflected Suzuki's strength as a maker of small cars, including the GSX-R/4, a new-sensation sports model incorporating many of Suzuki's unique ideas and technology.

Motorcycles

* New motorcycle models such as Birdie 90, 250SB, GSX250FX, Let's II Standard and VanVan 200 were introduced, as well as minor-change versions of the Love, an electric power-assist bicycle, Verde, GS1200SS and Address V100. With the Let's II Standard, we were able to offer a domestically produced scooter at a low price.

* We promoted the advanced designs of Suzuki motorcycles by exhibiting concept models such as the B-King, a new motorcycle that smoothly incorporates IT technology, and V-Strom 1000, a sports enduro tourer powered by a 1000cc V-Twin engine.

* Suzuki reached a basic agreement to form a business alliance with Kawasaki Heavy Industries on August 2001 for the purpose of establishing a highly profitable motorcycle business. Based on this basic agreement, we started mutual OEM supply from January 2002.

Marine, Power Products, and others

* New products introduced to our lineup of welfare, elderly care and marine products included an electric wheelchair MC2000S/MC3000S, a Senior Car electric wheelchair ET-4G, 4-stroke outboard motor DF140, Package Boat Splash R, fishing boats F250 Hard Top and F250 Hard Top Slide Door.

Overseas Topics

Suzuki, with its policy of contributing to the local economy and society, has been undertaking numerous local production enterprises. At present, we have established a global manufacturing network of 40 companies in 22 countries with production bases for automobiles, motorcycles

and other products.

Automobiles

* Suzuki automobiles on display at New York Motor Show, Frankfurt Motor Show, Geneva Motor Show and other exhibitions included various reference vehicles, along with newly introduced models including the Liana Sedan (Aerio Sedan in Japan) and Alto (produced at Maruti Udyog in India).

Motorcycles

* Suzuki Motor R&D Asia Co., Ltd., a new company for creating plans and designs for motorcycles, purchasing their parts, and conducting cost management operations, was established in Thailand on September 2001 for the purpose of strengthening the product appeal of our motorcycles for ASEAN nations and promoting cost reduction.

* Suzuki Manufacturing of America Corporation (SMAC), the All Terrain Vehicle (ATV) production plant we have been building in the state of Georgia, U.S.A., has started operation on May 2002.

Marine Products

* Suzuki reached basic agreement on November 2001 for OEM supply of 4-stroke outboard motors (6 models: 9.9 ps, 15 ps, 40 ps, 50 ps, 60 ps and 70 ps) to Bombardier Motor Corporation of America. This is aimed at further heightening the strength of Suzuki's outboard motor business for the long run, and expanding production in a manner by which we could reduce costs and speed up development of new models.

Motorsports Topics

Suzuki participates in numerous motorcycle and automobile races that fascinate motorsports fans worldwide, and has won a great number of titles. We also make sure that the technological know-how gained from racing activities are fed back to our development work to help us create better products.

Automobiles

Suzuki's racing automobiles have competed in various motorsport events around the world. Grand Vitar (Escudo) and Liana (Aerio) racing machines were entered in hill climb events in New Zealand and U.S.A. and have finished in high positions. Suzuki has also participated in the Asia-Pacific Rally Championship (events in Australia, Malaysia and China) with the Ignis Super 1600, which demonstrated its high competitiveness by taking a class win at the China Rally.

As announced in our 2002 motorsports participation plan we released on December 2001, we are supporting racing teams in Japan, Germany and Finland participating in the FIA Junior World Rally Championship (WRC) with the Ignis Super 1600.

We have continued to hold one-make races in Japan, such as "Suzuki Kei Sport Cup," "Formula Suzuki Kei Sport Series" and "Formula Suzuki Hayabusa Series".

Motorcycles

Suzuki motorcycles once again in 2001 had numerous racing successes. In the 2001 Moto GP Championship, Team Telefonica Movistar Suzuki's Sete Gibernau finished the season in 9th place, and Kenny Roberts Jr. in 11th place. In the World Motocross Championship 250cc class, Mickael Pichon on his RM250 won the consecutive world champion, while in Japan, Akira Ryo became the series champion in the All-Japan Championship Road Racing.

Environment Topics

Suzuki is making efforts to reduce environmental impact in each stage of the product life cycle from their development, production, distribution to their disposal. Alongside the design and development of our products, Suzuki has been developing multi-faceted, highly advanced and environmentally attentive technologies, to respond to increased demands for environmental protection in areas such as "reduction of emission gases," "improvement of fuel efficiency," "noise reduction," "reduction in the amount of resources consumed" and "recycling-friendly designs." In the areas of production and purchasing, as well as in the field of distribution of our products, our efforts include "reduced energy consumption (reduction of CO₂)," "reduction of waste (recycling)" and "management of chemical substances." In working with the market in general, we are making efforts, including disseminating information, for proper disposal of used products and components. By pursuing such policies actively, we make sure we do our part for the protection of the environment.



Iwata Plant passes eight million mark



Ignis Super 1600 tackles Junior WRC

Topics for fiscal year 2001: Environment Planning Department, an organization dedicated to promoting environmental issues on a company-wide scale, was established on April 2001. At the same time, we set up an Environmental Committee and newly enacted the Suzuki Global Environment Charter. In our product design and development, we reached an agreement with General Motors Corporation on October 2001 for mutual cooperation in the field of fuel cell technology. In our production and purchasing activities, on August 2001, we achieved reduction to zero level of buried waste products at all of our plants inside Japan.

Strategic Alliance with General Motors Corporation



Suzuki and GM further strengthen strategic alliance.



CHEVROLET CRUZE



COVIE, combining Suzuki's EV system and GM's house-hold fuel cell generating system

On September 14, 2000, Suzuki and General Motors Corporation (GM) announced the further strengthening of our strategic alliance. This enhancement of our alliance was symbolized by increasing GM's equity participation in Suzuki from 10% to 20.1% in January 2001. Furthermore, in the general shareholders' meeting held in June 2001, GM's Chairman, John F. Smith, Jr., was elected as a member of the board of directors of Suzuki.

Suzuki and GM believe that through an alliance strategy each company will gain the benefits of the other's strengths while limiting its capital cost and maintaining its own identity and culture. The alliance strategy allows our companies to develop products faster as well as broadening our market access. And, by generating economies of scale and purchasing synergies, we further increase our products affordability.

Suzuki and GM are playing a greater role than ever in each other's success. During the past fiscal year our two companies further strengthened our alliance in a number of key areas:

The jointly developed compact car, code named YGM-1 and first announced at the 1999 Tokyo Motor Show, made its Japanese debut in October 2001 with the name of "Chevrolet Cruze". Production of the Cruze began at Suzuki's Kosai Plant in October 2001, and has been successfully sold through both companies' distribution networks, Suzuki Arena / GM Auto-world, since November 2001. In April 2002, export of the Cruze began to Australia, where it is sold as the "Holden Cruze" by a GM's subsidiary, Holden Ltd.

In Europe, the first jointly developed car by Suzuki and GM, launched early in 2000 as the Suzuki Wagon R+ / Opel Agila, is now contributing to the increased sales of both organizations. In Latin America we have continued to build on our existing collaborations at GM plants in Columbia (GM Colmotores S.A.), Ecuador (GM del Ecuador S.A.), Venezuela (GM Venezolana, C.A.) and Argentina (GM de Argentina S.A.). Recent product additions were the Wagon R+ in Venezuela and the 3-door Grand Vitara in Argentina.

In addition to leveraging our products and distribution capabilities, a major benefit comes from the lessons we are sharing with each other in areas such as manufacturing and quality. Furthermore, to facilitate greater development and realization of synergies, we have exchanged personnel in the areas of purchasing, research and development and advanced technologies, which cover areas such as powertrains, simulation software, and hybrid and fuel-cell-battery power systems.

The alliance between our two companies is growing stronger, and more successful, every day. Our two companies will continue to pursue opportunities for further joint efforts in various fields, and seek to realize cost reductions, increased sales and the creation of value for our shareholders.

The status of the corporate group

1. The outline of the corporate group

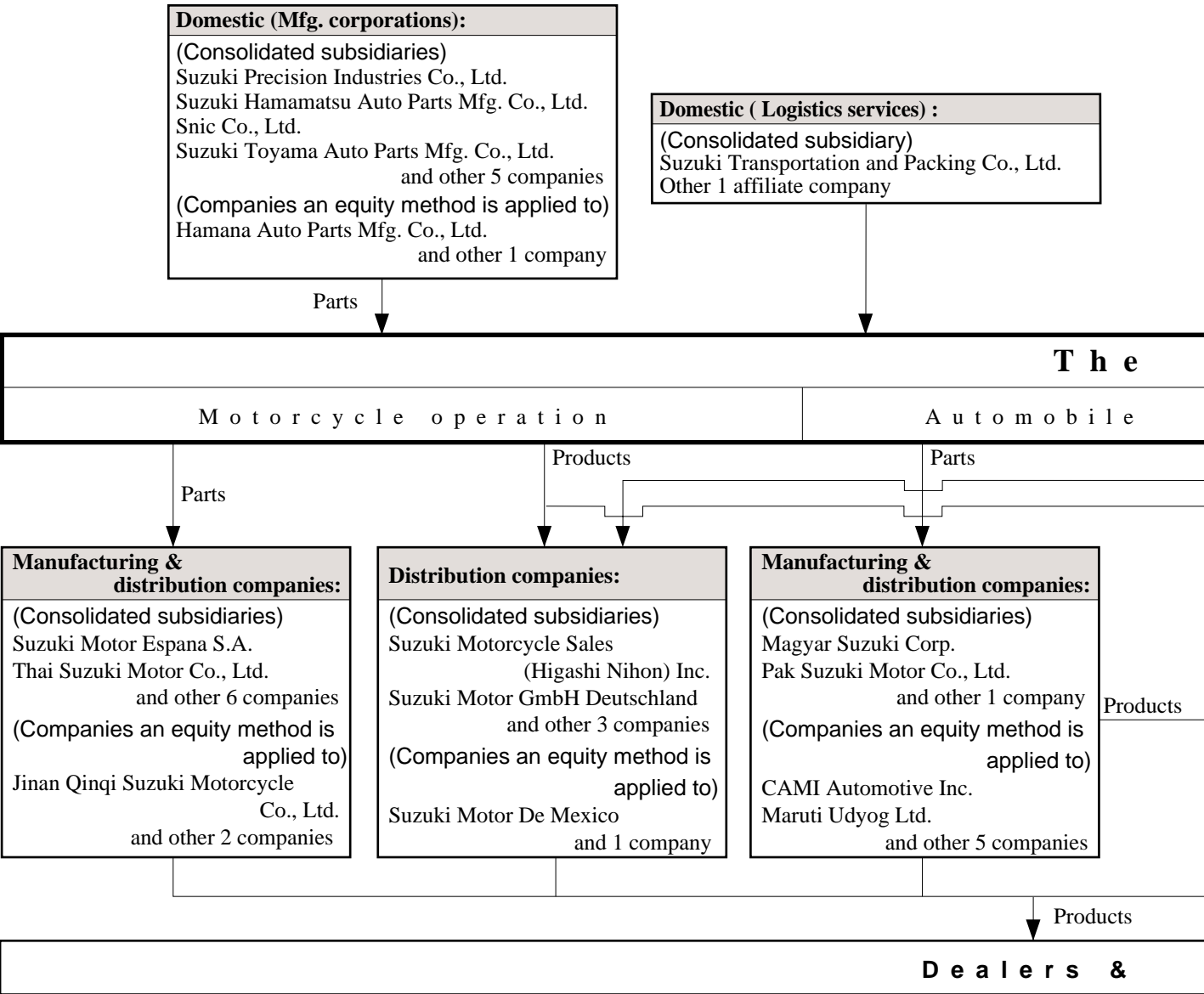
The corporate group of the Company consists of subsidiaries of 129 companies and affiliates of 18 companies. The main businesses are the manufacturing and distribution of motorcycles, automobiles, marine & power products and houses, further developing the businesses of logistics and other services related to the respective operations. The position of the group companies in relation to the business segmentation is as follows;

Furthermore, the Company has built up a strategic alliance partnership with General Motors Corporation.

Motorcycle operation

Motorcycles are manufactured by the Company. In overseas, it is additionally manufactured by a subsidiary, Suzuki Motor Espana S.A. and an affiliate, Jinan Qinqi Suzuki Motorcycle Co., Ltd. and others. Some of parts are manufactured by subsidiaries, Suzuki Toyama Auto Parts Mfg. Co., Ltd. and others, and those parts are purchased by the Company. The distribution of the motorcycles is conducted in the domestic market through a subsidiary, Suzuki Motorcycle Sales (Higashi Nihon) Inc. and other distribution companies, and in overseas markets through a subsidiary, Suzuki Motor GmbH Deutschland and other distribution companies.

2. Operation flow chart



Automobile operation

Automobiles are manufactured by the Company as well as, in overseas markets, by a subsidiary, Magyar Suzuki Corp. and by an affiliate, Maruti Udyog Ltd. and others. Some of parts are manufactured by Suzuki Hamamatsu Auto Parts Mfg. Co., Ltd. and others, and they are purchased by the Company.

The distribution of automobiles is carried out in the domestic market by Suzuki Motor Sales Kinki Inc. and other distribution companies throughout the market, and in overseas markets, by a subsidiary, American Suzuki Motor Corp. and other distribution companies. The business of logistic services is conducted by a subsidiary, Suzuki Transportation and Packing Co., Ltd.

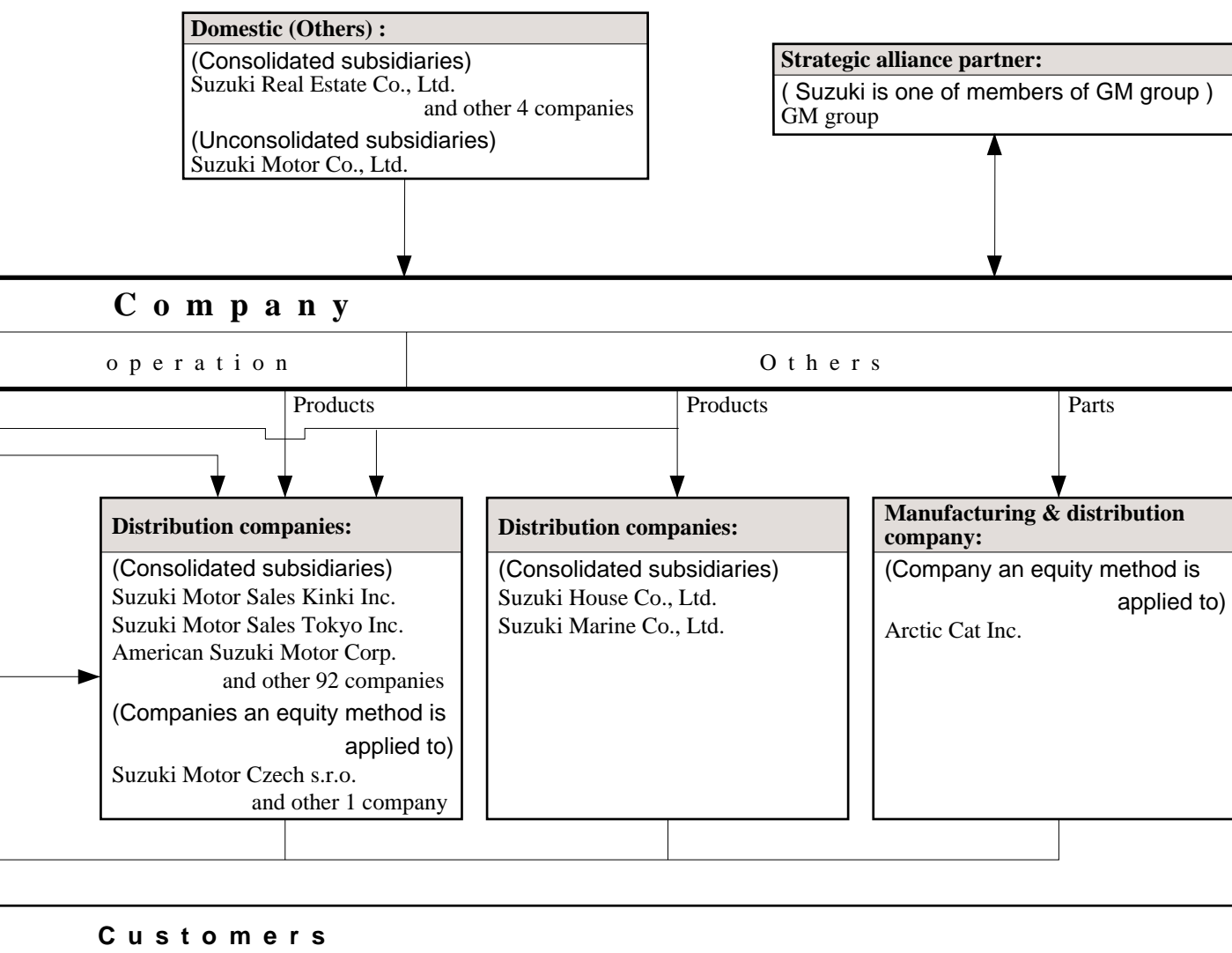
Other operations

Outboard motors are manufactured mainly by the Company and distributed by Suzuki Marine Co., Ltd.

The marketing of houses is carried out by a subsidiary, Suzuki House Co., Ltd.

Real estate business and the related services are conducted by a subsidiary, Suzuki Real Estate Co., Ltd.

As of March 31, 2002



MEMBERS OF THE BOARD AND AUDITORS

Chairman & CEO

Osamu Suzuki

President & COO

Masao Toda

Executive Vice Presidents

Akira Tsutsui

Sokichi Nakano

Senior Managing Directors

Chuichi Mizuguchi

Katsuhiro Yokota

Hiroshi Tsuda

Shunichi Wakuda

Director

John F. Smith, Jr.

(Chairman, General Motors Corporation)

Managing Directors

Toshitaka Suzuki

Tsuneo Kobayashi

Takahira Kiriyama

Osamu Matsuoka

Kiyoshi Aoshima

Akio Kosugi

Directors

Junzo Sugimori

Yasuhiro Yamada

Takashi Nakayama

Kazuyoshi Suzuki

Shigeaki Hamada

Sadayuki Inobe

Masanori Atsumi

Kenji Yamamoto

Shinzo Nakanishi

Yoshihiko Kakei

Akihiro Sakamoto

Katsumi Takata

Hiroataka Ono

Senior Corporate Auditors

Takeshi Nakamura

Kazuhiko Murata

Corporate Auditors

Tetsuro Maekawa

Takashi Suzuki

Shin Ishizuka

As of July 1, 2002

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: 14,260 (As of April 1, 2002)

MAJOR OVERSEAS SUBSIDIARIES

Suzuki Motor GmbH Deutschland

Bensheim, Germany

Suzuki Auto GmbH Deutschland

Oberschleissheim, 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 Manufacturing of American Corporation

Georgia, U.S.A.

Suzuki Canada Inc.

Ontario, Canada

Maruti Udyog Ltd.

New Delhi, India

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

Myanmar Suzuki Motor Co., Ltd.

Yangon, Myanmar

Cambodia Suzuki Motor Co., Ltd.

Phnom Penh, Cambodia

Suzuki Australia Pty. Ltd.

Melbourne, Australia

Suzuki New Zealand Ltd.

Wanganui, New Zealand

Suzuki do Brasil Automotores Limitada

Barueri, Brazil

Suzuki Motor de Colombia S.A.

Pereira, Colombia



SUZUKI MOTOR CORPORATION
300 TAKATSUKA, HAMAMATSU, JAPAN