

ANNUAL REPORT

2006



SUZUKI MOTOR CORPORATION

A MESSAGE FROM THE MANAGEMENT

In delivering our Annual Report 2006, we wish to extend our greetings to you.

In terms of the business environment in which our group was involved, there was concern about the impact of inflating oil prices, etc. but domestically, there were increases in capital investments due to improvements in business earnings, increased demand, etc. Also individual consumption remained steady resulting in a modest recovery in the business climate. Overseas, change in global economies, including the American economy, was generally favorable, and recovery was steady.

Amid such circumstances, the launch of the "Suzuki Mid-Term 5-Year Plan" was scheduled to bring the prospect of decreased profits due to the burden of increased prior investments in research and development, facilities, etc., however, consolidated net sales by our group for this term came to 2,746,453 million yen (116.1% compared to the previous year). Regarding consolidated income, increases in depreciation expenses, research and development expenses, overhead costs, etc., were absorbed by reductions in price costs, increases in sales, and currency gains. Operating income was 113,865 million yen (105.9% compared to the previous year), ordinary income was 119,321 million yen (108.9% compared to the previous year), and net earnings for this term were 65,945 million yen (109% compared to the previous year).

While non-consolidated net sales of our company were 1,690,169 million yen (114.1% compared to the previous year), increases in depreciation expenses, research and development expenses, overhead costs, etc. decreased operating income to 47,482 million yen (89.9% compared to the previous year) and ordinary income to 52,179 million yen (98.6% compared to the previous year). Net earnings for this term increased to 37,271 million yen (104.3% compared to the previous year) due to reduction of extraordinary loss, etc.

Dividends at the end of the current fiscal year were an ordinary dividend of 5 yen plus a special dividend of 1 yen, for a total of 6 yen per share for the year (11 yen including interim dividends).

Looking at the business environment surrounding our group, currency fluctuations and other factors remain extremely uncertain, and competition between rival companies has increased even further, leading to an extremely severe situation.

In order to deal with this serious situation, our group will implement revisions in all fields and make efforts to strengthen management culture under our basic corporate policy summed up by the slogan "In order to survive, let us stop acting in a self-styled manner and get back to basics."

In addition to this, the number of directors was reduced to nearly half of the former number, and a new director's system (executive and managing directors) was implemented to make management in each section more flexible and efficient, speed up operations, and clarify management responsibility. Board members are now responsible for multiple departments so as to eliminate the harmful effects of sectionalism and allow us to look at operations from a managerial cross-cutting perspective.

In terms of motorcycles, in Japan efforts aimed at expanding the sales of small motor vehicles and larger motorcycles will continue. In European and North American markets, we will promote the introduction of products that enhance a "Sporty, Youthful, and Unique" brand image derived from our racing activities in order to build up a highly profitable motorcycle operation. And as the growth of economies rapidly increases demand for motorcycles in Asia, we will introduce products that meet with market needs and promote the development and improvement of production systems.

In terms of automobiles both domestically and overseas, efforts will be made to develop products and business activities closely tied to the market. To increase sales in Japan, we are transforming our Suzuki Arena dealers with additional staff and education programs aimed at strengthening the sales force. Overseas, onsite procurement of components, cost reductions and further heightening of quality and productivity will be pursued in order to strengthen our business base.

Furthermore, efforts will be taken to develop, in an effective and efficient manner, products that closely suit each of the world's four central markets, and introduce them in a timely fashion. And in protecting the global environment, we will promote the development of products designed for low environmental impact by reducing exhaust emissions, improving fuel efficiency, reducing the amount of natural resources required for their production, and facilitate recycling. In addition, we will work toward maximizing the effectiveness of our strategic alliances with Fiat in diesel engines, and with the General Motors Corporation in hybrid and fuel cell vehicles, etc.

Although the General Motors group reduced their holdings of our corporate stock to 3%, the General Motors Corporation and Suzuki have had ties since August 1981 and our constructive alliance has continued for over 25 years. We will continue to promote concrete projects such as the cooperative development of advanced technologies, our joint venture in the CAMI project in Canada and new mid-sized SUV production at CAMI, cooperative development of power train systems, complementary supplying of OEM products, global joint procurement, etc.

We supply OEM mini vehicles to the Nissan Motor Co., Ltd. based on an April 2001 agreement, and as a prerequisite for complementary supply, we will promote the expansion of OEM supply in the future.

Under the motto "Small Cars, —for a Big Future." Suzuki has set out our determination to continue active efforts to develop small cars that our customers demand and to make efforts to ensure that our products have a minimal impact on the global environment. At the same time, we will focus on the key words "Smaller, Fewer, Lighter, Shorter and Neater" in all aspects of production, organization, facilities, parts, environment, etc., in order to promote a highly efficient and healthy business operation.

In terms of our directors and employees, all statutes, social norms, and in-house bylaws, will be strictly observed and we will act frankly and with sincerity.

We look forward to the continued support and encouragement of all of our stockholders.

June 2006



Osamu Suzuki
Chairman & CEO



Hiroshi Tsuda
President & COO

PROFILE

Suzuki Motor Corporation designs and manufactures passenger cars, commercial vehicles, motorcycles, All Terrain Vehicles (ATVs), outboard motors, 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 23 countries and areas around the world. The established network enables Suzuki to operate as a global organization serving 192 countries and areas.

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 its 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

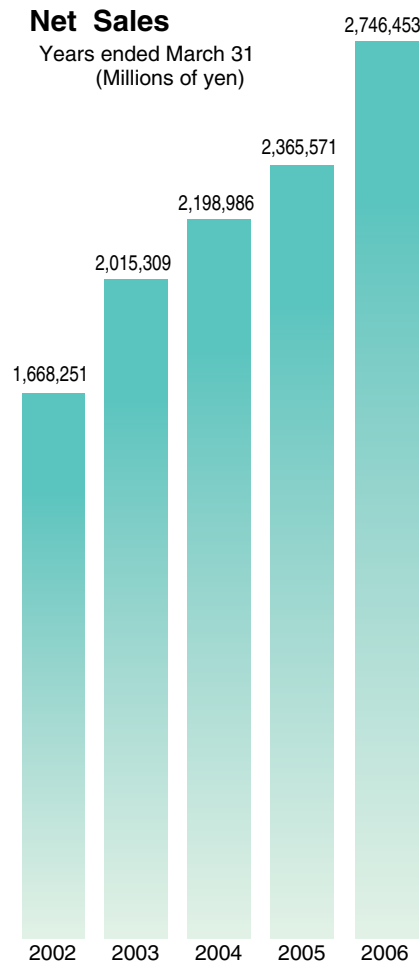
FINANCIAL HIGHLIGHTS

SUZUKI MOTOR CORPORATION AND CONSOLIDATED SUBSIDIARIES	Millions of yen (except per share amounts)		Thousands of U.S. dollars (except per share amounts)
	2006	2005	2006
Years ended March 31, 2006 and 2005			
Net sales	¥2,746,453	¥2,365,571	\$23,380,045
Net income	65,945	60,506	561,379
Net income per share:			
Primary	125.64	112.94	1.069
Fully diluted	122.14	109.86	1.039
Cash dividends per share	11.00	10.00	0.093
Shareholders' equity	616,770	745,016	5,250,451
Total current assets	1,067,709	999,887	9,089,213
Total assets	1,849,714	1,693,353	15,746,271
Depreciation and amortization	126,520	97,731	1,077,047

Note: Yen amounts are translated into U.S. dollars, for convenience only, at ¥117.47 = US\$1, the prevailing exchange rate on March 31, 2006.

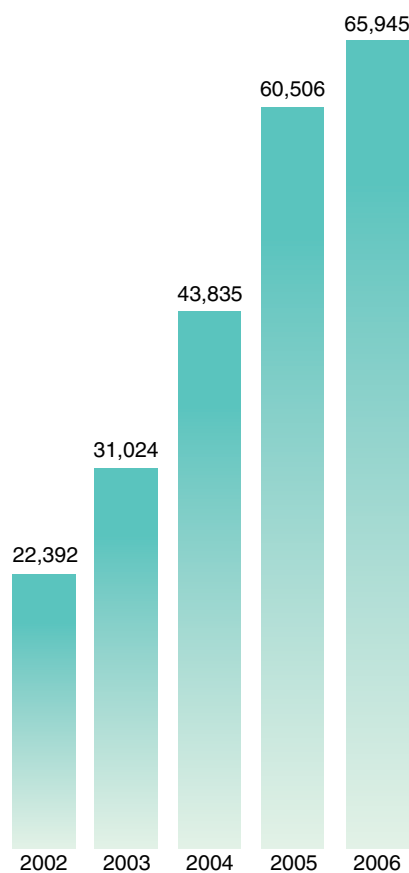
Net Sales

Years ended March 31
(Millions of yen)



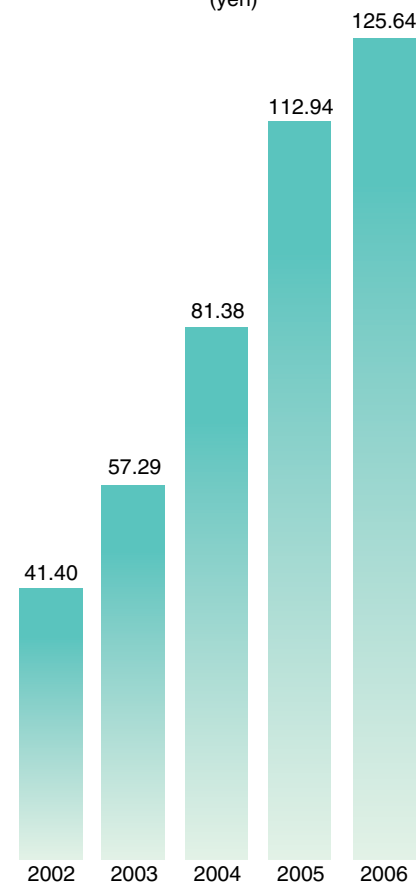
Net Income

Years ended March 31
(Millions of yen)



Net Income Per Share

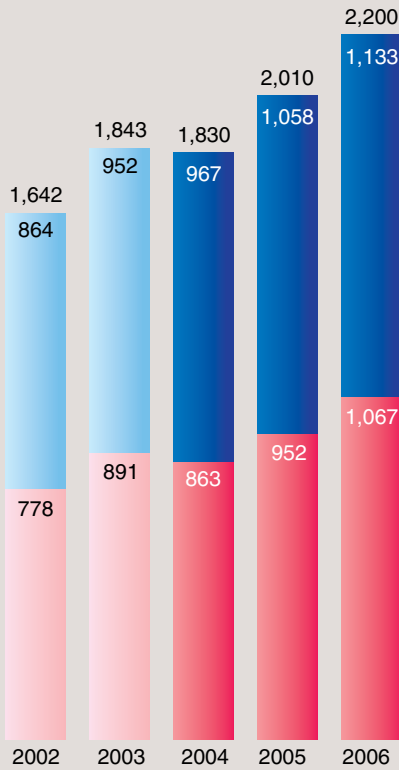
Years ended March 31
(yen)



YEAR IN REVIEW

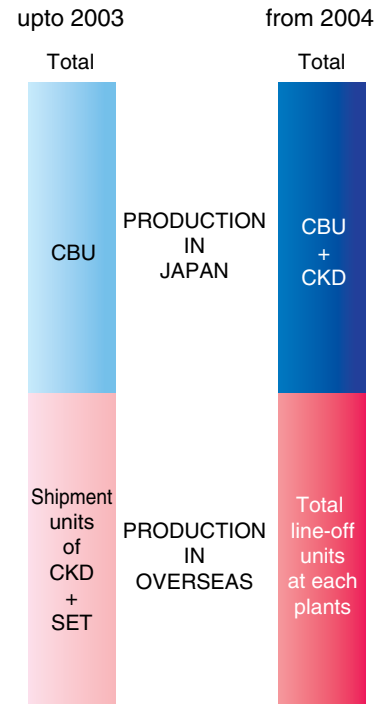
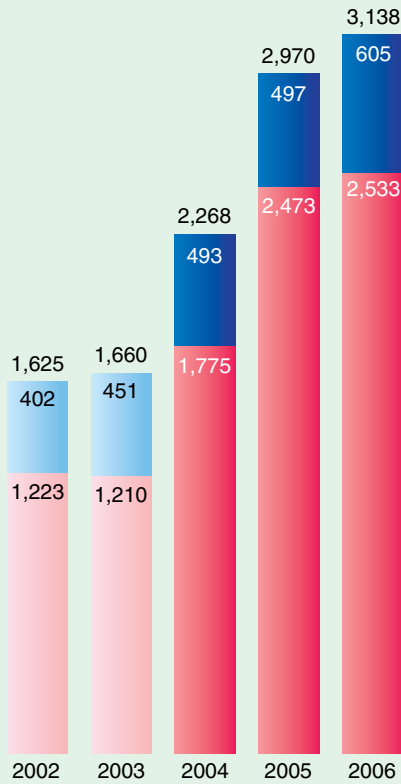
Automobile Production

Years ended March 31 (Thousand units)



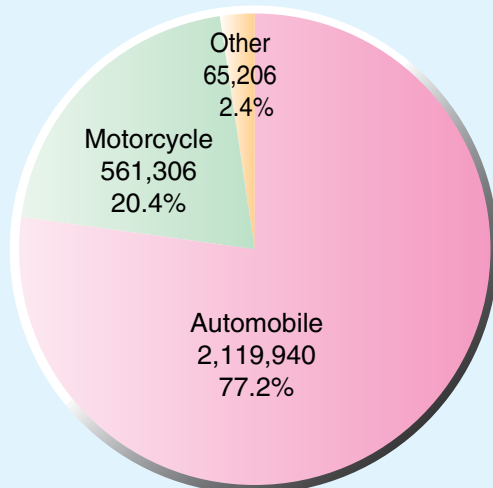
Motorcycle Production

Years ended March 31 (Thousand units)
(ATV included)



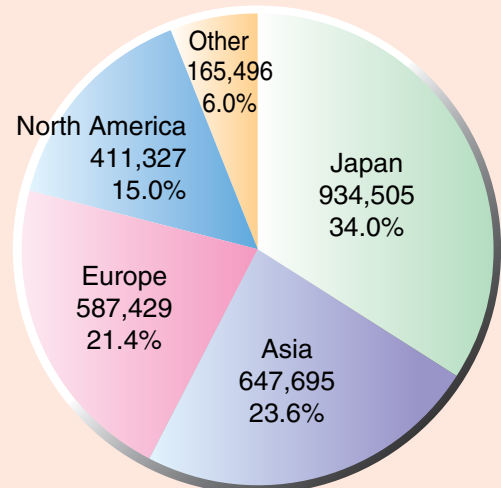
2006 Net Sales By Business

(Year ended March 31, 2006, Millions of yen)



2006 Net Sales By Market

(Year ended March 31, 2006, Millions of yen)



AUTOMOBILES

Suzuki's worldwide manufacturing and sales

Total overseas automobile production for fiscal 2005 increased significantly to 1,067,000 units, 112% compared to the previous year. Worldwide production, including Japan, reached 2,200,000 units, 109% compared to the previous year.

Sales of automobiles in overseas markets grew to 1,360,000 units, 112% compared to the previous year, while total global sales, including Japan, reached 2,067,000 units for growth to 109% compared to the previous year.

The Japanese Market

1. Domestic market overview and Suzuki status

Total domestic sales of all brands for the period from April 2005 to March 2006 were 5,861,544 units (101% compared to the previous year), which exceeded the previous year's performance for the first time in three years.

Of this volume, the total sales volume, excluding mini-vehicles totaled 3,913,182 units (99% compared to the previous year). This is a third consecutive year-on-year decline of sales, and the sales could not reach 4 million units for two consecutive years. While passenger car sales were below the previous year's results, sales of commercial vehicles exceeded the previous year's result due to increased demand for trucks.

Meanwhile, total sales of mini vehicles were 1,948,362 units (104% compared to the previous year), the third consecutive year-on-year increase and the sales exceeded the previous year's record for three consecutive fiscal years and also exceeded 1.9 million units first time in seven years. This total figure is also a new record high. Total sales of mini passenger vehicles received a boost due to an active increase in the introduction of new models by a variety of companies that produced steady gains in passenger vehicles sales.

Suzuki's total domestic automobile sales for fiscal 2005 amounted to 705,190 units (*1) (105% compared to the previous year). This is the second consecutive year-on-year increase, and the first time that sales have exceeded 700,000 units, a record high. Suzuki's share in the domestic market was 12%, a 0.5points increase over last year's results, and Suzuki's share was the 4th largest out of the 12 domestic automotive makers.

(*1) Registered automobiles include "Chevrolet Cruze" and "Chevrolet MW".

2. Suzuki sales status

In fiscal 2005, Suzuki implemented full model changes of the "Every" and "MR Wagon" and aggressively introduced special version cars and facelifts to a variety of passenger vehicles to strengthen the competitiveness of each product, thus increasing sales. Suzuki's total sales figure for mini vehicles was 625,542 units (104% compared to the previous year), the second consecutive year-on-year increase, and the highest sales on record. As a result, this allowed us to maintain our top position in annual mini vehicle sales for the 33rd consecutive year.

In the domestic standard and small car/vehicle segment market, we implemented full model changes to the "Escudo" (export name: "Grand Vitar") and added sport and special version of the "Swift" lineup, etc., to further strengthen competitiveness. As a result, total sales of registered vehicles were 79,648 units (*2) (113% compared to the previous year), the sixth consecutive year-on-year increase and a new sales record.

Sales of Chevrolet brand vehicles imported by Suzuki, which began in January 2004, totalled 1,977 units (100% compared to the previous year). Combined with Suzuki's sales of registered vehicles, sales reached 81,625 units, exceeding the 80,000-unit level for the first time.

(*2) Includes "Chevrolet Cruze" and "Chevrolet MW".



WAGON R



MR WAGON

3. Suzuki automobile topics

- The “Escudo” underwent a full model change in May 2005, and sales have drastically increased, reaching 387% compared to the previous year after the model change.
- There were full model changes of the “Every Wagon” mini vehicle, and “Every” commercial fleet vehicle in August 2005. Sales of the “Every” has steadily increased after the model change, reaching 129% compared to the previous year.
- The “New Swift”, introduced in November 2004, won the “2006 RJC Car of the Year” award and the 2005/2006 Japan Car of the Year “Most Fun” special award. Sales have increased steadily, reaching 125% compared to the previous year, driving sales of Suzuki registered vehicles.
- The “MR Wagon” underwent a full model change in January 2006. Sales have drastically increased after the model change reaching 206% compared to the previous year.
- In domestic sales, the 2,500,000th sale of the “Wagon R”, which took place in March 2006, was accomplished in the relatively short time of 12 years 7 months to achieve this goal. It also registered top place in mini vehicles sales for the third consecutive year.
- The “Carry” also achieved top place in sales in the truck segment for the 35th consecutive year.



Kosai Plant
Passenger car assembling plant



Iwata Plant
Sport utility vehicle and commercial vehicle assembling plant

Overseas Markets

1. Suzuki’s overseas status

Riding on an increase in sales of the “Grand Vitara” (291% compared to the previous year) and the GM-Daewoo made “Forenza Sedan” (140% compared to the previous year), the retail sales volume in the United States reached a record 89,000 units (excluding Hawaii, 119% compared to the previous year). In Europe, excellent sales of the “Swift” led to a total of 280,000 units sold (119% compared to the previous year), which was a record high. Annual production volume at Magyar Suzuki in Hungary exceeded 150,000 units, 157% compared to the previous year, thanks in part to the sales expansion of the Swift and startup of production of the “SX4”.



SX4 (European spec.)



JIMNY



APV (manufactured at P.T.Indomobil Suzuki International in Indonesia)

In Asia, since the Indonesian market experienced a sudden decline since the latter half of 2005 due to a weakening of consumer confidence brought on by the rapid rise in fuel prices and interest rates. This was felt at P.T. Indomobil Suzuki International where the production was decreased to 87,000 units (97% compared to the previous year), and lowered sales volume including exports to 85,000 units (95% compared to the previous year). Production startup of the “Swift” at Maruti Udyog Ltd in India led to production volume increasing to 572,000 units (106% compared to the previous year) and sales increasing to 561,000 units (105% compared to the previous year). In particular, the “Swift” was sold 61,200 units (May 2005 through April 2006) in India within one year, which was a record high as the first year sales in India.

Also, Pak Suzuki Motor Co., Ltd. in Pakistan achieved a tremendous expansion of production, producing 92,000 units (133% compared to the previous year) and the sales of 92,000 units (135% compared to the previous year).

- **The introduction of world strategic model**

The “Swift”, introduced in 2005, is our first world strategic model to be produced and marketed globally. It has attained an extremely high reputation worldwide and won “Car of the Year” awards in several countries.

Following the Swift, Suzuki introduced two more models in its global strategy. The new “Grand Vitara”, the third generation in the Vitara series was introduced in the spring of 2005. In response to an enthusiastic reception in all of its markets, its annual sales plans were revised and increased by 44% within a half year of the start of production. Also in February 2006, Suzuki introduced the “SX4”, a crossover vehicle in which the DNA of Suzuki’s compact cars is complemented with a blend of innovations in sporty compacts realized in the development of “Swift” and its tradition in light SUV’s. The “SX4” is based on a rigid chassis, offers enhanced driving stability and handling performance, and is highly acclaimed by European journalists. It will be introduced worldwide after completing specification adjustment considering the needs of individual markets.

- **Motor Sports**

Suzuki’s world strategic models are also taking an active role in motor sports. The “Swift” (Super 1600) made its Junior World Rally Championship debut in August 2005, and has started the 2006 season in 1st place.

It was also announced at its world premier, that the “SX4” would participate in World Rally Championship. The WRC version will now be the focus of further detailed development to increase its competitive potential to the maximum so that it may prove to be a worthy WRC challenger from 2008 onwards.

Suzuki’s automobile overseas brand message and corporate philosophy “Way of Life” is used to promote the creation of active lifestyles. We will continue to put our best efforts into supplying products that are based on our brand philosophy.



SWIFT



GRAND VITARA



IGNIS (manufactured at Magyar Suzuki Corp. for Europe only)

MOTORCYCLES

Suzuki's worldwide manufacturing and sales

Total overseas motorcycle production (including ATVs) in fiscal 2005 was 2,533,000 units, exceeding 102% compared to the previous year. Worldwide production, including production in Japan, increased to 3,138,000 units, 106% compared to the previous year. Gains were also made in overseas motorcycle sales (including ATVs) with 2,907,000 units sold, 104% compared to the previous year, while total global sales, including Japan, reached 3,061,000 units growing to 105% compared to the previous year.

The Japanese Market

1. Domestic market overview

The number of motorcycles put out by the four Japanese manufacturers in the domestic market in the period from April 2005 to March 2006 stood at a total of 710,000 units (103% compared to the previous year).

Breaking this figure into displacement categories shows volume for the 125cm³ and under class increasing 563,000 units (101% compared to the previous year), and the 126 cm³ and over class also increasing 147,000 units (108% compared to the previous year).

Further breakdown of the figures for the 50 cm³ and under class showed a drop in sales to 478,000 units (98% compared to the previous year) due to a drop in scooter sales, which accounts for 80% in this class, to 381,000 units (99% compared to the previous year).

Sales in the 51 to 125 cm³ class increased to 85,000 units (126% compared to the previous year), driven by sales of newly introduced scooter models.

Looking at the figures for larger models, sales of scooters and touring models remained strong with sales in the 126 to 250 cm³ class increasing to 101,000 units (109% compared to the previous year).

In the 251 to 400 cm³ class, overall sales grew to 26,000 units (109% compared to the previous year) due to a big increase in scooter sales. Sales in the 401 cm³ and over class grew to 20,000 units (103% compared to the previous year) with an increase in sales of scooters while sales of touring models declined.

2. Suzuki status

With increased volume in the 125 cm³ and under class, with sales of 126,000 units (119% compared to the previous year), and in the 126 cm³ and over class, with sales of 25,000 units (103% compared to the previous year), total volume for Suzuki in fiscal 2005 increased to 151,000 units (116% compared to the previous year).

Looking at sales in the 50 cm³ class, shipments increased of models such as the "Let's 4" 50 cm³ 4-cycle scooter, which was introduced in October 2004. In particular, the introduction of the "Address V125" in February 2005 contributed to substantial expansion of sales in the 51 to 125 cm³ class where 34,000 units shipped (221% compared to the previous year), and also contributed to the growth of whole market in this class.

Regarding sales of large displacement motorcycles, sales in the 126 to 250 cm³ class increased to 18,000 units (113% compared to the previous year) as models like the "SKYWAVE 250SS" were in good demand. Sales in the 251 to 400 cm³ class fell to 5,000 units (76% compared to the previous year) with a decline in sales of touring motorcycles, a category in which the "DR-Z400SM" did well last year. Sales in the 401 cm³ and over class however, increased to 3,000 units (102% compared to the previous year) with the touring category showing an increase in sales.



Let's 4 (UZ50)



Address V125 (UZ125G)



SKYWAVE250SS (AN250SS)



DR-Z400SM

Overseas Markets

1. Overseas manufacturing status

Suzuki's exports of motorcycles shipped as components for overseas production (SET) was 2,286,000 units, 95% compared to the previous year. In this term, sales volume for all companies in the major ASEAN nations (Indonesia, Thailand, Vietnam, Philippines, Malaysia) increased to 8,908,000 units (111% compared to the previous year). Total Suzuki sales in these five countries amounted to 1,245,000 units, 95% compared to the previous year however, strengthening our product lineup and the introduction of new products into a growing scooter market is expected to increase sales. Wholesale sales in China for all companies were 13,800,000 units, 108% compared to the previous year with Suzuki's wholesale sales totaling 852,000 units, almost equal to the previous year. Future plans include increasing sales in China and exporting a cost effective Chinese made model to markets in regions such as Asia, Latin America, and Africa. As of the end of this term we have re-entered India's 7,574,000 unit market, introducing a new model in the underbone category, which accounts for about 80% of the overall market, that started shipping to dealers from March 2006. We will expand on the number of dealers and models while evaluating market conditions.



Toyokawa Plant

Motorcycles and outboard motors assembling plant



GSX-R750



GSR600



BANDIT1200S (GSF1200S)

2. Product improvement

In Suzuki's Super Sport "GSX-R" series, the "GSX-R750", which boasts excellent balance, and the "GSX-R600", which is popular in North American and European markets, both underwent complete model changes to improve performance and styling. Obtaining high appraisal in the Supersport market they have contributed to improvement of our brand image while strengthening sales greatly. Also, the new "GSR600" naked model with its unique and emotional styling and excellent riding performance is highly appraised in Europe, especially in Italy. In the large displacement class, we are continuing to improve and expand our lineup in respect to market needs with models like the "Bandit 1200/S", a touring motorcycle respected around the world for its excellent balance, the dynamic and stylish cruiser "Suzuki Boulevard M109R (Intruder M1800R)", and the "Burgman 400 (SKYWAVE 400)" premium scooter that lets you enjoy riding tandem.

In ATV (All Terrain Vehicle) production, we started manufacturing of the "LT-R450", a new sport model ATV. Highly rated for its power and performance, its sales are on the rise. Also, at Suzuki Manufacturing of America Corporation (SMAC) production of the popular "KingQuad 700" has begun and the overall number of units being produced is continuing to increase yearly.

3. Racing Activities

In Suzuki's racing activities, the "GSX-R", "RM/RM-Z" series continue to play an active role worldwide under the slogan "Own the Racetrack". At the Superbike World Championship, the "GSX-R1000" driven by Troy Corser won the both rider and manufacturer titles. Team Suzuki Endurance also drove a "GSX-R1000" to a title finish at the World Endurance Championship motorcycle race. In the United States, which has the biggest of the large displacement motorcycle markets in the world, Mat Mladin won his 6th AMA Superbike Championship on a "GSX-R1000". In off-road racing, Ricky Carmichael won the AMA Supercross championship on a "RM250", and the AMA National Motocross with the "RM-Z450". Showing great potential, the "GSX-R" and "RM/RM-Z" have already acquired several championships increasing both the global visibility of the Suzuki brand and the superiority of Suzuki products.



**SUZUKI BOULEVARD M109R/
INTRUDER M1800R (VZR1800)**



Step (UY125)



QuadRacer R450 (LT-R450)



RM-Z450 (racing machine)



GSX-R1000 (racing machine)

MARINE PRODUCTS

The Japanese Market

Domestic sales figures for outboard motors in fiscal 2005 increased dramatically standing at 109% compared to the previous year. Looking at a breakdown according to models, sales of large 4-stroke outboards made a big raise, contributing to net sales expansion.

Subsequently, emphasis will be placed on expanding the lineup, developing 4-stroke outboard motors with concern for conservation of the natural environment.

Overseas Markets

In terms of outboard motor exports in fiscal 2005, combining CBU and CKD for Thai Suzuki, units were 117% compared to the previous year and net sales were 108% compared to the previous year. The increase in the number of units and sales amount were due to an increase in shipments of outboard motors, primarily to North America and Europe.

Currently, the Suzuki 4-stroke outboard motor lineup ranges from the "DF2.5" (1.8kW/2.5 horsepower), the smallest horsepower model that was added to the lineup at the end of 2005, to the "DF250" (184.0kW/250 horsepower), the largest horsepower model.

Suzuki debuted the "DF300" (220.7kW/300 horsepower), a new 2007 model that holds the world's largest output in the 4-stroke class, at the Miami International Boat Show held in February 2006.



DF2.5



DF150



DF2.5



Suzuki outboard motors provide power for a wide range of boats



DF175



DF250



Wind turbine generator in Kosai Plant



Fuel cell vehicle “MR Wagon-FCV”



Suzuki 2005 Environmental and Social Report

OTHER TOPICS

Environment

As a general manufacturer of automobiles, motorcycles, outboard motors, etc., Suzuki is addressing environmental conservation at all stages—from development to disposal.

In our design and development, in addition to conventional demands for enhanced safety, greater reliability and more comfort, etc., Suzuki has been developing multi-faced and highly advanced technologies to respond to environmental demands for enhancing fuel efficiency, reducing exhaust gas emissions, noise reduction, saving of consumed resources, and recycling enhancement.

In our manufacturing and purchasing, corporate measures include reducing energy consumption (reduced CO₂ emissions), reducing landfill wastes (enhancement of yield, recycling), careful managing of chemical substances, and promoting green procurement.

In our marketing, in addition to promoting proper treatment of used products and components, we are providing our sales network with dismantling manuals, and other information, which can be useful in such operations.

In our distribution and office work, we are also focusing on reducing energy consumption, cutting down on consumed resources, recycling, and promoting green purchasing.

In our social contribution work, we are promoting environmental conservation through a variety of projects which include participating in environment-cleanup activities, cooperating with lake water purification, making presentations at environment-related exhibitions, gaining certification for forest management, etc.

• 2005 Topics

We published the “Suzuki 2005 Environmental and Social Report”. Suzuki has annually published an environmental report since fiscal 1999 to provide information on all activities related to the environment. The 2005 edition, which is the 7th edition issued, is the first to utilize CD-ROM for the data section in order to reduce paper consumption. In contributing to local environments, we carry out regular cleanup activities around our facilities.

In cooperating with forest conservation, a plot of land on loan from the national government was given the name “Forest of Suzuki”, and planted with trees.



Cleanup activities around our facilities



Forestation activities

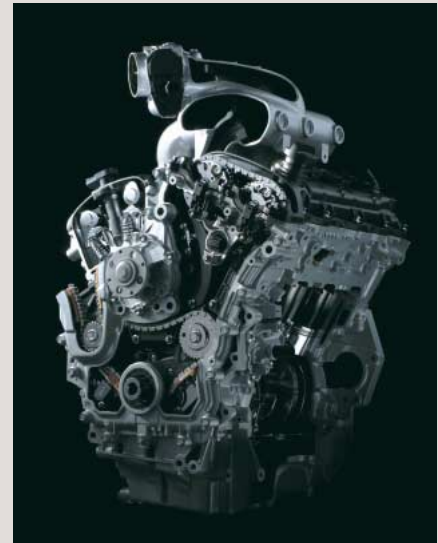
Strategic Alliance with General Motors Corporation

Suzuki and General Motors Corporation (GM) began a business partnership in August 1981 and the strategic alliance partnership between Suzuki and GM has yielded solid results in various business sectors ever since. Although GM's shareholding in Suzuki was changed from 20% to 3% in March 2006, both companies agreed to maintain and push forward the business partnership as ever. Expressing its individual strengths, both companies utilize and complement their resources. And both companies will proceed their business collaborations in order to develop better products with lower investment and to introduce appropriate products into the global market more quickly.

- XL7, the first ever Suzuki mid-sized SUV revealed at 2006 New York International Auto Show, will go into mass-production for North American market from 2006 at CAMI Automotive Inc. (Ontario, Canada), a joint venture with GM. XL7 will use the GM-designed new V6 engine (3.6L) to be produced at Suzuki's Sagara plant in Shizuoka, Japan from June 2006. This all-aluminum V6 engine features dual overhead cam with 4 valves per cylinder, incorporating the latest technologies such as continuously variable valve timing.
- Suzuki began selling the joint-developed Chevrolet Cruze, produced at Suzuki's Kosai plant, from November 2001. Since then, Suzuki imported Chevrolet vehicles into Japan and distributed them through Suzuki sales network. The US-made Chevrolet TrailBlazer and Chevrolet Astro were launched in 2004 and two models from GMDAT joined the Chevrolet line-up in 2005; Chevrolet Optra Sedan in January and its Station Wagon in February. Furthermore, from January 2006, Chevrolet MW, produced at Suzuki's Kosai plant was also added to strengthen Chevrolet brand presence in Japan.



The first ever Suzuki mid-sized SUV “XL7” – will go into production at CAMI from 2006



The new GM-designed global V6 engine will go onto XL7



Chevrolet MW, launched in January 2006 in Japan

CORPORATE DATA, BOARD MEMBERS, AND OVERSEAS SUBSIDIARIES

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

MEMBERS OF THE BOARD AND AUDITORS

Chairman & CEO

Osamu Suzuki

President & COO

Hiroshi Tsuda

Senior Managing Directors

Takashi Nakayama

Shinzo Nakanishi

Akihiro Sakamoto

Takao Hirosawa

Kazuo Suzuki

Takeo Shigemoto

Hiroataka Ono

Minoru Tamura

Eiji Mochizuki

Toshihiro Suzuki

Takumi Kunikiyo

Toyokazu Sugimoto

Corporate Auditors

Tamotsu Kamimura

Nobuyasu Horiuchi

Katsuhiko Kume

Corporate Auditors

(non full-time)

Shin Ishizuka

Kazuhiro Kosugi

As of July 1, 2006

MAJOR OVERSEAS SUBSIDIARIES

Suzuki International Europe GmbH

Bensheim, Germany

Suzuki Motor España, S.A.

Gijón, Spain

Suzuki Motor Iberica, S.A.

Leganes, Spain

Suzuki Italia S.p.A.

Torino, Italy

Suzuki Austria Automobil Handeles G.m.b.H

Salzburg, Austria

Suzuki France S.A.

Trappes, France

Magyar Suzuki Corporation

Esztergom, Hungary

Suzuki GB PLC

West Sussex, United Kingdom

Suzuki Motor Poland SP.Z.O.O.

Warszawa, Poland

American Suzuki Motor Corporation

California, U.S.A.

Suzuki Manufacturing of America 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

P.T. Indomobil Suzuki International

Jakarta, Indonesia

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 Motor de Colombia S.A.

Pereira, Colombia

1. The outline of the corporate group

The corporate group of the Company consists of subsidiaries of 136 companies and affiliates of 25. The main businesses are manufacturing and marketing of motorcycles, automobiles, marine & power products, motorized wheelchairs, electro senior vehicles 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.

General Motors Corporation, which had owned 20.0% of the shares of the Company and had been deemed as one of the other group companies of the Company, is no more applicable to that status because they sold 17.0% of the shares of the Company in March, 2006, now becoming 3.0% shareholder. However, we will work together with GM as a strategic partner in various projects.

(Motorcycle operation)

Motorcycles are manufactured by the Company. In overseas, they are additionally manufactured by a subsidiary, Thai Suzuki Motor Co., Ltd. and an affiliate, Jinan Qinqi Suzuki Motorcycle Co., Ltd. and others. Some of parts are manufactured by a subsidiary, Suzuki Toyama Auto Parts Mfg. Co., Ltd. and others, and those parts are purchased by the Company.

The marketing of the motorcycles is conducted in the domestic market through a subsidiary, Suzuki Motorcycle Sales (Higashi Nihon) Inc. and other marketing companies, and in overseas markets through a subsidiary, Suzuki International Europe GmbH and other marketing companies.

(Automobile operation)

Automobiles are manufactured by the Company as well as in overseas, by a subsidiary, Magyar Suzuki Corp. and by an affiliate, CAMI Automotive Inc. 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 marketing of automobiles is carried out in the domestic market by a subsidiary, Suzuki Motor Sales Kinki Inc. and other marketing companies throughout the market, and in overseas markets, by a subsidiary, American Suzuki Motor Corp. and other marketing companies. The business of logistics services is conducted by a subsidiary, Suzuki Transportation and Packing Co., Ltd.

(Other operations)

Outboard motors are manufactured mainly by the Company and marketed by a subsidiary, Suzuki Marine Co., Ltd. and others.

In the domestic market, the marketing of motorized wheelchairs and electro senior vehicles is conducted by subsidiaries such as Suzuki Motor Sales Kinki Inc. and others, and the marketing of houses is conducted by a subsidiary, Suzuki Business Co.,Ltd.

2. Operation flow chart

As of March 31, 2006

