



The North American Auto Industry is good for U.S. jobs & manufacturing

Building a World Class, Competitive Auto Industry

A Manufacturing Powerhouse

The North American auto industry is **STRONG** – highly integrated and geographically distributed based on specialization, production costs and supply chain efficiency.

It is one of the world's most competitive auto manufacturing regions, supporting millions of direct and indirect jobs across the United States, Canada, and Mexico. **That's 10 million American jobs - from Michigan to Indiana and Ohio to Tennessee and Kentucky and across the country.**

- In 2024, the North American automotive market was valued at approximately **\$1.04 trillion** and was projected to reach **\$1.36 trillion by 2030**.
- The United States sold about **15.9 million light vehicles in 2024**, marking a 2.2% increase from the previous year.
- 50% of vehicles sold in Canada are **manufactured in the United States**.
- Less than 9% of vehicles sold in the U.S. are manufactured in Canada.
- Over 40% of value of Canadian assembled vehicles comes from U.S. content.



Tariffs on the auto industry mean higher prices, lost jobs, and decreased global competitiveness for American vehicles

Increased Production Costs: Tariffs on auto parts or finished vehicles raise costs for manufacturers, leading to higher vehicle prices and cost of vehicle repairs for Americans.

Job Losses: Increased costs could force manufacturers to cut jobs or move production outside the U.S. in search of optimization.

Break down in supply chains: Tariffs disrupt the seamless movement of parts throughout the supply chain, causing inefficiencies and delays. This will lead to shortages of auto parts and ultimately drive up the cost of the finished product.

Reduced Competitiveness: Higher costs and production barriers would make North American-made vehicles less competitive in global markets, impacting the American auto industry.

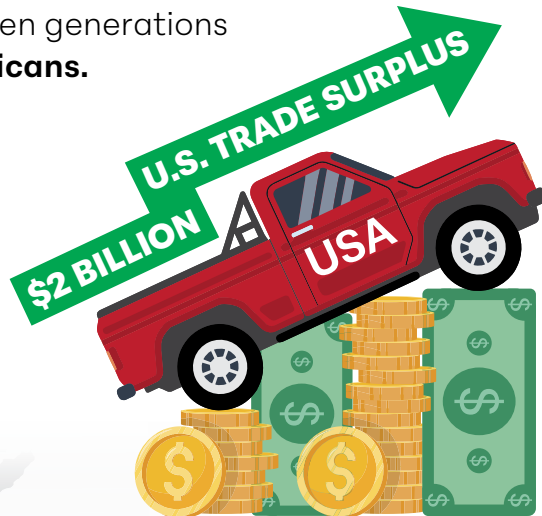
U.S. jobs depend on an integrated North American auto industry

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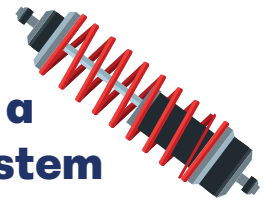
Car companies make things where they can get the best price, the best performance, and reliable delivery. **There are about 30,000 parts in every gas-powered car.** North American parts are manufactured with highly specialized skills and equipment, developed over decades. Tariffs will disrupt an auto industry that has taken generations to create and can result in **job losses for Americans.**

The U.S. has a \$2 billion trade surplus with Canada in the automotive sector, exporting \$55 billion in motor vehicles and parts.

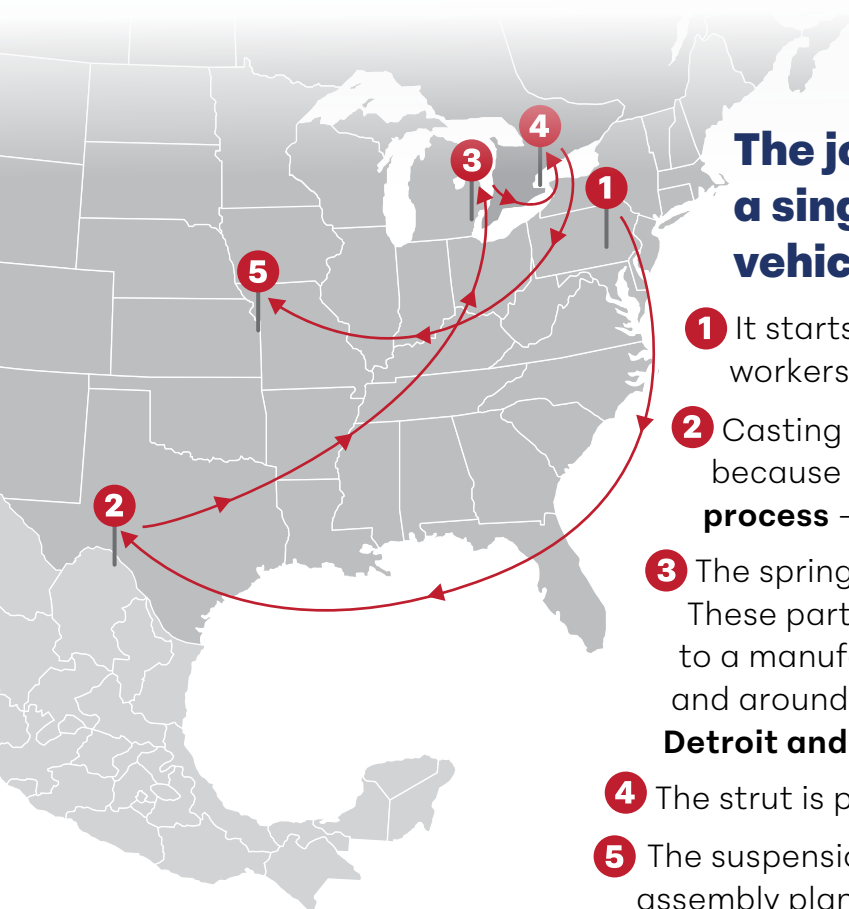
Michigan, Indiana, Ohio, and Kentucky account for 48% of U.S. auto manufacturing. Each depends on Canada for more than half of their automotive exports.



The journey to make a single steel spring for a vehicle's suspension system



- 1** It starts off in a **Pennsylvania** mill, where American workers produce the steel alloy and ship it out.
- 2** Casting and molding car parts happens in **Mexico** - because it is a simple but **highly labor-intensive process** - where the steel is wound into a spring.
- 3** The spring goes into a strut tower in **Michigan**. These parts need to be **refined by skilled machinists** to a manufacturer's exact specifications, done in and around the high-tech auto centers of **Detroit and Ontario**.
- 4** The strut is placed in the rear suspension in **Ontario**.
- 5** The suspension is **added to a Ford F-150** in a **Missouri** assembly plant and **sold across North America**.



Tariffs on allies hurt U.S. businesses, workers and consumers