NORTH AMERICAN MANUFACTURING FACILITIES

Region	Facility/Location	Models Produced	Began Production	Plant Size	Annual Capacity	Employees	Investment
United States	**Honda of America Mfg., Inc.** **Marysville Auto Plant** Marysville, Ohio	Accord Sedan Accord Coupe Acura TL and RDX	Nov. 1982	3.9 million sq. ft.	440,000 vehicles	5,300	$3.8 billion

The Marysville Auto Plant celebrates its 25th anniversary in 2007. The plant has increased its flexibility and efficiency by introducing the new system's re-teachable welding robots and standardized assembly processes – zoned by vehicle functions – all introduced without stopping production. One of the most integrated auto plants in North America, it houses stamping, welding, paint, plastic injection molding and assembly under one roof. In 2006, the plant opened an all-new paint facility that increases flexibility, while also improving environmental performance and flexible and efficient new door sub-assembly lines that help improve quality and ergonomics for associates.

Honda of America Mfg., Inc. **East Liberty Auto Plant** East Liberty, Ohio	Civic Sedan Civic GX (NGV) Element CR-V	Dec. 1989	1.9 million sq. ft.	240,000 vehicles	2,500	$1.1 billion

The East Liberty Auto Plant has achieved several technological "firsts" in the U.S. auto industry – the first to use laser welding for mass production and the first to implement low-emission, water-borne paint technology. In 2000, the East Liberty plant was the first Honda plant in North America to innovate to Honda's flexible New Manufacturing System, which includes flexible welding robots and standardized assembly processes zoned by vehicle functions. Utilizing its flexibility, the plant produces cars and light trucks on the same assembly line. The plant added production of the CR-V sport utility vehicle in 2006 – joining the Civic Sedan and Element light truck.

Honda of America Mfg., Inc. **Anna Engine Plant** Anna, Ohio	4-cylinder engines for Accord, Civic, Element and Acura RDX V6 engines for Accord, Ridgeline and Acura TL and MDX Brake Components, Driveshafts	July 1985	1.7 million sq. ft.	1,180,000 engines	2,800	$1.5 billion

Honda's first U.S. engine plant produces auto engines, disc and drum brakes, engine blocks, cylinder heads, crankshafts, cylinder sleeves, driveshafts, and other major parts. With annual capacity of over 1.1 million auto engines, the Anna plant is Honda's largest engine facility in the world, producing L-4 and V-6 engines for North American-built Honda and Acura autos including the new 4-cylinder turbo-charged engine for Acura RDX. It also exports major engine components to Honda plants in other countries. In May 2006, Honda announced plans to invest $75 million to add production in 2008 of engine components currently made in Japan. Further, in 2008, the Anna Plant will provide engines to a new U.S. Honda auto plant in Indiana and engine components to a new Honda engine plant in Canada.

NORTH AMERICAN MANUFACTURING FACILITIES

Region	Facility/Location	Models Produced	Began Production	Plant Size	Annual Capacity	Employees	Investment
United States	**Honda of America Mfg., Inc.** **Marysville Motorcycle Plant** Marysville, Ohio	Gold Wing 1800 VTX 1300/1800 Shadow 1100 1.3-liter/1.8-liter V twin engines (VTX) 1.8-liter 6 cylinder engines (Gold Wing & Rune)	Sept. 1979	260,000 sq. ft.	75,000 75,000 engines	600	$169 million
	Honda Manufacturing of Alabama, LLC Lincoln, Alabama	Odyssey Pilot V-6 engines	Nov. 2001	2.8 million sq. ft.	300,000 vehicles 300,000 engines	4,500	$1.4 billion
	Honda Power Equipment Mfg., Inc. Swepsonville, North Carolina	General purpose engines Walk-behind lawn mowers Snow blowers String trimmers Water pumps Tillers	Aug.1984	358,820 sq. ft.	340,000 mowers 2,000,000 engines	600	$192 million
	Honda of South Carolina Mfg., Inc. Timmonsville, South Carolina	Four Trax Recon Four Trax Rincon Four Trax Foreman Four Trax Rancher AquaTrax F-12/12X AquaTrax R-12/12X	July 1998	433,000 sq. ft. (ATV plant) 88,000 sq. ft. (PWC plant)	340,000 ATVs 310,000 engines 29,000 units	1,650	$266 million

The Marysville Motorcycle Plant will discontinue production of motorcycles in spring 2009 as part of a global strategy that will focus the company on its leader role in Honda's North American automobile operations. The move reflects a global Honda strategy for production of certain larger motorcycles. All motorcycle production from the Marysville Motorcycle Plant and the historic Hamamatsu Factory in Japan will be consolidated in 2009 at a new motorcycle plant in Kumamoto, Japan. The new plant will serve as Honda's global leader with advanced motorcycle production technologies. All Motorcycle Plant associates will transfer to other positions within Honda of America.

The Lincoln Plant is the newest of Honda's North American automobile plants, opening in November 2001, and is now the sole global source for Honda Odyssey minivans and Pilot sport utility vehicles. Further, production of the Honda Ridgeline truck will be transferred from Allison, Ontario, to Alabama in early 2008. The plant adopts Honda's New Manufacturing System technologies for both vehicle and engine production to realize more efficient and flexible manufacturing. Frame and engine assembly takes place under the same roof in a synchronous manner, reducing engine inventory. The plant started production on its second assembly line in April of 2004.

Honda Power Equipment Manufacturing, Inc. (HPE) now has a production capacity of 2 million multi-purpose power equipment engines at its Swepsonville, NC, factory. In June 2000, HPE began producing GCV160 series engines for use not only in Honda lawn mowers assembled at the same plant, but also for sale to original equipment manufacturers (OEMs) for use in a range of equipment including water pumps, pressure washers and generators.

The Timmonsville Plant began production of the Four Trax ATV line in 1998, becoming the second plant for Honda ATVs in North America. In fall 2000, engine assembly operations were added to the plant, and overall ATV capacity was expanded to 280,000 units in fall 2004. In December 2002, the plant started producing four-stroke engine personal watercraft (PWC).

Note: Each plant uses domestic and globally-sourced parts.

HONDA NORTH AMERICAN MANUFACTURING FACILITIES

NORTH AMERICAN MANUFACTURING FACILITIES

Region	Facility/Location	Models Produced	Began Production	Plant Size	Annual Capacity	Employees	Investment
United States	**Honda Transmission Mfg. of America, Inc.** Russells Point, Ohio	Automatic Transmissions Gears	July 1996	600,000 sq. ft.	750,000 automatic transmissions 288,000 gear sets 110,000 4WD rear differentials	900	$325 million U.S. dollars
	The plant opened in 1996 solely focused on the production of automatic transmissions, which requires high level precision manufacturing technologies, for North American-built models. Previously, the Anna Engine Plant had produced automatic transmissions since 1989. The plant expanded its capability to produce high precision gears in 2006, and in 2007 added production of four-wheel drive differentials.						
	Honda Precision Parts of Georgia, LLC Tallapoosa, Georgia	Automatic Transmissions	May 2006	100,000 sq. ft.	300,000 units	440	$150 million U.S. dollars
	The plant opened in 2006, solely focused on the assembly of automatic transmissions for North American-built models – initially the Honda Odyssey and Pilot built at Honda Manufacturing of Alabama. The plant is already expanding its capabilities, adding the casting and machining of transmission cases to the initial assembly operations, which will increase employment to 440 associates (with the hiring of 40 new associates), expand the plant size from the initial 100,000 square feet to 350,000 square feet and increase investment from $100 million to $150 million.						
Canada	**Honda of Canada Mfg.** **Alliston Auto Plant** Alliston, Ontario	Civic Sedan, Coupe, Si Acura MDX and CSX Pilot Ridgeline	Nov. 1986	2.1 million sq. ft.	390,000 vehicles	4,300	$2.65 billion Cdn dollars
	The first Japanese automaker to produce cars in Canada, Honda's Alliston Auto Plant includes major in-house production operations including stamping, welding, painting and assembly. Plant 1, which began mass production in 1986, builds the Honda Civic sedan and the Acura CSX, a model produced for the Canadian market. Plant 2, which began mass production in fall 1998, builds the Acura MDX, the Honda Ridgeline and the Civic Sedan added in April 2007 in a demonstration of the plant's flexibility. All engines are currently sourced from Honda's U.S. operations. In May 2006, Honda announced plans to construct a new engine plant on a site neighboring the Alliston Auto Plant. The $140 million engine plant will produce 4-cylinder engines starting in 2008, with employment of 340 associates.						
Mexico	**Honda de Mexico S.A. de C.V.** **Motorcycle/Parts Plant** El Salto, Estado de Jalisco	Motorcycles Automobile parts	March 1988	222,000 sq. ft.	5,000 motorcycles 1.0 million stamped parts 1.4 million bumpers	550	$169 million U.S. dollars
	The Jalisco plant produces complete motorcycles and replacement parts for Honda cars and motorcycles. The motorcycles include models produced exclusively for sale in Mexico and models sold in Mexico and exported to the U.S. The replacement parts include stamped metal parts and bumpers for previous model year Honda vehicles. The plant also produces current Accord parts for mass production.						
	Honda de Mexico S.A. de C.V. **Automobile Plant** El Salto, Estado de Jalisco	CR-V	Nov. 1995	257,000 sq. ft.	30,000 vehicles	900	$87 million U.S. dollars
	The Jalisco automobile plant shifted from production of the Accord Sedan to production of the CR-V in Fall 2007, and increased capacity to 50,000 units annually to help meet record demand for CR-V in North America.						

Note: Each plant uses domestic and globally-sourced parts.