

## Exhibit 1

### General Motors Company and Subsidiaries Supplemental Material (Unaudited)

The accompanying tables and charts include earnings before interest and taxes adjusted for special items, presented net of noncontrolling interests, (EBIT-adjusted) and Adjusted automotive free cash flow. These metrics are not prepared in accordance with Accounting Principles Generally Accepted in the United States of America (U.S. GAAP) and have not been audited or reviewed by GM's independent auditors. EBIT-adjusted and Adjusted automotive free cash flow are considered non-GAAP financial measures.

Management believes these non-GAAP financial measures provide meaningful supplemental information regarding GM's operating results because they exclude amounts that management does not consider part of operating results when assessing and measuring the operational and financial performance of the organization. Management believes these measures allow it to readily view operating trends, perform analytical comparisons and benchmark performance between periods and among geographic regions. Accordingly, GM believes these non-GAAP financial measures are useful in allowing for greater transparency of GM's core operations and they are therefore used by management in its financial and operational decision-making.

While management believes that these non-GAAP financial measures provide useful information, they are not operating measures under U.S. GAAP, and there are limitations associated with their use. GM's calculation of these non-GAAP financial measures may not be completely comparable to similarly titled measures of other companies due to potential differences between companies in their method of calculation. As a result the use of these non-GAAP financial measures has limitations and should not be considered in isolation from, or as a substitute for, other measures such as Income before taxes. Due to these limitations, these non-GAAP financial measures are used as a supplement to U.S. GAAP measures.

The following table summarizes the reconciliation of EBIT-adjusted to its most comparable U.S. GAAP measure, Income before income taxes (dollars in millions):

	Three Months Ended	
	March 31, 2014	March 31, 2013
<b>Operating segments</b>		
GMNA	\$ 557	\$ 1,414
GME(a)	(284)	(152)
GMIO(a)	252	472
GMSA	(156)	(38)
GM Financial(b)	221	180
Total operating segments(c)	<u>590</u>	<u>1,876</u>
Corporate and eliminations	(124)	(110)
<b>EBIT-adjusted(c)</b>	<b><u>466</u></b>	<b><u>1,766</u></b>
Special items	(427)	(170)
Corporate interest income	53	79
Automotive interest expense	(103)	(91)
Net income attributable to noncontrolling interests	67	10
<b>Income before income taxes</b>	<b><u>\$ 56</u></b>	<b><u>\$ 1,594</u></b>

(a) In the three months ended March 31, 2014 GM changed its managerial and financial reporting structure to reclassify the results of our Russian subsidiaries previously reported in our GMIO segment to our GME segment. Prior year segment results have been reclassified so all information is shown on a comparable basis. Consolidated results are unaffected by this change.

(b) GM Financial amounts represent income before income taxes-adjusted.

(c) GM's automotive operations' interest income and interest expense and income taxes are recorded centrally in Corporate; therefore, there are no reconciling items for GM's automotive operating segments between EBIT-adjusted and Income before income taxes.

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In the three months ended March 31, 2014 special items consisted of Venezuela currency devaluation of \$419 million in GMSA and other of \$8 million.

In the three months ended March 31, 2013 special items consisted of Venezuela currency devaluation of \$162 million in GMSA and other of \$8 million.

The following table summarizes the reconciliation of Automotive adjusted free cash flow to Automotive net cash provided by operating activities (dollars in millions):

	Three Months Ended	
	March 31, 2014	March 31, 2013
Automotive adjusted free cash flow	\$ 248	\$ (1,325)
Less: Adjustments	—	71
Automotive free cash flow	248	(1,396)
Capital expenditures	1,752	1,939
<b>Automotive net cash provided by operating activities</b>	<b>\$ 2,000</b>	<b>\$ 543</b>

Adjustments to free cash flow included pension contributions of \$71 million related to the previously announced annuitization of the U.S. salaried pension plan in the three months ended March 31, 2013.

The following tables summarize key financial information by segment (dollars in millions):

	GMNA	GME	GMIO	GMSA	Corporate	Eliminations	Total Automotive	GM Financial	Eliminations	Total
<b>Three Months Ended March 31, 2014</b>										
Total net sales and revenue	\$24,404	\$ 5,620	\$ 3,230	\$ 3,025	\$ 36	\$ —	\$ 36,315	\$ 1,097	\$ (4)	\$ 37,408
Expenditures for property	\$ 1,195	\$ 201	\$ 257	\$ 68	\$ 31	\$ —	\$ 1,752	\$ 7	\$ —	\$ 1,759
Depreciation, amortization and impairment of long-lived assets and finite-lived intangible assets	\$ 1,092	\$ 109	\$ 114	\$ 101	\$ 16	\$ (1)	\$ 1,431	\$ 176	\$ —	\$ 1,607
Equity income, net of tax	\$ 4	\$ 3	\$ 598	\$ —	\$ —	\$ —	\$ 605	\$ —	\$ —	\$ 605
	GMNA	GME	GMIO	GMSA	Corporate	Eliminations	Total Automotive	GM Financial	Eliminations	Total
<b>Three Months Ended March 31, 2013(a)</b>										
Total net sales and revenue	\$22,979	\$ 5,272	\$ 4,366	\$ 3,691	\$ 36	\$ —	\$ 36,344	\$ 540	\$ —	\$ 36,884
Expenditures for property	\$ 1,285	\$ 219	\$ 243	\$ 139	\$ 52	\$ 1	\$ 1,939	\$ 1	\$ —	\$ 1,940
Depreciation, amortization and impairment of long-lived assets and finite-lived intangible assets	\$ 926	\$ 115	\$ 198	\$ 130	\$ 16	\$ —	\$ 1,385	\$ 84	\$ (4)	\$ 1,465
Equity income, net of tax	\$ 5	\$ 9	\$ 541	\$ —	\$ —	\$ —	\$ 555	\$ —	\$ —	\$ 555

(a) In the three months ended March 31, 2014 GM changed its managerial and financial reporting structure to reclassify the results of our Russian subsidiaries previously reported in our GMIO segment to our GME segment. Prior year segment results have been reclassified so all information is shown on a comparable basis. Consolidated results are unaffected by this change.

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	<u>March 31, 2014</u>	<u>December 31, 2013</u>
<b>Worldwide Employment (in thousands)</b>		
GMNA	110	109
GME	38	37
GMIO	35	36
GMSA	30	31
GM Financial	6	6
<b>Total Worldwide</b>	<b><u>219</u></b>	<b><u>219</u></b>
U.S. - Salaried	37	36
U.S. - Hourly	52	51

**Wholesale and Retail Vehicle Sales**

GM presents both wholesale and retail vehicle sales data to assist in the analysis of its revenue and market share. Worldwide market share and vehicle sales data exclude the markets of Cuba, Iran, North Korea, Sudan and Syria. The joint venture agreements with SAIC-GM-Wuling Automobile Co., Ltd. (SGMW) and FAW-GM Light Duty Commercial Vehicle Co., Ltd. (FAW-GM) allow for significant rights as a member as well as the contractual right to report SGMW and FAW-GM joint venture retail vehicle sales in China.

***Wholesale Vehicle Sales***

The following table summarizes total wholesale vehicle sales of new motor vehicles by automotive segment (vehicles in thousands):

	<u>Three Months Ended</u>	
	<u>March 31, 2014</u>	<u>March 31, 2013</u>
GMNA	807	829
GME(a)	291	275
GMIO(a)	162	217
GMSA	208	233
Worldwide	<b><u>1,468</u></b>	<b><u>1,554</u></b>

(a) In the three months ended March 31, 2014 GM changed its managerial and financial reporting structure to reclassify the results of our Russian subsidiaries previously reported in our GMIO segment to our GME segment. Prior year segment results have been reclassified so all information is shown on a comparable basis. Consolidated results are unaffected by this change.

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**Retail Vehicle Sales and Market Share**

The following tables summarize total retail vehicle sales volume and market share by geographic region (vehicles in thousands):

	Three Months Ended	
	March 31, 2014	March 31, 2013
<b>Retail Vehicle Sales</b>		
United States		
Chevrolet - Cars	217	205
Chevrolet - Trucks	144	167
Chevrolet - Crossovers	91	98
Cadillac	40	43
Buick	53	48
GMC	104	105
<b>Total United States</b>	<b>650</b>	<b>665</b>
Canada, Mexico and Other	95	97
<b>Total North America</b>	<b>745</b>	<b>761</b>
Europe		
Opel/Vauxhall	271	258
Chevrolet	66	77
<b>Total Europe(a)</b>	<b>338</b>	<b>335</b>
Asia/Pacific, Middle East and Africa		
Chevrolet	319	326
Wuling	461	397
Buick	238	209
Holden	30	27
GMC	7	9
Cadillac	17	9
Other	50	52
<b>Total Asia/Pacific, Middle East and Africa(a)</b>	<b>1,122</b>	<b>1,030</b>
South America		
Chevrolet	210	234
Other	2	1
<b>Total South America</b>	<b>211</b>	<b>235</b>
<b>Total Worldwide</b>	<b>2,416</b>	<b>2,361</b>

North America vehicle sales primarily represent sales to the end customer. Europe, Asia/Pacific, Middle East and Africa and South America vehicle sales primarily represent estimated sales to the end customer. In countries where end customer data is not readily available other data sources, such as wholesale or forecast volumes, are used to estimate vehicle sales. Certain fleet sales that are accounted for as operating leases are included in vehicle sales at the time of delivery to the daily rental car companies. Vehicle sales data may include rounding differences. The vehicle sales at our China JVs presented in the following table are included in our retail vehicle sales:

	Three Months Ended	
	March 31, 2014	March 31, 2013
SAIC General Motors Sales Co., Ltd. (SGMS)	422	382
SGMW and FAW-GM	497	434

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	<b>Three Months Ended</b>	
	<b>March 31, 2014</b>	<b>March 31, 2013</b>
<b>Market Share</b>		
United States - Cars	14.8%	13.8%
United States - Trucks	20.4%	24.2%
United States - Crossovers	17.5%	18.8%
Total United States	17.0%	17.7%
Total North America	16.5%	17.0%
Total Europe	7.3%	7.6%
Total Asia/Pacific, Middle East and Africa	10.0%	9.8%
Total South America	16.3%	17.2%
<b>Total Worldwide</b>	<b>11.1%</b>	<b>11.3%</b>
<b>U.S. Retail/Fleet Mix</b>		
% Fleet Sales - Cars	31.7%	32.1%
% Fleet Sales - Trucks	17.8%	23.1%
% Fleet Sales - Crossovers	21.7%	20.8%
<b>Total Vehicles</b>	<b>24.6%</b>	<b>25.9%</b>
North America Capacity Utilization	102.9%	98.3%

Market Share information is based on retail vehicles sales volume. North America vehicle sales primarily represent sales to the end customer. Europe, Asia/Pacific, Middle East and Africa and South America vehicle sales primarily represent estimated sales to the end customer. In countries where end customer data is not readily available other data sources, such as wholesale or forecast volumes, are used to estimate vehicle sales.

**General Motors Company and Subsidiaries**  
**Consolidating Income Statements**  
*(In millions)*  
*(Unaudited)*

	Three Months Ended March 31, 2014				Three Months Ended March 31, 2013			
	Automotive	GM Financial	Eliminations	Consolidated	Automotive	GM Financial	Eliminations	Consolidated
<b>Net sales and revenue</b>								
Automotive	\$ 36,315	\$ —	\$ —	\$ 36,315	\$ 36,344	\$ —	\$ —	\$ 36,344
GM Financial	—	1,097	(4)	1,093	—	540	—	540
Total net sales and revenue	<u>36,315</u>	<u>1,097</u>	<u>(4)</u>	<u>37,408</u>	<u>36,344</u>	<u>540</u>	<u>—</u>	<u>36,884</u>
<b>Costs and expenses</b>								
Automotive cost of sales	34,130	—	(3)	34,127	32,613	—	4	32,617
GM Financial operating and other expenses	—	875	—	875	—	360	(4)	356
Automotive selling, general and administrative expense	2,941	—	—	2,941	2,952	—	—	2,952
Total costs and expenses	<u>37,071</u>	<u>875</u>	<u>(3)</u>	<u>37,943</u>	<u>35,565</u>	<u>360</u>	<u>—</u>	<u>35,925</u>
Operating income (loss)	(756)	222	(1)	(535)	779	180	—	959
Automotive interest expense	104	—	(1)	103	91	—	—	91
Interest income and other non-operating income, net	89	—	—	89	171	—	—	171
Equity income	605	—	—	605	555	—	—	555
Income (loss) before income taxes	(166)	222	—	56	1,414	180	—	1,594
Income tax expense (benefit)	(303)	79	—	(224)	342	67	—	409
<b>Net income</b>	<u>137</u>	<u>143</u>	<u>—</u>	<u>280</u>	<u>1,072</u>	<u>113</u>	<u>—</u>	<u>1,185</u>
Net income attributable to noncontrolling interests	(67)	—	—	(67)	(10)	—	—	(10)
<b>Net income attributable to stockholders</b>	<u>\$ 70</u>	<u>\$ 143</u>	<u>\$ —</u>	<u>\$ 213</u>	<u>\$ 1,062</u>	<u>\$ 113</u>	<u>\$ —</u>	<u>\$ 1,175</u>

**General Motors Company and Subsidiaries**  
**Basic and Diluted Earnings per Share**  
*(Unaudited)*

In the three months ended March 31, 2013 GM used the two-class method for calculating earnings per share; accordingly, a portion of undistributed earnings were allocated to the Series B Preferred Stock for determining earnings per share.

The following table summarizes basic and diluted earnings per share (in millions, except per share amounts):

	<b>Three Months Ended</b>	
	<b>March 31, 2014</b>	<b>March 31, 2013</b>
<b>Basic earnings per share</b>		
Net income attributable to stockholders	\$ 213	\$ 1,175
Less: cumulative dividends on preferred stock(a)	(88)	(215)
Less: undistributed earnings allocated to Series B Preferred Stock participating security		(95)
Net income attributable to common stockholders	<u>\$ 125</u>	<u>\$ 865</u>
<b>Weighted-average common shares outstanding - basic</b>	1,587	1,372
Basic earnings per common share	\$ 0.08	\$ 0.63
<b>Diluted earnings per share</b>		
Net income attributable to stockholders	\$ 213	\$ 1,175
Less: cumulative dividends on preferred stock(a)	(88)	(215)
Less: undistributed earnings allocated to Series B Preferred Stock participating security		(87)
Less: earnings adjustment for dilutive stock compensation rights	(17)	—
Net income attributable to common stockholders	<u>\$ 108</u>	<u>\$ 873</u>
<b>Weighted-average common shares outstanding - diluted</b>		
Weighted-average common shares outstanding - basic	1,587	1,372
Dilutive effect of warrants	97	134
Dilutive effect of restricted stock units	7	1
Weighted-average common shares outstanding - diluted	<u>1,691</u>	<u>1,507</u>
Diluted earnings per common share	\$ 0.06	\$ 0.58

(a) Includes earned but undeclared dividends of \$15 million and \$26 million on our Series A Preferred Stock in the three months ended March 31, 2014 and 2013 and \$20 million on our Series B Preferred Stock in the three months ended March 31, 2013.

**General Motors Company and Subsidiaries**  
**Consolidating Balance Sheets**  
*(In millions)*  
*(Unaudited)*

	March 31, 2014				December 31, 2013			
	Automotive	GM Financial	Eliminations	Consolidated	Automotive	GM Financial	Eliminations	Consolidated
<b>ASSETS</b>								
<b>Current Assets</b>								
Cash and cash equivalents	\$ 18,264	\$ 1,162	\$ —	\$ 19,426	\$ 18,947	\$ 1,074	\$ —	\$ 20,021
Marketable securities	8,716	—	—	8,716	8,972	—	—	8,972
Restricted cash and marketable securities	19	1,270	(1)	1,288	31	1,216	—	1,247
Accounts and notes receivable, net	12,142	802	(1,210)	11,734	8,806	846	(1,117)	8,535
GM Financial receivables, net	—	15,115	(60)	15,055	—	14,340	(62)	14,278
Inventories	14,837	—	—	14,837	14,039	—	—	14,039
Equipment on operating leases, net	3,432	—	—	3,432	2,398	—	—	2,398
Deferred income taxes	10,414	176	—	10,590	10,195	154	—	10,349
Other current assets	1,602	144	1	1,747	1,531	130	1	1,662
<b>Total current assets</b>	<b>69,426</b>	<b>18,669</b>	<b>(1,270)</b>	<b>86,825</b>	<b>64,919</b>	<b>17,760</b>	<b>(1,178)</b>	<b>81,501</b>
<b>Non-current Assets</b>								
Restricted cash and marketable securities	75	831	—	906	88	741	—	829
GM Financial receivables, net	—	14,869	(3)	14,866	—	14,354	—	14,354
Equity in net assets of nonconsolidated affiliates	8,747	—	—	8,747	8,094	—	—	8,094
Property, net	26,234	133	—	26,367	25,736	132	(1)	25,867
Goodwill	141	1,422	—	1,563	137	1,422	1	1,560
Intangible assets, net	5,384	58	—	5,442	5,603	64	1	5,668
GM Financial equipment on operating leases, net	—	3,726	—	3,726	—	3,383	—	3,383
Deferred income taxes	22,589	251	—	22,840	22,620	116	—	22,736
Other assets	3,011	120	(807)	2,324	2,853	112	(613)	2,352
<b>Total non-current assets</b>	<b>66,181</b>	<b>21,410</b>	<b>(810)</b>	<b>86,781</b>	<b>65,131</b>	<b>20,324</b>	<b>(612)</b>	<b>84,843</b>
<b>Total Assets</b>	<b>\$ 135,607</b>	<b>\$ 40,079</b>	<b>\$ (2,080)</b>	<b>\$ 173,606</b>	<b>\$ 130,050</b>	<b>\$ 38,084</b>	<b>\$ (1,790)</b>	<b>\$ 166,344</b>
<b>LIABILITIES AND EQUITY</b>								
<b>Current Liabilities</b>								
Accounts payable (principally trade)	\$ 27,664	\$ 689	\$ (638)	\$ 27,715	\$ 23,550	\$ 589	\$ (518)	\$ 23,621
Short-term debt and current portion of long-term debt								
Automotive	1,154	—	(632)	522	1,223	—	(659)	564
GM Financial	—	14,327	—	14,327	—	13,594	—	13,594
Accrued liabilities	25,995	663	—	26,658	23,980	653	—	24,633
<b>Total current liabilities</b>	<b>54,813</b>	<b>15,679</b>	<b>(1,270)</b>	<b>69,222</b>	<b>48,753</b>	<b>14,836</b>	<b>(1,177)</b>	<b>62,412</b>
<b>Non-current Liabilities</b>								
Long-term debt								
Automotive	6,690	—	(3)	6,687	6,574	—	(1)	6,573
GM Financial	—	16,231	—	16,231	—	15,452	—	15,452
Postretirement benefits other than pensions	5,814	—	—	5,814	5,897	—	—	5,897
Pensions	19,065	105	1	19,171	19,378	105	—	19,483
Other liabilities and deferred income taxes	13,010	1,439	(808)	13,641	12,748	1,217	(612)	13,353
<b>Total non-current liabilities</b>	<b>44,579</b>	<b>17,775</b>	<b>(810)</b>	<b>61,544</b>	<b>44,597</b>	<b>16,774</b>	<b>(613)</b>	<b>60,758</b>
<b>Total Liabilities</b>	<b>99,392</b>	<b>33,454</b>	<b>(2,080)</b>	<b>130,766</b>	<b>93,350</b>	<b>31,610</b>	<b>(1,790)</b>	<b>123,170</b>
<b>Commitments and contingencies</b>								
<b>Equity</b>								
Series A preferred stock	3,109	—	—	3,109	3,109	—	—	3,109
Common stock	16	—	—	16	15	—	—	15
Additional paid-in capital	28,778	—	—	28,778	28,780	—	—	28,780
Retained earnings	6,849	6,608	—	13,457	7,353	6,463	—	13,816
Accumulated other comprehensive income (loss)	(3,155)	17	—	(3,138)	(3,124)	11	—	(3,113)
<b>Total stockholders' equity</b>	<b>35,597</b>	<b>6,625</b>	<b>—</b>	<b>42,222</b>	<b>36,133</b>	<b>6,474</b>	<b>—</b>	<b>42,607</b>
Noncontrolling interests	618	—	—	618	567	—	—	567
<b>Total Equity</b>	<b>36,215</b>	<b>6,625</b>	<b>—</b>	<b>42,840</b>	<b>36,700</b>	<b>6,474</b>	<b>—</b>	<b>43,174</b>
<b>Total Liabilities and Equity</b>	<b>\$ 135,607</b>	<b>\$ 40,079</b>	<b>\$ (2,080)</b>	<b>\$ 173,606</b>	<b>\$ 130,050</b>	<b>\$ 38,084</b>	<b>\$ (1,790)</b>	<b>\$ 166,344</b>



**General Motors Company and Subsidiaries**  
**Consolidating Statements of Cash Flows**  
*(In millions)*  
*(Unaudited)*

	Three Months Ended March 31, 2014				Three Months Ended March 31, 2013		
	Automotive	GM Financial	Reclassification(a)	Consolidated	Automotive	GM Financial	Consolidated
<b>Net cash provided by operating activities</b>	\$ 2,000	\$ 376	\$ (400)	\$ 1,976	\$ 543	\$ 276	\$ 819
<b>Cash flows from investing activities</b>							
Expenditures for property	(1,752)	(7)	—	(1,759)	(1,939)	(1)	(1,940)
Available-for-sale marketable securities, acquisitions	(891)	—	—	(891)	(564)	—	(564)
Trading marketable securities, acquisitions	(302)	—	—	(302)	(1,773)	—	(1,773)
Available-for-sale marketable securities, liquidations	1,055	—	—	1,055	985	—	985
Trading marketable securities, liquidations	332	—	—	332	3,727	—	3,727
Proceeds from sale of business units/investments, net of cash disposed	—	—	—	—	(82)	—	(82)
Increase in restricted cash and marketable securities	(25)	(256)	—	(281)	(69)	(105)	(174)
Decrease in restricted cash and marketable securities	50	109	—	159	166	22	188
Purchases of finance receivables	—	(3,700)	400	(3,300)	—	(1,609)	(1,609)
Principal collections and recoveries on finance receivables	—	2,639	—	2,639	—	1,096	1,096
Purchases of leased vehicles, net	—	(620)	—	(620)	—	(478)	(478)
Proceeds from termination of leased vehicles	—	123	—	123	—	37	37
Other investing activities	8	—	—	8	77	—	77
<b>Net cash provided by (used in) investing activities</b>	(1,525)	(1,712)	400	(2,837)	528	(1,038)	(510)
<b>Cash flows from financing activities</b>							
Net increase (decrease) in short-term debt	(67)	451	—	384	50	500	550
Proceeds from issuance of debt (original maturities greater than three months)	223	5,460	—	5,683	158	2,884	3,042
Payments on debt (original maturities greater than three months)	(197)	(4,567)	—	(4,764)	(183)	(1,001)	(1,184)
Dividends paid	(571)	—	—	(571)	(218)	—	(218)
Other financing activities	9	(23)	—	(14)	(10)	(13)	(23)
<b>Net cash provided by (used in) financing activities</b>	(603)	1,321	—	718	(203)	2,370	2,167
Effect of exchange rate changes on cash and cash equivalents	(450)	(2)	—	(452)	(254)	(1)	(255)
Net transactions with Automotive/GM Financial	(105)	105	—	—	(1)	1	—
Net increase (decrease) in cash and cash equivalents	(683)	88	—	(595)	613	1,608	2,221
Cash and cash equivalents at beginning of period	18,947	1,074	—	20,021	17,133	1,289	18,422
<b>Cash and cash equivalents at end of period</b>	<u>\$ 18,264</u>	<u>\$ 1,162</u>	<u>\$ —</u>	<u>\$ 19,426</u>	<u>\$ 17,746</u>	<u>\$ 2,897</u>	<u>\$ 20,643</u>

(a) Reclassification of purchases/collections of wholesale finance receivables resulting from vehicles sold by us to dealers that have arranged their inventory floor plan financing through GM Financial.