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The automotive industry is still one of the world's largest manufacturing sectors, but it suffers from being very technology-focused as well as being relatively short-term focused. There is little emphasis within the industry and its consultancy and analyst supply network on the broader social and economic impacts of automobility and of the sector that provides it. The Global Automotive Industry addresses this need and is a first port of call for any academic, official or consultant wanting an overview of the state of the industry. An

international team of specialist researchers, both from academia and business, review and analyse the key issues that make vehicle manufacturing still the world's premier manufacturing sector, closely tied in with the fortunes of both established and newly emerging economies. In doing so, it covers issues related to manufacturing, both established practices as well as new developments; issues relating to distribution, marketing and retail, vehicle technologies and regulatory trends; and, crucially, labour practices and the people who build cars. In all this it explains both how the current situation arose and also likely future trajectories both in terms of social and regulatory trends, as the technological, marketing and labour practice responses to those, leading in many cases to the development of new business models. Key features Provides a global overview of the automotive industry, covering its current state and considering future challenges Contains contributions from international specialists in the automotive sector Presents current research and sets this in an historical and broader industry context Covers threats to the industry, including globalization, economic and environmental sustainability The Global Automotive Industry is a must-have reference for researchers and practitioners in the automotive industry and is an excellent source of information for business schools, governments, and graduate and undergraduate students in automotive engineering. Analyzes the performance of the industry after the North American Free-Trade Agreement took effect, in each of the three countries and on the continent as a whole. Also looks at the impact of environmental

regulations. The studies were funded by automobile companies and reviewed by personnel representing them. Annotation copyrighted by Book News, Inc., Portland, OR The automobile has shaped nearly every aspect of modern American life. This text documents the story of the automotive industry, which, despite its power, is constantly struggling to assure its success. Over one million Americans are employed in manufacturing motor vehicles, equipment and parts. But the industry has changed dramatically since the U.S. "Big Three" motor vehicle corporations (General Motors, Ford and Chrysler) produced the overwhelming majority of cars and light trucks sold in the United States, and directly employed many people themselves. By 2003, most passenger cars sold in the U.S. market were either imported or manufactured by foreign-based producers at new North American plants (so-called "transplant" facilities). The Big Three now dominate only in light trucks, and are also now being challenged there by the foreign brands. The Big Three have shed about 600,000 U.S. jobs since 1980, while about one-quarter of Americans employed in automotive manufacturing (nearly 300,000) work for the foreign-owned companies. It is clear that the U.S. automotive industry has undergone many drastic changes that have had a net adverse effect on American interests. This book examines the causes of these changes. Congressional acts, increasingly stringent emission laws, the effects of NAFTA, labour unions and globalisation are all within the scope of this book. MATH FOR THE AUTOMOTIVE TRADE, 6th Edition, is the practical worktext that can jumpstart

automotive repair careers! Starting with beginner math and a review of automobile systems, this book walks students through hands-on problems and exercises, completing repair orders and documents according to manufacturer specs, and checking their work against industry data in the appendices. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version. In the 1970s, as car enthusiasts in the U.S. grew bored with models manufactured under tightening pollution and safety regulations, some innovative dealers exploited a legal loophole--designed to allow U.S. soldiers and diplomats to return from abroad with their vehicles--to import exotic cars never intended for sale in America. During the 1980s, a rise in the value of the dollar made car shopping in Europe a bargain hunter's dream. A network of unauthorized "gray market" importers and conversion shops emerged, bypassing factory channels and retrofitting cars to meet U.S. regulations and emission standards--at least in theory. These cars had to pass through U.S. customs, a system equipped to handle only a few independent imports annually. As applications ballooned, the regulatory system collapsed. This is the story of a misunderstood but fascinating period in the automotive industry, when creative importers found ways to put American motorists in new Ferraris while the EPA and DOT were backed up with mounds of paperwork. Simply Selling More Cars Won't Be Enough: Revolutionizing the Retail Automotive Industry ?Dale Pollak believes that the car business—and the dealers who make their living in it—are in more trouble than anyone

cares to admit. After four decades and three best-selling books, Pollak has witnessed the trials and triumphs of the retail automotive industry from a vantage point that few get. While car dealers are making good money, he warns that the industry is at a critical turning point, with too few paying attention to how inefficiency and lack of transparency are sapping the industry's true potential. Amid the ever-faster confluence of technology, the Internet, and changing consumer preferences, the future prosperity of the industry is far from secure. Like I See It offers practical solutions, such as making the sales process more customer-focused and digitally driven to encourage sales, managing new and used inventory to mitigate margin compression, and ending factory bonus checks. It spurs much-needed conversations and sets guideposts that help dealers, OEMs, and solution providers improve how they do business. It also shows dealers how to stay relevant, evolve to keep up with the changing times, and deal with issues like high personnel turnover and the coming disruption of ride-sharing, self-driving cars, and Millennials who don't want (or can't afford) to own a car. Pollak believes that success will come to dealers who recognize that each customer engagement is a chance to make a positive impact and create a bond. He offers a collectively minded approach that will help build a better, more profitable, and prosperous retail automotive industry for tomorrow. This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work was reproduced from the original artifact, and remains as true to the original work as



possible. Therefore, you will see the original copyright references, library stamps (as most of these works have been housed in our most important libraries around the world), and other notations in the work. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. As a reproduction of a historical artifact, this work may contain missing or blurred pages, poor pictures, errant marks, etc. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant. Considers H.R. 6960, to implement the Automotive Products Trade Act of 1965, to eliminate tariffs on automobile products between U.S. and Canada.

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