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& Aftersales** Bharat
Book Presents: Automotive
Aftermarket in Western
Europe 2011-2015 2017 U.S.

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Aftermarket ~~What's next for~~

~~the Automotive Aftermarket?~~

~~Thomas Index Report:~~

~~Sourcing activity for~~

~~Automotive Parts. Australian~~

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Auto Aftermarket Expo 2019

Highlights RCR Editorial

Webinar: Connected Car

Industry Landscape ~~Let's~~

~~Talk about OEM vs~~

~~Aftermarket~~ 2016 Chevy

Colorado Z71 Trail Boss

(Dual 10" Subwoofers, Bull

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Bar, Light Bar, Level Kit)
How I Made \$119,428 Selling
Car Parts Online As A
Teenager *Turmoil in the
automotive aftermarket E-
commerce Platforms for
Automotive Aftermarket |
Solidiance Euro Car Parts |*

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~~Solutions My Auto Repair~~

~~Center in Vancouver, WA~~

Digital Transformation:

Future Scenarios 2030 |

Deloitte Bharat Book

Presents : Car and Van

Aftermarket Tires in Europe

2012 2016 **Oem vs Aftermarket**

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How Will Digitisation Impact
Automotive Aftermarket
~~Innovative Smart Data
Product for the Automotive
Aftermarket~~ *Your Premier
Source for Aftermarket Car
and Truck Parts featuring*

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~~Bear Dellingner~~ The Cast At
Glocker | Boyertown Museum
of Historic Vehicles 2017
Auto Aftermarket \u0026
Collision Repair Expo
highlights ~~The European
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Automotive Aftermarket
Landscape Introduction Since
June 19, 2011, the
automobile industry in
Europe has been subject to

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EU Regulation 566/2011,
according to which
manufacturers are obligated
to release elec-tronic data
enabling the exact
identification of
replacement parts for
vehicles. This The European

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Introduction Since June 19, 2011, the automobile industry in Europe has been subject to EU Regulation 566/2011, according to which manufacturers are obligated to release elec-tronic data enabling the exact

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identification of
replacement parts for
vehicles.

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Aftermarket Landscape is projected to grow at 2.4% in Western Europe and 5.0% in Eastern Europe annually, and it is expected to reach EUR 161 billion by 2025, driven by a growing European carpark and new sales,

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longer vehicle lifetime and,
finally, new digital
products and services.

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2 The European Automotive
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identification of
replacement parts for
vehicles. This

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Landscape Europe Automotive
Aftermarket Regional

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Analysis Based on geography,
Germany dominated the
European aftermarket
industry, with approximately
45% share in the revenue.
Eastern Europe, on the other
hand, is the fastest-growing
region in the automotive

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Aftermarket Landscape, mainly
the Russian automotive
sector. Europe Automotive
Aftermarket Market |Size,
Trends ... 2 The European
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Landscape Introduction Since
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Aftermarket Regional
Analysis Based on geography,
Germany dominated the
European aftermarket

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Aftermarket Landscapes industry, with approximately 45% share in the revenue. Eastern Europe, on the other hand, is the fastest-growing region in the automotive aftermarket industry, mainly the Russian automotive sector.

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~~Aftermarket Market | Size, Trends ...~~

Based on geography, Germany dominated the Europe aftermarket industry with about 45% market share of

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Aftermarket Landscape

aftermarket industry. On the other hand, Eastern Europe is the fastest growing region for automotive aftermarket industry majorly fueled by the Russia automotive industry, which

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is likely to grow at a CAGR
of 7.3% during the forecast
period.

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Aftermarket Industry Report:
2017-2030 ...~~

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nearly this life, something
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Table 79: European Historic
Review for Automotive
Aftermarket by Geographic
Region - France, Germany,
Italy, UK, Spain, Russia and
Rest of Europe Markets
Independently Analyzed with
Annual Sales ...

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~~Aftermarket Industry — PR~~

~~Newsire~~

the aftermarket landscape.

They will then need to
create a path for themselves
that consid - ... the effort

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of creating a big picture of the most relevant trends disrupting the European after - market from an automotive suppliers' perspective and ideas for how to face them.

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~~The changing aftermarket
game — and how automotive~~

...

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Introduction Since June 19,
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subject to EU Regulation

566/2011, according to which manufacturers are obligated to release elec-tronic data enabling the exact identification of replacement parts for vehicles. This The European

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aftermarket size was valued at USD 378.4 billion in 2019 and is expected to grow at a compound annual growth rate (CAGR) of 4.0% from 2020 to 2027. The market is majorly driven by the pursuit of automobile drivers to

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enhance their vehicle performance in terms of exhaust sound, speed, appearance, along with other aspects.

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Industry Trends Report,~~

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~~2020-2027~~ Aftermarket Landscape

In 2012, The Boston Consulting Group conducted a consumer survey across five European countries. (See The European Automotive Aftermarket Landscape: Customer Perspective, Market

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Dynamics, and the Outlook to
2020, BCG report, July
2012.) The authors concluded
that brisk competition and
the resulting price
pressures had benefited
European consumers—a primary
aim of European Commission

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policy for more than a
decade.

~~Returning to Growth: A Look
at the European Automotive
...~~

The aim of this study is to
identify the size of the

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Automotive Landscapes and services aftermarket and its growth opportunities in 2020. The study provides detailed analysis of key trends influencing the aftermarket, market revenues of major part categories,

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Aftermarket Landscape

ownership behavior of customers, and also identifying major opportunity areas for different stakeholders. These analyses are provided

...

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~~Aftermarket Outlook, 2020~~

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Introduction Since June 19,
2011, the automobile

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Automotive Aftermarket
Suppliers Association.
Connecting members to what
matters. Heavy Duty

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Manufacturers Association.

Advancing the commercial
vehicle supplier industry &
the business interests of
our members. Motor &
Equipment Manufacturers
Association.

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~~Suppliers Association |~~
~~Connecting ...~~

NEW YORK, Aug. 27, 2019
(GLOBE NEWSWIRE) -- The
European automotive tire
market size is likely to
reach \$26,327.8 million by

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2024 and is expected to grow with a CAGR of 4.5% during the forecast ...

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Market to Reach \$26,327.8
Million ...~~

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Appearance Chemicals market worldwide is projected to grow by US\$1. 2 Billion, driven by a compounded growth of 3. 7%. Windshield Washer Fluids, one of the segments analyzed ...

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These proceedings exchange ideas and knowledge among engineers, designers and managers on how to support real-world value chains by developing additive manufactured series products. The papers from

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the conference show a
Aftermarket Landscape
holistic, multidisciplinary
view.

This book intends to present
and discuss the main
challenges that companies
interested in servitization

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strategies have to overcome, with a particular focus on the design of managerial control systems. The book can represent a useful tool for companies interested developing successful servitization strategies.

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This volume presents realistic estimates for the level of fuel economy that is achievable in the next decade for cars and light trucks made in the United States and Canada. A source

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Automotive Landscape

of objective and comprehensive information on the topic, this book takes into account real-world factors such as the financial conditions in the automotive industry, costs and benefits to consumers,

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and marketability of high-efficiency vehicles. The committee is composed of experts from the fields of science, technology, finance, and regulation and offers practical evaluations of technological

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Improvements that could contribute to increased fuel efficiency. The volume also examines potential barriers to improvement, such as high production costs, regulations on safety and emissions, and consumer

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Aftermarket Landscape preferences. This practical book is of considerable interest to car and light truck manufacturers, policymakers, federal and state agencies, and the public.

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This book summarizes the “interim result” of the servitization activities in manufacturing industries. While the early literature on servitization tended to stress only its advantages, more recently, scholars have

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Aftermarket Landscape also started to refer to the challenges associated with servitization. This book attempts to give a balanced picture of servitization. The book is structured in four parts: Part I introduces the topic by

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presenting the most recent academic discussion about servitization and uses an empirical analysis to show the degree of servitization across Europe. The results of this analysis are then compared to the discussion

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in the literature. This comparison highlights the existing discrepancies between the rather euphoric literature and the more skeptical practical experience. The second and third parts attempt to

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explain these discrepancies by taking as a starting point the assumption that servitization recommendations have to consider the heterogeneity of the manufacturing sector and the capabilities of the

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provider. Part II presents articles which analyze the specific characteristics of different sectors with their barriers and potentials and presents frameworks for a successful servitization of the core sectors in European

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which include, e.g.

aeronautics, automotive, ICT, chemical industries, pulp and paper industries and different engineering sectors. Part III focuses on companies' capabilities

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which are necessary for successful servitization. These include strategic management, marketing, organization, innovation, engineering, human resources, controlling, quality and networks. All

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the contributions in parts
II and III add up to a
detailed picture of
servitization for sectors
and functions and indicate
the practical implications
for enterprises in
manufacturing industries.

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The fourth part concludes the book with a chapter summarizing the findings and giving an outlook of servitization in manufacturing industries, its challenges and future developments.

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Green space is a fundamental concept for understanding modern and contemporary urban society, shedding light not only on the ecological development of cities but also societal

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relations, urban governance
and planning processes.
Closely linked to issues of
environmental change,
changing perceptions of
nature, urban well-being and
social integration, as well
as city economic

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competitiveness and
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branding, it is an important element both in the internationalisation of European cities, and the forging of their distinctive communal identities. Building upon recent

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research on the history of
green landscapes in the city
in Europe and North America,
this volume mirrors the
burgeoning global attention
to urban green space
developments from city
policy-makers and planners,

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architects, climatologists,
ecologists, geographers and
other social scientists.
Taking case studies from
Paris, London, Berlin,
Helsinki, and other leading
centres, the volume examines
when, why, and how green

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Landscapes evolved in major cities, and the extent to which they have been shaped by shared external forces as well as by distinctive and specific local needs.

Quantifying green space trends in this way raises

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important issues of

classification and categorisation of the different varieties of urban green space. While urban parks have received considerable coverage, many other smaller, less

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prestigious, spaces have been largely ignored. This volume argues that green landscapes can only be properly understood when the full range of spaces from parks to recreation grounds, housing areas, allotments

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and domestic landscape is taken into account. Adopting a broader approach to urban green space helps put European developments during the 19th and 20th centuries into a global perspective.

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This compelling book offers a fresh perspective on how the natural world has been imagined, built on, and transformed by human beings throughout history and around the globe. Coverage ranges from the earliest

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Aftermarket Landscape
societies to preindustrial
China and India, from the
emergence in Europe of the
modern world to the
contemporary global economy.
The focus is on what the
places we have created say
about us: our belief systems

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and the ways we make a
living. Also explored are
the social and environmental
consequences of human
activities, and how
conflicts over the meaning
of progress are reflected in
today's urban, rural, and

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suburban landscapes. Written in a highly engaging style, this ideal undergraduate-level human geography text is illustrated with over 25 maps and 70 photographs. Note: Many additional photographs related to the

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themes addressed in the book
are available at the
author's website
(www.greatmirror.com.)

Die Wahrnehmung technischer
Dienstleistungen hat sich
mit der Implementierung

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schlanker arbeitsteiliger
Produktions- und
Leistungssysteme vom
Kostenfaktor zum
integrativen Bestandteil der
Wertschöpfung gewandelt. So
leisten etwa
Instandhaltungsdienstleister

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durch die Sicherstellung der bedarfsgerechten Verfügbarkeit der technischen Anlagen ihrer Kunden einen unverzichtbaren Beitrag zur Funktionsfähigkeit schlanker Wertschöpfungsstrukturen.

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Herstellerunabhängige Instandhaltungsdienstleistungen spielen in diesem Zusammenhang eine zunehmend wichtigere Rolle. Sie sorgen mit ihrem Leistungsangebot dafür, dass Betreiber technischer Anlagen

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Beschaffungsmöglichkeiten zum oftmals monopolistisch geprägten Service- und Ersatzteilgeschäft der Hersteller haben. Infolge zunehmender technologie- und wettbewerbsinduzierter

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Aftersales Landscape

Servicebranche sind
herstellerunabhängige
Instandhaltungsdienstleister
jedoch verstärkt darauf
angewiesen, ihre interne
Leistungsbereitschaft
systematisch zu planen und

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proaktiv zu gestalten. Vor diesem Hintergrund entwickelt der Autor eine Methode, die herstellerunabhängige Instandhaltungsdienstleister bei der systematischen (Weiter-)Entwicklung ihrer

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Leistungsbereitschaft
unterstützt. Die Methode
bildet die wichtigsten
praxisrelevanten
Entscheidungsfälle, die sich
aus der technischen Reife
des Instandhaltungsobjekts

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und der Wertschöpfungstiefe ergeben, ab. Durch den modularen Methodenaufbau wird die bestmögliche Verarbeitung der zum Entscheidungszeitpunkt verfügbaren qualitativen und quantitativen Informationen

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ermöglicht. Als Ergebnis des
Methodeneinsatzes erhalten
Anwender konkrete
Handlungsempfehlungen zur
Ausrichtung ihrer
technischen Ressourcen und
Fähigkeiten. Um die
Praxistauglichkeit der

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Methode zu gewährleisten, werden die Anforderungen herstellerunabhängiger Instandhaltungsdienstleister verschiedener Branchen in der Methodenentwicklung berücksichtigt. Die Funktionalität der Methode

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und die Plausibilität der Ergebnisse werden im Rahmen von Fallstudien in der Instandhaltungspraxis bestätigt.

For decades, concerns have been raised about the

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consequences of relentless
suburban expansion in the
United States. But so far,
government programs to
control urban sprawl have
had little effect in slowing
it down, much less stopping
it. In this book, Pietro S.

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Nivola raises important questions about the continued suburbanization of America: Is suburban growth just the result of market forces, or have government policies helped induce greater sprawl? How much of

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the government intervention
has been undesirable, and
what has been beneficial?
And, if suburban growth is
to be controlled, what
changes in public policies
would be not only effective,
but practical? Nivola

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addresses these questions by comparing sprawling U.S. metropolitan areas to compact development patterns in Europe. He contrasts the effects of traditional urban programs, as well as "accidental urban policies"

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that have a profound if commonly unrecognized impact on cities, including national tax systems, energy conservation efforts, agricultural supports, and protection from international commerce.

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Nivola also takes a hard look at the traditional solutions of U.S. urban policy agenda involving core-area reconstruction projects, mass transit investments, "smart" growth controls, and metropolitan

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rearrangements, and details the reasons why they often don't work. He concludes by recommending reforms for key U.S. policies--from taxes to transportation to federal regulations--based on the

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Successes and failures of
the European experience.
Brookings Metropolitan
Series

Since 2008, while the global
automotive manufacturing has
been faltering, the Chinese

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Auto industry has been swiftly transformed into the largest producer in the world. The growth of the Chinese automakers is a close reflection of China's powerful manufacturing economy, and Geely Auto is

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one such best example. This book closely examines the rise of Geely as a privately-owned automaker in China. From its humble beginning as a refrigerator component maker and motorcycle manufacturer in the late

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twentieth century, Geely has grown to become not only a top selling national brand in China, the largest auto market in the world, but also a significant player in the global automotive industry. The book studies

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Geely's successful

acquisition of Volvo, within a long-term framework of asset-seeking foreign direct investment, and then further investigates its recent strategic initiatives with Daimler, London Taxi, PROTON

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and Lotus. The book reveals how the little-known carmaker is worth close examination, via its product development, organizational dynamics, corporate culture, brand development, talent and cross-cultural

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management strategies, as well as the entrepreneurship of its visionary founder Shufu Li. From catching up in technology to a leader in product, service and business model innovations, Geely has driven out as a

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new Chinese automaker on the world stage. Facing challenges in clean energy and Internet of Things, artificial intelligence, new user's experience towards smart and mobility solution, Geely will continue to play

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an increasingly important
role in the globalization
age of the twenty-first
century.

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