

# Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

Seminar paper from the year 2005 in the subject Business economics - Business Management, Corporate Governance, grade: 1.0, , 30 entries in the bibliography, language: English, abstract: AutoZone Inc. (AZO) is a major player in the \$83B US automotive aftermarket. The market segments are mainly Do-It-Yourself (DIY) and Do-It-For-Me (DIFM) and in recent years AZO has entered the Mexican automotive aftermarket. AZO expanded heavily over the last years by opening new stores and therefore AZO has had a five year profitable sales CAGR of 5.9%. The goal of our team project was to conduct a comprehensive analysis of AZO including a large marketing review as well as an extensive financial analysis. The project also consists of a valuation of an average AZO store in order to determine a recommendation for AZO's future strategy. The market analysis of all current and potential threats and opportunities gave us the needed understanding of the industry AZO is operating in. Based on that we made an assessment, aligned to AZO's SWOT analysis, how AZO can gain the most benefits from the market through working on its current strengths and weaknesses. Thereby, we discussed parts of AZO's strategy and operation processes that have to be modified in order to outperform the domestic and Mexican competition like in the past.

This book offers a comprehensive look at an industry that plays a growing role in motor vehicle production in the United States.

The Car Aftermarket Components - In-House & D-I-Y Repairers Sourcing of Parts World Summary Paperback Edition provides 7 years of Historic & Current data on the market in about 100 countries. The Aggregated market comprises of the 13 Products / Services listed. The Products / Services covered (Car Aftermarket Components In-House & D-I-Y Repairers Sourcing of Parts) are classified by the 5-Digit NAICS Product Codes and each Product and Services is then further defined by each 6 to 10-Digit NAICS Product Codes. In addition full Financial Data (188 items: Historic & Current Balance Sheet, Financial Margins and Ratios) Data is provided for about 100 countries. Total Market Values are given for 13 Products/Services covered, including: CAR AFTERMARKET COMPONENTS - IN-HOUSE + D-I-Y REPAIRERS SOURCING OF PARTS

1. Car Aftermarket Components In-House & D-I-Y Repairers Sourcing of Parts 2. Franchise Distribution Network 3. Parts Distributors 4. Component Parts Manufacturers Distribution 5. Independent Garages 6. Specialists Retail Suppliers 7. Commercial Repairers 8. Parts Wholesalers 9. Motor Factors 10. Cash + Carry 11. Discount Stores 12. Retailers + Multiples 13. Online 14. Others & NSK There are 188 Financial items covered, including: Total Sales, Pre-tax Profit, Interest Paid, Non-trading Income, Operating Profit, Depreciation: Structures, Depreciation: P + E, Depreciation: Misc., Total Depreciation, Trading Profit, Intangible Assets, Intermediate Assets, Fixed Assets: Structures, Fixed Assets: P + E, Fixed Assets: Misc., Total Fixed Assets, Capital Expenditure: Structures, Capital

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

Expenditure: P + E, Capital Expenditure: Vehicles, Capital Expenditure: Data Processing, Capital Expenditure: Misc., Total Capital Expenditure, Retirements: Structures, Retirements: P + E, Retirements: Misc., Total Retirements, Total Fixed Assets, Finished Product Stocks, Work in Progress as Stocks, Materials as Stocks, Total Stocks / Inventory, Debtors, Total Maintenance Costs, Services Purchased, Misc. Current Assets, Total Current Assets, Total Assets, Creditors, Short Term Loans, Misc. Current Liabilities, Total Current Liabilities, Net Assets / Capital Employed, Shareholders Funds, Long Term Loans, Misc. Long Term Liabilities, Workers, Hours Worked, Total Employees, Raw Materials Cost, Finished Materials Cost, Fuel Cost, Electricity Cost, Total Input Supplies / Materials + Energy Costs, Payroll Costs, Wages, Director Remunerations, Employee Benefits, Employee Commissions, Total Employees Remunerations, Sub Contractors, Rental & Leasing: Structures, Rental & Leasing: P + E, Total Rental & Leasing Costs, Maintenance: Structures, Maintenance: P + E, Communications Costs, Misc. Expenses, Sales Personnel Variable Costs, Sales Expenses + Costs, Sales Materials Costs, Total Sales Costs, Distribution Fixed + Variable Costs, Premises Fixed Costs, Premises Variable Costs, Physical Handling Fixed + Variable Costs, Physical Process Fixed + Variable Costs, Total Distribution Costs, Correspondence Costs, Media Advertising Costs, Advertising Materials Costs, POS & Display Costs, Events Costs, Total Advertising Costs, Product Handling Costs, Product Support Costs, Product Service Costs, Customer Problem Solving Costs, Total After-Sales Costs, Total Marketing Costs, New Technology Expenditure, New Production Technology Expenditure, Total Research + Development Expenditure, Total Operational & Process Costs, Debtors + Agreed Terms, Un-recoverable Debts. /.. etc.

Monetising Data

International Economic Review

Auto Industry Disruption

Dividends and dividend policy, mergers and acquisitions and ownership structure

China's Impact on the U.S. Automotive Industry

U.S. Industrial Outlook for ... Industries with Projections for ..

The Changing U.S. Auto Industry

*Practical guide for deriving insight and commercial gain from data Monetising Data offers a practical guide for anyone working with commercial data but lacking deep knowledge of statistics or data mining. The authors — noted experts in the field — show how to generate extra benefit from data already collected and how to use it to solve business problems. In accessible terms, the book details ways to extract data to enhance business practices and offers information on important topics such as data handling and management, statistical methods, graphics and business issues. The text presents a wide range of illustrative case studies and examples to demonstrate how to adapt the ideas towards monetisation, no matter the size or type of organisation. The authors explain on a general level how data is cleaned and matched between data sets and how we learn from data analytics to address vital business issues. The book clearly shows how to*

*analyse and organise data to identify people and follow and interact with them through the customer lifecycle. Monetising Data is an important resource: Focuses on different business scenarios and opportunities to turn data into value Gives an overview on how to store, manage and maintain data Presents mechanisms for using knowledge from data analytics to improve the business and increase profits Includes practical suggestions for identifying business issues from the data Written for everyone engaged in improving the performance of a company, including managers and students, Monetising Data is an essential guide for understanding and using data to enrich business practice.*

#### *Glossary of Automotive Terms*

*The disruption of the automotive industry will be one of the biggest that has ever happened in any industry. The automotive and transportation industries touch almost everything in our everyday lives! Automated Driving Technologies will completely transform transportation. It will change tens of millions of people's lives, and bankrupt hundreds, if not thousands, of companies, and create thousands of millionaires and tens of thousands of jobs, while destroying just as many. Hundreds of billions of dollars will be invested. There will be winners and losers along with VERY BIG winners and VERY BIG losers. New businesses, industries, and business models will be created while old ones disappear. So, if you are interested in how one of our country's most important industries is being disrupted, you need to read this book! If you are one of the almost 10 million people who work for a company or are supporting the automotive industry, want to work for a company in the automotive industry, or are simply interested in the trends and technologies that are disrupting the automotive industry, you need to read this book! So who and what will be disrupted? It is my belief every aspect of the automotive industry value-chain will be disrupted in one way, shape, or form. I also believe that there will be a small percentage of existing businesses that will figure out how to be a disrupter, a large percentage of existing businesses that will be disrupted, and last but not least, there will be new companies that enter the automotive market as disrupters. Like most new markets driven by technology, a large percentage of these new entrants will fail or be acquired while a small percentage will experience great success. Let's take a look at how some of the industry players could be a disrupter or be disrupted, as well as a few new disruptive companies. Let's start with OEM manufacturers and their suppliers. They can and will be disrupted by sales and volume declines, value-chain disruption and vehicle content, and technologies. They also have the opportunity to be a disrupter with big data and the Internet of Things. Another sector that will be disrupted are new car dealerships. They will experience disruption due to car sharing, e-hailing, ownership subscriptions, online vehicle purchasing, vehicle electrification, and the increase of autonomous vehicle fleets! Next up, insurance industry disruption. This industry will be disrupted by the entry of new insurtech companies, increased use of telematics or usage-based insurance (UBI), TaaS (Transportation as a Service), reduction in claims due to ADAS technologies, new claims automation, technologies and processes, and more... Auto repair and auto body shops will experience disruption on several fronts. The first being how to repair vehicles that are turning into computers on wheels. Right behind that is implementing new customer service and communication technologies and finding and*

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

*retaining talent! Last but not least, these highly-fragmented industries will continue to experience consolidation. Another industry segment that will be affected by disruption are aftermarket parts and materials suppliers. This segment will feel disruption due to less parts found on electric vehicles, more consumers purchasing parts and materials online, as well as consolidation. One thing is for sure, it won't be boring.....buckle up! Who and What Is Being Disrupted and What to Do about It!*

*The Report of the Joint U.S. - Japan Automotive Study*

*SEMA Market Study*

*The Automotive Aftermarket in the Southeastern United States*

*Restructuring and Geographic Change in the Auto Industry*

*United States-Canada Automotive Products Agreement*

*The UK Market for Replacement Car Parts*

*Abstract: Rationalization and stabilization following the Asian financial crisis of the late 1990s combined with the expansion and liberalization of regional and global trade to create significant parts industries in China, Indonesia, and the Republic of Korea. Conventional policies of stabilization and liberalization, however, cannot fully explain growth patterns. Japan and Korea grew into major players before liberalizing trade and investment, while even after extensive liberalization Indonesia has yet to move from extensive to intensive growth. These anomalies suggest that to explain success in the auto parts industry we need to move beyond liberalization to look at policies and institutions promoting economies of scale, skill formation, quality upgrading, supplier-linkage cooperation, and innovation. In Japan, the regional and global leader, innovative assemblers led industrial development and supported key suppliers, but the government also supported diffusion of quality control techniques and new technology to small and medium enterprises, and encouraged stable employment among core employees. Korea remains weaker on both small and medium enterprise and employment fronts, but government-encouraged consolidation around a small number of business groups, an extended period of protection, and support for export promotion led to economies of scale. Liberalization of foreign investment after the financial crisis helped ameliorate the excessive statism of earlier policies and strengthened the parts industry. In China, liberalization for WTO entry, rapid expansion in demand, and strong support by local governments encouraged a wave of foreign investment in both assembly and parts. In contrast, institutional weaknesses continue to constrain development opportunities in Indonesia.*

*The Car Aftermarket Components - Commercial Repairers Sourcing of Parts World Summary Paperback Edition provides 7 years of Historic & Current data on the market in about 100 countries.*

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

The Aggregated market comprises of the 6 Products / Services listed. The Products / Services covered (Car Aftermarket Components - Commercial Repairers Sourcing of Parts) are classified by the 5-Digit NAICS Product Codes and each Product and Services is then further defined by each 6 to 10-Digit NAICS Product Codes. In addition full Financial Data (188 items: Historic & Current Balance Sheet, Financial Margins and Ratios) Data is provided for about 100 countries. Total Market Values are given for 6 Products/Services covered, including: CAR AFTERMARKET COMPONENTS - COMMERCIAL REPAIRERS SOURCING OF PARTS

1. Car Aftermarket Components - Commercial Repairers Sourcing of Parts
2. Franchise Distribution Network
3. Parts Distributors
4. Component Parts Manufacturers Distribution
5. Independent Distributors
6. Specialists Distributors
7. Others & NSK

There are 188 Financial items covered, including: Total Sales, Pre-tax Profit, Interest Paid, Non-trading Income, Operating Profit, Depreciation: Structures, Depreciation: P + E, Depreciation: Misc., Total Depreciation, Trading Profit, Intangible Assets, Intermediate Assets, Fixed Assets: Structures, Fixed Assets: P + E, Fixed Assets: Misc., Total Fixed Assets, Capital Expenditure: Structures, Capital Expenditure: P + E, Capital Expenditure: Vehicles, Capital Expenditure: Data Processing, Capital Expenditure: Misc., Total Capital Expenditure, Retirements: Structures, Retirements: P + E, Retirements: Misc., Total Retirements, Total Fixed Assets, Finished Product Stocks, Work in Progress as Stocks, Materials as Stocks, Total Stocks / Inventory, Debtors, Total Maintenance Costs, Services Purchased, Misc. Current Assets, Total Current Assets, Total Assets, Creditors, Short Term Loans, Misc. Current Liabilities, Total Current Liabilities, Net Assets / Capital Employed, Shareholders Funds, Long Term Loans, Misc. Long Term Liabilities, Workers, Hours Worked, Total Employees, Raw Materials Cost, Finished Materials Cost, Fuel Cost, Electricity Cost, Total Input Supplies / Materials + Energy Costs, Payroll Costs, Wages, Director Remunerations, Employee Benefits, Employee Commissions, Total Employees Remunerations, Sub Contractors, Rental & Leasing: Structures, Rental & Leasing: P + E, Total Rental & Leasing Costs, Maintenance: Structures, Maintenance: P + E, Communications Costs, Misc. Expenses, Sales Personnel Variable Costs, Sales Expenses + Costs, Sales Materials Costs, Total Sales Costs, Distribution Fixed + Variable Costs, Premises Fixed Costs, Premises Variable Costs, Physical Handling Fixed + Variable Costs, Physical Process Fixed + Variable Costs, Total Distribution Costs, Correspondence Costs, Media Advertising Costs, Advertising Materials Costs, POS & Display Costs, Events Costs, Total Advertising Costs, Product Handling Costs, Product

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

*Support Costs, Product Service Costs, Customer Problem Solving Costs, Total After-Sales Costs, Total Marketing Costs, New Technology Expenditure, New Production Technology Expenditure, Total Research + Development Expenditure, Total Operational & Process Costs, Debtors + Agreed Terms, Un-recoverable Debts. /.. etc.*

*The automotive aftermarket industry includes all products & services purchased for cars & light trucks after the original sale, including replacement parts, accessories, lubricants, appearance products, and service repairs. This report begins with an overview of the existing vehicle fleet in the United States, the key factors shaping the automotive aftermarket, sales 1997-2001 in various segments of that market, and the competitive environment in that market. It then reviews the Canadian position in the south-east US automotive aftermarket, government resources available to Canadian companies entering this market, and the US automotive aftermarket distribution system. Finally, market entry considerations are discussed and contact information is appended with regard to promotional events, industry associations, retailers, and government agencies.*

*Who Really Made Your Car?*

*Automotive Aftermarket Industry Association (AAIA).*

*U.S. Industrial Outlook*

*Diesel Fuel Injection*

*Hearings Before the Committee on Commerce, Science, and Transportation, United States Senate, Ninety-eighth Congress, Second Session on S. 707 ... May 16, 24, 29, and July 6, 1984  
Car Aftermarket Components - Commercial Repairers Sourcing of Parts World Summary*

*As the University of Michigan Center for Japanese Studies reflected on the deteriorating position of the domestic auto industry in the fall of 1980, and the strong competitive threat being posed by the Japanese automakers, we were struck by the extraordinary low quality of the public discussion of these critical issues. The national importance of the issues seemed only matched by the superficiality of the analyses being offered. The tendency to think in terms of scapegoats was particularly evident. The Japanese as the basic cause of our problems has been a particularly notable theme. To be sure, cooperation with the Japanese in formulating a rational overall trade policy may be an important part of the solution. It has also been fashionable to blame it all on American auto industry management for not concentrating on the production of small cars when "everyone knew" that was the thing to do. Alternatively, government meddling was blamed for all our problems. Clearly, the complex problem we faced required more penetrating analyses. It seemed therefore, that the time was ripe for a public seminar which moved beyond the rhetoric of the moment and probed some of the deeper causes of*

*our problems and possible directions for future policy. In holding the January 1981 auto conference, the Center took it as their task to begin addressing the critical issues facing the industry, with particular, but not exclusive, attention to examining the role of the Japanese auto industry. They had in mind not to simply conduct a rational discussion of the trade issue but to probe the sources of Japanese competitive strength, especially those features whose study might profit them. In these proceedings, they bring those discussions to a wider audience. Question and answer sessions at the conference were necessarily short and a few speakers delivered abbreviated remarks; this volume restores a number of omissions, and provides additional answers to some pertinent questions put by the audience. The Center hopes to encourage the serious problem-solving these complex issues demand. Far too much time has been spent trying to fix the blame. [intro] Considers H.R. 6960, to implement the Automotive Products Trade Act of 1965, to eliminate tariffs on automobile products between U.S. and Canada.*

*This is a print on demand edition of a hard to find publication. China is both the fastest growing motor vehicle market and the fastest growing vehicle producer. Contents of this report: (1) Introduction; (2) China Becomes a Major Motor Vehicle Producer; (3) Foreign Investors in Chinese Motor Vehicle Industry: General Motors Now the Market Leader; Independent Production vs. Foreign Cooperation; (4) Impact of China on the U.S. Automotive Market: Chinese-Made Vehicles Not Imminent Factor; Major Chinese Impact in Automotive Parts; Competitive Labor Costs; (5) U.S. Policy Issues in Economic Relations with China; Administration Focus on Chinese Auto Sector Commitments; Congressional Concerns with Competition from China; (6) Conclusion. Charts and tables.*

*Business Innovation with New ICT in the Asia-Pacific: Case Studies*

*Hearings Before the Committee on Small Business, House of Representatives, One Hundredth Congress, First Session, Washington, DC, July 21 and 22, 1987*

*Hearings, Eighty-ninth Congress, First Session on H.R. 6960, the Automotive Products Trade Act of 1965. April 27, 28, and 29, 1965*

*China's Impact on the U. S. Automotive Industry*

*Dealer Opportunities in the Parts and Accessories Market*

*The Japanese Automotive Industry*

*Automotive Parts Industry and the U.S. Aftermarket for Japanese Cars and Light Trucks*

***Provides extensive information on state-of the art diesel fuel injection technology.***

***The Automotive Aftermarket Industry Association (AAIA) is a non-profit trade association whose member companies manufacturer, distribute and sell motor vehicle parts, accessories, tools, equipment, materials and supplies. AAIA's headquarters are located in Bethesda, Maryland. The organization's Web site offers information for both members and the general public, including market research, publications, and upcoming events.***

***This report is intended to provide general market information on the automobile aftermarket industry to assist Canadian companies planning to enter the New England market. After an introduction on***

***the overall characteristics of the United States and New England economies, the report reviews auto industry trends and their implications for the aftermarket industry, the size and distribution structure of the auto aftermarket, and sales and growth of various sectors of the auto aftermarket such as batteries, filters, glass, and auto parts. The report then summarizes buyer interviews conducted with two auto parts and accessories chains, a muffler franchise, jobbers, warehouse distributors, and sales representatives. It also summarizes a survey of auto supply chains, notes trends in product categories, and lists relevant associations and trade shows. Finally, the report evaluates marketing opportunities, with examples, and presents guidelines on entering the New England market.***

***United States-Japanese Trade in Auto Parts***

***The American and Japanese Auto Industries in Transition***

***A Geographical Analysis***

***Model and Challenge for the Future?***

***Market Opportunity Assessment***

***A Management Manual to Assist New Car and Truck Dealers in Building and Retaining a Profitable Share of the Multibillion-dollar Aftermarket***

***Fair Practices in Automotive Products Act***

This book clarifies the direction of business innovation using new ICT such as the Internet of things (IoT), artificial intelligence (AI), smartphones, and cloud computing through a series of case studies on successful trials and advanced businesses in the Asia-Pacific where many industry sectors have been growing successfully in the 21st century. ICT has been playing an important role in value creation for customers and in profit generation for providers, contributing to various service innovation and business innovation. Now, digitalization using IoT and AI provides solutions to address various issues in the human society, which is transforming services and businesses in the 21st century. "What is the direction of the business innovation using new ICT?" is a highly concerned question for business researchers and practitioners. Aiming to answer the question, this book conducts a number of cases studies in the Asia-Pacific region, including the Mainland China, Taiwan, Japan, Malaysia, Vietnam, as well as Australia. Among the studies, there are 4 cases from ICT providers, 4 cases from traditional and services, and 6 cases from new ICT applications and businesses. Each case analyzes social needs and human desires, new value created, roles of new technologies, processes and difficulties in developing new businesses, the relationship among customers, providers, and stakeholders, value chain co-creation and optimization, factors of success, and business models. Finally, the direction of business innovation with new ICT in the Asia-Pacific is suggested by summarizing the findings from the case studies through the lens of the theoretical analysis in service science.

This comprehensive glossary brings together in one handy volume over 10,500 current automotive terms. From "A-pillar" to "Zones of Reach"

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

the Glossary provides you with over 500 pages of alphabetically listed definitions collected from the SAE Handbook. For further research each definition references the SAE standard or specification from which it was taken. The new Glossary of Automotive Terms is an essential reference for anyone in the industry.

First published in 1992. Routledge is an imprint of Taylor & Francis, an informa company.

Motor vehicle safety NHTSA's ability to detect and recall defective replacement crash parts is limited.

Car Aftermarket Components - In-House & D-I-Y Repairers Sourcing of Parts World Summary

How Far Can We Go?

Hearing Before the Subcommittee on Trade, Productivity, and Economic Growth of the Joint Economic Committee, Congress of the United States, Ninety-ninth Congress, Second Session, April 24, 1986

The Role of Competition

Corporate financial practices of the auto parts industry

How to Uplift Your Business

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

**Research Paper from the year 2012 in the subject Business economics - Investment and Finance, grade: 20, University of St Andrews, course: Corporate Finance, language: English, abstract: This report aims to evaluate the validity of corporate financial practices in the under--researched auto parts industry, additionally considering the ownership structure of companies because of a division in share distribution. Recent economic struggles have impacted the automobile industry, resulting in stagnating sales on a global scale (Haugh et al, 2010). This affects the auto parts industry, a direct supplier to automobile companies, aftermarket and exchange parts. Rising raw material costs have increased the pressure on auto parts manufacturers, as buyers disallow price increases. Market stimulus, mostly from Asia--Pacific, is forecast to increase total parts market by 20% by 2015 (Datamonitor, 2011).**

**Global Taiwan examines the impact of globalization on the industry and economy of Taiwan since the spectacular growth of the 1990s. Drawing on hundreds of interviews with firms in Taiwan, China, the United States, Japan, Europe, and other areas, the book analyzes the strengths and weaknesses of Taiwanese firms at a time when they face new competition from powerful global leaders and new producers in China. The contributors cover topics of enormous importance for Taiwan as well as the rest of the world, including transformations in the international economy, technological advances that enabled modularization and fragmentation of the production system, contract manufacturers, regionalization, and links with Chinese industry. The book addresses such questions as: Can Taiwanese companies be maintained and expanded with the same corporate strategies and public policies as in the past? Can these strategies still work for other countries? If changes are required, what resources can be mobilized in the public and private sectors? As massive relocation of manufacturing and services moves plants and jobs to low-wage countries like China and India, what will remain at home in societies like Taiwan?**

**Global Taiwan: Building Competitive Strengths in a New International Economy**

**The Auto Engine Parts/aftermarket Market in Panama**

**Building Competitive Strengths in a New International Economy**

**Global Competition in the Auto Parts Industry**

**Automotive Fuel Economy**

**Automobile and Automotive Parts**

**Brazil**

China is both the fastest growing motor vehicle market and the fastest growing vehicle producer. Output and sales have grown from less than two million vehicles annually before 2000 to nearly six million vehicles in 2005. In the number of vehicles that it manufactures China has passed Korea and France, is on pace to overtake Germany, and would then trail only the United States and Japan. A disproportionate share of China's output has always been heavy vehicles, but since 2000, China's growth has been led by the increase in passenger cars. They now account for about half of China's production. China exports or imports few motor vehicles: less than 200,000 of each. Exports are growing much more rapidly than imports and are mostly light trucks shipped to developing country markets in Asia, Africa and the Middle East. China's industry has developed extensively with the aid of foreign direct investment, unlike those of Korea and Japan. This investment has been from major international automobile manufacturers, led by General Motors (GM), that are unlikely to promote Chinese exports in competition with their own products in other markets. As a consequence, the Chinese companies that have expressed an interest in exporting cars are those who are less dependent on such cooperation and may struggle to meet safety and emission standards in industrial countries. Most experts do not see a high volume of exports from China into these markets in the near future. By contrast, Chinese auto parts exports are already making inroads into the United

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

States. While U.S. motor vehicle trade with China was insignificant in 2005, the United States imported \$5.4 billion in parts from China, while it exported about one-tenth of that amount. China accounted for 6% of U.S. auto parts imports in 2005, but the amount has quadrupled since 2000. Many of these imports are aimed at the aftermarket, as most of what China now exports to the U.S. market are standard products such as wheels, brake parts and electronics. But with high rates of investment in China by the leading U.S. manufacturers of both cars and parts, major companies such as GM look to increase sourcing from China. The Bush Administration has noted that the new Chinese auto policy announced in 2004 eliminated practices not compatible with China's commitments as a member of the World Trade Organization (WTO). However, this policy maintains a limit of no more than 50% ownership by any foreign investor in a motor vehicle manufacturing joint venture in China. Moreover, the Administration has filed a WTO case alleging discriminatory Chinese application of tariffs on automotive parts. Congress has been concerned with broad policies giving Chinese exporters unfair trade advantages. The Senate approved a bill, added as an amendment to other legislation, that would place a high tariff on Chinese imports unless China revalues its pegged exchange rate. Further action has been postponed on this measure. Legislation to allow U.S. producers to bring countervailing duty cases against Chinese firms subsidized by their government has been approved in the House and a new law has tightened rules against trade in counterfeited goods.

The role competition plays on the automotive parts industry in the South African short-term insurance industry is significant. This book explores trends in both the South African and international markets in order to identify corresponding links between them. The characteristics of competition are explored to illustrate how the nature of competition affects social elements of our environment and how closed market forces create unattractive market conditions and barriers to entry within these markets. It is clear that most people are unaware of the benefits associated with aftermarket parts and have negative perceptions regarding the quality of these parts. It could be concluded that most people would use these parts if the quality and safety were certified by an independent agency. This book identifies the role competition plays in the parts industry and that competition would influence cost reduction for insurance claims, which involve these aftermarket parts as a component of the repair process. This benefit would reduce costs for insurance companies and as a result, reduce the cost of insurance.

This report was prepared for the Policy Board by the U.S. and Japanese research staffs of the Joint U.S.-Japan Automotive Study under the general direction of Professors Paul W. McCracken and Keichi Oshima, with research operations organized and coordinated by Robert E. Cole on the U.S. side, in close communication with the Taizo Yakushiji on the Japanese side. [preface] In view of the importance of stable, long-term economic relationships between Japan and the United States, automotive issues have to be dealt with in ways consistent with the joint prosperity of both countries. Furthermore, the current economic friction has the potential to adversely affect future political relationships. Indeed, under conditions of economic stagnation, major economic issues inevitably become political issues. With these considerations in mind, the Joint U.S.-Japan Automotive Study project was started in September 1981 to

## Access Free Automotive Parts Aftermarket Market In Us 2014 2018 Deep Research Report

determine the conditions that will allow for the prosperous coexistence of the respective automobile industries. During this two-year study, we have identified four driving forces that will play a major role in determining the future course of the automotive industry of both countries. These are: (1) consumers' demands and aspirations vis-à-vis automobiles; (2) flexible manufacturing systems (FMS); (3) rapidly evolving technology; and (4) the internationalization of the automotive industry.

[exec. summary]

United States-Japan Auto Parts Trade

The New England Auto Aftermarket for Canadian Parts & Accessories Companies :  
Summary Report

The Role of Government Policy in a Challenging International Environment

Fair Practices in Automotive Products Act of 1983

Hearings Before the Subcommittee on Trade of the Committee on Ways and Means,  
House of Representatives, Ninety-eighth Congress, First Session, on H.R. 1234 ...  
September 15, 1983

Glossary of Automotive Terms

Trade Policy Agenda and ... Annual Report of the President of the United States on the  
Trade Agreements Program