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The company sells forklifts of brands such as TOYOTA,

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KOMATSU, NISSAN, TCM, MITSUBISHI, CATERPILLAR, SHINKO etc. The company also provides repair service to forklifts.

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This volume collects eleven essays written by Japanese experts on various aspects of Japanese business management and is a sequel to the volume *Industry and Business in Japan*. It examines the mechanisms for Japan's phenomenal economic growth since the Second World War by analyzing Japanese management, business groups, production systems and business strategy.

This book attempts to bridge academic knowledge and practitioner's knowledge regarding the control and coordination of subsidiaries in Japan. It specifically explores two questions: why do corporations establish subsidiaries and form corporate groups? How do corporate groups manage their subsidiaries? Based on the case studies presented in

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the book, the author identifies four different types of parent-subsidiary relationships and uses this typology to understand control and coordination issues within Japanese organizations. The chapters in the book are designed to cover many characteristics of large Japanese corporate groups. Chapter 2 gives the definition of corporate group in Japan and distinguishes it from the keiretsu business group, while Chapter 3 provides a backdrop and context for understanding the corporate landscape in which Japanese firms today operate. Chapters 4 and 5 provide a literature review on some of the major literatures that are related to the research questions concerning why corporate groups exist and how they are managed. Chapter 6 attempts to bridge academic knowledge with practitioners knowledge by looking at five

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corporate groups: Hitachi, Panasonic, Mitsubishi Heavy Industry, Nihon Yusen and Japan Airlines, and by identifying areas where practitioner's knowledge could be used to expand existing theories. Chapter 7 proposes a four-part classification of subsidiaries to facilitate the discussion of different issues that arise under different parent-subsubsidiary settings. Chapter 8 attempts to illustrate a simplistic roadmap for creating successful subsidiary management, while Chapter 9 concludes the book. Written in a simple and accessible manner, this book will be of interest to business practitioners, decision makers in organizations and academics alike.

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"This textbook covers all the theory and technology sections that students need to learn in order to pass level 1, 2 and 3 automotive courses from the Institute of Motor Industry, City & Guilds and other exam boards. It has been produced in partnership with ATT Training and is a companion to their online learning resources. Learning is made more enjoyable and effective as the topics in the book are supported with online activities, video footage, assessments and further reading. If you are using ATT Training materials then this is the ideal textbook for your course"--

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Germany's economic miracle is a widely-known phenomenon, and the world-leading, innovative products and services associated with German companies are something that others seek to imitate. In The 'Made in Germany' Champion Brands, Ugesh A. Joseph provides an extensively researched, insightful look at over 200 of Germany's best brands to see what they stand for, what has made them what they are today, and what might be transferable. The way Germany is branded as a nation carries across into the branding of its companies and services, particularly the global

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superstar brands - truly world-class in size, performance and reputation. Just as important are the medium-sized and small enterprises, known as the 'Mittelstand'. These innovative and successful enterprises from a wide range of industries and product / service categories are amongst the World market leaders in their own niche and play a huge part in making Germany what it is today. The book also focuses on German industrial entrepreneurship and a selection of innovative and emergent stars. All these companies are supported and encouraged by a sophisticated infrastructure of facilitators, influencers and enhancers - the research, industry, trade and standards organizations, the fairs and exhibitions and all the social and cultural factors that influence, enhance and add positive value to the country's image. Professionals or

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academics interested in business; entrepreneurship; branding and marketing; product or service development; international trade and business development policy, will find fascinating insights in this book; while those with an interest in Germany from emerging industrial economies will learn something of the secrets of German success.

Success in solution business starts by accepting that solution business is a separate business model, not simply another product category or an extension of the existing product business. This book identifies the business model areas that firms need to focus on when transforming into solution business. It further organizes these areas into three sets of capabilities and practices: commercialization, industrialization

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and solution platforms. This is the first book to take a comprehensive view of success in solution business and its relevance therefore extends to all functions of firms wanting to become solution providers as well as to many managerial levels. The book will also help you self-assess how ready your organization is for success in solution business.

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are

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no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in

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tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

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