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Global market review of automotive transmissions - forecasts to 2014 - bharatbook.com

Demand for manual transmissions is likely to have peaked at a total of just under 36m units in 2006.

/24-7PressRelease/ - INDIA, March 27, 2008 - Bharatbook.com announces a new market research report "Global market review of automotive transmissions - forecasts to 2014" (<http://www.bharatbook.com/detail.asp?id=6586>) provides the.....

Demand for manual transmissions is likely to have peaked at a total of just under 36m units in 2006. This updated, fourth edition of the hugely popular global transmissions report reviews the key market drivers for automotive transmissions and represents the latest reporting and analysis of transmissions technology.

This report will give you an insight into the trends for manual and conventional automatic transmissions and innovative transmissions. We also take a look at the long term prospects of hybrid vehicles, electric vehicles and the electric traction effect on the transmission market.

Whilst the report follows the same format as the third edition, all forecasts and manufacturer profiles have been overhauled and any major changes in the transmissions sector have been included.

You can expect the same detail and depth of analysis in this report as in our best selling third edition.

The author of both reports, multiple award-winner Jeff Daniels, has been highly praised by his peers and readers on countless occasions. Amongst his accolades is the Pierre Dreyfus Award as UK Motoring Journalist of the Year in 2002. Despite numerous demanding clients, including The Economist Intelligence Unit, the Financial Times, Automotive Engineer, European Automotive Design, Motor Industry Management, he continues to work as a journalist, translator and TV broadcaster.

This report will provide you with the following data :

Total vehicle production by area (includes cars, light trucks and LCVs), 2002-2014 (000s)

Manual transmission market shares and volumes by area, 2002-2014 (% and 000s)

Automatic transmission market shares and volumes by area, 2002-2014 (% and 000s)

CVT market shares and volumes by area, 2002-2014 (% and 000s)

AMT (including twin-clutch) market shares and volumes by area, 2002-2014 (% and 000s)

All innovative automatics market shares and volumes, 2002-2014 (% and 000s)

Chapter 1: Background. The function of transmissions and the overall market is covered in this chapter. We look at the fast growing automatic share and the continuing popularity for manual transmissions. The evolution of the conventional automatic and the technical alternatives are also explored.

Chapter 2: Manual transmissions. Western Europe is now the largest market for manual transmissions and will remain so, followed by Eastern Europe and mainland Asia. The Japanese VMs are already installing more manual transmissions in the cars they export to Europe than in the cars they sell in their home market. Read more about clutch and manual gearbox trends, the future market prospects of manual transmissions, and manual gearbox manufacturer and supply in this chapter.

Chapter 3: Conventional automatic transmissions. This chapter looks at automatic transmission manufacture and supply.

We believe we are reaching the stage at which the worldwide market will begin to require more automatic than manual transmissions, the crossover being likely to occur in 2007-2008. We take each of the major or potentially significant players - the transmission development specialists and the world's surviving major VMs - in turn, and examine their chosen solutions. Manufacturers include Autovon, Audi, BMW, DaimlerChrysler, Fiat Auto, Ford, General Motors, Honda, Mitsubishi and Nissan-JATCO.

Chapter 4: New types of automatic transmission. Because this group of innovative automatic transmissions includes markedly different concepts, the overall picture of their production and use worldwide is complex. This chapter analyses each of the world's surviving major VMs in turn, from Audi to ZF, and examines their chosen solutions, along with main trends in Continuously-variable transmissions (CVTs), Infinitely variable transmissions (IVTs) and Automated manual transmissions (AMTs).

Chapter 5: The long-term prospect. Multi-speed transmissions - manual or automatic, are only needed because of the inherent drawbacks of the internal combustion engine as a vehicle propulsion power source. There are other power sources which reduce or eliminate the needs for such transmissions, and these are likely to come into increasing prominence as the 21st century progresses. The most obvious alternative, and the one likely to have an overwhelming impact in the long run, is electric traction. We look at the reducing needs for manual or automatic transmissions, hybrid vehicles, electric vehicles and the electric traction effect on the transmission market.

Chapter 6: Downstream of the gearbox. Transmission design does not end at the gearbox output. Cars require final drive units, and propeller and/or drive shafts. This overview of other transmission components also briefly looks at the control of torque distribution.

Extract from the report - Chapter 1 Background and basic requirements

The overall market

Neglecting the relatively small demand for reconditioned units, the size of the new vehicle market determines the size of the transmissions market. Worldwide sales of light-duty vehicles - passenger cars, SUVs, MPVs, light trucks and commercial vehicles up to 3.5 tonnes maximum gross vehicle weight (MGVW) - amounted to over 64.492m in 2005. The vast majority of these vehicles (the exceptions being hybrids and battery-electric vehicles with partial or totally electric traction) had basically similar transmission requirements, markedly different from those for the heavy commercial vehicles mainly used for freight haulage.

It is accepted that vehicle production worldwide will continue to grow, although in present circumstances (as at January 2007) forecasts of growth in the fully developed markets are understandably being revised down to the point where growth out to 2014 is likely to be moderate at best. Between 2005 and 2014, light duty vehicle manufacturing growth (in units) is forecast as 11.9% in Japan, 5.6% in the North American Free Trade Area (NAFTA) and 7% in the pre-expansion EU15. In the rapidly developing markets of Asia, and above all in China, the picture is conversely one of extremely rapid growth. Here, our forecast is for no less than 172% growth in China - from an already considerable base - and 50.5% in India, with 39.2% growth foreseen also for South Korea, over the same period. Forecasts prepared for this report, and shown in Table 1, taking existing political and economic uncertainties into account, suggest a world market for private passenger and light commercial vehicles of 85.1m by 2014, compared with 57.8m in 2002

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