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the light trucks utility vehicles world summary paperback edition provides 7 years of historic

current data on the market in about 100 countries the aggregated market comprises of the 6 products services listed the products services covered light trucks utility vehicles 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 light trucks utility vehicles 1 light truck utility vehicle manufactures 2 trucks truck tractors bus chassis chassis of own manufacture 14 000 lb or less incl minivans sport utility vehicles 3 light truck utility vehicle manufactures nsk total 4 light truck utility vehicle manufactures nsk nonadministrative record 5 light truck utility vehicle manufactures nsk administrative record 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 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

on april 6 2006 the national highway traffic safety administration nhtsa released a final rulemaking for sport utility vehicles suvs and light duty trucks beginning with model year my 2008 the rule restructures the corporate average fuel economy cafe program for light trucks to establish standards based upon vehicle size as opposed to the current program with one average standard for all light trucks it marks a significant change to the cafe program for trucks the sharp rise in gasoline prices during spring 2006 focused attention on the cafe standards for passenger cars and the fact that nhtsa does not have the same latitude to make changes to passenger car cafe or the passenger car cafe program for trucks the agency established two different tracks that manufacturers can follow for model years 2008 2010 meeting an unreformed or reformed cafe standard in my2011 all manufacturers will have to meet the reformed standard the unreformed light duty truck standards are a fleetwide average of 22 5 23 1 and 23 5 mpg for model years 2008 2009 and 2010 respectively manufacturers opting for the reformed standard will be required to meet a range of standards depending upon vehicle size starting in my2011 the reformed light truck cafe standards with a range of 21 8 to 30 4 mpg will apply to all manufacturers nhtsa estimates

that under the reformed system light trucks will average 24 0 mpg in my2011 on april 27 2006 president bush requested that congress grant him authority to increase passenger car cafe standards and to establish an attribute based system for passenger cars however the 109th congress did not grant this authority the energy policy and conservation act epca of 1975 grants nhtsa the authority to alter the light truck program s structure but the passenger car program is set by epca to increase passenger car cafe above the current 27 5 mpg the president must submit the proposal to congress which can then act to disapprove otherwise the proposal goes into effect further under epca nhtsa lacks the authority to alter the structure of the passenger car program as part of the administration proposal the president also requested the authority to allow credit trading between different manufacturers currently manufacturers may bank credits for future years but may not trade them to other manufacturers others proposals within and outside congress include simply raising fuel economy standards for passenger cars and light trucks eliminating the distinction between the two fleets and establishing a system to trade cafe credits among manufacturers as noted above the original authorities for the cafe program were enacted as part of the energy policy and conservation act of 1975 p l 94 163 epca passed in 1975 as a response to the arab oil embargo the energy policy act of 2005 p l 109 58 passed on august 8 2005 authorizes 3 5 million annually for five years for nhtsa to carry out fuel economy rulemakings requires a study to explore the feasibility of a significant reduction in fuel consumption by 2014 and requires that the adjustment factor applied to estimate consumer in use fuel economy be revised this crs report replaces crs issue brief ib90122 automobile and light truck fuel economy the cafe standards this report supersedes crs report rl33413 automobile and light truck fuel economy the cafe standards by brent d yacobucci and robert bamberger

a hands on guide to getting the most from your toyota the toyota truck land cruiser owner s bible is the authoritative companion book for your toyota truck whether it s a heavy hauling pickup rugged off road fj40 or a new land cruiser that s never left pavement author veteran truck mechanic and off road expert moses ludel has written the only comprehensive source of information for toyota trucks and land cruisers a history buyer s guide service manual and high performance tuning book all in one discover every aspect of toyota trucks from their origins in 1958 to the latest technological advances you ll learn tips for buying the right new or used truck and which accessories make sense for your needs step by step procedures with hundreds of photos cover basic maintenance and more complicated work like tune ups valve adjustments brake jobs and installing aftermarket suspension lift kits get the hot set up for your truck whether you want low end torque or high rpm power moses gives specific tuning recommendations for engines from the early inline 6s to the advanced 4 51 24 valve dj engine he shares expert insights into the best high performance components and the latest technology from toyota racing development you ll also find suspension and chassis modifications and the best tire and wheel combinations comprehensive coverage of toyota trucks and land cruisers from 1958 1996 including 4runner sr 5 tacoma t 100 fj25 fj40 fj43 fj45 fj55 fj80 fj60 dj80 stout hi lux xtra cab cab and chassis models

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