

Automobile industry in India

The **Indian Automobile industry** is the seventh largest in the world with an annual production of over 2.6 million units in 2009.^[1] In 2009, India emerged as Asia's fourth largest exporter of automobiles, behind Japan, South Korea and Thailand.^[2] By 2050, the country is expected to top the world in car volumes with approximately 611 million vehicles on the nation's roads.^[3]

History

Following economic liberalization in India in 1991, the Indian automotive industry has demonstrated sustained growth as a result of increased competitiveness and relaxed restrictions. Several Indian automobile manufacturers such as Tata Motors, Maruti Suzuki and Mahindra and Mahindra, expanded their domestic and international operations. India's robust economic growth led to the further expansion of its domestic automobile market which attracted significant India-specific investment by multinational automobile manufacturers.^[4] In February 2009, monthly sales of passenger cars in India exceeded 100,000 units.^[5]

Embryonic automotive industry emerged in India in the 1940s. Following the independence, in 1947, the Government of India and the private sector launched efforts to create an automotive component manufacturing industry to supply to the automobile industry. However, the growth was relatively slow in the 1950s and 1960s due to nationalisation and the license raj which hampered the Indian private sector. After 1970, the automotive industry started to grow, but the growth was mainly driven by tractors, commercial vehicles and scooters. Cars were still a major luxury. Japanese manufacturers entered the Indian market ultimately leading to the establishment of Maruti Udyog. A number of foreign firms initiated joint ventures with Indian companies.^[6]

In the 1980s, a number of Japanese manufacturers launched joint-ventures for building motorcycles and light commercial-vehicles. It was at this time that the Indian government chose Suzuki for its joint-venture to manufacture small cars. Following the economic liberalisation in 1991 and the gradual weakening of the license raj, a number of Indian and multi-national car companies launched operations. Since then, automotive component and automobile manufacturing growth has accelerated to meet domestic and export demands.^[6]

Exports

India has emerged as one of the world's largest manufacturers of small cars. According to *New York Times*, India's strong engineering base and expertise in the manufacturing of low-cost, fuel-efficient cars has resulted in the expansion of manufacturing facilities of several automobile companies like Hyundai Motors, Nissan, Toyota, Volkswagen and Suzuki.^[7]

In 2008, Hyundai Motors alone exported 240,000 cars made in India. Nissan Motors plans to export 250,000 vehicles manufactured in its India plant by 2011.^[8] Similarly, General Motors announced its plans to export about 50,000 cars manufactured in India by 2011.^[9]

In September 2009, Ford Motors announced its plans to setup a plant in India with an annual capacity of 250,000 cars for US\$500 million. The cars will be manufactured both for the Indian market and for export.^[10] The company said that the plant was a part of its plan to make India the hub for its global production business.^[11] Fiat also announced that it would source more than US\$1 billion worth auto components from India.^[12]

According to Bloomberg L.P., in 2009 India surpassed China as Asia's fourth largest exporter of cars.^[2]



A concept vehicle by Tata Motors.

Rankwise Largest Automobile Manufacturers in India by Sales

1. Tata Motors
2. Maruti Suzuki
3. Hyundai
4. Mahindra
5. GM Chevrolet
6. Honda
7. Toyota
8. Ford
9. Fiat/Fiat Motors
10. Škoda

Indian Automobile Sector

Local Brands

- **Chinkara:** Beachster, Hammer, Roadster 1.8S, Rockster, Jeepster,
- **Hindustan:** Ambassador.
- **ICML:** Rhino Rx
- **Mahindra:** Major, Xylo, Scorpio, Bolero, Logan.
- **Maruti Suzuki:** 800, Alto, WagonR, Estilo, A-star, Ritz, Swift, Swift DZire, SX4, Omni, Versa, Eeco, Gypsy, Grand Vitara.
- **Premier:** Sigma, RiO.
- **San:** Storm.
- **Tata:** Nano, Indica, Indica Vista, Indigo, Indigo Manza, Indigo CS, Sumo, Safari, Xenon, Aria.

Foreign Brands

Locally manufactured Automobiles of Foreign Brands

- **Audi:** A4, A6, A8, Q5, Q7, TT, R8.
- **Bentley:** Continental GT, Continental FS, Continental GTC, Mulsanne.
- **BMW:** 3 Series, 5 Series, M3, GT 5,6 Series, 7 Series, X3, X5, X6, Z4.
- **Chevrolet:** Spark, Beat, Aveo U-VA, Aveo, Optra, Cruze, Tavera.
- **Fiat:** Grande Punto, Linea, Palio Stile.
- **Ford:** Ford Figo, Ikon, Fiesta, Endeavour.
- **Honda:** Jazz, City, Civic, Accord.
- **Hyundai:** Santro, i10, i20, Accent, Verna Transform, Sonata Transform.
- **Lamborghini:** Gallardo, Murciélago.
- **Mercedes-Benz:** C-Class, E-Class.
- **Mitsubishi:** Lancer, Lancer Cedia, Pajero.
- **Nissan:** Micra, Teana, X-Trail.
- **Rolce Royce:** Phantom, Ghost.
- **Škoda:** Fabia, Octavia, Laura, Superb.
- **Toyota:** Corolla, Innova, Camry, Fortuner, Prado.
- **Volkswagen:** Polo, Jetta, Passat, Beetle, Phaeton, Vento.

Automobiles sold in India as CBU (Completely Built Units)

- **Audi:** A8, TT, R8, Q5, Q7.
- **Bentley:** Arnage, Azure, Brooklands, Continental GT, Continental Flying Spur, Mulsanne.
- **BMW:** 6 Series, 7 Series, X3, X5, X6, M3, M5, M6 and Z4.
- **Chevrolet:** Captiva.
- **Fiat:** Nuova 500, Bravo.
- **Honda:** Civic Hybrid, CR-V.
- **Jaguar:** XF, XJ, XK.
- **Lamborghini:** Gallardo, Murciélago.
- **Land Rover:** Range Rover, Range Rover Sport, Discovery 4, Freelander 2.
- **Maybach:** 57 and 62.
- **Mercedes-Benz:** CL-Class, CLS-Class, S-Class, SL-Class, SLK-Class, M-Class, Viano, SLS AMG.
- **Mitsubishi:** Montero, Outlander.
- **Nissan:** Teana, X-Trail, 370Z.
- **Porsche:** 911, Boxster, Panamera, Cayman, Cayenne, Cayenne Hybrid
- **Rolls Royce:** Ghost, Phantom, Phantom Coupé, Phantom Drophead Coupé.
- **Škoda:** Superb.
- **Suzuki:** Grand Vitara.
- **Toyota:** Land Cruiser, Land Cruiser Prado, Fortuner*, Prius.
- **Volkswagen:** Beetle, Touareg, Phaeton.
- **Volvo:** S60, S80, XC90.

* Toyota Fortuner is imported from *Toyota Motor Thailand Company Limited* as CKD

Commercial Vehicle manufacturers in India**Local Brands**

- **Ashok Leyland**
- **Force**
- **Mahindra Navistar**
- **Premier**
- **Tata**

Foreign Brands

- **Volvo**
- **Audi**
- **BMW**
- **Mercedes-Benz**

Electric car manufacturers in India

- **Ajanta Group**^[13]
- **Mahindra**^[14]
- **Hero Electric**^[15]
- **REVA**
- **Tata International**^[16]
- **Tata**^[17]

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Automobile Companies In India (<http://www.info2india.com/automobile/index.html>) The Automotive India (<http://www.theautomotiveindia.com>)

Automotive industry in Japan

The **Japanese automotive industry** is one of the most prominent industries in the world. Japan was the world's largest vehicle manufacturer in 2008 but has ceded this position to China in 2009^[1]. It is home to a number of companies that produces cars, construction vehicles, motorcycles, ATVs, engines, etc.

Japanese automotive manufacturers include Toyota, Honda, Nissan, Suzuki, Mazda, Mitsubishi, Subaru, Isuzu, Kawasaki, Yamaha and Mitsuoka .



A concept vehicle by Lexus

History

1960s to today

During the 1960s, Japanese automakers launched a bevy of new *kei cars* in their domestic market. These tiny automobiles usually featured very small engines (from 360cc to 600cc) to keep taxes much lower than larger cars. The average person in Japan was now able to afford an automobile, which boosted sales dramatically and jumpstarted the auto industry toward becoming what it is today. The first of this new era, actually launched in 1958, was the Subaru 360. It was known as the "Lady Beetle", comparing its significance to the Volkswagen Beetle in Germany. Other significant models were the Suzuki Fronte, Mitsubishi 500, Mazda Carol, and the Honda N360.

Rapidly increasing domestic demand and the expansion of Japanese car companies into foreign markets in the 1970s further accelerated growth. Automobile production in Japan continued to increase rapidly after the 1970s, as Mitsubishi (as Dodge vehicles) and Honda began selling their vehicles in the US. Even more brands came to America and abroad during the 1970s, and by the 1980s, the Japanese manufacturers were gaining a major foothold in the US and world markets.

With Japanese manufacturers producing very affordable, reliable, and popular cars throughout the 1990s, Japan became the largest car producing nation in the world in 2000. However, its market share has decreased slightly in recent years, particularly due to old and new competition from South Korea, China and India. Nevertheless, Japan's car industry continues to flourish, its market share has risen again, and in the first quarter of 2008 Toyota surpassed American General Motors to become the world's largest car manufacturer.^[2] Today, Japan is the third largest automobile market and, until China recently overtook them as the largest car producer in the world. Still, automobile export remains one of the country's most profitable exports and is a cornerstone of recovery plan for the latest economic crisis.^[3]

Timeline of the Japanese car industry

This transport-related list is incomplete; you can help by expanding it ^[4].

1900-1970

- 1907 - Hatsudoki Seizo Co., Ltd. established
- 1911 - Kwaishinsha Motorcar Works established
- 1917 - Mitsubishi Motors' 1st car
- 1918 - Isuzu's 1st car
- 1924 -1927 Otomo built at the Hakuyosha Ironworks in Tokyo
- 1931 - Mazda Mazdago - by Toyo Kogyo corp, later Mazda
- 1936 - Toyota's 1st car (Toyota AA)
- 1952-1966 Prince Motor Company (integrated into Nissan)
- 1954 - Subaru's 1st car (Subaru P-1)
- 1955 - Suzuki's 1st car (Suzulight)
- 1957 - Daihatsu's 1st car (Daihatsu Midget)
- 1963 - Honda's 1st car (Honda S500)
- 1966 - The best selling car of all time, the Toyota Corolla, is introduced
- 1967 - Japan Automobile Manufacturers Association (JAMA) is founded

Since 1970

- 1982 - Honda Accord becomes the first Japanese car built in the United States
- 1982 - Mitsuoka 1st car (BUBU shuttle 50)
- 1983 - Holden and Nissan form a joint venture in Australia
- 1984 - Toyota opens NUMMI, the first joint venture plant in the United States with General Motors
- 1984 - Voluntary Export Restraints limit exports to United States to 1.68 million cars per year, but Japanese competition only increases ^[5]
- 1986 - Acura is launched in the US by Honda
- 1988 - Daihatsu enters the US making it the first time all nine Japanese manufacturers are present
- 1989 - Lexus is launched in the US by Toyota
- 1989 - Infiniti is launched in the US by Nissan
- 1989 - United Australian Automobile Industries (UAAI) founded in Australia as a joint venture between Toyota and Holden
- 1996 - UAAI joint venture dissolved
- 2003 - Scion is launched by Toyota
- 2008 - Toyota surpasses General Motors to become the world's largest car manufacturer
- 2010 - 2009–2010 Toyota vehicle recalls

Production volumes

The following are vehicle production volumes for Japanese vehicle manufacturers, according to the Japan Automobile Manufacturers Association (JAMA) ^[6].

Passenger cars

Manufacturer	2007	2008	2009 ^[7]
Toyota	3,849,353	3,631,146	2,277,426
Honda	1,288,577	1,230,621	729,804
Nissan	982,870	1,095,661	702,071
Suzuki	1,061,767	1,059,456	691,435
Mazda	952,290	1,038,725	627,517
Daihatsu	648,289	641,322	507,638
Mitsubishi	758,038	770,667	320,690
Subaru	403,428	460,515	318,714
Other	25	30	0
Total	9,944,637	9,928,143	6,175,295

Trucks

Manufacturer	2007	2008	2009 ^[7]
Toyota	291,008	271,544	163,092
Suzuki	156,530	158,779	135,724
Daihatsu	138,312	151,935	121,291
Isuzu	236,619	250,692	104,387
Nissan	188,788	189,005	100,507
Mitsubishi	88,045	83,276	56,895
Hino	101,909	101,037	55,295
Subaru	72,422	64,401	46,098
Mitsubishi Fuso	131,055	115,573	44,462
Honda	43,268	33,760	24,803
Mazda	43,221	39,965	22,119
Nissan Diesel	44,398	45,983	16,738
Other	2,445	2,449	489
Total	1,538,020	1,508,399	891,900

Buses

Manufacturer	2007	2008	2009 ^[7]
Toyota	85,776	109,698	63,178
Mitsubishi Fuso	10,225	10,611	4,619
Nissan	7,422	8,416	4,130
Hino	4,984	5,179	4,044
Isuzu	3,668	3,221	1,804
Nissan Diesel	1,595	1,977	1,479
Total	113,670	139,102	79,254

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See also

- Automotive industry

Further reading

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Automotive industry in South Korea

The **Korean automobile industry** is currently the fifth largest in the world in terms of production volume and the sixth largest in terms of export volume. While its initial operations were merely the assembling of parts imported from Japan and the United States, Korea is today among the most advanced automobile-producing countries in the world. Annual domestic output exceeded one million units in 1988. In the 1990s, the industry manufactured numerous in-house models, demonstrating not only its capabilities in terms of design, performance, and technology, but also signalling its coming of age.



Assembly line at Hyundai Motor Company car factory in Ulsan, South Korea

Early beginnings

History of Korean automobile began in August 1955, when Choi Mu-seong, a Korean auto mechanic, and three of his brothers, mounted an engine on a modified US Army Jeep to manufacture its first car, called the "Sibal". Translates to *new go* or new start.

In 1960, Sinjin [in English New beginning] Automobiles launched Sinjin Publica under a technical licensing agreement with Toyota. In order to develop the automobile industry, the Korean government announced the "Automobile Industry Promotion Policy" in 1962, and The Automobile Industry Protection Act to protect the infant industry. Foreign automakers were barred from operating in Korea, except in joint ventures with local business entities. The government's efforts led to companies that were established in other businesses entering the industry, and the formation of new startups. Three companies were established in 1962:

- Kyeongseong Precision Industry, which changed its name to "Kia Industry", and started assembling cars in cooperation with Mazda in 1964;

- Ha Dong-hwan Automobile Industry Co. (the predecessor of SsangYong Motor Company); and
- Saenara Automobile, established with the technical cooperation of Nissan Motor Co.; it was the first automaker in Korea that was equipped with modern assembly facilities.

The Asia Motors Company was established in 1965, and the Hyundai Motor Company in 1968 with the technical cooperation of the Ford Motor Company.

However, all these companies were then merely automotive assemblers, importing parts from overseas partners.

1970s–1980s

In 1970, Toyota began to show hesitation in continuing its relationship with Shinjin Automobiles. After Toyota's withdrawal in 1972, Shinjin entered into a joint venture with General Motors and formed General Motors Korea, which was renamed Saehan Motors in 1976. Kia opened its Sohari Plant in 1973 in Gwangmyeong, South Korea.

The Hyundai Pony, the first Korean-developed automobile, was built in 1975. Hyundai Motors accomplished this by engaging George Henry Turnbull of British Leyland Motor Corporation as vice-president. The final result was a collaborative effort, comprising:

- design from Italdesign;
- transmission and engine from Mitsubishi;
- technology transfer (bodies) from Perkinson;
- car body molding from Ogihara Mold Company;
- machine press from France; and
- Funds from Barclays Bank and France Suez.

Hyundai chalked up another first when it exported the Pony to the Republic of Ecuador in 1976, making it the first Korean-developed car to be exported.

In 1982, the Daewoo Group gained control of Saehan Motors, and changed its name to Daewoo Motors in 1983. However, the Korean automobile industry suffered greatly from the 1979 energy crisis, and the consequent local recession. The government took action to resolve this difficult situation in 1982 by implementing the "Automobile Industry Rationalization Policy", the objective of which was to prevent excessive competition between the four major domestic automakers: Hyundai Motors, Kia Industry, General Motors Korea, and Asia Motors. Additionally, the government postponed its import liberalization of automobiles.

Sinjin Automobiles changed its name to Geohwa Co. in 1981, and was taken over by Dong-A Motor Co. in 1985. In 1986, the company was renamed the SsangYong Motor Company.

While localization of auto parts was the major concern during the 1970s, developing mass production system for the export-oriented industry became the issue during 1980s. Hyundai entered the United States market in 1986 with the Excel (as the Pony was known there), and set a record for selling the most automobiles in its first year of business in the United States compared with any other car brand — 126,000 vehicles. *Fortune* magazine nominated the Excel for the "Best Product 10" award, largely because of its low price. However, the cars were of often low quality and broke down often. This led to Hyundai having a poor reputation in the United States. With this initial success in the export market, the company began in 1989 to produce models, designed in-house and manufactured with its own technology, starting with the Sonata, a medium-sized sedan. The Sonata, nevertheless, still featured many Mitsubishi designs and parts.

1990s and beyond

Hyundai's cumulative exports to the U.S. exceeded one million in 1990. In 1992 its ScoupeTurbo won at the Pikes Peak Hill Climb Rally, and in 1993 its Elantra was selected as the "Best Car of 1993" in Australia. Hyundai's Accent earned Canadian Best Buy Award in 1995, and its Avante also won the Asia-Pacific Rally that year. Yet, amidst all the successes, trouble was brewing for Hyundai.

The Excel, although initially well received, gave Hyundai a bad image, as over time its faults became apparent. Also, in efforts to bring the costs down, its quality and reliability suffered. As time caught up with the poor reputation of Hyundai in the United States, sales dropped drastically, and car dealerships started abandoning their franchises.

Rather than drop out of the world's largest automotive market, Hyundai began investing heavily in the quality, design, manufacturing, and long-term research of its vehicles in 1998, and added a ten-year or 100,000 mile warranty to its vehicles in the United States. This effort paid dividends for Hyundai, and in 2004 the company tied with Honda for initial brand quality, second in the industry behind Toyota, in a survey conducted by J.D. Power and Associates.

Towards the end of the 20th century, however, the industry began to face tremendous pressures at home, with the domestic market growing at under five percent, and greater competition, both locally and abroad. With energy waste, air pollution, and traffic congestion becoming more chronic, the Korean government has imposed the heaviest vehicle excise duty on automobiles and gasoline among the major automobile-producing countries. In 1985, the number of vehicles registered in Korea was one million, but by 1995 the total had increased to eight million. In response to these pressures, Korean automakers have become more aggressive in terms of pricing and quality, and begun developing larger cars, and broadening their product ranges to meet diverse customer preferences.

Internal pressures at home have also forced Korean automobile manufacturers to venture aggressively into international markets. In the early 1990s, Daewoo Motors also began to expand heavily throughout the world. Until 1996, its cars were all based on General Motors' models. After the Asian financial crisis that started in 1997, it took over the troubled SUV specialist, SsangYong, in 1998, but ran into financial trouble in 1999.

Asia Motors was completely merged with Kia Motors Company (the new name for Kia Industry, changed in 1990) in 1999. Kia Motors had financial trouble in 1997, and helped push South Korea into the Asian financial crisis. Kia was subsequently acquired by Hyundai Motors in 1998.

Samsung's entry into the automobile industry was also ill-fated. Established in 1994, Samsung Motors started selling cars in 1998, just when South Korea was hit by the Asian financial crisis. Faced with financial difficulties, Samsung sold a seventy percent stake in the company to Renault in September 2000, and the company was renamed Renault Samsung Motors.

The purchase of Daewoo Motors by General Motors Corporation in 2002, and Hyundai's completion of a one billion dollar assembly plant in Alabama in 2005, are two major developments that will further drive the Korean automobile industry to focus on North America, its largest export market. The move to the U.S. makes Hyundai the sixth Asian automaker to build a U.S. factory, the third foreign maker to pick Alabama, and the sixth automaker to locate in the Southeastern United States since 1990. Now opening in 2009 is another U.S. factory that will be a twin to the Alabama factory. It is located in West Point, Ga and will build KIA cars.

Timeline

1950s

- 1955: Choi Mu-seong, a Korean mechanic and three of his brothers mounted an engine on a modified US Army Jeep to manufacture the historic model, called "Sibal";
 - Sinjin Automobiles founded (precursor of Daewoo Motor);
 - Hyundai Civil Works Company founded by Chung Ju-yung;
 - Ha Dong-hwan Car Assembly Shop founded.

1960s

- 1960: Sinjin Automobiles launched Sinjin Publica under Toyota licensing.
- 1961: Government established "Industrial Standardization Act" and announced "Transportation Business Act and Road Traffic Act".
- 1962: Government established "5-Year Automobile Industry Plan", and announced the "Automobile Industry Protection Act";
 - Saenara Automobiles founded, in technical cooperation with Nissan Motor Co.;
 - Ha Dong-hwan Automobile Industry Co. founded;
 - Kyeongseong Precision Industry changed its name to Kia Industry.
- 1963: Sinjin Crown, and Sinsungho launched.
- 1964: Government announced the "Automobile Industry Comprehensive Promotion Plan";
 - Kia Industry produced Mazda models under licensing;
 - Kia T-600 Triple Truck launched.
- 1965: Government announced "3-Year Automobile Localization Plan", with a goal to achieve 90% local content by 1967;
 - Asia Motors Co. established;
 - Sinjin Automobiles took over Saenara Automobiles.
- 1966: Sinjin Corona, Sinjin Truck, and Sinjin Ace launched.
- 1967: Government announced the "Automobile Plant Permission Standards".
- 1968: Hyundai Motor Co. founded, and established licensing agreement with Ford Motor Company;
 - Hyundai Cortina, Hyundai Ford 20M, Hyundai Ford D-series, and Hyundai Ford DK-Series launched.
- 1969: Government announced "Basic Plan for Automobile Industry Promotion".

1970s

- 1970: Sinjin New Crown, Hyundai 0303 Benz bus, Kia Titan, and Kia Boxer launched;
 - Toyota showed hesitation in continuing with Sinjin Automobiles.
- 1972: Sinjin Automobiles joint-ventured with General Motors to form GM Korea, and launched Chevrolet 1700, based on Holden Torana model;
 - Kia Brisa (1974–1982) (K303) launched, based on Mazda Familia model;
 - Kia KB truck launched, based on Hino truck model;
 - Sinjin Automobiles launched Jeep under licensing from American Motors;
 - Daewoo BF101 truck, and Daewoo BV101 bus launched, based on Isuzu truck model.
- 1973: Kyeongbu Highway opened;
 - Hyundai New Cortina launched.
 - Kia opens the Sohari Plant in Gwangmyeong.

- 1974: Government set goal of half a million vehicles to be built annually, with the announcement of the "Automobile Industry Promotion Plan";
 - Sinjin Automobiles joint-ventured with American Motors on 50-50 basis to form Sinjin Jeep Company;
 - GM Korea Rekord, based on Opel Rekord, launched.
- 1975: Government established "Systematization Promotion Act" for medium and small enterprises in automobile industry;
 - Hyundai Motor Co. established its own research institute, and produced Hyundai Pony, the first Korean-developed car, designed by ItalDesign and based on Mitsubishi technology;
 - GM Korea's Camina launched, based on Holden Torana.
- 1976: Hyundai Motor made Korean history by exporting the "Pony" to the Republic of Ecuador;
 - Kia Industry took over Asia Motors Co.;
 - GM Korea changed its name to Saehan Automobiles, and produced Saehan Gemini (based on Opel Kadett and Isuzu Gemini models), and Saehan Elf (based on Isuzu Elf);
 - Hyundai truck launched, based on a Mitsubishi Fuso model; Hyundai HD1000, and Hyundai Vison also launched.
- 1977: Ha Dong-hwan Automobiles changed its name to Dong-A-Motors.
- 1978: Hyundai Ford Cortina Mark IV, Hyundai Ford Cortina Mark V, and Hyundai Ford Granada launched;
 - Saehan Rekord and Saehan Royale Salon, both based on Opel Rekord, also launched.
- 1979: Shinjin Jeep Motor Co. changed its name to Shinjin Motor Company as the company became a domestic corporation;
 - Kia Bongo truck launched.

1980s

- 1980: Government announced integration of automobile industry.
- 1981: Sinjin Automobiles changed its company name to Geohwa Company.
- 1982: Hyundai Pony II and Hyundai FB buses, Kia Bongo van launched.
- 1983: Saehan Automobiles changed its name to Daewoo Motor, with partner General Motors;
 - Daewoo Royale series launched;
 - Hyundai Stellar launched;
 - Hyundai Motors established Hyundai Auto Canada Inc.;
 - Geohwa's Korando launched.
- 1984: Hyundai Pony-Excel, and Hyundai Presto launched;
 - Asia Combi launched.
- 1985: Ministry of Commerce and Industry postponed import liberalization of automobiles;
 - Dong-A Motor Co. took over Geohwa Co.;
 - Kia Besta launched;
 - Number of vehicles registered in South Korea exceeded one million.
- 1986: Government designated automobile industry for rationalization, based on the "Industry Development Act";
 - Government revised the "Road Transportation & Vehicle Act, and other related regulations;
 - Dong-A Motor Co. took over Geohwa Co. and renamed it Ssangyong Motor Co.;
 - Hyundai Excel, and Hyundai Presto AMX Model, launched and exported to United States;
 - Hyundai Excel nominated by Fortune magazine for the "Best Product 10" award;
 - Daewoo Le Mans, based on Opel Kadett, launched.
- 1987: Government cancelled "Automobile Industry Rationalization Plan";
 - Government introduced import liberalization of commercial vehicles between 1,000 and 2,000 c.c.;

- Transportation Ministry revised "Enforcement Decree of the Automobile Management Act";
- Kia Pride, Kia Concord, Asia Topic, and Kia Jumbo Titan launched;
- Hyundai Truck (new model), Hyundai Grace, Hyundai Porter, and Hyundai Mighty launched, based on Mitsubishi Delica, Mitsubishi Canter, and Fuso model.
- 1988: Annual domestic automobile production volume exceeded one million units;
 - Korea Automobile Manufacturers Association (KAMA) established;
 - Hyundai named "Official Car" in Seoul Olympic;
 - Hyundai Chorus and Hyundai Sonata (new model) launched;
 - SsangYong Korando family launched.
- 1989: Hyundai Motor completed construction of its plant in Bromont, Canada;
 - Hyundai Sonata launched, using in-house design, but still featuring Mitsubishi technology;
 - 3Gen from Hyundai Excel, Hyundai Porter 1.25 ton launched;
 - Kia Capital and Kia Wide-Bongo launched, along with Kia Motors's import model, Mercury Sable.

1990s

- 1990: Hyundai's cumulative exports to the U.S. surpassed 1 million in 1990;
 - Kia Industry changed its name to Kia Motors Co.;
 - Hyundai Scoupe, and Hyundai Elantra launched.
- 1991: Hyundai Sonata (new model) launched;
 - Kia New Besta and Kia Towner launched;
 - Daewoo Prince, Daewoo Brougham, Daewoo Tico, Daewoo Damas, and Daewoo LeMans (new model) launched.
- 1992: Hyundai Scoupe (new model) launched; ScoupeTurbo won at the "Pikes Peak Hill Climb Rally";
 - Kia Sephia, and Kia Potentia launched.
- 1993: Hyundai Elantra (new model) launched, and was selected "Best Car of 1993" in Australia;
 - Kia named "Official Car" for Daejeon Expo.
- 1994: Samsung Motors founded.
 - The Kia brand launched in the United States
- 1995: Number of vehicles registered in South Korea exceeded eight million;
 - Hyundai's Accent earned "Canadian Best Buy Award", and also won the "Asia-Pacific" Rally;
 - First Seoul International Motor Show.
- 1997: Kia Motors went into financial trouble, and helped push South Korea into the Asian financial crisis.
- 1998: Hyundai began investing heavily in quality, design, manufacturing, and long-term research, and added a 10-year or 100,000 mile warranty to its vehicles in the United States;
 - Samsung Motors started selling cars;
 - 51% of Kia Motors acquired by Hyundai Motor;
 - Daewoo Motors took over the troubled SUV specialist, SsangYong
- 1999: Asia Motors completely merged with Kia Motors Company.

2000s

- 2000: Samsung sold a 70% stake in Samsung Motors to Renault, and the company was renamed Renault Samsung Motors.
 - Daewoo Motors divests of SsangYong Motor Company
- 2002: Major assets of Daewoo Motors acquired by General Motors. The new company was named GM Daewoo.
- 2004: Hyundai tied with Honda for initial brand quality, second in the industry behind Toyota, in a survey conducted by J.D. Power and Associates.
 - Shanghai Automotive Industry Corporation (SAIC) acquires 49% of SsangYong Motor Company.
- 2005: Hyundai completed construction of its \$1 billion assembly plant in Montgomery, Alabama;
 - GM Daewoo vehicles were exported under various GM brands (and Suzuki), but mostly as Chevrolets

List of Korean automobiles

Asia Motors

Asia Motors passenger cars

- Fiat
124
- Rocsta
- Retona
- Towner

Hyundai Motor Company

Hyundai passenger cars

- | | |
|-------------------------------------|------------------------|
| • Accent/Excel/Verna | • Grandeur/Azera/XG350 |
| • Atos/Atos Prime/Atoz/Amica/Santro | • i10 |
| • Click//Getz/Getz Prime/TB | • i20 |
| • Coupé/Tiburón/Tuscani | • i30/Elantra Touring |
| • Dynasty | • Lavita/Matrix |
| • Elantra/Avante/Lantra | • Pony |
| • Equus/Centennial | • Scoupe |
| • Excel/Pony/Presto | • Sonata/i40 |
| • Genesis | • Stellar |
| • Genesis Coupe | • Verna/Accent |

Hyundai SUVs and vans

- Entourage
- Galloper
- Grace
- HD1000 (Minibus/Porter)
- Libero
- Porter
- Santa Fe
- Santamo
- Starex/Grand Starex
- Terracan
- Trajet
- Tucson/JM
- Veracruz

Hyundai commercial vehicles

- Hyundai Vison & 3ton Truck
- Hyundai 5ton Truck
- Hyundai Mighty
- Hyundai Mighty II
- Hyundai e-Mighty
- Hyundai Chorus
- Hyundai County & e-County
- Hyundai 4.5/5-ton truck
- Hyundai Truck (8/25-ton truck)
- Hyundai Super Truck 5ton/4.5ton(HD Series)
- Hyundai Super Truck(HD Series)
- Hyundai Aero Town
- Hyundai Aero City
- Hyundai Super Aero City
- Hyundai Aero
- Hyundai HD160
- Hyundai HD170
- Hyundai RB
- Hyundai FB

Kia Motor Company

Kia passenger cars

Kia Motors Group:

- Avella
- Brisa
- Clarus/Credos
- Concord/Capital
- Elan/Vigato/Kia Roadster
- Potentia
- Pride
- Sephia/Spectra/Shuma/Mentor

Kia Motor Group:

- Amanti/Opirus
- Cadenza/K7
- cee'd
- Enterprise
- Forte/Cerato
- Morning/Picanto
- Opirus/Amanti
- Magentis/Optima/Optima-Regal
- Rio/Pride
- Soul
- Spectra/Cerato
- Venga
- Visto

Kia SUVs and vans

Kia Motors Group:

- Besta
 - Rocsta
 - Ceres
 - Topic
 - Joice/Carstar
 - Towner
-
- Bongo/Power-Bongo/Wide-Bongo/Pregio
 - Retona
 - Carens/Rondo/Rondo7
 - Sorento
 - Carnival/Sedona
 - Sportage
 - Mohave/Borrego

Kia commercial vehicles

Kia Motors Group:

- KB
- Titan
- Rhino/Wide Boxer
- Super-Titan
- Trade
- Jumbo-Titan
- Boxer
- Granto
- AM Truck
- Combi
- AM Bus
- Cosmos
- Granbird

Hyundai Motor Group:

- Pamax
- Power Combi
- Rhino
- New Cosmos
- Granbird
- Frontier(1.4ton/2.5ton)

GM Daewoo**GM Daewoo passenger cars**

- Daewoo Chairman
- Magnus
- Daewoo Gentra
- Matiz
- Damas/Labo
- Musso
- Espero
- Nexia
- Maepsey (Maepsey-na)
- Nubira
- Istana
- Prince
- Kalos
- Rezzo
- Korando
- Royale Prince
- Lacetti
- Royale Salon
- Lanos
- Statesman
- Leganza
- Tico
- LeMans

Tata Daewoo commercial vehicles

- Elf
- Daewoo Truck(8ton~18ton)
- Daewoo Chasedae Truck
- Daewoo BM090
- Daewoo BS090
- Daewoo BF101/105
- Daewoo BS105/106
- Daewoo BV101
- Daewoo BV113
- Daewoo BH113
- Daewoo BH115
- Daewoo BH115E
- Daewoo BH116
- Daewoo BH117
- Daewoo BH120(H)

SsangYong Motor Company

SsangYong Passenger Cars

- Rodius (Stavic)
- Rexton
- Musso
- Musso Sports
- Kallista
- Chairman
- Korando
- Istana
- SsangYong Actyon

SsangYong Commercial Vehicles

- Istana
- SY Truck
- Transtar

Renault Samsung Vehicles

- Samsung SM3
- Samsung SM5
- Samsung SM7
- Samsung QM5
- Samsung SV110
- Samsung Truck

Oullim Motors

- Oullim Spirra

See also

- Hyundai Motor Company
- Kia Motors
- GM Daewoo
- Saehan Motor
- Tata Daewoo Commercial Vehicle
- Daewoo Bus
- SsangYong Motor Company
- Renault Samsung Motors
- Proto Motors

- Asia Motors, Ltd
- CT&T United

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- *Korean Automotive Industry in Transition* ^[2], from DSpace at MIT
- *ASIATalk Articles* ^[3], including one on the Korean auto industry

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