

Why should OEMs start planning for the emergence of battery electric vehicles?

It is critical for OEMs to start planning for the emergence of battery electric vehicles (BEVs) as this trend has the potential to have the biggest impact on aftersales in the short term. Global sales of BEVs reached more than one million units for the first time in 2017 increasing 54 per cent over 2016 and surpassed two million units in 2018.

How are new energy vehicles promoted?

In this context, new energy vehicles (NEVs) are widely promoted in various nations based on the obvious advantages of low carbon emissions, environmental protection, and energy savings. NEVs have not yet achieved large-scale promotion and the NEV technological level is the key (Liu et al., 2017).

Will the EV market grow from aftersales?

The EV market is attracting a number of start-ups and new entrants (including established brands with no automotive industry experience). However, from the outset, their future revenue potential from aftersales will not be at the same level that established OEMs have been able to achieve.

Are EVs a good option for Aftersales?

The available aftersales revenue on a three-, four- or five-year old and older EV will be considerably less than for an equivalent ICE (internal combustion engine) vehicle meaning that the potential revenue available will decline.

How will BEVs affect the aftersales market?

The growth of BEVs and the emergence of CASE mega trends in the automotive industry will have a transformational effect on the aftersales market. Substantial strategic changes requiring major up-front commitment (financial or otherwise) will be required to survive.

Are small and medium-sized battery manufacturers facing financial challenges?

Technological improvements and breakthroughs of this critical technology depend on suppliers' high investment in research and development (R&D); however, with the decline of state subsidy policies, small and medium-sized battery manufacturers face severe financial challenges.

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They will build an advanced fully automated production line with 80,000 pieces yearly capacity, and manage sales and after-sales services nationwide in Bangladesh. Huawei ...

BAIC New Energy Vehicle, the leading manufacturer of NEVs in China, signed a cooperative agreement with AVL Liszt of Austria, in which the two sides will jointly develop ...

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The New Energy Tech Consumer Code (NETCC) is a set of standards designed to protect consumers when purchasing new energy tech. To become a New Energy Tech Approved ...

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Hunan Yuneng New Energy Battery Material Co.,Ltd. is a lithium-ion battery cathode material supplier, engaged in the research, development, production and sales of ...

The partners have also signed a new 12MW/24MWh trading and battery optimisation contract which forms part of the new zero carbon electricity infrastructure at the ...

Considering the supply chain composed of a power battery supplier and a new energy vehicle manufacturer, under the carbon cap-and-trade policy, this paper studies the ...

Recently,CNGR and Al Mada,one of the largest private investment funds in Africa,signed a cooperation agreement in Casablanca,Morocco.The two sides will establish a joint venture in Morocco to ...

On September 26, SGX will launch four battery metal derivatives contracts, cash-settled against Fastmarkets" lithium and cobalt price assessments. To read more about ...

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Lithium Energy Limited has finalized updated terms with CNGR Netherlands New Energy Technology B.V. for the A\$97 million sale of its 90% stake in the Solaroz Lithium ...

The dual point policy is an important policy in the field of China"s new energy vehicle industry, various factors such as point trading prices and technological innovation costs ...

Proper maintenance of power battery packs can extend their service life and improve battery performance. Hangzhou Guheng Energy Technology Co., Ltd. has launched a ...

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