

# General Motors

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100 YEARS AND AMERICAN 100 STORIES BY GENERAL MOTORS book,GM (0530)[The End of General Motors](#) General Motors

General Motors is home to Buick, Cadillac, GMC and Chevrolet. Find the latest news about GM automotive innovations, investor relations and more. Learn about our company's rich history and dedication to community, sustainability and personal mobility efforts.

General Motors

GM is proud to deliver a wide range of vehicles to fit your driving needs. Explore the cars and trucks offered by the Chevrolet, GMC, Cadillac, & Buick brands.

Our Brands | General Motors

General Motors Company (GM) is an American multinational corporation headquartered in Detroit that designs, manufactures, markets, and distributes vehicles and vehicle parts, and sells financial services, with global headquarters in Detroit's Renaissance Center. It was founded by William C. Durant on September 16, 1908, as a holding company, and the present entity was established in 2009 after ...

General Motors - Wikipedia

General Motors, American corporation that was the world's largest motor-vehicle manufacturer for much of the 20th and early 21st centuries. Its major products include automobiles and trucks, automotive components, and engines. General Motor's headquarters are in Detroit. Learn more about the company's history.

General Motors | History, Deals, & Facts | Britannica

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Alfred P. Sloan, Jr. led the General Motors Corporation to international business success by virtue of his brilliant managerial practices and his insights into the new consumer economy he and General Motors helped to produce. Sloan's business biography, *My Years With General Motors*, was an instant best seller when it was first published in 1964 and is still considered indispensable reading by modern business giants.

The General Motors Corporation was established in 1908 by William C. Durant, who combined the Buick, Oldsmobile, and Oakland companies and, later, Cadillac, to form GM. From the 1920s onwards, GM grew from a firm that accounted for about 10% of new car sales in the U.S. to become the largest producer of cars and trucks in the world. The peak of the company's power and market dominance came in the 1960s, which proved to be the decade of change for the U.S. auto industry. With the introduction of federal safety regulations and control tailpipe emissions, GM's position as the world's largest industrial corporation changed. Its marketing strategy was undone by competitive challenges, and the business was never to be the same again. *General Motors: A Photographic History* explores the growth of the company in a series of over 200 black-and-white images. From the first assembly line to post-Second World War recovery, images from the world auto shows and the consequent re-organization of GM take the reader on an intriguing visual tour of a tremendously important era in the industrialization of America.

Examines the inner workings of many different kinds of businesses and shows why companies striving for excellence must take into consideration the four classic virtues of truth, beauty, goodness, and unity

Annotation A former General Motors executive tells the dramatic, colourful story of Billy Durant and Alfred Sloan, who founded and led one of the most powerful companies in North America. Durant, a dreamer, gambler and adulterer, got GM started with his deal-making abilities, while Sloan, the intellectual and expert on strategy, made it into the huge success it is today. Pelfrey had access to GM archives, and here he chronicles the ups and downs of both men and the company from the 1870s to the present day. Illustrated with 41 photos, the book also examines the start and growth of the automobile industry, including vivid portraits of such key players as Ford, Buick, Leland, Nash and Olds.

Studies the most significant American labor conflict of the 20th century

Tom Crumm thinks the American auto industry can regain the world leadership it once enjoyed in design, manufacturing and sales of world-class quality vehicles - and profitability. There are nearly a million American jobs at stake and when the ideas in this book spread to component and other industries it becomes fuel for discussion of a turnaround of America's industrial sector and a turnaround of the economy. General Motor's CEO Roger Smith was a visionary and fully realized that change was needed at GM. Tom Crumm played a vital role in the rethinking that was to help the company steer a new course; as a strategic planner he was deeply involved in the creation of the Saturn project in 1985. Many lessons may be learned from Saturn's rise and fall that could be used to further the understanding of how the American manufacturing sector can be restored to its world class position. These include: - corporate culture and leadership, or the lack of it - the integration of technology and workers - employee empowerment and labor relations - supplier relations and vertical integration - and sales philosophy and customer satisfaction The biggest threat to a worker's job is an unprofitable company. Accordingly, the adversarial relationship with the company was not in the best long term interest of union members. The union had to change as well as the company. This point and the whole discussion will be of compelling interest to all who want to know what happened to America's auto making capability. Others have recently tried to explain what went wrong in the auto industry. 'Crash Course' by Paul Ingrassia, for instance, shows that the author had extraordinary access to behind-the-scenes meetings and conversations -- but he has little to say about engineering, manufacturing, or product development. This book addresses just those practical areas where productive change can be made.

For the U.S. auto industry, the quarter ending June 30, 2009, was dominated by the bankruptcy filings of Chrysler and GM. As part of the bankruptcy proceedings, Chrysler terminated 789 dealerships, and GM planned to wind down 1,454 dealerships by Oct. 2010. Questions arose as to how GM and Chrysler selected dealerships for termination and what benefit, if any, the co's. gained from terminating the dealership. This report addresses: (1) the role of U.S. Treasury in the decision to reduce dealership networks; (2) the extent to which GM and Chrysler documented processes for deciding which dealerships to terminate and which to retain; and (3) to what extent the dealership reductions are expected to lead to cost savings for GM and Chrysler. Illus.

The collapse of General Motors captured headlines in early 2009, but as Alex Taylor III writes in this in-depth dissection of the automaker's undoing, GM's was a meltdown forty years in the making. Drawing on more than thirty years of experience and insight as an automotive industry reporter, as well as personal relationships with many of the leading players, Taylor reveals the many missteps of GM and its competitors.

## Where To Download General Motors

"Beyond the Horizons: The Lockheed Story is the story of those turbulent eighty-two years during which Lockheed achieved fantastic successes and endured occasional failures. Lockheed aircraft set innumerable records and were flown by great pioneering aviators such as Amelia Earhart, Wiley Post, and Howard Hughes. Lockheed engineers achieved fame usually reserved for film stars: Men like the great Kelly Johnson and Ben Rich advanced the world of aviation with their genius, and were honored as legends in their own time. Yet the secret of Lockheed lies in the spirit of family that illuminated the corporation over the years and permitted it to gain great triumphs and survive great tragedies. Over eight decades, Lockheed's unique corporate culture has enabled the company to thrive despite fierce competition. Making the right choices in leadership and technology at the right time contributed to their success, and here is the inside story of the people responsible for transforming Lockheed into the most profitable, prestigious, and influential company in the aerospace industry." --

This book portrays life inside a General Motors factory in the 1970s. Have you ever wondered why or how the lazy hourly workers came to be that way? This myth is debunked throughout the book. Anyone who has ever worked hourly for General Motors, the big three, or any large manufacturing company will enjoy the experiences provided in this book. They will find themselves reminiscing in the past about their own work experiences. Anyone who has had a close relative that worked in a factory will want to read this book to get a feel of what their loved ones went through while earning a living. The book comes to the stunning conclusion that General Motors top executives wasted a tremendous amount of human resources over the years. They looked down upon the factory workers and treated them as if they were disposable employees. They never attempted to tap into the vast and almost incalculable amount of brainpower available because they simply dismissed their classification hourly worker as useless. They treated them as if they were the source of all of their problems. They never even considered that with four hundred thousand hourly employees they might have had the resources right in front of them to help in solving the vast and complex problems that exist in the every day world of work. In today's competitive manufacturing environment Lean Manufacturing has stepped into the forefront for improvement. One of the two pillars of Lean manufacturing is respect for the worker. If you're an executive leader, manager or a student of lean you'll want to read this book to see how not to do it. One theory of management says that if you don't like what you see around you go look in a mirror first because your workforce is a reflection of your thinking and actions.

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