

# Global Major Carmakers Sales Statistics & Ranking

## 全球各大車廠銷量統計與排行

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The emerging markets see an upturn in the automotive market in 2018, and Taiwan as well as many automotive fastener makers are going in one after another, setting up bases in emerging countries. Focus2Move, which is an automotive statistical analyzer, recently published the ranking of major carmakers for the first half of 2018. The editors of Fastener World have compiled statistics from Focus2Move as well as regional sales figures from carmakers' financial reports into the following sales charts, through which you can overview the sales condition of global carmakers during 2017 and the first half of 2018.

### 2017 Global Car Sales by Manufacturer (Adapted from the statistics table made by Focus2Move website; Unit in Vehicles)

Rank 2017	Group	Sales 2017	Sales 2016	Variation 2017	Share 2017	Share 2016	2017 Regional Retail Sales
1	Volkswagen Group	10,377,478	10,030,440	3.5%	11.0%	10.9%	Europe: 4,731,000, up 2.0% North America: 992,000, up 2.4% South America: 526,000, up 24.9% Asia: 4,527,000, up 3.6%
2	Toyota	10,176,362	10,007,207	1.7%	10.8%	10.9%	
3	Renault Nissan Alliance	10,075,185	9,504,725	6.0%	10.7%	10.3%	
4	Hyundai-Kia	7,246,003	7,940,022	-8.7%	7.7%	8.6%	Americas: 1,185,000, up 3.1%. AMEA: 1,020,000, down 0.5%. China: 785,000, up 14.6%. Europe: 767,000, up 0.8%.
5	General Motors	6,861,601	6,834,317	0.4%	7.3%	7.4%	
6	Ford	6,243,891	6,345,109	-1.6%	6.6%	6.9%	Americas: 3.4 million, up 3% Middle East & Africa: 0.1 million, down 50% China: 1.2 million, down 7.6% ASEAN: 0.1 million, up 0%
7	Honda	5,323,537	4,950,068	7.5%	5.7%	5.4%	Japan: 668,000 North America: 1,970,000 Europe: 184,000 Asia: 1,964,000
8	F.C.A.	4,791,661	4,776,789	0.3%	5.1%	5.2%	
9	P.S.A.	4,106,791	4,274,662	-3.9%	4.4%	4.6%	
10	Suzuki	3,155,619	2,826,964	11.6%	3.3%	3.1%	
11	Mercedes Benz	2,638,826	2,452,026	7.6%	2.8%	2.7%	
12	BMW	2,456,511	2,385,085	3.0%	2.6%	2.6%	Europe: 1,101,800, up 0.8% Americas: 451,100, down 2.0% Asia: 848,800, up 13.5%
13	Geely Group	1,925,955	1,406,112	37.0%	2.0%	1.5%	
14	SAIC Motor	1,803,877	1,722,743	4.7%	1.9%	1.9%	
15	Mazda	1,575,796	1,529,757	3.0%	1.7%	1.7%	Japan: 203,000, down 12.5% North America: 429,000, down 2.0% Europe: 262,000, up 1.9% China: 292,000, up 24.2%
16	ChangAn	1,426,965	1,400,812	1.9%	1.5%	1.5%	
17	Dongfeng Motor	1,090,215	1,052,679	3.6%	1.2%	1.1%	
18	BAIC	1,083,021	1,228,695	-11.9%	1.1%	1.3%	
19	Fuji Heavy Industries	1,056,929	1,011,567	4.5%	1.1%	1.1%	
20	GM-SAIC-Wuling	1,017,662	760,292	33.9%	1.1%	0.8%	

Rank 2017	Group	Sales 2017	Sales 2016	Variation 2017	Share 2017	Share 2016	2017 Regional Retail Sales
21	Great Wall Motors	1,006,322	1,090,841	-7.7%	1.1%	1.2%	
22	Tata	828,240	759,989	9.0%	0.9%	0.8%	
23	Chery Automobile	648,390	689,401	-5.9%	0.7%	0.7%	
24	GAC Group	510,048	392,856	29.8%	0.5%	0.4%	
25	Jac Motors	444,657	598,094	-25.7%	0.5%	0.6%	

Volkswagen tops sales chart for 2017 at 10.37 million vehicles sold, accounting for 11% of the global share, closely followed by Toyota at the second place and Renault Nissan Alliance at the third place. The top three's sales all break the one million mark with respective market shares at above 10%. Hyundai-Kia, General Motors, Ford, and Honda have their sales ranging within 5 to 7 million vehicles with market shares between 5% and 8%. The 20th place in the chart, namely GM-SAIC-Wulings has the largest growth margin at around 34%, followed by Geely at 37% and GAC at nearly 30%. In the top twenty five, 70% of the carmakers show positive growth, having their sales above the level of previous year. However, their global market shares have less obvious changes between 2016 and 2017 with growth margins within plus and minus 1%. Interestingly, 9 out of the top 25 carmakers come from China and they take up the most places in the chart. If we count in GM-SAIC-Wuling which involves Chinese investment, the number of Chinese carmaker in the chart will increase to 10.

### 2018 Jan.-May Global Car Sales by Manufacturer (Adapted from the statistics table made by Focus2 Move website; Unit in Vehicles)

Rank	Brand	Sales 2018	Variation 2018	Share 2018
1	Toyota	3,543,827	0.8%	9.0%
2	Volkswagen	2,903,068	6.2%	7.4%
3	Ford	2,388,522	-5.9%	6.1%
4	Nissan	2,063,453	-0.7%	5.3%
5	Honda	2,020,648	-0.3%	5.2%
6	Hyundai	1,805,983	3.7%	4.6%
7	Chevrolet	1,659,036	5.1%	4.2%
8	Kia	1,200,121	9.2%	3.1%
9	Renault	1,105,928	3.2%	2.8%
10	Mercedes	1,092,761	5.2%	2.8%
11	Peugeot	922,802	6.8%	2.4%
12	BMW	857,335	0.6%	2.2%
13	Audi	795,014	4.6%	2.0%
14	Maruti	751,520	14.0%	1.9%
15	Mazda	699,655	8.3%	1.8%
16	Jeep	670,956	18.6%	1.7%
17	Fiat	666,806	-7.3%	1.7%
18	Suzuki	619,163	6.1%	1.6%
19	Geely	597,221	32.5%	1.5%
20	Changan	592,938	-6.0%	1.5%
21	Buick	548,388	-1.8%	1.4%
22	Skoda	538,435	10.2%	1.4%
23	Mitsubishi	510,513	25.6%	1.3%
24	Citroën	479,683	9.1%	1.2%
25	Wuling	476,827	-9.9%	1.2%

The brand ranked the 1st place in the first 5 months of 2018 is currently Toyota at 3.54 million vehicles over Volkswagen's 2.9 million. The third to fifth places are Ford, Nissan and Honda at the level of around 2 million. The sixth to tenth places have their sales between 1 and 2 million. The one with the largest growth margin is Geely at over 30%, followed by Mitsubishi at around 25%. Similar to 2017, 70% of the top 25 show positive growth in the first 5 months of 2018. What is different is that the number of Chinese carmakers that have made into the top 25 decreases from 9 to 3. The European carmakers take up the most places in this chart.

### What Could We Know from the Figures

Overall, we cannot overlook the rise of Chinese carmakers in 2017. For the last 3 years the Chinese government has been backing the domestic automotive technology involving IoT, electric cars, and car sharing. The business models of "IoT as a service" and "service as a product" boost the domestic car demand in China which may well compete on equal terms with the American and European carmakers in the future. That is why the American and European carmakers took the initiative to focus on developing electric cars and intelligent web-based connectivity. As gas engines will gradually be replaced with lightweight components in future cars, the automotive fastener industry should think about how the automotive supply chain will change the fastener supply chain and then react in advance. ■