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The Owner's Manual will familiarise you with the operational, maintenance and safety information to make the most of your Kia car.

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94% of Kia owners would service their car again with a Kia dealer; Kia genuine parts covered by 2 year warranty; Kia trained technicians with the latest technical knowledge; Up-to-date Kia diagnostic equipment and special service tools; Servicing your Kia at a Kia dealership will safeguard your warranty and enhance resale values; Online service ...

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### Servicing Your Kia | Kia Motors UK

The Owner's Manual will familiarize you with the operational, maintenance and safety information regarding your Kia vehicle. We urge you to read these publications carefully and follow the recommendations to help assure enjoyable and safe operation of your Kia vehicle. For optimal viewing, please open PDF file(s) with Adobe Acrobat reader

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The best country-by-country assessment of human rights. The human rights records of more than ninety countries and territories are put into perspective in Human Rights Watch's signature yearly report. Reflecting extensive investigative work undertaken by Human Rights Watch staff, in close partnership with domestic human rights activists, the annual World Report is an invaluable resource for journalists, diplomats, and citizens, and is a must-read for anyone interested in the fight to protect human rights in every corner of the globe.

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In today's globalized world, traditions of a national Self and a national other no longer hold. This timely volume considers the stakes in our changing definitions of national boundaries in light of the unmistakable transformation of German and Dutch societies. Examining how the literature of migration intervenes in public discourses on multiculturalism and including detailed analysis of works by the Turkish-German writers Emine Sevgi \u00d6zdamer and Feridun Zaimoglu and the Moroccan-Dutch writers Abdelkader Benali and Hafid Bouazza, New Germans, New Dutch offers crucial insights into the ways in which literature negotiates both difference and the national context of its writing.

One hundred years ago electric cars were the most popular automobiles in the world. In the late nineteenth century and at the start of the twentieth century, they outsold every other type of car. And yet, within a couple of decades of the start of the twentieth century, the electric car had vanished. Thousands of battery-powered cars disappeared from the streets, replaced by the internal combustion engine, and their place in the history of the automobile was quietly erased. A century later, electric cars are making a comeback. Fears over pollution and global warming have forced manufacturers to reconsider the electric concept. A History of Electric Cars presents for the first time the full story of electric cars and their hybrid cousins. It examines how and why electric cars failed the first time - and why today's car manufacturers must learn the lessons of the past if they are to avoid repeating previous mistakes all over again. The book examines in detail: Early vehicles such as the Lohner-Porsche petrol-electric hybrid of 1901; Key figures in the history of the electric car development such as Henry Ford; Sir Clive Sinclair's plans to build a number of electric vehicles, designed to sit alongside the Sinclair C5; The return of the electric technology to vehicles as diverse as the NASA Lunar Rover, commuting vehicles and supercars; Future developments in electric cars. For the first time the full story of electric cars and their hybrids are examined.The hidden past of the electric automobile is uncovered and its future developments are discussed. Superbly illustrated with 300 colour photographs, many of which are rare and original sketch designs. Nigel Burton has written and lectured on cars and automotive history for more than twenty years.

With contributions from leading brand experts around the world, this valuable resource delineates the case for brands (financial value, social value, etc.) and looks at what makes certain brands great. It covers best practices in branding and also looks at the future of brands in the age of globalization. Although the balance sheet may not even put a value on it, a company's brand or its portfolio of brands is its most valuable asset. For well-known companies it has been calculated that the brand can account for as much as 80 percent of their market value. This book argues that because of this and because of the power of not-for-profit brands like the Red Cross or Oxfam, all organisations should make the brand their central organising principle, guiding every decision and every action. As well as making the case for brands and examining the argument of the anti-globalisation movement that brands are bullies which do harm, this second edition of Brands and Branding provides an expert review of best practice in branding, covering everything from brand positioning to brand protection, visual and verbal identity and brand communications. Lastly, the third part of the book looks at trends in branding, branding in Asia, especially in China and India, brands in a digital world and the future for brands. Written by 19 experts in the field, Brands and Branding sets out to provide a better understanding of the role and importance of brands, as well as a wealth of insights into how one builds and sustains a successful brand.

In the spring of 1997, while assigned to Headquarters Air Force Special Opera - tions Command, an idea materialized that would ultimately dominate my life for the next three years. As I reflected over 19 years in special operations, I realized just how little I actually knew about the Combat Talon aircraft in which I had spent most of my active duty career. I could cite line and page number from complex technical orders, and I had been qualified as a flight examiner and instructor pilot, but I did not have a clue about the origins of Combat Talon, what operations the aircraft were involved in, or the people who flew and maintained them. Life in a special operations squadron was secretive, where only those with an official 'need to know' were read into limited access programs. With the com - partmentalization of information within the squadron, personnel working side by side were often not aware of what other members of the unit were doing. I was convinced that it was the right time to document the untold story of the Combat Talon. The commander of Air Force Special Operations Command was Maj Gen Jim Hobson at the time. As a young lieutenant, he had been assigned to the 15th SOS at Nha Trang Air Base, Vietnam. I felt that if the project were explained to General Hobson, I stood a good chance of getting his approval. In March of 1997 I prepared a staff summary package outlining the Combat Talon Project and forwarded it to Herb Mason, the Headquarters AFSOC command historian. I provided four reasons the Combat Talon Project should be approved. First, I noted that much of the documented history of the weapons system was fragmented and could only be found in the files of private contractors, including Lockheed Air Service (LAS) Ontario and the Robert Fulton Company. LAS Ontario was no longer involved in the Combat Talon program and was scheduled to cease opera - tion in the spring of 1998. The remaining LAS Ontario projects were scheduled to move to Palmdale, California, and join the highly classified Skunk Works program. The company did not plan to move most of its Combat Talon files, preferring to destroy them in place rather than store them at its new location. With the pending decision to terminate the Fulton recovery system for the Combat Talon I, the Robert Fulton Company no longer would provide equipment to the Air Force. Fulton was 88 years young, and his keen mind held a vast treasure of information about early development of the system. His comprehensive files also contained documentation on the Fulton system that was not available anywhere else. These key resources would not be available to future historians. The second factor that I cited centered around recent Air Force reorganizations. Many commands either were combined or redesignated (e.g., Air Force Logistics Command [AFLC] had become the Air Force Materiel Command [AFMC], and whole divisions had been eliminated in the process). At Wright-Patterson AFB, Ohio, the home of AFMC, the old Air Force Logistics Command Directorate, which managed the Combat Talon program for the Air Force, had disbanded. Most of its records either had been destroyed or placed in long-term storage. The Air Force reorganization was across the board, and a tremendous amount of classified files was being eliminated. Prompt approval of the project would allow access to some of the remaining files, and copies could be made for future research.

This is the fourth volume in an operational and chronological series covering the U.S. Marine Corps' participation in the Vietnam War. This volume details the change in focus of the III Marine Amphibious Force (III MAF), which fought in South Vietnam's northernmost corps area, I Corps. This volume, like its predecessors, concentrates on the ground war in I Corps and III MAF's perspective of the Vietnam War as an entity. It also covers the Marine Corps participation in the advisory effort, the operations of the two Special Landing Forces of the U.S. Navy's Seventh Fleet, and the services of Marines with the staff of the U.S. Military Assistance Command, Vietnam. There are additional chapters on supporting arms and logistics, and a discussion of the Marine role in Vietnam in relation to the overall American effort.

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