JARA
Japan Automotive Recyclers Alliance

JARA NEWS

December 2017, No. 118

from
Japan Automotive Recyclers Alliance
www.jara.co.jp

Published by JARA Corporation
Tokyo Head Office: Shinawa Bldg. 1-2-2-7F,
Nihonbashi, Chuo-ku, Tokyo JAPAN 103-0027
Phone: +81 3 3548 3010 / Fax: +81 3 3231 4690

JARA president Kitajima giving his presentation

JARA makes presentation at the Asian Automotive Environmental Forum

JARA Corporation (JARA) participated in the 10th Asian Automotive Environmental Forum (AAEF) held in Seoul from October 18 to October 20. At this forum, the company's president Sosho Kiitajima delivered a presentation on JARA's activities. Tohoku University professor Jeongsoo Yu also participated in the conference and gave a presentation on the current status and obstacles of Japan's recycling industry. As participants proposed actions to strengthen international relationships, the three-day event strengthened the collaborative resolve among the representative countries to improve the state of automotive recycling.

AAEF was held for the first time in Seoul in 2006. It is an international forum that attracts Asian-based recyclers, automakers, government institutions, and universities. At present, participants include representatives from Japan, China, South Korea, Malaysia, Mongolia, Costa Rica, Australia, and the Philippines.

JARA has been participating in the forum from the beginning. Kitajima stressed the significance of participation, and with his help, the AAEF has developed an established reputation overseas and works to build the confidence of other nations."

The main theme of the 10th AAEF was "End-of-Life Vehicle Recycling, Present & Future." The primary meeting, which was held on the October 20, 2017, was attended by a total of 120 people, including those from Hyundai Motor Company, Kia Motors, Renault-Samsung Motors, and GM Korea, as well as South Korean recyclers and university professors.

JARA's Kitajima presented a lecture entitled "Introduction of JARA activity." It discussed JARA's parts distribution network and quality assurance system, human resource education system, the benefit of having Toyota Tsusho Corporation as a parent company, and the "Green Point System," which quantifies the effect of carbon dioxide emissions reduction as a result of using recycled parts.

Professor Jeongsoo Ju explained the trends of Japan's recycling rate and used vehicle exports. He also unveiled Japan's recycling efforts with respect to nickel-metal hydride batteries and lithium-ion batteries after forecasting the diffusion of next-generation vehicles, discussing the global challenges related to next-generation vehicles from the perspective of each participating country.

Mr. David Nolan from Australia proposed the possibility of the AAEF members sharing systems related to automotive environmentalism, with focus on the of human resource education system.

He also urged members to strengthen ties among automotive recyclers in each country.

Prior to the conference, an industrial tour was arranged on October 18 and 19 for participants to visit the Korean Automotive Industry Expo and Hyundai Motorstudio Goyang, thereby allowing participants to broadened their knowledge in the field. *(Daily Automotive News, Nov. 2 issue)*

CO_2 Reduction Effect

(based on JARA System)

The use of Reuse Parts saved

2,428 tons of CO_2 emissions in October 2017

The reference figure represents the difference of carbon dioxide (CO2) emissions at the vehicle repair using genuine (new) parts and recycled parts.*

*: Based on "Green Point System", which was jointly developed by the Japan Automotive Parts Recyclers Association and Waseda University Environmental Research Institute using a life cycle assessment (LCA) technique.

Toyota Industries develops 40% lighter plastics for rear window

Toyota Industries Corporation has established an engineering technology that produces a plastic for an automotive rear window that is 40 percent lighter than the conventional glass window. Because the technology employs an injection molding method, it can be applied to fabricate curved surface and other complex surfaces, as a result, the technology enables significant weight reduction with enhanced designability. In addition, the plastic rear window is not susceptible to damage or discoloration due to sunlight owing to the application of an appropriate coating onto the surface, this coating helps improve driving visibility.

Toyota Industries has already implemented the plastic technology in the panorama roof window of the Toyota Prius α (alpha), and in the quarter window of the Toyota 86 GRMN models. To meet further demand for vehicle weight reduction, the company aims to broaden the range of application of plastic parts.

The rear window comprises a highly durable polycarbonate. A glass film-type coating is applied to prevent damage as due to wiper movement, and sunlight-induced discoloration.

The newly developed unit is equipped with rear and quarter windows, and is ten kilograms lighter than the model with the conventional glass window counterparts.

In the automotive industry, the transition to plastic windows is accelerating. For example, a plastic front window (windshield) jointly made by GLM Co., a Kyoto University venture company, and Teijin Limited, was applied to GLM's Tommykaira ZZ. Toyota Industries is aiming for early application of its integrated window unit to rear and quarter windows in actual vehicles. *(Daily Automotive News, Nov. 21 issue)*

500 people gather to remember Goro Domon

A remembrance gathering was held at Akita Castle Hotel in memory of Mr. Goro Domon, 73, chairman of Daiko Corporation, who suddenly passed away on September 18 this year. About 500 people attended the gathering, which included members from the automotive industry and the local economic community, to honor Domon's contribution and his aggressive business activities in the automotive recycling field.

Minoru Murata, Metal Division Chief at Toyota Tsusho Corporation, and Satoshi Takahashi, Chairman of NPO JARA, were among the industry leaders who offered their condolences. Thereafter, all attendees offered flowers.

The late Mr. Goro Domon was born in 1945 in Yusa-cho, Yamagata Prefecture. He joined Sanko Auto Co. in 1963 and thereafter joined Nissan Prince Akita Co. in 1968. Domon created Domon Shoten Co. in 1975 and established Daiko Corporation in 1993. In 2003, he took over post of director at Super Line Tohoku and later, in 2005, he served as auditor at JARA Corporation. He became the chairman at JARA Corporation in 2009. In addition, Domon also served as Head Office Chief at the damaged vehicle collection unit of the Great East Japan Earthquake Disaster Recovery Operation. *(Daily Automotive News, Oct. 31 issue)*

Toyota and Aioi Nissay develop new Telemetics insurance

On November 8, Toyota Motor Corporation and Aioi Nissay Dowa Insurance Co., Ltd. announced that they have jointly developed a program called "Behavior Reflection Telematics Insurance," that deducts insurance premium in accordance with the levels of safety measures followed while driving, based on data derived through a Data Communication Module (DCM) mounted on Toyota connected cars. In the "Driving Premium," which, along with "Basic Premium," forms a part of the total premium, can be deducted by up to 80 percent. The deduction is expected to take away a maximum of 10 to 20 percent of the total premium. The new insurance will be introduced to all new Lexus new vehicles, excluding LS and HS models, from January 2018 and to Toyota Crown, which will be fully remodeled in the summer of 2018.

While Telematics insurances are already sold by other insurers, this is the first time in Japan when the insurance will reflect safety driving levels onto the premium without any declaration by the car owner.

Toyota also announced that it would all Toyota vehicles with a DCM. The DCM enables collection of data related to the speed of the vehicle, its acceleration, and braking, and it transmits this data to the data center. A monthly report of safety driving levels, provided on a 100-point scale, will be sent via smartphone to the car owner. At the time of the contract, only the basic premium is fixed. The amount to be deducted, calculated based on data collected, will be settled at the end of contract.

Aioi Nissay Dowa acquired Box Innovation Group (BIG), a major Telematics insurance company in the United Kingdom, in March 2015. Aioi Nissay Dowa developed the new insurance product using the experience of BIG. *(Daily Automotive News, Nov. 9 issue)*

Toyota Tsusho and NEXTY form a capital alliance with four software venders

NEXTY Electronics Corporation, a subsidiary of Toyota Tsusho Corporation, announced that the two companies formed a capital and operational alliance with four on-board software vendors. To enhance software development for autonomous driving and connected cars, the subsidiary will increase the number of engineering experts from the current 900 to 2,500 people in the coming one to two years. With the above-mentioned alliance, 150 engineers have been newly added to the Toyota Tsusho-NEXTY group.

Counterparts of the alliance are Japanese companies AXE, Inc., based in Kyoto, Integration Technology Co., based in Saitama, SOLXYZ Co., based in Nagoya, and Future Technology Laboratories Inc., based in Nagoya.

Toyota Tsusho-NEXTY is expected to invest 76.57 million yen in SOLXYZ, to become a one percent SOLXYZ Co. stakeholder. Although the investments in the remaining three companies are not disclosed, the total investment of the group is expected to amount to hundred million yen.

NEXTY is working in collaboration with its overseas subsidiary and more than 100 partner companies to enhance software development. The four new companies are positioned as core partners. *(Daily Automotive News, Nov. 22 issue)*

Toyota Metal performs memorial service for ELVs

On November 9, Toyota Metal Corporation, located in Handa City, Aichi Prefecture, performed its "40th ELV Memorial Service," to express their gratitudes to end-of-life vehicles (ELVs) and pray for traffic safety. The attendees at the event included Minoru Murata, President of Toyota Metal; directors of Toyota Motor Corporation and Aichi Steel Corporation; Toyota dealers; and Sumio Sakakibara, Handa City Mayor.

Chief Priest of the Sumiyoshi Shrine conducted the memorial service. After the Tamagushi Hoten, in which attendees offered a branch of the sacred tree to the gods, amulets were burnt in front of two ELVs under the solemn atmosphere. Sumiyoshi Shrine carries out this event every year to express gratitude to ELVs, which amount to 130,000 units a year with a cumulative count of 7.2 million units.

President Murata said, "Some ELVs are likely associated with those involved in traffic accidents. We sincerely pray for traffic safety." *(Daily Automotive News, Nov. 21 issue)*

KOBELCO

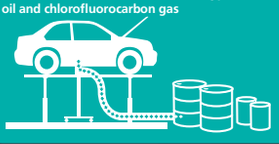
We Save You Fuel
Achieving a Low-Carbon Society

Dismantling process flow chart

How the Car Dismantling machine works

1. Receiving and evaluating cars
Incoming vehicles tested on dynamometer to check engine condition

2. Collecting fuel, fluids and chlorofluorocarbon gas
Remove fluids such as fuel, various types of oil and chlorofluorocarbon gas



3. Parts collection
Efficiently collect reusable parts

Tyres Doors
Batteries Seats Bonnets

4. Collecting undercarriage parts and engines
The car is turned to safely collect engine, exhaust system and suspension parts

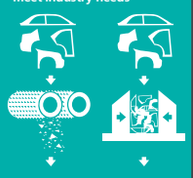
Exhaust Engine Suspension

5. Car dismantling process
After pre-processing, the car is sorted into raw components such as ferrous, non-ferrous and plastics

29 Cu Copper 63.546 | 13 Al Aluminium 26.982 | Harnesses | Motors | Radiator

5. Processes after removing parts
Once thoroughly cleaned, the parts become good quality recycled parts

6.Volume reduction processes
After treating, the scrap cars are cut up and crushed or pressed into materials that meet industry needs



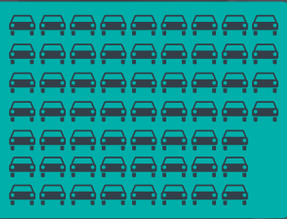
Blocks of material can then be distributed to smelting plants for recycling

The Evolution of car dismantling industry by Kobelco

Four times* the vehicle dismantling capability compared with hand dismantling.
*In one day (Kobelco test figures)

15 vehicles >
One operative working by hand.

60 vehicles >
One operative in a Kobelco Car Dismantling machine.



Engine | Catalytic Agents | Body Steel | Seats | Windows | Wheels/Tyres
Sus pension
Radiator
Brakes
Front & Rear Bumpers | Transmission | Doors | Harnesses

The machine's special attachment is designed to strip materials from End-of-Life Vehicles (ELV) safely and thoroughly

Improved recovery rate of rare earth metals

26 Fe Iron 55.933 | 13 Al Aluminium 26.982 | 29 Cu Copper 63.546 | 78 Pt Platinum 195.08 | 46 Pd Palladium 106.42

Separation of these valuable materials is quicker and easier and can be performed with one Kobelco machine.

コベルコ建機株式会社 www.kobelco-kenki.co.jp/	For Japan	成都神鋼工程机械(集团)有限公司 www.kobelco-jianji.com/	For China
(주)삼정건설기계 www.samjung-kenki.co.kr/	For Korea	KOBELCO CONSTRUCTION MACHINERY U.S.A. INC. www.kobelco-usa.com/	For North America
KOBELCO CONSTRUCTION MACHINERY AUSTRALIA PTY LTD www.kobelco.com.au/	For Australia	KOBELCO CONSTRUCTION MACHINERY EUROPE B.V. www.kobelco-europe.com/	For Europe
FAIR FRIEND ENTERPRISE CO.,LTD. www.ffg-tw.com/	For Taiwan		