JARA
Japan Automotive Recyclers Alliance

JARA NEWS

July 2018, No. 125

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

NPO-JARA eyes human resources development

The non-profit organization, Japan Automotive Recyclers Alliance (NPO-JARA) held its 14th ordinary general meeting in the Chuo ward of Tokyo. The business plan for fiscal year 2018, which included the supporting activities for the 11th Asian Automotive Environmental Forum (AAEF 2018) that will be held in India in October of 2018, was unanimously adopted. In the election, all officers–including Chairman Satoshi Takahashi–were reappointed.

The 2018 business plan also mentioned conducting automotive-industrial English seminars and a foreign human resources development program. NPO-JARA will further strengthen ties with Asian countries through AAEF and is considering a program for foreign human resources development that would be based on relationships with universities abroad.

Chairman Takahashi said, "We established the NOP-JARA and have long been engaged in the research of illegally dumped vehicles in overseas countries. As a result of this effort, we are now trusted in all quarters of the world. Today, many Japanese vehicles are on overseas roads. We want to collaborate with our members at home and abroad to respond to important issues about natural resources and the environment."

New officers: Chairman, Satoshi Takahashi; Vice Chairman, Minoru Gouko; Executive Director, Sosho Kitajima; Managing Director, Atsushi Hattori; Directors, Masakazu Matsubara, Jiro Kamoshita, Kikuo Chiba, Masanobu Ito, Tomohiro Ono, Tomohiro Chikamatsu, Yoichi Tabuchi; and Auditor, Umon Takamatsu and Mitsugu Saito *(Daily Automotive News, June 14, 2018 issue)*

JAERA, JAPRA to aim for monolithic solidarity

New organization to be announced in March of 2019

The Japan End-of-life-vehicle (ELV) Recyclers Association (JAERA) and the Japan Automotive Parts Recyclers Association (JAPRA) is on the right track for a merger. In the general meeting held on June 13, JAERA approved the receiving of 13 directors from JAPRA. Since the entire auto industry is currently immersed in a "once-in-a-century" transformational period, even auto-recycling businesses should be creating an industry-wide group to increase their odds of survival and to secure sustainable growth. The organizational structure is scheduled to be announced in March of 2019.

JAERA was formed in April of 2000 as a nationwide association for automotive recyclers. It consists of cooperating groups and associations of recyclers in each prefecture.

JAPRA was formed in November of 1995 by recyclers who handle "reuse" and "rebuilt" auto parts. It consists of 505 companies from 11 groups.

Discussions about a merger of the two groups are said to have started 7–8 years ago. However, due to large difference of business scale and other circumstances among recyclers, it was difficult to consolidate all these companies into one single group.

The move toward a merger was accelerated by the groups' experience of common business issues, such as the increasing costs of ELV procurement and transportation of recycled auto parts as well as the unstable market prices of recycled materials. The declining trend of the generation of end-of-life-vehicles (ELVs) in the auto market as well as the demanding technological requirements for handling electrified vehicles (hybrid and electric vehicles, etc.) also applied pressure for the merger.

Meanwhile, 9 out of 47 prefectures are not members of JAERA, and currently JAERA has under 500 members. In fiscal year 2018, JAERA will be expanding to 1,000 members and a total of 26 directors (the 13 existing directors plus the 13 newly accepted directors from JAPRA). The kick off of the new organization will be next spring in what is still expected to be a challenging period. *(Daily Automotive News, June 21, 2018 issue)*

JAERA directors introduced after the general meeting

A big step taken towards a merger

JARA holds introductory seminar

JARA Group and JARA Corporation held their joint 13th Introductory Seminar on May 24¬–26 at the Aichi Prefectural Youth House in Okazaki City, Aichi Prefecture. The 3-day event was attended by 39 people from 24 JARA members and partner rebuilt parts manufacturers.

JARA Group Chairman Yukiyoshi Domon opened the seminar, "This time, the seminar is attended by people with a range of experience, from those new to the sector to long-standing employees, who all work in different operational capacities. To get the best from the seminar, though, you should put aside fixed thinking and move forward with a fresh perspective." JARA Corporation President Sosho Kitajima encouraged trainees by saying, "The content of this seminar is slightly different from earlier ones, but the fundamental message remains unchanged. Approach these 3 days with an open mind. What benefits you reap from your time is up to you!"

Formerly known as the Basic Seminar, this Introductory Seminar comprised a business etiquette workshop and a basic seminar on automobiles, both led by an external lecturer and trainer. Through these group activities, trainees learned not only the correct manners for a member of society, but also the mindset of an automotive recycler. They also learned how to identify and improve issues through the self-analysis. (JARA Public Relations)

3R Promotional Association announces excellent activities

Award-winning Hida Tec unveils its efforts

The Reduce Reuse Recycle (3R) Promotion Association held its Excellent Activity Presentation for the fiscal year 2017 on June 5, 2018 at the Japan Society of the Promotion of Machine Industry. Among the companies presenting their efforts was Hida Tec Co., Ltd. of Niigata Prefecture, which won the Minister of

Environment Award.

Hida Tec gave a lecture on its efforts toward the 3Rs of end-of-life vehicles (ELVs). Its emphasis is on the so-called "whole-part recycling," which leaves no automobile shredder residue (ASR), and leads to almost 100% of all ELVs processed by the company being recycling. Satoru Sakai, Manager of the Management Division at Hida Tech, said, "In our industry, facilities for processing ASRs are scarce. Recyclers have to transport ASRs to distant off-site locations, therefore." Hida Tec achieved a 99% recycling rate in weight of ELVs by melting steel scraps in an electric furnace to produce reinforcing rods. The recycler ranked in a top 10 list of companies, as an "Excellent Whole-Part Resource Recycling Plant" for 12 consecutive years. Hida Tec will continue to actively promote whole-part recycling, while helping to extend "local production and local consumption." (Daily Automotive News, June 7, 2018 issue)

Environment ministry announces report on Nanocellulose Vehicle Project

On June 6, 2018, the Ministry of Environment held a presentation in Tokyo concerning reports on the Nanocellulose Vehicle (NCV) Project, in which cellulose nanofiber (CNF), a next-generation plant-derived materials is used for lightweight, high-strength automobile parts. A full-scale Toyota 86 highlighting exterior CNF parts was on display. The Ministry plans to showcase a concept car featuring CNF parts at the next Tokyo Motor Show to be held in autumn 2019.

Toyota 86 fitted with CNF prototype parts. The car was produced by Toyota Customizing & Development Co., Ltd.

A total of 21 parts suppliers and academic institutes have participated in the NCV Project, which started in October 2016.

Prototype parts have been produced in collaboration: the bonnet by Kanazawa Institute of Technology, the trunk lid by Risho Kogyo Co., Ltd., the intake manifold by Aisin Seiki Co., Ltd., and the door trims by Toyota Boshoku Corporation. The processes involved first mixing CNF into resin materials and then checking their strength and heat resistant performance, thereby improving both the characteristics and quality.

Professor Hiroyuki Yano, who supervises the Kyoto University's Research Institute of Sustainable Humanosphere, said, "Around the year 2000, research on CNF was at its highest. Now we see CNF finally in car parts, and by showcasing a concept car, we will further promote how plant-derived and environment-friendly CNF can contribute to car manufacturing." *(Daily Automotive News, June 7, 2018 issue)*

CO_2 Reduction Effect

(based on JARA System)

The use of Reuse Parts saved

2,302 tons of CO_2 emissions in May 2018

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.

KOBELCO

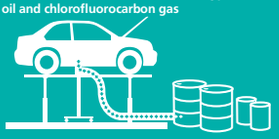
We Save You Fuel
Achieving a Low-Carbon Society

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

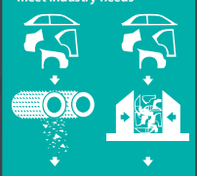
Exhaust Engine Suspension

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



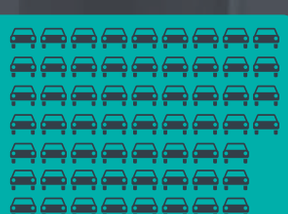
Blocks of material can then be distributed to smelting plants for recycling

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.



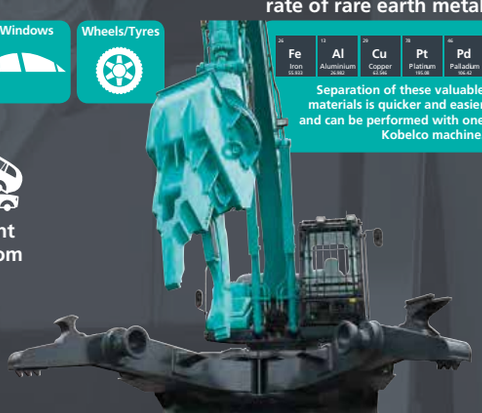
Engine | Catalytic Agents | Body Steel | Seats | Windows | Wheels/Tyres
Sus pension
Radiator
Brakes
Front & Rear Bumpers | Transmission | Doors | Harnesses

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		