



JARA NEWS

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JARA joins disaster reconstruction efforts after record rainfall

Parts of western Japan were hit by deadly floods and landslides in July 2018. To assist its members, the Japan Automotive Recyclers Alliance Corporation (JARA) will undertake reconstruction efforts. Because the number of collected damaged vehicles is expected to increase, JARA will be engaged in the groupwide support activities.

On July 9, JARA checked the damage situation of its members and found that there were no casualties among the members, although the offices of some member companies were damaged by the flood. JARA is dispatching field survey staffs to the stricken areas. Because the July 2018 heavy rain left a widespread damaged area in western Japan, JARA's regional block bodies are mostly involved in the efforts. "We should prepare necessary organizational structure suitable for each project," said JARA President Soshō Kitajima (*Daily Automotive News, July 12 issue*).

JARA holds next-generation vehicle seminar

JARA Corporation held a seminar on July 12–13 titled "JARA Next-Generation Vehicle Seminar" at Aioi Nissay Dowa Automobile Research Institute in Susono City, Shizuoka Prefecture. It was the first holding of the company's seminar focusing on next-generation vehicles. The participants could experience a test ride on fuel cell vehicles (FCVs), electric vehicles (EVs) and hybrid vehicles (HVs). The seminar provides lectures on the aiming procedures (adjustment work) of advanced safety technologies and maintenance work of advanced safety vehicles (ASVs), as well as the diffusion status of next-generation vehicles in the market. Ten participants were involved in the two-day seminar to acquire the know-how on such next-generation vehicles.

On the first day, the seminar's lecture



covered basic knowledge of next-generation vehicles, such as vehicle types and features, as well as an explanation of the roadmap that the government has forth. The lecturer pointed out that, in Japan, the diffusion of HVs is progressing, whereas the EVs are lagging slightly. He also suggested that, in the future, when the era of FCVs and EVs arrives, "You will not be able to produce engines." The status of the auto industry's efforts to realize a Hydrogen society is also introduced.

After the lecture, vehicles were demonstrated by means of the test rides. Participants drove the Toyota Mirai, Prius PHV plug-in hybrid vehicle, Nissan Leaf, Honda Fit EV, and Mitsubishi Motors Outlander PHEV plug-in hybrid vehicle. They experienced the driving performance of these vehicles and the activation status of safety systems, such as cruise control and lane departure alert.

On the second day, participants learned the aiming adjustment work for cameras and millimeter-wave radar, which are used as detection devices in advanced safety technology. They also experienced the activation of low-speed automated braking, accelerator-pedal-misoperation prevention devices, and vehicle parking assist systems. Finally, appropriate processes of brake fluid replacement, which are required when the next-generation vehicle arrives in the recycler's facility, were also introduced (*Daily Automotive News, July 19 issue*).

JARA Group holds workshop for production management staff

On June 20–22, JARA Group hosted the Production Management Staff Step 1 Workshop at the Aioi Nissay Automobile Research Institute's Higashi Fuji Center, Shizuoka Prefecture. The three-day event was designed to enhance skills in the area of quality control and the production management of recycled parts, as well as to explore how to distinguish the repaired record of the vehicle. Ten attendees participated in the workshop.

On the first day, participants learned JARA's quality criteria of recycled parts, efforts for establishing an effective flow ranging from the arrival of an end-of-life-vehicle (ELV) to parts production, and front staff operations. On the second day, they received a lecture on the checking points for the shapes of parts, such as damages and repair record, which are required for registration of exterior parts. They also confirmed the repaired portion of an actual vehicle. On the final day, they undertook a paper examination and then received a completion certificate of the workshop.

The workshop focused on ELVs with damage-repaired records. For such vehicles, JARA Group members should accurately identify the appropriate vehicle conditions, thereby providing accurate information about such parts to vehicle repair shops (JARA's customers). To increase the number of registrations of recycled parts, JARA Group aims to establish clear standards for ELVs with damage repair records, from which recycled parts can be produced (*Daily Automotive News, July 5 issue*).





The entire administration will assist reconstruction efforts

Transport ministry offers special measures in response to the western Japan heavy rain, extending the license period of vehicles involved in the disaster

To benefit the sufferers from the western Japan heavy rain disaster, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) decided

to extend the validity period for vehicles in nine categories. Passenger transport, forwarding service, and issuance for vehicle certificates for vehicles that once failed vehicle inspection, and a safety standard compliance certificate will be included. The expiration date of the vehicle inspection certificate, however, will not be extended because of specific regulations under the Road Transport Vehicle Act. The entire automotive-related administration will assist early recovery from the disaster.

Under the Road Transport Vehicle Act, the validity of licensed vehicles for extraordinary transport in disaster-hit areas will be extended to November 30, 2018. The validity of forwarding services of vehicles for which the operator's service offices are mostly located in the disaster-hit area will also be prolonged until November 30, 2018.

In the automobile registration regulations, deadlines for the submission of applications and certificate issuance for vehicles involved in the disaster will be extended until November 30, 2018.

In the regulations related to the Road Transport Act, the license of the general passenger bus service will be extended

until November 30, 2018. The same measure applies to the taxi service registration and passenger-paid transport operator registration.

If the vehicle owner failed to submit the owner change or other applications after June 28, 2018, any administrative and criminal responsibilities will not be charged, only if it is recognized that it is because of the western Japan heavy rainfall (*Daily Automotive News, July 20 issue*).

ELV acceptance up 3.1% in April-June 2018, JARC says

According to the Japan Automobile Recycling Promotion Center (JARC), acceptance of end-of-life vehicles (ELVs) by designated operators in the first quarter (April through June) of fiscal year 2018 increased 3.1% from a year earlier to 882,000 units. The increase was supported by the continuing high price of steel scraps and steady new vehicle sales, especially in less than 660-cc engine minivehicles. JARC says, "With these positive factors, the yearly increase continues." (*Daily Automotive News, July 19 issue*)

Scan tool subsidy to include BP shops

The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) announced that the ministry newly added "automotive facility which employs full time automobile mechanics and offers inspection and repair service" to the eligible service operators for subsidy of scan tool purchasing. Before that, eligible operators were automobile overhauling and maintenance providers and excellent automobile maintenance providers. Henceforth, the coverage of the subsidy

program will expand to vehicle body maintenance shops, which offer oil and battery changes, car accessory shops, tire shops, electric parts service shops, and body, paint and light repair shops (BPs).

The ministry began providing subsidy for purchasing scan tools in fiscal year 2013 with an annual budget of 200 million yen. For fiscal year 2018, it is starting to accept applications during the period from July 24 to October 31, 2018. The subsidy is as much as 150,000 yen per single location. If the service provider receives the subsidy, it is required to use the scan tool on more than 20 vehicles and report diagnostics results to the ministry.

The subsidy program was introduced because the scan tools are indispensable for vehicle inspection, which uses lots of electronics. The expansion of the coverage, this time, is "part of projects eyeing on on-board diagnostic (OBD) inspection," according to the Maintenance Department of Automobile Bureau at MLIT. The government is planning to introduce OBD-based vehicle inspection in 2024. For the inspection, a "legal scan tool" to read the diagnostic trouble code (DTC) set for specific troubles will be required. All vehicle inspection providers, hence, must have scan tools.

Service equipment providers also expect

the move, Inter Support Co., Ltd. says: "The expansion of coverage will help increase the use of scan tools. Until now, some businesses were not able to apply subsidy applications." A major service equipment trader also has a great interest in the expansion, "We hope to upgrades facilities in places of service providers. We want to offer scan tools to a wider range of service provider" (*Daily Automotive New, July 11 issue*).



Scan tool is indispensable for future OBD vehicle inspection

CO2 Reduction Effect (based on JARA System)

The use of Reuse Parts saved 2,281 tons of CO2 emissions in June 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.

Asian Automotive Environmental Forum

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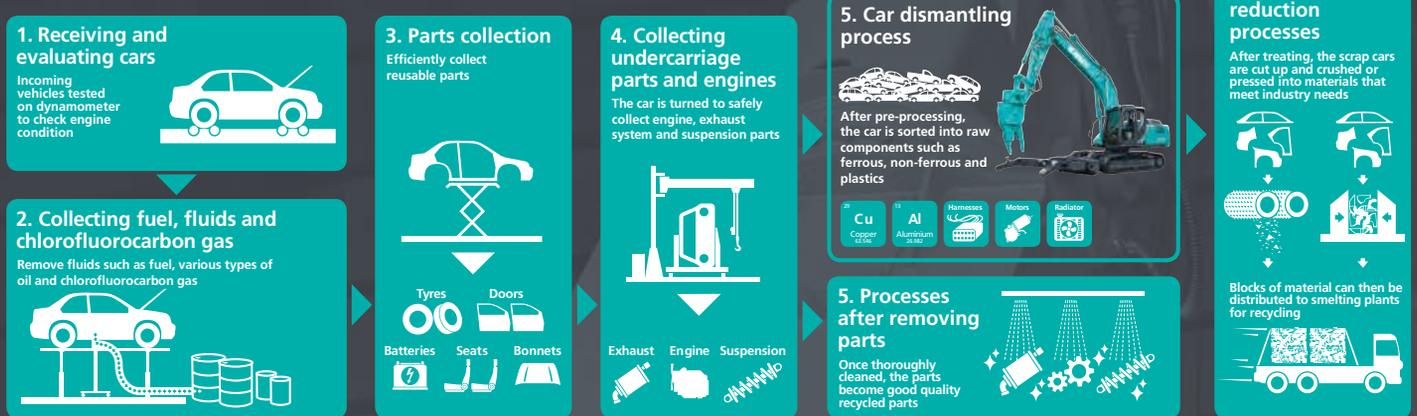


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Dismantling process flow chart

How the Car Dismantling machine works



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, Suspension, 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

Fe Iron	Al Aluminum	Cu Copper	Pt Platinum	Pd Palladium
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Separation of these valuable materials is quicker and easier and can be performed with one Kobelco machine.



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