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Tokyo Head Office: 1 F. Yaesu KT Bldg. 1-1-8,
Yaesu, Chuo-ku, Tokyo JAPAN 103-0028
Phone: +81 3 3548 3010 / Fax: +81 3 3231 4690

Trainees gained knowledge in the area of diagnostics through the use of scan tools and wiring diagrams

JARA Corp. holds hybrid car diagnostics seminar

On October 17, 2018, JARA Corporation (President Shosho Kitajima) held its "Hybrid Car Diagnostics Seminar" at the Higashi Fuji Center of Nissay Aioi Dowa Automobile Research Institute, located in Susono City, Shizuoka Prefecture. This is the first time the company has hosted such a seminar focusing on hybrid car diagnostics. The seminar was designed to deepen the knowledge of the trainees in knowledge in how to find defected parts and repair them using a full-scale hybrid car. Amid increasing acceptance of end-of-life-vehicle of hybrid cars, recyclers are required to identify the accurate status of parts of the hybrid ELVs, thereby ensuring the satisfactory production of recycled parts.

A total of 10 trainees participated in the seminar, involving them in diagnostics through the use of a scan tool to explore the cause of the defect using repair records, followed by repair work. An expert gave a lecture on the diagnostics of hybrid system and the use of scan tools.

Recently, some hybrid ELVs accepted by JARA member recyclers were found to have defects. In order to quickly decide whether recycled parts could be produced from such vehicles, recyclers have to correctly use scan tools. Through the seminar, JARA aims to increase the production and transaction of recycled hybrid parts in the market. At the same time, JARA aims to strengthen proposal abilities of its member recyclers when dealing with their customer, repair shops, by acquiring the correct knowledge of car diagnostics *(Daily Automotive News, Oct. 25 issue)*.

JARA Group hosts Production Manager Step 2 Workshop

JARA Group (Chairman Yukiyoshi Domon) held a 4-day training seminar at the Higashi Fuji Center of Nissay Aioi Dowa Automobile Research Institute, located in Susono City, Shizuoka Prefecture. The event, entitled the Production Manager Step 2 (Intermediate) Workshop, was attended by JARA member company staff (employees, manager and leader) that had already completed the Step-1 (Beginner) Course, and participated in the Low-Voltage Handling Special Course.

In the course, participants became familiar with the latest status of recycled parts, advanced vehicle safety technologies such as collision avoidance support system, as well as technologies and the trends of electric vehicles (EVs) and plug-in hybrid vehicles (PHVs).

The course also provided sales results of recycled parts on a regional basis due to the demand for vehicle type and category of parts differing between regions. JARA member recyclers, through the course, are expected to incorporate such data into each company's strategy for business expansion planning. In addition, the course introduced an effective parts inventory management system to the participants so as to help member companies strengthen the business of recycled parts.

Of the 4-day schedule, one day (the October 17) was allocated for the "Hybrid Car Diagnostics Seminar" *(Daily Automotive News, Oct 25 issue)*.

GMO Cloud promotes IoT solutions to auto industry

Cloud hosting provider GMO Cloud K.K. is actively promoting its IoT (Internet-of-Things) solutions for the automotive industry. The company, following Joycal Japan Co. and Advance Club Co., recently formed a partnership with a major trading house, Sojitz Corp., to widen its business on a global scale.

The company's connected services are based on the onboard diagnostics (OBD) on a vehicle. Although automakers offer their telematics services through affiliated dealers, the OBD-based services have the potential for independent repair shops and aftermarket businesses.

GMO Cloud started its IoT business in September 2017. "We see big potential. There are 60 million units of passenger vehicles in use in Japan whose population is 120 million," according to the company.

Existing vehicles are easily connected with the IoT solution–an advantage for independent businesses. It also helps the repair shop increase its contacts with customers. For example, a repair shop could have tire replacement work for a customer who may ask other shops when he/she suddenly needs to replace tires. "We are going forward with an open platform. We should play the role of the bridge between repair shops and other industries, the terminal." Although IT giants such as Google and Facebook who eye data enclosure, GMO Cloud will provide open solutions to customers.

In 2024, the OBD-based mandatory vehicle inspection system (Shaken) is slated for launch in Japan and will be required on new vehicles made in 2021 under the inspection system. On the other hand, repair shops have a choice to use GMO Cloud's solutions to provide the safety service for existing vehicles *(Daily Automotive News, Oct 22 issue)*.

Automakers and major insurers also offer "connected" services (Image for illustration purposes)

--- Welcome to JARA Partner Rebuilt Parts Manufacturer ---

The company inserts a leaflet featuring employee portraits with its products

BRE Kanto delivers a sense of security through an invoice showing a portrait of its employees

Saitama Prefecture-based rebuilt-engine maker, BRE Kanto Inc. (President Tatsuo Nagara) is strengthening its efforts through value-added promotional activities to customers. The company recently began delivering products with a leaflet featuring portraits of its employees and offering its after-sale support programs. BRE Kanto constructed its new plant in August 2016, featuring the latest equipment and facilities. The new plant has honing machines installed, which most automakers use. It also features an industrial wastewater reuse system for saving water. With these efforts, BRE Kanto is actively inviting the attention of its customers to the company. "In addition to a sense of security in our products, we will provide a total range of security features to customers, including manufacturer, employees, and after-sale follow-ups," said Nagara.

In early October 2018, the company started including a leaflet featuring portraits and comments of its employees, in shipment of its products. The pictures include the president, directors, staffs of sales and administrative departments, as well as production staff and foreign technical intern trainees at its headquarters plant and Hokkaido plant. "By showing the faces behind the products, we can gain a sense of security from our customers."

This autumn, BRE Kanto expanded its follow up programs, including a warranty of up to 24,000 kilometers a year.

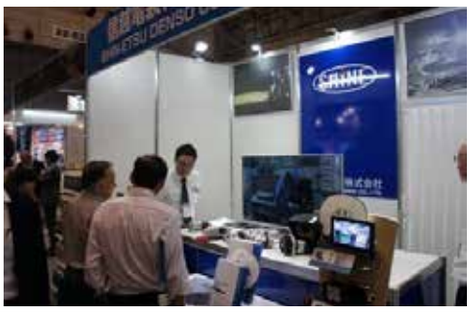
The new plant, which rolls out 7,500 rebuilt engines annually, provides an optimal work layout to secure the best performance of the workers. Also, the workplace is equipped with an air-conditioning system to improve the work environment further. BRE Kanto is also planning a Thai project although the business environment of the rebuilt parts industry, as a whole, is becoming a challenge.

Shin-Etsu Denso Co. exhibits at agricultural exhibition

Nagano Prefecture-based rebuilt auto-parts maker Shin-Etsu Denso Co., Ltd. (President Kent Naegeli) exhibited its products at the agricultural exhibition "AGRI World 2018" held on October 10-13 at the Makuhari Messe halls in Chiba City, Chiba Prefecture. This is the company's third participation in the event.

Shin-Etsu Denso showcased its rebuilt compressors and starters for agricultural machines and gained attracted great attention from visitors to the event. In general, agricultural machines run reliabily for more than 30 years, hence, users often cannot find certain parts for repair due to the manufacturer's limited inventory. Shin-Etsu Denso always has many "core" parts in stock, used frequently for producing rebuilt parts, therefore making it possible to find the applicable parts, even for old machine models. The company usually makes repair using the parts for the customers.

The company received many inquiries from visitors about applicable types of agricultural machines and the manufacturers. The rebuilt auto-parts maker is working hard to improve users' recognition in the agricultural industry *(Daily Automotive News, Oct 18 issue)*.



The use of EDR widens among government and insurers, while the repair industry is anxious about its responsibility

The use of an event data recorder (EDR) for recording a vehicle's behavior, is expanding. Government agencies related to traffic accidents and the insurance industry are increasingly using crash data retrieval (CDR), which is one of the EDRs feature, eyeing a plan for mandatory use of the EDR in Japan. With such data analysis capabilities, responsibility for the repair of damaged vehicles would become clear. On the other hand, repair businesses are anxious about such a move.

An EDR may identify the responsibility for the damages at an accident as well as the condition of the car repair.

EDR is a device which stores various types of information regarding a vehicle's velocity before and after the collision, operation of the brakes, steering angles, impact status, and angle of the opening of the accelerator. In the United States, General Motors introduced the CDR to the auto industry in 2000. Since then, the devices, made by German Bosch AG, cover 52 brands by 17 automakers. The diffusion was triggered by the legal decision of the government in 2012 to provide EDR data to the authorities. South Korea followed in 2015, while Europe and China are expected by 2021 or later.

On the other hand, there is no EDR-related regulation in Japan. At present, only five automakers, including Toyota Motor Corporation, provide such data. Nevertheless, the move toward the use of EDR data is spreading among major insurers, police agency, prospectors' offices, and legal agencies.

The Ministry of Land, Infrastructure, Transport and Tourism set up the Study Group for Liability for Damages of Autonomous Driving." The Transport Ministry also announced the "Guidelines for Safety Technology of Autonomous Driving," which requires the installation of data recording device on the vehicle. The ministry is planning to require the installation of an EDR with data provided in the event of an accident of an autonomous driving vehicle with Level-3 in 2020.

Meanwhile, the repair industry is anxious about the negative impact of the EDR. "With the spread of the EDR, the responsibility of repair shops becomes clear," pointed out an official at an insurer. For example, if the EDR data shows that the aiming work (functional adjustment) for the advanced safety system of the accident vehicle was omitted from the maintenance of the vehicle, the repair shop's negligence could come into question *(Daily Automotive News, Oct. 17 issue)*.

CO_2 Reduction Effect

(based on JARA System)

The use of Reuse Parts saved

2,944 tons of CO_2 emissions in September 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
Cu Copper 63.546 | 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)

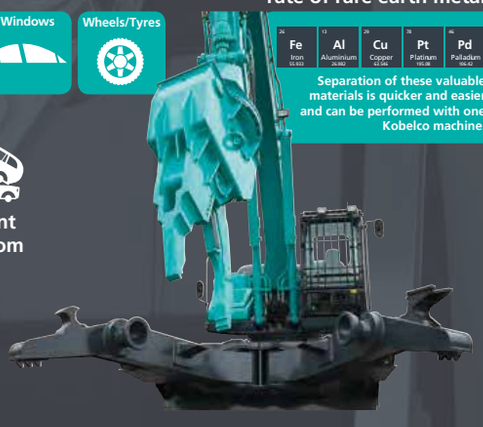
15 vehicles >
One operative working by hand.

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
Fe Iron 55.933 | Al Aluminium 26.982 | Cu Copper 63.546 | Pt Platinum 195.08 | Pd Palladium 106.42
Separation of these valuable materials is quicker and easier and can be performed with one Kobelco machine.



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