JARA
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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

From right, Kunihiko Miyamoto, Kumamoto City Finance Bureau Chief, Yuji Imai, JARA Group Chairman, and Sosho Kitajima, JARA Corp. president

JARA Group donates to the reconstruction of areas damaged by the Kumamoto earthquake

JARA Group recently donated funds to assist the reconstruction of areas damaged by the Kumamoto earthquake that hit the region two years ago. Group Chairman Yuji Imai says, "We will provide as much assistance as possible in order to stop the disaster from being forgotten and to reconstruct the area."

The donation of 600,000 yen will be used to assist the reconstruction of damaged school buildings and roads, which is led by Kumamoto city. The group also donated another funds that will be used for the reconstruction of the damaged Kumamoto Castle under Kumamoto city's "Lord of a Castle" campaign. JARA Corporation President Sosho Kitajima says, "We hope that these funds will help the reconstruction of Kumamoto Castle, which is a symbol for the citizens of Kumamoto prefecture."

Immediately after the Kumamoto earthquake, JARA group started gathering information about the damage in the region and sent relief supplies. *(Daily Automotive News, Apr. 27 issue)*

JARA holds its first sales-volume-based workshop for members

On April 22, JARA Group held "The First JARA Group Category-based Workshop" at a seminar house in Tokyo. A total of 80 persons participated in the new workshop. They were grouped into four categories based on their company's sales volume. In the first part, a special lecture was given by NPO-JARA Chairman Satoshi Takahashi to all participants, which was followed by JARA Corporation's president Sosho Kitajima's guidance on efficient use of computer-based financial accounting documents.

The category-based workshop was designed to encourage members with similar sales volumes to share issues beyond the barrier of geographic relationships, thereby stepping toward the improvement and growth of their businesses. It is scheduled to be implemented in July and October of this year.

In the lecture, Takahashi warned that "recyclers have only two years ahead to survive or not." Amid the advancing bipolarization of recyclers that are chosen by customers and those that are not chosen, "it is important for every company to continue to develop and evolve in addition to growing."

In his guidance, Sosho Kitajima presented how to use data for profit analysis using sample sales and purchase volume data. He stressed that "by using these data, you can identify how your company is different from others. That information will help you consult with group members and learn from them." *(Daily Automotive News, Apr. 27 issue)*

Satoshi Takahashi encourages participants

Sosho Kitajima explains sales and purchasing accounting data

CO_2 Reduction Effect
(based on JARA System)

The use of Reuse Parts saved

2,535 tons of CO_2 emissions in April 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.

JARA's Partner Rebuilt Parts Maker

Honest Co. focuses on human resource development

Honest Co., a major rebuilt automotive parts manufacturer, is gearing up to develop human resources in its production and development divisions. As companies are seriously suffering from a shortage of workers, the Saitama prefecture-based recycler will visit high schools and universities in the region for recruitment beginning from this June, thereby directly promoting the charm of the auto recycling industry to students. It is a rare project in the industry. Honest aims to increase the number of its employee.

Like those in the automotive repair service industry, businesses in the recycling industry are facing a shortage of workers. Some recyclers provide a better working environment for employees, such as an improved welfare system and increased holidays. Last June, Honest increased holidays from the previous 95 days to 106 days a year. Three new graduates joined Honest this April. Until last year, the company had been hiring personnel by placing advertisements in newspapers and posting jobs at schools.

Starting this year, Honest will strengthen its human resource development and conduct school visit activities. Its personnel department staffs will visit those who are responsible for students' career guidance in high schools and universities in Saitama to directly promote the importance of the automotive recycling business as well as job contents to them. For its June activities, the company aims to hire new graduates as personnel who will work in the parts production and product development divisions. The demand for rebuilt parts is expected to grow; as such parts are highly valued in the vehicle repair industry. As such, Honest sees that the personnel in rebuilt parts production are becoming increasingly important for the future. *(Daily Automotive News, May 11 issue)*

Image of a computer screen that is infected by Ransomware

Cyber attacks spread even across the auto industry

Referring to cyber attacks that occurred around the world, Hiroshige Seko, Minister of the Ministry of Economy, Trade and Industry, said on May 14, "METI will continue to make efforts to gather information about damages as well as call the issue to attention." The attacks using malware called "Ransomware" caused widespread confusion centering on older operating systems.

U.S. transport giant FedEx Corporation and Spanish communication firm Telefonica, S.A. suffered from the cyber attacks. According to U.S. presidential advisor Thomas Bossert, the damages extended to 300,000 computers in 150 countries.

On Sunday, May 14, Japan's I Information Technology Agency held a press briefing to raise attention to the issue. METI also asked related groups to report damage information. Detailed information about those who suffered from the attack, however, has not been disclosed because attackers might have to access it. According to the JEPCERT Coordination Center, about 600 IP addresses, or 2,000 computer terminals in Japan were infected as of May 13, including Hitachi Ltd. group and Kawasaki city's Waterworks Bureau.

Nissan Co.'s Thunderland Plant in the U.K. halted its operations. Renault also temporarily stopped vehicle production in its French plant. Although Nissan stated, "our production has mostly not been affected by the attacks," the production lines at the automaker might be influenced if the cyber attacks assault its control system.

METI is working hard to promote its "Guidelines for Cyber Security" and expand its systems of information gathering and countermeasure development against the cyber attacks. It will also provide aid for setting up such cyber security measures. *(Daily Automotive News, May 17 issue)*

Ministries to make 2 times over-emissions illegal

The Ministry of Land, Infrastructure, Transport and Tourism and the Ministry of the Environment compiled a policy on nitrogen oxide (NOx) emissions detected from testing vehicles on the road. If NOx surpasses two times the amount of prescribed values, it becomes illegal. The new rule is scheduled to be introduced in 2020.

In consideration of the Volkswagen emissions scandal, the two Japanese ministries set up an investigative commission in autumn of 2015 and compiled the final report. For road tests, vehicles should be equipped with emissions measurement devices called "PEMS" and undergo the test under prescribed conditions. The rule was created in consideration of such tests previously conducted in Europe.

Unlike Europe, where strict road tests are slated to be launched this September, Japanese authorities have given automakers a five-year grace period, as they need to modify engines to meet the new rule. NOx is the only matter that will be tested in Japan, while both NOx and PM are tested in Europe.

On the other hand, for diesel passenger cars and diesel trucks with a more than 3.5-ton gross vehicle weight (GVW), both of which had previously been controlled by the company-based regulations of each automaker, a new common rule for emissions will be applied.

The final report also suggested that a non-notice inspection might be implemented where needed. *(Daily Automotive News, Apr. 21 issue)*

Toyota's Prius PHV to be put to the test

Toyota Motor Corporation's fully remodeled plug-in hybrid car "Prius PHV" will be put to the test in the market. Last year, the company sold 13,200 units of the Prius PHV in the world market, about three times the volume sold in the previous year. Of that, combined sales in Japan and North America accounted for 98 percent of total sales. By launching the new model, Toyota aims to drastically increase the sales of this eco-friendly car.

In Japan, the sales target of the new Prius PHV is set at 2,500 units a year. According to the Japan Automobile Dealers Association, sales of Prius PHV reached about 6,000 units only in two months since it was launched in February 2017. This momentum is an amazing, compared with the previous model's cumulative sales of 22,000 units in five years.

However, a Toyota dealer official says, "the results are not at a satisfactory level in consideration of Toyota's sales force." On the other hand, another official said, "it takes time like the Prius hybrid." The new plug-in hybrid car will play an important role in the future market.

In March 2017, the new Prius PHV was released in Europe. Toyota is also planning to introduce the vehicle in South Korea and Taiwan this year. In the U.S., the plug-in hybrid car might face a hard fight in the market because the sales of SUVs and pickup trucks are booming there. *(Daily Automotive News, May 18 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

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.

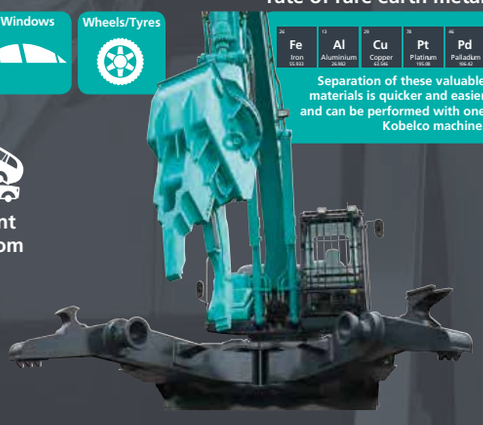
Engine | Catalytic Agents | Body Steel | Seats | Windows | Wheels/Tyres
Sus pension | Radiator | Brakes | Front & Rear Bumpers | Transmission | Doors | Harnesses

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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