



JARA NEWS

January 2018, No. 119

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



Toyota and Panasonic to explore automotive prismatic battery business for developing better products

On December 13, 2017, Toyota Motor Corporation and Panasonic Corporation announced that the two companies had agreed to explore the feasibility of a joint automotive prismatic battery business. Both companies will evaluate the details of the collaboration with the objective of developing the best automotive prismatic battery in the industry and, ultimately, contributing to the popularization of Toyota's and other automakers' electrified vehicles. Toyota and Panasonic recognize the impact that further advancement in a stable supply capacity of resources, reuse and recycling of batteries, will have on popularizing

electrified vehicles. The two leading Japanese companies will join forces to improve the competitiveness of electrified cars.

Panasonic has already worked in partnership with Toyota to supply lithium-ion batteries (LIBs) used in Toyota's hybrid vehicles, including the Prius and Aqua models. The electronics giant has also supplied batteries for electric vehicles for U.S. carmaker Tesla Inc., increasing its presence in the auto industry.

Toyota has been developing a solid-state battery and aims to commercialize it in early 2020. The company believes the next-generation battery can significantly improve on the capacity of existing lithium-ion batteries and help electric vehicles travel longer distances on one full charge. In September 2017, Toyota established EV C.A. Spirit Co., a joint venture with Mazda Motor Corp. and Denso Corp., focused on developing core technologies for electric vehicles.

• Toyota President Akio Toyoda said: "Everyone agrees that batteries will be a significant core component of electrified vehicles. We will work together and seek ways to develop safer, high-capacity batteries as well as methods to make recycling of used batteries possible."

• Panasonic President Kazuhiro Tsuga said: "Panasonic is celebrating the 100th anniversary of our founding next year. On the other hand, in the automobile industry today, we are witnessing a huge wave of transformation emerging from the accelerated electrification of vehicles, among other factors. Panasonic can never survive if we simply cling to our current business models. In this situation, we believe that the next one hundred years will see much more drastic changes than even those we witnessed over the past one hundred years."

(Daily Automotive News, Dec. 14, 2017 issue)

More than 8 percent show good impression about recycled parts

JARA Corporation has released results of a survey on recycled auto parts. The survey was conducted among the attendees at a



JARA's introductory training course for front desk work

classic car festival. Out of a total of 140 respondents, more than 90 percent were aware of the prevalence of recycled parts. Further, 80 percent of the respondents answered that they have a good impression about recycled parts. However, they showed resistance to the use of such parts in their own cars. From this experience, JARA has decided to explore ways to better promote recycled parts among consumers. (Daily Automotive News, Dec. 21, 2017 issue)

JARA holds introductory course for front desk work in Shizuoka

JARA Corporation held its "Introductory Course for Front Staff Work" at Aioi Nissay Dowa Insurance Co.'s Automotive Research Center in Shizuoka Prefecture. (Photo above)

Nine people from eight JARA group member companies participated in the seminar, which sought to provide an introduction about the role and purpose of the front desk work, as well as the skills and knowledge related to customer service.

The seminar's curriculum also included methods to achieve improvement in customer satisfaction (CS), communication with customers, complaint resolution, profitability improvement, and so on. A role-play about a telephone call from a customer and how to respond to it was also conducted, which was recorded in video. The video was replayed, and the participants discussed about better responses for the given situation.

CO₂ Reduction Effect

(based on JARA System)

The use of Reuse Parts saved
2,386 tons of CO₂ emissions
in November 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.



Muhammad Yunus, Grameen Group, left, and Takuya Kawamura, Sun Power president, right.

Three recyclers set up a car repair factory in Bangladesh

Yokohama Prefecture-based used tire sales company Sun Power Corporation, and two Japanese recyclers plan to establish a joint company in Bangladesh to operate an automotive repair business. The Bangladesh-

based Grameen Group will also capitalize on the project as a local partner.

The new company named Grameen Japan Auto World is scheduled to incorporate in March 2018 in Japan. Sun Power Corp., Up Rising Co., Tochigi Prefecture, and Moge Co., Miyagi Prefecture, will invest in the joint venture. A vehicle repair factory will be constructed in Dhaka, and it begins operations in January 2018 at the earliest. It will be staffed with all local employees.

With the establishment of the car repair factory, the companies intend to export tires and wheels, as well as used parts and accessories from Japan to Bangladesh. In addition to the use of replacements in the corporate fleet of Grameen Group companies, the joint venture aims to expand sales to other customers in Bangladesh. In that nation, roads are reportedly filled with about 80 percent in total, Japanese vehicles compared to non-Japanese vehicles. Takuya Kawamura, Sun Power president, said, "Demand for repair with Japanese ways and

Japanese replacement parts are high."

There are lots of discarded vehicles being dumped in Bangladesh. "By bringing Japanese know-how of automobile dismantling, we can contribute to the Bangladesh society," said Moge president.

The joint venture will be invested 51 percent by Grameen and 49 percent by the three Japanese parties.

About Grameen Group:

In 1983, Mr. Muhammad Yunus established Grameen Bank to issue "micro finance" to struggling borrowers with zero interest. Centered on the bank business, the Grameen Group now consists of more than 50 subsidiaries in the educational, medical, energy, and telecommunication areas. The mission of the group is to introduce business methods to solve poverty and other social problems, not to seek monetary profits. Mr. Yunus and his bank won the Nobel Peace Prize in 2006. (*Daily Automotive News*, Nov. 28, 2017 issue)

ELV acceptance rises in 2017 – over 3.2M for the first time in three years

Japan's ELV acceptance has been increasing for 12 consecutive months. According to the Japan Automobile Recycling Promotion Center (JARC), accepted end-of-life-vehicles (ELVs) by designated collection companies in October 2017 increased by 9.7 percent from a year earlier to touch 276,804 units. If it continues at this pace, the annual figure for 2017 is expected to exceed the originally forecasted level of 3.05 million units, and "is highly likely to reach 3.25 to 3.30 million units," JARC said. It will be



ELV acceptance close to yearly gain for the first time in three years

the first time to surpass the 3.20 million-unit milestone in three years.

JARC attributed the yearly gain to the higher market price of steel scrap and steady new car sales. Steel scrap price, particularly, has risen to 30,000 yen per ton, and rose six times in a month in November. Thus, prices for scrapped vehicles are rising. Buyers of steel scrap are, therefore, encouraged to procure ELVs even at high prices. The trend might have been supporting recyclers for the past 12 months, according to industry sources. "Unlike the previous year, now we seldom have heard of bad news, such as business closure and bankruptcy in the recycling industry," said a recycler association executive.

Industrial waste disposal also increases

However, shredding businesses are facing overcapacity. "In the Tokai Region, some shredding operators are forced to reject scrapped ELVs because of over capacity," said JARC. "Industrial waste disposal is also increasing in the region. So they can't manage for shredding scrapped vehicles." It is also noted that increased ELV acceptance has exposed the shortage of shredding workers, which is quickly becoming an issue in ELV recycling. (*Daily Automotive News*, Dec. 9, 2017 issue)

1993 to improve awareness of recycled auto parts and to promote such parts to society. It meets four times every year so far and saw the 100th holding at the December 4 event.

Hiroyuki Kurihara, Chairman of the group, delivered the message at the beginning of the event, "We started this study 25 years ago with nine companies. The 25-year history of Jikenkai was really helped by all of your continued support. From the 101st holding, we will contribute to the industrial activation of recycling businesses as a reborn study group."

Under the slogan of "Creating an Industry for the 21st Century," Jikenkai is seen as an advanced group that always steps forward to lead industry. Its motto includes freedom of speech, freedom of action, and freedom of conducting business in consideration of not affecting the activities of each member.

On June 18, 1993, the first holding of Jikenkai was called by founding members of Nobuo Shimizu, president of U-Parts, Inc., Nishio Kawamura, Kawamura Cars, Co., and Mitsugu Saito, president of the Mie Parts, Co. The group invited guest speakers from inside and outside of the industry to its regular event. They also hosted study tours to Sweden, Russia, Vietnam and Dubai of U.A.E. (*Daily Automotive News*, Dec. 7, 2017 issue)

Jikenkai study group celebrates its 25th anniversary

On December 4, 2017, the Automotive Replacement Parts Study Group (the so-called Jikenkai) held its 25th anniversary party at a hotel in Tokyo. The event also commemorated its 100th holding.

The group, as a cross-industrial organization, was established in



「ありがとう」を
たくさんもらえる会社へ

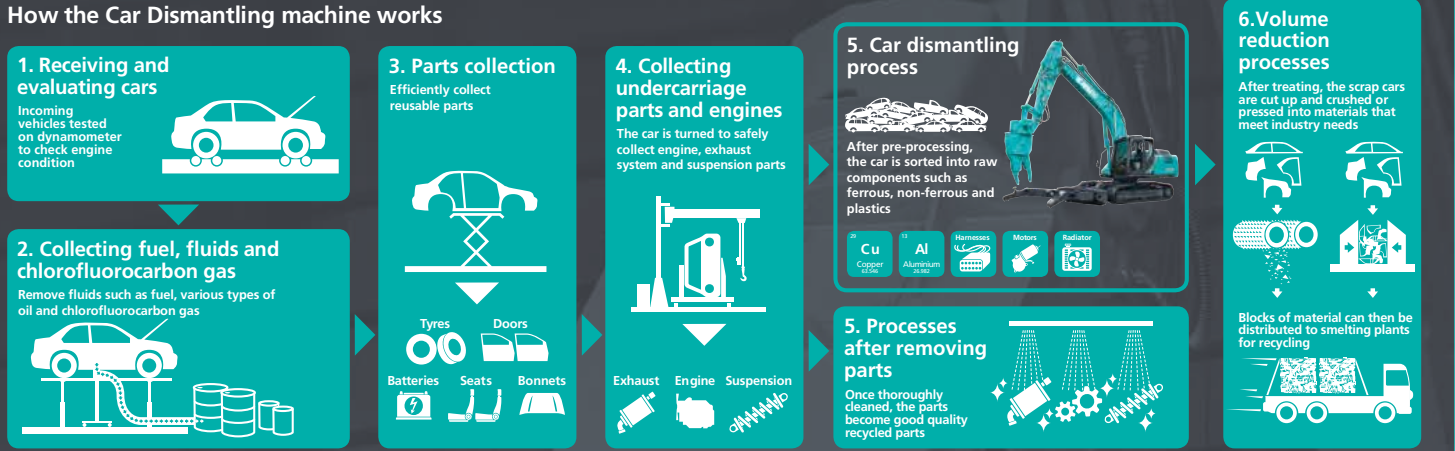
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Dismantling process flow chart

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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