

While the global health sector and public authorities are working to find solutions to Covid-19, it's been so hard to write about business on the fastener market in a time of huge volatility and uncertainties. Although it may be late to analyse 2019, Brazil was at a comfortable pace, slow but steady, in an economic recovery. The last year began with the disaster at Brumadinho Dam (50 km from Belo Horizonte City, Minas Gerais State) owned by Vale S.A., which occurred on 25 January. That disaster rocked Q1 and part of GDP, ending December 31 with a positive result at 1.1%, a little bit less than 1.3% during 2017 and 2018. However, during Q2 until Q4 the country got good results, which can be confirmed by referencing automotive production, not considering motorcycle production. According to the Organisation Internationale des Constructeurs d'Automobiles (OICA), among the 10 biggest global motor vehicle manufacturers, Brazil (2.2%) and Spain (0.1%) were the only two closing the year without negative growth, and this cannot be attributed to Covid-2019, which impacts 2020 a lot.

Brazil: Biggest Growth Rate Over Global Top Automotive Manufacturers in 2019

PRODUCTION OF MOTOR VEHICLES			
	2018	2019	Variation
China	27,809,196	25,720,665	-7.50%
USA	11,314,705	10,880,019	-3.70%
Japan	9,728,528	9,684,298	-0.50%
Germany	5,120,409	4,661,328	-9.00%
India	5,174,645	4,516,017	-12.20%
Mexico	4,100,525	3,986,794	-2.80%
South Korea	4,028,834	3,950,617	-1.90%
Brazil	2,879,809	2,944,988	2.20%
Spain	2,819,565	2,822,355	0.10%
France	2,270,000	2,202,460	-2.90%

(In descending order by vehicle production in 2018)
Source: www.oica.nets

What can We Learn from the Covid-19 Effects?

That great lessons emerge from difficult moments, scarcity and unexpected troubles, we all know. It is reasonable to note that we are in the midst of the dilemma of maintaining the routines of the business environment and maintaining the safety of people. However, one depends on another, and stopping everything, as some countries have already done, can be the source of even greater collapses. The manufacture and supply chains and their target markets have branched out a lot around the world, so intensely it is time to ask ourselves if this structure should not be redrawn about. We deal with productive sites installed in any part of the planet because we seek good deals, as simple as that. But what if these chains suffer a breakdown, like the one we are going through? What to do? It is not possible, suddenly, to develop new domestic suppliers in a short period of time.

Having also domestic production is important, and it is not a question of closing trade borders, an act that is as possible as it is disastrous. But to review from now how to have a more balanced environment to produce in Brazil too, reducing the bureaucracy and increasing the efficiency, easing the activities to the local fastener manufacturers to get better conditions to produce and sell more at least in the domestic market or, hopefully, to exportation. After all, when an automatic forming machinery is working, it does not know if it is working inside Brazil, Russia, India, China... It will be working at the same speed and precision wherever it is.

Text by Eduardo Lopes, Inox-Par Parafusos co-founder



Fastening in Brake Calipers was the Source of Jeep Renegade Recall

Since the end of February 2020 the Brazilian unity of Fiat Chrysler Automobiles (FCA) launched a recall of 1,877 units of Jeep Renegade, model year 2019/2020 and 2020/2020. According to FCA, there is a possibility of breaking one of the fastening points in the set of the rear brake calipers on the right side, a situation of obvious risk as it may compromise the braking capacity of this crossover vehicle. Such repair requires at least 1 hour, implying an analysis and, if necessary, the replacement of the rear brake caliper assembly.

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FSA Launches a Fastener Engineering Postgraduate Course

Located in Santo André, a city from the metropolitan region of São Paulo, SP, the Foundation of Santo André (FSA), university institution, announced that its engineering board approved at the end of March the creation of a postgraduate course on fastening systems & engineering.

Initially, the course should have a minimum of ten students and a maximum of 25, starting next August. Mr. Marco Antônio Colósio engineer is the coordinator responsible for the course with the FSA and, together with Dr. Roberto Garcia, who was one of the main speakers at the recent edition of Senafor (International Forging Seminar), in Porto Alegre, RS. Interestingly, it was during this event that both idealized the new course.



Marco Antônio Colósio



Dr. Roberto Garcia

"Triumph" Motorcycles Suffer Recall for Applying Locking Chemical

The Triumph Motorcycles Brazil is one of the company's 12 subsidiaries worldwide and is headquartered in São Paulo (SP) with a factory in Manaus. On Feb./05/2020, the company announced the call for the owners of 201 motorcycles sold in the country, model Speed Twin (model year 2019, with chassis number between 97ND54HF9KM932929 and 97ND54HF3LM976037), to carry out the application of locking chemical on the spherical joint region of the shift pedal.

According to the press release, "the connection lever of the travel pedal may come loose in the region of the ball joint, resulting in excessive movement at the end of the gear shift lever, which can restrict the movement of the travel pedal. On motorcycles affected, the front and rear spherical joints may come loose, making it difficult to change gears and, if not corrected, leave the driver without the possibility of selecting gears, which may increase the risk to the driver and third parties. Such a corrective action aims to ensure the safety of Triumph customers and the time spent in performing the service is approximately 30 minutes".

