

Production started at the Otawara Plant (this section has been quoted from President Komaba's message.)

As I mentioned in February 2018, production of our next-generation four-wheel drive system components was started at our Otawara Plant in August.

Operations of the heat-processing furnace and cast-finishing machine were started in the processing plant in addition to our state-of-the-art production line incorporating IoT, and work is moving ahead at a swift pace for constructing the foundation of the die-cast machines in the casting plant.

The concept of the plant is to "aim at placing the priority on it being an Age-Free Company and Barrier-Free Factory, and creating the area's most vital manufacturing plant through a fusion of human knowledge and five analog senses and digital technology."

In further detail:

- (1) A plant that optimizes all aspects through the efficient flow of workers and materials and the guarantee of safety;
- (2) A high-quality plant incorporating devices to prevent human error and a traceability system;
- (3) An environmentally-friendly plant with just-in-time energy consumption and monitoring;
- (4) A barrier-free, people-friendly plant with complete mist- and sound-prevention measures, and full air-conditioning facilities;
- (5) An automated plant with interlinked, high-speed and AI-controlled operations to minimize personnel;
- (6) Factory administration based on visibility over production using IoT (lead time, manufacturing conditions, productivity).



Automotive area (Traction drive decelerator for Evs)

A Co., Ltd. has ordered traction decelerators for use in drive motors. Traction decelerators allow deceleration ratios to be variably controlled to reduce motor revolutions by 25%, and they enable the drive motors mounted on electric vehicles (EVs) and other such vehicles to be smaller and use higher revolutions. Mass-production is expected to be made possible by 2021 at the earliest, and 2025 is being targeted for full-scale cutover. There is a chance that demand for the bearings used in engines and automatic transmissions, etc., on which A Co., Ltd. is placing the emphasis, will be reduced in the future owing to the move across to EVs. Applying existing technology to EVs will result in sustained growth.

A Co., Ltd exhibited its Traction Square Drive for electric vehicles (EVs), which incorporates a high-speed revolution motor and traction decelerator, last year at the 45th Tokyo Motor Show 2017.

Traction decelerators involve a mechanism that rapidly increases the viscosity of the traction oil when pressure is applied, and the rotational forces are then transmitted via the traction oil. Output from the central sun roller connected to the motor is transmitted to the outer ring roller via the pinion roller to achieve deceleration. It is said that this was developed with the application of troycal CVT technology.

The Traction Square Drive exhibited combines this decelerator with a compact high-revolution motor with a maximum of 32,000rpm and a maximum output of 125Kw. The deceleration ratio is approximately four.

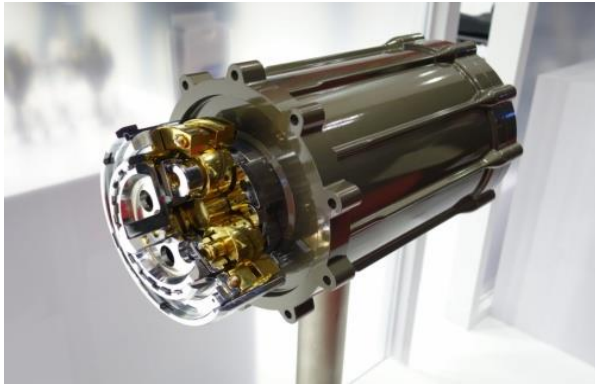


Fig.1. Traction Square Drive

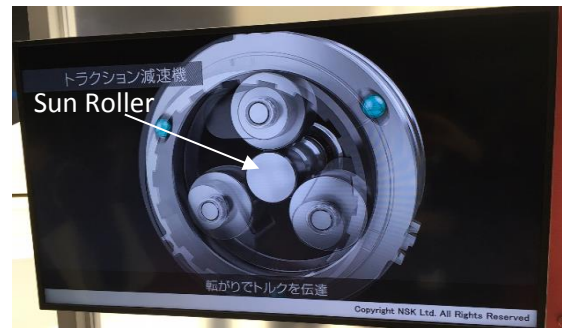


Fig.2. Narration Video

(Source: Nikkei XTECH)

Keihin Seimitsu Kogyo (ISO14001 update and transfer screening, elite team from fischer visits KSK)

ISO14001 update and transfer screening was carried out between August 2nd (Thursday) and August 8th (Wednesday).

Everything was completed without problem.

A team consisting of fifteen people who scored excellent results during the fiscal 2017 fischer Awards visited our Hokkaido Plant and Kanuma Plant between August 5th (Sunday) and August 12th (Sunday). They had plant inspections and checked out KSK's Kaizen methods very seriously at both plants, and then asked a wide range of questions.

The message we received from the team was, "Thank you very much for taking time out of your busy schedules. The plants had amazing in-house production ratios. We greatly appreciate the many new ideas we were introduced to."

Following this, they took part in our summer night festival and experienced and learned much about Japanese cultures and history at various places.

I hope their visit has turned them into pro-Japan supporters.

Post-editorial Notes: (Tokaido <Honjuku→Atsuta Jingu, Kuwana→Yokkaichi>)

I continued with my walk along the Tokaido Road from August 15th (Wednesday) to 17th (Friday), following on from my July walk.

I departed from Honjuku Station and immediately set off for Fujikawa-shuku. Behind the entrance to this post station was the J Co., Ltd. Factory, and I found this contrast between the old and the new rather moving. I then entered the Okazaki-shuku and walked along the road through the town with its 27 bends.

Not only in Okazaki but also in all of the towns along the old Tokaido Road, I was able to experience first-hand the way in which the road is being used to revitalize the local communities.

I continued walking while thinking that had the president been with me he would probably have been emotionally moved by the various nostalgic locations along the route, and although I had wanted to take a look at the "Kakukyu" gallery for the Hatcho Miso company en route, unfortunately I didn't have enough time.



J Co., Ltd. and Fujikawa-shuku

27 bends of Okazaki-shuku

Kakukyu

Narumi-juku

Having built up a thirst during the day, that evening I ordered boiled chicken wings and beer at an udon noodle restaurant near my hotel!

I then ordered eggplant and cucumber pickles and another beer! And then a bowl of udon noodles with miso and another beer! Convincing myself that I had lost a lot of perspiration during the day, the beer slipped down a treat.

The following day, pestered by the occasional shower, I filled my tank with beer at lunchtime and spent the next nine hours walking nearly 40km to Miya-juku at Atsuta Jingu.

I stood on the eastern side of the Shichiri-no-Watashi and pondered on the plight of ancient travelers.

I was looking forward to stopping off at the Atsuta Horaiken restaurant, but unfortunately it was too crowded... Hoy...!

Where's my Hitsumabushi grilled eels...?

But, there was nothing I could do, so in the end I ordered a plate of eels at a restaurant near my hotel.

On my final day, I walked from the western side of the Watashi via Nagoya until I reached Kuwana.

After seeing the bronze statue of Tadakatsu Honda, the first lord of the Kuwana Clan, I traveled from the Watashi to the old Tokaido Road. The road was lined with many old restaurants that still bore their ancient appearance.

The weather was fine, and I felt in excellent spirits. My throat was parched even after drinking a liter of liquid.

And, the beer I consumed at lunchtime defies description!

I felt as if it was being thirstily absorbed by every one of the cells in my body. One beer, two beers, and then three beers.

I suddenly realized that I had better apply the brakes because I still had to get to Yokkaichi and then return home... I was turning bright red from the scorching sunshine (suntan?) when I finally reached Yokkaichi Station.

P.S. But... the beer I had on the Shinkansen train on the way home was absolutely delicious (^0^).v.



Line of Pine

Atsuta Jingu Watashi



Kuwana Watashi

Kuwana

Yokkaichi