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Vol. 19 / 2022.7 July issue

Special feature

NEW

0

ENGLISH

Directly hit the new department "e-powertrain promotion department"

Get closer to the actual situation, such as the roles and activity plans of the new department

In 2022, a new department, e-Powertrain Promotion Department, will be added to JATCO, which is advancing toward electrification.

(MX0) was born. E-power tray in mid-June, two and a half months after its inauguration

Hit the propulsion department directly. Let's talk about the efforts of the new department, such as the purpose of establishment and the content of activities

I was sick.



Fig1: ePowertrain Promotion Department Everyone interviewed

Chan once in 100 years with a "fresh way of thinking" Grab the su



・氏名：高橋 洋史さん

・役割：eパワートレイン推進部 部長
高い目標に立ち向かう配下達をモチベーション高く指揮するリーダー
生産部門の職制セミナーにおいて、
「MX0の“X”は変幻自在に変われるの“X”として行動する」と宣言。

・経歴：CVT/ATの生産技術全般に精通。JMEX出向など海外経験も豊富。

RANKING



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Customer Feedback July issue

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Five Quality even with electrification

I will contribute!

Psychology up to graduate school

Major Ito DGM product

Quality message

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INFORMATION INFORMATION



Takahashi: JATCO has already started production of parts for electric vehicles and is pushing toward electrification. (Fig2), but the electrification will be stopped at "Nissan Ambition 2030" in November last year. As Nissan announced that it would promote Toco as a partner, it would be electrified. Business is going into full swing from now on. Therefore, cost competition is especially important. It's power. While some competitors already have an e-Axle lineup, Jia Toko is a latecomer to e-Axle.



Fig.2: For electric vehicles manufactured by JATCO parts



Fig.3: Interview

Takahashi: So what do you do to improve cost competitiveness? This difficult task The e-Powertrain Promotion Department was born to overcome JATCO's entire company. It is (MX0). It is a "promotion department", not a "promotion department". We are inside It plays a role of advancing together.

As a result of conducting LEAN activities company-wide for the past few years, the system has become more muscular than before.

It's coming, but it's not enough yet. Strict e-powertrain products

In order to challenge the cost target, we will work on a "fresh way of thinking" in the future.

It is necessary. "Masara" means "zero resetting all the things up until now."

It is often perceived as "let's do it", but that is not the case.

The technical strength and experience value cultivated in CVT / AT for a long time are very important, and based on this strength

In addition, we will add a "fresh way of thinking" to improve the level. (Fig.4). and

Taking on challenges at One JATCO will take a leap forward and give everyone a chance once in 100 years.

I want to grab it. In addition, the target we are aiming for is market investment in 2025.

It is the timing of entry *. Here, JATCO's electrified products show their competitiveness and are recognized by Nissan.

I believe that getting JATCO to work will lead to a bright future for JATCO.

* Details Please see "Nissan Ambition 2030" around 20min and 28min.

<https://www.nissan-global.com/JP/COMPANY/PLAN/AMBITION2030/>

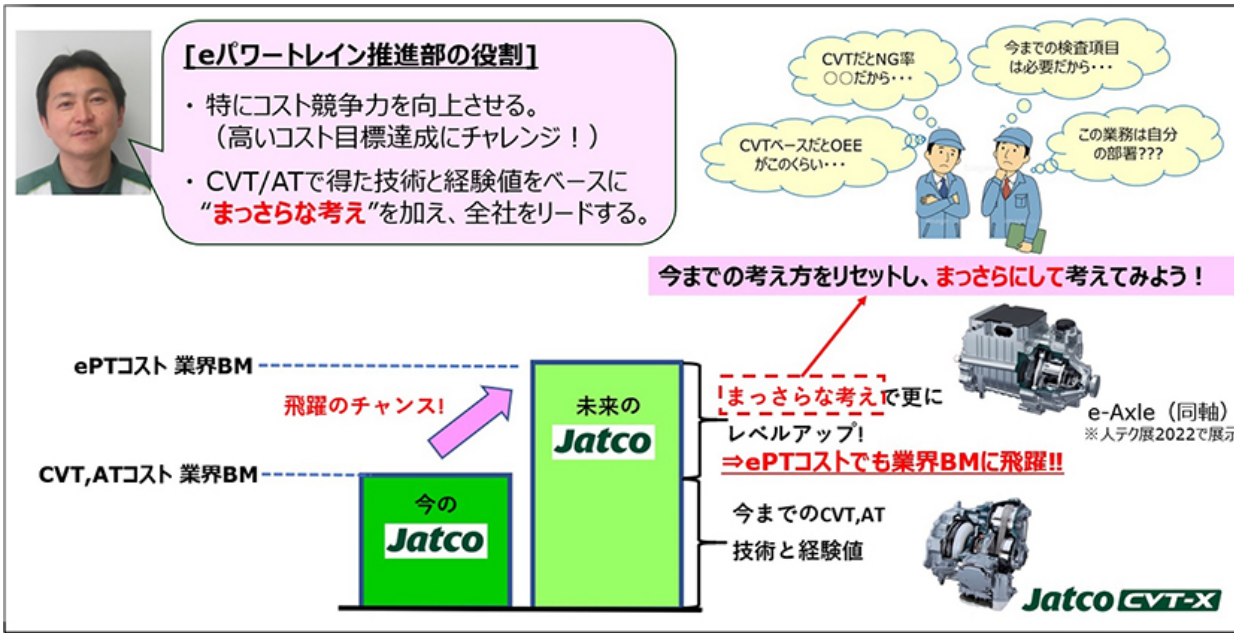



Fig.4: Based on the experience value of CVT and AT, we will make a leap by accumulating fresh ideas.

Three promotion keymen

First contractor: Takahiko Kudo

| | |
|---|---|
| <p>・氏名：工藤 貴彦さん</p> <p>・役割：eパワートレイン推進部 課長</p> <p>清田さんと2人で“まさら工場”の共通ビジョン策定とコスト低減の攻めどころ見極めを実施中。関係部署へ切り込む特攻隊長！</p> <p>・経歴：元ATのTdC* 推進担当。ユニットコストに精通。 * Total delivered Cost の略。ユニットのトータルコストを指す。</p> |  |
|---|---|

Kudo: It's been two and a half months since the e-Powertrain Promotion Department was established.

What kind of state is a clean state? "

In order to make it possible, we are working with related departments to draw a common vision. And common

While drawing the vision of, clarify the gap with the current situation and draw out the issues to be tackled


It is in the stage of putting out. What does the "Masara Factory" look like?

It's very difficult to work because it embodies invisible things, but it's a common business.

Once the system is created, the entire company will push toward it and gradually take shape.

It's exciting to imagine such a future (laughs).

Second contractor: Munemasa Kiyota

| | |
|---|--|
|  | <p>・氏名：清田 宗雅さん</p> <p>・役割：eパワートレイン推進部 主担</p> <p>工藤さんと2人で、“まさら工場”の共通ビジョン策定とコスト低減の攻めどころ見極めを実施中。</p> <p>・経歴：元品質保証部門出身。品質に深く精通する一方で、現在はユニットのコスト構造を猛勉強中！（リスキル!!）</p> |
|---|--|

Kiyota: One of my roles is to understand the cost structure of e-powertrain units.

By determining where to put the scalpel, first of all, it is foolish to grasp the current state of the cost structure

I'm starting right away. We have been doing a lot of manufacturing cost reduction activities with CVT / AT.

It has a long history, but it was mainly activities within the production sector. However, Yu

Knit costs include all kinds of costs, including indirect department costs in addition to manufacturing costs.

Includes strike. Achieve high cost reduction goals for e-powertrain units

For this reason, the scope of the production department has been expanded, focusing on areas that could not be fully focused on by CVT until now.

Beyond that, we are engaged in activities involving many related departments. Naturally, the production department so far

There are many things that are difficult to say because I speak to the part where the gate was not involved.

I have. In such a case, Mr. Kudo will take the initiative to take the lead, which is helpful.

Masu (laughs).

Also, I mentioned that I am in charge of the cost part, but originally I was focused on quality assurance.

As a human being, I have been working in a position where I sometimes give instructions that are the exact opposite of cost reduction.

was doing. Two and a half months after coming to the ePowertrain Promotion Department and learning about the cost structure

I feel that there are still points that will lead to cost reduction in the area of quality assurance.

In fact, we can discover cost-reducing items that make use of the knowledge from the Quality Assurance Department.

I was able to do it. We also work on quality with a "fresh idea", and there are no quality defects.

In addition, highly efficient and highly competitive products are flowing in a refreshing manner. Such a future production line

It's exciting to imagine (laughs).

Electrification technology development contractor: Ryuichiro Hiketa



・氏名：引田 竜一郎さん

・役割：eパワートレイン推進部 主担

4人のチームメンバーと共に電動化ユニットのキー技術となるモーターの技術開発を担う。目標は次世代モーターの内製化を実現すること、サプライヤと対等以上に技術論議ができる技術を身に着けること。

・経歴：電子の生産技術など深い知見を持つ。日産座間工場に出向経験あり。

Hiketa: I am mainly in charge of technology development for motors, which are the key technology for electrification units.

is. If you buy equipment from a major motor equipment manufacturer now, JATCO

But we can manufacture motors right away, but then we are cost competitive with other companies.

I will lose. Therefore, we are working on technological development to make full use of inexpensive equipment.

The biggest goal is to set up an in-house production line for motors with high cost competitiveness.

vinegar. In the unlikely event that in-house production is not possible, this effort will not be wasted.

I think. If we don't have the technology, we just place an order at the supplier's asking price

So, that would be just an "arranger". More than equal to the supplier

By becoming a technician, you can judge the appropriateness of equipment costs and cost prices.

We can make proposals for reductions, and I believe that we can definitely contribute to improving cost competitiveness.

ePowertrain Promotion Department Policy

Takahashi: In addition to the three contractors who appeared this time, Nissan's e-powertrain-related manufacturing lie


With a total of 10 people, including friends with abundant experience in launching JATCO, we will cut the future of JATCO.

We will operate the e-Powertrain Promotion Department to develop. Finally we formulated "E-Powertrain Promotion Department (MX0) Policy 3 for the Realization of New Manufacturing Introducing "Articles" (Fig.5). Flexible transformation without being bound by common sense, independence Atmosphere where you can move forward with the task, have an attitude of listening and discuss freely I want to work toward my goal while being conscious of making things.

eパワートレイン推進部 ポリシー ～新しいモノづくりの実現に向けて～


✓ 今までの常識に捉われずに常に一步前へ

- ・今までのやり方の良いところは当然継続し、変革すべきところはどんどん率先して変革する。
(今までの常識だから・・・は厳禁)



✓ 推進 = 自分が主体となって達成に向け努める

- ・促進でなく推進する。(促進 = フォローが主体)
- ・周りを巻き込み、自ら前に進める努力が重要。
(その仕事はうちじゃない・・・は厳禁)



✓ お互いのメンバーを尊重する

- ・お互いの意見をしっかり傾聴し、議論し合える
- ・雰囲気作り → 心理的安全性の維持
(頭ごなしの議論・・・は厳禁)




Fig.5: ePowertrain Promotion Department Policy

Members Introduction

Takahashi: Finally, I would like to introduce the members. With 10 unique members, JATCO's We will promote the e-powertrain. Please feel free to contact us for anything.



高橋 洋史さん



工藤 貴彦さん



藤下 祐樹さん



清田 宗雅さん



永見 郁夫さん



引田 竜一郎さん



高橋 真士さん



小辻 貴志さん



吉住 真一さん



石川 達也さん



Fig.6: Please look forward to us! (This is a photo just before the landing of X Jump.)

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The company and society will be healthy without losing to Corona.

Yatoko Group's social contribution activities

2022.07.07

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The caricature is "Where is the heart?
Support yourself as "ro"
What is



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~ Part 1 ~



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Great success at the meeting!



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