

Brazilian News

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Already It's Time to Look at the 40th Senafor

Held in Porto Alegre, RS, Brazil, the international seminar Senafor covered topics on cold and hot forging involving research and development of manufacturing process using flat and long metals. Much discussed there was the development and production of fasteners, as well as failure solutions.

For nearly 40 years, Senafor has had meetings and lectures by university students, teachers as well as industry professionals involved in cold or hot forging processes.

The 39th edition of the event highlighted the lecture by Dr. Roberto Garcia, a Brazilian expert of fastener tightening systems who was there to show the importance of using screws, bolts, nuts and so on, in several applications such as trucks, cars or dental fastener systems.

Suspensys is a Brazilian manufacturer of suspensions and axles for trucks, buses, agricultural machines. Suspensys attended the event with a lecture by General Manager, Rodrigo Fantinel. He showed examples of how the company avoids firing employees during the recent recession, reorganizes production, innovation and creates new products and solutions.

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Dr. Lirio Schaeffer



Dr. Roberto Garcia



Rodrigo Fantinel



Gilberto Alves



Dr. Gerhard Arfmann

A few weeks after that lecture, the President of Brazilian unit of Mercedes-Benz, Philipp Schiemer told in an interview that the sales of trucks and buses were 170,000 units in 2011, with a fall to 50 thousand in 2015.

The slides presented by Fantinel showed how dim the scenario was, in which Suspensys's revenue fell from US\$ 260 million (EBITDA) in 2011 to US\$ 76 million in 2015. However, in 2019 he estimates to close with US\$ 223 million, with prediction to grow 10% more to the end of 2020.

One lecture on FEM (Finite Element Method) by engineers Gilberto Alves (Fey - Fastener Industry) and Alexandro Moraes (AM. Metal Consulting), presented a successful study using simulation software to solve a problem involving a flanged-head Philips screw produced by Fey. That screw had internal longitudinal discontinuity throughout the body and premature failure of the Philips slit forming tool. As a result, the transformation sequence design has been modified based on the improvements identified using the Simufact Forming software in the simulation, resulting in a final geometry free of internal discontinuities and an approximately 15-fold increase in tool life.

