



AIAG CQI 9/11/12 Sessions Organizer- Fastener World | Lecturer- Mr. Billy Liu

by Dean Tseng, Fastener World

On Sep 5th 2017, the 6-day sessions on the topic “Highlights and Practices of Heat Treatment, Surface Treatment and Quality System Management for Automotive Fasteners” lectured by Mr. Billy Liu, a well-known lecturer in the fastener industry, were held at Fastener World’s conference room with the enthusiastic attendance of professionals from the fastener industry (the first series of sessions were held from 09/05 to 09/07 and the second ones were held from 09/12 to 09/14). These sessions were specifically given for automotive fastener manufacturers, traders, distributors and related surface treatment providers, and the contents of the 7-hour-per-day sessions were respectively designed for CQI-9 continuous heat treatment, CQI-11 electroplating and CQI-12 Zn/Al coating. Nearly 200 industry professionals participated during the two weeks, which implies that the fastener industry is highly interested in and in great demand for sessions of such kind.

In these sessions (incl. group discussions), relevant regulations, applications and examples were clearly illustrated and explained. Mr. Billy Liu said of the session, “CQI has been prompted for a decade; however, sadly it has not drawn much attention from the local industry. CQI is indeed a great tool and automotive fastener manufacturers should require their partnered heat treaters, electroplaters and coaters to adopt the CQI system, which could later encourage domestic supply chains to comply with car manufacturers’ requirements and lower the risk of quality spill or recall.”

Liu added, “Many issues we observed were all attributable to heat and surface treatments, i.e., post-manufacturing treatment. Accordingly, it would be a shame if those involved still do not take any further steps to change the situation.

The purpose of the sessions this time derives from my recent observation of the fact that the competitive edge of automotive fastener manufacturers in China, India, Brazil and E. Europe is very likely to transcend that of their Taiwanese counterparts within the coming 3 years, not to mention that China has already transcended that of Taiwan.

Moreover, several car manufacturers in USA and Europe have set up factories in China and Southeast Asia in recent years. As a result, local automotive fastener suppliers can enjoy a better regional proximity advantage than Taiwan. Taiwanese automotive fastener suppliers may face issues like tariffs and transport fees, which could make their fore-end service tougher to deal with. If these issues could not be properly handled, that would be a big problem. The sessions this time, though challenging, is a must-do. I would like to take the role to unify all car manufacturing plants, manufacturers, distributors and traders to work together to foster the adoption of CQI. However, it is impossible to complete all tasks by myself. If all clients involved submit their request, then CQI can be fully implemented at the post-manufacturing stage.”

Liu expected all registered participants to understand the different advantages of Taiwanese automotive fasteners and those of other competing countries respectively. He said, “the scale of Chinese automotive fastener industry is small,





but it is well-developed. There are many car manufacturers in China and they support nearly 10 local automotive fastener suppliers whose quality of products is better than Taiwan. On the other hand, the quality of Chinese standard parts and general industrial products is yet to be better than that of Taiwanese similar products. Although the current manufacturing cost of Taiwanese automotive fasteners is still lower than that of China, factories of world renowned car manufacturers in China offer local Chinese suppliers the advantages like regional proximity and shorter lead times.

If one day the cost of export to USA and Europe for China becomes lower than that for Taiwan, Taiwan may lose its presence in Europe or USA, which is very dangerous.”

Liu concluded that if Taiwanese automotive fastener industry would like to outflank other competitors, some intrinsic quality related adjustments are necessary, i.e., a better understanding and fully-covered implementation of the CQI quality management system in Taiwanese fastener industry to reduce product recalls or returns by European/US car manufacturers. He also said that if the participants of the session would like to make improvements through this system, then they have to use it on a daily basis.

All participants learned a lot from the sessions this time and Fastener World also welcomes cooperation with any fastener professionals to hold similar events in the future.



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