

# Brazilian News



Rodrigo Barranqueiro Egêa,  
Metalac Plant Manager

## Metalac SPS: 70 years

Originally founded by Brazilians at 1953, currently member of PCC USA, this fastener manufacturer has become a global aerospace provider

When Ford Motor Company inaugurated the first assembly line in its Brazilian unit, in São Paulo City in 1953, its neighborhood Metalac was starting its activities, as a manufacturer of cylindrical hexagon socket head bolts.

With a new leadership under Júlio Milko and Léo Braun since 1957, respectively Hungarian and North American, the company started its new era quickly combining growth and modernization.

For example, since 1959 the company has been already part of the supply chain of multinational automakers in the country, such as Ford, General Motors, Mercedes-Benz, and Volkswagen, allocating bolts lines to be used for cars, trucks and buses, including items for critical applications.

Associated with the North American SPS Technologies since 1966, in 1979 Metalac had a critical transformation with the relocation to Sorocaba City, 110 km away from São Paulo, in an area where more than 42 thousand square meters were for manufacturing.

Since 2003 all operations of SPS were sold to Precision Castparts Corp (PCC), USA, a producer of a wide range of complex metallic products for aerospace and industrial sectors, for which Metalac had become a source of aerospace fasteners. Since 2019 these operations have involved robust investments in local production of bolts and nuts for use in landing gear and braking systems on planes, according to Rodrigo Barranqueiro Egêa, the plant manager of Metalac, a unit that has more than 300 employees, 37 thousand square meters of factory area and an average of 53 tons/day production, mainly supplying to the automotive sector, with activities up to 70 years.



## More Than 10 Thousand Tons of Fasteners Supplied to the Motorcycle Sector

Brazilian motorcycle production passes 1.7 million units in 2023


During the assembly process, each motorcycle requires an average 6 kg of bolts, screws, nuts, among others, according to Rubens Cioto, the director of Fastening Technological Center (Centro Tecnológico de Fixação).

Both automobiles and motorcycles produced in Brazil are under the Complete Knock Down (CKD) production concept, so local motorcycle makers do not necessarily buy fasteners only made in Brazil.



The local market in 2023 can surpass the demand of more than 10 thousand tons because the motorcycle sector has grown during the last five years, with prediction to achieve around 1.7 million units by the end of the year. Also, there is a possibility of surpassing the two million mark by 2024, a mark once hit with more than 2.136 million units in 2012.

In Q1 2023 the local motorcycle makers put 397,070 new units on the market, up 21.37% from the same quarter in 2022 (up 40.61% from Q1 2021), as shown in the table.

The Brazilian Motorcycle Production, (Unit: Vehicle)					
	2019	2020	2021	2022	2023
January	83,920	100,292	53,631	83,743	122,917
February	101,305	94,442	58,014	107,046	121,703
March	91,535	102,865	125,756	136,350	152,450
Total Q1	276,760 (6.6%)	297,599 (7.52%)	237,401 (-20.23%)	327,139 (37.8%)	397,070 (21.37%)
Total year	1,107,758 (6.84%)	961,986 (-13.16%)	1,005,014 (4.48%)	1,413,222 (40.61%)	1,715,116 (Trend)

Source: Abraciclo (www.abraciclo.com.br)

## Systek Holds Bolted Joints Workshop

From its 1st edition, the event will have other editions

With more than 25 years of activities in manufacturing and services involving equipment and technology for tightening, measuring, testing and control systems, in addition to conducting training, Systek gathered 117 people for the 1st edition of its bolted joints workshop on May 17 this year. The Technological Park of Sorocaba City hosted this event, which will continue to be held periodically, according to engineer Lídio Andrade, director of Systek and main lecturer.



“Share knowledge acquired over time and thus create critical mass; doing that, too, through exposition and interaction, was what motivated us to hold this meeting,” said Lídio to Brazilian fastener manufacturers such as Brasimpar, Lipos, Metalac Omke, Tekfor, and Tecnofix, as well as companies from other sectors such as MKS-Atotech, Metalfast, Montmann (surface treatment); Bosch, Dana, Gestamp, Hyundai, Kanjiko, Knorr-Bremse, Krupp, MWM, Scania, and Toyota (consumers), as well as teachers and students from Senai (National Service of Industrial Learning).

<News provided by Sergio Milatias, Editor / Revista do Parafuso (The Fastener Brazil Magazine) milatias@revistadoparafuso.com.br / www.revistadoparafuso.com>

Follow After Fastener World's Global Footprints,  
**Making Targeting Buyers Easier.**

**FASTENER**  
 WORLD

