History of Automobile Past and Present Challenges Facing Automobile Production in Nigeria

Mr. Ohwojero Chamberlain, 2Prof. E.Q. Ede.
1Delta State University Secondary School P.M.B 1 Abraka, Delta State Nigeria, West Africa.
2University of Nigeria Nsukka, Enugu Nigeria West Africa.

Abstract: The history of automobile in Nigeria started long before the country had its independence in 1960 between 1970 to 1980. The Federal government in partnership with automobile company investors from the western world entered into agreement by spelling out mode of operation in terms of policy implementation and also assisstance on technalogical advonte. In 1956, six main Automobile plants were established in Nigeria. Volkswagen of Nigeria Limited (VWNL), Anambra Motor Manufacturing Limited (ANAMMCO), Ikorodu Motor Manufacturing Limited (ITM) and Leyland Nigeria Limited (LNL).

Past and present challenges facing Automobile was discussed, having in mind some of the challenges that has been most Automobile industries in Nigeria. Based on the challenges discussed, the issues was made for the purpose of finding solutions to the challenges that is facing automobile in the country. Based on the findings discussed, recommendations were made, that government should review policy establishing Automobile industries in the country, government should articulate all the problems facing Automobile industries in Nigeria etc.

Key words: Introduction, past history of automobile 18th - 19th century, present history of automobile 18th - 19th century, challenges facing automobile industries in Nigeria, production graph of (PAN), discussion of findings, recommendations, conclusion, references.

I. Introduction

The history of Automobile in Nigeria started earlier before Nigeria as a country had her independence in 1960. The western world introduced the use of automobile to Nigeria when oil was booming in the 70s. Developed countries like America, Germany, France, and Britain etc. were easily transferred with Nigerian government and issuing of license of operation and control policy, established six Automobile assembly plants in Nigeria, namely Peugeot Automobile Nigeria Limited (PAN) Kaduna in 1975, Volkswagen of Nigeria Limited (VWNL) Lagos 1978, Anambra Motor Manufacturing Limited (ANAMMCO) Eneruka - Enugu (1980), Steyr Nigeria Limited (1980), Leyland Truck manufacturers (NTM) Kano Fiat Production, Leyland Nigeria Limited (LNL) Ibadan, between 1970 and 1980 (Akiwe 2010). The establishment of the six automobile assembly plant in Nigeria brought quick development to the country. According to Agbara (2013), the increase of trade and investment stated that "automobile industry is an engine of growth and stimulus to other economic activities like creation of employment opportunities growth of other satellite industries, enhancement of technology transfer of skill acquisition" since the establishment of the six automobile industries in the country, the economy of the country has improved tremendously because many automobile parts are readily transferred from point of production to fuel filling stations. Farm produce are easily transferred from the northern part of the country to the South, West and eastern part of the country via-airways. Human beings are able to travel with less stress from one location to another. Compared to when man was using animals as means of transportation.

Since in the year 2000, it has been recorded that there is a decline in the production of Automobile, some of the Automobile industries that were established between 70s and 80s are no longer in operation, as a result of challenges that has bellf fall on them. About 75% existing Automobile companies in Nigeria today deal only on car sales, about 80% of Automobile in the country today are fairly used cars popularly known as Tokunbo (Ekwe 2011). Because of the decline in Automobile production in Nigeria. It is very pertinent that this study will look into some of the challenges facing Automobile industries in Nigeria. Also find possible solution on how some of these challenges can be solved to enhance production.

II. Eras Of Automobile Invention (Past History 17th - 18th Century)

In the early 1672 Ferdinand Verbiest, a member of the Jesuit mission in China built the first steam powered vehicle as a toy for the Chinese Emperors. Though it was of a small scale, it could not carry driver and propeller vehicle that was large enough to transport people and cargo was designed, by Nicholas - Joseph Cugnot who demonstrated his firadier vapeurne (steam drag) and experiment stream driven artillery tractor in 1770 to 1771, but because Cugnot could not prove the worth of his design. This made his work impractical his invention was not developed in France where he hailed from. By 1784 centures of invention was shifted to beat Great Britain when William Murmel built a working model steam carriage in Redruth, by 1801 Richard Trevithich that was running a full sized designed vehicle on the road in Camborne. This type of vehicle was in vogue for a time, such that innovation was done on it like inclusion of hand brake, multi-speed, transmission and better steering devices. Some of this vehicle were used commercially for mass production and until there was a back lash against large speed vehicle on road of united kingdom that resulted in the establishment of the locomotive act (1856) that required self propelled vehicles on public roads in the united kingdom to be preceded by a man on foot walking with a red flag and blowing a horn all these was because of saving life. (Verbiest 1679), (Echerman 2001).

III. 18th – 19th century production era

Before the 19th century era, so many efforts were made before now like in 1815 a professor at Prague polytechnic, Josef Bopak built a steam bus, that have four seat steam phaeton. In 1867 a Canadian Jeweler Henry Seth Taylor demonstrated a four wheeled steam buggy at stand stead fair in strand steeed, Quebec in London. In 1878 an American George B. Selden filed an application for a patent right before the American Government to have authority over the produce of engine and other vehicle parts this was granted after 16years of the application. The American government granted the permission on November 6th 1878. Another popularly known invention of car-related car, Karl Benz received a German patent right in 1886, that was before George of America in 1895. Before now the four stroke petrol (gasoline) internal combination engine that constituted the most prevalent form of modern Automobile production is a creation of Nikola-Ohito in the 20th Century. Similar four stroke diesel engine was invented by Rudolf Diesel, all these inventions gave rise to modern Automobiles. Adamson (1959), Buchanan (1958), Willians (2011).

Veturen production era

The first produced licensed Automobile was invented by Karl Benz in 1888 in Germany under license from Benz in France by Emile Roger. Though there were other tri-cycle builder Rudolf Egg, Edward Butler and Leon Bolle that used 650cc engine of his own design. By 1800, there was mass production of Automobile in France and United State. The first made car company in the world was produced in Germany (Benz) company France which introduced the first four cylinders, engine that was formed in 1889. Two years later Peugeot as a man still in France started his own automobile company that was named after him Peugeot not until 21st century when automobile industries was beginning to take off in the western Europe, especially in France where 30,204 vehicle were produced in 1903, representing 48,0% of world automobile production that year. (Kern y Rand 2006), (Adamson 1859), (Yates 1988).

Vintage Era

The vintage era lasted from the end of the World War I 1919 to 1929. During this period the front engine car came to dominate with close bodies and standardized contact that became a norm. In 1919 over 90% of cars sold were open roof. By 1928 90% were closed. The development of internal combustion engine continued at a rapid pace with multi-valve and overlapped cam half engine production at high end and, V8, V12, and V6 engine conceived for the ultra-rich. In 1919 also hydraulic brakes, were invented by Nicolino Longhead. Three years later, Hermann Rieselmann of Vulkan Motors invented the first automatic transmission that had two speed planetary gear box, torque converter and lock up clutch that never entered production. During this era tempered glass, standard equipment inside windows was invented in France. In New York times, Taranto (1825), published that many manufacturers were unable to keep pace with the bigger production units. On the other hand, there was a fall in price of lower car that was commonly known as COAP. Apart from the higher demand for smaller cars Taranto of U.S. also mentioned “Plyroclin finish” the eight cylinder engine the four wheel brake and balloon tires as the biggest trend in 1825. (Myte Modeley 2012) (Georgano 1985).

IV. Modern Era (Present History)

Before the modern era there was other era that was not mentioned in this study. Eras like pre world war II, Post war era, both these gave the take off of the modern era in the current year. However, there are some technical and design aspects that differentiated modern era from past Automobile. Modern era Automobile has become one of the increasing
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standardization. Almost all the modern automobiles are computer aided. Some of the most notable advanced ubiquity of fuel injection, while all these advances were first attempted in earlier eras they so dominate the front wheel drive configuration, embody design with transversely mounted engines.

Some of the exemplary modern cars are:

1. 1966 - Present Toyota Corolla - A simple Japanese saloon/sedan that has come to be the best-selling car of all times.
2. 1970 - Present Range Rover - The first take on the combination of luxury and four-wheel drive utility.
3. 1973 - Present Mercedes Benz S Class - Electronic Auto-lock Braking system, Supplemental restraint, Anti-lock braking system.
4. 1978 - Present BMW 3 Series and 5 Series. Been on car and driver magazines annual ten best list 17 times.
5. 1981 - 1989 Dodge Aries and Plymouth Reliant - the h - cars that saved Chrysler as a major manufacturer, a market.
6. 1984 - Present Chrysler M; V; vans; the two bus minivan design that nearly pushed the station wagon out of its niche.
7. 1986 - Present Ford Escape First mass volume commercial vehicle.
10. 1998 - Present Ford Focus - One of the most popular hatch backs across the globe.
11. 2010 - Present on the list of Best 10 cars that were launched in China.

V Challenges Facing Automobile Industries in Nigeria

20 years production rate in the six established Automobile industries has fallen below expectation. Such that the above mentioned industries has folded up; the only existing Automobile industry out of the six that has a statistics production of 264 cars per day in the 80s has fallen to just 22 cars per day as at 2011, (Abati 2009).

Some of the challenges that befall Automobile industries in Nigeria are discussed below:

(a) Poor Policy Implementation:

The establishment of Automobile industries in Nigeria is based on policy. The Federal government (No. 28 of 1994) which says "government at all levels and their agencies, must source all their vehicles from established by the federal government to assist and protect the local Automobile industries has been pushed Nigerian made Automobile cars.

(b) Poor Leadership:

In the past 20 years the government of Nigeria is not interested in the development of technological skill amongst her citizens. Every government believes that with the country natural resource which is the crude petroleum, the fund of the nation by siphoning money abroad building houses and companies abroad rather than investing money on local industries that will help to enhance production and create employment for her citizens. A consultant in the Automobile sector Dr. Oscar Odibo, stated that all developed economies of a nation solely depend on vibrant Auto-industry (Bisiriyu 2012).

(c) High Tariff:

The interest rate placed on the purchase of a brand new car in the country today is on the high side, the cost of purchasing a new car in Nigeria is very high, such that an average Nigeria can not afford to buy a car of his choice. This boils down to cost of production that is facing Automobile industries, Nations like India, Russia...
ANNUAL PRODUCTION RATE

![Graph showing annual production rate from 1998 to 2014.]

FIG II

IV. Discussing Of Findings

The findings about the study is based on the data gathered from the statistical annual production shown on the graph in figure II, from year 2000 to 2013. There is a decline in production rate from year 2000 to 2006 in the daily production. The decline in production is caused by some of the challenges that were enumerated in the study. Alhaji Bashir Borodo, the president of (MAN) manufacturer association of Nigeria, called on Nigeria government, all levels to patronize cars produced by (FAN) the only Automobile company still in existence in the country to survive (Ababu, 2009).

Production rate from the graph in figure II, the decline in production fell down by 50% between year 2007 to 2010. Meaning that the challenges stated in the study, has an adverse effect on the management of the industry; this could cause poor economy in the nation’s wealth, unemployment among the company staff and poor technological skill among the citizen of the country. The minister of trade and investment Osogbo Agaguna stated in the 14th annual Abiaji motor show, that automotive Industry is the engine of growth and stimulus to other economic activities (Bisiriyu, 2012).

Production rate from the graph in figure II, had zero % (percent) production from year 2011 to 2013. Meaning at present production is no longer taking place in the company. From the graph it shows that the industry is at the verge of collapsing. This will have serious impact on the economic welfare of the nation, poor development, high standard of living, and other economic factors. This statement support Osiboh Oscar the managing director of newsletter Nigeria limited that says “developed economies have vibrant automobile industry (Bisiriyu, 2012).

VII Recommendation

Recommendations were made based on the findings observed from the challenges, that affected the six established Automobile industries in Nigeria.

1. Government should review the policy that govern the establishment of Automobile industries in Nigeria to give a good support in their existence. By imposing high tariff on the importation of vehicles, like Russia, India Malayin government did to discourage the importation of foreign cars.

2. Federal government should rise up and take the bull by the horns to face the challenges that is affecting the nation. A nation that put all her eggs in one basket stands the chance of losing all the eggs one day. Nigeria sees crude oil as the only means of survival of the nation. Most developed countries that do not have crude oil like Nigeria have buoyant economy because they take care of their Automobile industry rather than mismanaging their country fund.

References