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FNM AND THE AUTOMOTIVE INDUSTRY ON BRAZIL: AN ANTITHETICAL ANALYSIS OF AN ACTOR-NETWORK THEORY VIEWPOINT.

Eduardo Nazareth Paiva

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Advisor: Prof. Ivan da Costa Marques

Department: Systems Engineering and Computer Science

Fábrica Nacional de Motores (FNM) and its truck nicknamed Fenemê belong to the beginning of the history of national technology on the automotive sector. Created to fabricate aviation engines, it was thought as an American strategic reserve during the Second World War, through a treaty known as Lend-Lease. In the postwar period, global economics adjustments lead the Brazilian government to try to privatize it. Afterwards, it was converted in an automotive industry, through technological agreements and co-operations with Italians in the truck projects.

Its larger expansion happened at the end of the 1950’s, with a polemic implantation of the assembly line for de luxe passenger car. Its exhaustion came, after successive crises, with its sale to the Alfa Romeo in 1968, in a controverted process that culminated with the creation of a Parliamentary Investigation Commission.

FNM, in its pretense mission of to provide Brazil with an genuinely national automotive industry, confronted asymmetrical arguments that, predominantly, treated it as late, deficient and obsolete enterprise in its strategic, economic and technological aspects. In the scope of the Science and Technologies Studies, of the Actor-Network Theory approach and the conceptual framework articulated by researchers as Bruno Latour, John Law and Michel Callon, the research intends to delineate and to identify antithesis able to put itself against these asymmetrical suppositions about the FNM.