

Jaya Hind to supply engine blocks to M&M

By **Bhargav TS**

Pune-based Jaya Hind Industries has announced that it would supply aluminium engine blocks to Mahindra & Mahindra. The company, which bagged the order recently from the utility vehicle major, is currently developing the product in collaboration with its JV partner Kolben Schmidt Aluminium-Technology AG (KSAT).

Speaking to Automotive Products Finder, Prasan Firodia, Managing Director of Jaya Hind Industries, said, "We are the single source supplier of independent aluminium die castings in India and now we will be supplying aluminium diesel engine blocks to Mahindra & Mahindra. For the engine block, the third party development process has begun, where M&M, we and our technology partner KSAT working together."



Mr Prasan Firodia, Managing Director, Jaya Hind Industries

Jaya Hind made an aggressive foray into the manufacture of aluminium cylinder block by setting up a modern manufacturing cell consisting of High Pressure Die Casting (HPDC) presses. Currently, it supplies aluminium engine blocks to Ford for the Fiesta

and the Figo models and is working on manufacturing engine blocks for a variety of other customers.

"We are already producing the engine blocks and are the only company in India to have independent aluminium die casting foundry to manufacture diesel aluminium engine blocks. The technical support from KSAT helps us to enhance our process capabilities further," Mr Firodia elaborated.

Jaya Hind, one of the pioneers in the aluminium die casting industry in the country, is continuously investing to enhance capacity and technology. Recently, the company increased its cylinder head capacity to 500,000 cylinder heads per year, which made them the largest aluminium cylinder head producer in India. Moreover, it produces all new generation cylinder heads in terms of common rail technology which comply to Euro 4 or BS 4 and BS 5 emission norms.

According to Mr Firodia, the company's primary key product area would be cylinder heads and the second key area of growth is cylinder blocks, which includes diesel aluminium engine blocks. The company would invest around Rs 100 crore towards capacity expansion, new technologies, and building capacity in the tool room. Therefore the HPDC and gravity die casting capacity will go about 25,000 tonnes per year. Currently Jaya Hind uses state-of-the



art manufacturing process, which is currently used in Europe. All the HPDC machines have automated cells equipped with closed loop process control. With 40 years of experience in the die casting industry, Jaya Hind has mastered fundamental manufacturing processes like high pressure die casting, gravity die casting, die casting tool manufacturing and auto components. The combination of a world-class facility, over four decades of experience, a tie-up with global technology players has catapulted Jaya Hind Industries as the 'Best Die Casting Foundry in India', a



manufacturer of critical engine and transmission auto parts and non-auto die casting parts for global OEMs. Jaya Hind is the first Indian aluminium die casting foundry to develop four cylinder blocks for high speed car engine in HPDC.

Apart from manufacturing cylinder head and blocks, Jaya Hind does

value-added machining and assembles components ensuring capability as Tier 1 supplier, for ready-to-use assemblies on engine and power train aggregates. It supplies its products to major OEMs and Tier 1 manufacturers like MAN, Tata, Ashok Leyland, Eicher, Maruti Suzuki, Ford, Renault, GM, JCB, ZF, Turbo Energy Ltd, AVTEC, Allison Transmission and Rane TRW. In the current year, the company hopes to achieve 15 per cent growth over last year and it feels that, the drop in growth is due to dip in commercial vehicle and passenger car sales. ■

Chaphekar Engineering goes green

Pune-based Chaphekar Engineering, manufacturers of cargo bodies for light and heavy commercial vehicles, truck applications, sheet metal components and precision tools and dies, has successfully adopted the cathodic electro deposition (CED) technology to set up a 100 per cent eco-friendly truck body painting plant. Inaugurated on March 12, 2013 by Satish Borwankar, Executive Director (Quality), Tata Motors, the plant works by the CED method wherein the truck body is submerged into a one lakh litre capacity tank containing environment-friendly water base paint. "Spread on one lakh sq feet, this is the biggest plant in India for truck body painting," a press release said.

Chaphekar Engineering was set up in 1958 by Y N Chaphekar as a die making unit which was expanded over the years to manufacture precision tools and sheet metal press parts. The company's main client was Tata Motors that gave the company an opportunity to make cargo bodies for LCV 407. Since then the company has designed and developed an array of bodies for the fleet of Tata Motors LCVs and trucks and its clientele now includes Force Motors, Ashok Leyland, Mach Force (Australia), Mahindra & Mahindra, Hino Motors, Coca Cola India, Mahindra Navistar, and others. However, a significant chunk of its orders come from the Fully Built Vehicle Division of Tata Motors that also includes the international business.



Operating from three plants in Pune at Hinjewadi, Pimpri and Chinchwad, the company started with making 200 kg load bodies and now makes load bodies of about 1 to 6 tonnes with an average production 2,000 cargo bodies per month. "Chaphekar Engineering has the distinction of having manufactured more than 2,00,000 cargo bodies so far with a design portfolio that includes more than 60 different varieties of truck bodies," said Sachin Chaphekar, the company's director. Some of the products that have been developed recently include flat bed trailer, tipper for 909, 1109 chassis, milk tanker, steering column assembly, hand brake assembly, front/side/rear guards, water tanker, crane mounting body, steering mounting brackets, etc.