

L&T Earthmover News

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Scania Scores a Century at Sadbhav Engineering!



Mr S.K.Mittra, Executive Vice-President, Construction Machinery Business Sector (fourth from left) handing over the plaque to Mr. Vishnubhai Patel, Chairman & Managing Director, M/s. Sadbhav Engineering Limited, in Ahmedabad. Also seen on the occasion (from extreme left) Mr. Dwipesh Basu, Territory Manager, CEB-Ahmedabad, Mr. Rahul Mehta, Zonal Manager, CEB-W1, Mr.B. Dinakar, Head-Construction & Mining Tipper Business, Mr. Siddappa Jakkannavar, Chief General Manager (P&M), SEL and Mr. Nitin Patel, Director, SEL.

L&T's Construction & Mining Tipper Business, which distributes Scania Tipper Trucks in India, had a special reason to celebrate. They had crossed the century mark with one of the prime customers, M/s. Sadbhav Engineering Limited (SEL), having purchased 100 plus P380 Tipper Trucks. The joyous moment swept in on

2nd July 2010 as the L&T sales team assembled at SEL's Head Quarters in Ahmedabad for the special event.

The symbolic key of the 102nd Tipper Truck and a memento were handed over to Mr. Vishnubhai M. Patel, Chairman & Managing Director, M/s. Sadbhav Engineering Limited by Mr. S.K.Mittra, Executive Vice-President, Construction Machinery Business Sector, L&T. Mr. Chetan Patel, Mr Nitin Patel, Directors and Mr. Siddappa Jakkannavar, Chief General Manager, SEL participated in the event. Mr. B. Dinakar, Head - Construction & Mining Tipper Business, L&T, along with other personnel from L&T also took part in the event.

M/s. Sadbhav Engineering Limited is a large diversified company in the Western India, with strong interests in irrigation, roads and mining contracts. It is now the single largest owner of Scania tippers in India and has deployed them for various high-priority projects



Scania P380 Tipper Truck being loaded by L&T-Komatsu PC450LC-7 Hydraulic Excavator at Sadbhav Engineering site.

in overburden removal contracts in coal sector. Some of the major projects SEL is involved in are Western Coalfields Limited (Junad/Navin Kunada OCP), Mahanadi Coalfields Limited (Lakhanpur OCP), Northern Coalfields Limited (Khadia OCP) and Gujarat Industrial Power Corporation Limited (Mangrol OCP).

Scania P380 Tipper Trucks are fitted with 18.8 Cu.M. rock body and are benchmarked for their high productivity indices across off-highway segments. The Tipper Trucks were launched by L&T during November 2007, for the Indian market and the first batch of Tipper Trucks were supplied in March 2008. Known for distinct styling and matchless productivity, the Scania tippers have become very popular in mining segment in India within a very short period of its launch.

1000th L&T-Komatsu PC130-7 Rolls Out



Mr. S.K.Mittra handing over the symbolic key to Mr. Prince Abraham and (at right) Mr. K.Yamada presenting a plaque to Mr. Abraham while Mr. S.R.Subramanian applauds.

The roll out of 1000th L&T-Komatsu PC130-7 marked a new chapter in the manufacture of hydraulic excavators indigenously. At an event held on 7th May 2010 at L&T-Komatsu's Bangalore Works, the 1000th machine was received by Mr. Prince Abraham, Director, M/s. Southern Rock Aggregate Mining Company (SRAMC) from Mr. S.K. Mitra, Executive Vice-President, Construction Machinery Business Sector, L&T. Mr. K. Yamada, Managing Director, Komatsu India Private Ltd.; Mr. S.R. Subramanian, Chief Executive, LTK; Mr. K. Yanagisawa, Dy. Chief Executive, LTK; Mr. J. Ankyu, General Manager-Marketing, KIPL; Mr. Arvind

K. Garg, General Manager-CEB, L&T, participated in the event.

Established 25 years ago, SRAMC operates blue metal quarries and crusher units in the State of Kerala. The company has deployed a number of L&T supplied machines in its units. This is the fourth PC130-7 that SRAMC has purchased from L&T and the firm has expressed full satisfaction with their performance.

LTK-manufactured PC130-7 was introduced in India in 2007, and within a short period, has become one of the most preferred 13-Ton class excavators in the country.

PC300LC-7 'MIGHTY' all set to steal the thunder!

Lauded for its pioneering role in the introduction of hydraulic excavator technology in the Indian market, L&T continues to be a leader offering an extensive range of rugged machines for diverse applications. As part of its innovative and latest offerings, L&T has rolled out PC300LC-7 'MIGHTY' Machines from L&T-Komatsu Limited in the 35-ton class market.

Designed and manufactured to meet tough and stringent working conditions across applications, PC300LC-7 'MIGHTY' incorporates features to ensure high productivity, long life and safe operation when working in Granite, Marble, Stone and similar application, while at the same time retaining all the features of PC300LC-7. The 'MIGHTY' is a customized machine specially engineered to meet the requirements of this user segment.

The PC300LC-7 'MIGHTY' is powered by Komatsu SAA6D114E-2 Turbo-charged diesel engine, generating 242 HP @1900 rpm (SAE J1349). This engine conforms to 2001 EPA, EU and Japan Tier-II emission regulations.

The inbuilt and exclusive HydraMind hydraulic system ensures powerful and precise control over the attachments. The machine is also equipped with 3 working modes, viz., A (Active Mode), E (Economy Mode) and B (Breaker Operation Mode). These modes provide the flexibility to match equipment performance to the job at hand.



L&T-Komatsu PC300LC-7 'MIGHTY' lifting a granite block at site.

The PC300LC-7 'MIGHTY' generates high arm-crowding and bucket digging forces. These forces, coupled with the HydraMind, ensure that the operators handle boulders with better control and ease than any other machine in its class.

The FOPS (Falling Object Protective System) provides protection to the operator and the machine from falling objects. The front guard with mesh protects the operator

from smaller objects, while the 2 additional lamps mounted on top of the cabin facilitate better lighting.

Deck Guards on either sides of the upper structure prevent damage to the machine from possible side hits during operation. Final Drive Guards (inside and outside) prevent small stones from lodging



between the sprocket and the track frame and external hits to the final drive.

The full-length track roller guards cover the entire track frame and prevent stones from getting lodged in the track rollers. These guards also prevent wear on the track links and track rollers during turning. Idler track reinforcement protects the idler guide and track components. The heavy duty track shoes provided on this machine have higher plate thickness and weight and are specially meant for quarry applications.



Reinforced Bucket

The Boom, Arm, and Bucket Links are provided with additional reinforcements. These reinforcements ensure enhanced protection and longer life of these structures. The machine comes with a specially-engineered heavy-duty bucket. The bucket is specially designed and reinforced to increase its life and those of the teeth and side cutters. Additional sets of side shrouds and increased wear plates enhance protection to the bucket. Lip guards between tooth-points and heavy duty tooth adaptors further extend the life of the bucket.

An advanced self-diagnostic monitor on the PC300LC-7 'MIGHTY' identifies maintenance items and reduces diagnostic times. The CMMS (Continuous Machine Monitoring System) continually checks for abnormalities during the operation and indicates abnormalities to the operator through user codes on the Electronic System Display.

PC300LC-7 'MIGHTY' is already in operation in granite applications in Chamaraj Nagar, near Mysore and Karimnagar & Ongole sites in Andhra Pradesh. Marble sector in Udaipur area has also been supplied with PC300 'MIGHTY' machines and has shown high acceptability.



FOPS Cabin

At Chamaraj Nagar Site



At Karimnagar Site



Komatsu technology is robust: Mr. Pawan Bhartia

M/s. Bhartia Associates from Guwahati is one of the largest fleet owners of L&T supplied machines in the North-East with 28 nos. of L&T-Komatsu PC200-6 & PC300LC-7 Hydraulic Excavators, besides Komatsu D65 Dozer and WA380 Wheel Loader. In the *gaddi* is Mr. Pawan Kumar Bhartia, the smart and articulate Director and the second-generation entrepreneur, steering the company and chalking out the strategy in road construction, railway contracts and river-valley projects.



Mr. Pawan Kumar Bhartia

Started in early sixties by his father, Mr. Ramavtar Bhartia, the construction business was renamed as M/s. Bhartia Associates with his father as the Managing Director and both the sons -- Pawan and Avinash -- as Directors. Other ventures include garment business and tea estates. Today, the Bhartias are a prominent business group with a turnover of Rs. 200 crores and in the top league of companies in the North-Eastern Region.

Says Mr. Pawan Bhartia, "In 1999, we acquired L&T 90 Hydraulic Excavator which was deployed for a path-breaking railway project at Tripura's capital Agartala. The work was extremely tortuous and involved meandering in jungles and hilly terrain fraught with militancy. We put together men, machines and very hard work to complete the project." They also had to use rock breakers for cutting through the hard rock in the area. This alternate rail route has since become popular and takes only 18 hours to Agartala which otherwise is 30 hours by road.

The mighty Brahmaputra provided ample challenge for M/s. Bhartia Associates when they embarked upon the construction of 5-km long bridge alongwith a joint venture partner. This was a massive project calling for deep study of river engineering and removal of 60,000 Cu.M. per day employing shovels and tippers, a huge labour force and sleepless nights as well. Another project he enjoyed coordinating and fraught with risk was 40 km Akkajah-Junai Project for Border Roads Organization.

Mr. Pawan Bhartia has all praise for L&T equipment as he says, "We have relied on the robustness of L&T and Komatsu technology right from the start and this has paid off very well. The 20-ton and 30-ton class machines are outstanding and require less maintenance.

What is remarkable about L&T is that it is able to provide first-class Service even in remote and inaccessible areas of the North-East."

He has lost count of the number of projects done over the years all across the North-East. His immediate plans include taking up railway tunneling and civil works in Mizoram and Arunachal Pradesh. The panorama of mountains holds undiminished charm for Mr. Pawan Bhartia, who grew up in the hills. "This part is richest in terms of natural resources and is to be unlocked," he says with a twinkle in his eyes.



Bhartia owned L&T-Komatsu PC300LC-7 working on the Brahmaputra Project

PC200 has power & punch: Mr. Umed Singhi

Challenge comes naturally to Mr. Umed Kumar Singhi, Director, M/s. Shree Gautam Construction Limited, who has been at the centre-stage of the infrastructure makeover sweeping the hills of North-East. He is upbeat with the economic activity there and the employment opportunities it has generated for the local populace.

A commerce graduate from Calcutta University, Mr. Singhi joined his father - who was a PWD contractor - in 1977 to learn the ropes of the business. He plunged headlong into the activity and worked 'din-rraat' to get a grip of the business. In 1988, he formed M/s. Gautam Engineering with five other directors and expanded the portfolio of work. He has been mainly responsible for driving the top-line from Rs. 10 lakhs to about Rs. 200 crore today.

In the years to follow, the firm took up infrastructure projects dotting the North-East armed with an active fleet of L&T supplied machines, which include 12 nos. L&T-Komatsu PC130-7 & PC200-6 Hydraulic Excavators, Komatsu D41 Dozer and GD511 Motor Graders. "PC200 is a badiya machine endowed with power and punch. Its performance parameters are excellent," exclaims Mr. Singhi, who also coordinates the purchase and materials activities of the company.

One of the most critical projects undertaken by Mr. Singhi refers to the Shivrampur Checkgate, which is the gateway to the North-East, and has composite work of buildings, roads and mechanical works. His turnkey projects include Barapeta Medical College, Tezpur Medical College and Brahmaputra Gas Cracker Complex.



Mr. Umed Kumar Singhi

The 200-km border fencing between the States of Assam, Meghalaya and Mizoram was met with great challenge and satisfaction and required utmost coordination and cautious optimism. Another smart job he accomplished was the Bogibeel Bridge on the mighty Brahmaputra, where the firm had to complete a 4-km crucial approach road.

"Since the working period in Assam is effectively six months only, we make added efforts to get the most of it," says Mr. Singhi diffidently. Incidentally, Mr. Singhi has developed a big team of technicians and engineers to take good care of the machines and implement the right practices on field. He is extremely happy with the L&T Service back-up and looks forward to new initiatives for increasing the life of the equipment.

Looking beyond the North-East, Mr. Singhi landed in the National Capital Region of Delhi with a major contract for development of the campus of Guru Gobind University and Road-Over Bridge (ROB) Project in Rajasthan. Currently, Mr Singhi is busy overseeing priority development projects.

L&T machines best in the market: Mr. Dinesh Sud

Dimapur-based Mr. Dinesh Sud, Managing Partner, M/s. Deep Tours & Travels Private Limited, is almost an authority when it comes to the operational logistics of the North-Eastern Region and knows it inside out. He spent over a decade working out a winning strategy and operating inter-city bus services to Siliguri, Itanagar, Imphal and Lakhimpur towns and carving out huge success. This encouraged him to diversify into new activities like road construction and coal quarrying.

Initially, he took up the execution of arterial roads in Nagaland and bagged a couple of contracts under PMGSY scheme. He kicked off the contract works with hired equipment and soon acquired 3 nos. L&T-Komatsu PC71 Hydraulic Excavators and tippers to speed up the work. "The performance of L&T supplied machines is too good and by far the best in the market," he says.

More recently, he has got into an active partnership with Mr. Kohli, a local from Dimapur, for extracting coal



Mr. Dinesh Sud

in Surpathar, from the hilly tracts. He has purchased L&T-Komatsu PC200-6 Hydraulic Excavator and hired the equipment on per-hour output basis. He is sure that

this new venture would give a big push to his business and profitability.

Mr. Sud's forefathers hail from Phagwara, Punjab and his father had migrated to the North-East in 1958 to set up business. He found Dimapur 'the right place' and established a chain of lodges, which did good business. But it was in the later years, when the business folded up owing to extraneous factors, Mr. Dinesh Sud was left to fend for himself. It was then that he joined a travel agency and explored the world of transport and logistics.

Scouting for new ideas, Mr. Sud is currently looking for growth from expansion of railway network and extension of airport runways. He nurses a secret ambition to join the politics and become an MLA some day!

PC200 is super-productive: Mr. Mahesh Kumar

Work is worship for Mr. Mahesh Kumar, Managing Partner, M/s. M.K.Engineering, who works at a furious pace and is an inspiration to many young people in the North-Eastern Region. Besides being a full-time entrepreneur, Mr. Mahesh Kumar is a Rotarian and Past President of Rotary Club of Guwahati West, with involvement in community development and is an active volunteer at ISKCON's Guwahati Branch.



Mr. Mahesh Kumar

From Sindh-Pakistan to Gorakhpur-Uttar Pradesh and then to the bountiful hills of Assam had been one long and difficult journey for his forefathers. The penchant for hard work and entrepreneurial spirit encouraged his grandfather to establish M/s. Dhroomal & Sons Pvt. Ltd. The firm carried on many land development works in the North-East. In the sixties, his father established M/s. M.K.Engineering which enlarged its portfolio of jobs.

A herculean project, for which he had drafted the hired excavators, was desilting of the Hooghly river between Krishnanagar and Lalgola, and had to work continuously for 45 days with a fleet of four excavators, 2 dozers and 20 tractors. More recently, he accomplished broad gauge work in the militant-infested Silchar area with height of shafts going upto 32 m.

"L&T-Komatsu PC200 machines are super productive. They deliver enormous results", says Mr. Mahesh Kumar who has handled many projects in the past. The flyover in New Bongaigaon is a case in point where he completed the road over-bridge without affecting the regular run of superfast Rajdhani Express and received rare commendation.

"I purchased L&T-Komatsu PC200-6 in 2004 and found it very encouraging. With increase in my work, I soon acquired more L&T-Komatsu PC200-6 machines and have never looked back," says Mr. Mahesh Kumar who along with his brothers--Mr. Sanjay Kumar, Mr. Sharan Kumar and Mr. Kamal Kumar--is running the multi-crore enterprise. His conviction in an egalitarian society makes him hire the services of local tribes for various projects.

He has undertaken many contracts for Northeast Frontier Railway, from railway bridges to constructing of township quarters and Station buildings. He did the first railway line in Dudhoor-Mendhipathar carving through the hills and the Guwahati-Jogigoppa line which travelled through jungles and had to often encounter wild elephants trampling all over.

The business has seen the entry of third-generation with Mr. Abhist Santani, his nephew armed with MBA degree, already learning the ropes. Soon, his son Nikhilesh would be joining the business, once he completes his degree in civil engineering.

L&T machines drive our goals: Mr. Pawan Baid



Mr. Pawan Baid

Young and spirited, Mr. Pawan Baid, Director, M/s. ABCI Infrastructures Private Limited, finds inspiration in the essence of the Bhagwad Gita even as he continues with his drive to execute projects across the North-East. Many times, he encounters problems relating to the land and people, which translate into challenges and give him an opportunity to find workable solutions. He has just taken up a crucial road project in the State of Mizoram.

Started by his father, Mr. Budhmal Baid, in 1984 as M/s. Anupam Bricks & Concrete Industries, ABCI's operations today cover the entire spectrum of contracts. ABCI has a good fleet of L&T supplied machines, which include L&T-Komatsu PC200-6 & PC300LC-7 and L&T 72 & L&T 90-3 Hydraulic Excavators.

"L&T-Komatsu machines are our productive strength. They help us drive our goals", says Mr. Baid, who is a commerce graduate from Calcutta University. He is particularly impressed with the after-sales support and

dealer network that L&T extends. "It is amazing how your field teams reach us in almost impossible situations to put back the machine on road," he says overjoyed.

Over the years, ABCI has handled a vast cluster of contracts for major clients such as BRO, NF Rly, APWD, NPCC and NBCC. These include manufacture of steel girders, construction of tunnels and supply of stone ballast for Lumdig-Silchar gauge conversion project; construction of border roads under Project Pushpak; construction of double-lane bridge on the Twang river and execution of road contracts under Pradhan Mantri Gram Sadak Yojana.

He feels manoeuvrability is a major issue in the North-East given its hilly terrain and inaccessibility. But, with the number of projects increasing and bringing focus to the development of roads and rail network, the North-East has certainly gained. The project that threw a big challenge and gave him sleepless nights was the 22 km long tunnel in Agartala which involved large-scale excavation. "For this crucial work, we had deployed L&T machines and achieved cent percent success," says Mr. Pawan Baid.

Going beyond Guwahati, he is excited with the contracts he has secured in North India. He is happy with the progress on road construction as well as railway project in the Kashmir Valley and has just started off with land development for a hydel dam in Uttarakhand.

A keen HR practitioner, Mr. Pawan Baid has implemented good compensation policy and has put ahead a plan that encourages his employees to perform their best and update themselves through constant training and development. His efforts have ensured that ABCI's topline remains healthy and is in the top league companies in the North-East.

L&T's New Dealers

M/s. SRL Earthmoving Solutions Pvt. Ltd. has been appointed as the new Dealer for L&T's Construction & Mining Equipment Business for the States of West Bengal and Sikkim.

The company is led by Mr. Ramesh Shroff and Mr. Lalit Shroff, Directors. SRL Group has a strong presence in Durgapur, with a comprehensive network and infrastructure to support the business.

M/s. IMG Engineering Company, Dehradun, has been appointed as the new Dealer for the State of Uttarakhand. Mr. Indermani Gairola is the Proprietor of the company. Mr. Gairola has sound experience in the Service industry. This new appointment will strengthen the service support for L&T-Komatsu and Komatsu range of equipment in the hilly region.

Earthmoving Machine Maintenance – Role we play towards a better planet

“We do not inherit the Earth from our parents; we borrow it from our children.” We would have read this proverb while in school, but had never pondered over it to comprehend or visualize its significance. Today, most of us need no explanation: The record-breaking mercury levels in summer, the tsunami and its devastation and the screaming newspaper headlines clearly indicate what is in store. Mother Nature has always been in the ‘Give-Give and Forgive’ mode and we mortal in the ‘Get-Get and Forget’ mode while conveniently ignoring the giver.

Technological advancements have tapped natural resources to create comfort and convenience for its inhabitants. Even though the effects may look great, the side-effects are alarming as it is damaging the source. The resultant ecological imbalance has resulted in global warming and climate change that has attracted worldwide attention now. Summer is becoming hotter with every passing year, monsoon untimely and unpredictable. The future implications are so threatening that any delay in corrective action today, may become too late to be effective tomorrow.

If things ‘progress’ the way they are, we do not know if this planet would be good enough for our offspring to live and prosper. Right from the Head of States to the common man, each has a role to play in environment protection and use of the resources in a manner that it meets the needs of the present without compromising the ability of the future generations to meet their own needs. A lot is being written and propagated in all forms of mass media on steps to be followed to retard the ill-effects of climate change.

Is the control on emissions and steps towards sustainable businesses only limited to process and manufacturing industry and automobiles? The one word answer is



No. The magic mantra for keeping the earth green and make it a better place is **Reduce, Recycle and Reuse** and is applicable to all areas of operations including household activities. Here we shall dwell upon how Komatsu is using technology in the earthmoving and mining world to keep the ecology clean and striving to reduce load on natural resources, plus how the Maintenance

team can contribute by following good practices on a day-to-day basis.



Komatsu CRI Engine

Emission Standards

Engines used on Komatsu earthmoving machines meet the current emission standards not only specified by Ministry of Construction, Japan, but exceed the US-EPA and EU norms as well. Electronically-controlled High Pressure Common Rail (HPCR) fuel systems, use of air to air aftercoolers help achieve significant reduction in NO_x, NMHC and particulate matter.

One can hardly notice any visible black exhaust during the entire operating range. The use of three-dimensional fan by virtue of its blade geometry reduce air-cutting

noise and result in better cooling at lower fan speeds. Most machines today use electronically-controlled hydraulically-operated cooling fan, whose speed is varied depending on the coolant temperature and is independent of engine speed saving precious fuel. A hydraulic motor driven fan also has the flexibility of reversing the fan direction while cleaning the heat exchanger.



Komatsu three dimensional fan

Around 5 years ago, engine oil change interval of 250 hours of operation was considered very high. Today, the change interval on modern excavators, eg., PC300-7 is 500 hours. Is this increased oil change interval only resulting in cost savings to the user? Let us examine with an example. A 100-ton dump truck has a sump refill capacity of 129 liters to be precise. Say 130 liters. Now, if we consider the life of this equipment to be 40,000 hours, there would have been $40,000/250 = 160$ oil and filter changes, and the total engine oil required would have been $160 \times 130 = 20,800$ liters. Now, with a 500-hour change interval the number of oil changes and quantity of oil used would be just 80 and 10,400 liters, respectively. This means that 10,400 liters of oil per machine is available for the future generations to use. Isn't it reducing load on natural resources, as we all know that the oil reserves are not infinite. The calculation for the number of oil filters required is equally easy to perform while the savings accrued if we consider a fleet size of 25-30 dump trucks per site can be mind-boggling. Similar is the benefit reaped if we consider the fuel filters, hydraulic filters and various other types of oil and filters used on earthmoving and mining machines.

Engine oil and filter replacement are the most frequently performed maintenance activity. Considering oil change interval of 500 hours, a machine working for 20-22 hours a day would require oil change every 23-25 days.

This also means that with every oil change the used oil and filters will have no operational application at site and have to be disposed as they cannot be reused in any other equipment. Taking the example of the 100 ton truck, and a fleet size of 20 trucks, the maintenance team would have drained $30 \times 130 = 4000$ liters of oil and $30 \times 4 = 120$ oil filters a month. An oil replacement procedure as shown in the picture was not uncommon a few years ago, but today it can be considered akin to a crime against environment.

Disposing Used Oil

The oil that falls on the ground makes it barren and trees cannot grow where this earth is displaced. This makes it so important to collect, store and suitably dispose the used oil. Hence, as a preparation for oil change, arrange empty barrels capable of collecting the drained oil upto the last drop. The vital task ahead is the storage and disposal. Throwing away the used oil in normal garbage or a storm drain can unknowingly cause damage to the environment. Experts have found out that one gallon of used oil can contaminate one million gallons of water. Imagine how harmful it will be if the oil finds way to rivers, water reservoirs or even the ground water reserve.

Today, there are agencies like Bharat Oil and Waste Management Limited in Delhi, who are approved to take and handle used oil. They have the capability and facility to recycle the used oil and bring it back to usable form. Thus, even if it costs money to dispose oil properly, it must be done religiously. (Time may not be far when oil suppliers must mandatorily ask for the used oil before they supply fresh oil to a fleet owner as oil can be re processed and brought back to its virgin level).



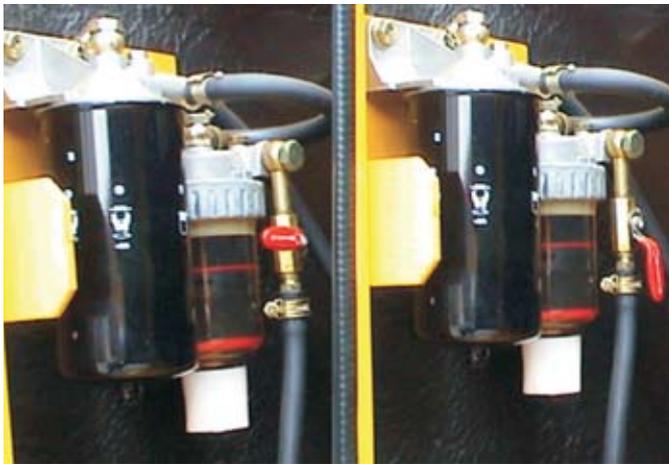
Oil drained on the ground

Used oil filters should be stored separately and disposed properly. Similar care is required when hydraulic oil is drained from a hydraulic excavator or power train oil from a dozer or other earthmoving machine.



Used oil stored for disposal

Diesel on-the-other-hand has to be protected from leakages and spillages during filling and transportation. Modern machines are equipped with stop cocks on fuel line ahead of filters. They need to be closed before changing filters to avoid fuel flow while the filter is being replaced. This will not only keep the machine clean but more importantly save fuel.



Shut off valve - close

Shut off valve - open

One of the most readily available cleaning agents present at any job-site is diesel. Components being serviced are often cleaned in diesel and refitted. Rarely do we notice an organized method to store and dispose this diesel. Empty barrels should be earmarked for this purpose,

instead of dropping the dirty oil in the tray in some hidden corner of the workshop shed.

Excess Grease

Pivot pins and movable joints have to be greased at regular intervals: the duration varying anywhere between 10 to 100 hours depending on the location and application. If not greased properly the pins and bushings get worn out quickly. In an effort to protect the pins and bushings, we often over-grease which results the grease to overflow and roll over the joints. The excess grease does nothing to protect the pin or the bush. It is not only waste of grease but spoils the appearance of the equipment as well. It is as harmful to the earth where it falls as the used engine oil. Greasing should be stopped once the old grease is pushed out from the joint and fresh grease is visible. The excess grease should be wiped and kept in a container and carefully handled like the used oil.



A well-kept machine at the site, excess grease being wiped after greasing

Our responsibility to protect the environment and make earthmoving business sustainable does not end by using modern hi-tech machines. We need to discipline ourselves in the manner we conduct the daily maintenance so that we leave a green, clean and safer earth for our children and their grandchildren to enjoy this beautiful planet.

In the forthcoming issues, we shall touch upon something equally important. Keep track of your copy of the L&T Earthmover News.

The greatest test of courage on the earth is to bear defeat without losing heart

- R.G.Ingersoll

PC71 Active in Ponds Excavation

In an ambitious move to harvest rain-water, the Government of Maharashtra has launched a massive project to develop one lakh farm ponds in the drought-prone cotton-growing areas and agricultural lands across the State. The project has taken off very well with the Government extending subsidy in this monsoon period. A number of L&T-Komatsu PC71 machines have been pressed into activity for excavating these large-sized ponds, which are later lined with plastic sheets to help in the collection of rainwater. The machine owners have been travelling to various sites to deploy the small-size excavator for this activity. This captive source of water shall help the farmers in pursuing sustained agriculture.



PC71 engaged in pond excavation

JoiFUL Meet with Sesa Goa



A section of participants at the meeting



A JoiFUL (Joint Follow-up Log) meeting was held between L&T and KIPL team with M/s. Sesa Goa Limited at the Codli Mines on 18th March 2010 to discuss various parameters, sharing of experience on equipment performance and follow-up of the earlier meetings. Sesa Goa was represented by Mr. G.S. Yogeesh, General Manager (ES&P), Mr. V. Rajendran,

General Manager (Maintenance) and Mr. S.D. Mallya. Participants from KIPL were Mr. Yasuoka, General Manager - Service, Mr. Miyazawa, Head-Parts, Mr. M. Rajendran and Mr. C. Jayakumar. Mr. K.K.Ghosh, Sr. Dy. General Manager-Workshops, Mr. Anupam Mitra, Head- Service Centre(West) and Mr. N.B. Salvi participated in the deliberations from L&T.

DGMS Official Visits L&T-Komatsu

Mr. G. Nagaraj Venkatesh, Director (Mechanical), Directorate-General of Mines Safety, Dhanbad visited L&T-Komatsu's Bangalore Works on 10th June 2010. He was taken around the plant and was shown the safety features incorporated on the machines. A presentation was made to him on various safety measures initiated by the company. Later, the DGMS official discussed matters relating to safety concerns and measures to mitigate them.



Mr. Venkatesh being greeted by Mr. S.R. Subramanian, Chief Executive, L&T-Komatsu Limited