

## Pipeline race

### Of Two Companies Cross Each Other

As per the policy, the 'other' pipeline would have to be installed below the owner's pipeline and the pipes would have to have thick walls to withstand pressure.

There can be no joint on the other pipeline at the crossing point, and only a full length pre-tented pipeline would be used under the existing owner's pipeline.

The policy also makes the owner of the 'other' pipeline liable for damages, if any, caused in the process of installation.

Besides, they would also have to inform the owner in advance if any maintenance work is required in the pipeline.

It has been authorised by the state government to extend this line to the city of Madurai. The total length of the pipeline is over 1,200 km. The state will fund the consumers in this

area. The state's proposal for a 254-km

section of the slurry pipeline would be to install a 6-million-tonne steel plant in the state. Esar would set up an iron-ore beneficiation plant near Itanagar in Kanyakumari district from where ore would be carried to Padanilam through a 254-km long slurry pipeline.

The proposed policy, set by the Oil Industry Safety Directorate (OISD) for crossing puts the 'other' pipeline at a considerable disadvantage compared to the owner pipeline on grounds of safety. As per the policy, the 'other' pipeline would have to be installed below the owner's pipeline and the pipes would have to have thick walls to withstand pressure. There can be no joint on the other pipeline at the crossing point, and only a full length pre-tented pipeline (approximately 12 mm) would be used under the existing owner's pipeline, sources said.

The policy also makes the owner of the 'other' pipeline liable for damages, if any, caused in the process of installation. In case of damage, the owner of the 'other' pipeline would bear all the cost of repairs. Besides, they would also have to inform the owner in advance if any maintenance work is required in the pipeline.

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## Forms & Gears bags multi-crore contract from Cummins India

Our Bureau  
CHENNAI

ASIAN leading Engine builder Forms and Gears has added Cummins India to its long list of major clients. Cummins India, as part of its ongoing technology upgradation and capacity expansion plan, has awarded a multi-crore contract to the Chennai-based company to design and manufacture precision hydraulically damped seat belts and seat cars.

These are high precision devices on which the Cummins 16 and 32 Cylinder V6 engines are mounted and tested for performance. This is also the first time that the US-based company is investing in state-of-the-art test cells with hydraulic clamping

for their plant in India, said the company here on Saturday. By going in for hydraulic clamping and match-plate quick coupling technology, Cummins will benefit by way of quick setup times, less operator dependence and less operator fatigue resulting in higher productivity, it said.

Forms and Gears, which has three factories in Gujarat, has one of the largest and best equipped tool rooms facilities in Asia and has over 35 years of engine building experience. Some of the biggest automobile projects all over India have relied on its Forms and Gears facilities. The company now supplies fixtures to automobile and machine tool manufacturers to the world including Japan, South East Asia and US.



## After Singur, Bosch Chassis heads to Bidadi

### ABS To Be Key Driver Of Growth For German Major In Next Five Yrs

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PUNE

WITH the Indian auto industry on a roll, auto component manufacturers are not far behind. Bosch Chassis Systems, formed less than three years ago by Robert Bosch buying out the Kalyani stake in its erstwhile joint venture Kalyani Brakes (KBC), is expanding by following its original equipment manufacturer (OEM) customers. Bosch Chassis Systems' newest plant is slated to come up in 2009, to cater to Toyota Motors.

"Last year we set up a plant at Singur, near Pantnagar in Uttar Pradesh, for our customers who has plants there. This year it will be Singur, for the Tata Motors plant, and next year we expect to set up a new plant for the Toyota small car," Bosch Chassis Systems managing director Satish Sekhari said.

The location of the Toyota small car plant is still to be announced, but indications are that it will be at Bidadi near Bangalore. While Mr Sekhari declined to enter into a discussion over the location of the Toyota small car plant, industry sources said the Japanese car maker's trading arm has bought about 60 acres of land adjoining its existing car factory. As Toyota has already announced, India will be the start point of its four-country launch for its small car.

Mr Sekhari maintained that growth for Bosch Chassis Systems will come through the wider adoption of features like the anti-lock braking systems (ABS) and the electronic stability programme (ESP).

"ABS will be the key driver of

growth for us in the next five years. Look at the statistics. We have 76,000 fatalities every year, one-third of which are avoidable if an ABS was fitted to prevent the vehicle from skidding. We have therefore begun work on developing a low cost ABS for markets in India and China. This should be out in a couple of years, at half the cost of an existing ABS, which are currently being imported," Mr Sekhari said.

Globally, Robert Bosch has a 42% market share for its ABS, in a segment with 10 other players. In India, Bosch Chassis Systems is building a factory at its existing Chakan location for the manufacture of this low cost ABS.

"We expect to be able to sell the ABS at Rs 4,000-Rs 5,000, which makes it possible to be fitted on a car priced at Rs 5 lakh. This will push adoption," Mr Sekhari said. The new plant, which will be ready by early 2009, will have the capacity to produce five lakh pieces annually, a minimum module, Mr Sekhari explained.

An EPS that judges the driver's intention will also be manufactured in India by 2009. Pushing the safety factor is Bosch Chassis Systems' equal IV with Brembo, providing disc brakes for motorcycles. However, only 14% of the Indian motorcycle population come fitted with such brakes, a sharp contrast with the rest of Asia, where 90% bikes have them.

With the technology push coming from its German parent, Bosch Chassis Systems is also setting up a Rs 42-crore R&D test centre at its plant at Chakan. This 75-engineer centre will be ready by June.

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## Bosh sets up working group on LPVs

Given the international attention that is being focused on a car that costs only \$2,500, or just over Rs 1 lakh, Robert Bosch has risen to the challenge. It has constituted a working group to focus on low priced vehicles (LPVs), which meets regularly. The focus of the LPV is on the BRIC countries, which comprises people from India, China and Brazil. "There is a momentum outside India, too, for low priced vehicles that are applicable in countries like India, China and Brazil. We have an internal working group of 22-25 people who exchange information every quarter on car platforms and the braking systems. The first meeting of this group was in India a few months ago," Bosch Chassis Systems managing director Satish Sekhari said. An LPV is categorised as a vehicle with a load-carrying capacity of under 5 tonnes, requiring hydraulic systems.