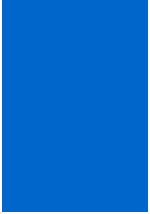
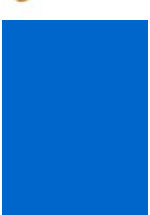
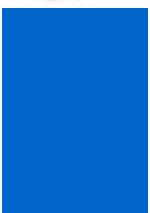




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# SHARJAH II COMES INTO EXISTENCE !



The proposed expansion of the **National Paints Interchange** on the **Emirates Road** in **Sharjah** has multiplied the access and parking woes that the **DAHBASHI ENGINEERING Sharjah Branch** has been experiencing over the past few years. Since the few parking spaces that were initially available in front of the Branch till the contrac-

tor put in a temporary diversion, are now history,

the customers were finding it extremely difficult to

come to the Branch for their day-to-day needs. Of late, the Branch had started delivering parts to the



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customer's facilities; an arrangement that pleased the customer no end but would be impractical to sustain in the long run.

The hunt for an alternate / additional facility



had been on for some time now, considering that the area around the interchange had become increasingly busy over the years and was regularly witnessing serious traffic snarls. The start-up of the interchange

expansion put an increased urgency on the search and resulted in the selection of a facility in a brand new building on the **Sharjah-Kalba** road, some **10-12 kms.** away from the existing one in the **National Paints** building. It was decided to set up a sub-



branch here while continuing to operate from the existing one.

With the formalities concluded, the orders for **racking / shelving, air-conditioning, furniture, computers** etc.. were placed.

As the quality of construction was quite good, there were only minor modifications required to bring it to suit the "**DAHBASHI** standard".

The design for the lay-out, selection, co-ordination with and supervision of the various contractors was carried out under the expert guidance of **Mudar**. He was ably assisted by the **Sharjah Branch personnel, Riyaz, Nico.....**to name a few.

Covering a built-up area of almost **225 sq. m.**, the facility is adequately kitted out with pallet racking and shelving. Half the length of the facility



is equipped with a mezzanine floor that houses an open plan office space for the **Materials Handling Division's** sales team.

The shelving consists of **44** bays of





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520 mm D x 1000 mm W x 2997 mm H with each bay comprising 7 levels + 11 bays of 420 mm D x 1000 mm W x 2997 mm H with each bay containing 7 levels + 2 bays of 420 mm D x 1000 mm W x 2997 mm H with each bay containing 6 levels + 1 bay of 420 mm D x 1000 mm W x 2997 mm H with each bay containing 4 levels. The total number of shelving locations adds up to 431.

On the racking front, 3



bays of 900 mm D x 2700 mm W x 2400 mm H + 1 bay of 900 mm D x 1350 mm W x 2400 mm H with each bay of 4 Levels have been installed to carry the heavier and / or bulky parts. Each bay has a pair of beams, providing a total racking of 20 locations.







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16 TR of Air Conditioning, delivered through 7 wall mounted units, provide adequate cooling for the facility. The parts sales counter runs almost the entire width of the facility; its design follows the standard DE "patent".



On the **M.I.S.** front, the system is hooked up to the main server at the corporate headquarters in Dubai, providing real time information to facilitate the day-to-day operations.

With ample parking both at the front and back and extremely easy access to the facility, we are positive that the customers will soon start thronging the place ! We wish the sub-branch the best of luck !

Vinod Arya





# THE GIANT !



We recently got the opportunity to work on a **CATERPILLAR D10R BULLDOZER** from one of the prestigious **Dubai Government** companies. Equipped with a bigger and better appointed workshop than ours, the customer has been traditionally carrying out heavy earthmoving equipment repairs either in-house or, on some occasions, through the respective equipment dealers. It has taken us a while to gain the customer's confidence about our capabilities and build a rapport with the people concerned to entrust us with a major job.

After the usual rigmarole of submitting our techno-commercial bid through **Dubai Government's e-portal**, the job contract was awarded to us with their usual terms and conditions – the most important being the **"late job completion"** clause wherein failure to complete it within the stipulated deadline would invite an automatic penalty of **10%** of the contract amount.

Pressed for time due to the reduced working hours during **Ramadan** and the **"summer mid-day break rule"**, we swung into action right from the word **"go"**. Owing to the size of the machine, the first hurdle was to get it to our workshop; the fact that it could be transported on the Dubai roads only during a specific and tight time frame and on a particular kind of trailer that was hard to come by, did not make the task any easier !





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The countdown having started already, we lost a precious number of days in trying to make the transport arrangements.

Some of the salient features of the machine :

Weight	65,659 kgs.
Length	7.754 m
Width	3.160 m
Height	4.100 m







**Weight of one track chain**

4,354 kgs.

**Weight of one idler**

572 kgs.

**Number of ECM's**

4 (Engine, Implement, VIDS Main display, Steering / Brake / Transmission)



- Elevated Sprockets Design** ⇒ isolates the final drives from ground impacts  
⇒ provides better traction with more track-to-ground contact owing to the suspended undercarriage  
⇒ encourages less slippage  
⇒ facilitates a smoother ride  
⇒ offers excellent serviceability due to the modular design of the major components  
⇒ keeps the power train out of the work environment

The machine finally arrived at our workshop; one look at its condition and our hearts sank; the undercarriage was covered with thick muck and mud that had hardened like cement over time as the machine had been working at a building waste disposal site.

Cleaning of the undercarriage prior to component removal was quite a task in itself. Safe, adequate and proper support for lifting the machine and removing the undercarriage from both sides simultaneously was studied and provided for carefully. Challenges at different stages of the work such as out-of-the-book salvage for removal of broken bolts deep inside idlers and roller caps, frame, etc. were overcome on a regular basis.

Given the constrained space available for the nature of work and size of the machine, dismantling, removal and assembly schedule was meticulously planned prior to







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the commencement of the job. Assessment of the required parts was diligently carried out.

The track chain links, track rollers, idlers, sprocket segments and bogie pads were found to be worn to an extent of **70 to 90%** and the track adjuster



What initially looked like a mundane task of component removal and installation proved to be a much more exacting task. Critical details such as correct sequence, orientation, work-in-progress inspections, torque values, etc. had to be adhered to in order to produce a top quality job. Our team, comprising of **Jose Arnel, Reynaldo, Rao, Esteban, Nandakumar** and **Vaisakh** worked tirelessly, braving the hot and humid weather and other unfavourable elements with their usual zeal to deliver a quality job well before the deadline.

seals were found collapsed and damaged. The assembly and installation was carried out as per **Caterpillar** specifications and torque values. Each step was doubly checked and verified to ensure that there was no room for any error.

The customer was both surprised and







happy in getting his much-needed machine back into operation well ahead of the time frame stipulated in our offer.

If there ever was a **win-win** situation, this was it ! We were thrilled that the enterprising team was able to turn around a fairly daunting task before schedule and could actually sense the customer's



satisfaction and triumph for achieving a quick, cost-effective and single-point comprehensive package of repair, parts and warranty.

**Saifuddin Dargahwala**  
Service Manager

# November birthdays 2012! December birthdays 2012!

Chandan Vaidya (MHD) 01/11	Phars B. Vishwokarma (SHJBRH) 11/11
Kaiser Javaid Mughal (MHD) 01/11	Prasanth Abraham (DXB Sales) 17/11
Chander Singh Kami (MHD) 02/11	Mohammed Fakruddin (SERVICE) 22/11
Mirza Majid T. Mughal (MIS) 08/11	Varun Anil Godambe (MHD) 24/11
Khaja Ehtesham Uddin (FINANCE) 10/11	Khag Bahadur Sonar (DXB Stores) 25/11

Mudar Dargahwala (EQT) 2/12	Richard Lasrado (SERVICE) 22/12
Palaniappan Sekar (SERVICE) 06/12	Jasvinder Kumar (FINANCE) 23/12
Siddeek Mayyeri (SERVICE) 08/12	Habib Carim Abedin (MIS) 25/12
Vaisakh Mohanan (SERVICE) 14/12	Reynaldo Dumayas Gabriel (SERVICE) 25/12
Laxman Panth (ADHBRH) 16/12	Hozaiifa Shabbir Moochhala (AWRBHR) 27/12
Arun Kumar Sunar (ADMIN) 17/12	Lenin Thomas (AWRBHR) 30/12