

WELCOME back to YORK

York believes that building a strong team is vital for achieving our aggressive plans for growth, both geographically and in terms of expanding our manufacturing facilities. We are constantly looking to recruit manpower resources with the experience, drive, capability and attitude to work together to achieve these goals. During the last two quarters, we have added several exceptional staff members in Singapore, Australia, China and India. We anticipate inducting many more professionals into the company in the coming months.

Meanwhile, York has partnered with several reputed companies to offer solutions for various special applications. Some of these applications were in the Middle East and India where we have designed special axles with suspensions to meet specific requirements. These are detailed in this issue of York Talk.

CEO,
Mr. P V Balasubramaniam

YORK TRANSPORT APPOINTS PHILLIP CRAKER AS CHIEF GLOBAL SALES AND MARKETING

Singapore, October 29th, 2010. York Transport Equipment (Asia) Pte Ltd, a Tata Enterprise and a world leader in the supply of axles and suspensions for trucks and trailers, has appointed Phillip Craker as Chief, Global Sales and Marketing.

Mr Craker is a veteran of the automotive industry. He has held senior marketing and management positions in several automotive and automotive components companies and was most recently Commercial Sales Manager at Hendrickson Asia Pacific Pty Ltd.



Announcing the appointment, York Transport Equipment's CEO, Mr P. V. Balasubramaniam, said: "We are delighted to welcome Phillip Craker to York. His deep experience and understanding not only of the industry but also of international markets, ideally suits him to lead our drive for expansion."

In his new role at York, Mr Craker will be responsible for enhancing the effectiveness of York's global marketing programme and for growing sales around the world.

"I am excited by the opportunity to influence and enhance the business model at York and actively work to expand the global business", said Mr Craker. "York has outstanding products, an exceptional record of product innovation and a first-class sales team. I look forward to working with my new colleagues to position York firmly as the global leader in our business."

Mr Craker will be based at York's headquarters in Singapore and takes up his new position immediately.

MUD, GLORIOUS MUD

YORK innovates Trailer Mounted Mud systems for Oil Drilling

YORK has developed a large capacity mobile mud system for the oil industry, providing enhanced flexibility and significant cost savings.



A mud system is equipment comprising storage and circulating system components for drilling fluid.

This fluid is used to facilitate drilling operations by providing lubrication and disposal of the drilling waste generated. Due to present-day environmental norms, the drilling fluid is now recycled and reused. This is where a mud system plays an important part in drilling operations, regardless of whether the drilling is carried out on land or at sea. A mud system is required to

function until the drilling depth at the rig site is reached.

Onshore Mud Systems are usually of larger capacity than the Offshore ones. This is due to the availability of larger space. However due to their large size these systems tend to cost the drilling companies a fortune. The industry preference today is to be able to easily relocate these systems to a new drilling site in the fastest time and at minimum cost. One possible solution is to manufacture Trailer mounted Mud Systems. However these too have a size limitation due to the limited axle capacities available to fabricate tanks of larger capacities.

This has now been overcome with the help of YTE axles. Specialist Services has design and manufactured two Trailer Mounted Mud Systems for Weatherford Drilling International in collaboration with Scomi Oiltools. These Systems have already started operation in their Oman Rigs 843 and 844. They use the Bi-axle Tandem Axles with a capacity of 18 tons per axle to design Active Tanks for the Mud System. The tanks weigh 68 tons and have an operating capacity of 900 BBL. They have also used the tri-axle Tandem Axles with a capacity of 18 tons per axle for the Mud Pump Trailer which has a weight of 84 tons.

This is the first time a mobile mud system of such large capacity has been designed and entered service in the Middle East or anywhere else in the world. This has opened up new avenues for more such mud systems in the future.

YORK TRIAXLES SET THE PACE IN SAUDI ARABIA

Some four years ago, YTE and Weweler (Holland) joined forces and appointed Al Mutlak Metal Industries, a major trailer builder in Saudi Arabia, based in Jeddah, as their agent for air suspension axles, with YTE supplying the axles and Weweler the suspensions.

Although the legal axle limit on a triaxle set is only 3 x 9T in Saudi Arabia, YTE decided to supply a custom designed 12T capacity axle and Weweler their 10T air suspension, developed for tipper trailer applications. The result has proved to be a tremendous combination, with 100% reliability and more than 2,000 triaxle sets have been supplied to date into Saudi Arabia.

One of Al Mutlak's major customers is Al Shurei, based in Hafer Al Batin, some 500 kilometers north of Dammam. Al Shurei are a major transport company, mainly operating fuel tankers, (as shown in the photos below). Their G.M is Mr. Fahd Abdullah Ahmed Al-Shurei and they have a fleet size of over 800, the vast majority of these being fuel tankers. However, Mr. Mohammed Al-Hussaini Abdulrahman, financial manager, explains that Al Shurei differ from most transporters in that they manufacture fuel tankers for their own fleet in their own factory. To date they have the best part of 450 YTE triaxle sets in their fleet all working perfectly; so much so that they have completely standardised on YTE.



YORK DELIVERS HOT STUFF IN INDIA

India has a deserved reputation for finding out-of-the-box, cost-effective solutions to problems that occur in industry sectors of every kind.

The challenge facing India's Lloyds Steel Industries Ltd, a US\$ 850 million steel producer, was the disposal of molten slag from the furnaces at its steel plant in Wardha, Maharashtra state, 70 km south west of Nagpur. This plant produces steel sheets up to 25mm thick & plates up to 70mm thick.

The solution – an industry first which it must be admitted might give Australia's Health and Safety Inspectors cause for concern – was to use a Dumper Trailer to move the slag from the steel plant to the disposal yard.



The company contracted with Commercial Engineers and Body Builders Co, (popularly known as CEBBCO in the industry) of Jabalpur, Madhya Pradesh, India to design, fabricate and deliver a 24 c.m. capacity tridem dumper trailer to carry out this onerous task. The dumper trailer is coupled to a TATA 4018 (4 x 2) prime mover and supported on YORK bogies and axles.

The disposal process requires molten slag from the furnace - at searing temperatures of 700 to 800 degrees C - to be directly discharged to this vehicle from a height, and then disposed to an open yard by means of a tipping system. The vehicle is scheduled to make 9 round trips per day from furnace to disposal yard, thus shifting a total of 108 cubic meters of volcanically hot slag each working day.

The trailer covers the 2km distance between the slag loading point and the disposal yard in about 10 minutes with peak speed of about 15km/hr. It takes about an hour for the molten slag to be loaded into the body, transported and unloaded at the disposal yard.

To handle this volatile and dangerous cargo, the vehicle is constructed with a high grade steel rigid chassis to carry the fabricated tipper body. The inner tipper body is insulated by fire bricks to withstand the tremendous heat, reducing the capacity to around 12 cubic metres of molten slag. Unsurprisingly, the vehicle also features solid tyres.

The dumper body measures 7.5m x 2.5m x 1.6m. It is fitted on an 8.4m chassis frame, has a loading height of 3.3m and a tipping angle of 40° to 49°.

It features a rigid fulcrum shaft with hinge brackets at the rear end to facilitate easy tipping. The rear door of the tipper is designed to open automatically by the tipping process, thus facilitating the gradual discharging of the slag. A hydraulic tipping system is fitted at the front of the vehicle, using HYVA-made FC 191 4-stage cylinders.



YORK's well-proven DNH7 bogie suspension and 5021 model axles were the obvious choice to handle the difficult operating conditions, which include a rough road surface between furnace and disposal yard. The bogie has 1350mm axle spacing and a ride height of 570mm. This suspension pack is assembled at YORK India's plant located in Jamshedpur.

According to Mr. Shirpurkar, Operations Manager of Lloyds Steel

Industries, YORK's bogies and axles play a vital role in the safe implementation of this slag disposal process.

He said: "It is clearly essential that the dumper trailer remains stable during each trip, despite the uneven road surface, in order to avoid any spillage of the slag. We specified YORK suspensions and axles because of their reputation for reliability. We are confident that they represent the best equipment for the job."

Lloyds Steel is satisfied with the performance of this trailer, which was delivered in June 2010. The company may consider ordering more such trailers, and the CEBBCO and YORK team are prepared to provide similar solutions to other steel companies.



YORK INDIA CRACKS MOBILE CONSTRUCTION MACHINERY SECTOR Sandvik using suspension undergear featuring custom-designed York axles

YORK, India made an entry into the mobile construction machinery segment when TILDLT supplied undergear to SANDVIK for their wheeled construction machinery.

The initiative dates back to May 2009, when SANDVIK was drawing up plans to increase their export business and saw an advantage in using YORK, as the latter offers a global warranty program.

SANDVIK's current vendor uses local solutions and is unable to extend global warranty coverage. Banking on YORK's reliability, TILDLT - one of YORK's prime customers - has taken up the challenge of supplying the specified undergear to SANDVIK on a global warranty basis. SANDVIK's requirement comprises seven models of construction equipment. The suspension undergear requirement for all seven can be met by just four combinations:

1. UJ210& UJ300 - YTE75 Tandem 8 Leaf pack
2. UJ310 - YTE 75 Tridem regular axle spacing
3. UD210 - YTE 75 Tridem shorter axle spacing
4. UH310, US310 & UV310 – Special suspension

Of these, the last two, and especially #4, posed a challenge to YORK, as new products needed to be developed to meet the specifications. YORK undertook the necessary design work to provide the solution and developed an axle specially for this application. TILDLT used this axle to complete the undergear.

The axle specially made for SANDVIK uses 5" round, 25mm thick beam. TILDLT had delivered 5 such units to date to SANDVIK. The axle - YORK 12 ton 5" R Half Axle, 25mm thk, ISO M22 hub, 420 x 180 brake - is pictured below right.



YORK SUSPENSIONS PUT THE FIZZ IN THAILAND'S BEVERAGE SECTOR

What better way to cope with Thailand's steamy heat than a refreshing chilled soft drink? Carbonated drinks are big business in the Kingdom, and the beverage industry is booming.

YORK recently made significant inroads into Thailand's beverage distribution sector, with the supply of suspensions to trailer manufacturer NTT Trailer (Nonthaburi Trailer Truck and Bus Co. Ltd).

NTT has produced one of the latest dedicated beverage trailers in Thailand. The complete trailer is manufactured out of aluminium and can carry 28 fully loaded pallets for the beverage industry. In the face of considerable competition, YORK's Thailand office secured the contract to supply NTT with suspensions for this new trailer model. NTT chose YORK's 12 ton capacity Tec Air module TEC 1 suspension, recognizing the advantages of air suspension which include saving on tyre wear, improved stability and a much softer ride for the aluminium trailer, allowing the drinks to arrive without being shaken up.

This trailer, as shown in the picture below, has been fitted with 3 x 12 ton capacity Tec Air 1 Module air suspensions, with a riding height of 400mm. As the picture shows, the front axle also been fitted with Axle Lift. This feature helps with tyre wear reduction and also facilitates easy cornering in Thailand's typical narrow and crowded city streets.

This innovative new lightweight trailer/air suspension combination by NTT and YORK is the first of approximately 40 units to be supplied over the next 12 months.



TEC Air 1 with Axle lift



3 x Tec Air 1 - 12 ton Capacity suspensions

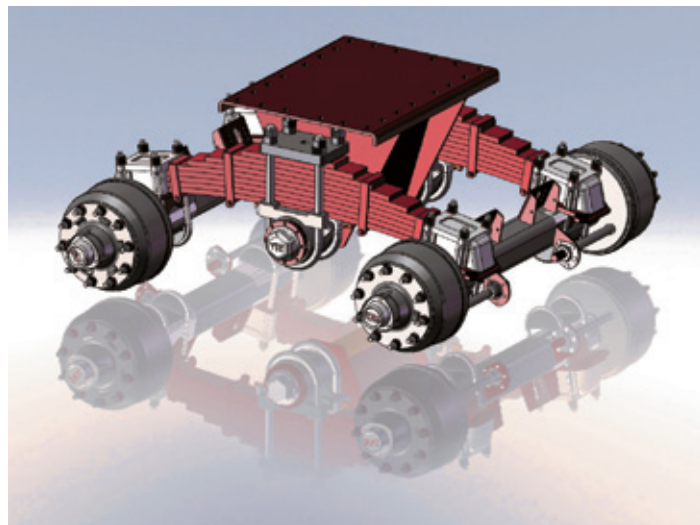
DN Bogie for 24 Ton rating - DNH8S-24-MK2

York has launched recently another variant in its highly successful Bogie family. This model, designated DNH8S-24-MK2, has been developed to meet demand in the Middle East market for 24 Ton load capacity.

These bogies are fitted with York's popular 5021 square section axles, giving a ride height of 606mm, together with a 420X180 drum brake system. Disc brake and spoke hub-drum brake wheel end options are also available.

The DNH8S-24 -MK2 bogie is configured for 1850 to 1950mm track lengths with a 10x335 PCD- ISO wheel end arrangement

This Bogie is designed for a longitudinal oscillation angle of 33 degrees, front & rear, to provide extremely good ride comfort, along with a conventional arrangement of two-leaf springs pivoted in the standard stool of 24 hole, 32 dia mounting. This will enhance ease of replacement with bogies from other manufacturers and can be installed easily.



The pivoting systems and spring anchoring packages are designed for ease of serviceability.

With many decades of experience in these bogie-systems' loading and material structure & strength, York engineered this bogie in a robust configuration along with optimum process management techniques in manufacturing. This has proven to yield a substantial cost benefit, which is being shared with our customers to provide them with superior value for their investment.