

# Equipment INDIA

India's First Infrastructure Equipment Magazine®

February 2025 • Vol. 18 No. 1

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- Trucks and Tippers...32
- Filters...58

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The 17<sup>th</sup> edition explores the imperative need for specialised training and development in an industry increasingly defined by technological complexity and innovation.

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- Skill sets for automation, telematics, and advanced tech
- Certification and upskilling for safety and efficiency

#### Expert Insights:

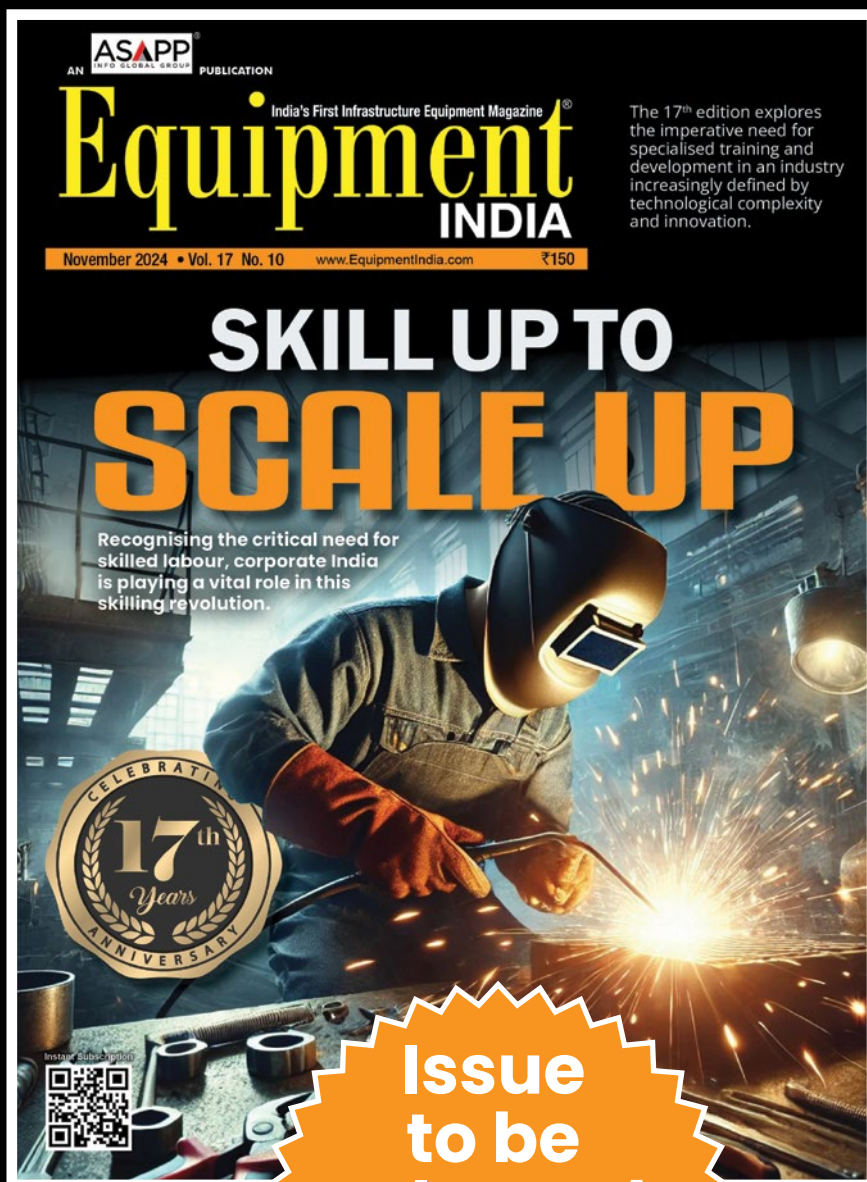
- Roadmaps for next-gen training
- Strategies for automation-ready professionals
- Case studies of workforce success

#### Industry Analysis:

- Market trends shaping skills demand
- Training's impact on performance and safety
- Breaking barriers in workforce development

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# STEAMROLLING AHEAD

Growing infrastructure demands are fuelling the rise of advanced compaction equipment, ensuring smoother, faster builds.

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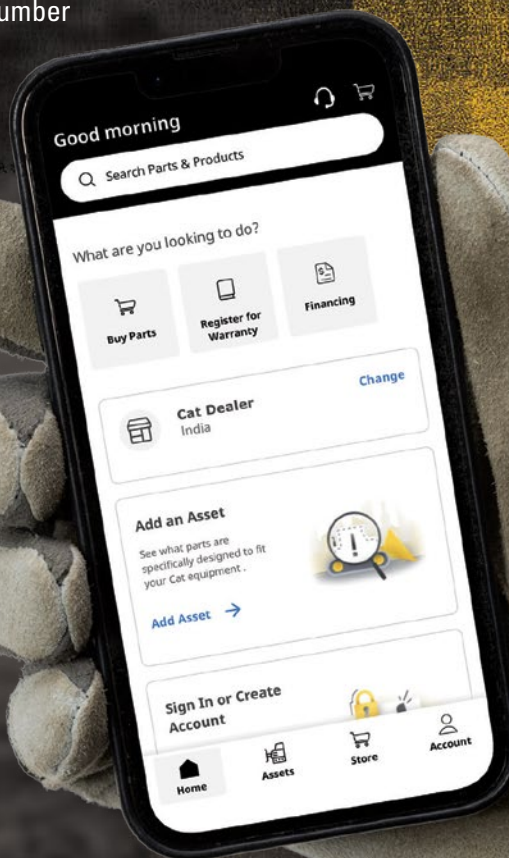


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## DRIVING GREEN!

The construction equipment industry is facing a significant shift due to the introduction of stricter emission regulations and tougher safety standards. These changes are expected to lead to an increase in the cost of construction equipment vehicles (CEVs) by 12-15 per cent on average, depending on the type of equipment. Customers are likely to bear these cost increases within the next 12 to 18 months. The transition to the new CEV-V emission standards will have varying impacts on different types of equipment. For instance, CEVs upgrading from Stage III to Stage V standards could see cost rises exceeding 12-15 per cent, while those moving from Stage IV to Stage V are expected to experience more moderate increases of around 4-6 percent, according to rating agency ICRA.

At present, the majority of CEVs in India run on diesel engines, contributing to the rising levels of emissions. In response to growing environmental concerns and the global push for sustainability, many countries have adopted more stringent emission standards. India, though slower than markets like the US and EU, is set to align with these global norms in the coming years, closing the gap on emissions regulations and helping reduce pollution.

Recently, several OEMs have launched their CEV-V range of machines, showcasing the industry's shift toward meeting the new emission standards. Companies like JCB India, Mahindra CE, Sany India, ACE, and Case introduced their CEV5 machines at major industry events such as Bauma ConExpo and the Bharat CE Expo. Even LiuGong has committed to going completely 'green' by expanding their green initiatives. These events highlighted the industry's commitment to adopting more sustainable practices, with energy-efficient and eco-friendly solutions taking the centre stage.

In another notable development, Pai Machines has completed the asset purchase of the machinery works manufacturing facilities from L&T Construction Equipment Division (LTCEL). Schwing Stetter India is also making strides to increase its production capacity. The company plans to boost its annual production by nearly 36 per cent, fuelled by the ongoing expansion of its plant in Tamil Nadu, as well as the addition of a new plant in Jamshedpur.

ZF Group is expanding its presence in India's construction equipment sector. The company is set to open a new facility at its Coimbatore campus in Tamil Nadu, focused on producing components for the construction industry.

Looking ahead, the focus of the industry will shift to the upcoming Bauma exhibition in Germany. This international event will highlight advancements in energy-efficient technologies, with companies preparing to showcase innovative products. One notable reveal is HD Hyundai's production version of the HW155H, a 14-tonne wheeled excavator powered by hydrogen fuel cells. The unveiling at Bauma will signal a major step forward in the adoption of alternative energy sources for construction equipment, as the industry continues to prioritise sustainability and energy efficiency.

As the construction equipment sector adapts to stricter emissions regulations, advancements in technology, sustainability, and manufacturing capacity are shaping the future of the industry. With both domestic and international players increasing their investments and innovations, the sector is poised for significant growth and transformation in the coming years.



*Pratap Padode*

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Growing infrastructure demands are fuelling the rise of advanced compaction equipment, ensuring smoother, faster builds.

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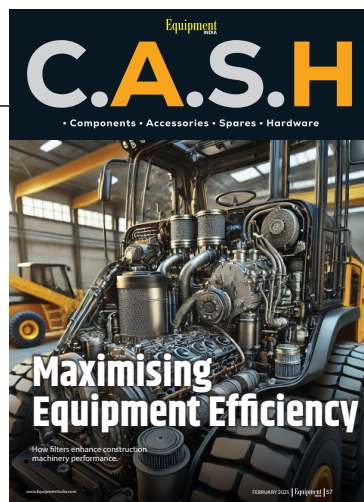
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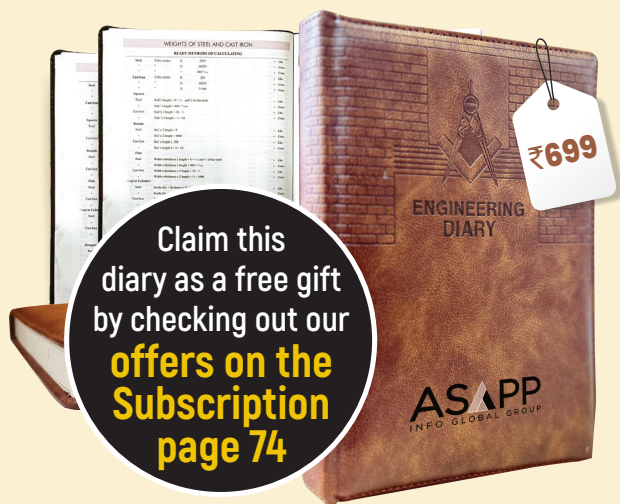
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- Conversion Tables
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## SEARCH

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# GMMCO kicks off Caterpillar Bangalore District cricket tournament

GMMCO India successfully inaugurated the 10<sup>th</sup> edition of the Caterpillar Bangalore District Cricket Tournament at the prestigious Padukone-Draavid Centre for Sports Excellence in Yelahanka, Bengaluru.

This year's event holds special significance as it aligns with Caterpillar's 100th anniversary, a remarkable milestone celebrating a century of excellence, innovation, and teamwork - a legacy that resonates with GMMCO's values and commitment. The opening ceremony was graced by the legendary Javagal Srinath, celebrated as one of India's finest fast bowlers and a true icon of Indian cricket. Renowned for his stellar career, Srinath's presence brought immense prestige and

inspiration to the event.

Speaking at the inauguration, he shared his thoughts: "It's wonderful to witness such initiatives that bring people together through sports. Cricket has always been a unifying force, and tournaments like these encourage teamwork, collaboration, and a competitive spirit. I wish all the teams the very best."

Chandrasekhar V, Managing Director, GMMCO India, said, "It was a privilege to have Shri Javagal Srinath inaugurate this milestone edition. His exemplary career and dedication to cricket embody the values of excellence and sportsmanship that this tournament



represents, inspiring players and fans alike."

The tournament features four dynamic teams—CAT, GMMCO, GCPL, and UTE (Sri Lanka) - competing in thrilling formats designed to showcase their skills and camaraderie.

## Sany India inaugurates state-of-the-art factory expansion



SANY India has inaugurated a state-of-the-art factory at its sprawling 90-acre manufacturing facility in Pune. This expansion is a significant stride in enhancing production capacity and localised manufacturing in India. Further reinforcing SANY's commitment to the Indian market and developing India as a global sourcing hub.

Designed with advanced, process-driven manufacturing methodologies, the new facility is a testament to SANY India's focus on delivering high-quality, reliable products tailored to diverse customer needs.

With an annual production capacity exceeding 14,000 units, the facility also supports a robust fabrication capacity over 100,000 metric tons per year. These capabilities position SANY India to efficiently cater to increasing demands across construction, mining, and energy sectors in India and overseas while maintaining flexibility and accuracy in its operations.

The inauguration ceremony, held at Sany India's Pune facility, was graced by Xiang Wenbo, Chairman of SANY Group, who was joined by senior leadership team.

## CASE launches Project Milaap for devotee safety at Kumbh Mela

CASE Construction launches Project Milaap, a groundbreaking CSR initiative aimed at ensuring the safety of millions of devotees attending the Kumbh Mela 2025. The initiative was officially flagged off in the presence of CSR committee Emre Karazli, VP-Construction Segment, CNH APAC, Shalabh Chaturvedi, Managing Director, CASE India & SAARC, Satendra Tiwari, Executive Director - Operations, Puneet Vidyarthi, Head of Brand Marketing, APAC along with representatives from the company. With an expected footfall of over 120/400 million pilgrims, the project introduces an innovative 'You Will Never Get Lost' concept to help reunite lost individuals with their families.





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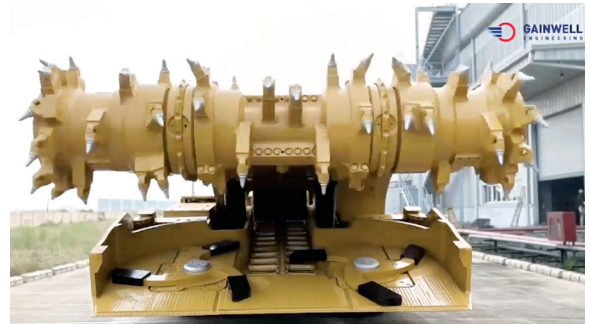
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# Gainwell unveils room & pillar mining equipment

Gainwell Engineering (GEPL), a leader in advanced mining solutions, has unveiled the first-ever domestically manufactured room and pillar mining equipment package. Delivered to Eastern Coalfields, the breakthrough equipment marks a significant milestone for the nation's manufacturing and coal mining sector. This major achievement furthers India's efforts to establish itself as a global hub for manufacturing excellence while promoting the 'Make in India' initiative in an otherwise imports-dependent sector, as envisioned by the Prime Minister. It has also begun a new chapter in strengthening the nation's vision for self-reliance in the manufacturing of high-end capital

goods. The underground mining machines, continuous miner (Model GCM345) and feeder breaker (Model GFB110) are stellar examples of indigenous engineering excellence and technological innovation. These machines have been manufactured at GEPL's state-of-the-art facility at Panagarh, West Bengal. GEPL secured the intellectual property (IP) license for the Room & Pillar Equipment technology from Caterpillar in 2021, ensuring the adoption of the latest and most efficient mining technologies. Complementing these advanced



machines, the package also includes globally recognised equipment: Phillips Global Shuttle Cars, RHAM Roof Bolters, and AllenWest Power Centres. Together, they form a robust ensemble set to redefine efficiency and safety in mining operations.

India is committed to becoming self-reliant in its energy sector, with a healthy mix of fossil fuels and renewable sources of energy.

## Aquajet expands hydrodemolition reach and flexibility

Aquajet introduces a new support system designed to enhance the capabilities and flexibility of Hydrodemolition robots in challenging environments. The system centers around the upgraded Aqua Spine 3.0, an extendable rail system that attaches easily to any surface, providing a stable platform for the Power Head to move along during operation.

The Ergo Climbers have also been upgraded to version 3.0, with new features that ensure seamless compatibility with the new system. To better support the Aqua Spine and Ergo Climbers, Aquajet created a customisable Support System, providing more flexibility and adjustable setups for different projects. This whole system is ideal for a variety of Hydrodemolition work and is compatible with both the Aqua Cutter 750V Hydrodemolition robot



and Ergo system. Recognising that not all projects involve flatwork, this solution equips contractors with a highly adaptable, ready-to-use setup capable of tackling complex applications, such as tunnel, bridge, silo and dam wall repairs and refractory work. The Aqua Spine 3.0 greatly expands range and flexibility for both on and offshore Hydrodemolition applications, excelling in both linear work — such as structure walls and power plants — and circular applications like tunnels and pillars.

## Brokk Inc. named dealer for Ecovolve electric dumpers

Brokk Inc is now a dealer for Ecovolve electric, high-tip dumpers. With low noise and a charge that lasts eight hours, a compact Ecovolve electric dumper is a perfect partner for debris clean-up during demolition with a Brokk robot. The electric dumpers are also an ideal solution for any type of debris removal where the user is interested in fuel and maintenance savings or requires low-noise, emission-free equipment.

Brokk Inc. carries the full line of Ecovolve's electric dumpers: The ED800 is Ecovolve's most compact electric dumper and is small enough to travel through a 31.5-inch doorway, making it ideal for interior demolition in constricted spaces. It improves productivity with its 1,763-pound load capacity and tipping height of up to 58 inches.



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# Blue Energy Motors signs ₹35 bn MoU with Maharashtra

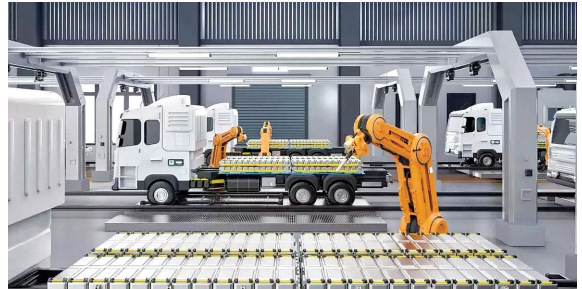
Blue Energy Motors, a partner in Essar's green mobility initiative, has signed a Memorandum of Understanding (MoU) with the Government of Maharashtra at the World Economic Forum in Davos. The agreement involves an investment of ₹35 billion to establish a manufacturing facility for electric trucks in the state.

The facility will produce 30,000 electric trucks annually and include advanced R&D capabilities, a

battery-pack line, a motor manufacturing unit, and charging stations. The investment is expected to create direct employment for over 4,000 individuals.

Operations are set to commence in the fiscal year 2025-26.

The facility will adopt advanced manufacturing practices to produce zero-emission electric trucks. The



initiative aligns with the company's goal to contribute to climate change mitigation and sustainable development by developing green trucking solutions.

## Production from Naini coal mine to commence from March

Production from the Naini coal mine in Odisha, allotted to state-run miner Singareni Collieries Company for utilising coal in its thermal power plant, would commence from March 2025, Telangana Deputy Chief Minister Mallu Bhatti Vikramarka said. SCCL in

Telangana is jointly owned by the state government and the Centre.

Vikramarka thanked Odisha Chief Minister Mohan Charan Majhi for his support in establishing the Naini coal mine.

He urged the Odisha CM to allot suitable land for enabling the SCCL to establish 2x800 MW Thermal Power Project (TPP) in the vicinity of Naini coal mine. As Naini is a Captive Block, the coal produced from Naini coal mine was to be supplied to the end use plant of 2x600 MW Singareni Thermal Power Plant (STPP) in Mancherla district of Telangana. However, the plant is about 1,000 km from Naini mine and the supply of coal to it (plant at Mancherla)



involves a lot of difficulties in logistics. THIS has prompted SCCL to envisage setting up a 2x800 MW TPP in the vicinity of Naini in Odisha.

The Telangana Deputy CM cited a letter from the Ministry of Coal which stated that there is a pressing need to establish new thermal power plants close to the mines to ensure reduced transportation cost, steady and reliable fuel supply and reduced environmental impact.

Therefore, after deliberations between officials of SCCL and Odisha government, a team comprising representatives of both sides visited two sites as part of land identification process for the prospective SCCL TPP, he said.

## Maharashtra to auction 40 mine blocks by March 19

Maharashtra is set to auction 40 mine blocks, primarily in Vidarbha, by March 19. The auction process, previously delayed due to the state election code of conduct, is now being expedited.



During a review meeting at the divisional commissioner's office in Nagpur, Chief Secretary Sujata Saunik, along with Additional Chief Secretary (ACS) for Mining Iqbal Singh Chahal, emphasised the need to accelerate the process. Divisional Commissioner Vijayalakshmi Bidri confirmed that instructions were issued to fast-track stalled procedures, particularly those requiring government clearance for three iron ore mining blocks in Gadchiroli.





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## Uttan-Virar sea link to relieve traffic on Mumbai's WE Highway

To address Mumbai's growing traffic congestion, the Mumbai Metropolitan Region Development Authority (MMRDA) has unveiled the Uttan-Virar Sea Link (UVSL), a major 55-km sea bridge expected to ease pressure on the Western Express Highway and Link Road by 2029.

Part of the broader Ring Road project, the UVSL will feature an 8-lane main sea link, along with 30.77 km of connecting roads. Key areas like Uttan, Vasai, and Virar will benefit from this crucial project, which will integrate seamlessly with other ongoing

infrastructure initiatives.

The UVSL will also incorporate state-of-the-art technology, including navigational spans for maritime traffic and an Intelligent Traffic Management System (TMS) powered by AI to manage road usage effectively. Additionally, a tunnel near Arnala Fort will provide an alternative route.

With an estimated cost of Rs 87,400 crore, the UVSL is one of Mumbai's largest infrastructure projects, with funding from the Japan International Cooperation Agency (JICA) expected to cover part of the expenses.



## Nitish Kumar lays foundation for ₹3.82 bn projects

During his Pragati Yatra visit to Begusarai, Bihar Chief Minister Nitish Kumar inaugurated 214 projects worth ₹1.81 billion and laid the foundation for 427 projects valued at ₹3.82 billion. The ceremonies were held at the newly constructed block-cum-circle office in Begusarai town.

Key highlights included Kumar's announcement of the Begusarai bypass road, designed to connect Simaria to Lakhminia via Bind Toli, easing congestion on NH-31. Kumar personally visited Sihma village to assess implementation challenges. He also conducted an aerial survey of the Kabar Wetland, Asia's largest freshwater lake and Bihar's first Ramsar site. The revival plan includes dredging and desilting to enhance connectivity between water bodies, aiming to transform the wetland into a major tourist destination. Kumar described it as "a biodiversity treasure and a haven for migratory birds."



The CM also announced plans to develop the Simaria Kalpavas Mela into a cultural hub akin to Mithila Haat. Additional road projects included a bypass connecting Bakhri in Begusarai to Bahadurpur in Khagaria and the widening of the Teghra-Mubarakpur road.

Earlier in Maniappa village, Kumar inaugurated a Panchayat Sarkar Bhavan and a sports ground. He interacted with girls undergoing martial arts training, promoting self-defense initiatives, and met with Jeevika Didis at self-help group stalls, distributing token cheques for subsidies.

At Manjhaul, Kumar inaugurated a ₹100 million, 75-bed sub-divisional hospital to improve healthcare services in the region.

## Siemens wins ₹2.10 bn rail line electrification order from IRCON



Siemens announced that it had secured a ₹2.10-bn order from IRCON International for the electrification of the Sivok-Rangpo rail line. The project, connecting Sivok to Rangpo, is part of the first electrified rail line in the region, linking Sikkim to the national rail grid.

Gunjan Vakharia, Head of the Mobility Business at Siemens, mentioned that by implementing advanced technologies like the Rigid Overhead Catenary system and predictive maintenance solutions across 40 km of tunnels in the Himalayan foothills, Siemens was enabling more sustainable and efficient rail operations.



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# Liebherr's solutions for construction sites at Bauma

At Bauma 2025, on an area spanning roughly 14,000 m<sup>2</sup>, Liebherr is displaying more than 70 future-focused exhibits from the product segments of earthmoving machinery, material handling technology, mining, mobile and crawler cranes, tower cranes, deep foundation machines, concrete technology and components. This motto encapsulates the way the Group is tackling tomorrow's challenges today and working hand-in-hand with its customers to devise solutions, proving themselves as a dependable partner. Theme pavilions and an InnovationLab offer



deeper insights into the world of technology and innovation, both today and tomorrow.

The future belongs to those who help to shape it. This is the approach Liebherr is embodying at Bauma 2025 in Munich, through the motto 'Hands on the future'.

## Zoomlion accelerates global expansion in Saudi Arabia

Zoomlion Heavy Industry Science & Technology successfully hosted a key account networking and technology launch event on December 19 in Riyadh, Saudi Arabia, unveiling 24 localised innovative products and several intelligent construction solutions. The event showcased Zoomlion's commitment to advancing its globalisation strategy and strengthening partnerships in the Saudi market.

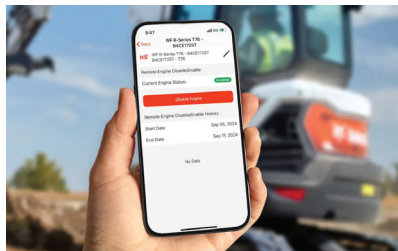
The event featured the launch of 24 products across seven major construction equipment categories, including mobile cranes, tower cranes, concrete, earthmoving, aerial work platforms, industrial vehicles and more. Alongside these innovations, the company introduced three intelligent solutions tailored for mining, nuclear plants, and infrastructure projects, as well as five core intelligent systems.

At the event, Zhan Chunxin, Chairman and CEO of Zoomlion, engaged with clients on product quality, service efficiency, and spare parts support. He also visited local construction sites, connecting closely with local clients. His visit reinforced the dedication to deepening collaboration and meeting the evolving needs of the Saudi market.

## Bobcat expands anti-theft feature in more machines

Bobcat is expanding its Machine IQ Remote Engine Disable/Enable technology to compact excavators, compact wheel loaders and Toolcat utility work machines. If unauthorised use is suspected, the feature lets Bobcat connected-equipment owners pinpoint the location of the machine and choose to shut down the engine with a few clicks in the Owner Portal or Machine IQ app.

Once the system disables the engine, it cannot start again. If the



machine is in operation, the engine will shift into de-rate mode. Remote Engine Disable/Enable is also available on select compact track loaders and skid steer loaders.

### Trimble tiered subscription for civil construction

Trimble has rolled out three new Trimble Works Subscription plans — Trimble Works Core, Pro and Premium — which let civil contractors bundle software and hardware solutions under a single

yearly contract. These new plans ensure all machines are on the same software version, enabling connected workflows for jobsite operations. Device licensing, along with software and firmware maintenance, are included for the entire subscription term.

### Toro debuts first electric eDingo mini-skid-steer

Toro has widened the scope of its electric stand-on mini skid steer lineup with the new Toro TX 750 eDingo. Not only does the TX 750 have 250 pounds more capacity than the company's first

eDingo, the wheeled TX 500, but it is the first eDingo to come with tracks. The model is 31.5 inches wide and able to fit through standard doorways, with a focus on indoor or confined-space demolition, material handling or surface preparation.



## Liebherr upgrades K series of cranes

Liebherr has upgraded its established K series of fast-erecting cranes, making the machines future-ready. Intelligent assistance systems for bottom-slewing cranes are no longer a distant promise; they are now available for all current K series cranes. K series cranes have been in action on construction sites around the world for years. They are continually improved further and adapted to the changing requirements of construction sites. The latest cranes in the series, the 43 K, 61 K and 91 K, are available now as well as the new version of the 125 K.

As part of the facelift given to the successful K cranes, the machines can now be ordered with Liebherr's five intelligent assistance systems. Smart functions such as sway-free load lifting without diagonal pull increase safety for people and sensitive components, while semi-automated lifts maximise ease of use. Already established features, such as variable hook heights and manoeuvrability in tight spaces, continue to be part of the new series along with the familiar functions Speed2Lift, Load-Plus and



Micromove for maximum lifting speeds, increased jib head lifting capacity and precise positioning of loads. The crane names now reflect the lifting capacities according to Load-Plus.

## Liebherr breaks ground on \$176m Mississippi logistics centre

Construction on a new site for Liebherr's warehousing, distribution, export services and more for North and South America has officially begun.

Members of the Liebherr family, Mississippi Governor Tate Reeves and city officials were present at the groundbreaking ceremony this month. Construction is expected to be completed in 2026.

This \$176 million investment in a 118-acre plot in Tupelo will create 180 new jobs upon completion, the company says, and will create 300 jobs in the long term. The plot will



allow Liebherr to construct more than 1 million square feet of building space. Liebherr Group said it also has the opportunity to establish additional facilities on the Tupelo site in the future with a potential total investment of up to \$230 million.

## Engcon debuts updated EC204 tiltrotator for mini excavators

Engcon has launched a new and improved tiltrotator for 2- to 4-metric-tonne excavators, the EC204. The tiltrotator touts the same functions and features as Engcon's larger models, including a 45-degree tilt angle, infinite rotation and the EC-Oil quick coupler system both above and below the unit. Engcon's EC-Oil system enables operators to change attachments or disconnect the tiltrotator, including hydraulic hoses, without leaving the cab.

### Kubota next-gen largest compact track loader

Kubota unveiled its new, largest compact track loader, the next-generation SVL97-3, which is faster and has a higher operating capacity than its predecessor. The new model builds off the

improvements made to the company's most popular CTL, the SVL75-3, released two years ago. The SVL97-3 will get those improvements as well as a few of its own. Rated operating capacity has been boosted by 8 per cent to about 3,500 pounds over the SVL97-2.

### Ammann's ARR trench roller gets even slimmer

At just 23.6 inches wide, Ammann says its new slimmed-down ARR 1575-2 Trench Roller can fit into tighter spaces and maneuver more easily on the jobsite. A new central steering joint with two

hydraulic cylinders further improves maneuverability by distributing force equally across the machine for precise and smooth steering in both directions. An optional drum extension kit can increase the working width up to 33.9 inches.





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# Steamrolling Ahead

Growing infrastructure demands are fuelling the rise of advanced compaction equipment, ensuring smoother, faster builds.

In road construction, the challenge of keeping up with an ambitious pace of execution while ensuring high-quality outcomes is paramount. Recent forecasts predict a decline in the daily road construction pace, estimating only 31 km to be built per day in 2024, compared to 34 km per day in 2023. This highlights the growing importance of utilising best practices and cutting-edge technologies to boost productivity, reduce downtime, and ensure top-notch results. Among these technologies, modern compaction equipment is playing a crucial role in shaping the future of construction, improving efficiency, and enhancing the quality of the finished road surface.

Compaction is a fundamental process in road construction, ensuring the stability, durability, and

smoothness of the pavement. Historically, compaction equipment such as rollers and compactors have evolved significantly, with technological advancements aimed at improving their performance, ease of use, and impact on the environment.

The introduction of machines like the CASE 952 NX Vibratory Compactor and CASE 450 NX Vibratory Compactor is a testament to how the industry is embracing innovation. The CASE 952 NX, for instance, features a suspended frame concept that ensures superior kerb clearance and improved performance. Powered by a CEV Stage V compliant engine, the 952 NX ensures optimal power delivery while reducing emissions—a crucial factor for meeting the latest environmental standards. Its two-stage vibration system, advanced telematics, and ergonomic design for operator comfort





further enhance its appeal for large-scale construction projects.

Similarly, the CASE 450 NX is engineered for compact spaces, offering exceptional maneuverability and fuel efficiency. With its advanced vibration system, efficient compaction force, and a user-friendly operator interface, the 450 NX has redefined the compaction experience for contractors. The integration of myCASE Construction Telematics provides real-time data that helps operators track performance and improve fleet management.

**Shalabh Chaturvedi, Managing Director, CASE India & SAARC**, said, “CASE’s legacy of creating world-



**Shalabh Chaturvedi**  
Managing Director, CASE India & SAARC

class products has always been the primary commitment. Our ‘Made in India’ initiative is a cornerstone of our strategy. Our products are not just designed to meet the unique demands of the Indian market, but also built to serve global needs, reinforcing our ambition to position India’s manufacturing excellence on the world map.”

## Intelligent Compaction

One of the most promising developments in compaction equipment is the advent of intelligent compaction technology. This involves the use of sensors to monitor and control compaction quality in real-time, ensuring the correct density is achieved without over-compaction, which can lead to wasted time and resources.



**Arppan B Ghosh**,  
President  
– Engineering,  
Cube Highways  
Technologies,

As explained by **Arppan B Ghosh, President – Engineering, Cube Highways Technologies**, intelligent compaction works by incorporating a non-nuclear density gauge that provides continuous feedback on the compaction level. This system significantly reduces the need for manual inspection and ensures that over-compaction—often caused by human error—does not occur. Ghosh advocates for the broader use of intelligent compaction, noting that while the technology is currently deployed in isolated projects, its cost-effectiveness (only 3 to 6 per cent more expensive than traditional compaction) makes it a worthy investment for future projects.

Intelligent compaction not only ensures consistent quality but also prevents damage to the underlying layers of the road. For instance, projects involving stone matrix asphalt as the wearing course are particu-

larly sensitive to over-compaction, as it may crush the aggregate. In such cases, intelligent compaction helps contractors avoid this issue by delivering precise data on compaction levels, allowing for adjustments in real time.

**Professor Nikhil Saboo, Assistant Professor, IIT Roorkee**, further emphasises that intelligent compaction significantly reduces the labour-intensive nature of the task. The sensors integrated into the compactor can track parameters such as moisture content, vibration frequency, and amplitude, which are critical for achieving optimal compaction. This real-time monitoring not only speeds up the process but also ensures uniformity across the entire construction site, resulting in better quality road surfaces.



**Professor Nikhil Saboo**, Assistant Professor, IIT Roorkee

## Best Practices in Compaction

To maximise the potential of advanced compaction technologies, industry leaders emphasise the importance of best practices that streamline operations and improve outcomes.

Pre-planning is another key practice recommended by **Atasi Das, Assistant Vice President, GR Infraprojects**. Ensuring that material requirements for the next day’s work are confirmed in advance eliminates lags between different teams, such as QA/QC, highway teams, and mechanical teams. Weather conditions also play a crucial role in the quality of the final pavement. Das suggests monitoring environmental factors such as temperature, humidity, and



**Atasi Das**,  
Assistant Vice  
President, GR  
Infraprojects



wind speed, as these directly influence the concrete's behaviour. At GR Infra, a mobile construction quality monitoring van is used to track these parameters and prevent issues like rapid evaporation and shrinkage cracks.

Moreover, eliminating stoppages during compaction is a key element in maintaining a consistent paving speed. At GR Infra, a technique called "time precision" is applied to determine the dormancy period before the initial saw-cutting of joints in concrete, preventing unnecessary joint formations. This practice significantly improves the smoothness of rigid pavements, enhancing both performance and longevity.

### Integrating Technology

While the advantages of intelligent compaction and other advanced technologies are clear, there is a pressing need for government support to accelerate their adoption. As Ghosh points out, the widespread use of intelligent compaction is still limited to isolated projects. The lack of clear guidelines from authorities has hindered the full-scale implementation of these technologies. To

### QUICK BYTES

- The compaction equipment market is around 4,000 machines annually.
- The market growth will depend on the speed of execution of the road projects.
- The market is anticipated to flourish at a healthy CAGR of 6.4 per cent between 2023 and 2033.

unlock their potential, it is crucial for governments to specify the use of intelligent compaction in road contracts and concession agreements, ensuring that these technologies are deployed on a broader scale.

Similarly, other technologies such as material transfer vehicles (MTVs), which prevent thermal segregation and ensure consistent paving quality, have not yet been mandated by government standards. Ghosh notes that MTVs are particularly useful in preventing undulations and inconsistencies during the transfer of hot-mix asphalt from trucks to pavers. These

vehicles allow for smoother, more efficient paving operations, leading to longer-lasting roads.

### Energy-Efficient Technologies

In addition to improving quality, many industry leaders are focusing on sustainability in road construction. Cold-mix and warm-mix technologies, which use lower temperatures to create asphalt, are gaining traction for their energy efficiency and reduced carbon footprint. These technologies are particularly beneficial in reducing the environmental impact of paving operations, making them an attractive option for contractors and governments alike.

As Satyanarayan Purohit, Vice President, Dilip Buildcon, highlights, cold-mix technology minimises carbon emissions and is currently being used on a case-by-case basis in India. Similarly, warm-mix technology allows asphalt to be compacted at lower temperatures than traditional



**Satyanarayan Purohit,**  
Vice President,  
Dilip Buildcon



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methods, consuming less energy and reducing the overall environmental impact of road construction.

Purohit also notes the growing use of micro-surfacing, a cold-paving technology that offers lower carbon emissions and greater efficiency. This technology has been successfully implemented in various Indian states, including Jharkhand, Madhya Pradesh, and Haryana. By using these energy-efficient methods in combination with high-capacity rollers and thin layers, contractors can achieve precise and efficient paving, improving the quality of the finished road.

### Safety in Selecting Compaction Equipment

The top priority in road building is crew member safety. But conventional compaction equipment is about as inflexible as it gets. Operators sweat down the sloping road shoulders and ditches, risking a rollover but praying for the best as they feel every degree of slope. Although rollover protective structures (ROPS), seatbelts, and personal protective equipment (PPE) like hard helmets have been demonstrated to be effective at saving lives



The compaction roller can now be linked to graders, compact track loaders, wheel loaders, or skid steers as an accessory.

in compactor rollover accidents, they are not very effective for averting a disaster altogether.

Some manufacturers are redesigning the compaction process from the ground up in order to overcome the main challenges posed by conventional compaction rollers, including risk, excessive maintenance, and limited utility. When considering a

new compaction roller, here is what to look for.

Manufacturers' perception that the compaction drum is a source of motion, compaction, and stability all in one has been the main barrier to compaction safety. On the other hand, the safety concern is quickly resolved by moving the drum to an offset arm attachment. The com-

## CHALLENGES IN COMPACTION EQUIPMENT SEGMENT

Despite the promising trends, the compaction equipment market in India faces several challenges that need to be addressed for sustained growth.

- **High initial costs:** The capital-intensive nature of compaction equipment poses a significant barrier for small and medium-sized construction companies. The high initial costs of purchasing advanced compaction machinery often deter potential buyers, hindering the widespread adoption of modern technologies.
- **Limited awareness and training:** A lack of awareness and training on the benefits and operation of advanced compaction equipment is a challenge in the Indian market. Many construction professionals



may not be fully aware of the latest technological developments or the potential efficiency gains associated with automated compaction. Bridging this knowledge gap is crucial for the successful integration of advanced equipment.

- **Infrastructure and connectivity issues:** Remote monitoring and

control systems heavily rely on robust internet connectivity. In many construction sites across India, especially in rural or remote areas, inadequate infrastructure and connectivity pose challenges for the effective implementation of automated and remote-controlled compaction equipment.

- **Environmental regulations:** While there is a growing demand for eco-friendly equipment, stringent environmental regulations can pose challenges for manufacturers. Adhering to emission standards and sustainable manufacturing practices adds complexity to the production process, potentially affecting the cost and availability of compaction equipment.



paction roller can now be linked to graders, compact track loaders, wheel loaders, or skid steers as an accessory. These hosts offer a separate source of power for the compaction drum as well as stability and operator safety due to the offset arm.

With this configuration, an operator is now able to compact level areas as well as run the host machine on flat ground while the arm extends to the farthest, steepest edge of sloping road shoulders and ditches. Improving safety to this extent puts a major dent in workers comp claims, lowers insurance premiums, and increases safety ratings — a necessity to contractors bidding on competitive jobs.

Shifting the drum to an offset arm attachment drastically improves safety, but it can also unlock a host of other benefits. The onboard engine, transmission, and other connected equipment are no longer present because the compaction roller is now an independent device. Look for an attachment that offers a universal mounting pad and straightforward hydraulic connections for a smooth setup and disconnect to the host machine to further save downtime.

Think about remote-controlled possibilities as well. The operator can make all adjustments from the palm of their hand and without leaving the host machine's cockpit using certain compaction roller attachments that can be quickly attached to the remote.

Typically, aside from a handful of grease fittings to maintain and clean off debris, compaction roller attachments have no maintenance to speak of — no more oil changes, filters, transmission fluid or any hard parts to wear and break. This can make for 90 per cent less maintenance over self-propelled machines. Cutting out the unnecessary bulk seen with traditional compaction machines also allows manufacturers to design a more compact, versatile machine.

Compaction roller attachments



As compaction equipment continue to evolve, the need for precision, efficiency, and sustainability will drive the next wave of innovation in road construction.

can easily surpass their conventional equivalents in every way during a busy roadwork season. These attachments prevent an engine from lying idle and progressively deteriorating into a surprise repair charge when the next season comes along. But more crucially, offset-designed compaction roller attachments boost crew safety and offer a multipurpose piece of machinery that will outlast any conventional compaction machine in a road crew's fleet. Customers may buy with confidence knowing that they will receive the best possible return on their investment.

## The Road Ahead

Looking toward the future, the focus is shifting to advanced materials that enhance road performance. One such material is stone mastic asphalt (SMA), which is being used on high-traffic expressways like the Delhi-Katra and Delhi-Vadodara expressways. SMA is highly rut-resistant and offers flexibility and moisture resistance, making it an ideal choice for roads subjected to heavy traffic. Though it is more expensive due to its use of polymer-modified bitumen,

SMA's durability make it a worthwhile investment in the long run.

The future of road construction is undeniably tied to technological innovation. From intelligent compaction systems to sustainable paving methods, the integration of advanced technologies is transforming the industry. However, for these innovations to reach their full potential, it is crucial for industry leaders, contractors, and governments to work together to implement best practices, adopt energy-efficient technologies, and ensure the widespread use of intelligent compaction. Only then will the road construction industry be able to meet the growing demand for high-quality, durable, and sustainable infrastructure.

As compaction equipment continue to evolve, the need for precision and sustainability will drive the next wave of innovation in road construction. By leveraging intelligent systems, adopting best practices, and prioritising environmentally friendly technologies, the industry can accelerate its pace without compromising on quality, ensuring that the roads of the future are built to last.





# Lifting the Industry

By 2033, the market for crawler cranes in India is projected to reach a significant \$805.95 million.

**I**ndia's construction sector is on an upward trajectory, bolstered by large-scale infrastructure projects ranging from highways and railways to metro systems and smart cities. This boom in development is pushing the demand for construction machinery, particularly crawler cranes, which are indispensable for high-lifting tasks involved in these projects. By 2033, the market for crawler cranes in India is projected to reach a significant \$805.95 million.

The demand for crawler cranes is largely driven by the ongoing construction of essential

infrastructure, which includes high-rise buildings, bridges, industrial complexes, and transportation hubs. Additionally, port infrastructure investments are gaining momentum as India seeks to enhance its maritime trade capabilities, further increasing the need for crawler cranes. These versatile machines, capable of lifting

heavy loads in challenging environments, play a critical role in ensuring the success of such large-scale projects.

## Rise of Smaller Capacity Cranes

While the demand for high-capacity cranes has been considerable, the market for lower-capacity cranes is poised for growth as well. A key trend emerging in the Indian crawler crane market is the increasing demand for medium and small-capacity machines. The shift can be attributed to several factors, including the high cost of acquiring newer, larger cranes and the increasing preference for renting smaller equipment rather than investing in larger units with long-term maintenance costs.

In India, crane rental companies are finding it more challenging to invest in medium and heavy-duty machines due to elevated interest rates and the high upfront costs. Many crane rental firms are now focusing on offloading existing equipment, with international buyers, particularly from Australia and Eastern Europe, showing interest in well-maintained second-hand cranes. This trend is expected to drive the market for smaller capacity crawler cranes, which will be in greater demand for shorter-term, specialised jobs.

Another factor driving the demand for lower capacity crawler cranes is the emergence of new,







The increasing complexity of infra projects is pushing construction companies to adopt more advanced and digital technologies.

first-time rental companies. These companies, often operating on modest margins, will primarily focus on smaller cranes, which are more affordable and easier to manage. This shift represents a significant trend in the Indian construction sector as companies adjust to the evolving dynamics of the market.

Sany India, one of the leading manufacturers of construction equipment, recently achieved a significant milestone with the delivery of 8 units of its SCC7500A 750-tonne crawler cranes to Sanghvi Movers (SML), one of India's largest crane rental companies. This delivery, which took place in the first quarter of the financial year 2023-24, brings SML's fleet of Sany cranes to a total of 10 units, marking the largest fleet of Sany cranes owned by any company worldwide.

Sanghvi Movers, which has been a trusted name in the crane rental industry for over three decades, relies on the quality and reliability of its fleet to meet the growing demands of

its clients. **Deepak Garg, Managing Director, Sany India**, highlighted the strong partnership between Sany and SML, emphasising the role of these high-capacity crawler cranes in meeting the challenges posed by the country's infrastructure projects.

In a similar vein, **Rishi Sanghvi, Managing Director, Sanghvi Movers**, expressed his gratitude for the continued support from Sany, noting that the newly delivered cranes would enable the company to tackle even the most demanding construction tasks. For rental companies like SML, owning a fleet of such advanced machinery is essential to remain competitive



**Deepak Garg,**  
Managing  
Director, Sany  
India



**Rishi Sanghvi,**  
Managing  
Director, Sanghvi  
Movers

and cater to a diverse range of customer needs.

The increasing complexity of infrastructure projects is pushing construction companies to adopt more advanced, sustainable, and digital technologies.

**Manish Mathur, CEO, Action Construction Equipment (ACE)**, commented that the construction equipment sector

is undergoing a transformation, driven by rising environmental concerns, digitalisation, and the need for operational efficiency.

As the demand for eco-friendly machinery grows, ACE is aligning itself with these trends by integrating sustainability and digital features into its product offerings. This includes producing fuel-efficient machines equipped with advanced telematics for remote monitoring and predictive maintenance. By providing real-time



**Manish Mathur,**  
CEO, Action  
Construction  
Equipment (ACE)

data, these digital capabilities allow project managers to make informed decisions, improving efficiency and reducing environmental impact.

However, Mathur also acknowledged that the industry faces challenges in balancing sustainability with rising material and technology costs. As infrastructure projects become more complex, there is an increasing need for skilled operators who can efficiently use the advanced machinery being introduced. To address these challenges, ACE is investing heavily in research and development, focusing on creating cost-effective, eco-friendly products. Additionally, the company is expanding training programs to ensure that operators are well-equipped to handle the increasingly sophisticated equipment.

The Indian government's accelerated infrastructure initiatives, including large-scale projects in roads, ports, and urban development, have further fuelled the demand for construction machinery. ACE's extensive product range, which includes cranes, earthmoving equipment, and material handling machinery, is well-positioned to support these ambitious projects. The company's ability to provide reliable equipment with robust after-sales support ensures that it remains a key player in India's growing construction sector.

### Bigger is Better

As India's infrastructure projects become more ambitious and complex, there is a marked increase in the demand for high-capacity cranes. According to **Karan Gandhi, ED, Express Equipment Rental & Logistics**, "the future of India's crane market lies in larger and more specialised cranes capable of handling complex lifting tasks. The growing need for heavy lifting and precise positioning is especially



India's booming construction and infrastructure sectors are creating unprecedented opportunities for the crane industry

evident in the development of large infrastructure projects such as tall buildings and oil refineries."

**Praveen Sharma, MD, ABC Infra**, cited several examples of large crane operations in India, including the use of 1,200-tonne crawler cranes at the Pachpadra Oil Refinery in Rajasthan. "These high-capacity cranes were essential for lifting massive loads while maintaining precision, underlining the importance of such machinery in India's construction landscape. Refinery projects, petrochemical plants, and steel manufacturing facilities are driving the demand for these heavy-duty machines, as they require the ability to lift and move enormous materials."

The availability of affordable cranes from suppliers, especially Chinese manufacturers, has also contributed to the rise in demand for larger cranes. Favourable credit terms and shorter delivery timelines make it easier for Indian companies to acquire high-capacity machines. The Indian market's demand for quick delivery and customisation further drives the popularity of larger cranes, especially for urgent and complex tasks.

In the super tonnage crane segment, which includes cranes over 800 tons, demand is expected to increase significantly, from about 10 units last year to over 40 units by the end of the current year. This growth is

driven by sectors such as renewable energy, particularly the wind energy sector, which is expected to benefit from the Indian government's push for a 500 GW non-fossil fuel-based electricity capacity by 2030. Large cranes are essential for the installation of wind turbines and other renewable energy infra, fuelling the need for specialised equipment.

### Road ahead

India's booming construction and infrastructure sectors are creating unprecedented opportunities for the crane industry, with significant demand for both high-capacity and smaller crawler cranes. The continued expansion of infrastructure projects, coupled with the rise of digital technologies and sustainable practices, is reshaping the market. Leading manufacturers are strategically positioning themselves to meet these growing needs.

As the country accelerates its efforts to build world-class infrastructure, the crane industry is likely to continue its upward growth trajectory, driven by the need for specialised, reliable, and technologically advanced equipment. Whether it's supporting massive oil refineries, wind energy projects, or urban construction, cranes are essential tools in transforming India's landscape for the future.





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**PC210**  
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**PC500**  
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# On the Road to Success



In the world of construction, logistics, and heavy-duty transport, trucks and tippers are the unsung heroes driving progress.

**T**ipper trucks are essential vehicles in various industries such as construction, mining, and infrastructure development. In India, the demand for these trucks has seen consistent growth, driven by the booming construction sector, government infrastructure projects, and the rise in mining activities. As one of the largest emerging economies in the world, India's need for robust and versatile transportation solutions, including tipper trucks, is expected to continue to expand.

The Indian market for tipper trucks is vast and multifaceted. These trucks are primarily used for transporting materials like sand, gravel, construction debris, coal, and other bulk commodities. They are designed to carry heavy loads and provide efficient unloading capabilities, usually through a

hydraulic system that tilts the truck's body. With India's rapidly growing infrastructure sector, tipper trucks have become indispensable for road construction, mining, and a variety of industrial projects.

The Indian tipper truck market is highly competitive, with numerous manufacturers offering a wide range of models suited for different applications. Some of the key players in the market include Tata Motors, Ashok Leyland, Eicher Motors, and BharatBenz. These companies offer a mix of light, medium, and heavy-duty tipper trucks, catering to various sectors, from small-scale construction projects to large-scale infrastructure and mining operations.

## Growing Indian market

The India tipper truck market derives significant growth from an increase in infrastructure projects and the availability of simple financing

alternatives offered by financial institutions. The rise in the demand for logistics services is propelling the market substantially. Increased budgetary allocations to infrastructure and rural sectors, combined with rigorous regulatory rules governing vehicle length, are expected to benefit the country's tipper truck market over the next few years.

The rising number of infrastructure and big building projects in the planning stages has resulted in increased demand for tipper trucks. The increase in irrigation and mining activities and the surge in various road development initiatives, such as the Golden Quadrilateral and the Pradhan Mantri Grameen Sadak Yojana, are propelling the tipper truck market forward. Furthermore, the increasing need for transporting large quantities of aggregates, and the significant rise in



the demand for multi-axle trucks, backed by an increase in hauling and tipping more output per day, are some of the key factors, driving the growth of the India tipper truck market. The industry is also being driven by the upswing in government spending on urban infrastructure projects and the introduction of fuel-efficient dump trucks to combat rising pollution.

## Recent Developments

Tipper trucks in India are categorised based on tonnage carrying capacity into light (2 tonnes “16 tonnes), medium (16 tonnes “31 tonnes), and large (31 tonnes “55 tonnes) segments. Recent trends show continued high demand for medium tipper trucks due to their versatile applications.

Following the medium segment, the large tipper truck category is prominent. Large tippers and tipper trailers find extensive use in ore mining, particularly for iron ore in Odisha and surrounding areas, as well as in construction and aggregates in Rajasthan and North India. To meet the burgeoning demand in the construction sector, Tata DLT has established state-of-the-art manufacturing facilities in Pune, Jamshedpur, and Ajmer, with a total monthly capacity of around 500 units for rigid tippers and tip trailers. Our product range spans from 10.5 CBM to 29 CBM rigid tippers and 20 CBM to 44 CBM tip trailers, compatible with major OEMs such as Tata Motors, Ashok Leyland, Daimler India, Mahindra Truck & Bus, and VECV.

Tata DLTs tippers and tip trailers are engineered for robust performance in construction and mining environments. We have also introduced various capacity rock bodies tailored for mining applications. Moreover, we offer a lighter range of tippers that can carry 500-800 kg more payload, enhancing operational efficiency. With our tip

trailers, customers can enjoy an additional payload of 600 kg to 1,000 kg, depending on the cubic capacity, reducing the need for multiple trips. While Tata DLT was traditionally renowned for its trailer products, we have confidently ventured into the tippers segment (rigid and trailer) under the Tata brand, maintaining our commitment to quality and reliability.

Mahindra & Mahindra offers following features in BLAZO X HCV tippers and HD trucks: 7.2L “ mPower 6 Cylinder BS6 ready with multimode facility; six separate cylinder heads and wet liners leading to easy repairability and lower maintenance cost; 1050 Nm High torque for optimal performance under various terrain and load conditions; more durable heavy-duty Eaton gearbox with increased input torque capacity; Meritor/American higher grade/series of axles used in BS6 leading to better durability/life; high strength steel metal “chassis frame with reinforcement for carrying extra load; high-density polyethylene (HDPE) 260L fuel tank incorporated for better durability and rust free; and heavy-duty inverted bogie suspension for carrying extra load.

A new benchmark in tipper technology, BLAZO X m-DURA heralds a new era in tipper technology in India. With its well-proven, robust, and dependable aggregates, this range, available in 28T and 35T GVW categories, sets new standards for performance and durability. The Double Service Guarantee, which offers a 36-hour Turnaround Time (TAT) and 48-hour Uptime to ensure maximum productivity for the users, is one of its primary highlights. Furthermore, the range offers up to 10 tipper fleets with round-the-clock onsite support, giving customers’ unmatched peace of mind. The BLAZO X m-DURA is more than just a truck; with Mahindra IMAXX advanced

telematics, it is a comprehensive solution for the modern transporter.

**Dr Venkat Srinivas, Business Head – Truck and Bus & Construction Equipment, Mahindra & Mahindra**, said,

“Our consistent efforts to introduce cutting-edge products and technologies, coupled with emphasis on local manufacturing, exemplifies the company’s strong support for the Make in India initiative. The introduction of the New CEV5 range of construction equipment reaffirms Mahindra’s commitment towards the sustainability goals set by the Government of India. The new CEV5 range is a testament to the agility of our engineers, who have developed these products with a clear focus on performance. The range is specially equipped with a larger, more comfortable cabin to enhance operator productivity.”

Daimler India Commercial Vehicles (DICV), the wholly-owned subsidiary of Daimler Truck AG, announced the market launch of the BharatBenz heavy-duty truck (HDT) range equipped with the globally-proven 12-speed Automated Manual Transmission (AMT) by bagging the first order of 80 units 3532CM mining tippers to a single customer. BharatBenz, known for its highly capable construction and mining heavy-duty range, strengthened its product portfolio by adding ‘Torqshift’ to the mix.

Named as ‘Torqshift’ for the BharatBenz range, the 12-speed Automated Manual Transmission (AMT) has earned its stripes globally in hundreds of thousands of Mercedes-Benz trucks. Known for making driving easy, the transmission



**Dr Venkat Srinivas**  
Business Head  
– Truck and Bus  
& Construction  
Equipment,  
Mahindra &  
Mahindra

will be available in the latest BharatBenz models including the 4032T, 5532TS, 5532T, 2832CM, and the flagship model 3532CM.

**Sreeram**

**Venkateswaran, President and Chief Business Officer, DICV,** commented, “Heavy-duty Construction and Mining (CM) trucks are one of our strengths and we have considerable presence in this space. With the new 12-speed AMT in our CM portfolio, the customers will see a significant benefit in productivity improvement in their operations and notable savings as the overall fleet efficiency will go up. The deliveries for the 3532CM BharatBenz Torqshift trucks have started and vehicles are already being deployed in operations. We will offer AMT in Tractor Trailers (TT) as well, which will not only enhance the productivity of the vehicles, but play a critical role in improving road safety as well. This is a segment we foresee growing steadily and with road infrastructure rapidly shaping up, BharatBenz Torqshift range will add a lot of value to our long-haul logistics customers. Our AMT technology, adapted from Mercedes-Benz trucks, delivers consistently on the total cost of ownership equation. It is ideally engineered to suit Indian conditions to offer incredible value through our mining tippers, surface tippers and tractor trailers.”



**Sreeram Venkateswaran**  
President and Chief Business Officer, DICV

**Pradeep Kumar Thimmaiyan, President and Chief Technology Officer, DICV,** said, “The 12-speed AMT is a big triumph

for us at India Product Engineering as we achieved our goal to introduce this transmission in our BharatBenz portfolio after meticulous planning and adaptive engineering, ensuring minimal cost of development. A global technology like the Mercedes-Benz AMT, seamlessly integrated in our BharatBenz Torqshift range of trucks, keeps in mind our customers’ needs in the market. This technology is designed to reduce driving stress and to ensure a faster turnaround with significantly higher fuel efficiency. Torqshift is engineered to minimise maintenance, significantly improving the total cost of ownership for our customers. This aligns perfectly with our intent to deliver not only well-engineered and safe products, but also ones that add tremendous value to our customers’ businesses.”

Eicher Trucks and Buses have demonstrated impressive performance and market share growth in the heavy-duty truck and tipper segments. With a positive trajectory and ample opportunities arising from government initiatives and the need for truck replacements, the company is well-positioned to



**Pradeep Kumar Thimmaiyan**  
President and Chief Technology Officer, DICV

seize the forthcoming prospects in the heavy-duty truck industry.

In terms of technology, Eichers tipper trucks are connected vehicles. They are integrated with the company’s uptime centre located in Indore, enabling remote diagnostics in case of any issues or breakdowns. The uptime centre can quickly identify and analyse problems through a diagnostic tool, allowing for prompt corrective actions and minimising downtime. This ensures that the trucks can return to operations swiftly.

**Gagandeep Singh Gandhok, Senior Vice President - HD Trucks**

**Business, Volvo Eicher Commercial Vehicles (VECV),** said, “The future outlook for the



**Gagandeep Singh Gandhok**  
Senior Vice President - HD Trucks Business, Volvo Eicher Commercial Vehicles (VECV)

tipper segment appears highly promising due to significant government announcements related to mining, irrigation, infrastructure development, and housing. These sectors heavily rely on tipper machinery and construction equipment, indicating a substantial scope for growth. Building upon the 33 per cent growth witnessed in the previous year, it is expected that robust growth will continue for both tippers and heavy-duty trucks. Furthermore, there is pent-up





demand for replacing old trucks, further contributing to the positive prospects for the industry.”

Eicher also offers site support services, ensuring that customers receive comprehensive assistance and maximum productive uptime. Additionally, the trucks are connected to My Eicher, a fleet management service that provides valuable insights into the fleet’s performance. It tracks factors such as running hours, fuel efficiency, idle time, driver behaviour, and training needs. The My Eicher service also includes uptime alerts, notifying customers about required maintenance or potential issues, thus further enhancing productivity and uptime.

Eicher has equipped their tipper trucks with specialised features and technologies tailored to meet the challenges encountered in mining and road infrastructure sites. From robust engines to improved manoeuvrability, remote diagnostics, and fleet management services, Eicher prioritises productivity and uptime, ensuring their trucks deliver reliable performance in demanding circumstances.

“As a trusted partner in the commercial vehicle industry, Brakes India provides solutions for vehicles ranging from 2 tonne to 60 tonne. Our new air actuation range exemplifies the precision, quality, and reliability that define our brand. This expansion enables us to cater to a broader customer base while strengthening our market position. Beyond foundation brakes, we are thrilled to enter the air actuation segment for trailers, aligning with our strategic focus on the rapidly growing Indian trailer market, which is projected to expand at a robust CAGR of ~15 per cent. In addition, we are advancing innovative technologies such as Electronic Controlled Retarders, e-Park systems for commercial vehicles, and Hydraulic Hill Start



The rising number of infrastructure and big building projects in the planning stages has resulted in increased demand for tipper trucks.

Assist to further enhance safety and efficiency,” said **D Sridharan, President & Head, Heavy Vehicles Business Unit, Brakes India.**



**D Sridharan, President & Head, Heavy Vehicles Business Unit, Brakes India**

Scania CV India, a subsidiary of Scania AB Sweden, has introduced a new tipper truck, named U-BODY, for the India mining industry, which includes coal and iron ore mining. Scania has also created a fleet management system (FMS) for the mining sector in India, which includes tipper positions, driving behaviour, tipper idling time, and fuel usage. Since 2007, Scania India has collaborated with Larsen & Toubro to deliver tipper trucks and other construction and mining machinery to India’s mining sector. The company delivered 350 Scania P 410 tipper trucks to the Indian mining company BGR Mining & Infra.

Tata Motors announced the release of the Signa 4825.TK in 2020. It is India’s first 47.5-tonne multi-axle tipper truck for surface coal and aggregate transport. The unrivaled

gross vehicle weight of the Signa 4825.TK enables more freight per trip with its 29 cubic meter box load body.

In 2018, Bharat Earth Movers (BEM) launched India’s first 205T Electric Drive Rear Dump Truck (Model BH205-E) in its Mysuru factory, which was designed and built in-house. This new back dump truck is expected to meet the mining industry’s increased demand for larger-capacity equipment. The BH205E is powered by a 2300 HP Tier II emission-compliant modular common rail electronic engine.

Recently, the electric heavy-duty tipper, the 470 HEV, from the house of Propel has received Homologation certification which is a document which certifies that a vehicle is roadworthy and complies with the government’s safety standards.

**V Senthil Kumar, Managing Director, Propel Industries,** said,

“The electric heavy-duty Tipper, the 470 HEV was initially manufactured for off-road applications.



**V Senthil Kumar Managing Director, Propel Industries**

Receiving the Homologation certification is a ground breaking achievement as it reaffirms our commitment to pushing boundaries and delivering innovative solutions that meet the evolving needs of the industry. Propel continues to lead the way in eco-friendly transport, offering a sustainable solution for both off-road and on-road applications. This certification comes as a significant milestone in electric mobility for India's mining and construction sector."

The 470 HEV tipper, India's first smart electric heavy-duty tipper, is available in two battery variants—385 kWh and 256 kWh. Equipped with advanced battery options, it delivers fast charging, regenerating braking and optimises energy efficiency for demanding tasks. The truck's compact turning radius and wheelbase allow for superior manoeuvrability, making it ideal for both on-road and off-road conditions. This high-performance truck has been engineered to handle even the toughest mining and construction challenges while reducing environmental impact. Designed with a liquid-cooled motor, clutch-less AMT transmission, ABS, and a noise-free cabin, it ensures enhanced operator comfort and durability. The 470 HEV embodies environmental responsibility with zero emissions, reduced noise levels, and asbestos-free brake liners.

Indian tyre major and leader in truck bus radial tyres, JK Tyre & Industries, introduced an advanced range of tyres designed to meet the evolving needs of the transportation sector. JK Tyre plans to further strengthen their truck and bus radial range with four new variants: JETWAY JUM XM, JETWAY JUC XM, JETSTEEL JDC XD, and the revolutionary JETWAY JUXe for electric buses. These new tyres mark a significant milestone for JK Tyre and its



Advancements in technology, such as electric and hybrid tipper trucks, may revolutionise the market in the coming years.

commitment to driving sustainable mobility solutions. By delivering tyres that enhance performance, operational efficiency, cost savings and sustainability, JK Tyre continues to lead the way in revolutionising India's transportation landscape.

**Anuj Kathuria, President (India), JK Tyre & Industries,** said, "As a leader in this category, we have a deep understanding of the segment and feel a responsibility to introduce sustainable solutions with advanced technology. Our latest offerings demonstrate our unwavering commitment to delivering high-performance, economically viable, and environmentally conscious solutions. We are confident that these tyres will serve as a dependable companion for fleet operators, ensuring safety on the move."



**Anuj Kathuria**  
President (India),  
JK Tyre &  
Industries

## Future outlook

The future of the tipper truck market in India looks promising, with continued growth in infrastructure

projects, mining activities, and rural development. The government's focus on improving logistics and transportation infrastructure is expected to further boost demand for tipper trucks.

Additionally, advancements in technology, such as electric and hybrid tipper trucks, may revolutionise the market in the coming years. With increasing awareness of environmental concerns and the growing need for sustainable transportation, manufacturers are investing in developing more fuel-efficient and eco-friendly solutions.

The tipper truck market in India is poised for continued growth, driven by infrastructure expansion, government initiatives, and increased demand from industries like mining and construction. However, challenges such as high operational costs, regulatory hurdles, and driver shortages must be addressed to ensure sustained growth. As the market evolves, manufacturers who can offer reliable, cost-effective, and technologically advanced vehicles will be best positioned to succeed in this competitive landscape.







# Bridging Borders

The optimism expressed by the panellists suggests that Indo-German collaboration is not only beneficial for both countries but also sets a powerful example for global partnerships.



In a rapidly evolving global economy, strategic international collaborations are more important than ever. One such partnership that continues to gain momentum is between India and Germany. This collaboration spans a wide array of sectors—from trade and technology to sustainability and workforce development—and is already delivering impressive results. Hosted by the First Construction Council, in partnership with Construction World, Equipment India and Smart Manufacturing and Enterprises, the recent First Construction Council webinar, titled ‘Indo-German Partnership: Collaborating for Growth’, provided an extensive look at this vital alliance. Moderated by **Rajesh Nath, Managing Director, VDMA India**, the session explored the evolution, opportunities, and challenges that



**Rajesh Nath,**  
Managing  
Director, VDMA  
India

## From trade to technology

The Indo-German relationship has undergone a remarkable transformation over the years, transitioning from basic trade to multifaceted cooperation. Nath opened the session by underscoring the dynamic nature of Indo-German trade, with more than 1,800 German companies now operating in India. “Machinery accounts for nearly a third of our bilateral trade,” Nath shared, highlighting sectors such as renewable energy, digitalisation, and green hydrogen as key growth areas

define the Indo-German partnership, which saw an impressive \$33 billion in bilateral trade in 2023.

for the future.

**VG Sakthikumar, Managing Director, Schwing Stetter India,**

reflected on his company’s own journey, which mirrors the broader evolution of the Indo-German partnership. When Schwing Stetter first set up operations in India in 1998, the country was considered a relatively small market. Today, India has become the largest manufacturing hub for Schwing Stetter, with exports flowing to markets in Europe, the US, and even China. “Germany trusted India to produce high-quality products at competitive prices, and now, we export machinery back to Germany and America,” said Sakthikumar, underscoring the



**VG Sakthikumar,**  
Managing  
Director, Schwing  
Stetter India

mutual growth that has defined this partnership.

## India's industrial modernisation

Germany has played a pivotal role in India's industrial modernisation, particularly in advancing manufacturing capabilities.

**Maanav Goel, Managing Director, Hoffmann Quality Tools India,**

discussed how the historical and contemporary aspects of Indo-German cooperation have shaped both nations' industries. "Before 1947, our interactions were largely limited to cultural exchanges," Goel said, explaining how industrial cooperation became central after India's independence. "Today, German companies like Hoffmann have developed high-quality tools tailored to industries such as automotive and aerospace."

Goel also pointed out that German companies have been instrumental in advancing India's Industry 4.0 ambitions. "Sustainability is not just a cost; it's an investment," he added, referring to the energy-efficient and precision-engineered solutions Hoffmann provides to enhance India's manufacturing sector.

## Research, innovation, and the role of technology

Innovation has always been the core of the Indo-German partnership.



**Anandi Iyer,**  
Director,  
Fraunhofer Office  
India

**Anandi Iyer, Director, Fraunhofer Office India,** highlighted how research and innovation are driving both countries toward a more sustainable



**Maanav Goel,**  
Managing  
Director,  
Hoffmann Quality  
Tools India

future. As the world's largest applied research ecosystem, Fraunhofer has introduced technologies ranging from digital twins for manufacturing to waste-to-construction materials, all aimed at improving efficiency and sustainability in Indian industries.

Reflecting on Fraunhofer's work in India, Iyer noted that India is not just a market for technology, but a hub of entrepreneurship and rapid implementation. "We entered India in 2008, and today we earn over €70 million annually from Indian industry contracts," she shared. Iyer also stressed the importance of democratising technology, especially for India's small and medium enterprises (SMEs). "SMEs are crucial to the future of both India and Germany. By creating innovation clusters similar to Germany's, we can ensure that technology benefits all businesses, big and small," she said.

## Cornerstone of growth

SMEs are a critical focus in the Indo-German partnership.

**Manoj Barve, India Head, BVMW,**



**Manoj Barve**  
India Head,  
BVMW

emphasised their importance in both countries. "In Germany, SMEs contribute 55 per cent to GDP and employ 60 per cent of the workforce," Barve said. "India's SMEs, which contribute 30 per cent to the country's GDP, are equally important for job creation and economic growth."

Barve also discussed the complementary strengths of India and Germany. India's prowess in IT, coupled with Germany's engineering expertise, provides a fertile ground for collaboration. "Germany's advanced technology can support India's 'Make in India' initiative, while India's cost-effective manufacturing can help Germany

tackle its energy-led inflation," he explained.

Gender diversity was another issue Barve touched upon, pointing out that Germany's workforce is 62 per cent female, supported by policies such as parental leave and flexible working hours. "India, at 37 per cent, has room to grow in this area," he added. "Addressing issues like workplace safety and societal norms can help unlock the full potential of Indian women in the workforce."

## Navigating challenges and expanding reach

The webinar also addressed the challenges that SMEs face when attempting to expand internationally.

**Nitin Pangam, Managing Director, Maeflower Consulting,** emphasised the need for deeper market insights and sustained engagement to succeed globally.



**Nitin Pangam**  
Managing  
Director,  
Maeflower  
Consulting

"SMEs need to understand target markets better, whether it's leveraging the Inflation Reduction Act in the U.S. or tapping into infrastructure projects in Saudi Arabia," Pangam said.

He also stressed the importance of government support for SMEs. "Institutions like Invest India and VDMA India play a crucial role in guiding SMEs toward international expansion," Pangam added, suggesting that India could benefit from models like Enterprise Ireland's, which helps SMEs navigate global markets.

## Shared responsibility

An often overlooked but vital aspect of Indo-German collaboration is skill development. Schwing Stetter's Sakthikumar discussed how the company has been proactive in training operators and welders,



addressing the significant skills gap in India's construction machinery sector. "We have partnered with state governments to create training programs that produce highly skilled workers, and some of our welding schools have produced global champions," he shared.

Iyer also highlighted the potential for India to adopt Germany's dual education system, which sees 5 per cent of the workforce engaged in training at any given time. "This system can be a model for India, where industry-driven skill programs can help bridge the skills gap and align workers with evolving technologies," Iyer explained.

### Looking to the future

The future of the Indo-German partnership lies in embracing sustainability, digitalisation, and

**By focusing on trade, tech and sustainability, both nations have been able to create a mutually beneficial relationship that drives growth and innovation.**

workforce empowerment. Rajesh Nath summarised the webinar's discussions, emphasising that sustainability and supply chain resilience will play a defining role in the relationship moving forward. "Leveraging technology and deepening institutional collaboration are key to the future," Nath concluded, signalling the

importance of continued cooperation in these areas.

The optimism expressed by the panellists suggests that Indo-German collaboration is not only beneficial for both countries but also sets a powerful example for global partnerships. As Iyer aptly remarked, "The future is bright, but it requires strategic steps to make SMEs and innovation the engines of growth."

The Indo-German partnership represents a model of what strategic international cooperation can achieve. By focusing on trade, technology, sustainability, and workforce development, both nations have been able to create a mutually beneficial relationship that drives growth and innovation. As India and Germany move forward, their cooperation will serve as a blueprint for growth in the years to come.

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**MARCH 2025**





# The Future of Mobility, United

The Bharat Mobility Global Expo 2025, scheduled from January 17-22, brought the entire value chain of the mobility ecosystem.

Prime Minister Narendra Modi inaugurated the Bharat Mobility Global Expo 2025, the largest mobility expo in India, which was expected to witness over 100 new launches across automobiles, component products, and technologies. The five-day expo was held across three venues: Bharat Mandapam and Yashobhoomi in the national capital and India Expo Center and Mart, Greater Noida.

Modi inaugurated the Expo at

Bharat Mandapam in the presence of Union ministers Nitin Gadkari, HD Kumaraswamy, Jitan Ram Manjhi, Manohar Lal, Piyush Goyal, and Hardeep Singh Puri, as well as leaders of the automobile sectors.

In his inaugural address, PM Modi emphasised the significant potential of the Indian automotive sector, particularly noting its preparedness for future advancements. He also pointed out that the growth of the automotive

industry is being driven by emerging technologies, evolving consumer expectations, enhancements in road and infrastructure, and a substantial demographic of young buyers.

The Bharat Mobility Global Expo 2025, scheduled from January 17-22, brought the entire value chain of the mobility ecosystem -- from automobile manufacturers to components, electronics parts, tyre and energy storage makers, automotive software firms, and





material recyclers -- under a single umbrella.

With the theme “Beyond Boundaries: Co-creating Future Automotive Value Chain”, which aimed to foster collaboration and innovation across the automotive and mobility sectors with an emphasis on sustainable and cutting-edge technological advancements, the global expo hosted over nine concurrent shows, more than 20 conferences, and pavilions.

In addition, the expo featured state sessions to showcase policies and initiatives in the mobility sector to enable collaborations between industry and regional levels.

“We would love to have it annually, but we will be open to suggestions, and discussions from all stakeholders. Because, we would like to create a value proposition for everybody,” Rajesh Agrawal, additional secretary at the Department of Commerce, said while speaking to the media at the conclusion of the second edition of the Bharat Mobility Expo.

The Bharat Mobility Global Expo 2025 aimed to unite the entire mobility value chain under one umbrella. The expo had a special emphasis on global significance with participation from across the globe as exhibitors and visitors. It was an industry-led and government-supported initiative and was coordinated by the Engineering Export Promotion Council of India with the joint support of various industry bodies and partner organisations.

The global expo, which was supported by the Ministry of Commerce & Industry, was hosted by industry associations, including the Society of Indian Automobile Manufacturers (SIAM), Automotive Component Manufacturers Association of India (ACMA), India



Over 1,00,000 products were displayed by 1,100 domestic and international exhibitors, attracting more than 75,000 visitors.

Energy Storage Alliance (IESA), Automotive Tyre Manufacturers Association (ATMA), Indian Construction Equipment Manufacturers Association (ICEMA), Nasscom, Indian Steel Association, Material Recycling Association of India, and CII.

At the component show, over 1,00,000 products were displayed by 1,100 domestic and international exhibitors, attracting more than 75,000 visitors, including key delegations from Japan, the UK, South Korea, Mexico, and Germany. “This was the largest ever component show, spanning 70,000 square meters. It has been a good show with steady footfall from OEMs and aftermarket players,” ACMA Director General Vinnie Mehta said.

Apart from vehicle makers and

component makers, the second edition of Bharat Mobility Expo included exhibitions by companies operating in the battery and charging sector, and urban mobility space, bicycle makers and construction equipment companies.

Also, the Indian Construction Equipment Manufacturers’ Association (ICEMA) and CII organised the 1st Edition of Bharat Construction Equipment Expo (Bharat CE Expo) 2025, showcasing innovations and contributions of the growing Indian CE industry.

It was a great platform for the CE industry to position itself centre stage in the mobility space and also helped the industry to get more actively involved in the policy advocacy matters concerning the CE industry.



# CASE Focuses on Safety, Sustainability

**C**ASE emphasises its dedication to safety, sustainability, customer-centricity, and localisation. The brand introduced seven new products, including two all-new vibratory compactors, the 952 NX and 450 NX, along with five new models — the 770NX, 770NX Magnum, 851NX CP, 1107 NX D and SR150B — all compliant with BS CEV V emission norm. This launch highlights CASE's focus on technological excellence further bolstering its leadership in the Vibratory Compactor segment.

CASE also unveiled the cutting-edge F28 Engine, designed to deliver enhanced performance and sustainability while meeting BS CEV



V standards. Manufactured in India, at the company's Noida plant, the F28 engine, powered by FPT (Fiat Powertrain) will be a significant step towards aligning with new emission norms. Designed with next-generation features, this state-of-the-art engine comes with exceptional fuel efficiency and enhanced productivity. This launch

reflects CASE's commitment to make in India, offering products that not only meet environmental standards but also provide superior operational efficiency. Additionally, the machines come with advanced safety features to ensure maximum operator protection and worksite safety.

The brand also showcased on its technological developments through the launch of its advanced telematics application, myCASE Construction, which will significantly enhance fleet management. The application enables real-time machine geolocation, tracking fuel efficiency, and equipment utilisation, empowering users to optimise operations.

# JCB Launches CEV Stage 5 Ready Machines

**J**CB India showcased its range of CEV Stage 5 ready machines, marking a significant milestone in line with the Government's latest emissions and safety regulations. Designed with a focus on both emissions compliance and customer centricity these machines are poised to set a new benchmark in the construction equipment sector with 10-15 per cent better fuel efficiency compared to their CEV Stage 4 predecessors. The company exhibited the CEV Stage 5 engines and machines which included the range of backhoe loaders,

telehandlers, skid steer loaders, compactors and wheeled loaders.

Speaking at the event, **Deepak Shetty, CEO & MD, JCB India** said, "The JCB India pavilion features over 20 state-of-art machines, each contributing to the nation's growth story."

The Made in India CEV Stage 5 ready equipment on display at the JCB pavilion aligns with the company's ongoing commitment to environmental responsibility and adherence to the Government's regulatory emissions standards. The advanced technology integrated into



each machine not only ensures that the environmental impact is minimised, but also enhances performance and power of the machines.



# Tata Hitachi Launches Cutting-Edge Machines

**T**ata Hitachi exhibited an impressive line-up of innovative machinery and advanced technology solutions.

Commenting on the launches, Sandeep Singh, MD, Tata Hitachi, said: “With our new CEV-5 compliant machines and advanced technology solutions, we aim to empower businesses with tools that are efficient, sustainable, and reliable.”

- **ZAXIS 38U:** The Mighty Mini – compact excavator designed for urban and tight-space operations, ensuring efficiency and versatility.
- **NX 80:** A robust and fuel-efficient excavator for urban construction requirements.
- **EX 215LC Prime:** A powerhouse of performance and reliability, built for a wide range of heavy-duty applications.
- **SHINRAI Prime CEV V (New Launch):** The latest iteration of the iconic backhoe loader, offering superior performance and compliance with CEV-5 standards.
- **TL340H Prime CEV-5 (New Launch):** A state-of-the-art 3.5-tonne payload wheel loader, engineered for high productivity and matching latest emission norms.



# Schwing Stetter Exhibits Eco-Friendly CE

**S**chwing Stetter India introduced the sustainability focussed products featuring sludge pump, C&D waste crushers, RA (concrete recycling plant), FBP 29 (Truck Mixer Pump), Rubble master and AWT 36 Articulating water tower showcasing the company's dedication in delivering High performance environmentally conscious equipment.

Commenting on the eco-friendly and sustainability products, VG Sakthikumar, Chairman & Managing Director, Schwing Stetter India, “It is



estimated that concrete waste generated in India could range up to 750 MT annually, with the introduction of our advanced C&D waste crushers and concrete recycling plants, recycling operations could be performed with

a very high efficiency. We believe that recycled concrete can be effectively utilised on-site for structural concreting needs. Our FBP will be a gamechanger, especially designed to cater to the retail ready mix concrete requirements.”

# SANY India Showcases Localisation Excellence

**S**any India showcased its commitment towards the 'Make in India' initiative. With an impressive lineup of localised products and innovations, the company reinforces its dedication to self-reliance, sustainability, and advancing India's manufacturing ecosystem.

SANY India's stand at the expo demonstrates the brand's aggressive localisation strategy. Manufactured at its state-of-the-art facility in Chakan, Pune, these products include critical components such as engines, hydraulic pumps, travel and swing devices, track rollers, and hydraulic cylinders—all sourced and produced domestically. This strategic shift significantly reduces import dependency while boosting local



manufacturing capabilities.

Highlighting its commitment to sustainable innovation, Sany India showcased advanced electric machinery, including the electric mining dump truck, electric forklifts,

and terminal tractors. These eco-friendly solutions reflect the company's dedication to minimising environmental impact while enhancing operational efficiency across industries.

# Eicher Trucks and Buses Launches Eicher Pro X Range

**A**s a market leader in the Indian CV industry, Eicher is leveraging its strong legacy and leadership to enter the Small Commercial Vehicle (SCV) category. The launch of the electric-first Eicher Pro X Series—a next-generation range of SCVs in the 2–3.5-tonne category—signals Eicher's entry into the rapidly growing electric vehicle (EV) segment.

Co-developed with leading logistics service providers, the Eicher Pro X Series embodies the brand's guiding philosophy of *Nayi Soch*, *Naye Raaste*, incorporating specific

industry inputs to address the rapidly professionalising real-world logistics sector.

This pioneering range aligns with the growing demand for eco-friendly, efficient transportation solutions, especially for last-mile logistics. The Eicher Pro X Series represents the company's unwavering commitment to India's sustainability goals, offering future-ready electric alternatives that reduce carbon footprints while delivering operational efficiency



and profitability.

The Eicher Pro X Series is purpose-built to address the unique requirements of sectors such as e-commerce, FMCG, cold chain, and P&C logistics.



# Cummins Launches HELM™ Engine Platforms

**C**ummins Group in India, a leading power technology provider, announced the launch of its next generation HELM™ (Higher Efficiency, Lower emissions, Multiple fuels) engine platforms, with the high performance L10 engine, along with, an advanced Hydrogen Fuel Delivery System (FDS) with Type IV on-vehicle storage vessels and the innovative B6.7N natural gas engine.

Showcased within an integrated powertrain concept, these launches underscore the group's deep understanding of the Indian Commercial Vehicle (CV) market and its commitment to addressing current demands and future environmental requirements.

Cummins HELM™ platforms



represent the company's forward thinking-approach to engine technology, prioritising performance, efficiency, and sustainability. The platforms deliver advanced internal combustion engine

technology with fuel-type flexibility, enabling customers to choose from advanced diesel, natural gas, or hydrogen variants, to meet their diverse operational needs and sustainability goals.

# ATS ELGI Unveils Next-Gen Automotive Solutions

**A**TS ELGI, a subsidiary of Elgi Equipments, showcased a ground-breaking line-up of advanced automotive service solutions. Highlighted innovations, including the ATS Touchless wheel aligner, high-performance collision repair system (CRS), advanced welding equipment, specialised EV Equipment and demonstration of advanced diagnostics equipment using VR technology.

Said Praveen Tiwari, MD, ATS ELGI, "The debut of our latest innovations at Auto Expo 2025—such as the smartlight touchless

aligner, autorobot collision repair system, Telwin welders and one stop solution' for EV equipment such as battery lift, battery module balancer, ACRU machine, battery leak detection and specialised EV tools. These solutions are tailored to address the dynamic needs of the industry."

ATS ELGI is India's largest manufacturer and distributor of automotive service equipment. ATS ELGI offers the widest range of garage equipment in the country.



Working closely with authorised OEM workshops and private garages compliments ATS ELGI's profound understanding of the vehicle servicing business for more than 60 years.

# Volvo Trucks Showcases Industry Leading Innovations

**V**olvo Trucks India showcased its FM 420 4X2 LNG tractor and the FM 4X2 tractor with Advanced Driver Assistance Systems (ADAS). These innovations represent the next step in Volvo Trucks India's long-standing commitment to providing transformative solutions to leading logistics providers.

The FM 4X2 LNG tractor, equipped with High Pressure Direct Injection (HPDI) technology, represents a breakthrough in reducing logistics costs and environmental impact. Its spark-free operation makes it an ideal solution for safely transporting hazardous goods. HPDI offers superior fuel economy compared to spark-ignited LNG engines and greater efficiency



than diesel engines, delivering exceptional operational benefits. Furthermore, it achieves a 20 per cent reduction in CO<sub>2</sub> emissions—

and up to 100 per cent when powered by Bio LNG, contributing to a more sustainable future. Paired with a 38 CuM tip-trailer featuring automatic tarpaulin systems, this solution addresses critical industry challenges for construction and mining customers, reducing waiting times, and minimising pollution.

The FM 4X2 tractor with ADAS exemplifies Volvo's dedication to safety. It is equipped with a Camera Monitoring System (CMS), that replaces traditional mirrors to enhance driver visibility and aerodynamics, and other advanced systems like forward collision warning, emergency braking, adaptive cruise control, and lane departure warning.

# TSF Group Highlights 'Make in India' Focus

**B**rakes India, a TSF Group company (part of the erstwhile TVS group), showcased its diverse range of offerings across passenger vehicles (PVs), commercial vehicles (CVs), tractors and off-highway applications at Bharat Mobility Global Expo 2025. With over six decades of expertise in the mobility space, the company highlighted its capabilities in conventional braking systems, air actuation systems, iron castings, and an extensive aftermarket portfolio, all designed and developed in-house to meet the evolving needs of global and



domestic markets. As a renowned Tier-1 supplier to leading OEMs worldwide, Brakes India is committed to delivering cutting-edge solutions through a steadfast focus on design, development, competitive cost, and exceptional customer centricity.

"Our vision is global yet deeply

rooted in India. We are expanding our international presence while steadfastly embracing the 'Make in India' initiative. Our roadmap is clear: to lead through innovation, expand our global reach, and drive the widespread adoption of electric vehicles." said Sriram Viji, MD, Brakes India.



# JCB, SAMIL Tie-Up to Revolutionise Pre-Owned CE Market in India

**J**CB India and Shriram Automall India (SAMIL) signed an MoU to efficiently manage sale of pre-owned JCB machines. This new alliance will transform the pre-owned CE market by combining JCB India's pre-owned CE with SAMIL's extensive platform networks, offering the end customer a wide range of reliable machinery to choose from.

The growing infrastructure development in India has led to an increase in demand for construction equipment. For contractors and customers looking to maintain cost efficiency without compromising on quality, the availability of well-maintained certified pre-owned



equipment is becoming increasingly important. The collaboration is positioned to meet this market need by offering economical solutions backed by the quality and reliability that JCB products are known for. JCB India dealers and customers can avail special schemes to trade on the SAMIL platforms.

Deepak Shetty, CEO and MD, JCB India said, "We look forward to this partnership with SAMIL to bring our high-performance equipment into the pre-owned market. This partnership also comes at a very opportune time when the industry is transitioning to Stage 5. This collaboration will allow us to meet the

growing demand for value for money equipment while maintaining the high standards that JCB is known for. SAMIL comes with established experience and expertise in this sector and together we can ensure that customers across India receive best quality products via a structured platform."

## AJAX's 3DCP Machine & SmartBots

**A**JAX Engineering, India's leading concreting equipment manufacturer, unveiled SmartBots powered by Concrete AI, an upgraded version of its AI-driven platform launched earlier in July 2024. Building on the capabilities of the earlier version, ConcreteAI introduces Smart Audio and Video Bots to address the industry's growing demand for intuitive and role-specific guidance. The addition of the bots takes user interaction to the next level by offering highly contextual, real-time assistance tailored to the unique challenges of the construction industry.

For professionals operating within the construction industry,

the Smart Audio Bot enables instant voice-driven access to troubleshooting guides, maintenance protocols, and compliance requirements, cutting downtime on project sites. The Smart Video Bot introduces dynamic, role-specific visual guidance, with avatars designed to walk users through intricate processes such as equipment calibration, workflow optimization, or advanced technical training. By delivering step-by-step instructions in an intuitive, multimedia format, it helps bridge knowledge gaps and reduces dependency on external expertise. These bots also address a critical need for inclusivity in a multilingual workforce, currently supporting



interactions in English and Hindi. This ensures that diverse user groups—from site operators to decision-makers—can navigate complex operations effortlessly, making the SmartBots powered by Concrete AI a more accessible, efficient, and productivity-driven solution.



# “Safety is an integral part of our product design.”

**Narasimha Jayakumar, CEO, Greaves Retail, speaks on the safety features incorporated into their products.**



**Can you tell us more about the products you offer?**

Greaves Retail, a division of Greaves Cotton, is a leading provider of clean mobility and energy solutions. With a strong legacy of engineering excellence, the division has expanded its reach into the construction equipment (CE) sector, delivering innovative and sustainable solutions to meet evolving industry demands. Building on its expertise in the e2W, ICE 2W, e3W, ICE 3W, and SCV segments, Greaves Retail continues to diversify its portfolio, offering advanced products that align with India's infrastructure and sustainability goals.

We have established a strong presence in three primary segments of CE with our product lineup comprising aerial work platforms (AWP), mini excavators, and earthmoving attachments, along with internal concrete vibrators.

In the AWP category, we offer two product lines: scissor lifts and boom lifts. Our scissor lifts provide platform heights ranging from 6 m (metre) to 14 m, while our boom lifts span heights from 8 m to 16 m. Both product lines are powered by electric systems, with customers having the choice between lithium-ion and lead-acid battery configurations.

Our second key segment is mini excavators, availa-

ble in the 2-t (tonne) to 4-t categories. The 2-t model features a canopy, whereas models above 2 t come equipped with a standard air-conditioned cabin. These mini excavators are powered by reliable Kubota engines. Additionally, we offer a wide array of attachments, including rock breakers and other earthmoving tools for excavators and backhoe loaders. These attachments are sourced through an exclusive distribution agreement with Hammer, a renowned brand under Kinshofer, a German company and a global leader in the attachment segment.

Recognising the growing infrastructure demands, we have also introduced a third product in our concrete equipment portfolio: high-frequency internal concrete vibrators. These vibrators are available in three different models, catering to various job requirements and enhancing efficiency in concrete applications.

Further, Excel Controlinkage, a subsidiary of Greaves Cotton, delivers a specialised range of products tailored for commercial vehicles and CE. The offerings include advanced gear shift levers, throttle controls, parking brake levers, and high-performance cables, all designed for durability, efficiency, and precision in demanding environments. This diverse and robust product portfolio positions us as a key player in supporting the infrastructure growth across various industries.

**How do you see the market in India for these products right now?**

India's construction industry is experiencing rapid growth, fuelled by the government's significant investments in both urban and rural devel-



opment. With a focus on enhancing infrastructure, the sector is projected to grow at a CAGR of 9.5 per cent, reaching an impressive \$1.4 trillion by 2025. This expansion, along with the government's proactive efforts on climate change and self-sufficiency, opens up immense opportunities for innovation and eco-friendly solutions within the CE industry.

Greaves Retail is strategically positioned to support this surge in infrastructure development. Our product range, which includes electrified aerial platforms, mini excavators, and high-frequency concrete vibra-

tors, directly addresses the evolving demands of this fast-growing sector. The increasing need for fuel-efficient and sustainable machinery, especially in high-rise construction and large infrastructure projects, highlights the relevance of our solutions.

The demand for scissor lifts and boom lifts is rapidly increasing, particularly for high-rise projects, metro stations, and overbridges. As metro networks expand across Indian cities, the need for dependable and powerful boom lifts continues to grow. Likewise, mini excavators, known for their versatility in confined spaces, are witnessing significant growth in both the construction and agricultural industries. By aligning with India's infrastructure development goals and building on our legacy of engineering excellence, Greaves Retail is playing a pivotal role in supporting the nation's growth. Our products are not only efficient but also sustainable, reflecting India's commitment to a greener, more self-reliant future.

**Speaking of safety, what safety features have you incorporated into these products?**

At Greaves Retail, safety is at the core of everything we do. As a

company committed to engineering excellence, we prioritise the safety of our employees, customers, and communities in every aspect of our operations. From the design and manufacturing processes to the final product, we ensure that safety features are integrated at every stage to meet the highest standards of reliability and protection.

This commitment extends to our CE products, where safety is an integral part of the design. Both scissor lifts and boom lifts come equipped with advanced safety features, ensuring smooth and secure operations. These include overload protection systems that prevent the lifts from operating beyond their capacity, and automatic braking mechanisms that safely bring the equipment to a halt in case of an emergency. These safety measures are specifically engineered to reduce potential risks and ensure the well-being of operators and workers on site.

Further enhancing user safety, our mini excavators, particularly the 3-t and above models, are equipped with a cabin as a standard feature. This not only provides better protection from the elements but also improves safety during operation, offering an added layer of security for operators working in demanding environments.

At Greaves Retail, we believe that safety is non-negotiable. Our focus on innovation, quality, and user protection ensures that our products are not just efficient and reliable, but also among the safest in the industry.

**Are there plans to complete the manufacturing in India?**

While we currently focus on assembling some of our products in India, we continue to evaluate our manufacturing strategy to best meet the evolving needs of the market.



To read full interview: Log in to: [www.EquipmentIndia.com](http://www.EquipmentIndia.com)





# “We are shaping PPP projects to drive infra development in the Northeast.”

State-owned infrastructure lender India Infrastructure Finance Company (IIFCL) plans to raise approximately \$200 million through external commercial borrowing (ECB) this month. In this context, **Padmanabhan Raja Jaishankar, Managing Director, IIFCL**, speaks with **PRATAP PADODE**.



**IIFCL's focus is aligned with the government's push towards roads and power. However, you are now exploring some new areas, like sustainable assets and recycling initiatives. Can you elaborate on that?**

We're indeed on a transformational journey, and we aim to support India's broader transformation as outlined by our honourable Prime Minister. As a 100 per cent government-owned entity, our role is to assist the Government of India in its infrastructure endeavours. Infrastructure has always been a reliable area of focus for the government, and we've consistently

aligned with that push.

That said, there has been a significant shift in how infrastructure assets are viewed. In the early years, our focus was primarily on construction, but now these constructed assets are becoming revenue-generating, creating a new asset class. We now have two kinds of assets—construction-oriented assets, like greenfields, and completed, revenue-earning brownfield assets. This shift is attracting both global and domestic players to the sector, which is a great thing for liquidity in the system. If this momentum

continues, it will undoubtedly propel the sector further.

**Given that shift from construction to revenue-generating assets, do you foresee monetising these assets? For instance, would you sell them to another investor and reinvest the funds, or would you continue holding on to them?**

There are two main types of funding in any infrastructure project: equity and debt. Debt funding focuses on supporting the operations and progress of the asset, while equity funding is geared towards promoting and expanding the project.



In the infrastructure space, there's a new trend. Once construction companies have completed their work, they have an exit option through concession agreements. These specialised contractors leave after completing the construction phase, having enhanced the asset's valuation and their own equity value. The proceeds are then typically reinvested into new infrastructure projects, often through debt financing.

**“We’ve laid a strong focus on the Northeast and have opened new offices there. Our consultancy organisation is also setting up operations in the region to help shape public-private partnership (PPP) projects.”**

Once the construction risk is mitigated and the project transitions into an operational phase, we see the debt getting refined. New lenders come in, offering more favourable terms since the risks associated with construction, land acquisition, and approvals have already been addressed. This opens up a more stable, lower-risk investment, which attracts further investments. This is how the system operates to keep the momentum of infrastructure development going.

We specialise in debt financing, while institutions like NIF and private equity platforms typically handle equity investments. We do not subscribe to equity investments; our

focus remains squarely on debt.

**IIFCL is looking at raising \$200 mn through bonds. How do you see the impact of fluctuations in rupee?**

We’ve been closely evaluating the market for the right opportunity to raise resources. While we have set targets for this year, we remain flexible and strategic in our approach. Our roadmap for this year is well laid out, and we’ve already surpassed some of our targets, but we’re always looking to maximise our support for the infrastructure sector.

As for the bond issuance, we keep a close eye on market conditions. We evaluate each opportunity based on its merit, timing, and viability. We’re always open to raising funds when the time is right and when market conditions align. That’s why we stay vigilant and ensure our systems remain agile.

**What’s your current position regarding risk management and ensuring that the infrastructure sector remains insulated from external challenges?**

Infrastructure projects typically withstand short-term challenges, and we focus more on the long-term view. While there may be short-term disruptions, like those related to elections or slowdowns in certain sectors, the fundamentals of the infrastructure sector remain strong. The government’s push, including financial backing, reforms, and the introduction of new concession platforms, gives this sector the robustness it needs to weather short-term volatility.

So, while short-term hurdles may arise, we are confident that the infrastructure sector will continue to scale in the long run, driven by these foundational strengths.

**Speaking of regional development, while disbursements are strong in**

**The government’s push, including financial backing, reforms, and the introduction of new concession platforms, gives this sector the robustness it needs to weather short-term volatility.**

**states like Maharashtra, the Northeast is still a relatively small focus area. But with the government’s increasing emphasis on the Northeast, do you have plans for expansion there?**

We’ve laid a strong focus on the Northeast and have opened new offices there. Our consultancy organisation is also setting up operations in the region to help shape public-private partnership (PPP) projects. We are not only looking to support government initiatives but also to structure and shape these PPP projects to unlock greater infrastructure development in the Northeast.

We are committed to this region and believe that the infrastructure potential in the Northeast is immense, which is why we’ve already put resources and people in place to support future projects there.

**IIFCL is also venturing into new areas, such as data centres and sustainable financing. Can you talk more about these initiatives?**

We’ve started entering the data centre space, albeit in a modest way so far. However, we’re now scaling up and entering this area more aggressively.





# “Our system is a powerful human-machine combination.”

Bengaluru-based Control One AI, a robotics company founded in 2023, aims to enhance existing equipment with AI and vision systems, making it more intelligent and adaptable. Targeting warehouses, mining and construction over the next three years, says **Pranavan, Founder and CEO, Control One.**



## Please share your journey since inception.

Official research began in November 2022 and the company was incorporated by March 2023. At that point, we were actively exploring the market and trying to understand the current state of robotics. Robotics has made significant advancements in technology, sensors and overall capabilities but it still occupies only a small niche in production and material handling processes. Despite its potential, it has not achieved widespread adoption in mainstream industries in the entire production or material movement line.

We wanted to understand the reasons behind this limited adoption. We found most robots in the market are preprogrammed with limited intelligence. Once programmed, they excel at repetitive tasks but struggle in dynamic tasks or environments where flexibility is needed. In a real-world warehouse or manufacturing line, things aren't that precise or repetitive. Real-world scenarios require machines that can adapt to changing conditions. Traditional robots simply aren't up to the task because they can't handle unpredictability – they can only repeat what they've been programmed to do in static settings.

We leveraged the benefit of AI chips to make machines and robots smarter and upgraded the existing equipment. For instance, technically, forklifts have become more refined over the years and the maintenance is much more predictive. We thought we'll give eyes, ears and brains to the equipment rather than building our own

equipment. This is where Control One AI came in. We believed giving intelligence to existing machines would be a more reliable solution. Also, given the advancements in AI and vision systems and to provide existing machines with the intelligence required to operate autonomously in dynamic environments, we thought investing in a vision system would be a more scalable option as it is a key sensory input.

This vision-based system allows our robots in the warehouse sector to adapt to real-world conditions such as picking up a pallet that is slightly out of place or turned at an angle. A regular pre-programmed robot may not pick up these pallets while our vision-based, AI-driven system can handle dynamic environments and perform precise pickups even with pallets in different positions. Even if the pallet is turned around by up to 30°, our system will notice the depth, reverse and perform a precise pickup – something regular pre-programmed systems cannot do. Further, our machine knows the difference between a human obstacle, cardboard boxes or other vehicles, drastically improving safety by detecting and avoiding human beings.

## Why is the 'One' underlined in the company's logo?

It signifies the binary code (1 and 0) and emphasises that we are a digital-first, AI-focused company.

**How many cameras or sensors does a forklift require to do the job? In what other sectors can your equipment work and what equipment will it require?**

As ours is a vision-first





The company leveraged the benefit of AI chips to make machines and robots smarter and upgraded the existing equipment.

technology, on a forklift we currently use six cameras for detection and navigation; four on top for a 360° view and two in front within the forks, for a precise pickup. We also have a LIDAR system for safety, to ensure that our machines are safe to work alongside people. While our initial focus is on forklifts and other slow-moving vehicles, our technology can be adapted for various applications, including mining and construction equipment.

We are exploring partnerships with such companies, especially in regions like the UAE where remote operation and automation of construction equipment will be in high demand in future. For that we need more cameras and processing will have to be much more powerful as it will be performing multiple tasks. Warehouse equipment only has to detect and move pallets but construction, mining or other equipment will involve much higher vision processing so we need more

powerful chips and more cameras because if you pick up a standard JCB, you need at least eight to 12 cameras to tell the machine what it needs to do.

#### How does your forklift solution work?

It varies based on the company and task. For example, in a warehouse, the task will be generated through the warehouse management system software.

Or it will start doing the job after a simple voice command input fed into the One AI, such as, “Go to the inbound area, pick up all the materials and put it in the outbound.” The person then has to monitor it and help the AI whenever it needs instructions; the system will interact with the person and do its job.

#### How does the AI agent handle muffled voices or pronunciation issues?

We use the automatic speech recognition (ASR) model, which is highly capable of converting various forms of audio speech into text with

precision. We are also integrating an efficient and proven voice detection model to ensure that works in a noisy environment with active noise cancellation (ANC).

#### Is there some kind of a backup system?

AI cannot handle everything end to end. It needs a human interface to help get things done. Our system is a powerful human-machine combination. That's why we chose fail-safe LIDAR, which is designed in such a manner that even if our AI or computer fails, this system will independently bring the mission to a halt if it goes near some objects as per European safety standardisation. Also, we removed the human from the equipment to an air-conditioned room to make the environment totally human-free where the machine can work without any trouble.



To read full interview: Log in to: [www.EquipmentIndia.com](http://www.EquipmentIndia.com)





# Transforming Urban Mobility

The 3<sup>rd</sup> Annual Metro Rail Conference focused on key themes such as metro expansion, technological innovations, PPPs and the economic and environmental impact of metro-rail development.

**T**he 3<sup>rd</sup> Annual Metro Rail Conference, held on 22 January 2025 at Radisson Blu, Mumbai, gathered over 150 industry leaders, policymakers and innovators. The event highlighted achievements, innovations and challenges within the metro-rail sector. Sessions focused on metro expansion in India, technological advancements, PPPs and the economic and environmental impact of metro systems.

The conference's agenda was packed with engaging panel discussions, case studies and expert insights on urban planning, digital transformation, financing, sustainability and innovations in the metro-rail space. It reaffirmed its role as a key event shaping the future of urban mobility in India.

**Pratap Padode, Founder &**

**President, FIRST Construction Council & Editor-in-Chief, CW,** opened the conference by noting, "Metro systems have transformed travel in India. Covering over 1,000 km across 11 states and 23 cities, these networks support millions, contributing to India becoming home to the third-largest metro system globally."



## Transforming the metro experience

Session 1 explored the integration of metros with smart cities and urban transport networks, focusing on last-mile connectivity solutions such as Nammo Bharat (RRTS) and the introduction of MetroLite and MetroNeo systems for Tier 2 and Tier 3 cities. Moderated by **Vishal Ramprasad, Senior Program Manager, WRI India**, it featured insights from industry leaders like **Shantanu Goel, Joint MD, CIDCO**; **Vinod Kumar Yadav, Director - Transport, NCC**; **Dr MP Ramnavas, Director Projects, Kochi Metro Rail**; and **Alok Sharma, Director- AEC-India & SAARC, Autodesk**.

## Driving digital transformation in metro rail

Session 2 delved into the adoption





◀ R. Ananta Kumar, AFCONS Infrastructure.



▲ Gaurav Bhalla, Kirloskar Oil Engines.



◀ Delegates and Speakers seen interacting at the 3rd Metro Rail Conference.



▲ Delegates and Speakers interacting at the event.

Dr. MP Ramnavas, ▶  
Kochi Metro Rail, in  
conversation with  
the attendees.



▲ (In the center) Vinod Kumar Yadav, NCC Transport interacting with the delegates.



▲ (L to R) Karun Raj Singh Sareen, KPMG; Suyash Trivedi, Mumbai Metro Rail Corp; Bhargav Jog, Dextra India; Umesh Rajeshirke, Spectrum Consultants, Pratap Padode, First Construction Council & Construction World and Subhodip Chatterjee, Shakambhari Ispat and Power.

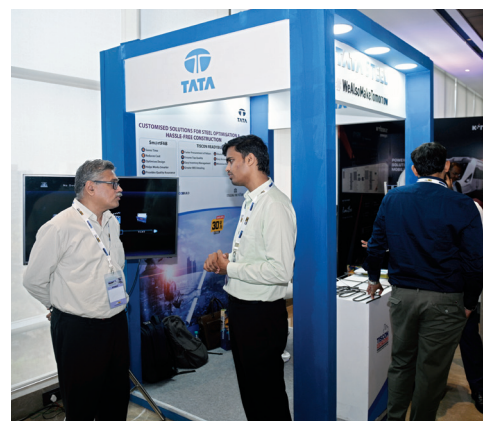


Attendees seen ▶  
interacting at the  
3rd Metro Rail  
Conference.



◀ Parag Raut, Tata Steel speaking at the event.





Representatives from Kirloskar Powergen, Pyrotech and Tata Steel interact with the participants.

of AI, automation and IoT for metro operations, exploring challenges in automated signalling, smart ticketing and digital fare collection. The session highlighted the success of Delhi Metro's automatic train supervision (ATS) system. Moderated by Nilabha Dey, Director, KPMG, the session featured experts such as MJ Shankar Raman, CEO, IIT- Madras Pravartak Technologies Foundation; PK Pandey, Executive Director, Urban transport - RDSO; and Anuj Goel, Add.Vice President - Head (AFC),

### Mumbai Metro One.

### Unlocking the future of metro financing

Session 3 focused on innovative funding solutions for metro projects, including PPP models, land value capture and attracting international investors. The discussion also examined financing strategies for metro systems in Tier 2 and Tier 3 cities. Moderated by Suneet Maheshwari, Chairman, Udvik Infrastructure Advisors LLP, the session featured insights from

AVR Srinivas Sharma, CFO, L&T Metro Rail; Anand Surange, Director, Infrastructure Advisors; Arnab Choudhury, Executive Vice President & Group Head DCM, SBI Capital Markets; and Sandeep Upadhyay, CEO, Centrum Capital.

### Pioneering green metro innovations

Session 4 addressed sustainability in metro-rail development, covering topics such as driverless metro technologies, energy-efficient traction systems and BIM for cost and time optimisation. Key experts included Suyash Trivedi, Executive Director (Civil), Mumbai Metro Rail Corporation; Bhargav Jog, DGM Business Development & Promotion, Dextra India; and Umesh Rajeshirke, MD, Spectrum Consultants India.

The conference brought together industry leaders to explore the evolving landscape of metro-rail systems in India, with a focus on technological advancements, sustainable financing and operational efficiency. It provided a comprehensive overview of the challenges and opportunities in metro-rail development, underscoring the importance of collaboration, technological innovation and sustainable practices for the future of urban mobility in India.



(Left to right) Danish Akhtar, Shree Cement; Akhil Raikwar, Jaideep Ispat & Alloys; Ashok Kumar Pundir, Shreeyam National TMT; Suneet Maheshwari, Managing Partner, Udvik Infrastructure Advisors LLP and Pratap Padode, Founder & President, First Construction Council & Editor in Chief, Construction World launching the TMT Report 2025

Look out for the TMT report in the next Issue.






# C.A.S.H

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## Maximising Equipment Efficiency

How filters enhance construction  
machinery performance.





# Maximising Equipment Efficiency

How filters enhance construction machinery performance.



**T**he construction equipment industry has always been driven by the need for improved efficiency, reduced operational costs, and enhanced performance. One often overlooked component that plays a critical role in achieving these goals is the filter system. Filters are essential for maintaining the longevity and reliability of heavy machinery by preventing contaminants from damaging key engine components, hydraulic systems, and other critical systems.

In recent years, several trends have emerged in the filters used within construction equipment. These trends are shaping the industry's approach to equipment maintenance, performance, and environmental responsibility.

The growth of the market is attributed due to the increasing road and paving construction, which uses heavy machinery. The use of construction machinery filter reduces the maintenance costs, therefore a significant increase in the efficiency of construction machinery for road construction across the various developing economies due to the fact the heavy investments are being done in countries such as China, India, and Indonesia for the construction of highly advanced and durable road transport networks. In addition, the development of rural areas in India has led to the construction of new roads and highways networks for the connection of rural and urban communities.

Growing infrastructure investment across countries is expected to boost

the demand for Structural Health Monitoring (SHM) systems due to the benefits they add pertaining to the sustainability of structures and low cost in maintenance and inspection after being built. Emphasis on superior infrastructure is a key policy factor in both the developing and the developed world as a robust infrastructure forms the base for overall economic growth and high productivity in public as well as private sectors. Be it the building of bridges, dams, buildings, stadiums, flyovers, railway stations, and shopping malls, or be it applications such as diagnosing vessels and platforms in marine industries, aircraft frames in aerospace and defense, and inspection of large machines, heavy investments are being made in all the above, hence, likely to give a push to the adoption of





premium quality construction machines filters at an even larger scale.

### Technology in filters

Changing filters before the service life expires causes higher costs and additional maintenance time. Smart filter monitoring Sensit from Mann and Hummel India provides more uptime to its customers and manages fleet maintenance. It uses sensors to monitor the air filter status of agricultural, construction or mining machinery and stationary generators. In addition to the filter load status and remaining filter lifetime, Sensit also registers the number of machine hours worked. Sensit increases machine uptime, protects the vehicle engine and prevents unnecessary filter changes. The result: highest utilisation of the filter capacity and a longer service life of the machines.

Customers benefit from valuable machine insights and improved total cost of ownership. Predictive maintenance instead of fixed service intervals avoids unexpected machine downtime and extended end-customer loyalty. Sensit immediately transfers the result to the user's mobile device.

Hengst Filtration supplies technologically leading filtration systems in the fields of plant and mechanical engineering, industrial

filtration, hydraulics, life science and health care. **Sandip Mehta, Managing Director, Hengst India**, said, "R&D



**Sandip Mehta**  
Managing  
Director, Hengst  
India

plays a pivotal role in Hengst's strategy, focusing on developing new materials and methods to enhance filtration efficiency while reducing energy consumption. Through continuous innovation in filtration media and technologies, Hengst aims to lead the industry in offering solutions that meet the evolving needs of global markets and environmental standards."

Hengst sees India as a critical part of its global strategy, with the Bengaluru plant being its first fully owned subsidiary in the country. The expansion aligns with India's growth story and its needs for advanced filtration solutions in various sectors, from industrial and automotive to healthcare and environmental protection. "The company already sources components from India for global use and plans to expand its export activities. India's manufacturing competitiveness makes it an ideal hub for producing and exporting various products, particularly in mobility and other sectors Hengst operates in. This strategy reflects Hengst's intention

to utilise India not just as a market, but as a key global manufacturing base," said Mehta.

Speaking on the current Indian market, **Manikandan M, Country Head – Sales, Filtrec Bharat Manufacturing**, said, "As India is expected to become the 3rd largest economy in the world by FY 28, the construction equipment industry is expected to have three times growth in the next six to eight years. Expected to be the third largest market in the world, it was essential to establish our own plant here in India. This move aligns with the increasing investments from European and US customers in India."



**Manikandan M**  
Country Head  
– Sales, Filtrec  
Bharat  
Manufacturing

He added, "We collaborate with OEMs in all stages from design to delivery and service. From the OEM perspective, they spend a huge portion of the procurement budget on Engine, Hydraulic & electrical categories. To bring down the Total ownership cost of the Machine, most OEMs are engaged in the activity of productivity improvement and bringing down the maintenance cost. We, as the Filter manufacturer, are helping OEMs to extend the service interval and avoid the breakdown of high-value hydraulic systems. This collaborative approach enhances machine productivity."

IQORON VP range offers a flexible filtration concept, which shows its strengths, especially in extremely dusty environments. The two-stage air cleaners which make the most of installation space complements conventional round air cleaners and provide the necessary flexibility for numerous applications. The core element of the compact air cleaner series is the innovative filter element

concept called VarioPleat. It provides a particularly high-power density with filter systems, with an axial air flow. The ENTARON XD series sets new standards for two-stage air cleaners. This series combines the best characteristics of the successful and proven Europiclon and NLG air cleaners with a number of innovative new ideas. This makes the ENTARON XD the new benchmark for two-stage tangential air cleaners.

### Common problems caused by lack of filtration

One of the most overlooked aspects of industrial processes is the importance of filtration. Many businesses fail to realise the detrimental effects that can arise from a lack of proper filtration systems. Whether it's in the manufacturing, automotive, or even food and beverage industries, the consequences of inadequate filtration can be severe. In this article, we will explore the common problems that can be caused by the lack of filtration and why investing in a Lubricating Oil Filtration Machine is crucial.

One of the primary problems that arise from a lack of filtration is contamination. In industrial settings, various contaminants can find their way into lubricating oils, such as dirt, debris, and even metal particles. These contaminants not only affect the performance of machinery but can also lead to irreversible damage. Without proper filtration, these harmful particles can circulate within the machinery, causing wear and tear, reducing efficiency, and ultimately leading to costly breakdowns.

Another issue that arises from the lack of filtration is the buildup of sludge and impurities in lubricating oils. Over time, as oils are used and reused, they can become contaminated with impurities that settle at the bottom, forming sludge. This sludge can clog machinery

## IMPACT OF CONTAMINATED OIL ON CONSTRUCTION EQUIPMENT

Contamination of oil in construction equipment can have a significant impact on its overall performance and longevity. Construction machinery relies heavily on lubricating oil to ensure smooth operation and prevent excessive wear and tear. However, when this oil becomes contaminated, it can lead to a multitude of problems that can adversely affect the equipment.

One of the key solutions to combat oil contamination is the utilization of lubricating oil filtration machines. These machines play a crucial role in removing impurities and contaminants from the oil, thereby enhancing its quality and extending its lifespan. By effectively filtering out harmful particles, such as dirt, debris, and metal shavings, these filtration machines help maintain the oil's integrity and prevent it from causing damage to the equipment.

The impact of contaminated oil on construction equipment can be far-reaching. Firstly, it can lead to increased friction between moving parts, resulting in excessive heat and wear. This, in turn, can lead to premature failure of critical components, such as bearings, gears, and hydraulic systems. Repairing or replacing these components can be costly and time-consuming, causing unnecessary downtime and delays in construction projects.

components, restrict oil flow, and hinder the overall performance of the equipment. Without a reliable filtration system in place, the sludge can accumulate, leading to increased maintenance costs, decreased productivity, and equipment failure.

Furthermore, the lack of proper filtration can also result in poor product quality. In industries where lubricating oils are used as part of the manufacturing process, the presence of contaminants can impact the final product. Contaminated oils can lead to product defects, inconsistencies, and even safety concerns. By investing in a Lubricating Oil Filtration Machine, businesses can ensure that their oils are free from impurities, thus enhancing product quality and customer satisfaction.

In conclusion, lubricating oil filtration machines are vital for maintaining machinery in various industries. They remove contaminants, water, and dissolved gases from lubricating oil, ensuring optimal performance and longevity.

Lack of filtration can lead to problems such as contamination, sludge buildup, and poor product quality. Investing in reliable filtration machines is essential for businesses to maintain machinery integrity, reduce maintenance costs, and deliver high-quality products.

These machines offer key features and advantages, including impurity removal, customisation, cost-effectiveness, and environmental sustainability. They help prevent wear and tear, maintain oil quality, and contribute to cost savings. The impact of contaminated oil on construction equipment is significant, leading to increased wear, reduced efficiency, and higher costs. By incorporating filtration machines and proper maintenance, construction companies can ensure equipment longevity and optimal performance. Overall, investing in lubricating oil filtration machines improves equipment reliability, extends oil life, reduces costs, and promotes environmental sustainability.





## ABG P5320D ASPHALT PAVERS TRACKED CEV STAGE IV



ABG 4370



ABG 7320



ABG 7920



ABG 8820

# Elevate Your Paving Precision with the ABG P5320D

The ABG P5320D Asphalt Paver is designed to revolutionize your paving projects with its powerful performance and intuitive controls. Engineered to handle the toughest tasks, this machine ensures every pave is smooth, efficient, and built to last. Whether you're working on highways or urban roads, the ABG P5320D offers the reliability and precision you need to get the job done right.

### Key Features :

- **Unmatched Productivity** : Built to support up to 40-ton trucks with a high-capacity hopper and heavy-duty push rollers. Maximum paving width of 7.5 meters.
- **Efficient Power** : 105 kW Volvo engine with low RPM, high torque, and auto engine idle for reduced fuel consumption.
- **Advanced Control** : New-generation EPM for intuitive operation with all-round visibility, adjustable console, and hydraulic roof.
- **Flawless Finish** : Automatic conveyor and auger control with ABG's patented automatic track tensioner for consistent paving results.



# “In the mining sector, several key trends are emerging.”

**Kartik Ramanan,**  
Executive Director –  
Global Off-Highway,  
Customer Support &  
Service Engineering,  
Allison Transmission.



Can you tell us more about the company and how it has evolved over the years?

Allison Transmission's origins can be traced back to 1915. Our founder, James Allison, was a prominent figure, not only for starting the Allison company but also as one of the four co-founders of the famous Indianapolis 500, the annual racing event in Indianapolis. Initially, we were known as Allison Engineering. Over time, we became pioneers in the automatic transmission space. Our first transmissions were used in buses, and from there, they expanded into various applications. We have become a preferred supplier of automatic transmissions for original equipment manufacturers (OEMs) across both sectors, including buses, trucks, and vehicles used in mining and the oil and gas industries.

For much of our history, Allison was owned by General Motors. However, in

2007, we were divested from GM and acquired by a private equity firm. In 2012, we went public and have remained a publicly traded company since then. Our experience in off-highway markets spans about 65 to 70 years, primarily serving the mining and oil and gas sectors. In fact, we've been a leading supplier of transmission solutions for mining trucks worldwide. More recently, in the last 20-25 years, we've diversified into new technologies. For example, in 2003, we introduced the first hybrid system for transit buses, and that product has evolved significantly. Most recently, in 2019, we acquired a company called AxleTech, which allowed us to enter the electrification space with electric axles. This shift has transformed us from primarily being a transmission company to a broader powertrain solution provider.

“One of the primary challenges in India is that it is still a relatively young market for us.”

What trends are you seeing in the CE and mining sectors, and how is Allison adapting to them?

In the mining sector, several key trends are emerging. First and foremost, safety has become a top priority. There's a growing focus on ensuring that operators are comfortable and can work safely, which is driving new regulations and restrictions on the types of equipment used. Second, there is a significant demand for energy,



which is driving increased mining activity. Coal mining has seen growth due to the energy demand, and there has also been a rise in the mining of precious metals like cobalt, nickel, and lithium to support electrification.

Additionally, new technologies are being explored, such as autonomous vehicles in mining operations, which ties back to safety improvements. Another important trend is improving driver comfort, which is directly linked to productivity. From a broader perspective, companies in mining are increasingly focused on total cost of ownership. It's no longer just about the upfront price of a transmission or vehicle; operators are considering the return on investment over the vehicle's lifetime. This shift in mindset has led to a greater emphasis on optimising performance over various duty cycles.

The mining sector has diverse conditions, and a mine in Indonesia, for example, will look very different from one in India or South Africa. We refer to these as different "duty cycles". Equipment needs also vary, from large rigid dump trucks used for coal transport to wide body trucks used for overburden removal in new mines. These varying conditions and equipment types require versatility. Our focus has been on making our transmissions more adaptable to these diverse conditions and optimizing their performance through software and control systems, which helps improve efficiency, fuel economy, and total cost of ownership.

#### **How do you view the situation in India, and how is Allison responding to the market there?**

India has experienced significant activity in the mining and construction sectors recently. The trends I mentioned—such as safety,

**“India is a hub for sourcing components, and we are keen to leverage its strategic sourcing capabilities. So, our strategy includes both expanding sales of transmissions.”**

energy demand, and the focus on automation—are very much relevant in the Indian market. One key observation is the increased demand for automation and productivity, as well as a growing focus on total cost of ownership. India is on par with global markets in terms of demanding high returns on investment. As a result, automation in Indian mines has increased, and open-pit mining activity is picking up. The emphasis on safety remains a universal concern.

Given these factors, India is an important market where value differentiation is key.

#### **What challenges are you currently facing in India, and how are you addressing them?**

One of the primary challenges in India is that it is still a relatively young market for us. One of the biggest hurdles is to understand the unique needs of the end users in India. We cannot assume that Indian customers will demand the same things as those in other markets. It's critical for us to tailor our products and business approach to fit the local market. This isn't just about adapting the product; it's also about how we conduct business, support customers, and ensure a positive overall customer experience. This cultural and market understanding is

essential for sustainable success. **Could you share a success story in the Indian market?**

Yes, we've had several successes in India. Notably, our 6000 Series™ transmissions are being used in rigid dump trucks operating in coal fields across the country. Over the past few years, we've also seen growing adoption of wide body trucks in India. We've partnered with companies like Sany and Liugong, who are supplying these trucks, and we've found considerable success in the market.

#### **What level of localisation do you have in your products?**

We have a plant in Chennai, where we handle the assembly of some of our on-highway products, such as the 1000 and 2000 series. As for off-highway products, the housings are machined in Chennai. However, the final assembly of these products is currently done in North America, specifically in the Indianapolis area. That said, we're continuously assessing how we can adapt to the dynamic Indian market, so we remain flexible and open to future opportunities.

#### **What is your market strategy for India going forward?**

Our strategy in India is two-fold. First, from a market perspective, we aim to understand the local market better and identify where we can add value in both the on-highway and off-highway commercial vehicle segments. We are continuously assessing how our product portfolio aligns with local needs. Second, from a supply chain standpoint, India is a hub for sourcing components, and we are keen to leverage its strategic sourcing capabilities. So, our strategy includes both expanding sales of transmissions and enhancing our sourcing capabilities to stay aligned with the market's evolving demands.



## Ralson Tyres launches commercial tyres in India

Ralson Tyres, a leading tyre manufacturer, is proud to announce its entry into the Indian commercial tyre market. This strategic expansion is a significant milestone for Ralson as the company transitions from being a leader in bicycle tyres to a formidable player in both the automotive and commercial tyre segments.

Ralson Tyres inaugurated its state-of-the-art manufacturing facility in Indore in 2023 and is set to cater to the rising demand for high-performance commercial tyres in India.

The 60,000 MTPA-capacity plant, which is currently nearing its full productivity, has already been catering to global markets, including North America, Europe, Latin America, Africa, and the Middle East. Following global success, Ralson Tyres is launching the superior quality, premium, commercial tyres for sale in the fast-growing Indian market.

Ralson tyres capability of manufacturing World class commercial tyres aligns seamlessly with India's ambitious "Make in India" initiative and strengthens its contribution to the



nation's aspirations to become a leading global hub for tyre manufacturing.

## FPT powers CASE equipment with F28 CEV stage V engine

FPT Industrial, the Iveco Group brand dedicated to the design, production, and sale of powertrains and solutions for on- and off-road vehicles, as well as marine and power generation applications, is once again a key player for driving change. The CASE Construction Equipment booth at the Bharat Construction Equipment Expo saw the unveiling of the new version of the F28 engine, designed to comply with the Bharat Stage CEV V emission standards for the Indian market which have recently been introduced.



As one of the global leaders in the industry, FPT Industrial has proven itself to be the ideal partner for OEMs, capable of providing reliable engines that can respond exceptionally well to increasingly stringent emissions challenges with solutions tailored to the customer's needs.

## ZF launches digital fleet management platform

ZF, a leading auto component manufacturer, announced the launch of its digital fleet management platform, SCALAR, in India. The platform is designed to meet the varied needs of commercial fleet operators, offering advanced features that improve fleet efficiency, safety, and sustainability for both passenger and cargo transport. The platform offers cutting-edge capabilities to boost fleet productivity while lowering operational costs, whether for passenger vehicles or cargo transport.

## Pritika Auto begins tractor component production

Pritika Auto Industries announced the commencement of production for a leading multinational tractor manufacturer. This new business venture is expected to contribute approximately Rs 200 million annually to the company's order book.

The initial order includes vital tractor components such as hydraulic cylinders, top link brackets, hydraulic

blocks, and tube cylinders, marking a significant step in Pritika Auto's growth strategy. The long-term partnership is projected to generate a cumulative order value of Rs 0.80 billion to Rs 1 billion over the next four to five years. Harpreet S. Nibber, Managing Director of Pritika Auto, expressed confidence that the company would continue to deliver high-quality, precision-

engineered components that meet industry standards. Pritika Auto is also enhancing its financial stability by undertaking a rights issue of up to Rs 0.49 billion, aimed at funding expansion plans and reducing its debt. It has longstanding relationships with major original equipment manufacturers like Escorts Kubota, TAFE Motors, M&M and Ashok Leyland.



## Hitachi acquires Joliet Electric Motors



Hitachi announced that it has completed the acquisition of Joliet Electric Motors (Joliet), which is headquartered in Illinois, and engaged in the sales and maintenance service business of large motors in North America from three funds on January 17. Going forward, Hitachi Industrial Products (Hitachi Industrial Products), which is engaged in the large industrial equipment business, will operate Joliet's business. Joliet provides sales and maintenance service business of large motors for the energy and heavy industry sectors in North America.

## TrucksUp, AU Small Finance Bank tie-up

TrucksUp has announced a strategic partnership with AU Small Finance Bank to offer economic, easy and hassle-free financing solutions for used trucks focusing on driver and transport business community. This partnership tactically aims to support small fleet owners in India by providing low EMI loans at competitive interest rates. Their target audience can also benefit from refinancing options on existing trucks and avail of top-up loans to meet their financial needs. This is making the access to capital needs for truck drivers' community easy to grow and scale their business.

This collaboration further strengthens TrucksUp's mission of transforming "Chaalak to Malik" and



promoting self-reliance among truck owners. This initiative helps to empower small fleet owners to make smarter business decisions, improve their operational efficiency, and achieve entrepreneurial aspirations by simplifying access to finance.

TrucksUp's partnership with AU Small Finance Bank is a major step forward in its commitment to transforming the commercial vehicle sector and empowering the truck driver community to achieve financial independence and success.

## Hyundai Motor India localises over 1,200 parts and battery packs

Hyundai Motor India (HMIL) announced its manufacturing strategy at the Bharat Mobility Expo in New Delhi, focusing on localising over 1,200 parts and battery packs. This initiative aims to boost domestic production, optimise costs, and enhance EV battery availability in India. The Hyundai Creta electric is the first model to benefit from this strategy.

HMIL, in collaboration with Mobis India, has started assembling battery packs at a new facility within its Sriperumbudur plant. This localisation effort has resulted in significant foreign exchange savings of USD 672 million (INR 5,678 crore plus) since 2019 and created over 1,400 jobs.

The company is working with more than 194 vendors to localise over



1,238 parts at its Chennai manufacturing facility. HMIL has already achieved up to 92 per cent localisation in its manufacturing.

"Commissioning of the HMIL and Mobis India's battery-pack assembly plant is a key milestone in our localisation and EV roadmap," said Gopalakrishnan Chathapuram Sivaramakrishnan, whole-time director and CMO of HMIL.

## Tata AutoComp's locally-developed auto components

Tata AutoComp Systems showcased its locally-developed automotive solutions at the Bharat Mobility. The company highlighted key components, such as EV battery packs, chargers, and powertrain solutions.

Tata AutoComp emphasised its achievements in localising vital electric vehicle components, including the full domestic production of battery packs and management systems. Arvind Goel, Vice Chairman of Tata AutoComp Systems, spoke about the company's role in India's sustainable mobility transition through innovation and research. He pointed out the ongoing industry transformation driven by electrification, hybridisation, and advancements in vehicles.

# Wirtgen Unveils SP 33 Concrete Paver with Crosspave Tech

Wirtgen North America has introduced its SP 33 slipform concrete paver to the U.S. market, a successor to the SP 15 model. Available in two configurations, the SP 33 is versatile enough to pave curbs, berms, concrete safety barriers up to 52 inches high, drainage and gutter profiles, and concrete slabs. In its offset paving mode, the machine can handle slabs up to 7 feet wide, or 8 feet with a trimmer. When switched to the Crosspave configuration, the SP 33 can pave slabs as wide as 10 feet, across its direction of travel.

Jim Holland, vice president of sales for Wirtgen North America's concrete products, explains that the ability to toggle between the two configurations is made possible by



two cylinders on the paver's rear leg.

Switching between offset and inset configurations takes less than two hours, and even faster if the conveying system is left in place.

Other notable improvements in the SP 33 include a streamlined

conveyor system, reducing maintenance, and an upgraded scraper. "We've simplified the conveyor, lowered its height, and reduced the number of rollers, making it easier to maintain," says Holland.

# Pettibone Launches High-Capacity Extendo 1536X Telehandler

Pettibone has expanded its X-Series telehandler lineup with the introduction of the Extendo 1536X, a model designed to handle heavy-duty material lifts and pipe or pole placement. This new telehandler features a two-section boom capable of lifting up to 13,000 pounds, with a maximum lift height of 36 feet. When equipped with a baler attachment,

the Extendo 1536X offers an impressive 14,700-pound load capacity.

Built for rugged terrain, this telehandler boasts full-time four-wheel drive and a limited-slip front axle differential. Powering the unit is a 120-horsepower Deutz TCD 3.6 Tier

4 Final diesel engine, which is mounted in a side pod for easy access to components and provides 20 inches of ground clearance.

The Dana VDT12000 Powershift transmission provides three speeds in both forward and reverse, with a maximum travel speed of 15.2 mph. The turning radius measures 15 feet 5 inches. The cab offers ergonomic features such as adjustable seat, pedals, joystick, and steering wheel positions. It includes climate control, flat bolt-in glass, a split-door design, a rear window that opens, lockable storage under the seat, and water-resistant components for easy interior washdowns. An analogue/LCD gauge cluster is standard, with an optional 7-inch digital display and integrated backup camera.





# Elhyte Introduces Electric Mini Excavator

At CES 2025 in Las Vegas, French startup Elhyte unveiled its innovative retrofit battery system and a new all-electric mini excavator. The E-Cube battery is designed for interchangeability and offers an impressive 12,000-hour lifespan, which, according to Elhyte, is equivalent to the average lifetime of three mini excavators. After 12,000 hours, the lithium iron phosphate batteries still retain 80 per cent of their original capacity and can be repurposed as a power storage unit for charging other equipment.

Mini excavators fitted with the E-Cube system experience a 70 per cent reduction in their carbon footprint, making them ideal for use in low-emission zones like



Santa Monica, California. The first machine to come factory-installed with the E-Cube battery system is the 5,000-pound ELH25.1 mini excavator, developed in

partnership with a renowned manufacturer.

One of the primary challenges addressed by the E-Cube system is the need for rapid recharging of electric construction equipment on job sites and the related infrastructure. With the E-Cube system, batteries can be swapped in under 10 minutes by a single operator using an integrated removable jib and electric winch. Charging is also straightforward, as the batteries can be charged anywhere using Type 2 connectors or standard outlet adapters.

Additionally, the batteries include a thermal management system that self-regulates based on external temperatures.

# Mecalac Unveils Revotruck Site Dumper

Mecalac has introduced its Revotruck site dumper, featuring a revolutionary rotating cab that provides enhanced operational efficiency. Available in 6- and 9-tonne payload capacities, the Revotrucks offer a cab that can rotate 225 degrees with the push of a button, enabling operators to easily see in all directions without straining. Previously available only in international markets, these models are now being offered in North America.

Mecalac claims this is the first site dumper with a rotating cab, paired with a bed that swivels from left to right. These combined features help improve efficiency by

eliminating the need to reposition the machine when transitioning from loading to dumping.

The Revotruck 6, with a 13,040-pound machine weight, offers a 13,288-pound payload, while the Revotruck 9, weighing 14,473 pounds, provides a 19,842-pound payload. Both models are powered

by a 74-horsepower Tier 4 Final diesel engine and feature a hydrostatic transmission. The Revotruck 6 can reach speeds of up to 18.6 mph, while the Revotruck 9 can reach 15.5 mph.

With a four-wheel steering chassis and central link providing up to 20 degrees of oscillation, the

Revotrucks offer superior stability and traction on various terrains. The three available steering modes—two-wheel, four-wheel, and crab—allow the dumpers to maneuver even in confined spaces. The Revotruck's turning radius is half that of conventional articulated site.



# Engcon Launches Updated EC204 Tiltrotator for Mini Excavators

Engcon has released the updated EC204 tiltrotator, designed for 2- to 4-metric-ton excavators. The EC204 features the same high-performance functions as Engcon's larger models, including a 45-degree tilt angle, infinite rotation, and the EC-Oil quick coupler system for both the top and bottom of the unit. This system allows operators to quickly switch attachments or disconnect the tiltrotator, including hydraulic hoses, without leaving the cab. The EC204 also comes factory-ready for integration with Engcon's positioning system, EPS.

Engcon highlights the main



advantages of the EC204 as improved digging efficiency and an expanded range of applications, reducing the need for other machines and labor around the excavator.

The EC204 can be equipped with various work tools such as a detachable grapple or sweeper. It is compatible with Engcon's DC2, SS9, and SSo control systems, with DC3 compatibility coming soon. Tilt and angle rotation sensors ensure precise movements, while a centralised lubrication system helps reduce maintenance requirements. The updated EC204 is available through authorised Engcon dealers.

# JLG Introduces Redesigned 519 Telehandler

JLG has launched the new 519 telehandler, a redesigned model of the G5-18A that offers improved performance and enhanced comfort. The 519 telehandler provides a 5,500-pound lift capacity, with an 18 feet 7 inches maximum lift height and a forward reach of 10 feet 10 inches. Its compact design, including a tight turning radius, narrow width, and low height, increases maneuverability on confined job sites.

"The 519 is ideal for rental companies, construction firms, and contractors working on residential or commercial projects where precision material handling is essential," says John Boehme, senior product manager at JLG. "With its upgraded capabilities, this model is poised to compete effectively in the telehandler market."

Features include:

- Improved load chart with expanded working zones at maximum lift capacity and reach.

- An advanced control system offering options such as Load Stability Indication (LSI), Seatbelt Engagement and Operator Presence (SEAOP), and

enhanced ClearSky Smart Fleet diagnostics.

- Optimised engine performance, with a 60-horsepower Deutz diesel engine providing up to 20 per cent better fuel efficiency.
  - A multifunction joystick that offers greater versatility, including auxiliary hydraulic functions and attachment tilt.
  - A redesigned cab

with added comfort and safety features, including air conditioning, a multifunction display, and an optional backup camera.

- Increased serviceability with fewer hydraulic hoses and fittings to minimise leak points.

The 519 is equipped with a universal skid steer adapter, allowing the use of various attachments such as carriages, forks, buckets, hooks, and work platforms.





# Hamm Unveils HC, HD Series of Compactors and Rollers

**H**amm, a renowned leader in compaction technology, proudly announces the launch of its new HC and HD Series models tailored specifically for the India market. These innovative machines, which include the HD 99i, HD 109i, HC 119i, HC 119i D, and HC 139i D, are designed to meet the latest CEV Stage V emission standards while delivering exceptional performance and sustainability.

## HC Series: Advanced Soil Compactors

Just like the previous HC Series models, the new soil compactors can be operated in an efficient ECO Mode reducing up to 20 per cent of fuel consumption. Another benefit in terms of compaction quality is the new automatic frequency adjustment.

The CEV V machines come up with lots of features in accordance with the new regulations and specifications regarding machine safety and comfort like vibrations, noise, roll over protection, comfort, and visibility.

Regarding compaction power, the new soil compactors are equipped with a new drum ensuring high compaction power,

reduced startup energy and more durability. Also, the new drum goes along with less oil consumption and offers maintenance points that are easily accessible. The drum can be equipped with padfoot shells, too.

Simple and language-neutral operation, three-point-articulation, high gradeability and a high level of operator comfort. Another new feature is the option to connect to the John Deere Operations Center.

Just like the previous series of Hamm soil compactors, the new models can be operated in a highly efficient ECO mode saving fuel consumption by over 20 per cent and lowering CO2-Emission.

## HD Series: Enhanced Tandem Rollers

The new HD Series tandem rollers, HD 99i and HD 109i, are equipped with advanced features and robust design elements that ensure high compaction power and operator comfort.

The new tandem rollers are robust articulated double vibration rollers ideal for road construction applications. With a drum width of 1.68 m, they are suitable for various projects including inner-city work, compaction on highways, airports, and other extensive areas. The operator's platform provides an open frame design allowing clear visibility of the drums, water-sprinkling system, drum edges and best in class Kurb clearances.

Powered by a robust, Fuel Efficient water-cooled three-cylinder John Deere engine compliant with CEV-V. The modern engine, coupled with the large radiator, air flow system, and engine management, leads to reduced noise emissions and lower fuel consumption.

The three-point articulation in the new tandem rollers guarantees even weight distribution, exceptional directional stability, remarkable maneuverability in curves, and high overturning safety, all contributing to superior compaction results.

## Commitment to the Indian Market

Both the HD and HC Series machines are fully homologated and manufactured in India, ensuring compliance with local regulations and specifications. Hamm's commitment to innovation and sustainability positions these new models as ideal solutions for the evolving needs of the Indian construction industry.



(Communication from the management of the company)

## COMPACTORS



### 1 | Department Of Water Resources

**Details:** Tenders are invited for seven hiring of vibratory compactor pad foot type 30136 hz frequency minimum 1.5 amplitude 250 cum/hours compaction capacity including operator helper, diesel/oil maintenance charges.

**Submission date:** 11 February 2025

**Location:** Bhopal, Madhya Pradesh

**Tender value (Rs):** 16,800,000

**Contact:** Chief Engineer, Jal Sansadhan Bhawan, Tulsi Nagar, Bhopal, Madhya Pradesh. T: 0755-2767635, F: 0755-2552406, ceproc.encwrd.bpl@nic.in

## CONVEYORS



### 2 | Northern Railway

**Details:** Tenders are invited for supply of main conveyor belt (open end), size 40000 x 800 x 10 mm thick, 500/3 ply, 5 mm thick top rubber + 3mm ply nylon+ 2 mm thick bottom rubber covering grade m-24.

**Submission date:** 19 February 2025

**Location:** Delhi, Delhi

**Contact:** Principal Chief Materials Manager, Delhi

### 3 | Neyveli Lignite Corporation

**Details:** Tenders are invited for supply of conveyor belt for idler shaft.

**Submission date:** 05 February 2025

**Location:** Neyveli, Tamil Nadu

**Contact:** Chief General Manager (CGM), Materials Management, NLC India Limited, Neyveli-607807, Tamil Nadu

### 4 | West Bengal Power Development Corporation

**Details:** Tenders are invited for procurement of Conveyor belt 1600 mm width NN 800 by 4 mm and 5 mm and 3 mm cover thickness at CHPMM Department STAGE II SGTTP WBPDC.

**Submission date:** 10 February 2025

**Location:** Sagardighi, West Bengal

**Tender value (Rs):** 7,723,500

**Contact:** General Manager, PO-Monigram, PS-Sagardighi, Dist-Murshidabad-742237, West Bengal (Dwipen Biswas, Purchase Dept. Sr. Manager (PS), M: 09874625903, sgpur2023@gmail.com)

## CRANES



### 5 | Nagar Palika Parsihad Shivpuri

**Details:** Tenders are invited for EOT and hot crane supply and installation work.

**Submission date:** 14 February 2025

**Location:** Shivpuri, Madhya Pradesh

**Tender value (Rs):** 1,286,000

**Contact:** Chief Municipal Officer, Shivpuri, Madhya Pradesh

### 6 | National Fertilizers

**Details:** Tenders are invited for the procurement of 12 t mobile crane.

**Submission date:** 10 February 2025

**Location:** Guna, Madhya Pradesh

**Tender value (Rs):** 2,241,000

**Contact:** Karthik P, Vijaipur, Guna-473111, Madhya Pradesh. T: 07544-273691, F: 07544-273089



**7 | West Central Railway**

**Details:** Tenders are invited for the supply of 3 tonne EOT crane.

**Submission date:** 17 February 2025

**Location:** Jabalpur, Madhya Pradesh

**Contact:** Principal Chief Materials Manager, Jabalpur, Madhya Pradesh

**8 | West Central Railway**

**Details:** Tenders are invited for the supply of EOT crane with capacity of -25/10 t.

**Submission date:** 10 February 2025

**Location:** Jabalpur, Madhya Pradesh

**Contact:** Principal Chief Materials Manager, Jabalpur, Madhya Pradesh

**9 | Armoured Vehicles Nigam**

**Details:** Tenders are invited for supply of eot crane 3 ton capacity

**Submission date:** 06 February 2025

**Location:** Thane, Maharashtra

**Contact:** Chief General Manager, Machine Tool Prototype Factory Ambarnath Thane, Department of Defence Production, Thane, Maharashtra

**10 | Armoured Vehicles Nigam**

**Details:** Tenders are invited for the supply of EOT crane with 5 t capacity.

**Submission date:** 24 February 2025

**Location:** Tiruvallur, Tamil Nadu

**Contact:** Chief General Manager, Heavy Vehicles Factor, Department of Defence Production, Tiruvallur, Tamil Nadu

**DUMPERS****11 | Urban Development & Housing Department Bihar**

**Details:** Tenders are invited for the supply of hopper tipper dumper (version 2) (q3).

**Submission date:** 11 February 2025

**Location:** Bounsi, Bihar

**Contact:** Executive Officer, Nagar Panchyat Bounsi, Bounsi, Bihar. dharmveer82@bihar.gov.in

**12 | Nagar Palika Mandsaur**

**Details:** Tenders are invited for rate of work per kilometer of large dumper on rent for cleaning work.

**Submission date:** 07 February 2025

**Location:** Mandsaur, Madhya Pradesh

**Tender value (Rs):** 1,000,000

**Contact:** Mandsaur-405964, Madhya Pradesh, cmomandsaur@mpurban.gov.in

**13 | Western Coalfields**

**Details:** Tenders are invited for the supply of Caterpillar make CAT3412HEUI-NTE series engine suitable for CAT773E dumper, and Komatsu make SAA6D170E-5 engine suitable for HD465-7E0 dumper.

**Submission date:** 06 February 2025

**Location:** Nagpur, Maharashtra

**Tender value (Rs):** 37,340,951

**Contact:** General Manager, Materials Management Department, Coal Estate, Civil Lines, Nagpur-440001, Maharashtra.



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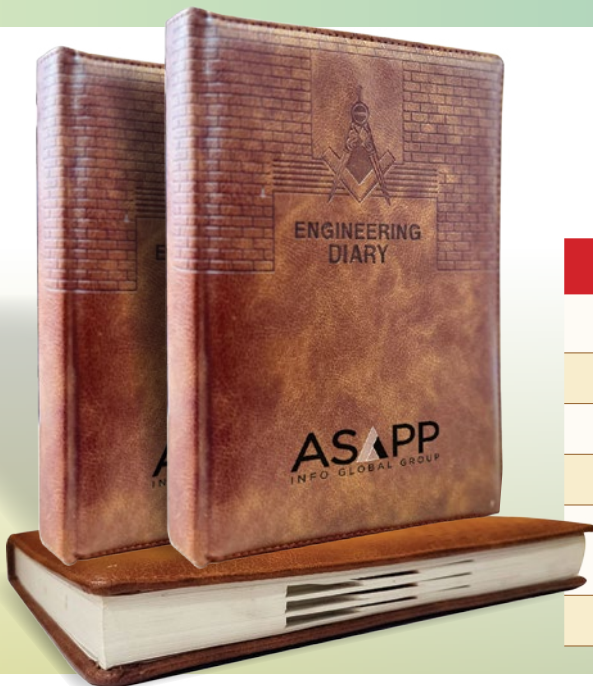


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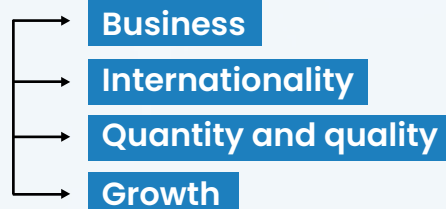
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