

MD: TS: 09/2022

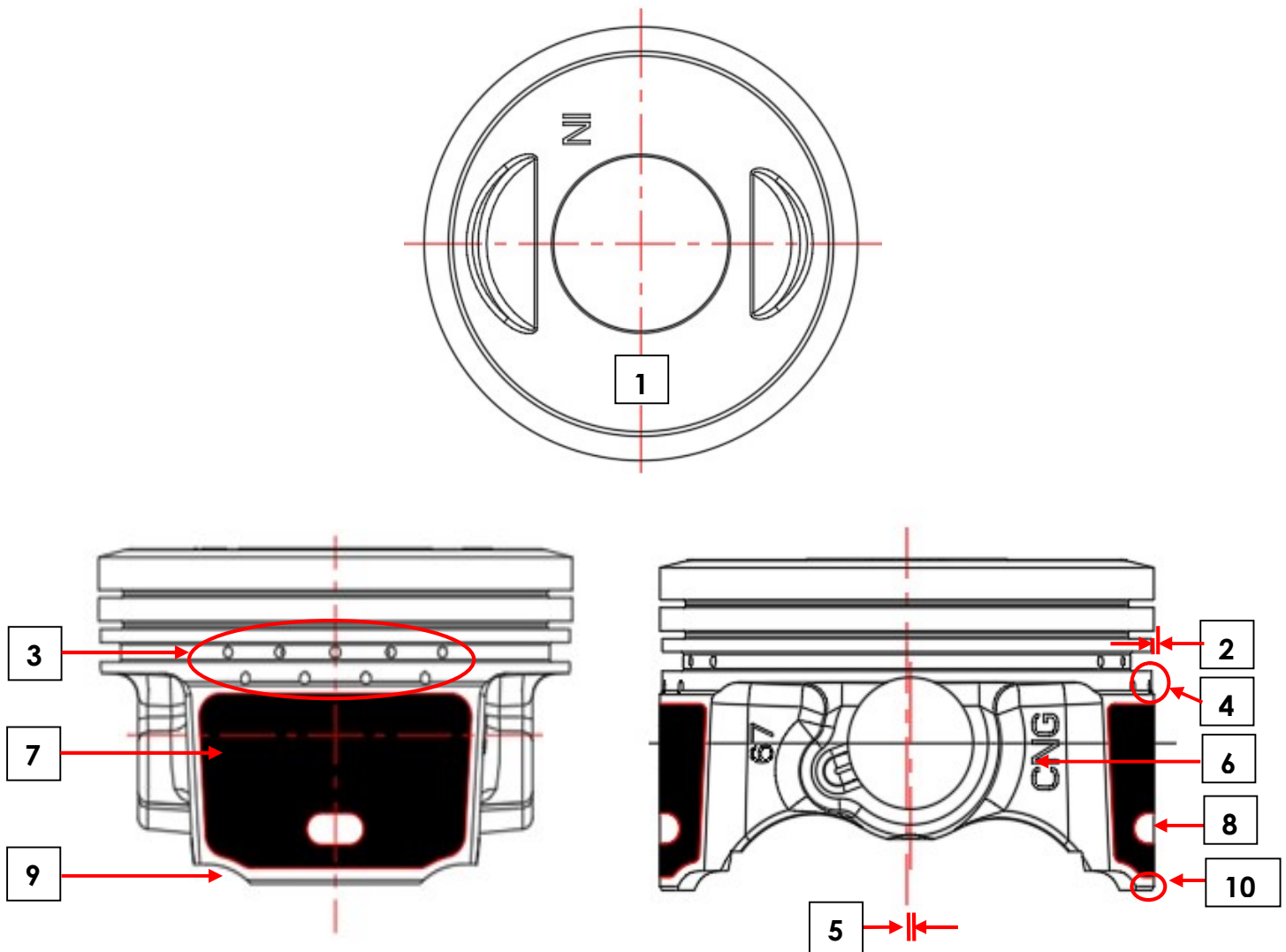
SEP'2021

An update from SHRIRAM PISTONS & RINGS LTD.

USHA[®] is pleased to launch 'Bajaj Maxima CNG/ LPG' piston assembly in its three wheeler range.

This piston assembly has following special features:-

PISTON:-



Unique features of USHA 'BAJAJ MAXIMA CNG/ LPG' pistons are as follows:-

| SL. NO. | SPECIAL FEATURE | BENEFITS TO CUSTOMER |
|---------|--|--|
| 1) | AS CAST CROWN:- USHA Bajaj Maxima CNG/ LPG piston has as cast crown i.e. no machining is done on the crown. This results in better grain structure which increases strength, heat resistance etc. | <ul style="list-style-type: none"> Improves piston life |



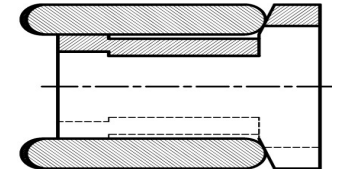
| | | |
|-----|---|---|
| 2) | CUT BACK IN SECOND RING LAND :- This piston is provided with a cut back in second ring land for better seating, stability & functioning of intermediate ring. | <ul style="list-style-type: none"> Helps in controlling blow-by & reducing oil consumption |
| 3) | OIL HOLES IN RING GROOVE AREA:- USHA Bajaj Maxima CNG/ LPG piston is provided with 05 nos. of oil holes in oil ring groove & another 04 nos. in skirt just below, on either side. | <ul style="list-style-type: none"> Faster drainage of excess oil Reduced oil consumption |
| 4) | 'J' CUT:- This piston has been provided with a unique 'J' cut just below the oil ring groove area. | <ul style="list-style-type: none"> 'J' cut provides all time lubrication to piston skirt No piston seizure in extreme limits of normal working conditions |
| 5) | PISTON - PIN BORE OFFSET:- USHA Bajaj Maxima CNG/ LPG piston is provided with a piston pin bore offset to avoid piston slap. Piston pin bore offset means that the centre line of piston is slightly offset from the centre line of pin bore. Due to this offset, piston tilts at TDC & BDC smoothly & prevents slapping with liner. | <ul style="list-style-type: none"> Reduced engine noise |
| 6) | AS CAST RELIEF IN PIN BORE AREA:- The piston is provided with as cast relief in pin bore area which avoids chances of seizure on minor axis & also helps in faster drainage of oil towards sump. | <ul style="list-style-type: none"> Longer life Low oil consumption |
| 7) | 'NANO-FRIKS COATING' ON PISTON SKIRT:- USHA Bajaj Maxima CNG/ LPG piston is provided with 'Nano-friKS' coating on its skirt. | <ul style="list-style-type: none"> Helps in initial lubrication & seizure free operation Better wear resistance Reduces engine noise |
| 8) | MEASURING POINT ON PISTON SKIRT:- | <ul style="list-style-type: none"> Provided for easy diameter verification |
| 9) | SLIPPER DESIGN :- USHA Bajaj Maxima CNG/ LPG piston has been provided with Slipper design at piston skirt which helps in reducing piston weight & provides better guidance to piston movement. | <ul style="list-style-type: none"> Improved fuel efficiency Better guidance to rings Low noise during engine working |
| 10) | SCRAPPING CHAMFER:- A smooth chamfer is provided at the bottom end of the piston. | <ul style="list-style-type: none"> Helps in regulating oil supply, reduces skirt wear & hence longer life |

TECHNICAL DATA – 'BAJAJ MAXIMA CNG/ LPG' PISTON

| | | | USHA CODE → S68 |
|------------------------------------|----------|----|-------------------------------------|
| Nominal Bore Diameter | mm | | 67.000 |
| Piston Diameter | STD Size | mm | 66.964 |
| Recommended Piston-Liner Clearance | mm | | 00.036 |
| Compression Height | mm | | 23.680 |
| Total Height | mm | | 42.680 |
| Gudgeon Pin Diameter X Length | mm | | 17.00 X 49.00 |
| Piston Pin- Pin Bore Clearance | mm | | +0.007 to +0.019 (Clearance fit) |

PISTON RINGS:-

USHA 'BAJAJ MAXIMA CNG/ LPG' piston is supplied with a unique all steel 'HPVENT' ring set for low oil & fuel consumption. The technical details of 'HPVENT' ring set are as under:-

| TECHNICAL DATA – 'BAJAJ MAXIMA CNG/ LPG'– 'HPVENT' RINGS | | | | | | |
|--|--------------------|----------------------|-------------------|--------|---------------------------------|---|
| Ring | Ring Configuration | Axial Thickness (mm) | Closed Gap | | Surface Treatment | Cross Section |
| | | | (mm) | (Thou) | | |
| Top | Inside Bevel Steel | 1.00 | 0.10-0.25 | 04-10 | Chrome Plated |  |
| Second | Taper Steel | 1.00 | 0.30-0.50 | 12-20 | Chrome Plated |  |
| Oil Ring | RIKVENT | 2.50 | 0.20-0.70 (Rails) | 08-28 | Rails Chrome Plated/ Parkerised |  |



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