



SHRIRAM PISTONS & RINGS LTD.



MD: TS: 19/AUG'25 INTRODUCTION CIRCULAR- **TATA ULTRA 3.3L BS6 DIESEL 'IP DVM'- RING SET**

USHA is pleased to launch **TATA ULTRA 3.3L BS6 DIESEL** ring set in its aftermarket LCV product range.

This ring set is common to the models like **TATA T.11 ULTRA + T.12 ULTRA + + T.14 ULTRA + K.14 ULTRA + T.16 ULTRA + 712 LPT + 1012 LPT + 1216 LPT + 1412 LPT + 1416 LPT + 1512 LPT + 1916 LPT + 912 LPK + 1212 LPK + 1416 LPK.**

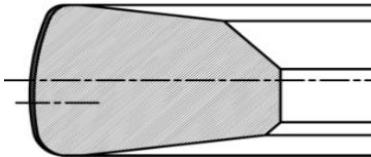
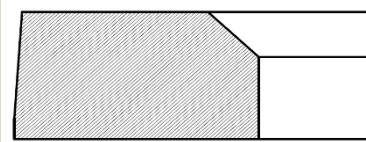
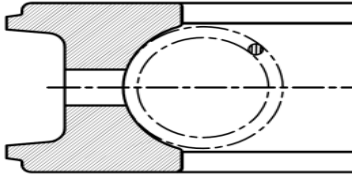


This ring set has following special features: -

ITEM	CONFIGURATION	FEATURES	BENEFITS TO CUSTOMER
Top Ring	Keystone Steel Inside Bevelled Ion Plated (HPKIBIP)	Steel Material	Top ring is made up of steel alloy which possesses good elasticity, excellent resistance to twisting, breakage & wear, hence longer life.
		Keystone Geometry	Special keystone geometry keeps squeezing out excess oil from the groove, hence prevents carbon deposition.
		Inside Bevel Geometry	Ring has a bevel cut on top inside face which facilitates ring to twists positively during its downward movement & provides better sealing.
		Ion Plating	Ion plating is a Japanese technology based on PVD (Physical Vapour Deposition) through which chrome and nitrogen ions get deposited on ring outer surface, which improves wear & scuff resistance, hence extended life.
		Parkerising	Side faces are parkerised to provide porous surface for oil retention resulting in better lubrication, hence lesser wear.

2 nd Ring	Taper Inside Bevelled (TIB)	Taper face	Ring has a Taper on OD to provide line contact with liner resulting in higher wall pressure & hence better sealing.
		Inside Bevel Geometry	Ring has a bevel cut on top inside face which facilitates ring to twist positively during its downward movement which provides better sealing & oil scraping.
		Parkerising	Ring is fully parkerised to provide porous surface for oil retention resulting in better lubrication, hence lesser wear.
Oil Ring	Diesel Vent 'M' shape Oil Ring (DVM)	Steel Material	Ring is made up of stainless steel material for longer life.
		Gas Nitrided (GN)	The ring is gas nitrided to provide wear resistance to all surfaces, hence longer life.
		Highly Conformable	DVM ring itself has built-in tension and springs beneath makes this ring highly conformable and adjustable to bore wear for better oil scraping.
		Sharp Scraping Ring Lands	The sharp scraping lands with high wall pressure ensure better scraping of oil resulting in lower oil consumption.
		Multiple Oil Drainage Slots	Ensures faster drainage of oil.
		Excellent Flatness	Side faces of DVM oil ring remain flat and do not swell as in case of cast iron ring for a free movement in groove.
		Light in weight	Ring is lighter in weight than ordinary cast iron ring which reduces the fluttering of ring in grooves. Less fluttering avoids pumping up of oil thereby reducing oil consumption.

Technical data of **TATA ULTRA 3.3L BS6 DIESEL 'IP DVM'** ring set is as under:

TECHNICAL DATA- TATA ULTRA 3.3L BS6 DIESEL – 'IP DVM' RING SET (ø 100.00 mm)						
						USHA Code→ L52
Ring	Ring Configuration	Axial Thickness (mm)	Closed Gap		Surface Treatment	Cross Section
			(mm)	(Thou)		
Top	HPKIBIP	3.00	0.30-0.40	12-16	Ion Plating (PVD)	
2 nd	TIB	2.50	0.60-0.80	24-32	Parkerising	
Oil Ring	DVM	2.50	0.20-0.45	08-18	Gas Nitriding	

Above features make USHA **TATA ULTRA 3.3L BS6 DIESEL 'IP DVM'** ring set unique, produced to give better performance & longer life.



Technical Product News is an exclusive update of product & information from
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