A STUDY ON VEHICLE ASSEMBLING AND PROCESSING DEPARTMENTS OF ASHOK LEYLAND AUTOMOTIVE INDUSTRY

Report on Internship Training submitted to Periyar University, Salem

In partial fulfillment of requirement for the award of the degree of

BACHELOR OF COMMERC (COMPUTER APPLICATION)

Submitted by

NAME: AKSHARA.R.R

REG.NO: C21UG152CCA002

Under the guidance of

MRS. R. VASANTHI, M.Com., M.Phil.,

DEPARTMENT OF COMMERCE

ST. JOSEPH'S COLLEGE OF ARTS AND SCIENCE FOR WOMEN, HOSUR

(Affiliated to Periyar University, Salem)

JULY 2023

PERIYAR UNIVERSITY

INTERNSHIP TRAINING REPORT FORMAT

1	Name of the Candidate	Akshara. R. R
2	University Examination Registration Number	C21UG152CCA002
3	Name of the College	ST. Joseph's College Of Arts and Science For Women, Hosur
4	Name of the Department / Degree	Commerce/B.COM
5	Name of the Industry/Institute in which for Internship Training Undergone	Ashok Leyland Automotive Industry
6	Guide/supervisor under whole the training undertaken	Mrs. R. Vasanthi, M.com., M.phil.,
7	Title of the training	A Study on vehicle assembling and processing departments of Ashok Leyland Automotive Industry
8	Brief output of training(not more than 2 pages)-Attach Annexture-1	(ENCLOSED)
9	Conclusion	The internship programme assisted in gaining both theoretical and practical knowledge
10	Outcome of the Training	The knowledge and skills acquired during the internship programme and the exposure to real-world issues can now be applied in real-life business environment.

Signature of the Student

Signature of the Guide

Head of the Department

Principal

Internal Examiner

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INTRODUCTION

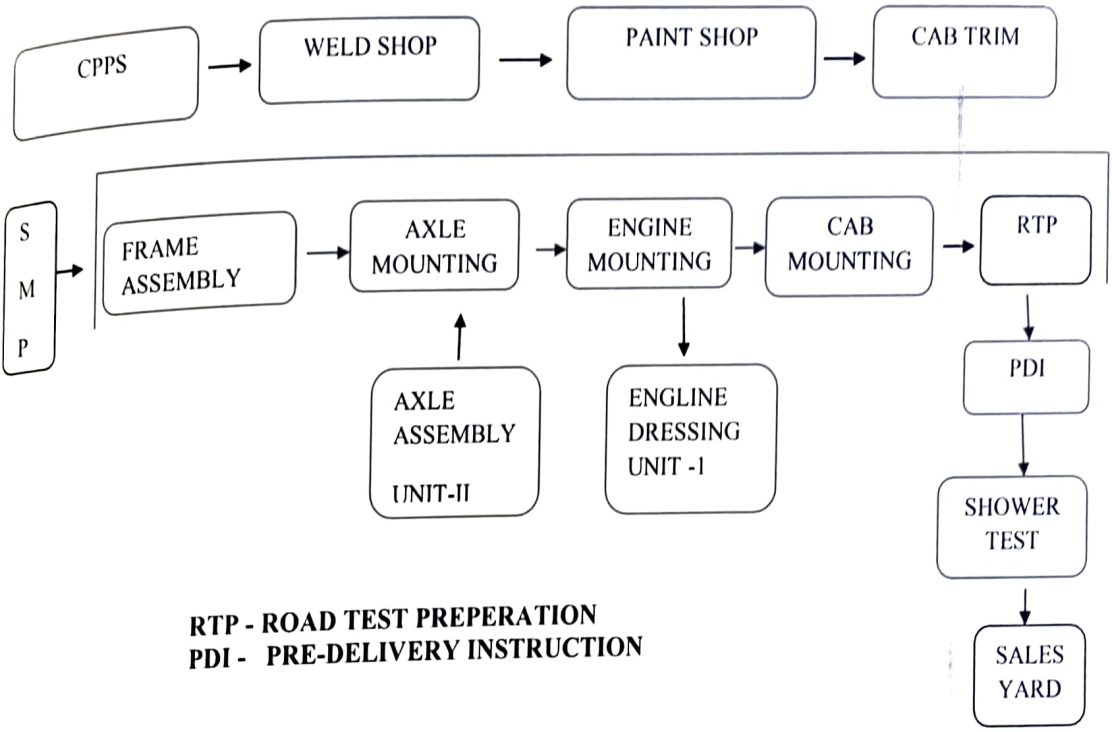
ASHOK LEYLAND was initially known as ASHOK MOTORS. Ashok motors were formed in the year 1948. They were assembling and manufacturing Austin A40 cars. Chennai Ennore plant was the first plant of Ashok Motors. During 1954 an England Automobile Company named Leyland motors joined hands with Ashok motors to manufacture commercial vehicles in India in the name of Ashok Leyland.

PROCESS

Initially, the chassis is placed upside down where the components which are present below, the chassis are attached first. Suspension system, differential propeller shaft are attached, then the chassis is flipped to the normal position for engine mounting. Engine dressing is done simultaneously in the engine dress shop where the engine and gearbox are coupled. This production line has to produce highest numbers even when the axles for LCVs are sourced outside the axles are mounted before engine mounting , after that they area coupled with propeller shaft then to differential engine wiring is carried out, batteries and radiators are attached.

- Pollution control systems are attached as they are BS6 complain engines. Disc and Brake calipels are attached in the front axle wheels are mounted.
- Simultaneously trim job is done after cabin welding. After paintjob, they arrive to the line.
- They are attached to the chassis and hand brake, pedals, other electronic devices. After this, tests are performs:
    - Road Test Preparation
    - Vehicle Test Shop
    - Pre Delivery Inspection
- After inspection, vehicles are transported to sales yard.

ALH2 PROCESS



RTP - ROAD TEST PREPERATION
PDI - PRE-DELIVERY INSTRUCTION

LINE-1 (LIGHT COMMERCIAL VEHICLE)

Line 1 is the line with maximum capacity/highest capacity. It has a production target of 120 units per shift. There are 3 types of LCV made in Line 1. Line 1 manufactures and assembles LCV alone. Those 3 models are:

(i)Dost (ii) Bada Dost (iii) Partner

LCV chassis are always sourced outside the cabin part is spot welded as this process is clean and produces less heat.

LINE-2 (MEDIUM DRIVE VEHICLE)

The chassis are made by Ashok Leyland itself. Sheet metals are sourced outside decoiled and pressed & bends are made in press shop. Side members are held with the help f cross members. Otherwise most of the process are common for both LCV and HCV.

2 types of engines are used in MDV: → Hino Series (H Series)

→Neptune Series (N Series)

MDV are produced in line 2 at the rate of 60 members per shift.

LINE-3 (HEAVY COMMERCIAL VEHICLE)

Most of the HCV has lift axle that is useful when these vehicles are used to carry more load. HCV are leaf type of suspension but only the life axle part doesn't have a suspension system. Other than that part, most part, most process in Line1, Line 2, Line3 are similar. The line production capacity of Line 3 is 45 members per shift.

AXLE SHOP

Axles of both MDV & HCV are made here in Hosur plant UNIT-II. Both front and rear axles are assembled in Hosur plant UNIT-II. They are separated into 3 parts.

- Then first line is used to make front axles
- The next 2 parts of the lines are used to assemble the rear axles of both MDVs & HCVs. The parts of rear axles are differential, rear beam. The parts of the front axle are track rod, front beam, steering shaft, wheel play. After the axles are attached to the chassis wheels and brakes are attached. Differential is used to equally distribute the vertical power to the wheels equally when going straight and varying when the vehicle is subjected to turns

LEARNINGS:

I personally learned many things during this Internship training period one of the things were the bonding between the various department and the co-operation with the co-workers. Now I personally know how the company works and interior experience is.

CONCLUION:

Through this Internship Training, I gained lots of knowledge about Automotive industry and its inevitable role in the society. Ashok Leyland is a promising company which shows the result by day by day and I learned more about manufacturing and production process. the quality of work and services were excellent. It gave me lots of field work experience in automotive industry.

ASHOK LEYLAND

Aapki Jeet. Hamari Jeet.

Date: 11.07.2023

CERTIFICATE

This is to certify that **R.R. AKSHARA (REG NO.:C21UG152CCA002)** pursuing **B.COM (CA)** from **ST. JOSEPH'S COLLEGE OF ARTS & SCIENCE FOR WOMEN, HOSUR** has completed Internship at Ashok Leyland Ltd (Unit-II), Hosur from 03.07.2023 to 08.07.2023.

During this period, she was observing the manufacturing processes.

Her conduct during the period of Inplant Training is found to be **Good.**

R N VELUMANI
DIVISIONAL MANAGER – HR

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In partial fulfillment of requirement for the award of the degree of

BACHELOR OF COMMERCE

Submitted by

NAME: KAMATCHI.S

REG.NO: C21UG152CCA039

Under the guidance of

Mrs. S. Aruna, M.Com, M. Phil, (Ph.D)

DEPARTMENT OF COMMERCE

ST. JOSEPH'S COLLEGE OF ARTS AND SCIENCE FOR WOMEN, HOSUR

(Affiliated to Periyar University, Salem)

JULY 2023

PERIYAR UNIVERSITY

INTERNSHIP TRAINING REPORT FORMAT

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4	Name of the Department Degree	Commerce B.COM. (CA)
5	Name of the Industry Institute in which for Internship Training Undergone	Ashok Leyland Automotive Industry
6	Guide supervisor under whole the training undertaken	Mrs. Aruna M.com.,M.Phil.,Ph.D
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TYPES OF VEHICLES

1. **Light Commercial Vehicles.**
   - LCV have a capacity range varying 1.5 to 7.5 ton.
   - Vehicle like Bada Dost, Dost +, Partner 4 Tyre etc.
2. **Medium Drive Vehicles.**
   - MDV capacity range varies from 7 ton to 17 ton.
   - Vehicle like ECOMET 1615HE, ECOMET 1415HE, ECMET 1215HE.
3. **Heavy commercial Vehicles.**
   - HCV has a capacity varying from 17 ton to 55 ton.
   - Vehicles like Tipper, Tractor and Haulage.
4. **Defense Armed Vehicles.**
   - DAV has a capacity range from 1.5 ton to 18 ton.
   - Vehicles like Stallion(4x4), MBPV (4x4), Stallion (12x12), Guru (4x4) etc.

PROCESS

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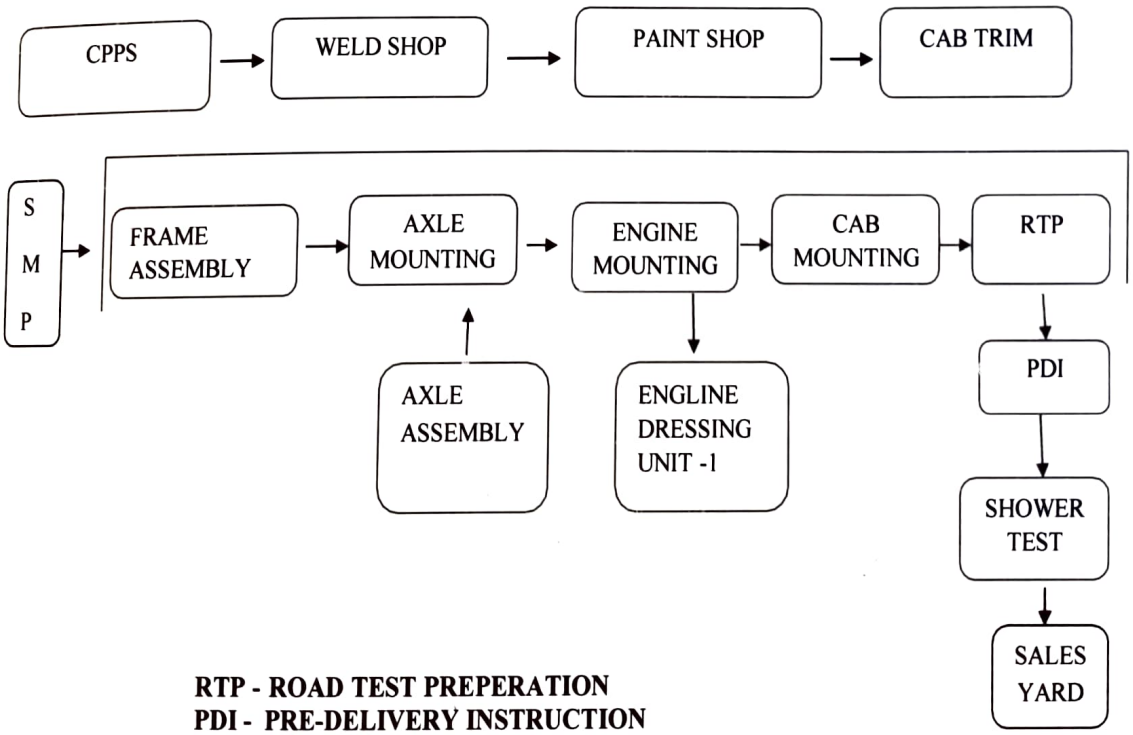

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