


|  |                     |                      |   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
|--|---------------------|----------------------|---|--|--------------------|---|--|--|----------------|----------|-------------------|--|-------------|-------|--------|------|--------|
|  | <b>Equipment :</b>  | Mig brazing          | <b>Loss Type :</b>  |  | Defect Loss        |   |  |  |                |          |                   | <b>KAIZEN IDEA SHEET</b><br><br><b>Kaizen ID : 497</b> |             |       |        |      |        |
|  | <b>Department :</b> | Quality department   | <b>Result :</b>   |  | N                  | P | Q  | C  | D              | S        | M                 |  |             |       |        |      |        |
|  | <b>Cell :</b>       | JD petrol tank line. | <b>Type :</b>   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| <b>Unit Name :</b>   |                     |                      | 107159 - NEEL AUTO PRIVATE LIMITED-Chakan, Pune   |  | <b>Operation :</b> |   |  |  |                |          |                   | Cup assembly Mig Brazing.                              |             |       |        |      |        |
| <b>Kaizen Theme:</b>   |                     |                      | To prevent Petrol Tank rejection due to Cup assembly tilt.  |  | <b>Idea :</b>      |   |  |  |                |          |                   | Auto pressing.   |             |       |        |      |        |
| <b>Problem / Present Status</b>  |                     |                      | <b>Counter Measure</b>  |  |                    |   | <b>Benchmark :</b>   |  | 50             |          |                   |  |             |       |        |      |        |
| Frequent Petrol tank rejection for cup assembly.                                 |                     |                      | Cup fitment process changed from manual pressing to auto pulling by providing pneumatic cylinder. |  |                    |   | <b>Target :</b>  |  | 0              |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | <b>Start :</b>   |  | 10/02/2013     |          | <b>Finished :</b> | 25/02/2013   |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | <b>Note :</b>  |  |                |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | <b>Team Members :</b>  |  |                |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | 1. Mr. Prakash wayal.  |  | 2. Mr. Pimple. |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | 3.   |  | 4.             |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | 5.   |  | 6.             |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | <b>Benefits</b>  |  |                |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | P  | Production/hr increased. Rs 0.00                         |                |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | Q  | Customer complaint prevented. Rs 0.00                    |                |          |                   |  |             |       |        |      |        |
|  |                     |                      |   |  |                    |   | C  | Rejection cost due to cup mig Brazing prevented. Rs 0.00 |                |          |                   |  |             |       |        |      |        |
| <b>Why Why Analysis :</b>  |                     |                      | <b>Result :</b>   |  |                    |   | <b>Kaizen Sustenance :</b>   |  |                |          |                   |  |             |       |        |      |        |
| W1 : Why Petrol tank rejection ?   |                     |                      | Customer complaint prevented.   |  |                    |   | What To Do : Check point added in Fixture PM   |  |                |          |                   |  |             |       |        |      |        |
| A1 : Petrol tank rejection.  |                     |                      |   |  |                    |   | How To Do : As per PM schedule.  |  |                |          |                   |  |             |       |        |      |        |
| W2 : Why Petrol tank rejection ?   |                     |                      |   |  |                    |   | Frequency : weekly   |  |                |          |                   |  |             |       |        |      |        |
| A2 : Cup & Tank brazing position shift.  |                     |                      |   |  |                    |   | <b>Cost Incurred For Making Kaizen :</b>   |  |                |          |                   |  |             |       |        |      |        |
| W3 : Why Cup & Tank brazing position shift ?                                     |                     |                      |   |  |                    |   | <table border="1"> <tr> <td>Material Cost</td> <td>Labour Cost</td> <td>Total</td> </tr> <tr> <td>750.00</td> <td>0.00</td> <td>750.00</td> </tr> </table> |  |                |          |                   | Material Cost  | Labour Cost | Total | 750.00 | 0.00 | 750.00 |
| Material Cost  | Labour Cost         | Total                |   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| 750.00   | 0.00                | 750.00               |   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| A3 : Cup surface not parallel with tank surface.                                 |                     |                      |   |  |                    |   | <b>Scope &amp; Plan For Horizontal Deployment :</b>  |  |                |          |                   |  |             |       |        |      |        |
| W4 : Why Cup surface not parallel with tank surface ?                            |                     |                      |   |  |                    |   | Equipmnet  |  | Target         | Status   |                   |  |             |       |        |      |        |
| A4 : Uneven cup pressing by operator.  |                     |                      |   |  |                    |   | k4 CUP Brazing   |  | 11/02/2013     | COMPLETE |                   |  |             |       |        |      |        |
| <b>Root Cause</b>  |                     |                      |   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| Manually pressing.   |                     |                      |   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| <b>Date :</b>  |                     |                      | 10/02/2013  |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| <b>Registered By :</b>   |                     |                      | Mr. Suresh Unde   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| <b>Manager's Sign :</b>  |                     |                      | Mr. Deeplip Khollam   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |
| ----- Bajaj Auto Ltd. (Fabrication) -----  |                     |                      |   |  |                    |   |  |  |                |          |                   |  |             |       |        |      |        |