



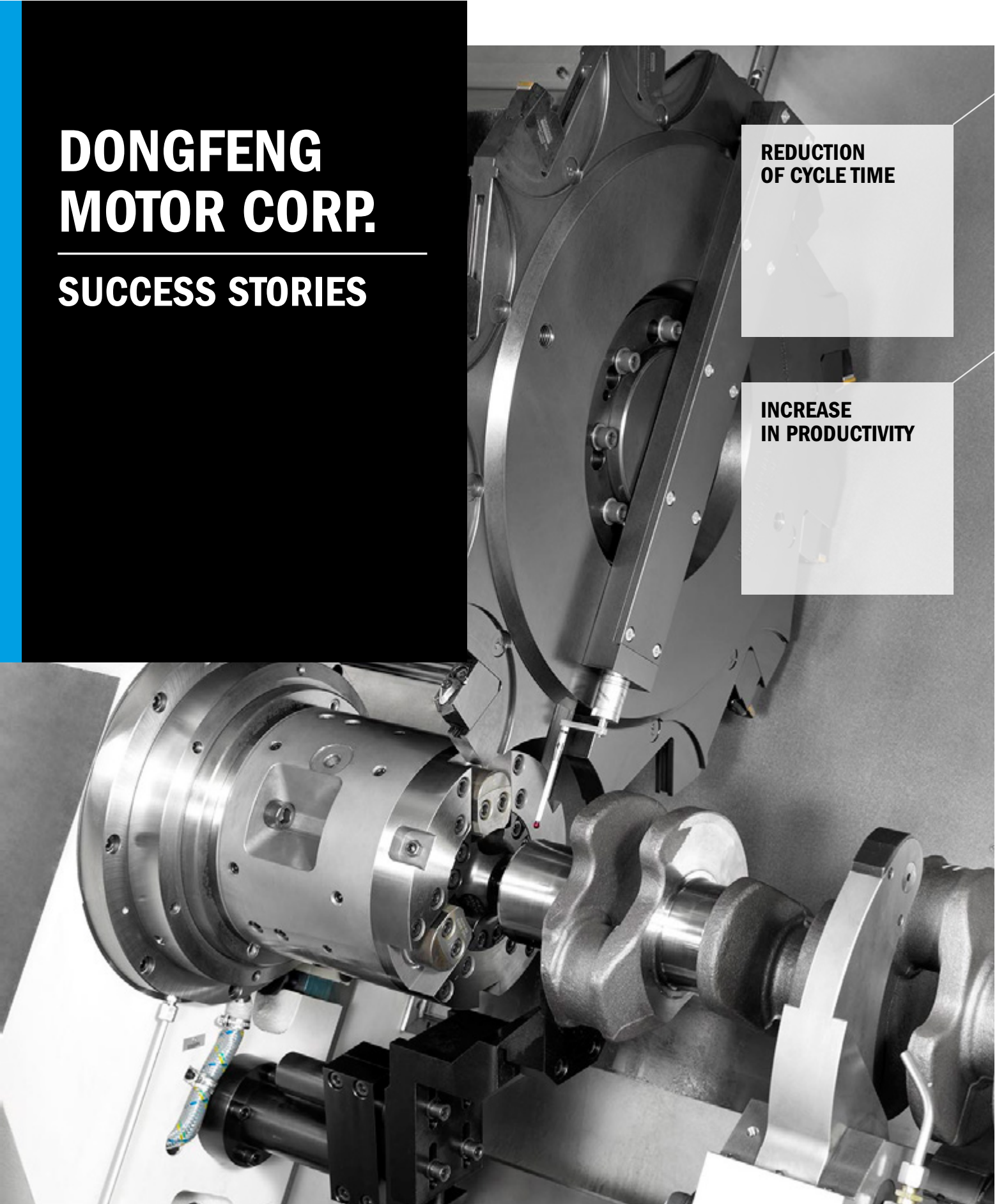
**DANOBAT**

# **DONGFENG MOTOR CORP.**

## **SUCCESS STORIES**

**REDUCTION  
OF CYCLE TIME**

**INCREASE  
IN PRODUCTIVITY**

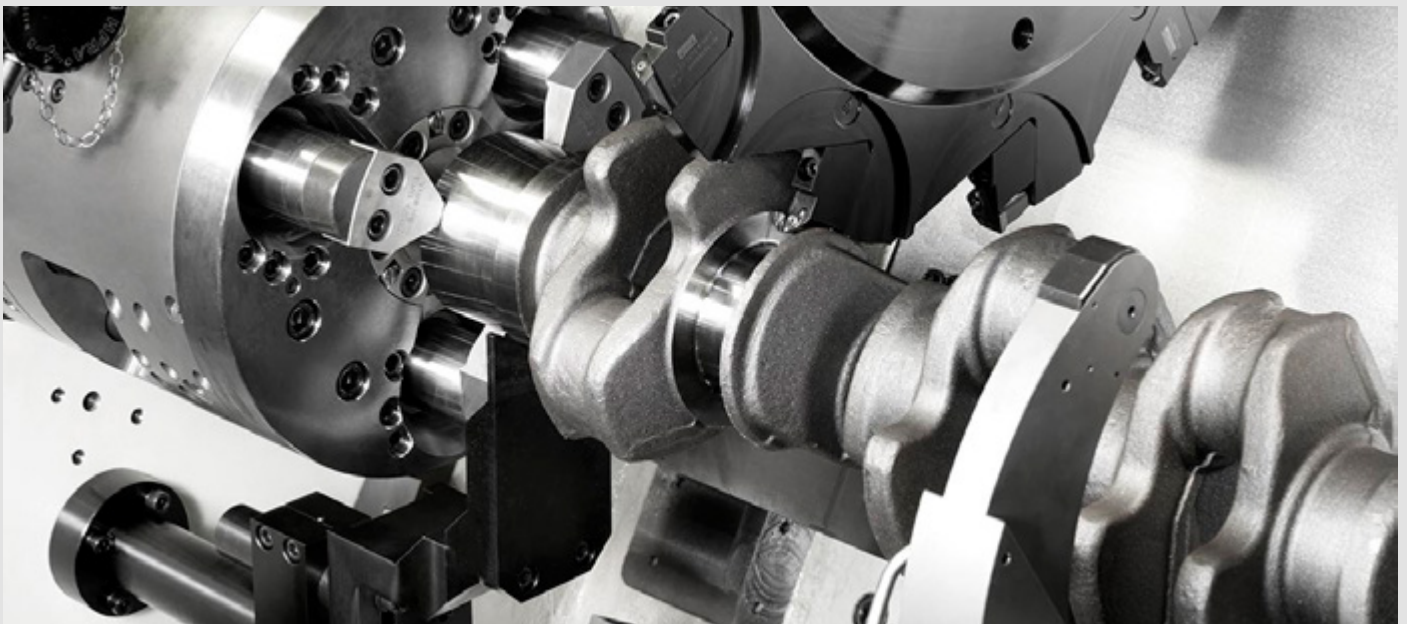


## SUCCESS STORIES DONGFENG MOTOR CORPORATION



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Machining components measuring up to 450 mm in diameter and 1500 mm in length, used to turn the ends and supports of the various crankshafts  
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### INTERVIEW



Founded in 1969, DONGFENG Motor Corporation is one of the 3 giant car makers in China. Its main business includes passenger vehicles, commercial vehicles, engines, auto parts & components and equipment. In the course of over 40 years of development, a set of R&D and manufacturing facilities have been established, along with an extensive distribution and after-sales network.

DONGFENG has just taken delivery of a new DANOBAT lathe. We spoke to Mr. Xiao Guang Sheng, senior engineer at DongFeng Motor Co. Ltd.

**What type of components do you manufacture?**

Currently our main product is high-power diesel engines. Our range includes three models: DCi11, EQ4H and EQX7

**What machining process did you use for your crankshafts before you invested in DANOBAT**

lathes?

We used local machines and Japanese NTC lathes. At that time we were manufacturing cast crankshafts. Many years later we switched our manufacturing process to steel crankshafts, which were much lighter, more compact in their dimensions and had better inherent damping, but this material is harder and more difficult to machine.

10 years ago we visited VOLVO Trucks in Spain, where we saw that they were using DANOBAT lathes to manufacture their components and we realised that there were several advantages in using these lathes. We decided that it could be a good solution for machining our steel crankshafts. Finally, to get the required precision levels, we decided to invest in DANOBAT horizontal lathes.

**Do the DANOBAT lathes meet your expectations?**

The NA lathes offer the precision that our products require. Moreover, they take up less room in the plant. For machining large crankshafts we selected the NA-1500 2TS-2CM, which is capable of machining components measuring up to 450 mm in diameter and 1500 mm in length. We use it to turn the ends and supports of the various crankshafts.

DANOBAT lathes are equipped with two top turrets, two centre headstocks (one of them mobile to adapt to different crankshaft sizes) and retractable jaws which make it possible to turn the end faces around. Thanks to these characteristics, the parts are machined using a single set-up, even with the two turrets running at the same time, which considerably improves the cycle time.

**Have there been changes in the parts to be machined in recent years?**

Over the years, changes have been made in the design of our parts (size, shape, etc.) but DANOBAT has been able to adapt to these changes and offer us a full solution suited to our products, and always equipped with the latest technology.

**How do you rate the relationship between the two companies, DONGFENG and DANOBAT?**

As I have said, the relationship started several years ago: the first lathe was purchased in 2005. Since then, we have invested in several lathes and the fact that the DANOBATGROUP is present in the Chinese market and has a highly qualified service team has contributed to the successful development of all the projects undertaken. We are convinced that in the future the two companies

