

# Forty years of challenges



tion is exported. We have a name for the quality and reliability of our products. Crucial parameters for the type of components we produce, and the business has made heavy investments on this front of late. The secret of Lca Ballauri lies in its family run business dimension. “This is important to us – observes Carlo Ballauri, the founder’s son -. We are in daily close contact with the workers”.

## *The safety of trains in the hands of a solid business’ technology*

**F**rom the first film projectors to railway safety technologies. Lca Ballauri is now 40 years old: four decades of challenges for a small, but solid business, with the capacity to diversify into various sectors and gain a solid standing. Its sights are always set on the future, but its roots are well planted in a past firmly holding the Ballauri family to its enterprise as time passed. It began in 1975, in Rivoli, at the gates to Torino with the object of making super8 sound film projectors. Today, the story continues at Orbassano where, in an area covering 1,200 square metres, they produce complex components for underground, passenger and high speed trains. Specifically they produce sensors for the principal parameters (speed, temperature and vibrations) with relative “box-bogie” connection systems that guarantee the safety of train bogies, as well as the led lighting systems in the cabins of the new FrecciaRossa

1000 train. “After working in the car sector with Magneti Marelli and Valeo – explains Ugo Ballauri, founder of the business – making car components, including the Ferrari’s rear-vision mirror, at the end of the 80’s we started working with Riv-Skf in the railway sector, and have become regular contractors. We started with the first Pendolini, the Etr450 fast trains. Apart from sensors for bogies, also made for the regional Minuetto train model, we are now engaged with the led lighting system in the Frecciarossa 1000 driver’s cabin and relative speed and temperature sensors on the bogies” Lca Ballauri is now a partner to major railway companies: Alstom, Ansaldo-Hitachi, Bombardier, Faiveley Transport, Skf, Trenitalia. “There were only five of us in 1975 - recalls Ballauri – now there are about twenty of us employed. Our current target is to confirm our position, especially in foreign markets where 50% of our produc-

Future prospects for the enterprise above all concern “further consolidation in the railway sector – adds Carlo Ballauri – where we now invest 7% of our turnover in innovation and new studies on design, such as providing sensors for the railway network monitoring system, together with the Torino Polytechnics school, and a safety “multisensor”, combining all the functions for the train to run safely in one sole ‘casing’. Antonio Errichiello, responsible for business development at Lca, looks to the future: “The business – he explains – has great potential for expansion. Thanks to a high degree of competence and specialization in mechatronics and in sensor and led lighting systems. What is more, we are extremely dynamic: each decision taken is put immediately into practice for our customers, with high-tech, innovative cutting-edge products, achieved by systematically investing in research and development”.



Ugo Ballauri



Carlo Ballauri