



Marathwada Mitramandal's
COLLEGE OF ENGINEERING

S.No.18, Plot No.5/3, Karvenagar, Pune-411 052

Accredited with 'A' Grade by NAAC

Accredited by NBA (Electrical and Mechanical Engg. Department)

Recipient of 'Best College Award 2019' of SPPU

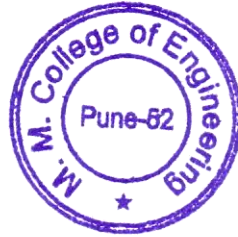
Recognized under section 2(f) and 12B of UGC Act 1956

Criterion 7

7.2: Best Practices

7.2.1. Best Practice - I : Professional skills exposure to students

Sr. No.	Parameter	Academic Year	Documents
1	Best Practice - I : Professional skills exposure to students	2018-19	SAEINDIA BAJA
2			SAEINDIA SUPRA
3			SAEINDIA NIS Efficycle
4			Robocon
5			IEEE Webinar_Hackathon




PRINCIPAL
M.M. College of Engineering
Karvenagar, Pune -52

Report of BAJA SAEINDIA 2019 TEAM ABHEDYA, MMCOE, CAR No. 64

Team Abhedya of Marathwada Mitra Mandal's College of Engineering, Pune participated in the national level competition of BAJA 2019 organized by SAE INDIA from 23rd to 27th January 2019 held at NATRAX-Indore, Madhya Pradesh.

The team of 38 students participated in this event. The journey started with the vehicle transportation on 20th January from Pune to Indore. Further, 8 senior members of the team went to Indore on 21st January 2019 for the unloading of vehicle on 22nd and for the team registration on 22nd on the event site. Remaining 30 members accompanied by Prof. R. P. Tadakhe and Prof. S. S. Raut reached Indore on 23rd morning. It is the first time for Team Abhedya that all the in team members were short listed for the BAJA Aptitude Test which took place on 23rd January 2019. The Technical Inspection of the vehicle was also held on 23rd January. According to our slot, our ATV's Technical Inspection was cleared on 23rd evening in 63 minutes setting a bench mark of clearing TI in minimum most time by our team in the past six years of participation.

On 24th January, the grand inauguration ceremony of the event took place, in which out of 120 vehicles, our ATV was selected on stage for inauguration. It was a moment of pride for the team and the college. Team was interviewed by the chief guests, judges and the media. This year, our ATV ran for a social cause, changing the aesthetics of the vehicle spread a message of Breast Cancer Awareness which was highly appreciated at the event.

After the inauguration, competition was resumed and we smoothly cleared the safety scrutiny and the brake test. Side by side the presentations of static events of Sales and CAE evaluation took place.

On 25th January, the design evaluation was scheduled at 9 am, accordingly we were ready with our vehicle by 8:30 am. Finally, the design evaluation was successfully over by 11:00 am. Remaining static events presentation of Cost and Go green were finished up. Next we went for the first attempt of the acceleration event, wherein the acceleration time was 5.643 sec. After which we made a few alterations in the transmission system of our ATV and went for the second attempt of acceleration, where the acceleration time came out to be 5.527 sec.

Next day was all about the dynamic events. By planning our strategy a night before, we went for the maneuverability event in the morning at 8:00 am. Followed by which we attempted all the 3 dynamic events with two chances each before time, by 5:00 pm. By the end of the day, we made the required changes in the ATV for the endurance race scheduled for next day.

The team reached the event site by 7:00 am & got the ATV ready by the pole position by 9:00 am. Endurance race started at 10:00 am and continued for the next 4 hours. One hour into the race, it was also announced that we were in top 10 of all the total vehicles running. But, after about 90 minutes, shear failure of drive shaft occurred due to a sudden impact of a rock on it, the vehicle still went ahead on the other drive shaft, which couldn't bare the entire load on itself. It was our hard luck that the toe-truck reached the vehicle about 40 minutes later. The failure was fixed in a down time of 11 minutes, but as we had already lost 45 minutes of the race, it severely impacted our performance. After many hardships and obstacles, we managed to achieve an AIR 10 in the endurance race.

Event came to an end with the following achievements in our share,

- AIR 1 in Overall Static Events
- AIR 2 in Design Evaluation
- AIR 4 in Go Green Event
- AIR 6 in Sales Presentation
- AIR 10 in Endurance Race
- AIR 12 OVERALL


In addition to these achievements one student of BE mechanical (Mr. Sachin Patne) got placed in Varroc Group with a package of 4.5 Lacs per annum.


Overall Expenditure:

Sr. No.	Receipt		Payment	
	Details	Amount (In Rs.)	Details	Amount (In Rs.)
1	From MMCOE (For Virtual BAJA)	35,460	Virtual BAJA Expenses	35,460
2	Sponsorship for main BAJA From MMCOE	2,45,000	BAJA Phase-I Registration	23,615
3	Sponsorship From Helical Auto Technologies	2,50,000	BAJA Phase-II Registration	29,500
4	Sponsorship From CEVA-Mr. Milind Limaye	10,000	ATV Manufacturing	5,41,510

5	Sponsorship From Mr. Vinayak Gole	15,000	Faculty Expenses For Main Baja	18,432
6	Revenue Generation From ATV FEST	36,985	Vehicle Transportation Pune-Pithampur-Pune	19,860
7	Faculty Expenses For Main Baja from MMCOE	18,432		
8	Team Members Contribution	57,500		
	Total	6,68,377		6,68,377

Lastly, we thank our college and sponsors for their continuous support throughout the year and making this entire journey possible for us.


 Prof. R. P. Tadakhe
 (Faculty Advisor)


 Dr. P. S. Purandare
 (HOD-Mechanical)

Report on SUPRA SAEINDIA 2018 Competition

TEAM ABHEDYA RACERS, MMCOE, CAR NO. 107

Venue: Buddh International Circuit, Greater Noida, Uttar Pradesh

Event Dates: 11th June to 16th June 2018

The team members of Team Abhedya Racers and two Faculty Advisors Prof. A. D. Desale and Prof. R. P. Tadakhe started the journey at 5:15 pm on 9th June 2018, Saturday and arrived in Delhi at 9:30 pm on 10th June, Sunday. As per plan, we boarded the bus which was supposed to pick us and drop to our accommodation place. At about 11 pm we reached to our property.

On the **day 0**, i.e. 11th June, all teams were supposed to register their team names, members and faculty advisors at registration desk. We registered all the information till 11 am and took our vehicle and inventory inside the pit. Our pit number was 107. Rest of the day was free for us, thus, we made our vehicle ready for Technical Inspection- Safety Scrutiny which was scheduled on the next day i.e. 12th June.

On the **day 1**, i.e. 12th June, all the teams who wish to go for Safety Scrutiny Check were supposed to register their names to Technical Inspection Bay. We did so, and we were allotted Bay No. 4. Team Captain and 2 drivers took the vehicle to the bay, 4 judges inspected the vehicle for about 40 minutes. They asked us to do corrections at 12 points like to fill the weld completely, replace the nylon nuts with metal lock nuts in some places, replace the head restraint, etc. It was already 5 pm, the event site was about to be closed, so the team planned to solve the corrections on the very next day.

On the **day 2**, i.e. 13th June, 3 of the team members went to Surajpur, UP in search of metal lock nut, rubber bids, grommets, etc. And rest of them went to event site for the remaining work. We had to use Hot Pit, where all the power tools and welding can be done, to fill the welds. The team name was again registered for Safety Scrutiny (2nd Attempt) after completing the Hot Pit work, till then the members who went to the market arrived. But, they were failed to get the metal lock nuts. Again the same judges inspected the car. Many of the points which was supposed to be corrected were signed. We missed the sticker of Safety Scrutiny because of just two point, as the judges again marked the issue of metal lock nuts and wire locking to the brake calipers again.

On the **Day 3**, i.e. 14th June, again 2 of our members went to Kashmiri Gate and Old Delhi in search of metal lock nuts. Till then, others went to the event site. While contacting on phone with those to members, we got to know that the metal lock nuts of required size are not available at Kashmiri Gate also. Till then, we made our vehicle ready for the third and last attempt for the Safety Scrutiny with wire locking. The Judges came, and inspected the vehicle once again. We explained the scenario of not getting the metal lock nuts to them, they rechecked the rest of the vehicle and finally decided to give the Safety Scrutiny sticker. As per the schedule, 14th June was the last day to clear Technical Inspection, we hurried with the remaining test like Weight check, Egress Test, Tilt Test and Brake Test. We went for weight check, it was 221 Kg without driver and 294 Kg with driver. Moving forward to Egress Test, the driver Devavrat Pohnerkar took 11 seconds to complete it and was failed in his first attempt, because he needed some practice. Team Captain requested the judge to give some time to practice, he allowed. It took almost 3 hours of practice for both the drivers to come out of the vehicle in 5 seconds. We went for the Egress test again. This time, Devavrat Pohnerkar and Omkar Salunke completed their Egress Test in just 3.63 seconds and 3.0 seconds respectively. Team then headed to fill the Speed Petrol followed by Tilt test. After filling the petrol, there was an unexpected leakage in the fuel tank. To fix this problem it took almost an hour for us. The team was already in a chaos as it was last day to complete Technical Inspection. At the end of the day 4, we took the vehicle for Tilt Test. But the booth was closed before time. They registered our car number as asked us to do it the very next day in the morning.

On the **day 4**, i.e. 15th June, as per scheduled program, we were having our Static Events- Design, Cost Analysis and Business and Sales Presentation along with Tilt test, Noise test and Brake Test and Dynamic Events- Autocross, Skidpad and Acceleration. Team has already planned the strategy for this day. As per the plan, we cleared the Tilt test with no leakage at 45 degrees and perfect vehicle stability at 60 degrees. The team captain Digvijay Shinde, along with heads of all department- Rohit Teke (Brakes), Abhimanyu Shewale (Rollcage), Omkar Salunke (Suspension) and Dhairyshil Patil (Steering) headed for Design. At the same time, Cost analysis started and team members Shubham Sagar and Ankit Shah went for it. Design was going totally good, till when the judge spotted that the battery was not clamped. Because of this reason, he called our Technical Inspector Mr. Gagandeep to ask him about the battery clamp. Mr. Gagandeep took off the Safety Scrutiny sticker out of anger, because he thought we had made changes in the

car, which is not allowed to do after Safety Scrutiny Check. It was already time for Business and Sales Presentation. Akib Attar, Rhushikesh Bhosale and Rajwardhan Kulthe went for it at 11:30 am as per scheduled time. It went pretty good. The team Captain, Vice Captain and heads then decided to meet Mr. Gagandeep (Technical Inspector) in personal to tell him about the actual reason about not clamping the battery. The Electrical and Engine Harness Dept members took out the battery to charge it over-night, a day before. Because of the ongoing chaos, one of them forgot to clamp the battery, which as a stupid mistake from our side. Team apologized to Mr. Gagandeep, and he was convinced. He, along with some German Judges inspected out vehicle again and finally Gave back the sticker. It was time for Noise and Brake Test. Team cleared Noise Test without any problem in its very first attempt and recorded 106 db. Then the team took its car to Brake test. In the first attempt of Brake test, the vehicle was not able to touch 40 Km/h speed before locking of the tires, hence it was failed. Because, the differential mounting got bend because of very high torque. This was absolutely an unexpected failure. Team member of that respective department managed to fix the mounting and the vehicle was ready for its second attempt. Driver Omkar Salunke took successfully took the car to 40 Km/h and locked all the four wheels on the signal of the flag. Team cleared the Brake test, hence completed the Technical Inspection. **Team Abhedya Racers was among the 28 teams which cleared the technical inspection.** The Drivers' walk was scheduled on this day at 5 pm. So, the Captain and heads decided to skip the Dynamic Events and directly go for Endurance Race.

On the **day 5**, i.e. 16th June, Endurance Race was scheduled. As per the plan, team reached at the event site at 7:30 am to fix the differential mounting neatly and complete rest of the work. The differential mounting was fixed properly, and the vehicle went for endurance line up. During the line up, the Judges were supposed to inspect the vehicle again for the safety purpose. Judges then spotted the slack in the chain and play in the Rear UCA. Team Captain, members and head of the respective department sat to clear the problem asked by the judges to clear. It was cleared within 15 minutes. Drivers Omkar Salunke and Devavrat Pohnerkar along with Technician and Transmission Dept. Head Amol Gurule took the car on the track. We were allotted for second lot in endurance race.

Team Abhedya Racers (Car No. 107) successfully completed the endurance race and ranked 24th all over India in SUPRA SAEINDIA 2018. Team's efforts and faculty's support

lead to achieve this rank. We learnt from our mistakes that we made during SUPRA SAEINDIA 2017 and made improvement in vehicle as well as team management helped us to improve our rank from 28th to 24th.

The team, after the 6 days of hectic schedule used the day 17th June for refreshment and to explore Delhi. The return journey started on 18th of June at 10 am from New Delhi Station. The train was 7 hours late, we boarded the train at 1.00 pm and reached Pune Station at 10.00 pm on 19th June.

We are very thankful to the management of Marathwada Mitra Mandal, Pune; the Principal, MMCOE Pune, HOD, Mechanical Engg., staff of mechanical Engg. Dept. for their whole heartedly support and guidance without which it was not possible to achieve this glory.

Noteworthy Achievement: Team Abhedya Racers completed the endurance race without any failure in the car.

Expenses for the SUPRA SAEINDIA 2018

Sr. No	Particulars	Amount
1)	Contribution from college	2,00,000/-
2)	Contribution from students	1,65,665/-
3)	Sponsorship	35,500/-
	Total	4,01,165/-

Date: 25/06/2018



(Dr. K. R. Patil)
Senior Faculty Advisor,
MMCOE SAEINDIA Collegiate Club

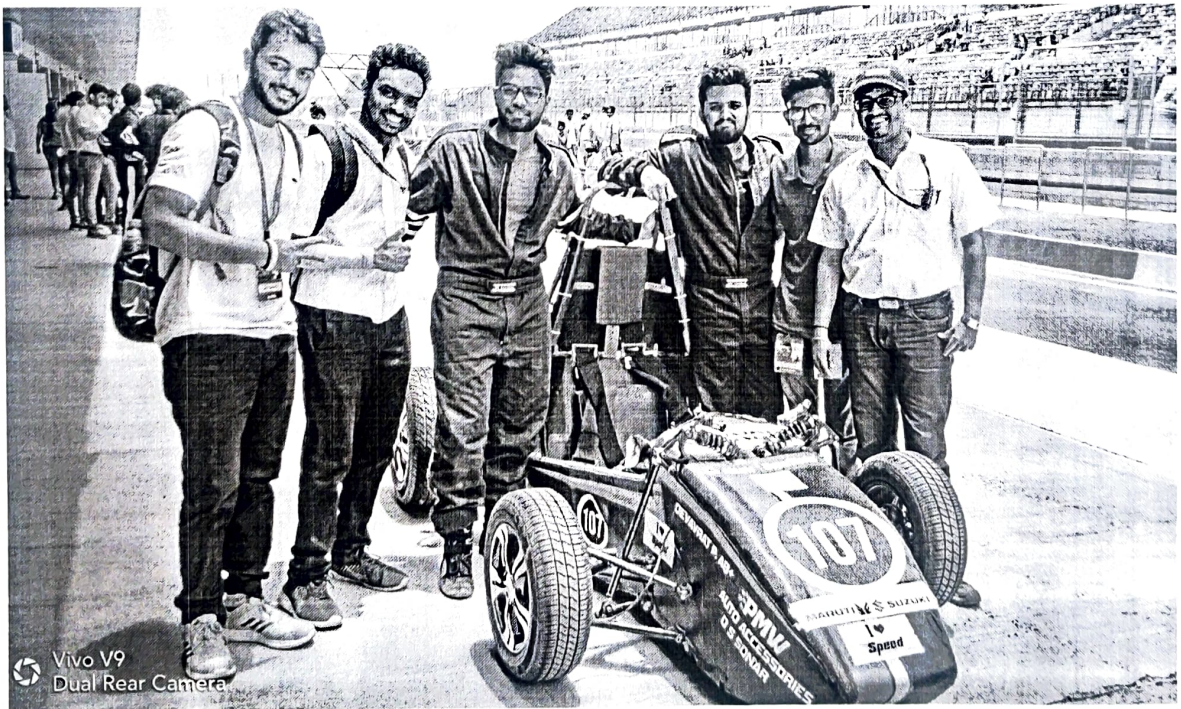
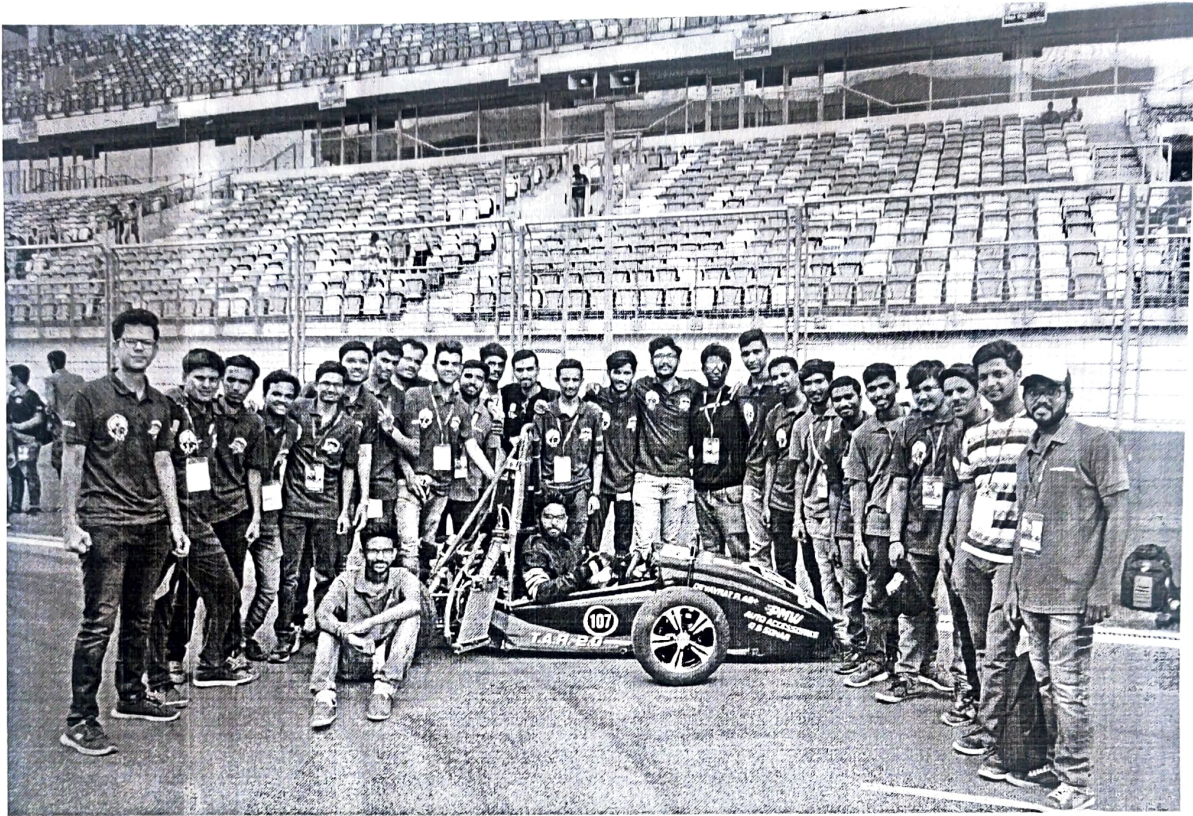


(Prof. A. D. Desale)
Additional Faculty Advisor,
MMCOE SAEINDIA Collegiate Club

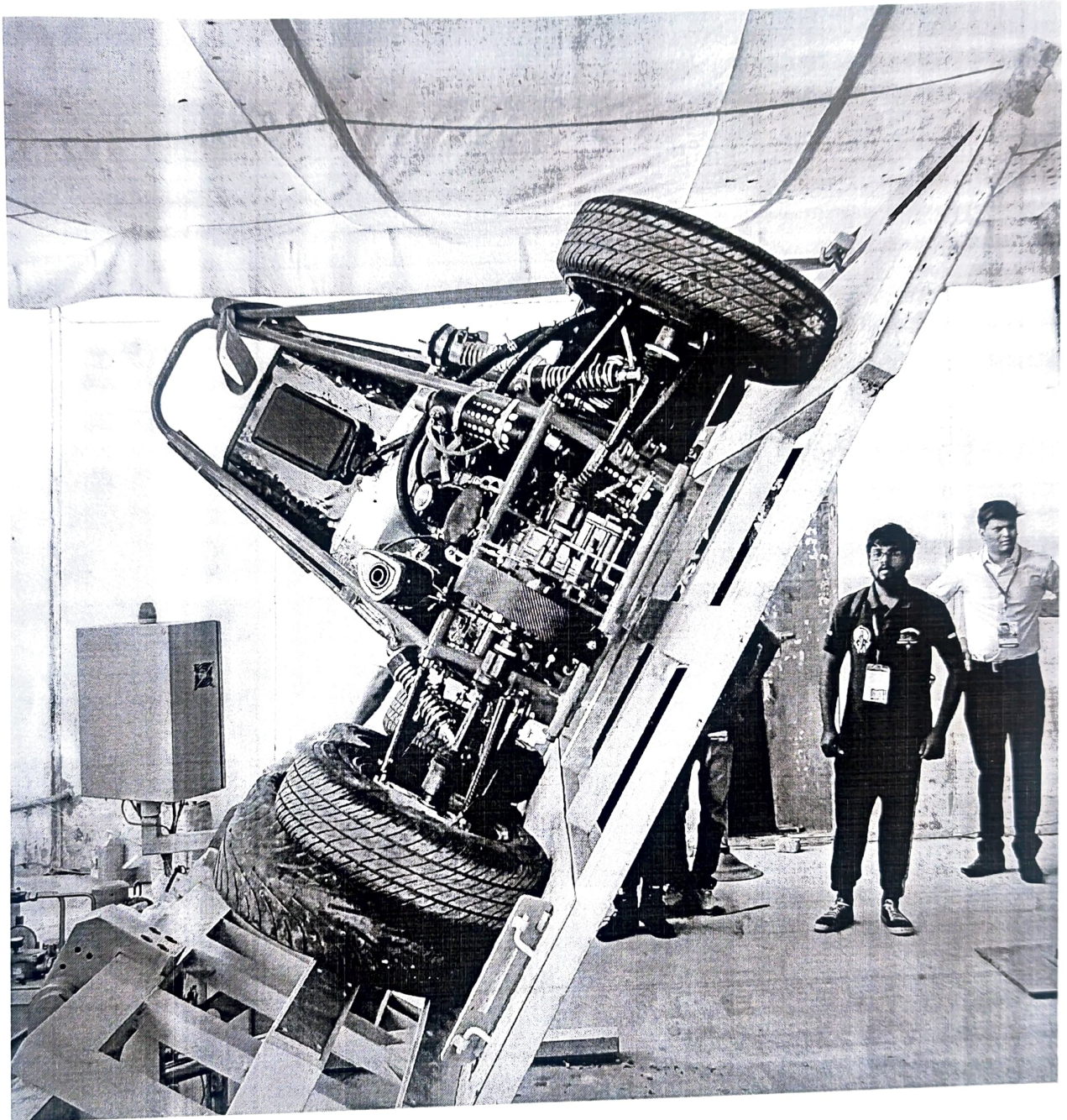
R. P. Tadakhe

(Prof. R. P. Tadakhe)
Additional Faculty Advisor,
MMCOE SAEINDIA Collegiate Club





Vivo V9
Dual Rear Camera



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SAENIS Effi-Cycle 2018 competition

Pre-Event Preparations:

After the local T.I. check and ok confirmation on 25th September 2018 we were given few points by the mentors to work on before events, those are

- 1] Use lock nuts all over the vehicles
- 2] Anticorrosive coating on the metal roll cage.
- 3] Wire harnessing, chain covering and mudguards

Without making any delay we completed the above points and started the packaging of vehicle and purchase and manufacture other spare parts

- The vehicle was loaded in a container to transport to LPU, Punjab on 3rd Oct 2018 so that it will reach on the event site on 7th oct. 2018 as per the transporting company.
- We, team Achilles along with our faculty advisor Mr. A. M. Suryawanshi sir, departed to LPU, Punjab via Mumbai on 6th Oct 2018 at 12pm by Paschim Express from Bandra Terminus and reached there on 7th Oct 2018 on 8 pm & stay near LPU, Boys hostel.
- The Transporting vehicle was expected to be there at the time we arrive on 7th Oct 2018, but since it didn't reach there, we called the company and the owner said that it will reach there on 8th Oct 2018 in the evening.
- On 8th Oct 2018 evening when we called the owner due to unarrived of vehicle, he said that the vehicle will be further delayed to 9th Oct 2018 morning due to some breakdown reason and when the vehicle didn't arrive on 9th Oct 2018, we called the owner and driver again and again, as both of them were giving us different information about the location of the vehicle.

EVENT DAY 1 (9th Oct 2018)

- As the vehicle was at Bhatinda on the distance of 90km at 10 am according to company owner, we waited for 2 hours for the registration of vehicle as it was mandatory to report the vehicle at the time of registration
- We called the driver but he wasn't responding, and the owner's information was not found trustworthy.

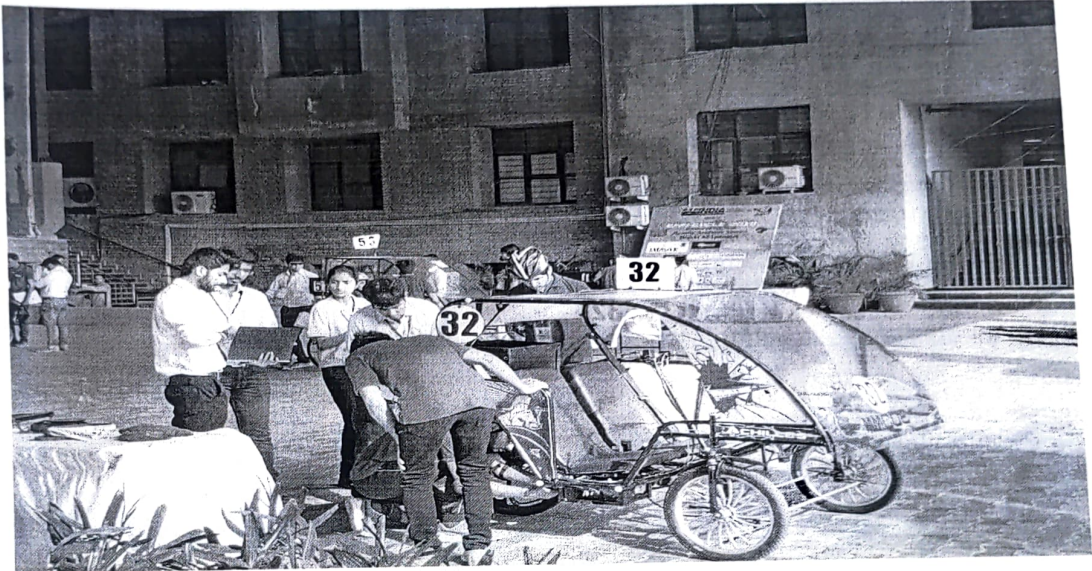
- We immediately contacted the Efficycle Organizing Committee Head Mr. Jeetendra Gaur sir and told him the problem.
- He personally contacted to our transporting company owner and then the owner said that the vehicle will arrive on the event site at 6 pm!
- The committee considered our problem and allowed us for registration. But as the T.I. was started immediately after the registration, we were unable to present our vehicle for the 1st T.I.
- At 6 pm the Owner contacted us and told that the vehicle is stuck in No entry zone and cannot move from there before 10 pm!
- We again contacted to the organizing committee and seek the permission for vehicle reporting at 10 a.m. on the next day (10th Oct 2018)

EVENT DAY 2 (10th Oct 2018)

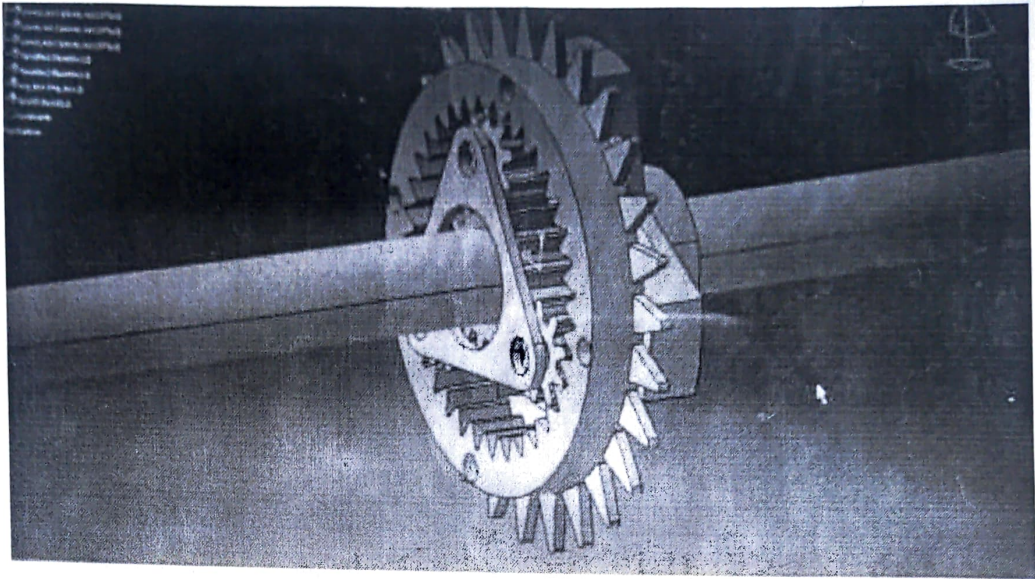
- The container truck arrived at 11 a.m. and then we unloaded our vehicle and all the parts and tool boxes in the LPU campus.
- There we unwrapped all the packaging ropes and bubble wrappings and checked whether it is been transported safely or not.
- We found that our vehicle was not damaged due to proper packing and then immediately we started to assemble the vehicle.
- Then we assembled the vehicle completely and at 5 p.m. we lined up our vehicle for the 1st T.I. (Technical Inspection) but as there were many vehicles in the line and the T.I. closing time was 7 p.m., we couldn't attempt the T.I. on 10th Oct 2018.

EVENT DAY 3 (11th Oct 2018)

- The static events were held on this day, so we were on the mark early in the morning, knowing that we have to manage the static events and T.I. both on the same day.
- We lined up our vehicle very first, early from 8:30 a.m. as soon as the pits got open, and the T.I. started at 10 a.m.



- Our T.I. was carried out for about 40 minutes and we were asked to do some changes by the inspectors.
- We were also simultaneously going for the static events of:
 - 1) Marketing Presentation
 - 2) Cost Evaluation
 - 3) Design Report Presentation
 - 4) Build Quality Presentation
- The vehicle was needed to be present for the T.I. and static events as well, so it took us the day to complete the T.I. Safety Check OK.
- Meanwhile we found that the epicyclic gearbox that we were using for innovation, was not functioning properly as it was reversing the pedals when motor was started, so we have to remove the gearbox and give direct drive to the rear wheel as usual practice (also used in our last year's vehicle).



Epicyclic Gearbox

- So we couldn't attend two of the static events. Viz. Innovation and Regeneration report (These were not mandatory events) but we managed to complete all the static events and Technical Inspection's 'Safety Check Ok' part.



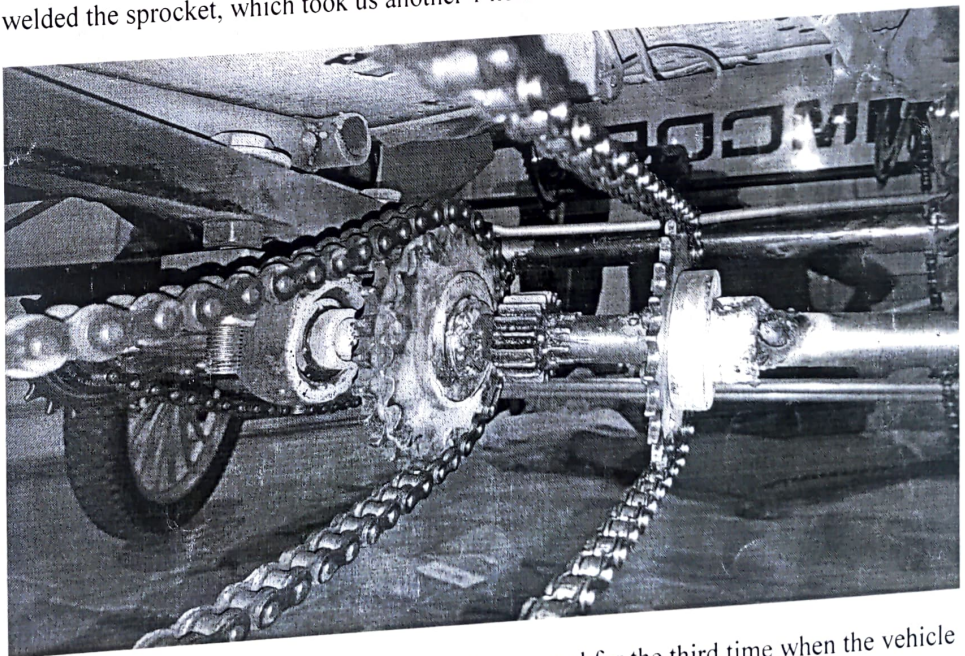
- At the end of the day, after T.I. we encountered some problem in starting of our motor provided to us by event organizing committee, but as the event timing was finished for that day we couldn't contact the committee personally, so we called the authorized motor supplier and technical inspector for electric drive test, who asked us to bring the motor at 10 a.m. next day.

EVENT DAY 4 (12th Oct 2018)

On this day we have to clear the below mentioned Dynamic events:

- ❖ Figure of Eight Test
- ❖ Braking Test
- ❖ Electric Drive Check
- ❖ Drive Excellence Test
- ❖ Acceleration Test


- We showed the motor connections to the inspector who arrived there at 10:30 a.m. and he checked all the connections and motor and resolved the issue which was occurred due to vigorous testing in T.I.
- This whole process took our 2 hours then we lined up for the Figure of Eight test at about 12:30 p.m. And we got our 1st attempt out of 5 at about 1:45 p.m.
- In our 1st attempt the rear chain was slipped down. We fixed the chain again and in our 2nd attempt the whole sprocket was slipped due to loosening of grab screw
- Finally, we decided to weld the sprocket so we took the vehicle to the welding area and welded the sprocket, which took us another 1 hour.



- Then again, we lined up at 3:10 p.m. up and attempted for the third time when the vehicle was unable to turn 2 times, due to improper setting of steering mechanism.
- We immediately changed the setting and attempted 5th time and passed the Figure of test at 4p.m.



- Making no further delay we took our vehicle in the pit, checked and tighten all the nut bolts and brake wires and we line up for braking test and successfully completed it at 5:20 pm in 2 attempts.
- In brake test our weld of rear sprocket got broke again and we have to weld it again in the welding area.
- Also, the motor was not working again so we called the motor supplier and fixing the issue took us another 45 minutes.
- At 6:40 we were at the place of electric drive check where we finally passed the electric drive check, but the time to participate in the acceleration test was over, without which we couldn't participated in the drive excellence and endurance test held on next day.
- Finally, we tried to talk with the committee to give us some more time, considering the late arrival of our vehicle but they refused us as they wanted to plan and prepare for the next day endurance run track.
- Then having no other option, we packed our vehicle and loaded it back on the next day on 13th October and the vehicle reached here in Pune on 17th Oct 2018.


Mr. A. M. Suryawanshi
Faculty Advisor



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ROBOCON 2018

Faculty Advisor -

Prof. Gaurao Chaudhary
Prof. Shubhangi Joshi

Introduction -

Team Rudra is the Robotics Club of Marathwada Mitra Mandal's College of Engineering. Team Rudra has been participating in ABU Robocon since 2015. Robocon is a Robotics contest organised by Asia Pacific Broadcasting Union where teams of engineering students from various countries in Asia Pacific Region compete to complete the given tasks.

Every year the host country selects the game theme based on their culture and traditions. All the participating teams develop 2 Robots to complete the given tasks within the set time constraints.

Since our debut in Robocon 2015, where we were awarded the "Best Rookie Award". Team Rudra has shown remarkable progress in a very short time span, currently acknowledged as one of India's Best Teams.

Organizing Country - Vietnam

Theme - "NÉM CÒN" The Festival Wishing Happiness & Prosperity

Theme Implementation -

The theme comes from a traditional game in ethnic region of Vietnam, namely ném còn (throwing shuttlecock). The goal of the game was to throw the shuttlecocks through the ring at height. In Vietnamese culture, the game is about celebration and making friendship.

The two robots created by Team Rudra were called hope and faith where hope was the manual robot whose task was to pick the shuttlecock from the rack and hand it over to the automatic robot faith.

For picking the shuttlecock placed on the rack, hope was equipped with a picking mechanism which consisted of a circular disk like structure with precisely cut slots at the outer end. This mechanism was allowed to rotate in both clockwise and counter clockwise direction with the help of a high torque dc motor. By rotating the



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mechanism in one direction the robot was able to pick up the shuttlecock which was hanging on the rack .The robot was designed in such a way the it could pick up multiple shuttlecocks at once which made it very efficient. After picking the shuttlecock the shuttle cock was passed to the automatic robot by simply rotating the picking mechanism in counter direction.

Faith, the automatic robot which was used to throw the shuttlecock through the loop consisted of laser sensors which were used to detect whether the passing process was completed or not. Once the passing process was complete, the robot with the help of its line following sensors used to automatically travel to the throwing zone. Once it reached the throwing zone the throwing mechanism was used and the shuttle was thrown through the loop. The required force and velocity for the throwing the shuttlecock was achieved using a pneumatic actuator connected to the throwing link. The pressure was varied to achieve variable range.

Team Achievement -

Team Rudra secured an excellent All India Rank 23rd in the Nationals of 2018.

Team List -

Name	Branch	Year
Prashik Taware	Mechanical Engineering	Final Year
Arbaz Shaikh	Mechanical Engineering	Final Year
Shreyas Shetty	Mechanical Engineering	Final Year
Shubham Deshpande	Mechanical Engineering	Final Year
Aditya Fuke	E&TC Engineering	Final Year
Vivek Kulkarni	E&TC Engineering	Final Year
Vrutik Velani	Mechanical Engineering	Third Year
Hrishikesh Joshi	E&TC Engineering	Third Year
Mervyn Vaz	E&TC Engineering	Third Year
Pranav Auti	E&TC Engineering	Third Year



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Rishikesh Ramdasi	E&TC Engineering	Third Year
Yashraj Hawle	E&TC Engineering	Third Year
Litesh Bhole	Electrical Engineering	Third Year
Pratik Kurbet	Electrical Engineering	Third Year
Adwait Shiralkar	Mechanical Engineering	Second Year
Gautami Deshpande	Mechanical Engineering	Second Year
Harshal Kulkarni	Mechanical Engineering	Second Year
Neha Awate	Mechanical Engineering	Second Year
Shridhar Myakal	Mechanical Engineering	Second Year
Soham Bhawe	E&TC Engineering	Second Year
Swaraj Deogaonkar	E&TC Engineering	Second Year
Prathamesh Phulpagar	Computer Engineering	Second Year
Sanket Kale	Computer Engineering	Second Year
Vishakh Shewalkar	Computer Engineering	Second Year

Faculty Advisor

Prof. Gaurao Chaudhary

Prof. Shubhangi Joshi

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Report of
"Hacksprint V1.0"
from 22nd March, 2019
to 24th March, 2019

The ISTE Students' Chapter of Marathwada Mitra Mandal's College of Engineering, Pune collaborated with the ACM Student Chapter, MMCOE to conduct HackSprint v1.0 - a 36 hours hackathon - from 22nd March, 2019 to 24th March, 2019. The competition was organized in the college premises in association with India Forensic Pvt. Ltd., Cybervault Security and Solutions, ISACA, and Prudent Software and Grooming Academy.

Competition Details:

To compete in this competition, candidates had to register in a team of minimum 3 and maximum 4 contestants with a minimal registration fee of 400 rupees. The competition had teams tackling live APIs and problem statements (Software and IoT) given by the sponsors. The teams were guided by alumni mentors from MMCOE. The evaluators from companies did the assessment of the work done by the teams to declare the winner.

Conduction of the Programme:

The programme started with felicitation of the guests, Mr. Prithviraj Patil, Assistant Vice President, Citi Group and Mr. Mayur Joshi, Director, India Forensic Pvt Ltd. The event was successfully conducted on college premises with 21 teams consisting of 56 boys and 21 girls with all the requirements of the participants met.

The participants were given time to select their problem statements and then they started working on

it after having a brief conversation with the alumni mentors who helped out the participants in their technical difficulties. ISTE and ACM support team were there to help out with anything that the participants needed, making it a very efficient and successful event.

The participants worked to the bone to bring the problem statement to realisation. The determination of the participants and ability to work out the small details resulted in some very interesting and unique implementations of the given problem statements within the given set of rules of the competition.

The programme ended with the result declaration of Shubham Thorat and group from AISSMS COE as the winners of the hackathon with the prize of 10000/-, Aditya Deshpande and group of MMCOE were first runner ups with the prize of 7000/- and Shivani Kadam and group from MKSSS Cummins College were the second runner ups bagging the prize of 5000/-. The winners were felicitated by Mr. Hemant Dhole and Mr. Pushkar Desane from ISACA. Three distinct groups were also presented 'The Best Performance Award' with a consolation amount of 1000/-.

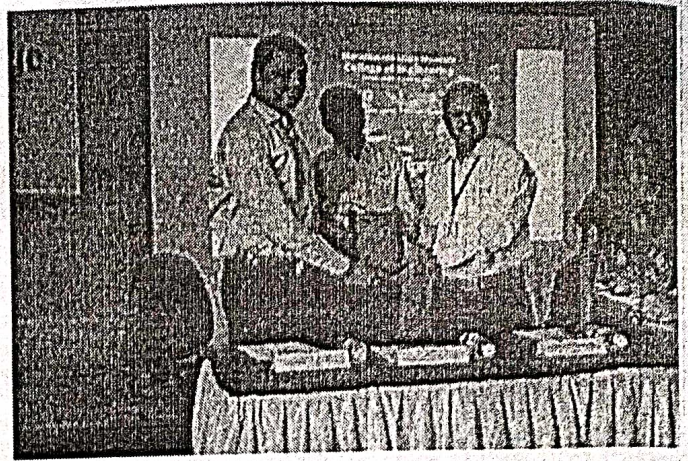
It was a challenging yet enthralling competition with some very interesting problem statements resulting in unique takes on them by the participants. Such a feat was only possible due to the support of the teams, staff members, alumni mentors, ISTE organising committee and ACM organising committee.



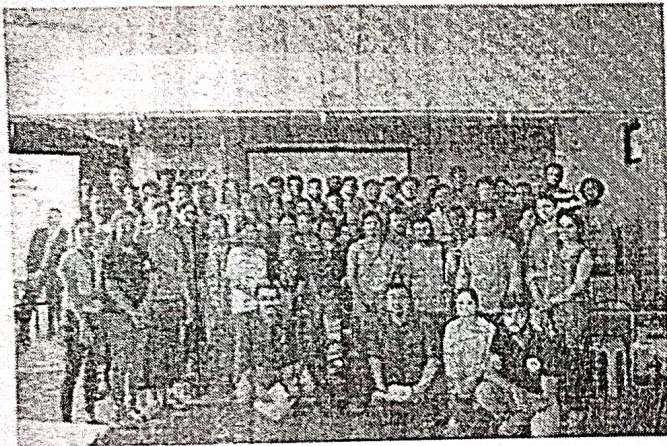
Photographs:



Inauguration of HackSprint v1.0 by the hands of Mr. Mayor Joshi and Mr. Prithiraj Patil



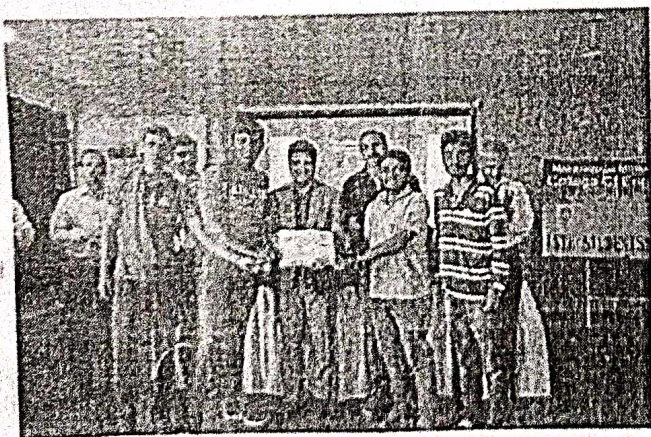
Felicitation of Guests by Principal Dr. S. M. Deshpande



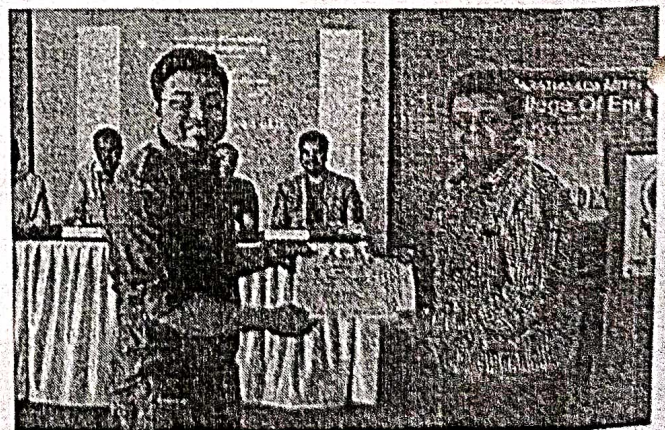
Group photograph of all participants and mentors




Participant teams enthusiastically working on code





Felicitation of winning team



Felicitation of Mr. Chinmay Kaundanya Alumni Mentor


Ms. Harshada Burande
Technical Committee


Mr. Nikhil Dhavase
Faculty Advisor, ACM


Mrs. S. S. Shiravale
Faculty Advisor, ISTE



Marathwada Mitra Mandal's
College of Engineering
Karvenagar, Pune-52
Accredited with 'A' Grade by NAAC

List of Mentors associated with HackSprint v1.0:

Computer Department

1. Omkar Pathak
2. Akash Nalawade
3. Chinmay Kaundanya
4. Bharat Mazire
5. Chinmay Chiplunkar
6. Rutwik Choughule

Information Technology

7. Yash Shah
8. Rupali Shende
9. Rohan Jadhav
10. Taher Punawala
11. Arpita Kulkarni
12. Shrinivas Deshmukh

E & TC

13. Shubham Katore

HO

Ms. Harshada Burande,
Technical Committee

[Signature]

Mr. Nikhile Dhavase
Faculty Advisor, ACM

[Signature]

Ms. Sankirti Shiravale,
Faculty Advisor, ISTE

