

cars for a while, you should be mounts can be described as the the engine into vehicles. These mounts ensure the absorption external damage. Here are the



Hydraulic mounts

. Hvdraulic mounts are usually made of hollowed rubber in a metal casing, where the mounts store hydraulic fluids inside. Not only do these mounts attach the engine to the chassis but they help minimize vibrations over low and high frequencies. Being frequency dependent, these mounts are easily tunable to absorb vibrations in different instances. such as type of road or terrain, to ensure optimum comfort with the lowest noise. Although hydraulic mounts have many advantages, these mounts tend to be more expensive and less durable than

When to change and maintain engine

Engine mounts in general do not need regular maintenance replacements, but it is essential to check for any sort of

have gone hard. Some of the common happenings when engine mounts start to wear out are increased vibrations than normal, bumpier ride quality, and noises in the engine bay like thumping, clacking or sounding like the whole engine is hitting something. Visual wear can also be seen in the mounts themselves, something you should look out for. Engine mounts can last decades if

cars are driven properly but depending on the amount a vehicle gets driven. engine mounts are rated to last 5-7 years. Although they last for a long time, when mounts go bad, they need to be treated as soon as possible as they are one of the more essential parts that hold the drivetrain to the chassis. Reconditioned engine mounts for most cars can be found in Eskaton and Bangla Motor areas in Dhaka if your car is showing symptoms or needs replacement.



in the Bangladeshi gig business model

and South Asian countries that

regarding the gig economy and

unveil some misconceptions

entrepreneurial challenges

are detailed below.

in these gig models. Some of

these most notable obstacles

JINAT JAHAN KHAN As Bangladeshis, many of us may be familiar with the term 'khaep', where gig Owing to mobile technology, workers connect to customers directly people can now work both without using the platform as a medium offline and online for short-Basically, ride-sharing platforms face such scenarios where both riders and clients term engagements called prefer not to use the platform for their 'gigs'. The phenomenon of a gig own benefit. A client can get a discounted economy can be illustrated by price for the ride, and they get the privilege to shop around and choose the a situation where an individual cheapest price as workers generally gather works on a temporary or in a particular area for taking a 'khaep'. part-time basis and has more Hence, the rider is able to avoid paying independence and flexibility a commission that may range from 10% to 30% and can bargain freely without than traditional workers. In the app's algorithm getting in the way. turn, these workers have For instance, an interviewed Trucklagbe little or no job security. Since driver stated how the unfavourable trip last year, Fairwork, with its fare, the higher commission rate and the discrimination among workers had country partner DataSense, has discouraged him from adapting to the published the annual Fairwork 'khaen' system. Bangladesh Ratings Report to understand the working conditions of platform-based gig workers in Bangladesh. These reports contain exclusive facts relevant to Bangladesh

Though it is still not evident whether the overall ride-sharing industry is hugely affected because of this, it shows how important it is to work on the policy level. As such, the data shows that it is necessary to ensure that workers do not feel discouraged and oppressed, which may lead them to leave the market and choose alternatives. The existence of the gig economy is largely dependent on the customers' demand and the spontaneous participation of gig workers. The derailing of this business to become the usual transportation system offers no security to clients and riders since the secured media

Having no app involved means that there is no verification and guarantee of the workers' identity, alongside the absence of a tracking option in case of

workers are at risk of facing a financial loss since there is no standard set charge Lack of security and credentials, an ambiguous price system and possible financial loss of both riders and clients make this aspect of the gig economy uncertain. If 'khaep' cases exist to continue, platforms may struggle to exist with a minimum profit, suggests the findings.

Intermediaries intervening between platforms and workers

Both Fairwork reports showed that one of the causes due to ride-sharing gig workers is often a net negative income, in which a large portion of their earnings goes to the intermediaries. Commonly, three kinds of intermediary engagements can be found in Bangladesh. Firstly, a worker may agree to enter the economy with a fixed contract with the vehicle owner, and secondly, if he agrees to share a portion of his profits instead of a fixed amount. The third model is where the owner pays the worker a fixed monthly salary as he does to an employee. In this case, the owner is able to get a hold of the additional earnings from these gigs. As reported by a worker, around 50% of his income is used to pay the intermediaries, which increases the worker's debt further.

These intermediaries are not formally recognised by platforms. Nonetheless, they significantly control workers' earnings when they are on contractual or profit-sharing terms with workers. Under such intermediary models, platforms remain unaccountable for workers' sufferings, while intermediaries get advantages making gig workers more vulnerable and pitiful

Net negative income or platform debt As per interviews with many different gig workers, most opt to join several platforms at once to have a better income source. Having an easy procedure and fewer requirements to join has made this option more alluring to the concerned workers. However, workers start emerging in a pool of debt when as soon as they join, a large share of income gets claimed by the platform, and in some cases, by intermediaries as well.

As per the 2021 report, 16 out of 103 gig workers were in a net income deficit of around Tk. 66,000. These workers were from ride-sharing platforms. Besides intermediaries, the common reasons for such negative income are high maintenance costs, monthly instalments. higher commissions and customers' refusal to pay extra for a longer route. Due to the informal model of the gig economy, platforms are not bound to give their workers financial support and security or to cover the basic expenditures to perform their gigs. Both the lack of platforms' accountability and the ubiquity of intermediaries incur to deepen the platform dept, causing net negative income for gig workers.

No clear representation of gig workers

in the legal context in Bangladesh In Bangladesh, many workers work in the gig economy full-time (40 hours per week) or even beyond this threshold. Digital platforms use different mechanisms such as ratings and point systems to decide the allocation of working hours, tasks and compensations for these workers. Such mechanisms are only functional when gig workers are contributing a good amount of time to the platform. Consequently, academics and activists have raised the argument of gig workers as regular workers/employees who should be able to claim minimum wage and basic benefits. However, it is not clear whether the 2018 amendment to the Bangladesh Labour Act or such legal frameworks explicitly recognise local gig workers. The lack of protections, poor working conditions and precarity discourage gig workers to continue work in the platform-based gig economy despite the easier procedure and fewer requirements to join.

In the modern era, the gig economy is likely to expand further, leading to an increase in unemployment in the conventional economy due to automation and the tendency to gain flexibility in jobs. However, the lack of mutual trust, the intervention of different third parties, wages being lower than the standard, possibilities of fraudulence and very high commissions create hurdles in the way of expanding gig companies in the country. The business model of these gig companies is yet to be developed to supplement such deficiencies and stimulate the strengths of this gig economy, as per the report.



