

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

Office of the VC & MD,
MSRD: HYDERABAD-20.

No.TRI/815(6)/2000-MED

Dated : 06.06.2000.

CIRCULAR NO.19/2000-MED, Dated 06.06.2000

SUB- TYRES - 'F' - Mark tyres - Comprehensive guidelines on classification and usage of F mark tyres-Reg.

- REF- 1. CIR.No. 5/82-MED, Dt.28.1.1982.
2. CIR.No. 8/89-MED, Dt.06.7.1989.
3. CIR.No.68/92-MED, Dt.07.1.1993.
4. CIR.No. 5/93-MED, Dt. 10.2.1993.
5. CIR.No. 8/94-MED, Dt.09.2.1994.
6. CIR.No.10/94-MED, Dt. 11.3.1994.

1 0 Guidelines were issued through circulars referred above on the criteria to be followed for classification of 1st RC tyres which are free from (a) repairs (b) sidewall damages (c) tread separation (d) ply separation (e) loose cards etc., as At for front" AME(Tyres) were instructed to segregate suitable 1st RC Tyres subject to these' conditions and supply to depots through J Wards duly endorsing/stamping on Tyre history cards as "Fit for front".

1 1 Depots were advised to use "F" mark tyres for front fitment on "Ordinary & City services" on both AL & Telco vehicles(including Viking of AL & LPO 55 of Tata) along with New tubes to avoid the scope of burst. These tyres are to be shifted to rear positions when the Non Skid Depth reaches 5 mm to prevent through cuts and Concussions. Guidelines were issued to stores to supply new tubes along with each F mark tyre.

2 0 After implementation of removal of tyres for recapping at 2 mm Non skid depth overall scrap rate of tyres has come down and R.T.Factor has increased considerably at many depots. Accordingly, supply of new tyres to depots has dropped.

2 1 Since past one year tyre shops have been maintaining "ZERO" outstanding of tyres to depots. On account of comfortable tyre position, depots could concentrate on removal of tyres with 2 mm NSD. Thus, base rubber of tyres and strength of casings are protected. Tyres are found to be in good condition even after rendering 1st RC life on front wheels.

2 2 Some depots have achieved R.T.factor between 3.20 & 3.60 and contained overall tyre scrap rate below 12%. As tyres are supplied by stores based on total tyres scrapped, it has become practically difficult to adjust new tyres for front fitment at these depots.

3.0 Dy.CMEs have informed during meetings that 2nd RC tyres can be used on front wheels duly classifying them as "F" mark for the 2nd time subject to meeting the conditions mentioned at 1.0. It was reported that most of the 1st RC Radial tyres are suitable for front fitment as they are operated on good roads in New stage; and Bias ply tyres having nail holes can be classified for front fitment as casing strength is not affected.

4.0 In view of the above, it is now decided to liberalize the conditions prescribed earlier for classification of tyres as fit for front. 1st & 2nd RC Bias ply tyres and 1st RC Radial tyres are eligible for classification as fit for front subject to the following conditions.

- a) Tyres shall not have any through cut damages or repairs.
- b) Tyres having minor nail holes which do not require TC cutting and patch

a should have been removed with 2 mm NSD with out effecting base rubber.

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pd) Tyres shall not have any damages on bead or side wall.

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ie) Tyres shall not have any ply separation or tread separation defects.

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5.0 AMEs (Tyres) shall follow the above guidelines and classify 1st & 2nd RC tyres for "fit for front" personally with out delegating to supervisors. Zonal stores shall supply two "F" mark tyres to depots against one new tyre in order to reduce excess tyres available in circulation. Otherwise, stores shall supply new tyres in equal quantities compared to the total tyres scrapped by Depots/Regions.

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5.1 Liberalised guidelines will help to generate sufficient quantities of "F" mark tyres which in turn will help depots to improve the tyre rotation practices and for timely removal of tyres for recapping with out subjecting casings (New/F mark) to through cuts and concussions.

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5.2 Dy.CMEs shall improve tyre maintenance practices at depots and ensure shifting of New/F mark tyres from front to rear wheels when the Non skid depth reaches 5 mm. Proper tyre care will help to improve generation of "F" mark tyres and facilitate depots to provide suitable tyres on front wheels in spite of reduction in overall scrap of tyres proportionate new tyre supply from stores.

5.3 Dy.CMEs, WMs, COSs & AMEs (Tyres) shall keep on educating Depot Managers, Supervisors and staff on the above aspects and strive to achieve optimum tyre performance and reduction in expenditure on tyres. Any problems experienced while implementing the above guidelines shall be informed to ED (Zone) and sorted out duly discussing in production review meeting.

5.4 CME(O)/CCOS may be contacted for any guidance and assistance from Corporate office.

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(P.ARJUNA)
EXECUTIVE DIRECTOR(Engg)

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c) Tyres