ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No. OP2/697(3)/2001-MED

OFFICE OF THE VC 8B MD,
MSRD, HYDERABAD-20.

CIRCULAR No. 5/2001-MED, DT. 05.03.2001.

SUB :— ROUTE LENGTHS - Survey of Route lengths to arrive correct Route lengths - Guidelines issued for conducting re-survey of routes- Reg

' REF:— Circular No. 07/2001-OPD-T, Dt. 29.01.2001.

Guidelines were issued from the VC8BMD vide Circular cited above, on the re-survey of Routes to arrive at correct Route lengths. The Executive Directors(Zone), Regional Managers and Depot Managers were directed to adopt correct route lengths and avoid complaints from the commuters and public representatives.

Reports were received from the Depot Managers and Regional Managers that they are unable to conduct route surveys and arrive at the actual route lengths as " THE ROUTE LENGTHS ARE VARYING FROM VEHICLE TO VEHICLE AS PER METER READING FOR THE SAME DISTANCE OF TRAVEL".

The Managers expressed doubts on the accuracy of meters fitted on Vehicles and interchangeability of meters from one vehicle to other etc,. They requested to suggest a standard procedure for conducting route surveys.

This issue was examined in detail. Clarifications were obtained from the Vehicle Manufacturers viz., Telco and Ashok Leyland. The following clarifications/guidelines are issued for strict implementation by the field Managers for conducting route surveys properly.

- Speedometers fitted on LP 1510/52 is different from that fitted on LP 1312TC/52 and LPO 1512 TC/ 55. The speedometers vary from model to model in respect of" gear ratio".

  Similarly, the Speedometer of Ashok Leyland Viking fitted with HINO 6D is different from that fitted with HINO 6E EURO-0 and HINO 6E EURO-I. Hence, the gauges shall not be interchanged from one type of Vehicle to another.

  New Vehicles received in the recent past (3 to 6 months back) shall be utilised for conducting route survey. It shall be ensured that the following types of Speedometers with gear ratio indicated against each are available on the new Vehicles utilised for conducting route survey.

  ASHOK LEYLAND HINO 6E EURO-I: 1:1

  TATA LPO 1512 TC/55 : 1:0.84

NOTE:— **Check and ensure the etching mark of gear ratio provided on the back cover of the speedometers, the speedometers.**

As there is a possibility of variation in perimeter of Tyres of different makes viz., JK Fleet King (Nylon) tyre 3257 mm, Vikrant TK (Nylon) tyre 3278 mm, Vikrant VR 18 (Radial) tyre 3187 mm etc., it is suggested that same make of tyres shall be used at all the positions on the bus.

The perimeter of Tyres change as per the extent of wear on the tyre. Therefore, there may be a difference in the distance up to 2.5 Kms compared to the actual distance of 100 Kms

covered as per mile stones.

Hence, New Tyres, preferably of the same make, shall be fitted on all wheels of Vehicle. The Tyres shall be inflated to the specified pressures before commencing route survey.

The Vehicle shall be driven for 100 KMs on a well known route where the milestones are fixed properly at inter-mediate points.

Survey shall be commenced immediately after getting change of meter reading. If the reading is at decimal points, the Vehicle shall be so driven in Depot / any open area till change of reading takes place (To obtain Zero in decimal place).

After traveling for 100 KMs route length as per the mile stones, the difference in the meter reading shall be noted. If the difference between final and initial readings of speedometer is varying from the actual distance covered as per milestones, CORRECTION FACTOR shall be calculated.

For example, if the difference in meter reading is 102 KMs as against the actual distance coverage of 100 KMs, the correction factor shall be 100/102. If the difference in meter reading is 97 KMs, against actual distance coverage of 100 KMs, the correction factor shall be 100/97.

The correction factor thus arrived at, as explained above shall be multiplied with the route lengths obtained as per survey to arrive at the actual route lengths. For example, if the KMs of the route as per survey is 45 with the correction factor of 100/12, the actual route length is 45 X 100/102 = 44.12 KMs.

Actual route length thus arrived at has to be taken for posting and computation of various mechanical parameters i.e., for calculation of HSD oil KMPL etc. In respect of calculation of EPKM and OR, the route length is the kilometers for which passengers are charged. In other words the actual route length say 43 KMs but passengers are charged for 45 KMs. Hence the route length is 45 KMs for the purpose of calculation of EPKM and OR. Thus there will be a variation in route length taken for calculation of Mechanical parameters and traffic parameters. Besides, recently surveyed routes shall also be taken up for verification and correction in the light of above background.

Thus all Depot Managers shall complete re-survey of all the routes falling under the Depot jurisdiction and submit the survey details to the Regional Manager concerned in the proforma enclosed herewith at ANNEXURE-II in addition to the proforma already communicated on or before 31.03.2001. The Regional Managers shall submit the consolidated report of all Depots of the Region after thorough scrutiny to reach main office i.e., ED (O) / ED (E) by 30.03.2001.

Dy. Chief Mechanical Engineers shall ensure to provide suitable Vehicle for conducting survey by inspecting personally. He shall assist for the effective conducting of re-survey of route lengths by solving technical problems, if any, without delay.

The Regional Managers and Dy. Chief Traffic Managers of the Regions shall monitor the progress of re-survey of route lengths on daily basis and complete the activity as per the above schedule.

Please acknowledge the receipt of the Circular.

Sd/-
(R. P. SINGH)
Vice Chairman & Managing Director

\\ ATTESTED \\

Sd/-
(P. ARJUNA)
Executive Director (E)

ANNEXURE-I

FORMAT FOR SUBMISSION OF INFORMATION

RECORD OF ROUTE LENGTHS OF .....REGION

Region	Depot	Route Road(*)	Type of	Route length Prior to survey in KMs.	Route length to after Survey in KMs.
(1)	(2)	(3)	(4)	(5)	(6)

Variance of Route length (in KMs.	Fare correction carried out with effect from	Running Time		(**)Remarks
		Before	After	
(7)	(8)	(9)	(10)	(11)

NOTE:—[*) Please'specify the type of road whether multi-lane BT, Single Lane BT, Metal, Morrum, Katcha/Fair weather road etc.,

(**) Please specify whether National Highway, State Highway, R & B, Panchayat Road.

ANNEXURE-II

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FORMAT FOR SUBMISSION OF INFORMATION

SI. No.	Name of the Depot	Name of the Region	Route	Route Length Prior to Survey in Kms.	Route Length after survey in KMs.
(1)	(2)	(3)	(4)	(5)	(6)

Variance of Route Length in KMs.	No. of Single Trips operated on the route	No. of Scheduled KMs. on the Route per day prior to Correction

No. of scheduled Kms. on the route per day after correction	No. of KMs. reduced per day from the scheduled KMs.	Whether fare correction is carried out or Not	Remarks
(10)	(11)	(12)	(13)