

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No. TR1/815(10)/2001-MED

Office of the VC & MD
Mushirabad, Hyderabad-20.
Date : 26-09-2001.

CIRCULAR No. 29/2001-MED, DT. 26-09-2001.

SUB. :- TYRES - Irregularities observed in Tyre inflation pressures - reiteration of instructions- Reg.

REF:-

- 1) Circular No. 18/1985-MED, Dt. 22-08-1985.
- 2) Circular No. 20/1987-MED. Dt. 23-09-1987.
- 3) Circular No. 38/1991-MED, Dt. 08-10-1991.
- 4) Circular No. 26/1995-MED, Dt. 03-11-1995.
- 5) Circular No. 01/1998-MED. Dt. 08-01-1998.
- 6) Circular No. 11/1999-MED, Dt. 06-05-1999.

- 1.0 Detailed guidelines were issued through the references cited above about the importance of maintaining proper inflation pressures in tyres, periodical inflation of tyres by SCH-I mechanics, cross checking of inflation pressures by Tyre Mechanics, Garrage Supervisors. Depot Managers and Divisional Managers.
- 2.0 Random inspection of the tyre inflation pressures carried out by AMEs (Tyres) at various Bus Stations throughout the Corporation indicated that 32% of the tyres checked were in over inflated condition and 13% were in under inflated condition. Total improper inflation content of some regions is noted to be more than 50%.
 - 2.1 Negligence of inflation pressures causes abnormal scrap rate, patch failures and ultimately lead to total dislocation of tyres management in depot.
- 3.0 These details reveal that the guidelines issued on tyre inflation and re-iterated time and again are neglected at depots. Divisional Managers, Depot Managers and supervisors are not cross checking the inflation pressures. Cross checking of Tyre Inflation pressures done by Tyre mechanics, Supervisors etc.. are not being reviewed / verified.
 - 3.1 Due to the failure to maintain proper inflation pressures, scrap rates of tyres in 1st, 2nd and subsequent RC stages has gone up in many depots. Overall scrap rates of tyres has gone up abnormally in the current year compared to last year at many Depots/Regions/ Zones. For example HYD, VZM, NLR & CDP Zones registered 22.80%, 18.96%, 23.65% % 26.45% overall scrap rate upto July 2001 compared to 20.68%, 11.87%, 19.50% & 24.62% respectively of the corresponding period of last year.
- 4.0 It is evident from the above that is an urgent need to initiate a special drive to create awareness among the mechanics and supervisors on this vital aspect. Reasons for the failure to maintain the proper inflation pressures are examined and summarized below.
 - a) Usage of faulty gauges for inflation pressure checks due to the delay in periodical calibration of gauges.
 - b) Non usage of water tub to detect minor leakage spots. Non-adherence to the stipulated procedure while repairing tubes which causes patch failures, slow leakage of air.
 - c) Failure to check and inflate tyres of all vehicles once in three days through SCH-I mechanics as stipulated by Corporation.
 - d) Discontinuation of cross checking of inflation pressures by the Supervisors and Managers.

- e) Non-usage/Irregular usage of metallic washers which leads to damage of flap and tube at valve base area, rubbing of tube against disc, dislocation of valve base and finally Tyre failure.

5.0 There is an urgent need to review the tyre maintenance systems, strengthen cross checking of inflation pressures, ensure proper functioning of equipment/tools connected to tyre maintenance etc. The steps to be implemented at once by initiating special drive are summarised below.

- a) Inflation gauges must be provided @ 1 gauge per 20 vehicles at each depot besides keeping one good condition gauge preferably of the recent procurement as Master gauge.
- b) The gauge which have performed more than six months of service from the last calibration date must be recalibrated at authorised service agencies immediately.
- c) Accuracy of the gauges being used at inflation points must be cross checked once in a week. If the variance of any gauge exceeds @ 1 Kg/Cm² or 5 PSI compared to Master gauge, it shall be sent for recalibration immediately.
- d) Through the period prescribed for recalibration is six months, the gauges must be re-calibrated whenever such differences in pressure readings are observed compared to Master gauge.
- e) Each vehicle shall be subjected to inflation check and rectification once in three days i.e., 1/3 of the vehicles allotted to SCH-I mechanic shall be checked every day by the concerned mechanic. Basic responsibility for inflation of tyres shall be attached to SCH-I mechanics.
- f) All vehicles of the depots shall be allocated equally among Tyre mechanics. Tyre mechanics shall be utilised for cross checking of inflation pressures and rectification, identification of mechanical defects, recording of defects in RS Register and rectification through Shift Incharges etc.
- g) Vehicles shall to be allocated to all Garrage Supervisors equally for the purpose of cross checking of inflation pressures and rectification. They shall cross check inflation pressures of the vehicles allotted to them and rectify the irregularities. They shall record the details of actual Tyre pressures and rectifications done in a separate register.
- h) Tyre mechanics and Supervisors shall maintain the details of inflation checks done by them on a separate register. DM shall review these details once in a week. DVMs and Dy. CMEs shall verify the records during depot inspection.
- i) Depot Manager shall check 5 vehicles in a day and take the corrective action immediately. DMs shall maintain a record of cross checking done by him in a register. Divisional Managers and Dy. CMEs shall check at least 10 vehicles and rectify the irregularities immediately during their inspection. They shall cover their observations in their inspection report.
- j) The procedure prescribed for repairing of tubes viz., usage of water two for puncture identification, preparation of injury, selection of suitable patch and solution, proper stitching of patch after application, keeping the tube idle for 24 hours for proper patch setting etc., shall be followed without deviations to avoid patch failures.
- k) The procedure prescribed for preparation of tyre assembly viz., proper disc cleaning with wire brush, painting with red-oxide, dusting of chalk powder, elimination of folds on tube, alignment of tube valve with disc slot centrally, usage of metallic washers, fitment of dust caps etc., shall be followed.

6.0 All Depot Managers, DVMs and Dy. CMEs are advised to go through the tyre Manual of TELUGU version which covers all aspects of tyre maintenance at depot. They shall educate the staff/supervisors and enforce the guidelines issued from Corporate Office

on tyre maintenance.

- 7.0 All DMs, DVMs and Dy. CMEs are advised to implement the guidelines re-iterated above with immediate effect and improve tyre maintenance at depots.

Sd/-
(CH. RAGHAVENDRA RAO)
Executive Director (E)