

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

Office of the VC & MD,
No. TR1/261(1)/2001-MED



Mushirabad, Hyderabad.

Dt: August 26, 2003

CIRCULAR NO. 30/2003-MED. Dt: 26-08-2003

SUB:- TYRES - Fitment of Radial tyres on all special vehicles at all depots of corporation - Instructions issued - Reg.

REF:- 1)Ci r No..14/89-MED,dt.17-08-89.
2)Ci r No.13/90-MED, dt. 11-06-90.
3)Ci r No. 16/90-MED,dt.11-07-90
4)C i rNo. 21/90-MED, dt.06-08-90
5) C rNo. 33/92-MED, dt. 12-07-92
6)Ci r No. 12/99-MED, dt.06-05-99
7)Ci r No. 02/02-MED, dt. 13-02-02.
8)Ci r No. 17/02-MED, dt.08-11-02.

- 1.0. A study was conducted to assess the improvement of HSD KMPL on the vehicles fitted with Radial tyres in 21 Depots of the Corporation. Instructions were issued vide circular at ref. (7) explaining the scope of the study, selection of vehicles, steps to be taken during the course of study.
- 2.0. In order to avoid aberrations in computation of improvement in HSD KMPL due to radialisation and nullifying the effect of improved driving habits, revised guidelines were issued vide ref.8 above.
- 3.0. The data received from the depots covering 177 vehicles has been analyzed critically and found that there is an improvement of HSD KMPL to an extent of 2.71 % on these vehicles. The cost benefit analysis of radial tyres reveals a reduction in cost of operation, to an extent of 7.40 ps per km.
- 4.0. In view of encouraging results in reduction of cost of operation due to improvement in HSD KMPL and also due to other (in-built) advantages like, puncture resistance, less downtime due to better mileages at all stages and better riding comfort, it is decided to procure and fit radial tyres on all special type vehicles viz., Hi-tech, Luxury & Express at all the depots of the corporation.
- 5.0. In order to facilitate distribution of tyres among depots, the region-wise allotment of radial tyres is already communicated basing on the service mix and requirement of new lyres for the year. Similarly, the tyres shall be allocated to depots by respective Zonal Stores based on number of special type Vehicles available in the depot. Since, RC Radial Tyres may not be available immediately in depots to use on rear position initially, it may be necessary to draw more number of new Radial tyres to fit them in all the positions of the Vehicle. In orderio reap the benefits of radialisation, it shall be ensured that all special type Vehicles shall be fitted with radial tyres in all positions in a minimum possible period though it may result in increase of CPK on tyres, initially.

Circular instructions & guidelines are already issued as cited on the steps to be taken for better maintenance of radial tyres. However, these instructions are once again reiterated below.

- (i) It shall be ensured to fit radial tyres on all positions of the vehicle including spare for optimum results. Combination of cross ply tyres with radial tyres shall be avoided.
- (ii) All radial tyres will be supplied with radial tubes by Zonal Stores. It shall also be ensured to use only radial Butyl tubes of same make for fitment in radial tyres.
- (iii) It shall be ensured to inflate radial tyres as specified below without any deviation.

	<u>TATA(LPO 55)/LEYLAND</u>	<u>TATA(LP 52)</u>
Front	100 PSI(7.05 kg/sqcm)	90 PSI(6.34 kg/sqcm)
Rear	90 PSI(6.34 kg/sqcm) ;	80 PSI(5.64 kg/sqcm)

Proper inflation plays a vital role in the performance of radial tyres. Under inflation shall not be allowed under any circumstances as it leads to ply separation and side wall bursts.

- (iv) As radials are more sensitive to mechanical defects, it shall be ensured to eliminate defects viz., KPP, HBP, Mis-alignment, Mis-matching, Brake Binding etc., on vehicles before fitment of radials.
- (v) For obtaining optimum life, rotation of radial tyres is essential. Rotation has to be carried during every Sch.III. If uneven wear is observed on radial tyres, the mechanical defects have to be rectified immediately and tyres have to be rotated invariably without waiting for Sch.III.
- (vi) It shall be ensured to remove the tyres on attaining 2 mm NSD for recapping. The tyres shall be removed and sent for repairs when deep-cuts and through-cuts are noticed. Otherwise, water and dust will enter into the casing and steel wires get rusted. This weakens the casing and ultimately result in 'burst' failures.

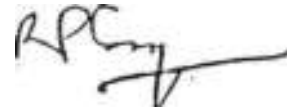
All EDs(Z) and RMs are advised to review the progress of fitment of radial tyres on all special vehicles of the zone and ensure implementation of above instructions.

All DVMs and DMs are advised to implement the above instructions and ensure fitment of radial tyres on all special vehicles on all positions under their jurisdiction duly interacting with the supervisors and tyre mechanics.

All COSs are advised to ensure supply of radial tyres along with radial tubes to depots immediately by placing the delivery schedules accordingly to enable the depots to get the advantage of radial tyres.

All DyCMEs are advised to ensure implementation of fitment of Radial tyres on all special type Vehicles by extending necessary assistance.

7.4. The AMEs(T) are advised to provide the required tools as communicated earlier for repairs/recapping of radial tyres. Necessary training is already being imparted in repair/recapping of radial tyres.

A handwritten signature in black ink, appearing to be 'R.P. Singh', with a long horizontal stroke extending to the right.

VICE CHAIRMAN & MANAGING DIRECTOR