

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No.OP2/843(30)/2005-MED

Office of the VC&MD

Msrd, HYDERABAD-20

CIRCULAR NO.08/2005-MED. Dt.16.08.2005

SUB : VEHICLES:-Strengthening of Vehicle condition - Certain instructions issued - Reg

We are aware that the Corporation is passing through a critical financial position. The Organisation has made a loss of Rs.224.84 crores for the year 2004-2005, and Rs. 10.85 crores in the current year upto June'05. These losses may increase in the coming months since we have already entered the slack season, and also on account of recent price hike in HSD oil.

In view of the huge losses and serious financial position, Government of A.P has ordered that no new Chassis should be purchased in the current financial year. Hence the Corporation will not be in position to replace Buses according to the existing guidelines. Consequently, the scrapping of Ordinary Buses at 11.00 Lakh KMs in District and 11.50 Lakh KMs in City Operations will not be possible, and **it will be necessary to operate Buses beyond the stipulated scrap mileages.**

In order to meet the above circumstances, it is very much necessary to strengthen our maintenance standards to prolong the operation of old Vehicles without breakdowns, without increase in CPK and any complaint about upkeep or condition of the Buses from the passengers.

In view of the above the following guidelines are issued for strict implementation at the Depots as well as Zonal Workshops during the overhauling of aggregates and Vehicles.

ATTENTION TO BODY AND CHASSIS

At present the average life of Vehicle for scrapping is 11.00 Lakh Kms for district ordinary Vehicle. The average life of Vehicles scrapped during the year is 11.28 Lakh KMs (Excl. HCR). This shows there is every possibility to enhance the life of Vehicles with timely attention and better maintenance practices for Body as well as Chassis. To enhance the life of Vehicles, detailed guidelines were issued vide Circular No.04/ 2001-MED, Dt.20.02.2001. Some of the important steps to be taken are listed hereunder during Sch-III/IV maintenance.

Body U Clamps are to be tightened to avoid hammering action which result in digging in on the top flange of chassis long members.

Replace the damaged balata packing under the cross bearers.

Replace damaged Terene felt, for window shutters and U rubber seal around the window glass between aluminum channel.

Tighten the cabin mounting bolts, cross bearer mounting bracket bolts, pillar to cross bearer bolts etc.

Use correct size bolts for chassis and tighten regularly to avoid damage of the chassis.

Attend chassis cracks, if any, in the initial stage to avoid further damage.

If any Vehicle is found to be taken up for sundry repairs, they may be sent to Zonal Workshops for carrying out specific repairs to Body.

Further to the above, Vehicles shall be identified for coach attention through outside agencies as per the guidelines communicated through the above Circular.

MAJOR AGGREGATES:

To enhance the life of aggregates it is necessary to carry out periodical maintenance of these aggregates as per the guidelines issued from time to time.

Ensuring proper maintenance of cooling system, air intake system, lubrication system, timely attention to Top Overhauls which enhances the life of Engines and prevents extensive damages to the components.

Ensure timely replacement of oils, as prescribed.

Arrest leakages of oils to reduce the consumption of oils, and to ensure availability of sufficient oil for lubrication.

The major aggregates already available on old vehicles may need to be replaced in the next 3 months. The Depots have to identify the number of such aggregates required, and inform Works Managers concerned for supply of CO aggregates.

With the above measures, the Depots will be able to enhance the life of the aggregates and contain the increase in demand for aggregate overhauls due to extension of vehicle life. However, under no circumstances the aggregates shall be operated beyond the prescribed limits and cause extensive damages to the components.

GENERAL MAINTENANCE:

All the old Buses should be inspected for condition of seats, Window Shutter glasses etc. Those Buses **operating with faded paint condition, with torn seats, broken window shutter glasses, rattling window shutter frames should be identified and requirement of seats, paints, Rexene, plywood, cushions and window shutter frames and glasses should be given to the Zonal Stores and Workshops for stocking and supply.**

Regional Managers are requested to ensure implementation of scheduled maintenance in respect of body, Chassis and other aggregates at the Depots of their jurisdiction, to reduce the cost of operation and to prolong the life of chassis, body and other aggregates.

All the Regional Managers are requested to obtain the details of materials, aggregates, Vehicles requiring sundry repairs etc., and furnish the same to the Zonal Stores and Workshops concerned for ensuring adequate and timely supplies.

Further, the Regional Managers are requested to inform any assistance required from Head Office in implementation of proper maintenance schedules in the Depots of your jurisdiction.

Please acknowledge,

VICE CHAIRMAN & MANAGING DIRECTOR