

## ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No. OP2/462(58)/2005-MED



Office of the VC & MD, Mushirabad, Hyd-20,

### CIRCULAR NO.09/2005-WED, DT.03.09.2005.

SUB: - **BREAKDOWNS** - Improvement of maintenance standards by doing physical inspection of vehicles- Proper analysis of breakdowns to reduce breakdowns and to take corrective action - Reg.

REF: - 1) Cir NO.25/90-MED Dt.12.9.1990. 2) Cir NO.47/93-MED Dt.22.11.1993

Through the circulars cited, detailed guidelines were issued on physical inspection of buses after scheduled maintenance by the concerned DM & Supervisors. The purpose of physical inspection of buses is to ensure that the mechanical staff carry-out preventive maintenance of buses effectively to avoid breakdowns enroute.

Recently an Express bus of a Depot failed on line due to failure of PP shafts. On analysis of the breakdown it was observed that the failure occurred due to the breakage of 2nd CJ bracket arising out of development of a crack over a period. This bracket is fitted to the cross member with only two bolts on either side, which was later modified and strengthened by M/s Ashok Leyland by providing three bigger size bolts, one supporting angler and a flitch plate in the cross member. The development of crack was not detected during the scheduled maintenance by the mechanic and also during the physical inspection of bus by the Depot Manager and the Maintenance I/C leading to breakdown. This is an avoidable breakdown which could be prevented through effective maintenance by the mechanic, and regular physical inspection of buses by the DM & the Mechanical supervisors.

The above type of failure of PP shafts due to cracks in CJ brackets may also occur in TATA vehicles, if not detected in time and rectified.

In view of the above, the following guidelines are reiterated for strict implementation

Ensure regular greasing of UJ Crosses, Sleeve yoke & CJ bearing during every SCH-II.

Ensure replacement of PP shafts & Sleeve yokes with worn out splines & excess CJ bearing play.

All the Depots with Leyland fleet have to conduct a census of all the vehicles to arrive at the number of vehicles fitted with old model CJ bracket (hanging from the cross member and fitted with 2 bolts on either side). Special attention has to be paid for proper tightening of bolts, and to give additional strength by providing MS flat or angler wherever necessary, to avoid ire failures, in future.

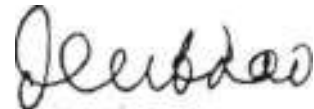
Ensure completion of. Sch-III/IV with out any backlog to reduce break downs.

**Every break down has to be analysed by the Depot Manager and Maintenance I/C to know the reasons for failure and corrective action has to be taken to prevent recurrence.**

Ensure physical inspection of vehicles after maintenance to improve the maintenance standards, reduce breakdowns and cost of maintenance.

All the Depot Managers are directed to implement the above instructions strictly, and ensure that the maintenance standards improve and breakdowns are avoided.

The Regional Managers & Divisional Managers should ensure that the above instructions are strictly adhered to, and efforts are made to reduce breakdowns on buses.



**Vice Chairman & Managing Director**