



Andhra Pradesh State Road Transport Corporation

Office of the VC & MD,
Mushirabad, Hyderabad-624.
Dt.15.05.2008.

No. TR2/815(1)/2008-MED

CIRCULAR NO. 05/2008-MED, Dated 15.05.2008.

SUB: **TYRES:** Increase scrap rate in new stage- Instructions issued- Reg.

Ref: 1.Cir. No.11/88-MED, DT.12.05.88
2.Cir. No.19/88-MED, DT.13.09.88
3.Cir. No.38/91-MED, DT.08.10.91
4.Cir. No. 30/94-MED, DT.12.09.94
5.Cir. No.11/99-MED, DT.06.05.99
6.Cir. No.11/2005-MED, DT.03.09.2005

During the year 2007-08(upto February'08), we have spent 111.81 crores on tyres alone, with CPK of 52 ps. The recent trends in tyre life indicate that the expenditure may further go up in this financial year. The Corporation has achieved highest tyre life of 1.85 lakh Kms during 2005-06 and it has steeply fallen to 1.77 lakh Kms during 2007-08, which is a matter of serious concern. On detailed analysis, it is observed that increasing scrap rate in new stage is one of the main reasons for drop in Average tyre life. As against the scrap rate of 2.17(1942 tyres) in 2006-07, the new tyres scrap rate has gone up to 2.71(2880 tyres) in 2007-08, which is on very high side.

On further analysis in New Tyres Scrap, it is noticed that as many as 2066 tyres were scrapped in S1(concussions), S2(Runflat) and S3(Non removal on time) amongst 2880 new tyres scrapped in total. As the new tyres scrapped in the categories other than S1, S2 and S3 are already repaired ones, it is utmost necessary to concentrate on the reduction of S1, S2 and S3 scrapping. As far as the scrapping in S1 and S2 are concerned, the driver is responsible in most of the cases. Timely action on such cases shall have immediate impact in reverting the scrap rate trend. The guidelines for the action process are;

1. In case of a Tyre damage, wherein an employee is held responsible, the Unit Officer may award the recovery of the cost i.e., maximum Rs.500/- in case of NEW tyre and Rs.250/- in case of RC/RT tyre or any other punishment.
2. An informal enquiry may be conducted and a personal hearing be given to the employee by the Depot Manager before the debit is imposed.

Guidelines were also given vide Circular No. 11/88 on the procedure to be followed in reviewing the tyre damages and the same are once again reiterated here under.

- 1) All cases of debits in respect of tyre damage shall be reviewed by a "REVIEW COMMITTEE" consisting of the concerned Deputy Chief Mechanical Engineer and Dy Chief Traffic Manager of the Region.
- 2) The Review Committee shall review the cases of debit along with the Depot Manager concerned.
- 3) While reviewing the cases of tyre damages, the following factors are to be kept in view.
 - a) The condition of road.
 - b) The load factor.
 - c) Time of failure of the tyre, i.e., during the day or night
 - d) The extent of tread depth left over at the time of failure occurrence.
 - e) The record of driving habits and KMPL of the driver.
- 4) As a measure of not putting undue burden on the drivers, it is decided to prescribe the following maximum limits for the amount of debit that can be raised against the driver responsible for tyre damages.
 - a) Rs. 500/- in case of new tyres.
 - b) Rs. 250/- in case of RC / RT tyres.
- 5) The deferments of increments in tyre debit cases shall also be reviewed by the Review Committees and disposed off on merits
- 6) It is also decided that in future every case of tyre debit will be examined by the respective Review Committees and the Regional Manager concerned is delegated powers to waive off the debits in case of the driver found not responsible for tyre damages.

As far as new tyres scrapping under S3 is concerned (93 tyres), it is purely the failure of maintenance wing to react promptly in removing the tyres on time i.e. on attaining 2 mm NSD. Such negligence resulting in scrapping of new tyres shall be taken seriously and corrective action shall be taken by the Depot Manager avoiding the recurrence.

All the Depot Managers are advised to ensure implementation of above instructions scrupulously for reducing the new tyre scrap, there by increasing the Retreadability factor and ultimately the total tyre life.

All the AME (T)s are advised to inform the damage particulars of the tyres to the Depots concerned immediately for taking appropriate corrective action by the concerned Depot Manager.

All Dy CMEs are advised to ensure implementation of the guidelines given above. Proper tyre maintenance practices detailed in circular no.11/2005-MED shall be ensured for implementation at Depots. New Tyre Scrap analysis and corrective action proposed shall be the exclusive point in their inspection reports.

All the RMs are advised to educate the staff and supervisors on better tyre care practices to reduce new tyre scrap rate. It is also advised to ensure implementation of above instructions duly providing the required infrastructure wherever necessary and to review the above guidelines in the review meetings of Depot Managers.

Please acknowledge.

**VICE CHAIRMAN &
MANAGING DIRECTOR**

To
All Depot Managers.

Copy to: Director (Vig. & security), ED (O&MIS), ED (A&P), ED (T&C) & Secretary to Corporation, FA and CAO for information

Copy to: All ED (Zones) for information and necessary action.

Copy to: All Regional Managers for necessary action.

Copy to: All Dy CMEs / Dy CTMs of Regions for necessary action

Copy to: Dy CME (P)/Dy CME (O) for information

Copy to: All DVMS/HCR for necessary action

Copy to: All WMs/COSs for necessary action

Copy to: All AME (T)s for necessary action

Copy to: All maintenance Incharges for necessary action

Copy to: Manual section, H.O.