



ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No.PRD1/462(3)/2009-MED

O/o The VC&MD,
Hyderabad-624.
Date : 16.05.2009

Circular No. 08/2009-MED, Dt : 16.05.2009

SUB : MAINTENANCE - Maintenance of Aggregates - Cannibalisation of sub assemblies and spares - Drawal of costly items by Depots - Reiteration of guidelines - Reg.

REF : 1) Lr.No.Dir.(V&S)/SR(8)/09-NLR, 27.04.2009.
2) Circular No.32/87-MED, dt. 30.10.1987.
3) Circular No.23/99-MED, dt. 09.06.1999.
4) Circular No.24/2000-MED, dt. 24.06.2000.
5) Circular No.11/2002-MED, dt. 05.08.2002.

Instances have come to the light during the vigilance enquiry in Tirupathi Region that the Depots are **drawing pistons, connecting rods, sun wheels, gear wheels, liners etc.**, from Regional Workshop/Tirupathi for attending repair works of Engines, Gear Boxes, etc., at depot level itself.

Such kind of maintenance at Depot level is **contrary to the instructions** given by the Corporation and the **Workshop is not supposed to assist the Depot in that manner**. Technically it is going to effect the life of aggregates.

APSRTC has adopted two-tier preventive maintenance system as a policy.

1) The depots are required to maintain the vehicles in planned scheduled maintenance like Sch-I, Sch-II, Sch-III, Sch-IV and FC. **The Depot mechanics are required to check vehicles as per the listed maintenance works. Accordingly manpower and required skill & tools are provided.**

2) **Workshops** are established at considerable cost by providing costly machinery, equipment and specialized tools. Accordingly **the mechanics & Artisans are provided with suitable training by vehicle manufacturers to assemble quality product.**

There is **wide gap of skill requirement at Depots and Workshops**. The works to be carried at Workshop cannot be attended by depot staff in the absence of skill, **Tools and Machinery, Jigs and Fixtures etc.**, to get good quality assembly. Hence the Depots have to change the units as such, whenever required with the help of float units. **The Dy.CME of the Region shall see that the depots are provided with sufficient floats of different model/aggregates so as to enable the Depot to change the units without attempting any cannibalisation. Works Manager shall guide the Depots in this aspect by conducting reconciliation of float aggregate/sub-assemblies/spare as stipulated.** At any cost the Workshop shall not allow the Depots to carry out the works that are stipulated to be taken up at Workshop only. The Depots shall not be allowed to draw such new spares from Zonal Stores / Serviceable spares from Workshop which leads to re-assembling of the aggregates/sub-assembly by resorting to cannibalisation.

Further the instances of **cannibalizing the PF units** have also come to the notice of MED. Dy.CMEs shall see that such PF units are immediately sent to the respective Workshops. The guidelines issued vide **Circular No.36/2000** and the **Workshop manual** guidelines are to be followed scrupulously.

The practice of dismantling the units and forming an assembly using serviceable parts shall be avoided. This practice corrupts the system of assessing reasons for low mileage. Simultaneously it will result in damage to other parts also as the required tolerances in assembly cannot be maintained as per OE guidelines. Such assembled units may live for a shorter period but sure to fail within a short time. Any cannibalisation practice does not help the depots in long run and the breakdowns are very much likely to increase in addition to waste of man-power at the Depots.

On sending the unit/sub-assembly without cannibalisation, Workshop can find out the exact reason for the failure/low life such as poor quality of material, poor workmanship, improper method of overhauling etc. Thus overhauling practices can be improved at Workshops thereby reducing the cost of overhauling.

Regarding **Top overhauls of Engines**, detailed guidelines are there in **Circular No.54/91-MED, 40/92-MED** and the **Manual for Depot maintenance**. The depot are clearly communicated on selecting the engine for top overhaul the procedure to carry out TO, requirement of Tools & Skills etc. They are authorised to draw and change piston rings but not the pistons. The pistons will be changed if necessary only at Workshop during TO.

All the Dy.CMEs during their inspections shall go around the depot yard and check for stripped/cannibalized units. They shall initiate appropriate action to avoid cannibalisation by involving Depot Managers and Supervisors. **Instructions are also existing to organize a small place with locking arrangement to keep CO aggregates on stands to avoid cannibalisations.** The removed Units/Sub-assemblies shall be ensured to be dispatched to Workshop immediately. Dy.CMEs and DMs are advised to stop all such practices of cannibalizing and part overhauling of **Aggregates/Sub-assemblies** immediately.

All the WMs are advised to **assess the demand of Units/Sub-assemblies** and shall **gear up the production** to meet the demand so as to supply the units on counter exchange basis and on top priority for off road vehicles. This will avoid the cannibalisation / part overhauling practices at the depots to the maximum extent.


Vice Chairman & Managing Director

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