

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No.OP3/462(6)/2016-MED

O/o the VC&MD,  
RTC House, VJA-13,  
Date: 19.10.2016.

To  
All Dy.Chief Mechanical Engineers,  
A.P.S.R.T.C.

Sub: **Breakdowns:** Breakdown of long distance special type buses – Guidelines – Issued - Reg.  
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It has been observed in the recent past that long distance special type night services failed enroute causing lot of inconvenience to the passengers during night hours. Garuda bus operated by Visakhapatnam Depot also failed on Bangalore route near Renigunta on 17.10.2016. As relief was not arranged immediately due to communication problem from the parent depot to RM/TPT and Dy.CME/TPT, the passengers contacted VC&MD over phone and expressed dissatisfaction over abnormal delay in arranging relief. The matter was viewed seriously and RM/VSP was directed to initiate disciplinary action for the communication delay and the resultant delay in arranging relief to the BD bus.

Clear instructions and guidelines have been issued to all the field Managers on operation of healthy buses for special type services particularly for night services. But, the guidelines issued seem to have been neglected by the garage supervisors, Depot Managers and Dy.CMEs. The guidelines are reiterated hereunder for strict adherence.

- 1) Checking of all critical systems like Air Cooling, fuel, transmission, suspension, brakes etc., during Sch-III/IV, carrying preventive maintenance and replacement of wear and tear / perishable parts.
- 2) Replacement of defective items like A/C Head, water pump, CJ bearings, brake linings, hose pipes etc., as a preventive measure.
- 3) Cleaning of breathers, greasing all points, arresting air & oil leakages, adjusting bellow heights etc., to improve performance of bus and unit lives.
- 4) Checking of suction line of fuel system, cleaning of bowl glass filter, checking feed pump efficiency, arresting air entry at joints etc., shall be done to prevent air lock failures.
- 5) Preventive maintenance of self starter and alternator, tightening all foundation bolts, full charging of batteries, proper earthing of cables / wires, replacement of defective fuses / holders etc., shall be ensured to prevent electrical failures.

By ensuring proper preventive maintenance during Sch-III/IV, enroute failures for the reasons like Air Lock, cooling defect, electrical defect, transmission defect, air leakages etc., can be totally avoided. Dy.CMEs shall once again take personal interest and ensure proper preventive maintenance practices.

Dy.CMEs are also advised not to utilize the buses crossed 8 Lakh KMs (Non A/C), 10 Lakh KMs (A/C) for long distance night services. The buses which have crossed 8/10 Lakh KMs may fail enroute for the defects developed in transmission, electrical and A/C systems. On the events of such enroute failures, there is no scope for rectification of defects immediately except arranging a relief vehicle from the nearby depot.

Therefore, all Dy.CMEs are hereby advised to explain the above aspects to RMs, Dy.CTMs and DMs and ensure not to book the special type buses which have crossed replacement life for long distance night services.

  
Executive Director (E&IT)

Copy submitted to the VC&MD for favour of information.  
Copy to ED (A&P), ED(O), ED(M&C), CAO & FA for favour of information  
Copy to all ED (Zones) for information and all RMs for necessary action.