



ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No.TL10/437(1)/AMED/2013-MED.

Office of the VC&MD,
Mushirabad, Hyderabad,
Dated: 24-4-2013.

Circular No.09/2013-MED, Dated:24.04.2013

Sub:- REGISTRATION & TESTING – Registration of firms for supply of bus body material and testing of the samples – Regarding.

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Corporation is spending minimum of `400' crores every year for procurement of 2000 buses by purchasing the chassis from the reputed chassis manufacturers like; Ashok Leyland, Tata Motors, Eicher Ltd. Etc., and then fabricating of bus bodies on these chassis through the registered fabricators in addition to BBU/Miyapur. Corporation is finalising the list of sources for various bus body materials along with specifications at the time of release of tender and supplying the same along with tender form to the firms willing to participate in the tender. After opening the tenders, the negotiations committee negotiates and finalises the fabrication cost of various types of buses. Once the rates are finalised with the L1 fabricator the same rates are offered to the remaining bus body fabricators who participated in the tender to match with the negotiated price of the L1 fabricator. Then Bus Body orders are placed on the firms which ever firm matches the L1 negotiated price.

However for ensuing the quality of material used as well as quality standards being followed by the bus body fabricators in fabrication of buses, Residential Bus Body Inspectors (RBBI) in the capacity of Supdt(Mech) and above are deployed for carrying out stage-wise inspection during the fabrication of the buses.

Even though the specifications and sources for supply of material required in bus body fabrication are provided along with tender document, the bus body fabricators are found using the spurious / low quality material procuring from the sources other than the recommended ones for the following reasons.

- ❖ The required material is either often, found non stock with the recommended sources or demanding higher price than the price allowed in Bill of Material (BoM) since the sources for supply are inadequate.
- ❖ Some of the bus body fabricators are intentionally procuring spurious / low quality material at a very low price to have high profit margin per bus.

As usage of such faulty spurious material will result in premature failures of the bus body structure there is a need to increase the vendors list apart from following stringent inspection standards for ensuing quality of the material being used by bus body fabricators.

I. STANDARDISATION OF SOURCES FOR SUPPLY OF MATERIAL FOR LOCAL AS WELL AS OUTSIDE THE STATE BUS BODY FABRICATORS:

- o The manufacturers/suppliers as identified and registered by the Contract Cell of Corporate Office, Bus Bhavan for supply of structural items such as Aluminium, Indal sections as well as the other bus body items to BBW shall be made standard sources for outside bus body fabrication.
- o For the items (other than the structural items) not procured through contract cell, the manufacturers/suppliers as identified and registered at BBW Stores, Miyapur shall become standard sources for outside bus body fabrication.
- o As it may not be possible for the local SSI fabricators to procure some of the material directly from the APSRTC registered manufacturers/sources located outside the state, the authorised

distributors shall be made standard sources for procurement of material.

- o For the items not covered and hence sources not registered either at contract cell or at BBW Stores, but required in bus body fabrication such as LED lights, Public Addressing System, Pneumatic Door Closures, etc., the new manufacturer/suppliers can be made standard sources for supply of such material for the outside fabrication with the approval of ED(E&IT) (after registration at C&B section) in terms of the procedure stipulated vide Circular No.COS@II/CMC(Regn)/2/SPD/99-2000, Dated:4-6-1999.

- o Even for the regular bus body items other than structural items, to have more number of sources for supply at a more competitive prices, the manufacturers/firms can be made standard sources with the approval of ED(E&IT) (after registration at C&B section) in terms of the procedure stipulated vide Circular No.COS@II/CMC(Regn)/2/SPD/99-2000, Dated:4-6-1999.

II. INSPECTION PROCEDURE TO BE FOLLOWED FOR ENSURING QUALITY OF MATERIAL USED BY BUS BODY FABRICATORS:

1. During inspection of buses under fabrication, the inspecting officials such as CME(C&B), Dy.CME(C&B), AME(A)/AME(D) and the regular inspectors i.e., RBBIs shall invariably verify the sources of procurement of various bus body items by scrutinising the invoices/bills at the respective firms.
2. RBBIs should report to Dy.CME(C&B)/AME(A) immediately if they found any deviation in the specifications of material or source of procurement duly informing the firm to stop the fabrication of bus body.

3. In such cases Dy.CME(C&B) along with AME(A) shall inspect the firm and initiate necessary action against the fabricator according to the findings.
4. AME(A) shall arrange to collect the material samples from all the fabricators periodically through concerned RBBIs.
5. RBBIs have to maintain a register at every bus body fabricator and pick up the samples randomly from the available lot duly recording in the register in the presence of the fabricator and also taking his acknowledge in the same register.
6. AME(D) should pick up the samples randomly and handover to COS/BBW/Miyapur to arrange to send to CIRT or Govt. labs for testing.
7. AME(D) should collect the test reports and to consolidate OK/Failure status report every month item wise and firm wise and to inform the results to CME(C&B)/ED(E&IT).
8. In case of failure of the items in test report, AME(D) shall appraise the same to CME(C&B)/ED(E&IT) for taking appropriate action.

As the objective of sending samples for testing to laboratories including CIRT, is to obtain test reports at the earliest and check whether the material is adhering to the specifications of APSRTC, the following materials are identified for collecting the samples and to send for testing.

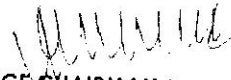
- A. Materials to be sent for testing quarterly;
1. Pillar section
 2. Roof section
 3. Cant rail section
 4. Waist rail section
 5. Paints
 6. Body 'U' clamps
 7. LED lights
 8. Glasses

9. Ply wood
 10. Rexine
 11. PU foam
 12. Flock Channel
 13. Weather shield strip
 14. Sealant
- B. Materials to be sent for testing every month;
1. Pop rivets
 2. Solid rivets
 3. EPDM Rubber products
 4. Automobile Electrical Cables
 5. Nuts and Bolts
- C. Other items like Alu. Chequered Sheet, Alu. Sheets etc., as per the decision taken time to time. ^{MS/GI items}

In case of failure of the test sample, testing charges have to be recovered from the fabricator besides initiating action to the extent of black listing the fabricator basing on the gravity of rejections.

CME(C&B) and Dy.CME(C&B) are advised to ensure the implementation of these instructions.

Please acknowledge.


VICE CHAIRMAN &
MANAGING DIRECTOR

Copy to the following for information and necessary action.
Dir(V&S)/ED(E&IT)/ED(A&P)/FA&CAO/ED(H&M) & Secretary to
Corporation,
CME(C&B)/CFM,
Dy.CME(C&B).