



## ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No. OP4/286(01)/2020 –MED

Office of the VC&MD,  
RTC House, Vijayawada-13.

### CIRCULAR No.06/2020 - MED, Dt. 04.08.2020.

Sub: Vehicles-Fabrication of new bus bodies on serviceable chassis-Re-utilization of bus bodies while scrapping these buses- Instructions issued-Reg.

Ref: Lr..No. TL5/286(1b)/2018-19-MED, Dt. 30.7.2020 of CME(C&B)

\*\*\*\*\*

Since the year 2016 MED, head office has taken up the activity of fabricating new bus bodies Viz., Metro Express, City Ordinary, Pallevelugu and Ultra Pallevelugu, on serviceable TATA/AL JnNURM chassis and also serviceable chassis of replaced Super Luxury and Ultra Deluxe buses in order to extract optimum life from the chassis. CME(C&B), vide reference cited, has communicated the list of various bus bodies fabricated since 2016 and the summary is furnished here under:

S.No.	Region	Chassis Type	Type of bus body fabricated	No. of bus bodies fabricated
1	VJA, VSP & NEC	Serviceable JnNURM	City Ordinary	216
2	All Regions	Replaced Super Luxury	TVG/UTVG	101
3	CTR	Serviceable JnNURM	TVG	24
TOTAL				341

It is clearly mentioned that the new bus bodies have to be operated for a minimum of 13 lakh Kms. before they are scrapped. Once the serviceable chassis on which the new bus body is built, has covered stipulated mileage for scrapping or the condition of the chassis does not permit to operate it any more, bus body is to be inter-changed on to another serviceable chassis in order to utilize it further and so on till the bus body completes its stipulated useful life. During this process of inter changing the bus body on to serviceable chassis there is every possibility of bus body getting scrapped prematurely at some stage if not monitored properly.

Contd.... Page No.2



:: 2 ::

In order to ensure to extract the stipulated life out of the new bus body built on the serviceable chassis and to avoid premature scrapping un-knowingly the following instructions are issued:

1. While handing over the serviceable chassis to C&B section, Head Office, the Log Book of the bus shall also be handed over along with the chassis. C&B section shall not accept the chassis without the Log Book here after.
2. After completion of the new bus body fabrication and while handing over the bus to the concerned depot, C&B section shall make an endorsement in the Log Book with the details of the New Bus Body fabricated and handover along with the bus.
3. RMs shall ensure that the new bus body fabrication details viz., mileage at which new body is fabricated, type of body and month of fabrication of the 341 buses communicated vide reference cited are endorsed below the specifications table in the 1<sup>st</sup> page of the Log books by the Depot Managers of the depots to which the buses are allotted since 2016 as one time measure. DyCMEs shall submit certification to that extent in respect of buses allotted to their region, to CME(M) by 20/8/2020 along with photo copy of the 1<sup>st</sup> page. DyCMEs shall also verify the present status of the buses and bus bodies shown allotted to the depots in their regions and inform if any of the body is scrapped along with the bus without interchanging on to serviceable chassis.
4. In case these buses are transferred to other depots i.e., either within or outside the region, from the depots shown against each in the list communicated vide reference cited, the DyCME and DM shall inform the same to DyCME and DM concerned for taking necessary action as per item 3 above.
5. Here after wards, while submitting proposals to head office for scrapping of a vehicle, the survey Committee reports shall invariably be enclosed with a Xerox copy of the 1<sup>st</sup> page of vehicle log book where certification regarding new body fabrication is made without which the proposals will not be entertained.
6. Some of the buses on whose serviceable chassis a new body is built, are sanctioned for scrapping based on its poor chassis condition or after operation of stipulated kms, subject to utilizing the serviceable body by inter changing on to serviceable chassis of another bus whose body is not fit for operation. DM and Maintenance In-charge of depot must ensure to record and certify the details of the bus body fabrication like the Fabricator's name, date of fabrication, date of inter-change and kms. covered by the bus body till the date of interchange, in the log books of both the buses.
7. While processing the scrap proposals sent by depots to issue technical sanctions or final scrap sanctions, the respective sections of MED at head office shall also cross check if any new body is built on the serviceable chassis of the bus proposed for scrap sanction and if so, whether the same is inter changed on to serviceable chassis of another bus or not.

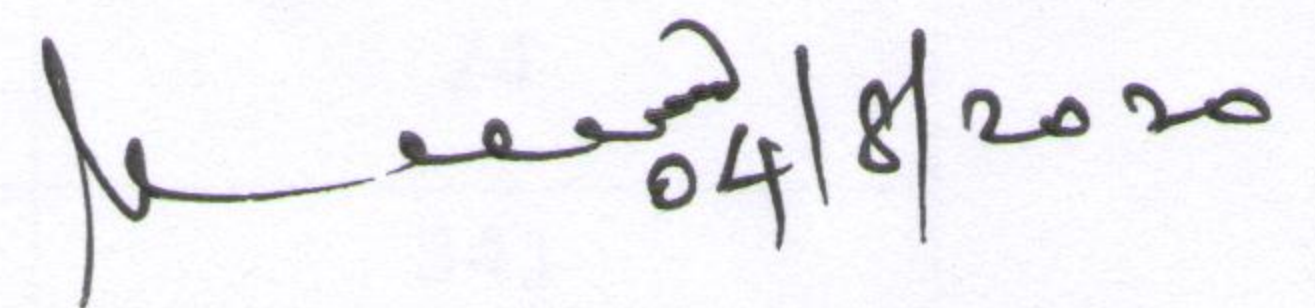


8. In order to reduce the expenditure, most of the regions are taking up the major bus body repairs and refurbishing works at depots through work contracts. In majority of the cases these details are not recorded and go un-noticed while taking decision to scrap the bus. Hence all the details of expenditure incurred (Rs. 50,000/- and more per bus, including labour & material charges) towards bus body repairs/refurbishing works carried out at depots through work contract and also at outside agencies including authorized work shops of OEMs: M/s TML, M/s AL, M/s Carona, M/s Volvo, M/s Scania, M/s Bharat Benz etc., must also be recorded in the log book of the particular bus and certified by the DM and Maintenance In-charge.
9. Similarly at ZWS also the details of the BCO, BSR and the details of Major Accident repairs and Refurbishing works carried out through out sourcing agencies must be recorded with details of works carried out, Name of the agency and certified by the concerned AWM before the dispatch of the bus from ZWS.

All RMs are requested to ensure that the above instructions are implemented scrupulously in respect of the buses: i) with New bodies built on serviceable chassis ii) taken up for Body interchanges iii) taken up for Accident repairs, Selective body repairs and Body refurbishing etc.

All WMs shall follow and implement the above instructions in respect of buses taken up for BCO, BSR, Accident repairs and Body Refurbishing at Zonal Workshop.

DyCMEs shall take personal interest in implementing the above instructions and also exercise cross checks during their visits to depots.



**Executive Director (E)**

Copy to all ED(A), ED(O) and FA&CAO for information

Copy to all ED(Zones) for information

Copy to CME(M), CME(C&B) and all RMs for information and necessary action.

Copy to OSD to VC & MD for information.

Copy to all Dy.CMEs & WMs for information and necessary action.

Copy to all DMs & Garage I/Cs for information and necessary action.