



ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

LR.No.OP3/462/VOLVO-AMVT-BS-IV/2020-MED

O/o VC & MD,
RTC House, VJA.
Dt.19.02.2021.

To
All Dy.CMEs & DVMS
APSRTC.

Sub: TOWING OF BUSES: Instructions on towing of buses - communication - Reg.
Ref: Letter no. Nil, Dt.9.02.2021 O/o Dy.CME/NLR

Vide reference cited above, Dy.CME/NLR informed that Amaravati i-shift Volvo B9R bus of Nellore-1 depot was failed on 08.02.2021 due to damage of Engine sump. Relief mechanic who attended the spot, removed one of the half axle shafts and brought the vehicle on tow for attention at the depot.

After rectification of engine sump problem, when tried to engage the gears, the gears are engaging. It is found that needle bearings, bushes, shafts and wiring harness of the i-shift gear box are damaged and requires huge expenditure to make the bus on road.

During analysis it is observed that, only one half axle shaft is removed for towing the vehicle. Due to the rotation of wheels, the drive is taken from half axle shaft to propeller shaft and to gear box, due to which the internal components rotated. But the i-shift gear box has a pressure lubrication system which is activated only when the ignition key and engine is in on condition and lubricates the gear box. In this case gear box internal components rotated without any lubrication causing huge damage.

In this context, all Dy.CMEs & DVMS are advised to educate the staff and supervisors that before towing buses make sure that, both axle shafts are removed from the hubs or the propeller shaft is disconnected with the gear box, in order to avoid damage to the components of transmission system.


CHIEF MECHANICAL ENGINEER (M)

Copy to: All RMs for information.

Copy to: All DMs for information & necessary action.