



ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No : TR1/815(21)/2012-MED

O/o VC&MD  
Hyderabad - 624

**CIRCULAR NO: 20 / 2012 - MED, Dt :24.07.2012**

Sub: **TYRES** - Scrapping of Tyres - Coding of the defects noticed - Revised List of codes for Implementation - Reg.,

Tyre performance is being reviewed by various parameters like New tyre life, Average tyre life, NTS, TTS etc., The average total tyre life in a month depends on the life obtained by the Scrapped Tyres in that particular month. The scrapped tyres will be classified into different heads for identifying the root cause and taking remedial action at appropriate areas.

On analyzing the “C” statement (**Cause wise scrapping of tyres**) being submitted by AME (Tyres) every month, it is observed that main focus is on S1 (Concussion), S2 (Run flat) and S3 (Non-Removal in time) and depots also focusing in these three areas only for taking necessary action. Though Concussion, Run flat are the main contributors for scrapping of tyres, other factors like Bead damage, scoring on wall, side wall damage etc., are also contributing much for scrapping of tyres in early stages, but not given much importance in analysis. Such type of failures is simply shown in the S9 category.

Bead damage has now become major concern due to increasing Tubeless tyres content in Depots. Similarly, the cases of scoring on wall and side wall damage shall also be handled with great attention.

In the light of the above, it is decided to revise the existing “Tyre scrap defects codes Master” as follows.

S1	CONCUSSION
S2	RUNFLAT
S3	NON REMOVAL IN TIME
S4	BEAD DAMAGE
S5	SCORING ON WALL/SIDE WALL DAMAGE/STONE PENETRATION
S6	PATCH FAILURE/PATCH BURST/INJURY EXTENSION
S7	RADIAL CRACKS/CIRCUMFERENCIAL CRACKS
S8	PLY/TREAD SEPERATION
S9	AGEING / HARD CASING / INNER CRACKS/ BUTTER CRACKS
	CHANNEL CRACKS/ BURNT TYRES/
	THROUGH CUT NEAR OLD PATCH

All the AMEs(Tyres) are hereby advised to categorize the causes for scrapping of Tyres as per the above revised list with immediate effect.

All the Depot Managers are advised to analyse the reasons for scrapping of tyres in each stage and take appropriate action to improve the Tyre performance. Prime focus shall be given from S1 to S5 classification invariably.

All the Dy. CMEs are advised to review the tyre performance and analyse the reasons for scrapping of tyres as per the revised codes.

All the Regional Managers and Executive Directors (Zone) are requested to make a note of the revised codes and review the tyre performance accordingly.



Vice Chairman & Managing Director

Copy to: Director (V&S) for Information

Copy to: ED (E,IT & HRD), ED (A&P) & ED (O & MIS) for information

Copy to: All the Executive Directors (Zone) for information

Copy to: CME (O), CCOS & CE (IT) for information & necessary action

Copy to: All the Regional Managers for information & necessary action

Copy to: All the Dy. Chief Mechanical Engineers for information & necessary action

Copy to: All the Depot Managers for information & necessary action

Copy to: All the Maintenance In-charges for information & necessary action