

J. H. FLETCHER & CO. Box 2187 – Huntington, WV 25722-2187 – 304/525-7811 – FAX 304/525-4025

IMPORTANT SAFETY NOTICE

INFORMATION BULLETIN NO. 81

TO:	ALL MAINTENANCE, SUPERVISORS, SAFETY DIRECTORS AND OWNERS OF J. H. FLETCHER & CO. MANTRIPS
FROM:	RISK MANAGEMENT DEPARTMENT J. H. FLETCHER & CO.
DATE:	MARCH 20, 2000
SUBJ:	MANTRIPS

J. H. Fletcher & Co. ("Fletcher") mantrips were designed and manufactured with a dual service braking system, so that no single failure could cause total loss of braking. However, because of the redundancy built into the drive train, it has come to our attention that it is possible to continue to operate the vehicle even after one side of the drive train fails.

Fletcher believes that owners and operators of its mantrips have developed a false sense of security because the unit can continue to operate even though one half of the dual braking system has ceased to function. It is extremely dangerous and can be life threatening to allow a mantrip to continue in service in this condition. Continued operation in this manner (only two wheels driving) will ultimately result in complete drive and braking capability failure should the other drive line fail.

It is, therefore, imperative that the entire braking system and related drive train components be maintained in a proper manner using only Original Equipment Manufacturer Components. If parts of the dual service braking system cease to function, the mantrip should be removed from service immediately until its full capacity is restored.

Your mantrip can be retrofitted with an auxiliary braking system on the axle. The addition of the axle braking system and its benefits has already been addressed in Information Bulletin No. 's 55 and 66 (see enclosed). Because brakes can be damaged during ordinary use, it is imperative that they be inspected daily and maintained to O.E.M. specifications.

Please read and study Information Bulletin No.'s 55 and 66 which are attached. Fletcher strongly recommends that you evaluate the current operational condition of each mantrip at your mine to determine the current mechanical conditions of the drive line and brakes.

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To order the free tag shown below (P/N 359071), call the Service Department and give them the serial number(s) for your mantrip. Once you receive the tag, place it in the operator's compartment to remind operators to inspect the drive line, brakes, and related drive components.

If you no longer own this equipment, Fletcher requests that you provide us with the name and address of the purchaser so that a copy of this notice can be provided.

If you have any questions about this mantrip bulletin, please call the Risk Management Department at (304) 525-7811, ext. 240.

! **DANGER**

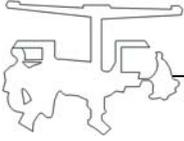
**PROPER OPERATING
PROCEDURES REQUIRED.**

DAILY INSPECT DRIVE LINE & BRAKES.

**FAILURE TO INSPECT THIS SYSTEM
BEFORE OPERATING VEHICLE CAN RESULT
IN SERIOUS INJURY OR DEATH.**

**IF BRAKES AND DRIVE LINE ARE NOT
OPERATING PROPERLY, VEHICLE SHOULD
BE SHUT DOWN UNTIL PROPER REPAIRS
CAN BE MADE.**

J. H. FLETCHER & CO. P/N: 359071



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IMPORTANT SERVICE NOTICE

INFORMATION BULLETIN NO. 55

TO:	ALL MAINTENANCE SUPERVISORS, SAFETY DIRECTORS, OWNERS AND REBUILDERS OF J. H. FLETCHER & CO. MANTRIPS
FROM:	RISK MANAGEMENT DEPARTMENT J. H. FLETCHER & CO.
DATE:	MARCH 1995
SUBJ:	MAINTAINING MANTRIP GEAR BOXES

If J. H. Fletcher & Co. mantrips are not maintained according to original equipment specifications, a risk of failure is created. The failure to maintain these components could result in a loss of brakes on the mantrip if one or both drive lines fail.

J. H. Fletcher & Co. has recently investigated a single mantrip accident with injuries. The use of unauthorized rebuilders and the failure to use OEM parts caused this accident. If properly maintained, the designed braking system will provide braking for mantrips that utilize gear box part number 55699 and the associated drive line. Therefore, each owner should evaluate the maintenance condition of their mantrips now to ascertain the foreseeability of drive line failure. Each owner should also perform daily maintenance checks as shown below, to ensure this gear drive system is operating properly:

1. Make sure each drive line is operating properly and effectively. Inspect your drive line to make sure it is tight and there is no play in the universal joints or slip joints. This can be done by prying against the drive shaft with a pry bar at various points along the drive shaft and visually checking for excessive play.
2. Make sure each drive line coupling bolt is properly torqued to 45-55 ft. lbs. Make sure you are using a grade 8 bolt.
3. Check for proper operation of the brakes and for worn parts. Brake calipers should be operating properly. Check proper operation by activating brake lever to ensure that lever is firm and does not bleed off. Second, always make sure your brake pads are at least 3/16" thick.

Information Bulletin No. 55

Subject: Maintaining Mantrip Gear Boxes

March 1995

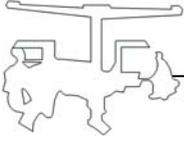
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4. Check for excessive wear in the axle gear box couplings and right angle drive couplings. Check the gear box and right angle drive couplings by prying against coupling with a pry bar and visually inspecting for excessive play. Remember, the truck assembly gear box is a pressed on fit. If the fit is loose at truck axle, gear box or key, you must replace entire drive unit.

5. Use only OEM parts to ensure the drive line you purchased meets quality standards.

If you have any questions or comments, please call your area sales or service representative at (304) 525-7811.

If you no longer own this equipment, we request that you provide the name and address of the purchaser, so that we can ensure the current owner receives this notice.



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IMPORTANT SAFETY NOTICE

INFORMATION BULLETIN NO. 66

TO: THE MAINTENANCE SUPERVISOR AND/OR SAFETY DIRECTOR

FROM: RISK MANAGEMENT DEPARTMENT
J. H. FLETCHER & CO.

DATE: APRIL 1997

SUBJ: MAINTAINING MANTRIP GEAR BOXES

In March 1995, J. H. Fletcher & Co. issued Information Bulletin No. 55, notifying customers that if the brakes were not maintained according to original equipment specifications, a risk of failure is created. Improper maintenance of these components could result in a loss of brakes on the mantrip if one or both drive lines fail.

As a follow-up to Information Bulletin No. 55, J. H. Fletcher & Co. is now offering an auxiliary braking system on specific units not already equipped with this additional brake. Basically, the auxiliary system will require you to retrofit your machine with a set of brakes on the axle. The mantrip will then feature a separate brake to stop the unit in the event of difficulties in maintaining the standard brake system.

This modification to the existing system will require a major chassis modification to your machine. The auxiliary braking system will require a new axle in addition to the new brake calipers on each axle.

This retrofit is only for those machines that have been identified in this bulletin; other mantrips at your mine may already have this auxiliary brake option. This retrofit is not a mandatory retrofit, but is an offer from J. H. Fletcher & Co. if you are having difficulty maintaining the equipment as originally designed. Each owner should carefully consider performing this retrofit. Whether you purchase this auxiliary braking system, you should always maintain the regular brake system by inspecting the gear box and drive lines using the following method:

1. Make sure each drive line is operating properly and effectively. Inspect your drive line to make sure it is tight and there is no play in the universal joints or slip joints. This can be done by prying against the drive shaft with a pry bar at various points along the drive shaft and visually checking for excessive play.

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2. Make sure each drive line coupling bolt is properly torqued to 45-55 ft. lb., and that you are using grade eight bolts.
3. Check for proper operation of all brakes, and for worn parts. Brake calipers should be operating properly. Check proper operation by activating brake lever to assure the lever is firm and does not bleed off. Second, always make sure your brake pads are at least 3/16" thick.
4. Check for excessive wear in the axle gear box couplings and right angle drive couplings. Check the gear box and right angle drive couplings by prying against coupling with a pry bar and visually inspecting for excessive play. Remember, the truck assembly gear box is a pressed on fit. If the fit is loose at the truck axle, gear box or key, you must replace the entire drive unit.
5. Use only OEM parts to assure the drive line you purchase meets quality standards.

If you decide that this is a retrofit your machine needs, we are requesting that you contact the Service Department at 304/525-7811 and provide the serial number so that we can assure you get the correct material.

If you no longer own this equipment, we request that you provide the name and address of the purchaser (see enclosure), so that we may assure that the current owner receives this notice.

INFORMATION BULLETIN NO. 66

MAINTAINING MANTRIP GEAR BOXES

OWNERSHIP RESPONSE

MODEL: _____

SERIAL NO.: _____

THIS UNIT WAS PURCHASED BY:

COMPANY: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE: _____

PERSON TO CONTACT: _____

MODEL: _____

SERIAL NO.: _____

THIS UNIT WAS PURCHASED BY:

COMPANY: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE: _____

PERSON TO CONTACT: _____

MODEL: _____

SERIAL NO.: _____

THIS UNIT WAS PURCHASED BY:

COMPANY: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

TELEPHONE: _____

PERSON TO CONTACT: _____

PREPARED BY: _____

DATE: _____

COMPANY NAME: _____