Fletcher

Product Newsletter

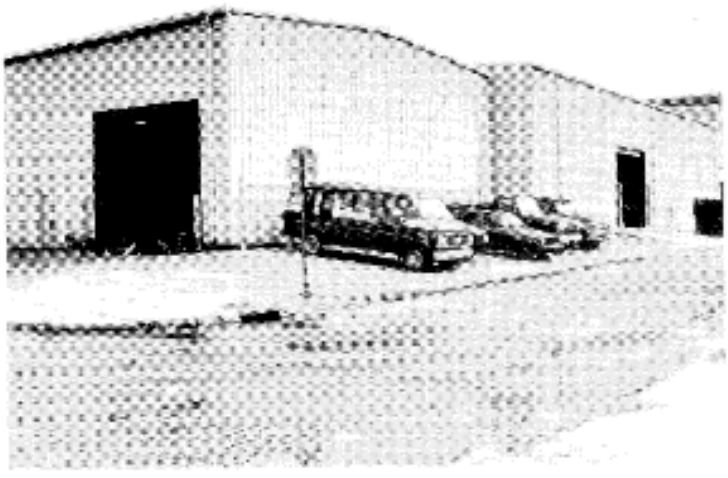
J. H. Fletcher & Co. HUNTINGTON, WEST VIRGINIA

Volume 3, Issue 1 March, 1991

J. H. FLETCHER & CO. EXPANSION

J. H. Fletcher & Co. has now completed a 10,000 square foot building expansion at our Jackson Avenue location in Huntington. With this increase in space, we have expanded work bays for our production staff, added new offices for our quality control personnel and foremen, and a video department for the development and sale of training videos.

All J. H. Fletcher & Co. employees appreciate your continued confidence in our equipment. Through your support, J. H. Fletcher & Co. will continue to provide you with innovative equipment designs, quality workmanship and support products for your Fletcher equipment in future years.

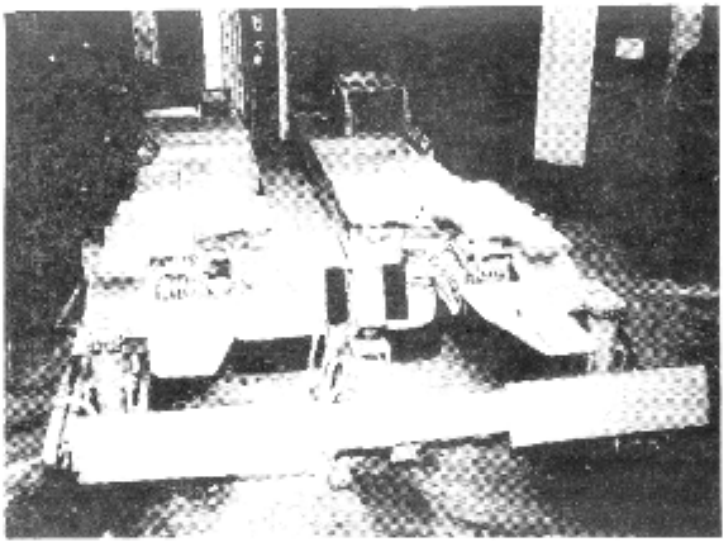


DDO WALK-THRU

With the Fletcher Model DDO (Walk-Thru), you get the advantage of a dual head roof bolter with a walk-thru chassis. The DDO (Walk-Thru) gives the mine operator, who may have a mine with bad rib conditions, an alternative to the standard DDO machine. With the walk-thru chassis, the operator can go to the front of the machine by walking or crawling through the center of the equipment. Once in position the boom operators can work on the inside of the chassis; keeping the boom between the operator and bad rib conditions.

J. H. Fletcher & Co. can manufacture a new machine design along the DDO features, or we can take your existing machine and rebuild it with a walk-thru chassis.

For further information about this machine, please contact Bill Ellis or Bob Slach in our Sales Department.



SAFETY RECALL NOTICE

Since November 7, 1990, J. H. Fletcher & Co., along with Service Machine Co., has been actively involved in a recall of the MP130A slave relay. J. H. Fletcher & Co. has sent two recall notification mailings to our customers.

If you have not responded, or we have no verification form (enclosed with recall notice) indicating compliance, you will receive a third notice in July. It is crucial that all MP130A slave relays be replaced immediately due to a defect which could contribute to injury or death of personnel.

By written acknowledgement from you that this relay has been replaced, or notification that you do not own any Fletcher equipment, you will be removed from future relay recall mailings.

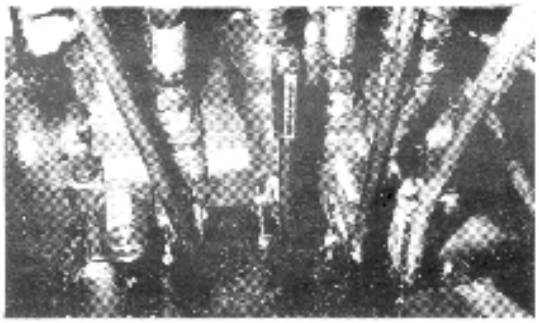
We do appreciate your help and your **PATIENCE** on this important safety recall.

If you have any questions or you simply wish to find out if proper paperwork was received, please contact David P. Cooper or Lisa Schafer at (304) 525-7811.

OPERATOR TIPS:
PROPER USE OF THE SPLIT/COMBINED FLOW TRAM SELECTOR VALVE

Located between the two tram valve handles is another handle which can be placed in one of two positions. This is the **SPLIT/COMBINED FLOW TRAM SELECTOR VALVE.**

There seems to be a great deal of confusion among machine operators concerning the purpose and correct use of this control.



LOCATION OF SELECTOR VALVE

First, the purpose of this control is to allow the machine to be trammed with only one electric motor running. In the event one electric motor should become inoperative, the machine can be trammed out of the working place to a more suitable location for making repairs. To accomplish this, the control is placed in the combined flow position.

Although the machine can be trammed, at reduced speed, with one electric motor running, the drilling functions will only operate on the side corresponding to the running electric motor. The other side of the machine will remain inoperative.

During normal operation (both electric motors running) the selector should be placed in the split flow position. This is necessary for two reasons:

SAFETY

With the selector in the split flow position, the maximum oil flow to each tram motor is limited to the output of one of the hydraulic pumps.

If the selector is in the combined flow position and one tram control handle is operated, the output of both hydraulic pumps is directed to that tram motor, which will make the machine lurch in the direction the tram handle is moved. This will cause difficulty in steering the machine and could cause damage to the machine

TRACTION

When the selector is placed in the combined position, the output of the two pumps is combined. If one side of the machine looses traction all of the oil flow will take the path of least resistance to the side that is slipping and the machine will be stuck.

In the combined position, the output of the two pumps remains segregated; the right pump driving the right tram motor and the left pump driving the left tram motor. If the machine starts to slip on one side the other side will continue to pull, thus preventing the machine from getting hung up in bad bottom.

Now that you understand what the split/combined flow selector does, and why it should be placed in the split flow position for normal (both electric motors running) tramming and the combined position for getting the machine out of the working place into a suitable area for repair if one electric motor should become inoperative, you need to know how to tell whether it is in the split or combined position.

There are two ways to recognize the position of the split/combined tram selector valve:

COMBINED FLOW POSITION

1. POSITION OF THE VALVE SPOOL

When the valve spool is pushed into the valve body the split/combined tram selector is in the combined flow position, which is the position for tramming with only one electric motor running.

If the valve spool is pulled out of the valve body the split/combined tram selector is in the split flow position, which is the proper position for normal tramming with both electric motors running.

OPERATOR TIPS - *continued from page 3*

SPLIT FLOW POSITION

2. TEST WITH ONE ELECTRIC MOTOR RUNNING

The easiest way to tell if the selector is in the correct position for normal (both electric motors running) tramming is to start one electric motor and then operate both tram controls, first one and then the other. If both operate, the control is in the combined (incorrect) position. If only one tram control operates, the selector is in the proper position for normal (both electric motors running) tramming.

REMEMBER BEFORE TRAMMING:

- Place the split combined flow selector in split flow for normal (both electric motors running) tramming.
- Do not operate any control in the tram deck unless you are seated in the tram deck with your entire body inside.
- No one should stand or travel between the machine and the rib or another piece of equipment while the machine is being trammed.

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Currently, we are only sending the Fletcher newsletter to a selective readership. If you know of someone in your company who wishes to get on our mailing list, please let us know. Below is a form that may help us get them on our mailing list more quickly. Just fill out the form and return it to J.H. Fletcher & Co., Box 2187, Huntington, WV 25722.

FREE SUBSCRIPTION FORM

Name _____ Job Title/Description _____

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City _____ State _____ Zip _____

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