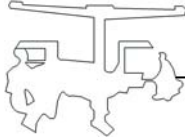


NOTICE: OUTDATED TEXT
DO NOT RELY UPON THIS TEXT. THIS TEXT IS FOR
INFORMATION PURPOSES ONLY. FOR CURRENT
INFORMATION, CONTACT
J.H. FLETCHER & CO.
RISK MANAGEMENT DEPT.



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

IMPORTANT RETROFIT NOTICE

INFORMATION BULLETIN NO. 3

TO: OWNERS AND OPERATORS OF FLETCHER DDO ROOF DRILLS

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

DATE: JULY 1984

SUBJECT: CHANGES IN DESIGN OF DDO FRONT END LIFT SYSTEMS

Two improvements have been made in the design of the DDO design of the DDO front end lift system. We recommend making these changes in the field during the next major overhaul of the machine.

IMPROVEMENT NO. 1:

This improvement involves the manner in which the load is transferred from the jack anchors to the chassis. The original design (see sheet no. B0003-1) put the load directly on the bottom plate of the chassis through the 2" thick jack anchors. A vertical plate was welded onto the back edge of the jack anchors and tied into the side of the oil tank. With this arrangement, high stresses would occasionally occur in the frame bottom plate and/or oil tank.

The new design (sheet no. B0003-2) transfers the load from the front end lift cylinders further back on the bottom plate of the chassis, around the axle tube, and into the inside chassis side plates.

Retrofit to this new design involves removing the front end, burning out the original jack anchors, welding in the new jack anchors and plates, and reinstalling the front end onto the chassis.

IMPROVEMENT NO. 2:

This improvement involves the design and material of the front end lift mounting ears.

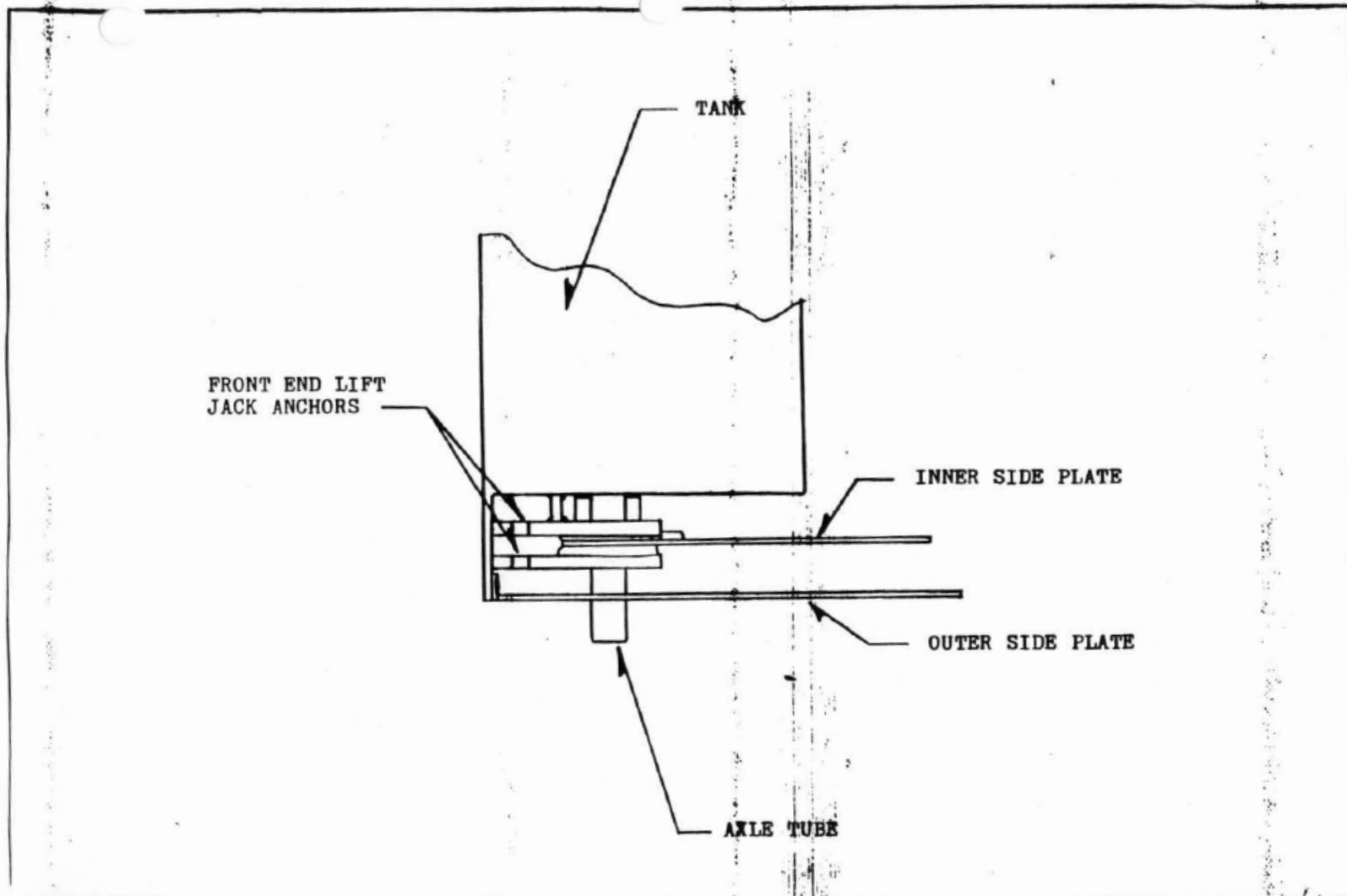
Late in 1982, the material from which these ears are made was changed from hot rolled plate steel to U.S.S. T1 alloy plate.

Information Bulletin 3
July 1984
Page Two

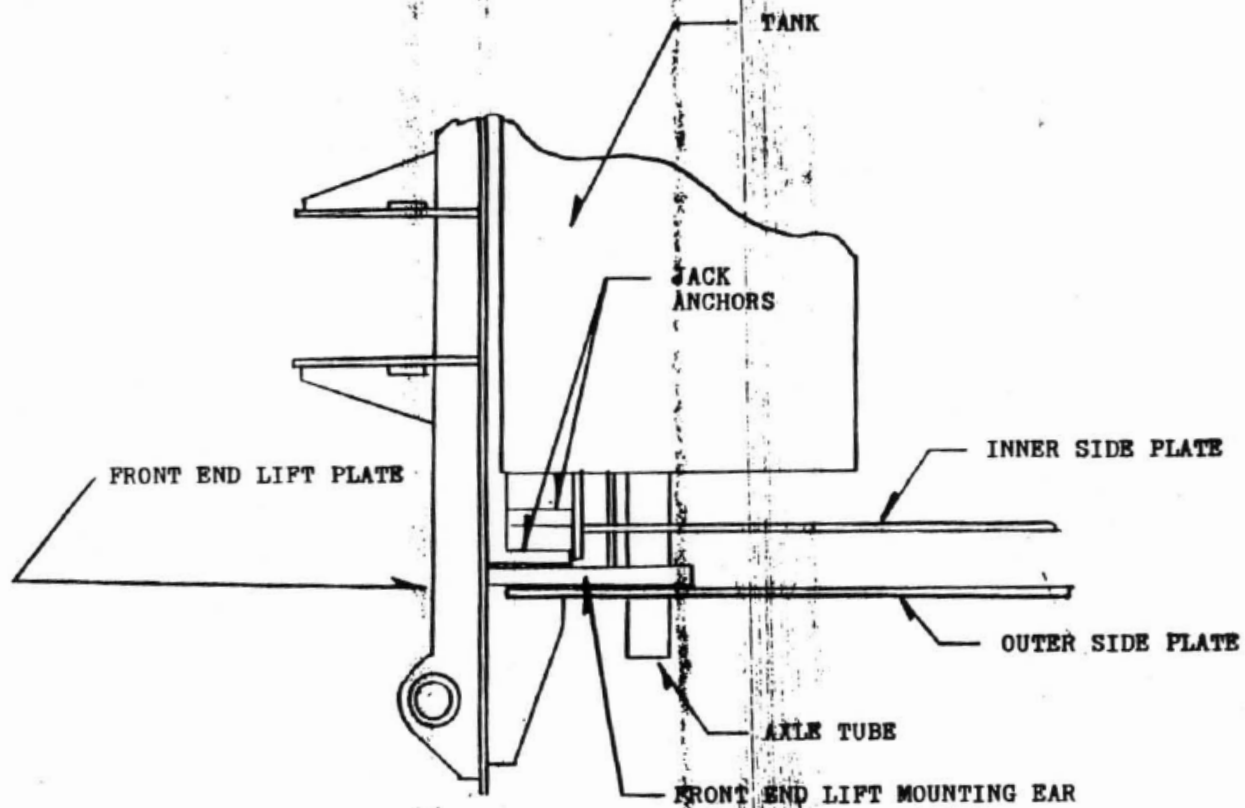
The original design utilized two bolts to secure the retainer cap to the ear. The new design (see sheet no. B0003-3) used three bolts which are tack welded in place, plus a gusset plate between the retain and the ear on the top side.

Retrofit to this new design requires removing the front end, burning off the original mounting ears, welding on the new mounting ears, and reinstalling the front end assembly onto the chassis.

Neither of these changes should be attempted without planning. At least eight weeks will be required to obtain the necessary materials. When ordering material to make these changes, please indicate the mode and serial number of the machine to be retrofitted.



SHEET NO. B0003-1	TITLE FRONT END LIFT - OLD ARRANGEMENT	DATE 6-22-84	R	J. W. FLETCHER & CO. 707 WEST 7TH STREET HUNNERSVILLE, W. VA.
-----------------------------	--	------------------------	----------	---



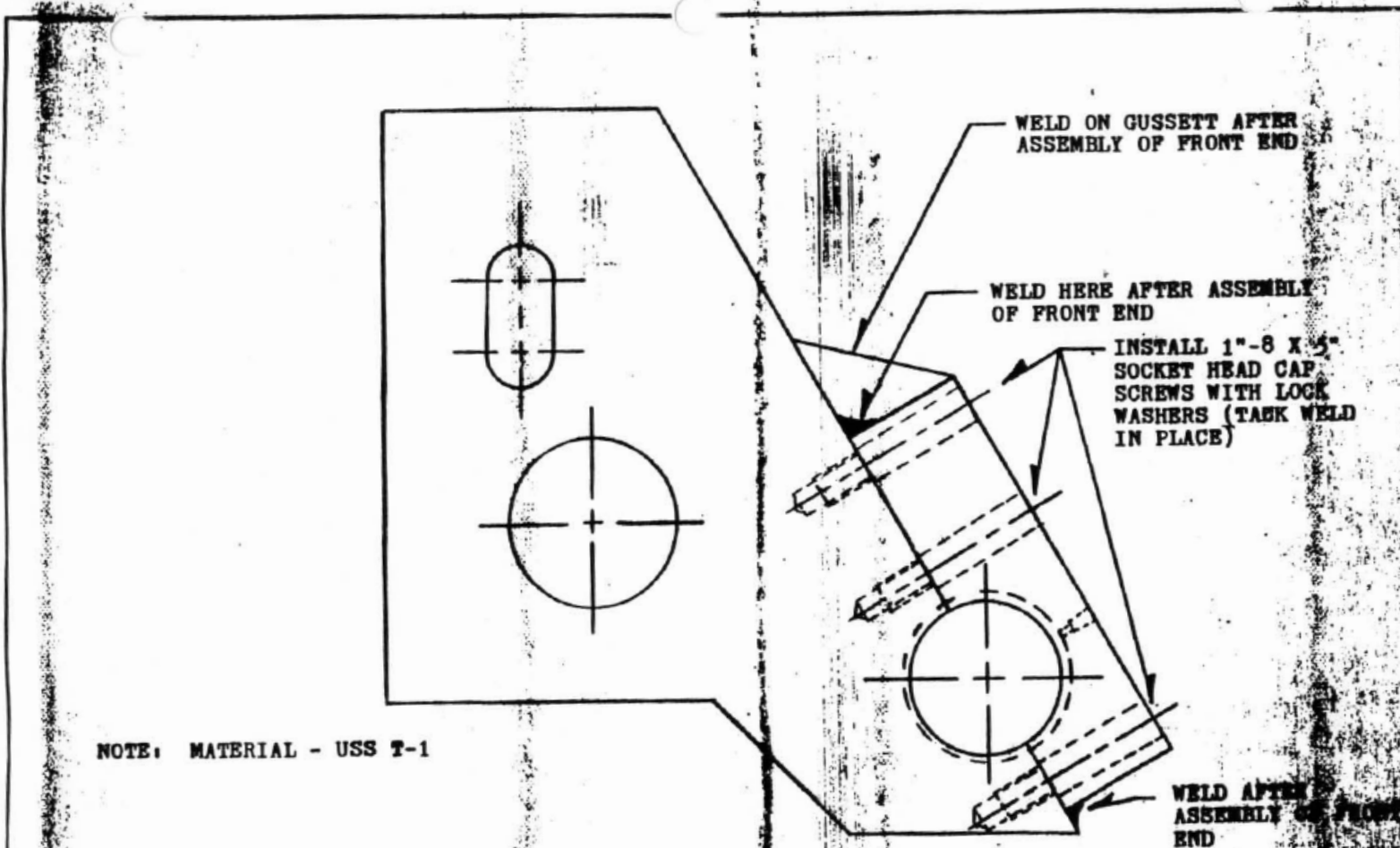
SHEET NO.
B0003-2

TITLE
FRONT END LIFT - NEW ARRANGEMENT

DATE
6-22-84

R

J. H. FLETCHER & CO.
707 WEST 7TH STREET
HUNTSVILLE, ALA. 35894



NOTE: MATERIAL - USS T-1

SHEET NO. E0003-3	TITLE FRONT END LIFT MOUNTING BAR ASSEMBLY	DATE 5-22-54	R	J. N. FLETCHER & CO. 707 WEST 7TH STREET HAWAII
----------------------	---	-----------------	---	---