



Technical Bulletin / Safety Alert

Unique ID No: GEN2010-TBSA-03

Rev: 1

(This document supersedes previous revisions of GEN2010-TBSA-03)

Subject: JUG-A-0 UL/UV Pneumatic Horn Circuit

Date: 1st March 2011

Applicable to: All JUG-A-0 UL/UV V2 & V3 machines.

Details of Revision: 0. Original Issue

1. Location and size of one way check valve in pneumatic circuit changed to improve serviceability of filter / drain / lubricator.
Pneumatic schematic revised.

Note: Minimum PPE required to carry out any inspections contained in this TBSA shall be protective clothing & footwear, safety glasses, hearing protection & any site specific requirements. A JSA or equivalent should be carried out prior to performing these tasks.

Occurance:

In October 2010 at a NSW Coal Mine, continuous operation of a JUG-A-0 UL/UV V3 machine pneumatic horn for an extended period depleted the air pressure in the pneumatic circuit such that the park brakes were inadvertently activated while the machine was in motion.

Investigation & Cause:

Investigation of the occurrence described above identified that the rate of air delivery to the circuit containing the horn valve and horn was insufficient to replenish the air being exhausted by the horn, when the horn valve was activated continuously for extended periods. In this case, air pressure in the circuit was able to reduce to less than 60psi, which was the minimum pilot pressure required for the park brake valves.

Recommendations:

It is recommended the pneumatic horn circuit is separated from the pneumatic circuit and installed as per the revised schematic shown in Figure 1 below. Figure 2 shows the original installation schematic. The complete revised pneumatic schematic is also attached.

1 A one way check valve (part no. 0601-60008) has also been installed in the safety circuit and the air pressure gauge source relocated. The check valve is located after the filter / drain / lubricator. The air pressure gauge is now sourced from the manifold.

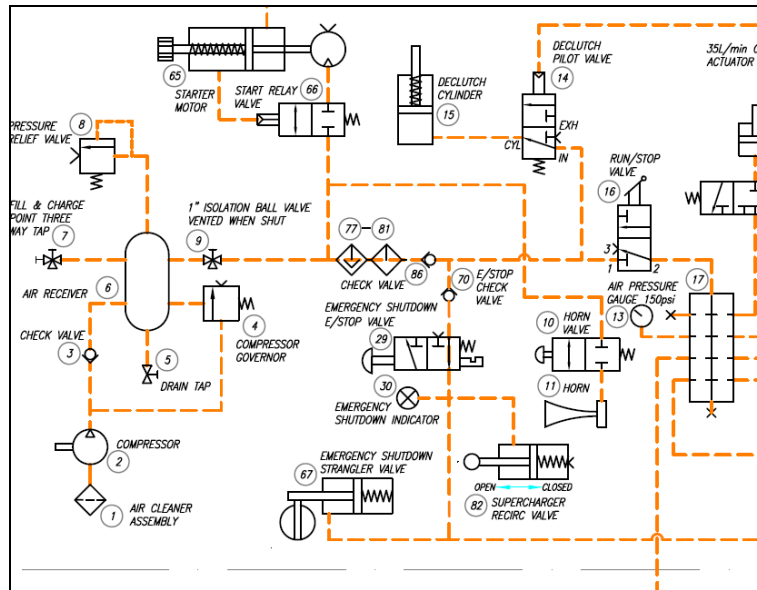


Figure 1: Revised Pneumatic Horn Circuit

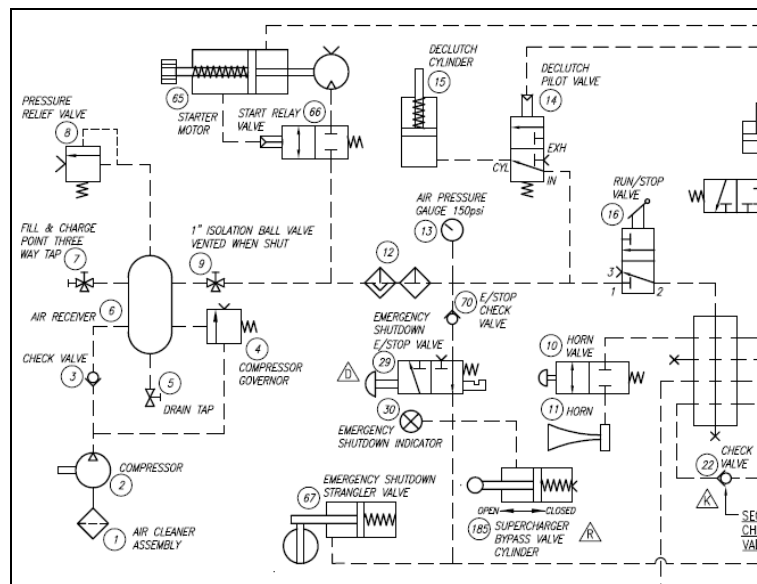


Figure 2: Pneumatic Circuit before Horn Circuit design change.

Immediate Action:

It is recommended the described circuit changes be implemented at the next major service interval.

Future Action:

All new build JUG-A-0 UL/UV machines to have the horn circuit installed as per the revised pneumatic schematic.

Supporting Documentation:

JUG-A-0 UL/UV V3 Pneumatic Schematic 0601-001 Rev 02

Conclusion:

Continuous operation of the JUG-A-0 UL/UV V2 & V3 pneumatic horn for an extended period has the potential to deplete air pressure in the pneumatic circuit to less than 60psi, which could result in inadvertent park brake application. Separation of the pneumatic horn circuit from the pneumatic circuit will eliminate this hazard.

Please ensure this document is circulated to all relevant personnel within your organisation.

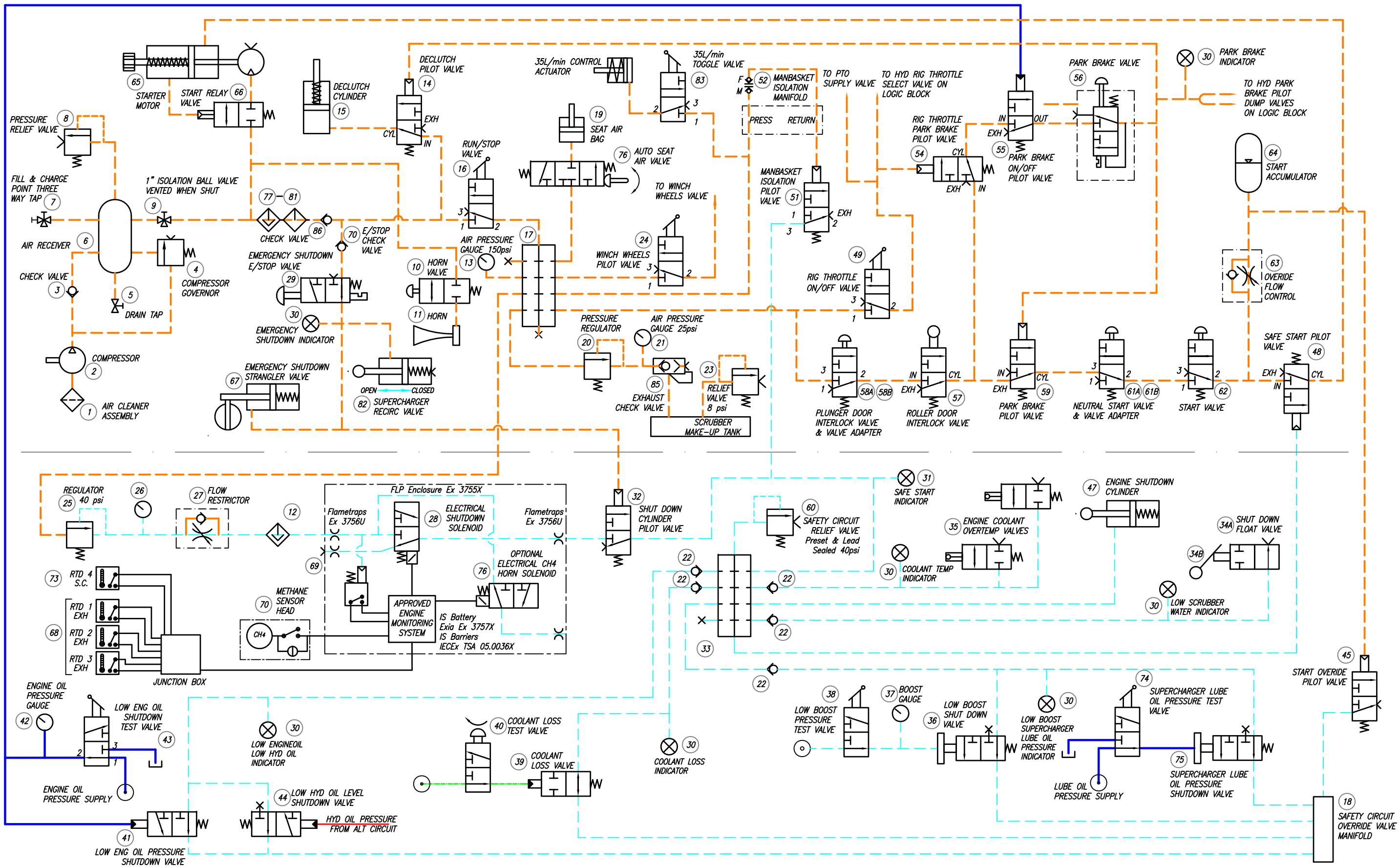
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REV	DATE	BY	DESCRIPTION
02	4.02.11	RWK	MOVED CHECK TO AFTER FILTER/LUBRICATOR
01	26.11.10	RWK	ORIGINAL ISSUE

SCHEMATIC LEGEND	
MAIN AIR PRESSURE	Orange dashed line
REDUCED AIR PRESSURE	Light blue dashed line
ENGINE OIL PRESSURE	Blue solid line
HYDRAULIC OIL PRESSURE	Red solid line
COOLANT PRESSURE	Green dashed line

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Drawn	Date	Checked	Approved	Date
RWK	26.11.10	RWK	BG	26.11.10

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Section	0601 PNEUMATIC SCHEMATICS								
Title	JUG-A-0 UL/UV V3 HINO ENGINE PACKAGE PNEUMATIC SCHEMATIC - V1080								
Part No.	0601-001-1080-000	Rev	02	Scale(s)	NTS	Size	A3	Sheet	1 / 1