



Technical Bulletin / Safety Alert

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(This document supersedes Juganaut Industries TBSA 0002)

Subject: Collapsed Blowers Drive Snout Bearings

Date: 02/02/2007

Applicable to: All JUG-A-0 UL/UV V2 Machines

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

Occurance:

A customer was operating a JUG-A-0 UL/UV (370hours). The machine had been operated for the first four hours of night shift. The operator noticed the oil level in the Super Charger oil header tank had receded. The operator and supervisor then travelled to pit top, collected oil, and returned underground to top up the reservoir. When the reservoir was refilled the oil that was visible in the sight glass was dark in colour. The operator and or supervisor flushed the reservoir filled it and then headed out of the mine to further investigate the cause of the oil contamination. The machine made it to the block lights at #4 cut through at pit bottom. The machine shut down at which time the operator states he noticed a glow from the off drivers side rear of the machine. On inspection the operator identified smoke and open flame. He activated the on board fire suppression and used the hand held extinguisher to extinguish.

Investigation & Cause:

The blower and snout assembly has not been dismantled at this time. Preliminary inspection indicates a loss of oil resulting in the heating of the snout and consequent combustion of the oil, oil vapour or seal material.

Recommendations:

A Risk Assessment is taking place on Monday 05/02/07 to address this issue. The existing hard barriers in place rely on the belt dislodging from the pullies to shut the machine down. In this case we had a situation were the belt somehow stayed on the

pullies even with the heat and misalignment of the blower drive pulley. The existing hard barriers that shut the machine down in the event of the belt dislodging are low boost pressure, coolant pressure loss and coolant overtemp.

The overfilling of the blower reservoir may cause a blockage in the blower reservoir breather, which could in turn lead to premature blower snout seal failure.

We recommend that the following maintenance controls are implemented immediately;

JUG-A-0 UL/UV 103 inspections need to be amended so that they include a visual inspection of the seal area of the blower snout and the cleanliness of the blower reservoir oil. The changes to the 103 inspection should insist that "If problems are identified in either area the machine is to be taken out of service immediately and not returned to service until rectified"

The blower reservoir breather to be changed at 100 hour intervals.

Failure to implement these recommendations may increase the risk of failure.

Supporting Documentation:

None.

Conclusion:

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

Should you have any further queries please contact your VLI Diesel Representative.

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