



CANRIG DRILLING TECHNOLOGY LTD

PRODUCT BULLETIN NUMBER: 47

**SAFETY ALERT**

DATE: March 23, 1999

- SUBJECT:** Back-Up Wrench Inspection After Jarring
- SERIAL NUMBERS:** 2 and Up
- DISCUSSION:** Jarring transfers very large shock loads to the Top Drive and the accessories attached. It is very important that the Back-Up Wrench be inspected for loose or broken bolts after jarring or during long jarring sessions.
- RECOMMENDATION:**
1. Check the pivot pin and cotter pins in the top and bottom of the cylinder inside the Back-Up Wrench tube. The pivot pins are visible through the inspection cutouts on the Drillers side.
  2. Check the main mounting bolts of the BUW to the handler gear for the correct torque.
  3. Check that the 3 bolts that mount the BUW to the outer sleeve are torqued and wired.
  4. Check that the 8 mounting bolts that hold the 4 aluminum sliders to the inside of the outer BUW tube are properly torqued.
  5. Check that the socket head bolt on the top of the stop rod is torqued. This is visible through the ODS upper inspection cutout in the BUW outer tube.

The pivot pins, stop rod and aluminum pads hold the bottom half of the BUW inside the outer tube. It is important they be checked to ensure they have not worked loose or broken during jarring.

A complete guideline for Top Drive inspection after jarring is contained in the Canrig *Operating, Maintenance and Service Instructions Manual*, Section 3A. An illustration is included on the back of this page.

**INFORMATION:**

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