

FAARR

////// TECHNICAL MANUAL

KT-5500

5-1/2" (14 cm) 18.7K Lbs.-Ft.
Hydraulic Power Tong

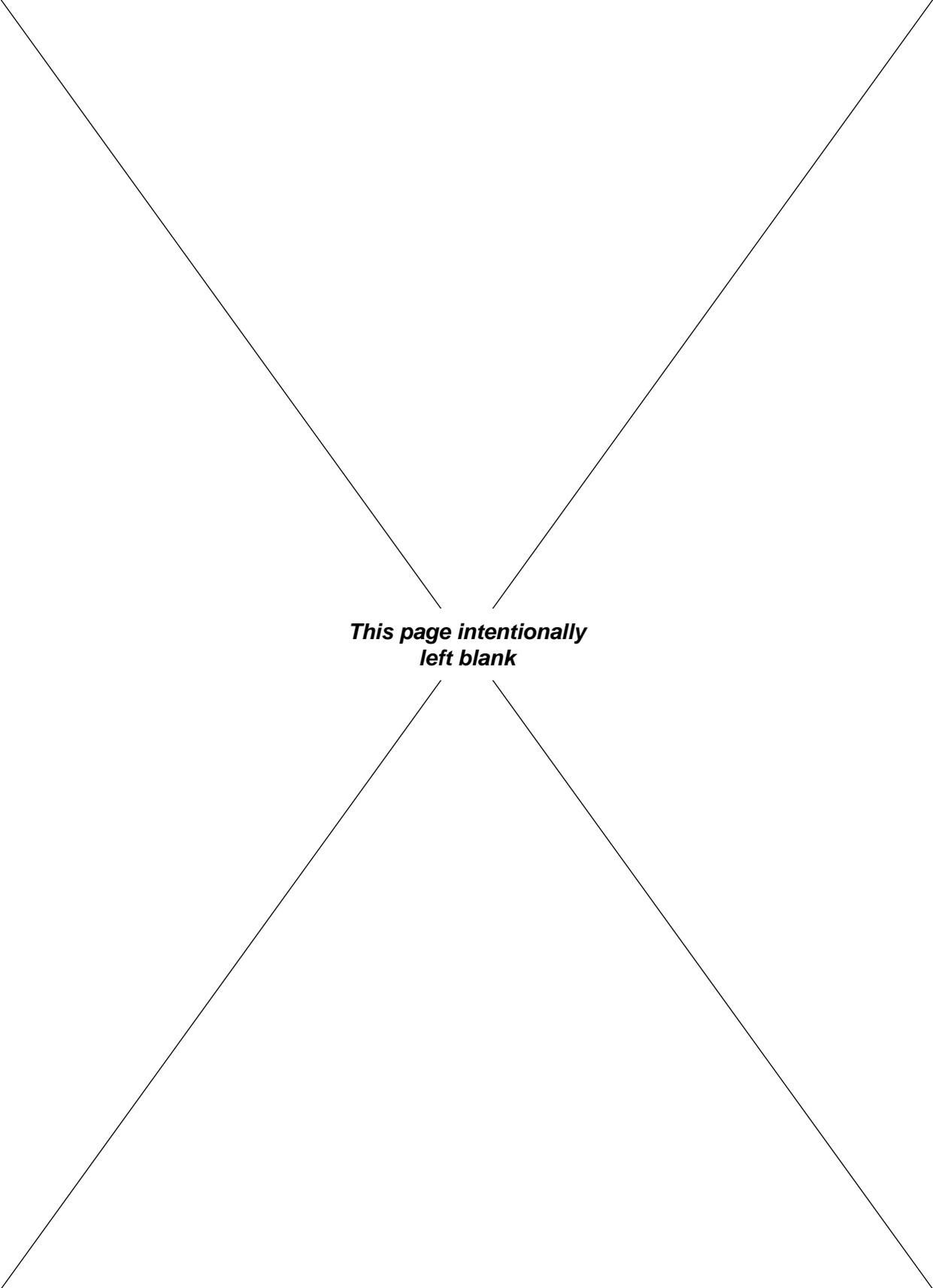
- Specifications
- Operation
- Maintenance
- Assembly



This manual covers the following models:

| TONG MODEL | REV | DESCRIPTION |
|-------------------|------------|---|
| 80-0420-3 | 1 | "Backup ready" tong with Rineer motor, motor valve, backup valve, lift cylinder valve, rigid sling, and safety door. |
| 80-0420-5 | 1 | Tong with Rineer motor, motor valve, rigid sling, and safety door. |
| 80-0420-6 | 1 | Tong with Rineer motor, motor valve, lift cylinder valve, rigid sling, and safety door. |
| 80-0420-9 | 1 | "Backup ready" tong with Rineer motor, motor valve, backup valve, lift cylinder valve, rigid sling, & safety door. CLOSED CENTRE SYSTEM |
| 80-0420-12 | 1 | Tong with two-speed Rineer motor, motor valve, rigid sling, and safety door. |
| 80-0420-13 | 1 | Tong with Rineer motor, motor valve, lift valve, rigid sling, and safety door. |
| 80-0420-14 | 2 | "Backup ready" tong with two-speed Rineer motor, motor valve, backup valve, lift cylinder valve, rigid sling, safety door, and Wincatt dump valve |
| 80-0420-15 | 0 | "Backup ready" tong with two-speed Rineer motor, motor valve, backup valve, lift cylinder valve, rigid sling, & safety door. |

NOTE: ***Some illustrations used in this manual may not exactly match your model of tong.***



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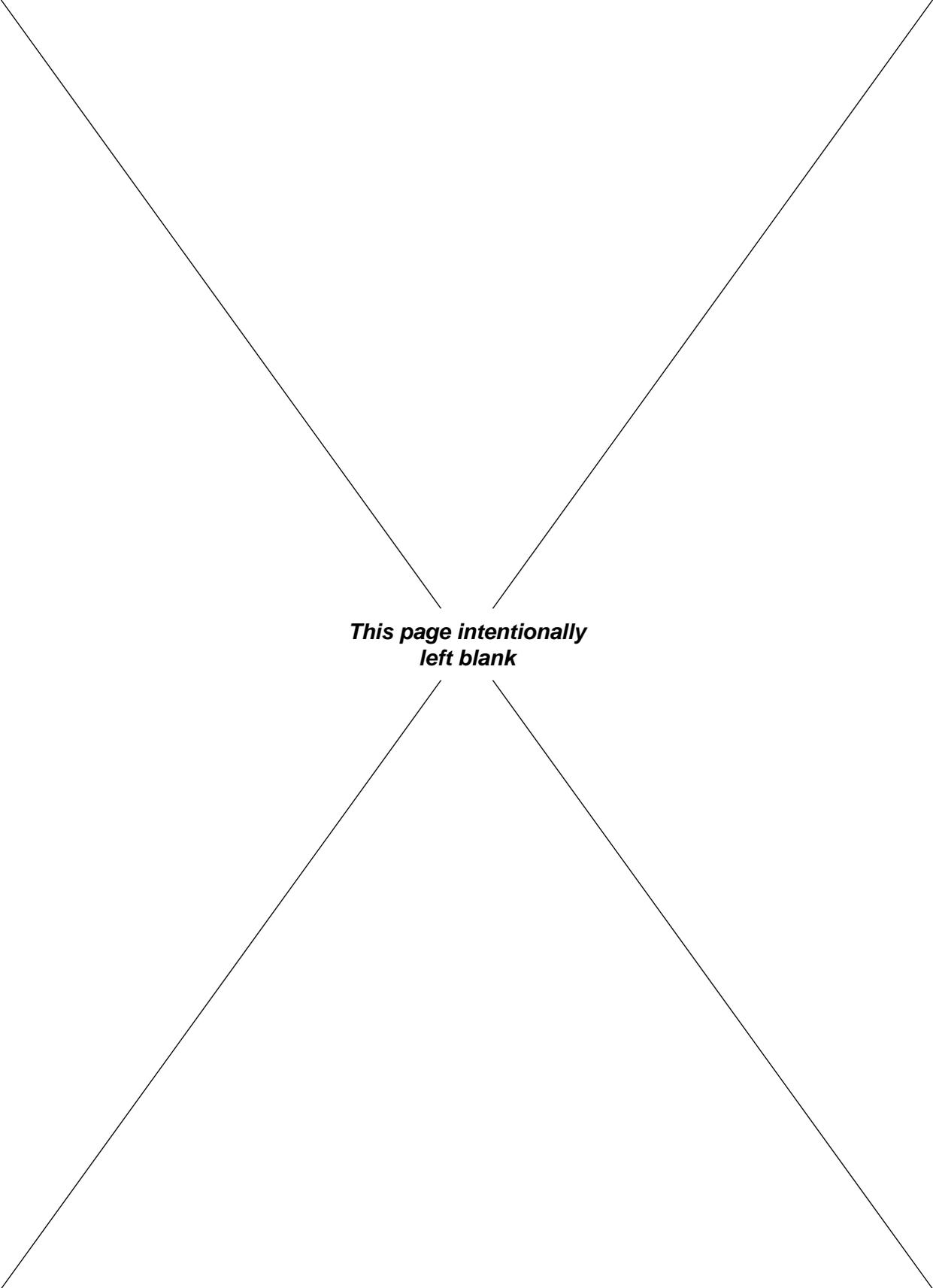
WARNINGS

A "LOAD-BEARING DEVICE" IS A CHAIN SLING, RIGID SLING, SPREADER BAR ASSEMBLY, FRAME, OR ANY OTHER DEVICE THAT BEARS THE PARTIAL OR TOTAL WEIGHT OF THE EQUIPMENT FOR WHICH THIS MANUAL HAS BEEN PRODUCED

THE LOAD-BEARING DEVICE SUPPLIED BY MCCOY DRILLING & COMPLETIONS IS DESIGNED TO SUPPORT THE EQUIPMENT DESCRIBED IN THIS MANUAL. MCCOY DRILLING & COMPLETIONS WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO SUPPORT ANY OTHER PART, ASSEMBLY OR COMBINATION OF PARTS AND ASSEMBLIES. MCCOY DRILLING & COMPLETIONS WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO LIFT OR SUPPORT THE EQUIPMENT DESCRIBED IN THIS MANUAL IF THERE ARE ANY MODIFICATIONS TO THE LOAD-BEARING DEVICE, OR ANY ADDITIONS TO THE EQUIPMENT DESCRIBED IN THIS MANUAL THAT ADD WEIGHT TO THE EQUIPMENT, UNLESS SUPPLIED BY MCCOY DRILLING & COMPLETIONS.

WHEN RE-ASSEMBLING LOAD-BEARING DEVICES (CHAIN SLINGS, RIGID SLINGS, BACKUP LEGS, ETC.) NOTE THAT THE ASSOCIATED FASTENERS MUST BE TIGHTENED TO THE CORRECT TORQUE SPECIFIED FOR THAT SIZE OF FASTENER (SEE SECTION 3 - OVERHAUL). ANY THREADED FASTENER IN A LOAD-BEARING DEVICE MUST BE SECURED WITH RED OR BLUE LOCTITE™.

ANY REPLACEMENT FASTENER (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT UNLESS OTHERWISE SPECIFIED.



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McCoy has made every effort to ensure the information contained in this document is accurate and current. This manual is intended to provide equipment operation and safety instructions for your equipment. However, McCoy does not warrant or guarantee that the information is either complete or accurate in every respect and the user of the manual should consult with its McCoy sales representative for any clarifications and updates.

The user of the manual shall protect, indemnify, and hold harmless McCoy and its directors, officers, employees, and agents from and against all liability for personal injury, death, or property damage resulting directly or indirectly from the use of the information contained in this manual.

Observance of all descriptions, information and instructions set out in this manual is the full responsibility of the user. This manual is intended for guidance and informational purposes and must be used in association with adequate training and on-the-job supervision to provide safe and effective equipment use.

It is the responsibility of the user to conform to all regulations and requirements issued by an authority or agency which may affect the operation, safety or equipment integrity, that may overrule the content of this documentation.

The user will acknowledge and obey any general legal or other mandatory regulation in force relating to accident prevention, safety, and equipment integrity.

Summary Of Revisions

| Date | Section | Page | Description Of Revision |
|-------------|----------------|--|--|
| July 2007 | N/A | N/A | Initial Release |
| Sep 2007 | All | N/A | Added information for "backup ready" tong. |
| August 2009 | 2 | All | Moved assembly procedures to Maintenance section (Section 3) - Section 2 becomes Setup & Operation |
| | 2 | 2.1 | Added Sling & Load Bearing Device Safety |
| | 2 | 2.14 | Added "Tong Rig-up & Leveling" procedures |
| | 3 | 3.7 | Added shifter detent adjustment procedures. |
| | 7 | 7.17 | Added Hydraulic Valve Service instructions |
| | Appendices | | Added appendices to include power tong daily & monthly maintenance checklists, power unit daily maintenance checklist, power tong decommissioning checklist, and power tong recommissioning checklist. |
| July 2011 | All | All | Updated manual to reflect new branding and corporate information. |
| | Intro | iii | Revised list of supported models |
| | All | | Updated hazard / caution / warning symbols and statements throughout manual. |
| | 1 | 1.2 - 1.3 | Corrected & updated specifications. Added torque and speed information for two-speed motor. |
| | 2 | 2.7 | Removed hydraulic schematic, tong without safety door (no longer supported). |
| | 2 | 2.7 - 2.9 | Added revised hydraulic schematics that show all hydraulic options. Updated hydraulic BOM. |
| | 2 | 2.12 - 2.14 | Revised jaw section. |
| | 2 | 2.14 - 2.15 | Revised Section 2.F.1, Tong Rig-up & Leveling (Suspension & Tong Restraint). |
| | 3 | 3.1 | Added section 3.C, "Preventive Maintenance Practices". |
| | 3 | 3.2 - 3.6 | Revised section 3.D, "Lubrication". |
| | 3 | 3.9 - 3.10 | Revised section 3.G, "Overhaul Procedures". |
| | 3 | 3.11 - 3.19 | Revised section 3.H, "Tong Assembly Procedures". |
| | 3 | 3.20 - 3.30 | Moved all maintenance checklists from appendix to "Maintenance" section. |
| | 5 | 5.2 - 5.3 | Revised "Gear Train Layout" to reflect engineering changes. |
| | 5 | 5.4 - 5.5 | Revised "Support Rollers" to reflect engineering changes. |
| | 5 | 5.16 - 5.17 | Revised "Cage Plate Assembly" to reflect engineering changes. |
| | 5 | 5.24 - 5.25 | Revised "Motor Mount Assembly". |
| | 5 | 5.28 - 5.29 | Revised "Door Assembly" to reflect engineering changes. |
| 6 | All | Complete revision of Torque Measurement section. | |

Continued on next page

Summary Of Revisions (Continued)

| Date | Section | Page | Description Of Revision |
|-------------|----------------|-------------|--|
| Nov 2011 | 5 | 5.29 | Corrected all erroneous references in B.O.M. |
| | 5 | 5.28 - 5.29 | Replaced door bushings with new parts |
| Feb 2012 | 1 | 1.3 | Corrected torque and flow rates |
| | 2 | 2.12 | Corrected list of available jaw dies |
| MAY 2012 | 2 | 2.11 | Corrected text referring to inlet and outlet lines |

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The information presented in this document will provide setup, operating, and maintenance instructions for your KT5500 tong. Due to the wide variety of operating conditions, these instructions must be considered guidelines rather than absolute operating procedures. It is the responsibility of the user to use these guidelines together with an experienced manager to develop operating procedures that conform to all policies set forth by the operating authority (ies).

IDENTIFICATION OF OF WARNINGS AND OTHER NOMENCLATURE OF IMPORTANCE USED IN THIS INSTALLATION GUIDE

McCoy Drilling & Completions uses three indicators to describe items of three degrees of importance.

A **HAZARD** to operators or equipment is represented by an exclamation point within a red triangle and identifies items of the highest importance. Failure to heed information identified by a **HAZARD** symbol may result in bodily injury, death, catastrophic equipment damage, or any combination of these. A **HAZARD** may also indicate the potential for dangerous environmental contamination.



This identifies a HAZARD to operators or equipment

A **WARNING** is represented by an exclamation point within an orange triangle, and contains information that will alert personnel to a potential safety hazard that is not life-threatening. A **WARNING** may also serve to alert the user to information critical to the correct assembly or operation of the equipment in use.



This identifies a WARNING to users

A **CAUTION** is represented by an exclamation point within a yellow triangle and highlights information that may aid the user during assembly or operation of your equipment. **CAUTIONs** are also used to ensure common errors are not made during assembly or operation of your equipment.



This identifies a CAUTION to users

Observance of the following is the full responsibility of the user:

- **all descriptions, information and instructions set out in this manual**
- **any regulation or requirement issued by an authority or agency which may influence operation, safety or integrity of the equipment that overrules the content of this document.**
- **any legal or other mandatory regulation in force governing accident prevention or environmental protection.**

Congratulations on the purchase of your FARR® KT-5500 5-1/2" tong. This unit will provide you with years of outstanding performance. Simple maintenance and care will extend its life and ensure years of excellent performance and reliability. The setup, operating, and maintenance instructions in this manual will assist you in giving your equipment the care it requires. Please carefully read the manual before installing and using your equipment. Replacement parts are readily available from McCoy Drilling & Completions | FARR in Edmonton Alberta. Note that many parts are transferable between FARR® tongs and backups. Should you need replacement parts, or should you experience any difficulty not covered in this manual, please contact:

McCoy Drilling & Completions | FARR

14755 121A Avenue
Edmonton, Alberta
Canada T5L 2T2
Phone: 780.453.3277
Fax: 780.455.2432

Sales Fax: 780.481.9246

Email Engineering: engFarr@mccoyglobal.com

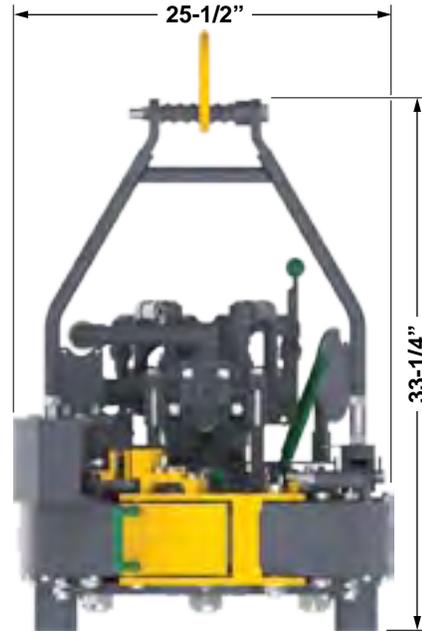
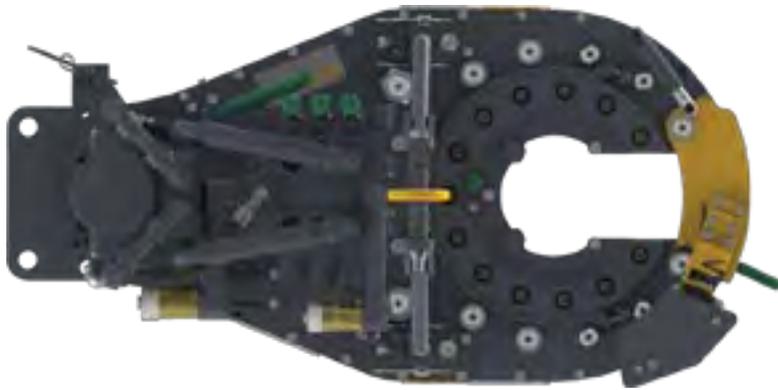
Email Sales: salesFarr@mccoyglobal.com

Customer Care: customerCareFarr@mccoyglobal.com

Website: <http://www.mccoyglobal.com/index.php/drilling-completions>



Model 80-0420-3 Shown



ALL REPLACEMENT FASTENER (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT UNLESS OTHERWISE SPECIFIED.

Torque Table (Single Speed Motor) **

| Pressure | High Gear | | Low Gear | |
|---------------|-----------|----------|----------|----------|
| | PSI / MPa | Lbs.-ft. | Nm | Lbs.-ft. |
| 1000 / 6.89 | 1530 | 2074 | 7650 | 10372 |
| 1400 / 9.66 | 2250 | 3050 | 11250 | 15253 |
| 1800 / 12.41 | 2970 | 4027 | 14845 | 20127 |
| 2250 / 15.513 | 3780 | 5125 | 18894 | 25617 |

Torque Table (Two-Speed Motor) **

| Pressure | Gear / Displacement (Lbs.-Ft.) | | | |
|--------------|--------------------------------|-----------|-----------|----------|
| | (PSI / MPa) | High/Half | High/Full | Low/Half |
| 1000 / 6.89 | 800 | 1500 | 3700 | 7400 |
| 1400 / 9.66 | 1100 | 2200 | 5500 | 11000 |
| 1800 / 12.41 | 1500 | 3000 | 7300 | 14600 |
| 2250 / 15.51 | 1900 | 3800 | 9400 | 18700 |

MAXIMUM RATED TORQUE: 18700 LBS.-FT. / 25354 Nm

Speed Table (Single Speed Motor)

| Flow (US GPM / LPM) | Low Gear (RPM) | High Gear (RPM) |
|---------------------|----------------|-----------------|
| 10 / 37.9 | 2.7 | 13.4 |
| 20 / 75.71 | 5.4 | 26.8 |
| 40 / 151.4 | 10.7 | 53.6 |
| 60 / 227.1 | 16.1 | 80.5 |

Speed Table (Two-Speed Motor)

| Flow (GPM/LPM) | Gear / Displacement (RPM) | | | |
|----------------|---------------------------|----------|-----------|-----------|
| | Low/Full | Low/Half | High/Full | High/Half |
| 10 / 38 | 2.7 | 5.4 | 13.4 | 36 |
| 20 / 76 | 5.4 | 10.7 | 26.8 | 72 |
| 40 / 152 | 10.7 | 21.5 | 53.6 | 144 |
| 60 / 227.1 | 16.1 | 32.2 | 80.5 | 215.8 |

**** These are ideal values. Actual achieved torque is highly dependant upon tong efficiency, final position of rotary gear when full torque load is reached, and the motor with which the tong is equipped.**

Maximum Hydraulic Requirements:

60 US GPM (227.1 LPM) (Required to achieve maximum rated speed)
 2500 PSI (17.2 KPa) (Required to achieve maximum rated torque)

Note: Maximum torque is only available in low gear at full motor displacement

Length (Doors Closed): 52" inches / 132.1 cm

Height: 33-1/4" / 84.5 cm

Width: 25-1/2" inches / 64.8 cm

Weight (Approximate): 1250 lb. / 568.2 kg.

Space Required on Pipe: 6-3/4" / 17.1 cm

Maximum Elevator Diameter: N/A

Torque Arm Length: 36 inches / 91.4 cm (Centre line of pipe to centre line of anchor)

Casing Jaws Available (inches): See Pg. 2.12

Recommended Spring Hanger: 85-0106

Use an EP synthetic grease that meets or exceeds the following specifications:

| | |
|--|---|
| Thickener | Lithium Complex |
| NLGI consistency grade | 2 |
| NLGI performance grade | GC-LB |
| Penetration - ASTM D 217 (25°C [77°F]) | 265-295 minimum 0.1 mm) worked 60 strokes |
| Dropping point, °F[°C] - ASTM D2265 | 550 [288] minimum |
| High temperature life, hours - ASTM D 3527 | 160 minimum |
| Oxidation stability, psi - ASTM D 942 | (100 hr/300 hr) 0/3 |
| Water washout, percent - ASTM D 1264 | 1.8 max |
| Rust and corrosion - ASTM D 1743 | pass |
| Oil separation, percent loss - ASTM D 1742 | 1.1 max (24 hours, 25°C [77°F]) |
| Leakage, g lost - ASTM D 4290 | 1.0 max |
| Four ball wear test, mm scar - ASTM D 2266 | 0.40 max |
| Fretting wear, mg - ASTM D 4170 | 3.4 max |
| Four ball EP, kgf - ASTM D 2596: | |
| Weld point: | 400 minimum |
| Load wear index: | 50 minimum |
| Timken OK load test, lbs - ASTM D 2509 | 50 |
| Low temperature torque, N*m - ASTM D 4693 | 1.3 max (-40°C [-40°F]) |
| LT-37 pumpability, g/min | 360/7 (60°F/0°F [16°C/-18°C]) |
| Copper corrosion - ASTM D 4048 | 1B |
| Oil viscosity: 40°C [104°F], cSt | 151 |
| 100°C [212°F], cSt | 19.2 |
| Flash point, °F[°C] - ASTM 92 | 450[232] |

Use a premium quality hydraulic fluid that meets or exceeds the following specifications:

| | |
|--|-----------|
| Typical Density (kg/m3) | 878 |
| Viscosity - cSt @ 40 °C | 68.8 |
| - cSt @ 100 °C | 8.7 |
| Viscosity Index | 97 |
| Pour Point °F [°C] | -22 [-30] |
| Flash Point °F [°C] | 432 [222] |
| Colour, ASTM | 1.5 |
| Neutralization Number | 0.40 |
| Rust Protection - Distilled Water | No Rust |
| - Sea Water | No Rust |
| Hydrolytic Stability - Cu Mass Loss, mg/cm2 | 0.04 |
| Copper Corrosion Test | 1A |
| Filterability: Denison - Wet & Dry | Pass |
| Afnor - Wet & Dry | Pass |
| Cincinatti Milacron Spec Approved | P69 |
| Denison HF-0: | Approved |
| Denison P-46 Piston Pump: | Pass |
| Denison T6C Vane Pump: | Pass |
| Vickers 35VQ25 Vane Pump Test: | Pass |
| Vane pump test total ring and vane wear, mg. | <10 |
| Oxidation Stability: | |
| Turbine Oil Stability Test Life, hours | 2500+ |
| Rotary Bomb Oxidation Test, minutes | 325 |
| FZG Spur Gear Test, Failure Load Stage (FLS) | 12 |

Adequate setup and proper hydraulic connections are essential in ensuring reliable operation of your tong. For best results and long term reliability, read and obey the start-up instructions in this section.



DO NOT ACCESS ROTATING COMPONENTS UNLESS HYDRAULIC POWER SUPPLY HAS BEEN DEACTIVATED OR ISOLATED.

A CLEARLY IDENTIFIED REMOTE POWER PACK EMERGENCY STOP MUST BE INSTALLED IN THE IMMEDIATE VICINITY OF THE TONG OPERATOR.

A. SLING / LOAD BEARING DEVICE SAFETY



THE SUPPLIED LOAD-BEARING DEVICE (CHAIN SLING, RIGID SLING, SPREADER BAR ASSEMBLY, FRAME, OR ANY OTHER DEVICE THAT BEARS THE PARTIAL OR TOTAL WEIGHT OF THE EQUIPMENT DESCRIBED IN THIS MANUAL) HAS BEEN SPECIFIED OR DESIGNED TO SUPPORT THE EQUIPMENT DESCRIBED IN THIS DOCUMENT. FARR WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO SUPPORT ANY OTHER PART, ASSEMBLY OR COMBINATION OF PARTS AND ASSEMBLIES, OR ANY ADDITIONS TO THE EQUIPMENT DESCRIBED IN THIS MANUAL THAT ADD WEIGHT TO THE EQUIPMENT, UNLESS SUPPLIED BY MCCOY DRILLING & COMPLETIONS.

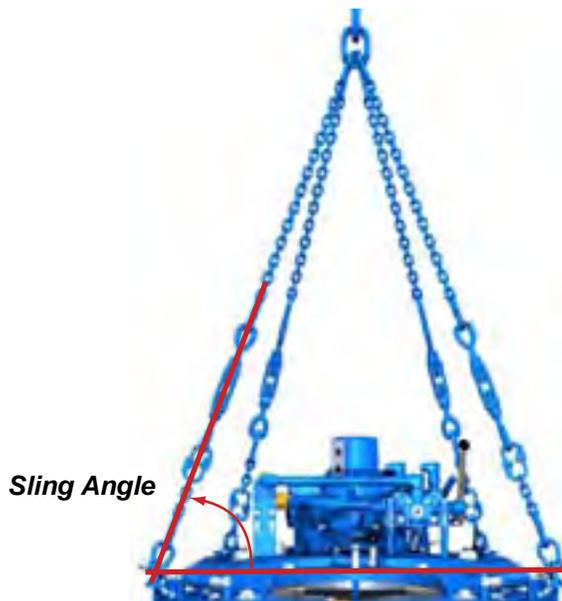
MCCOY DRILLING & COMPLETIONS DOES NOT GUARANTEE THE INTEGRITY OF MODIFIED OR DAMAGED LOAD-BEARING DEVICES, UNLESS THOSE MODIFICATIONS ARE PERFORMED BY MCCOY DRILLING & COMPLETIONS.

McCoy Drilling & Completions recommends following an industry-accepted standard such as OSHA, ASME B30.9-2006, or manufacturer's guidelines when performing any rigging and overhead lifting. Use by untrained persons is hazardous. Improper use will result in serious injury or death. Do not exceed rated capacity. Slings will fail if damaged, abused, misused, overused, or improperly maintained.

- Only grade 80 or grade 100 alloy chain should be used for overhead lifting applications.
- Working Load Limit (WLL) is the maximum allowable load in pounds which may be applied to the load-bearing device, when the device is new or in "as new" condition, and when the load is uniformly and directly applied. The WLL must never be exceeded.
- Working Load Limit (WLL) is the maximum working load for a specific minimum sling angle, measured from the horizontal plane. The Working Load Limit is identified on the sling.
- The Working Load Limit or Design factor may be affected by wear, misuse, overloading, corrosion, deformation, intentional alterations, sharp corner cutting action and other use conditions.
- Shock loading and extraordinary conditions must be taken into account when selecting alloy chain slings.
- See OSHA Regulation for Slings 1910.184, ANSI/ASME B30.9-"SLINGS", ANSI/ASME B30.10-"HOOKS" and ANSI/AMSE B30.26 "RIGGING HARDWARE" for additional information.



THE MINIMUM SLING ANGLE (THE ANGLE OF THE LEG OF THE SLING MEASURED FROM THE HORIZONTAL) MUST NEVER FALL LOWER THAN THE ANGLE SPECIFIED FOR THE SLING IN USE



1. Inspection Of Slings

McCoy Drilling & Completions strongly recommends the following practices:

A complete inspection of new load-bearing devices and attachments shall be performed by a qualified, designated person prior to initial use. Each link and component shall be examined individually, taking care to expose and examine all surfaces including the inner link surface. The sling shall be examined for conditions such as those listed in the removal criteria below. In addition, daily inspection of slings, fastenings and attachments shall be performed by a designated person. If damage or defects are found at either inspection, the damaged or defective component shall be quarantined from service until it can be properly repaired or replaced.

Removal Criteria:

A load-bearing device shall be removed from service if conditions such as the following are present:

- Missing or illegible sling identification.
- Cracks or breaks
- Evidence of tampering is seen - sling tag has been modified or obscured, or tamper-proof nuts are missing.
- Signs of impact on load-bearing components, including spreader bars, lifting lugs, rigid slings & rigid sling weldments, and legs & leg mounts.
- Broken or damaged welds.
- Excessive wear, nicks, or gouges. Refer to the chart below to ensure minimum thickness on chain links supplied is not be below the values listed:

| Minimum Allowable Chain Link Thickness at Any Point | | | |
|---|-----|-------------------|-------|
| Nominal Chain Size | | Minimum Thickness | |
| Inches | MM | Inches | MM |
| 7/32 | 5.5 | 0.189 | 4.80 |
| 9/32 | 7 | 0.239 | 6.07 |
| 5/16 | 8 | 0.273 | 6.93 |
| 3/8 | 10 | 0.342 | 8.69 |
| 1/2 | 13 | 0.443 | 11.26 |
| 5/8 | 16 | 0.546 | 13.87 |
| 3/4 | 20 | 0.687 | 17.45 |
| 7/8 | 22 | 0.750 | 19.05 |
| 1 | 26 | 0.887 | 22.53 |
| 1-1/4 | 32 | 1.091 | 27.71 |
| Refer To ASME B30.9 | | | |

- Stretched, bent, twisted, or deformed chain links or components.
- Evidence of heat damage.
- Excessive pitting or corrosion.
- Lack of ability of chain or components to hinge (articulate) freely.
- Weld splatter.
- For hooks, removal criteria as stated in ASME B30.10
- Other conditions, including visible damage, that cause doubt as to the continued use of the sling.

Inspect all lugs and fixing points for signs of elongation and/or bending, or for material build-up around the hole. Repair or replace components that appear distorted. Ensure all hardware is tight and in good condition. Replace missing hardware if necessary. All hardware must be free of rust and corrosion.

Additional inspections shall be performed during sling use where service conditions warrant. Periodic inspection intervals shall not exceed one year. The frequency of periodic inspections should be based on:

- Frequency of use of the load-bearing device.
- Severity of service conditions
- Nature of lifts being made
- Experience gained on the service life of load-bearing devices used in similar circumstances.

Guidelines for the interval are:

- Normal Service - yearly
- Severe Service - monthly to quarterly
- Special Service - as recommended by a qualified person

Units designed and manufactured in accordance with EN 12079 and DNV 2.7-1 should be tested and examined in accordance with the following schedule of examination and test. The user of the load-bearing device shall place a permanent placard or plate upon which the type and date of the last test shall be recorded. To avoid confusion, the plate shall not carry the date of the next test or examination, only the most recent.

| Test / Examination | | | | |
|---|--------------------------------------|---|-----------------------------|---|
| TIME / INTERVAL | LIFTING TESTS ¹ | NON-DESTRUCTIVE EXAMINATION (NDE) OF LIFTING POINTS | THOROUGH VISUAL EXAMINATION | SUFFIX TO BE MARKED ON PLATE ATTACHED TO UNIT |
| Initial Certification By Farr / Superior | YES | YES | YES | T |
| Interval Not Exceeding 12 Months | At the discretion of inspection body | At the discretion of inspection body | YES | T or VN ³ |
| Interval Not Exceeding 60 Months | At the discretion of inspection body | YES | YES | T or VN |
| Following Substantial Repair or Alteration ⁴ | YES | YES | YES | T |

1. Lifting test as per S 7.3 BS EN 12079 or DNV 2.7-1 May 1995
 2. T = Proof Test, non-destructive examination; VN = non destructive examination and visual examination; V = visual examination.
 3. Dependant upon whether non-destructive examination has been carried out.
 4. For the purposes of this standard, a substantial repair or modification is defined as any repair and/or modification that has been carried out which may, in the opinion of the inspection body, affect the load-bearing elements of the container or lifting device, or elements that contribute directly to its structural integrity.



IF MECHANICAL DAMAGE IS SEEN OR SUSPECTED ON A LOAD-BEARING DEVICE, OR IF THE LOAD-BEARING DEVICE HAS BEEN OVERLOADED, IT MUST BE REMOVED FROM SERVICE AND QUARANTINED UNTIL RECERTIFIED

Written records of the most recent periodic inspection shall be maintained, and shall include the condition of the sling.

2. Proper Use Of Load-Bearing Devices

Whenever any load-bearing device is used, the following practices shall be observed.

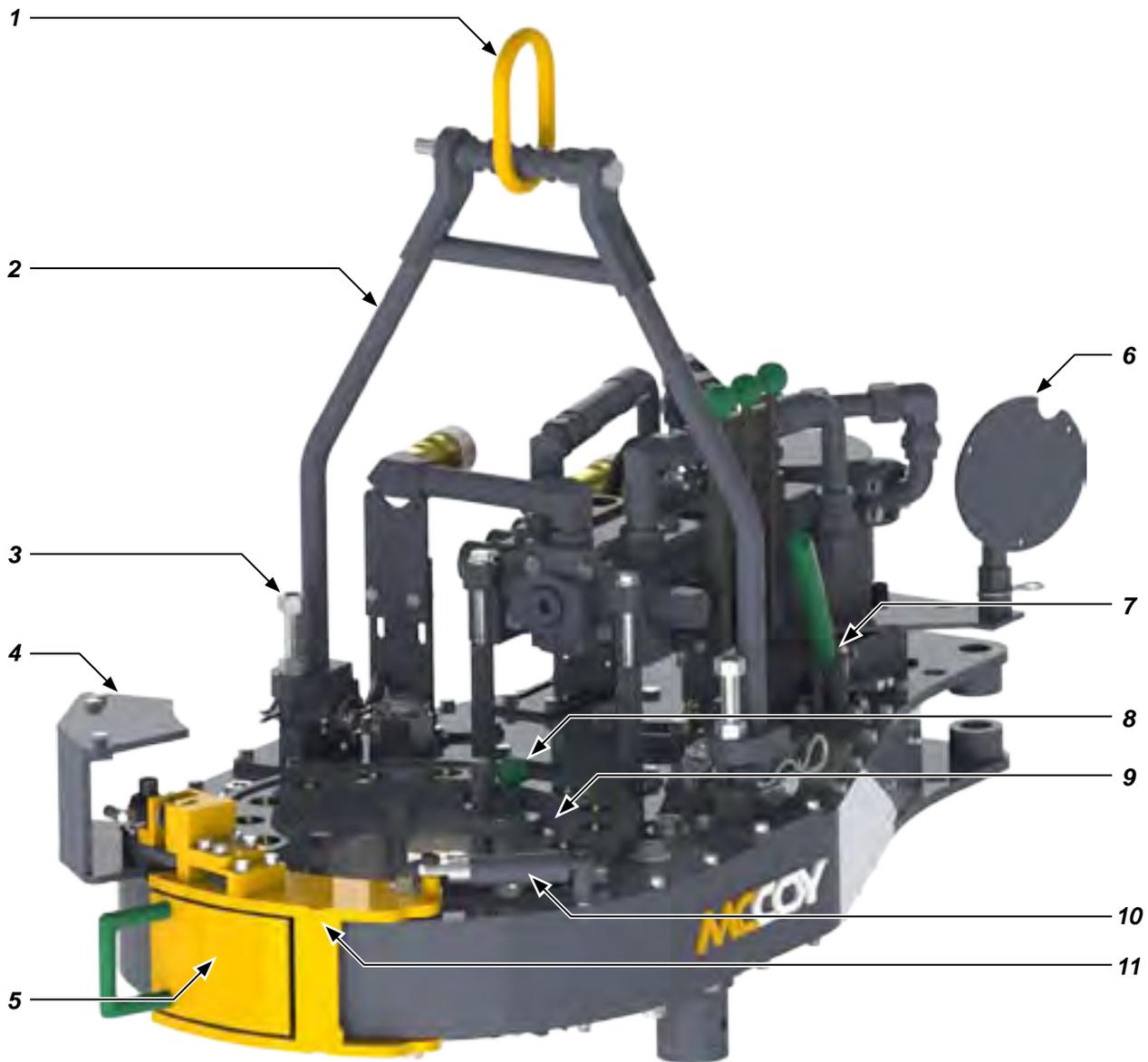
- Load-bearing devices that are damaged or defective shall not be used.
- Slings shall not be shortened with knots or bolts or other makeshift devices.
- Sling legs shall not be kinked.
- Load-bearing devices shall not be loaded in excess of their rated capacities.
- Slings shall be securely attached to their load.
- Load-bearing devices shall be protected from snagging, and shall not be further obstructed by any object.
- Suspended loads shall be kept clear of all obstruction.
- All employees shall be kept clear of loads about to be lifted and of suspended loads.
- Hands or fingers shall not be placed between the sling and its load while the sling is being tightened around the load.
- Shock loading is prohibited.
- Do not stand directly under a load during lifting.

3. Storage Of Load-Bearing Devices

Proper storage of out-of-service load bearing devices is important to ensure full integrity of the device once it is returned to service. Farr recommends observing the following practices.

- Wipe off all excess grease. Use a solvent-based cleaner on rags to wipe all external surfaces to remove residual grease or hydraulic fluid. Once the outside surfaces have been de-greased, wipe all external surfaces with clean water to remove residual solvent.
- Farr recommends that an anti-corrosive agent such as Tectyl® 506 be applied to all external surfaces. Refer to manufacturer data sheets for proper application and safety information. Allow the anti-corrosive coating ample time to dry - refer to manufacturer data sheets for drying times at room temperature.
- Store in a clean, dry location. When returning to service, note that a full inspection of the device must be performed.

B. MAJOR COMPONENT IDENTIFICATION



| Item | Description |
|-------------|-------------------------------------|
| 1 | Master Lifting Link |
| 2 | Rigid Sling |
| 3 | Tong Leveling Adjustment |
| 4 | Safety Door Switch & Guard Assembly |
| 5 | Tong Door Latch |
| 6 | Torque Gauge Mounting Plate |
| 7 | Manual Shift Assembly |
| 8 | Backing Pin Assembly |
| 9 | Cage Plate Assembly |
| 10 | Tong Door Cylinder |
| 11 | Tong Door |



| <i>Item</i> | <i>Description</i> |
|-------------|-------------------------------|
| 12 | Hydraulic Valve Bank Assembly |
| 13 | Hydraulic Motor |
| 14 | Motor Mount |
| 15 | Hydraulic Inlet |
| 16 | Hydraulic Outlet |

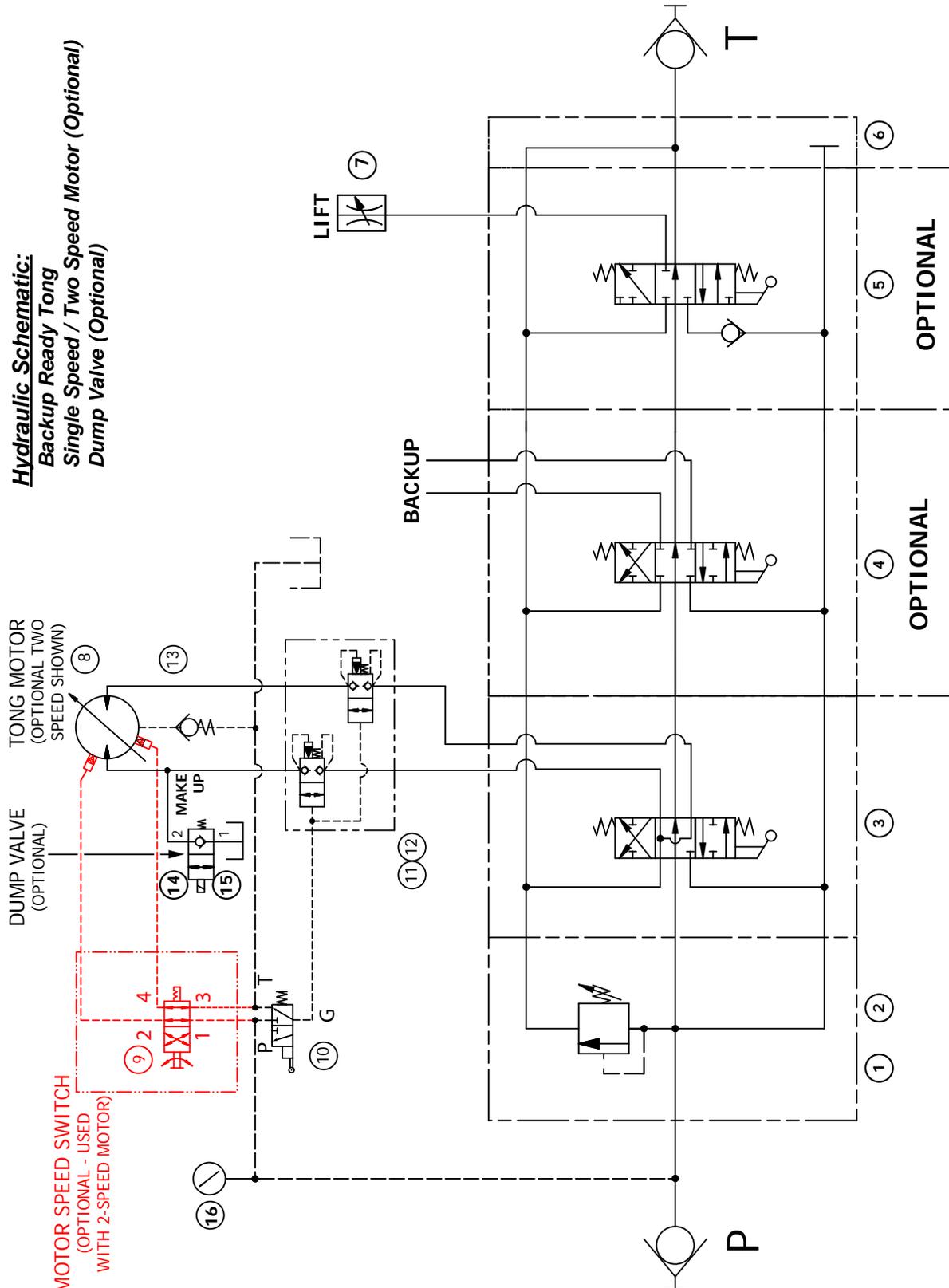


| Item | Description |
|-------------|----------------------------|
| 17 | Brake Band Adjustment |
| 18 | Tong Jaws with Die Inserts |
| 19 | Safety Door Valve Block |
| 20 | Access Panel |
| 21 | Brake Band |

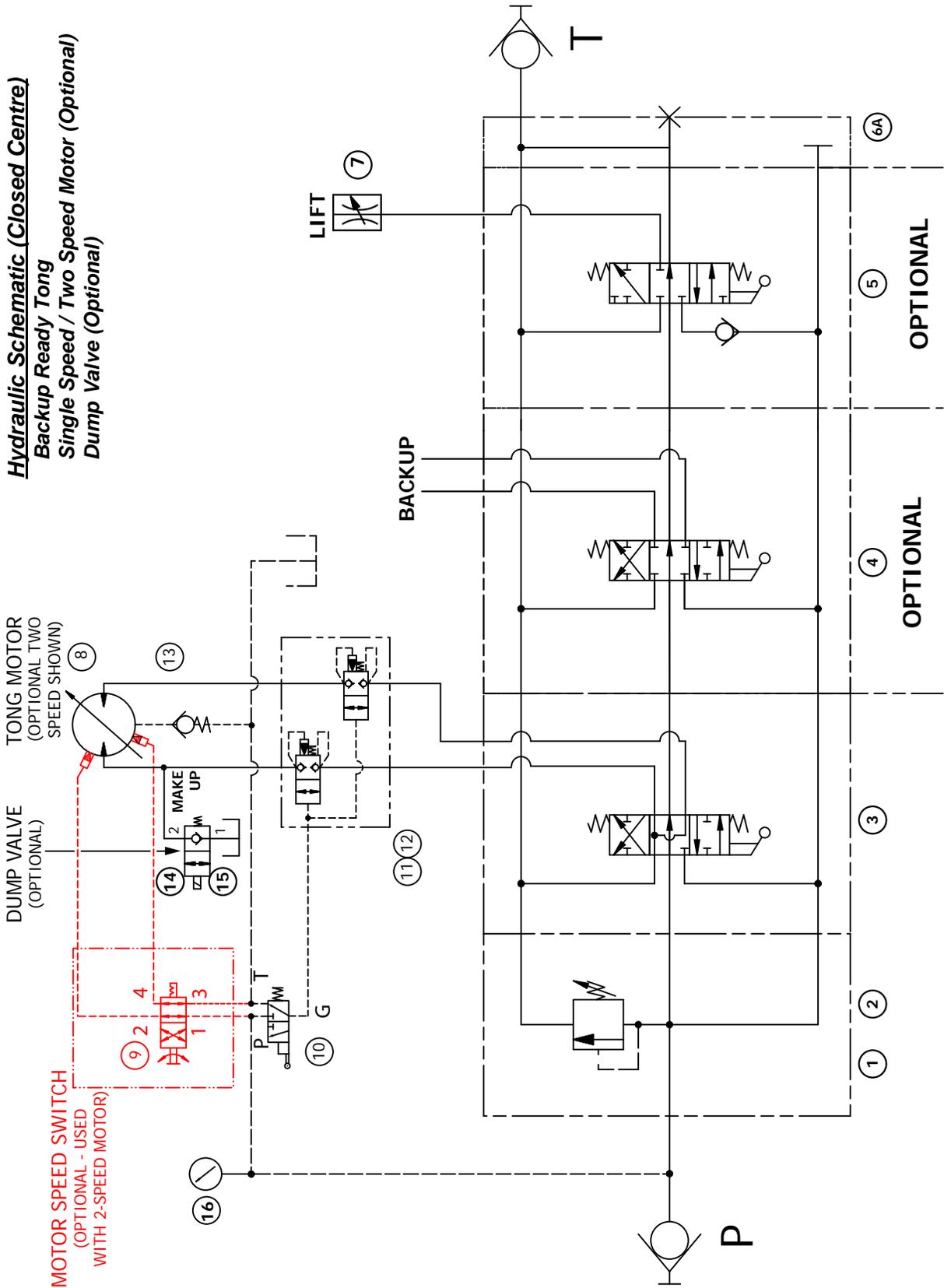
C. HYDRAULIC SCHEMATIC / COMPONENT IDENTIFICATION

Your tong may be equipped with one or two control valves, as well as safety door switch and hydraulics, depending upon the specific model. Disregard the control valves indicated on the following schematics that do not apply to your model.

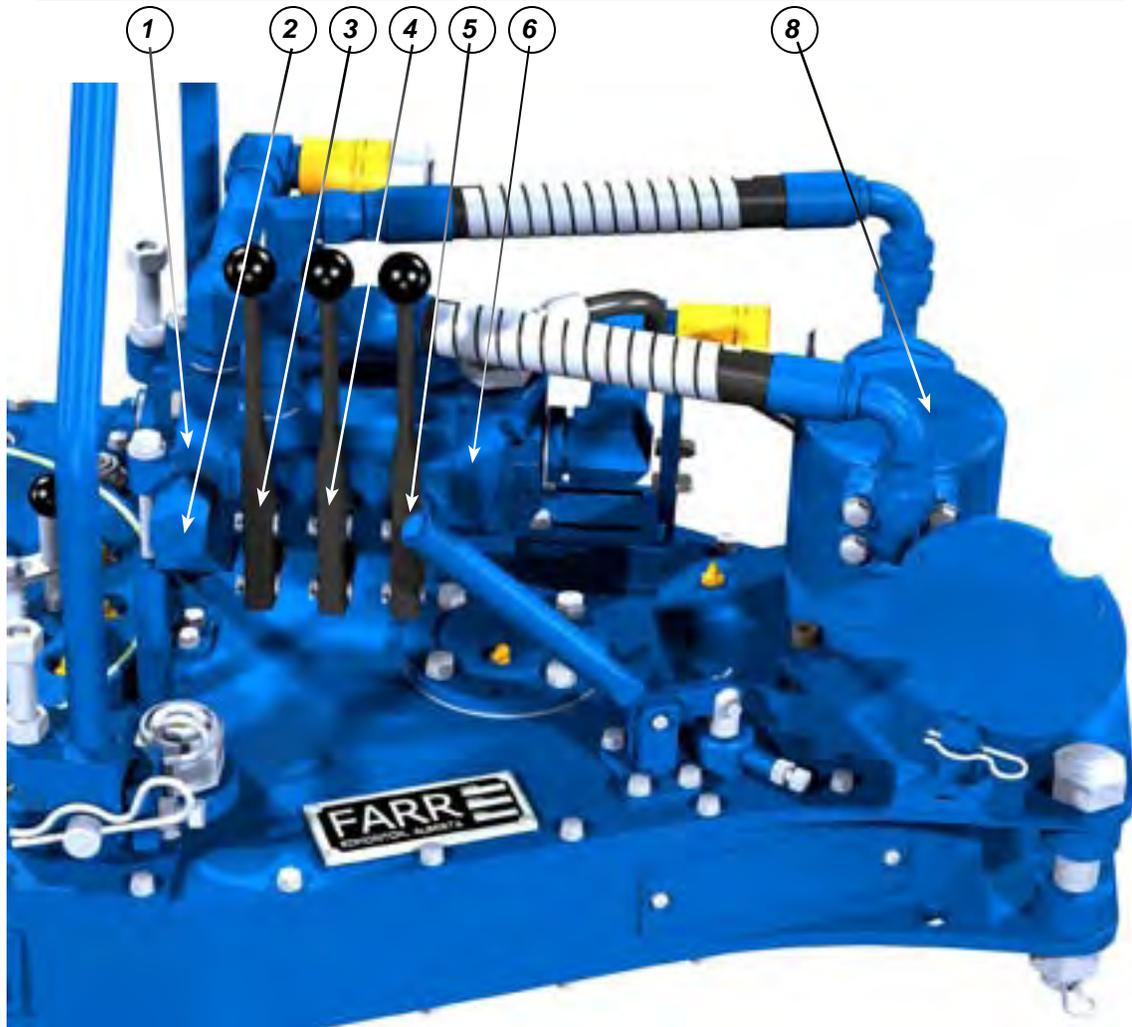
Hydraulic Schematic:
 Backup Ready Tong
 Single Speed / Two Speed Motor (Optional)
 Dump Valve (Optional)

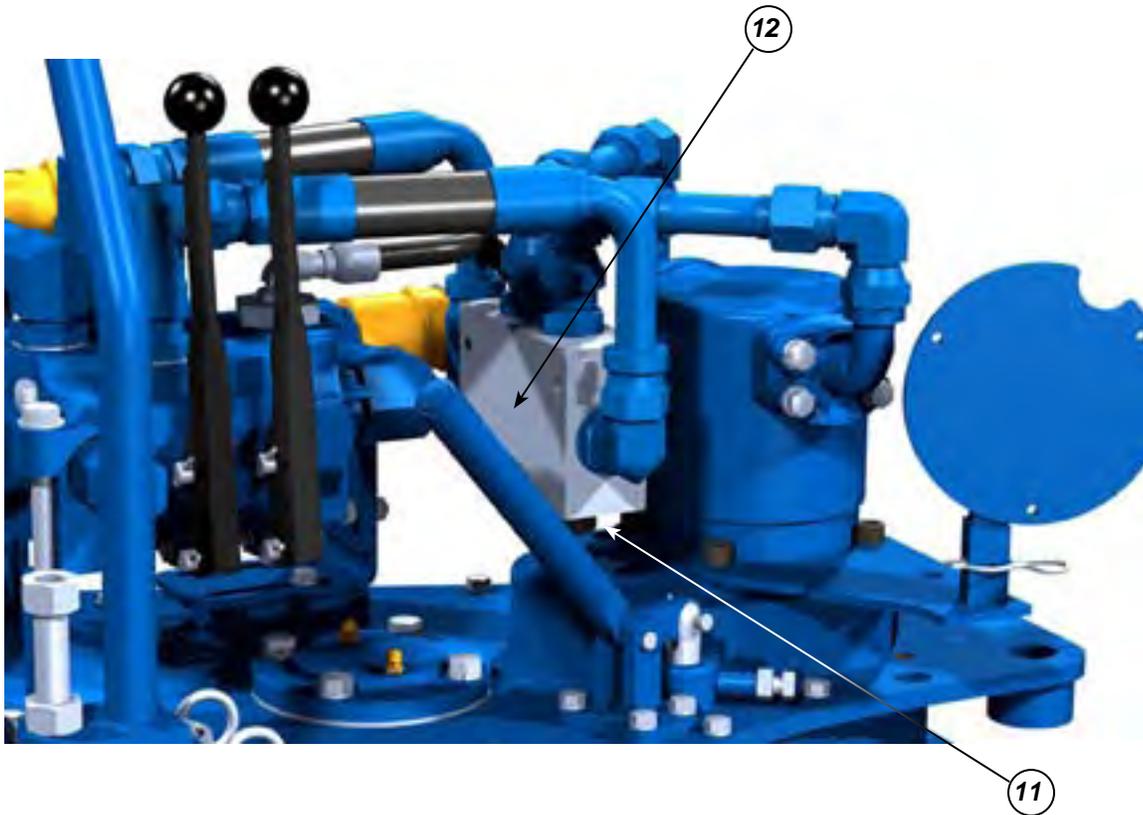
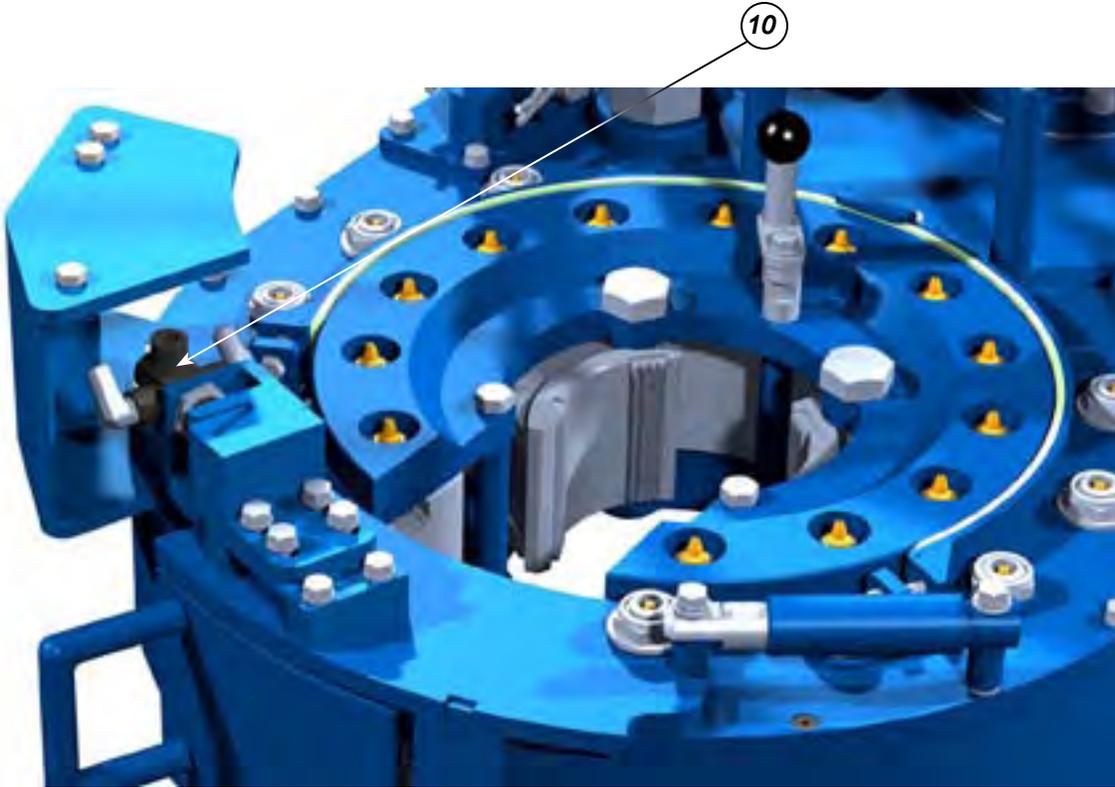


Hydraulic Schematic (Closed Centre)
Backup Ready Tong
Single Speed / Two Speed Motor (Optional)
Dump Valve (Optional)



| Item | Description | Part Number |
|------|---|-------------|
| 1 | Inlet Valve DVA35-A880 w/2500 TO 3500 DVG35 HMRV CARTRIDGE | 10-9016 |
| 2 | Relief Valve, DVA35-MRV-1 | 10-0010R |
| 3 | Motor Section, DVA35-MA8, 4WAY SAE PORTS | 10-9014 |
| 4 | Lift Section, DVA-SA8, 1" ORB PORT (Optional) | 10-9015 |
| 5 | Backup Section, DVA35-DA8 4WAY SAE PORTS (Optional) | 10-9019 |
| 6 | Outlet Section, DVA35-TR99, SAE PORT | 10-0086 |
| 6A | Outlet Section - Closed Centre, DVA35-PB90, SAE PORT (Optional) | 08-1825 |
| 7 | Flow Control Valve, N800S (not shown) | 08-9062 |
| 8 | Single-Speed Hydraulic Motor | 87-0112 |
| | Two-Speed Hydraulic Motor (Optional) | 87-0007 |
| 9 | Motor Speed Valve (Optional) | 10-9024 |
| 10 | Safety Door Switch | 08-0337 |
| 11 | Pilot-To-Operate Cartridge Valve | 08-1625 |
| 12 | Safety Door Valve Block | 101-0727 |
| 13 | Check Valve (Optional) | 02-9022 |
| 14 | Dump Valve (Optional) | 08-9284 |
| 15 | Dump Valve Body (Optional) | 08-9283 |
| 16 | 3000 PSI Pressure Gauge | 02-0245 |

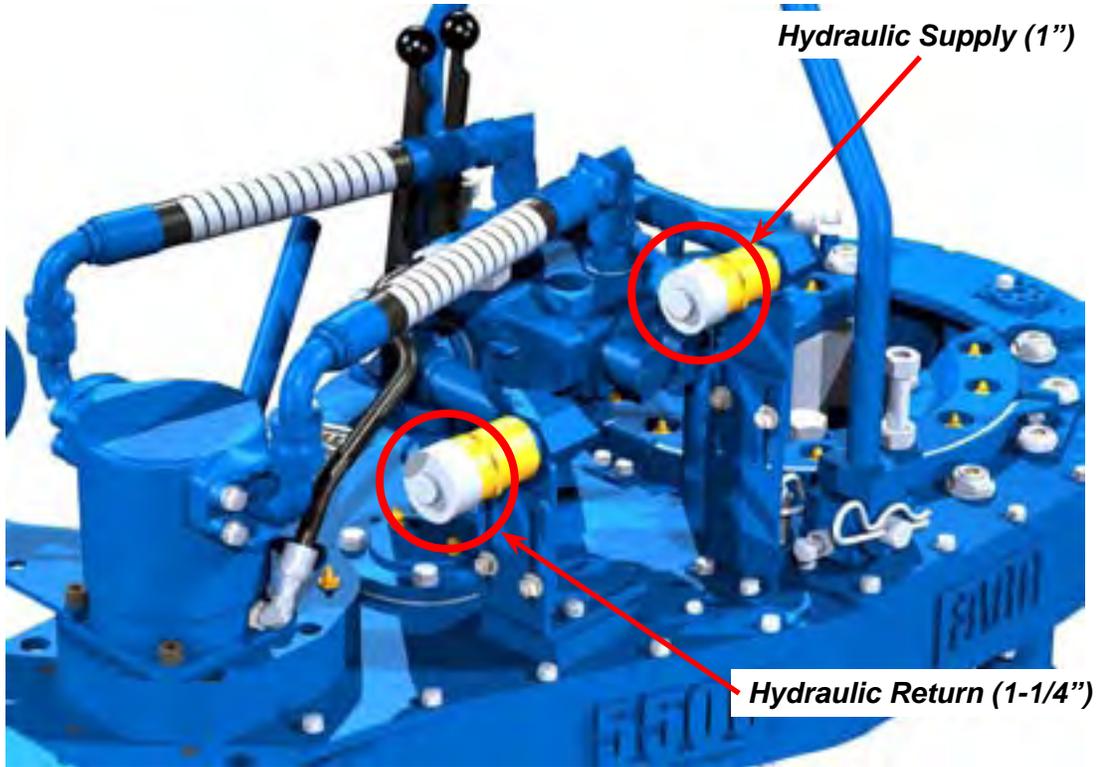




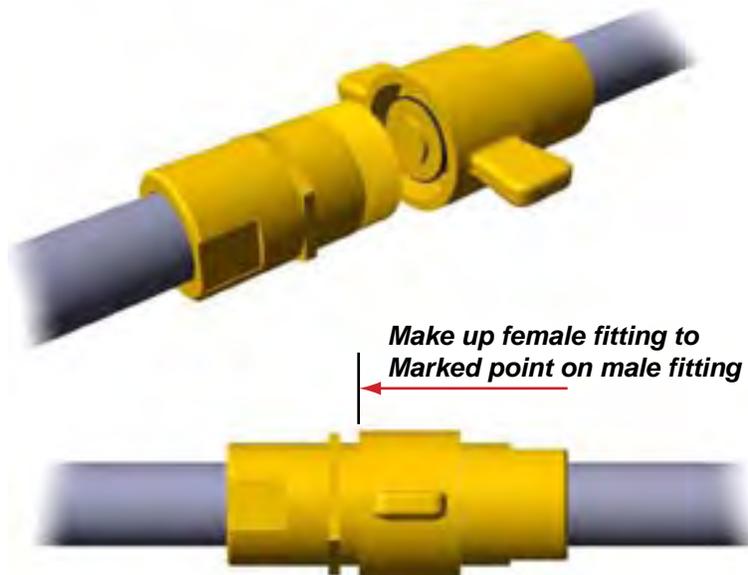
D. HYDRAULIC CONNECTIONS

A pair of hydraulic lines - a 1" supply line and a 1-1/4" return line - connect the tong to the power unit (see illustration below). Ancillary devices (hydraulic motors, hydraulic cylinders, etc.) are connected through the valve block.

Perform any hydraulic connection when the power unit is not running, or when the hydraulic pump is disengaged. The possibility of error in inter-changing the high pressure supply hose and the low pressure return hose has been eliminated, because the supply side coupling is smaller than the return side.



These hose couplings are self-sealing, and care should be taken to ensure complete engagement to prevent partial closure of the check valve in the coupling. Ensure that the nut (female) side is completely made up onto the male connector - there is a line on the male fitting that indicates complete make-up. Snug the female fitting right up to the line.



E. TONG JAW AVAILABILITY & INSTALLATION**1. Jaw Availability**

The following table lists all jaw die kits that are available as standard stocked sizes for this model of tong. McCoy Drilling & Completions | Farr offers a good selection of standard jaw sizes. However, please note that we can custom-engineer and manufacture any size of jaw within the range of the tong. Jaw systems are available to allow use of die inserts intended for specialized applications. Call our sales office for information on jaw and die systems designed for higher or lower grip, or non-marking applications.

The table lists standard contoured, flat and wraparound die inserts that are available as spare parts. However, a wide variety of diamond-tooth, GRITFACE®, aluminium, and wrap-around fine-tooth dies are available for specialized applications. Please refer to our website for complete information:

<http://www.mccoysglobal.com/index.php/dies-inserts>

| STANDARD JAW DIE KITS (Inserts Not Included) | |
|--|--------------------|
| Description | Part Number |
| 2 - 3/8" Jaw Die Kit ⁽¹⁾ | 1064-JDK-65 |
| 2 - 7/8" Jaw Die Kit ⁽²⁾ | 1064-JDK-70 |
| 3" Jaw Die Kit | 1064-JDK-71 |
| 3 - 1/2" Jaw Die Kit | 1064-JDK-75 |
| 4" Jaw Die Kit | 1064-JDK-80 |
| 4 - 1/2" Jaw Die Kit | 1064-JDK-85 |
| 5" Jaw Die Kit | 1064-JDK-90 |
| 5 - 1/2" Jaw Die Kit ⁽³⁾ | 1064-JDK-95 |
| ⁽¹⁾ Uses 2.375" Contour Die | 12-0004 |
| ⁽²⁾ Uses 2.875" Contour Die | 12-0007 |
| ⁽³⁾ Uses 1" x 3.875" Flat Die | 12-0006-314-0 |
| All other Standard Die Kits use 1-1/4" x 3.875" Flat Die | 13-0008-314-0 |
| WRAPAROUND JAW DIE KITS (Inserts Not Included) | |
| Description | Part Number |
| 2-3/8" - 3-1/2" Wraparound Jaw Die Kit | 1064-WJK-350 |
| 4" - 5-1/2" Wraparound Jaw Die Kit | 1064-WJK-550 |
| 2-3/8" Wraparound Insert (for use in 1064-WJK-350) | 12-2001 |
| 2-7/8" Wraparound Insert (for use in 1064-WJK-350) | 12-2003 |
| 3-1/2" Wraparound Insert (for use in 1064-WJK-350) | 12-2006 |
| 4" Wraparound Insert (for use in 1064-WJK-550) | 12-2007 |
| 4-1/2" Wraparound Insert (for use in 1064-WJK-550) | 12-2009 |
| 5" Wraparound Insert (for use in 1064-WJK-550) | 12-2011 |
| 5-1/2" Wraparound Insert (for use in 1064-WJK-550) | 12-2012 |

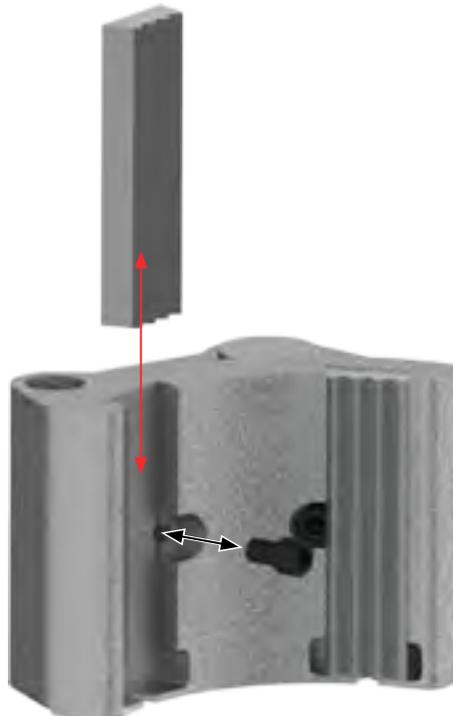
2. Jaw / Jaw Die Removal

The tong jaws will often require removal to change jaw size or replace worn jaw die inserts. Support the jaw being removed from the bottom, and use a wrench to loosen and remove the jaw pivot bolt. Slide the jaw away from the rotary gear towards the centre of the cage plate assembly, and lift clear of the tong. Repeat for the other jaw. Note that removal process for jaws with wraparound dies is identical.



Removal and replacement of die inserts:

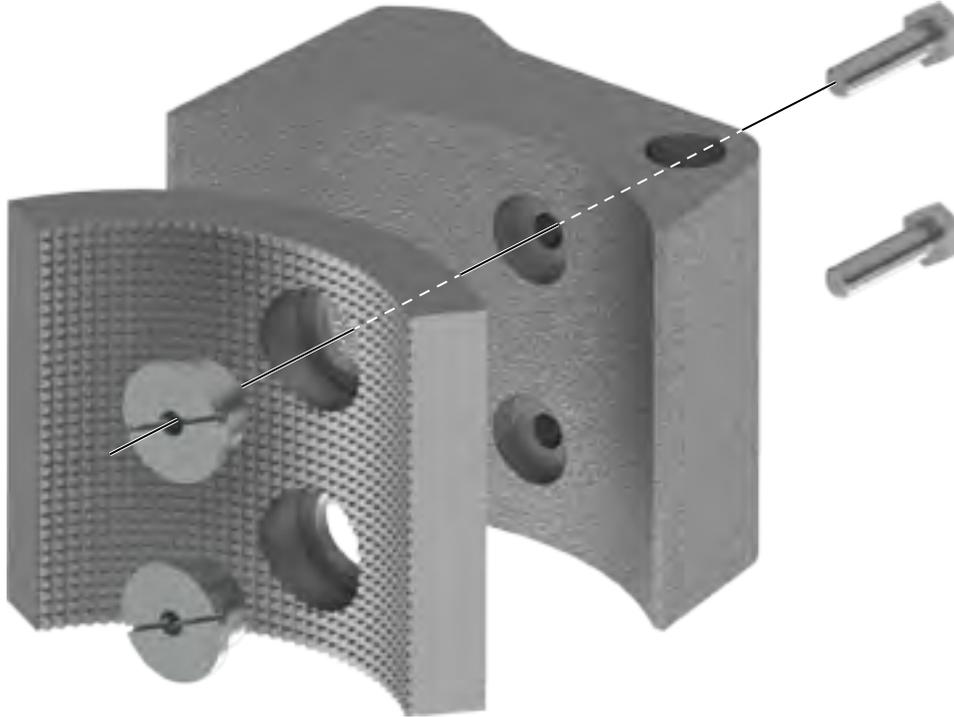
- Removing the centre keeper screws
- Insert a narrow punch through the slot at the bottom of the jaw groove, and lightly tap the die from the bottom until it loosens enough to remove
- Reverse the process to install new jaw dies. Do not neglect to reinstall the keeper screws.



Jaw / Jaw Die Removal (Continued):

You may be using jaw die kits that use "wraparound" dies. Jaws typically require removal in order to replace the die inserts: Once the jaws have been removed, extract and replace the die inserts using this procedure.

- Use a flat-head screwdriver to hold the keepers on the front of the die stationary.
- Use a wrench to loosen and remove the screw holding the keeper from the back of the jaw.
- If the die does not come loose when the two keepers are removed, lightly tap the die to break it free from the jaw.
- Ensure the face of the jaw is free from dirt, debris, or large deformations (gouges, scrapes, etc.) before reinstalling new die inserts.

**F. TONG RIG-UP & LEVELING****1. Suspension & Tong Restraint**

Suspend the tong from a location as near to the centre of the drill rotary as possible, and from a location high enough on the mast to ensure easy handling. The lower the point from which the tong is suspended, the more effort will be required to move the tong to and from the connection point.

The suspension line may be extended over a pulley and balanced by a counterweight equal to the weight of the tong, or simply tied off in the derrick to form a dead line. When using a dead line arrangement it is necessary to use a FARR® spring hanger assembly (see specification page for recommended spring hanger). This spring hanger compensates for the downward movement of the casing as the thread is made-up, and imparts additional force to the suspension cable:

- a "single spring" hanger typically applies 420 lbs. (191 kg.) to the suspension line for every inch of thread made up
- a "double spring" hanger typically applies 840 lbs. (382 kg.) to the suspension line for every inch of thread made up

If you do not know which specific spring hanger is in use, check the specification page in this manual for information on the recommended spring hanger for this application. McCoy Drilling & Completions will not guarantee or specify spring hangers other than what has been supplied by McCoy Drilling & Completions.

Many applications use a lift cylinder for adjusting the height of the tong. Ensure the weight of the lift cylinder is known if it has not been included in the total weight of the tong.

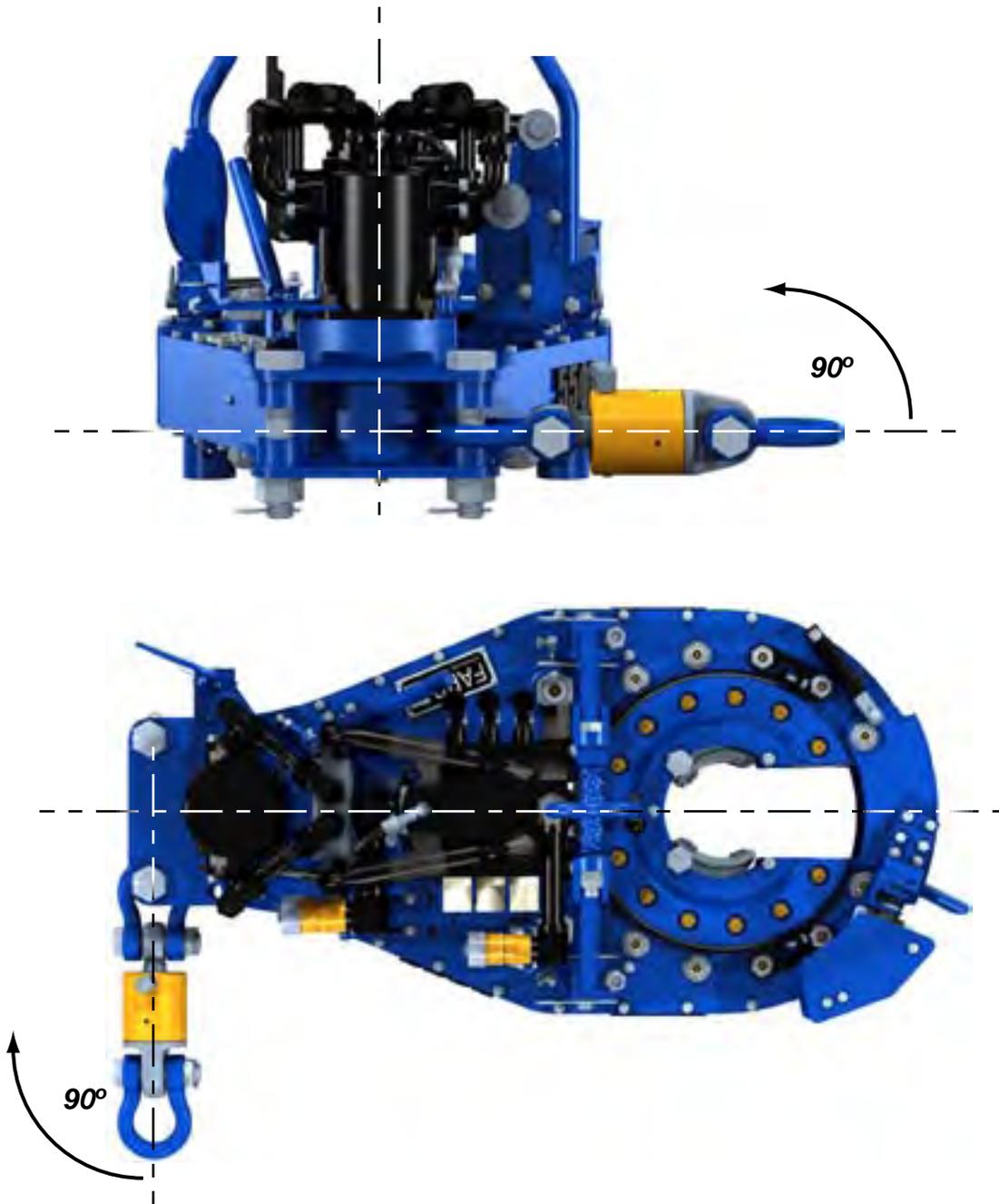
All forces upon the suspension line must be considered when calculating necessary strength of the suspension line. The weight of the tong, the weight of the lift cylinder, the weight of the spring hanger, and the force imparted on the suspension line by the spring hanger must all be added together in order to arrive at the total force supported by the suspension line. Select your suspension line based upon the total force and the margins of safety dictated by the policies of your company and by established engineering practices. Ultimately, calculating the force on the suspension line and selection of the suspension line is the complete responsibility of the customer.

McCoy Drilling & Completions recommends using dual backup (snub) lines of sufficient strength to withstand the force imparted by the maximum rated torque of the tong in use. Calculate the force on the snub lines by dividing the maximum torque of the

Suspension & Load Cell Tie-Off (Continued):

tong by the tong's torque arm (expressed in feet). For example, an 18,000 lbs.-ft. tong with a 36 inch (2.583 ft.) torque arm will generate 6000 lbs. of force against the snub line. Select your snub lines based upon the total force and the margins of safety dictated by the policies of your company and by established engineering practices. Ultimately, calculating the force on the snub line and selection of the snub line is the complete responsibility of the customer.

Snub lines must be securely connected to the rear of the tong, and tied off to a suitable anchor. One snub line must be secured to the load cell, which is then secured to the rear of the tong. The side of the tong the load cell connects to is dependant upon whether make-up or break-out activities are underway. To ensure accurate torque measurement, the torque measurement line must be connected perpendicular to the lengthwise axis of the tong, and perpendicular to the hang line (see following illustrations). Connect the second snub line on the opposite side of the load cell, perpendicular to the lengthwise axis of the tong and perpendicular to the vertical.



2. Tong Leveling

The tong must be leveled side-to-side and front-to-rear before placing into service. The following guidelines will assist you when leveling your tong.

- i. Place a level axially (side to side) across the tong, ensuring that it is parallel with the surface of the tong. Use a thin wrench on the flat of the adjusting helix to rotate the helix, forcing the lift link to move towards the outer supports of the sling. The 3/4" nylock nut on the pin may have to be slightly loosened to allow the helix to rotate. Adjust the helix until the level shows that the tong is level side-to-side.



- ii. Place a level lengthwise (front to back) along the tong, ensuring that it is parallel with the surface of the tong. Loosen the 3/4" jam nuts on the adjusting bolts on rigid sling brackets. Completely loosen the adjusting bolts. Turn each adjusting bolt equally until tong hangs level front-to-back. Lock adjusting bolts in place with the jam nuts.



G. TONG OPERATION

1. Initial Start-up and Break-in Procedure



YOUR EQUIPMENT HAS BEEN THOROUGHLY TESTED AND INSPECTED AT THE FACTORY. HOWEVER, WE ADVISE INSPECTION AND TESTING OF YOUR NEW TONG AFTER TAKING POSSESSION IN ORDER TO ELIMINATE THE POSSIBILITY OF SHIPPING DAMAGE.

McCoy Completions & Drilling recommends that the following pre-operating tests be performed after receipt from the factory or after extended storage, prior to releasing the tong to operations:

- Perform a complete inspection of all fasteners to ensure none have loosened during transport.
- Connect the tong to the power unit, and apply full hydraulic pressure. Inspect and correct any leaks.
- Operate the tong at full speed and in high gear for a duration of one-half hour. Hot bearing caps may indicate impending bearing failure.
- Switch to low gear and operate for an additional one-half hour at full speed.
- Run the backup through several clamp/un-clamp sequences to ensure functionality.
- Inspect all components and hydraulic fittings for possible defects following completion of the tests. All FARR Tongs have been thoroughly tested at the factory prior to shipping, but shipping damage must be identified before running the tong in an operational environment.
- Carefully inspect the safety door components, and test to ensure that the safety device on each door is operating correctly before releasing the tong to the operating environment.



TONG DOOR MUST BE CLOSED AND SECURELY LATCHED BEFORE THE POWER UNIT IS ENERGIZED IN ORDER TO ASSURE THE SAFETY OF OPERATING PERSONNEL

Ensure adequate lube oil and hydraulic oil levels before starting engine. Use start up procedures as recommended by the power unit engine operator's manual. Open the Bypass Valve on the hydraulic system, and inspect all pressure and return line hose connections to ensure correct and secure installation.

IMPROPERLY SECURED HYDRAULIC CONNECTIONS WILL INTERRUPT HYDRAULIC FLUID FLOW, AND COULD RESULT IN THE FOLLOWING FAILURES:



- A restriction in the pressure supply hose will result in high pressure within the power unit hydraulic system, which will activate the hydraulic governor and increase the engine speed to as high as maximum RPM.
- A restriction in the return line will result in high pressure within the power unit and the tong hydraulic system, causing engine speeds as high as maximum RPM, and possible failure of the motor seal.

Following inspection of the hoses, energize the hydraulic power unit and allow it to idle until warm. Allow hydraulic fluid to circulate for approximately 10 minutes, then slowly close the Bypass Valve to allow hydraulic fluid to circulate through the hoses and to the tong (circulating pressure should not exceed 200 psi). Place the tong gear shifter in low gear and rotate the tong slowly forward and then reverse with the throttle valve control lever. Once this has been done and the proper size jaws have been installed, the tong is then ready to run pipe.

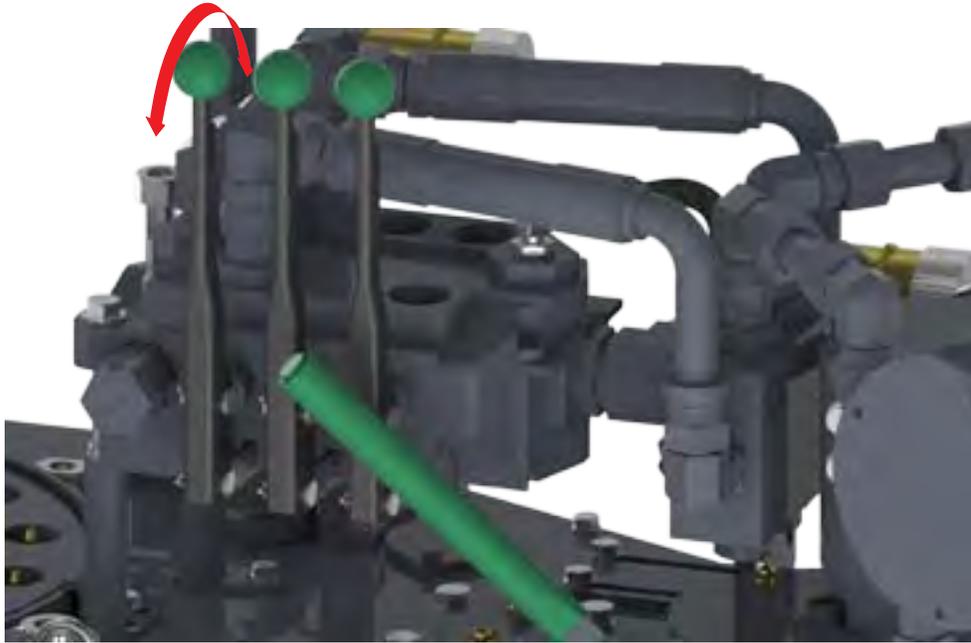
2. Valve Operation

4-way proportional valves control operation of hydraulic devices on the tong assembly such as hydraulic motors and cylinders. When any one valve is "centered" or in the detent position, there is no hydraulic output from the valve. When the valve is pushed forward there is an effect, and when the valve is pulled back, there is an opposite effect. These valves feature proportional control, which means that further extension of the valve handle (thereby further opening the valve orifice) results in proportionally higher hydraulic output to the controlled device.

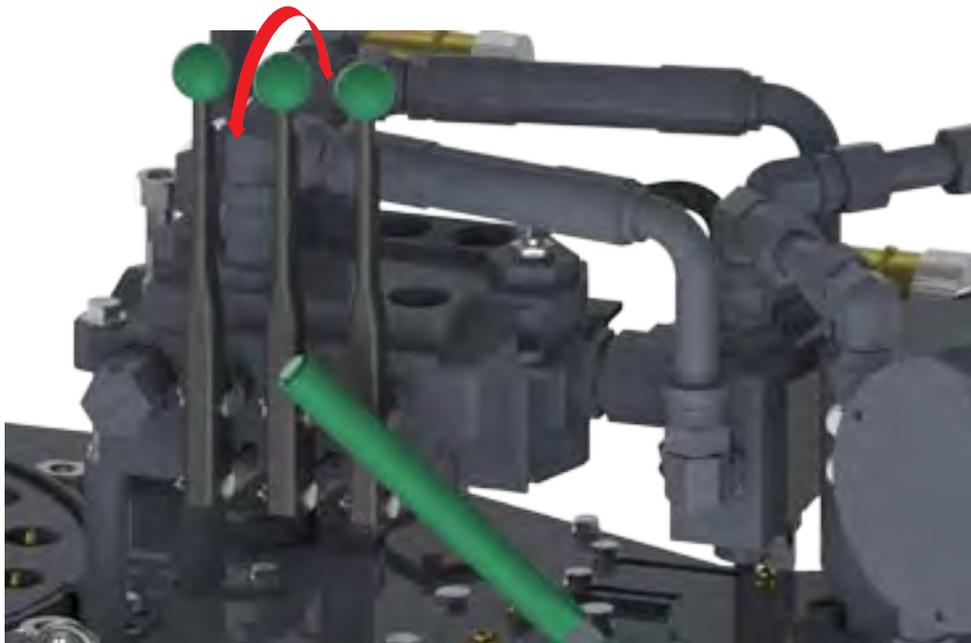
The illustrations on the next two pages list the type and effect of the hydraulic valves this tong may be equipped with.

Valve Operation (Continued):TONG MOTOR

This is a proportional valve. Pushing the valve handle forward will cause the tong motor to rotate in a clockwise direction (as seen from the top of the tong). This is the desired direction of rotation for making up a joint. Pulling the valve handle in the opposite direction results in counter-clockwise rotation, which is the desired direction of rotation for breaking out a joint.

LIFT CYLINDER (If Equipped)

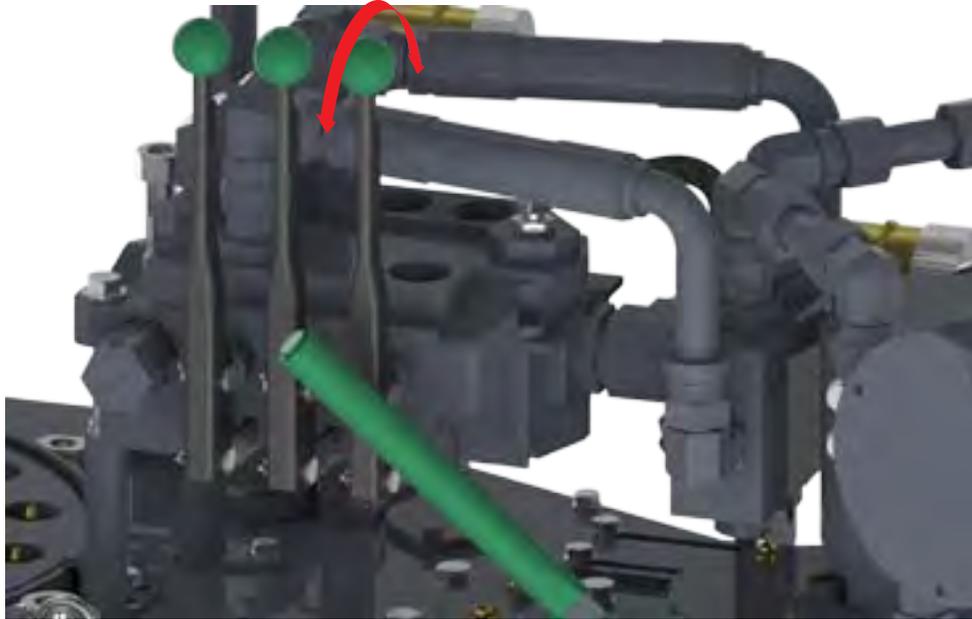
This is a direct-acting valve. Pushing the valve handle forward will cause the lift cylinder to lift the tong vertically. Pulling the valve handle in the opposite direction will cause the lift cylinder to lower the tong.



Valve Operation (Continued):

BACKUP (If Equipped)

Depending on the type of backup with which your system is equipped (Wedge, Clincher, or "FARR®") using this valve will activate a backup cylinder, or a sequence valve. Pulling backward, towards the operator, reverses the action.



3. Shifting Gears

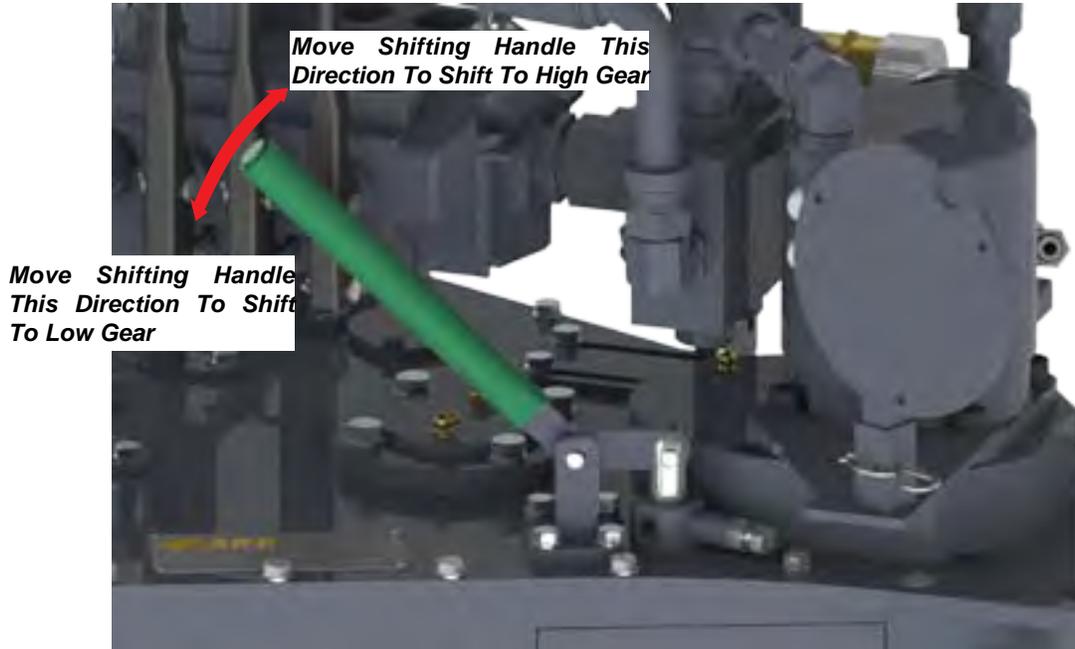
The shifting shaft has three "detent" positions identifying the low speed/high torque position, the "neutral" or free-spinning position, and the high speed/low torque position. The detent strength may be adjusted by releasing the locknut on the detent tube and increasing or relaxing pressure on the detent spring. Ensure the locknut is tightened once the desired detent pressure has been set.

To shift to the high-speed gear, move the shifting handle upward from neutral position. To shift to the low-speed gear, move the shifting handle down through the neutral detent to its lowest position. Note that the high clutch gear or the low clutch gear may not be exactly aligned when shifting, so the operator may need to "bump" the motor control handle slightly to turn the main clutch gear shaft and shifting collar into alignment. This is most effective when applying a small amount of pressure on the gear shift lever in the direction you want to shift the tong, ensuring the shifting collar will "catch" when the main clutch gear aligns with either the high or low clutch gear.

SEE ILLUSTRATION NEXT PAGE



SHIFTING TONG WHILE ROTATING THE MOTOR AND CAGE PLATE MAY RESULT IN CATASTROPHIC GEAR TRAIN FAILURE

Shifting Gears (Continued):**4. General Operational Comments**

- a) Position rotary gear in contact with both idler gears when breaking out joints or collars where high torques are required.
- b) When making-up integral (shouldered) joints, it is essential to make up the last turn of the threads in low gear. This reduces the tendency of an instant stop or a sudden increase in torque, which induces extremely high stresses on the gear train.
- c) DO NOT employ the "snap break" method of breaking-out joints when pulling a string. By definition, the "snap break" method is a procedure used by some operators to break out connections, accomplished by leaving slack in the "jaw-pipe" engagement, and then quickly pulling the throttle valve control lever allowing the tong to snap into its loaded or high torque condition. Although this method is very effective in breaking out joints, the extremely high stress placed on the gear train frequently causes gear breakage.



THE "SNAP-BREAK" METHOD IS HAZARDOUS TO PERSONNEL AND EQUIPMENT

H. EXTREME COLD WEATHER OPERATION PROCEDURES

- 1) Consult the power unit engine operator's manual for all cold weather operating procedures and precautions.
- 2) Select gear and bearing lubricants that are compatible with expected climatic conditions.
- 3) Select hydraulic fluid that is compatible with expected climatic conditions.
- 4) Allow hydraulic fluid to circulate for approximately 20 minutes after starting the power unit, prior to activating the bypass valve to allow fluid to circulate to tong. If the power unit is equipped with an oil temperature gauge, ensure that the fluid has reached operating temperature as specified by hydraulic fluid data sheet.
- 5) Allow for adequate drying of moisture (prior to lubricating) when cleaning tong parts in cold weather.

McCoy Drilling & Completions recognizes that minor on-site repairs and modifications are required to maintain peak operating condition of your equipment, or to match your equipment with the operating environment. Examples of minor repairs are

- replacement of damaged hydraulic hoses and fittings.
- replacement of malfunctioning pressure gauges and valves.
- replacement of door cylinders
- replacement of fasteners

Any replaced component must be an identical component supplied by McCoy Drilling & Completions. Replaced fasteners must be Grade 8 or equivalent, or whatever fastener is specified by McCoy Drilling & Completions.

A. GENERAL MAINTENANCE SAFETY PRACTICES

The practices identified here are intended as a guideline. All personnel are responsible for performing their tasks in a manner that ensures worker, equipment, and environmental safety, and may require taking additional steps that are not identified in this section.

Equipment maintenance shall be performed only by designated qualified maintenance personnel. Wear approved eye wear and footwear, and follow all of your company's safety guidelines. Do not begin a maintenance task without the proper tools or materials on hand, or the proper drawings and documentation necessary.

Schedule planned maintenance with operators to avoid conflicts, unnecessary downtime, and the danger of accidental equipment activation. Notify operations when maintenance procedures are complete and equipment functionality is restored.

Isolate the location of the maintenance under way to prevent unaware personnel from inadvertently exposing themselves to a hazard. Use tape, rope, or signage to clearly indicate "off-limits" area.

Replacement of large, heavy individual parts and/or heavy structural components must be performed using an approved lifting device of sufficient lifting capacity. Use care when attaching the lifting device, and safeguard area to avoid endangering personnel or equipment.

All spare parts must meet or exceed OEM specifications in order to maintain equipment integrity, especially protective equipment

McCoy Drilling & Completions recommends that disconnection of hydraulic connectors be performed with the power unit off and the hydraulic circuit depressurized.

Your equipment uses materials that may be harmful to the environment if improperly disposed of (hydraulic fluid, grease, etc.). Dispose of all materials according to your company's proscribed environmental protection regulations.

B. CLEANING

Clean tong thoroughly cleaned with a good petroleum-based cleaning agent after each job, prior to storage. Farr recommends that the motor and valve assembly be periodically removed, along with the top tong plate, so that guides, rollers and gears can be properly cleaned. Ensure that cleaning solvents and chemicals are captured to prevent environmental contamination, and dispose of all materials according to your company's proscribed environmental protection regulations.

C. PREVENTIVE MAINTENANCE PRACTICES

Regular maintenance programs are necessary, and must be established to assure safe, dependable operation of your Hydraulic Tubular Connection System and to avoid costly breakdown maintenance. The following maintenance procedures provides information required to properly maintain your equipment. Your equipment may require more, or less maintenance depending upon the frequency of use and the field conditions under which your equipment operates. These maintenance procedures are designed for equipment operating at 10°C to 35°C ambient temperature for 10 hours per day. McCoy Drilling & Completions recommends that the inspection and maintenance procedures in this section be performed as recommended in the maintenance checklists (see Appendices), or in conjunction with your maintenance foreman's experience and best estimate of when your equipment is due for this maintenance.

Purchased components included with your hydraulic tubular connection equipment (for example: motors, valves, etc.) may specify maintenance tasks and intervals over and above what McCoy Drilling & Completions recommends as part of their recommended procedures. Users of this equipment may choose to perform or ignore these additional tasks at their discretion.

Premature fouling of particulate filters within your prime mover or ancillary hydraulic power unit requires immediate hydraulic fluid laboratory analysis to prevent premature wear of hydraulic system due to high levels of wear metals in the fluid.

McCoy Drilling & Completions recommends tracking all maintenance activity including the lubrication schedule. This may be a simple as keeping a paper log, or using a software-based maintenance tracking utility. A maintenance log is a valuable tool that can be used for easily retrieving maintenance history or identifying trends that require correction.

D. LUBRICATION

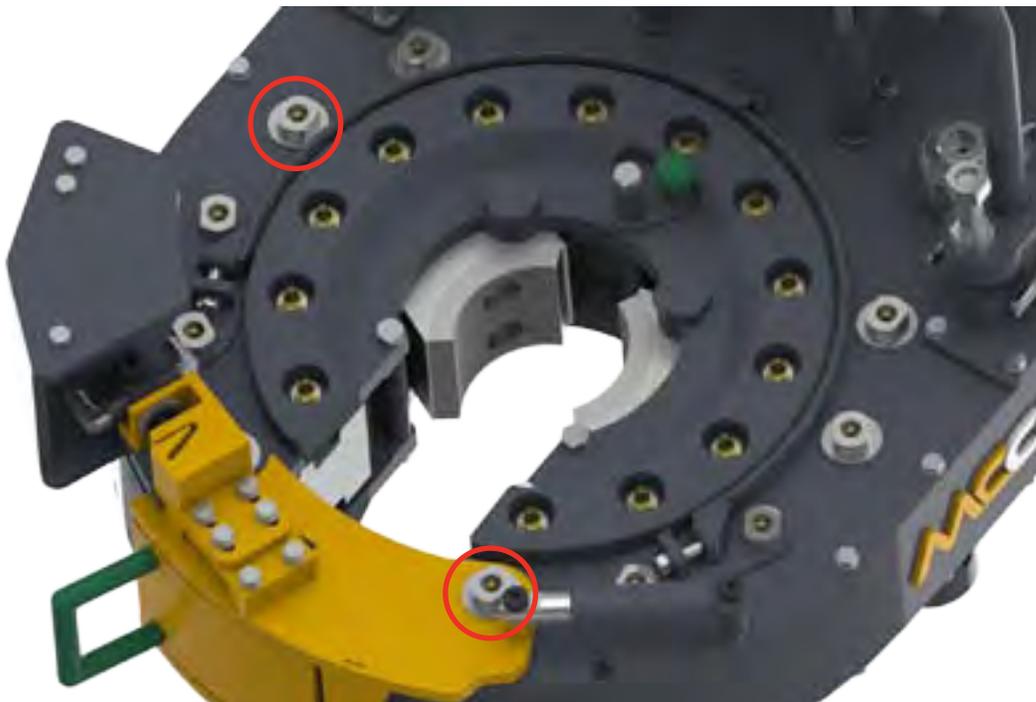
Use a quality multipurpose bearing lubricant that will remain within its viscosity range at expected operating temperatures. In addition, Farr recommends the following lubrication procedure at the completion of each job prior to storage.

1. Cage Plate Cam Followers

Apply grease to the grease fittings recessed in both the top and bottom cage plates (26 locations total - 13 top / 13 bottom).

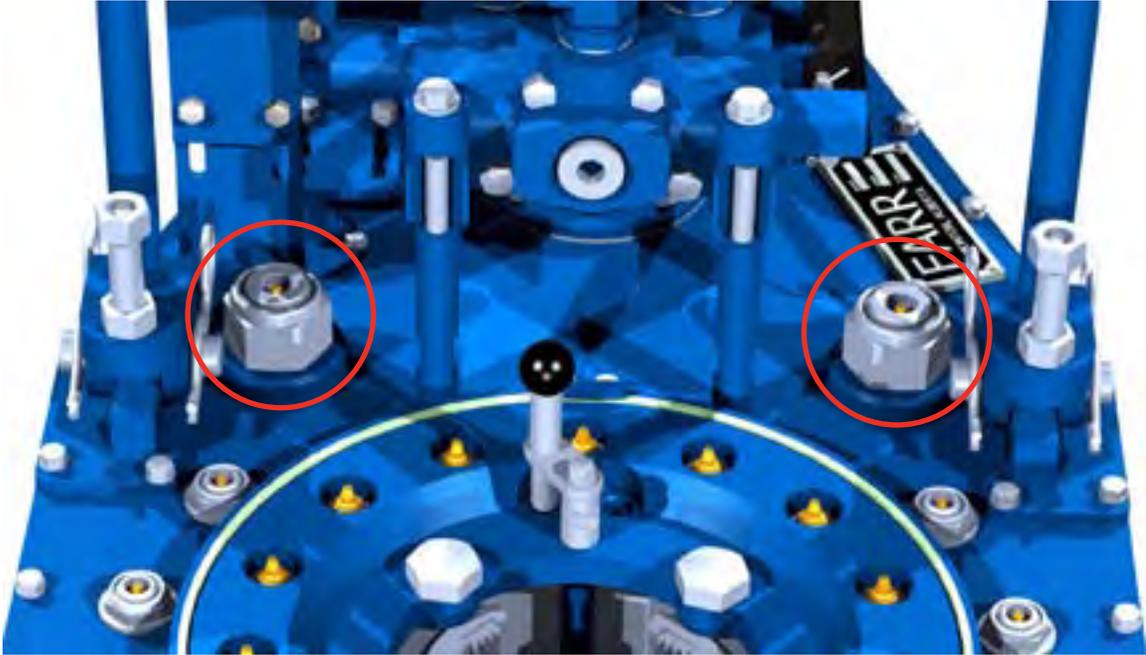
**2. Support Rollers**

Apply grease to the support roller bearings through the grease fittings recessed into the top and bottom of each support roller shaft. **NOTE:** the safety door cam assembly needs to be removed to access the grease fitting in the top of the door pivot roller shaft (ten locations top, ten locations bottom).

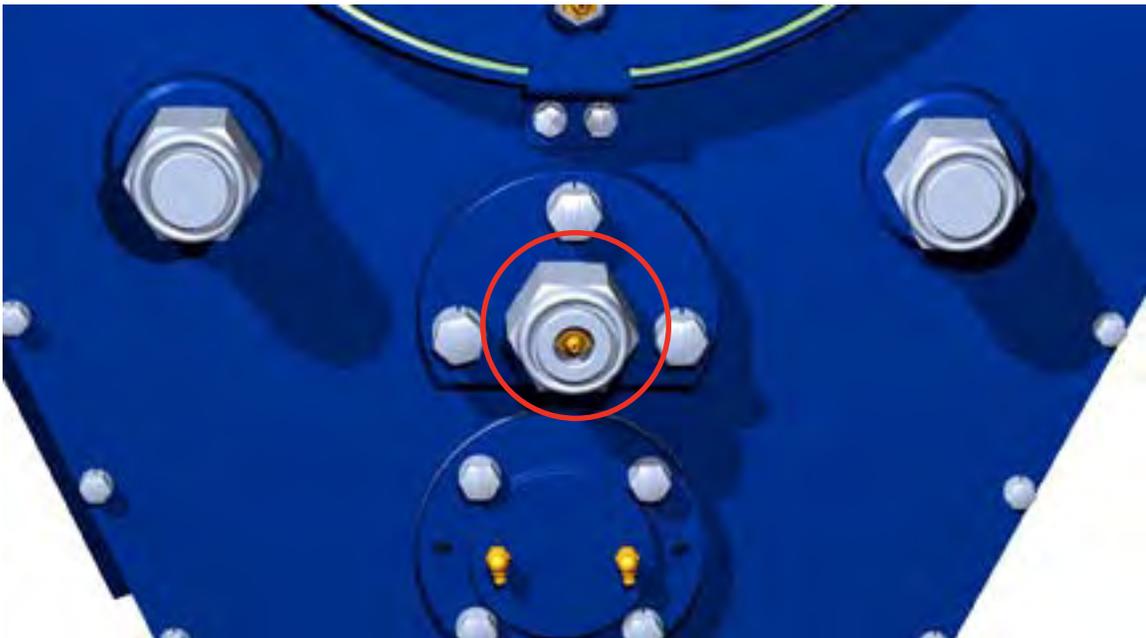


3. Rotary Idlers

Apply grease to the rotary idler bearings through the grease fittings recessed into the top of each shaft on the top face of the tong (two locations total).

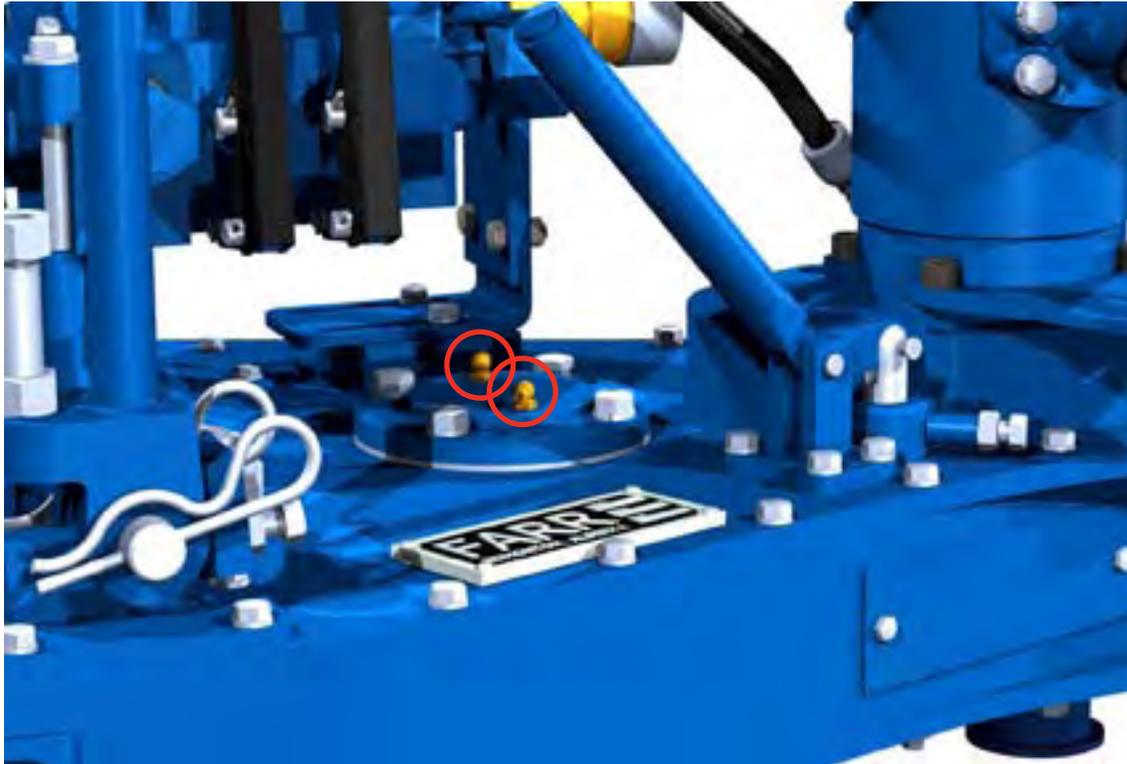
**4. Pinion Idler**

Apply grease to the pinion idler bearing through the grease fitting recessed into the top of the half-shaft, located on the bottom face of the tong (one location only).

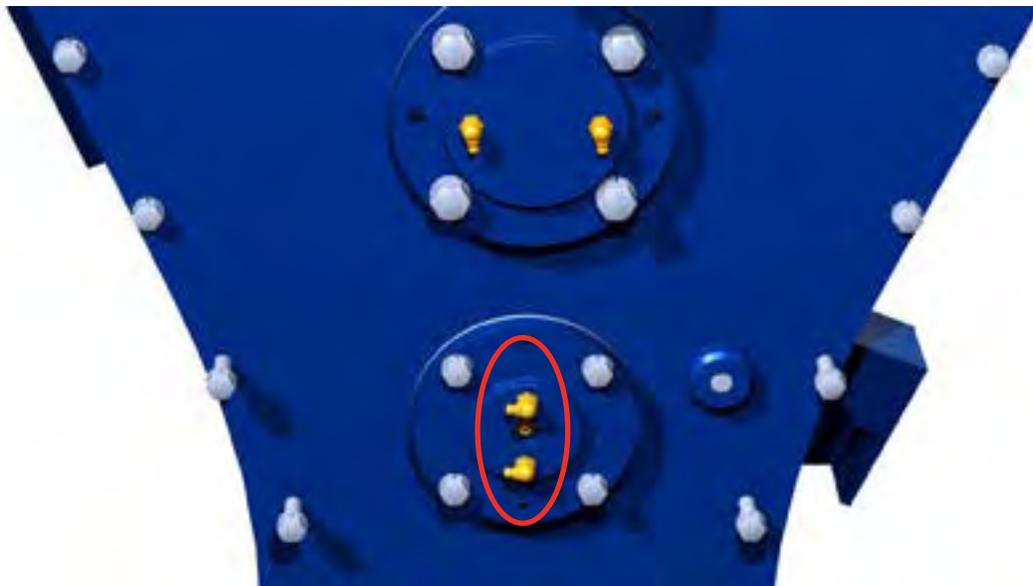


5. Pinion

Apply grease to the pinion bearings through the grease fittings located on the bearing caps on the top and bottom faces of the tong (two locations top, two locations bottom).

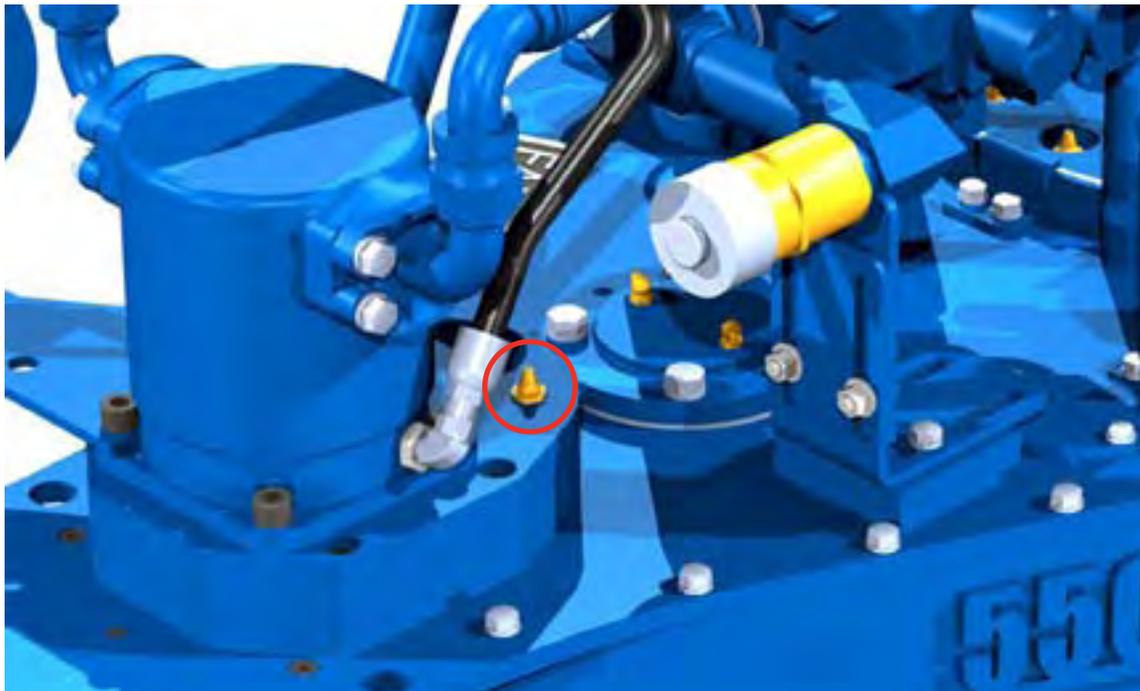
**6. Clutch Bearings**

Apply grease to the clutch bearings through the two grease fittings located on the clutch bearing cap on the bottom face of the tong, and the single grease fitting recessed into the end of the clutch shaft. (three locations total).



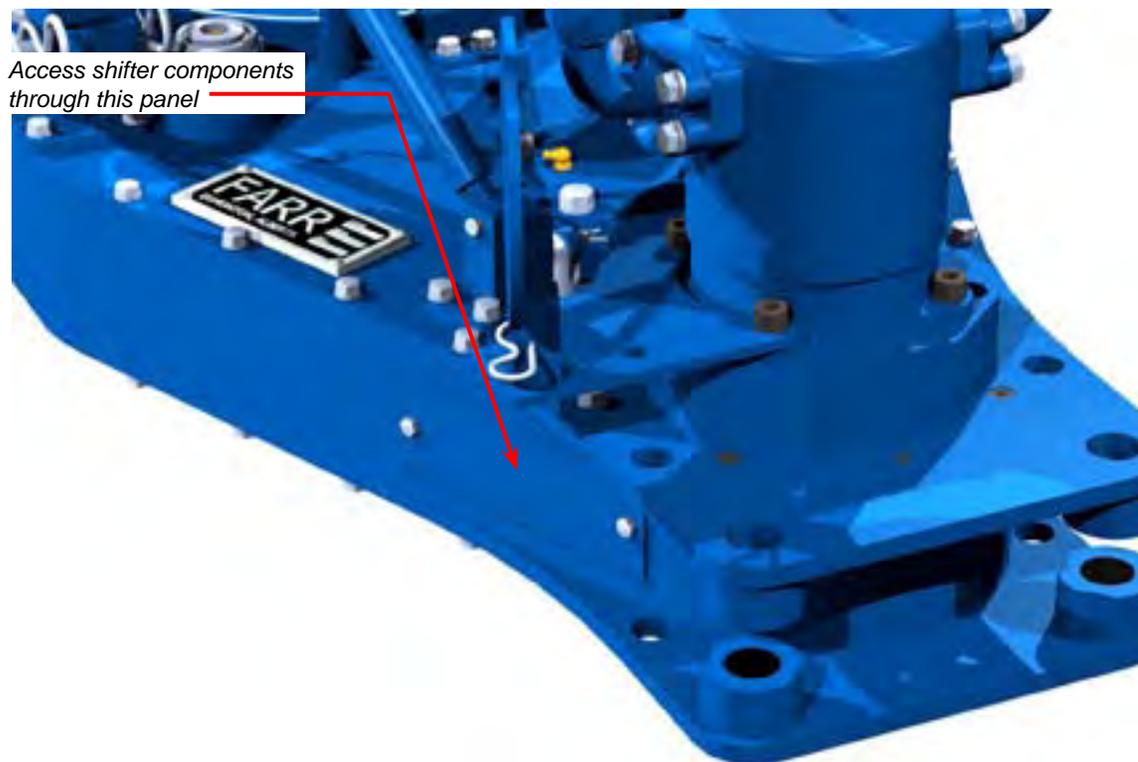
7. Motor Mount

Apply grease to the motor gear/clutch drive gear through the grease fitting located on the top of the motor mount (one location only).



8. Shifting Shaft

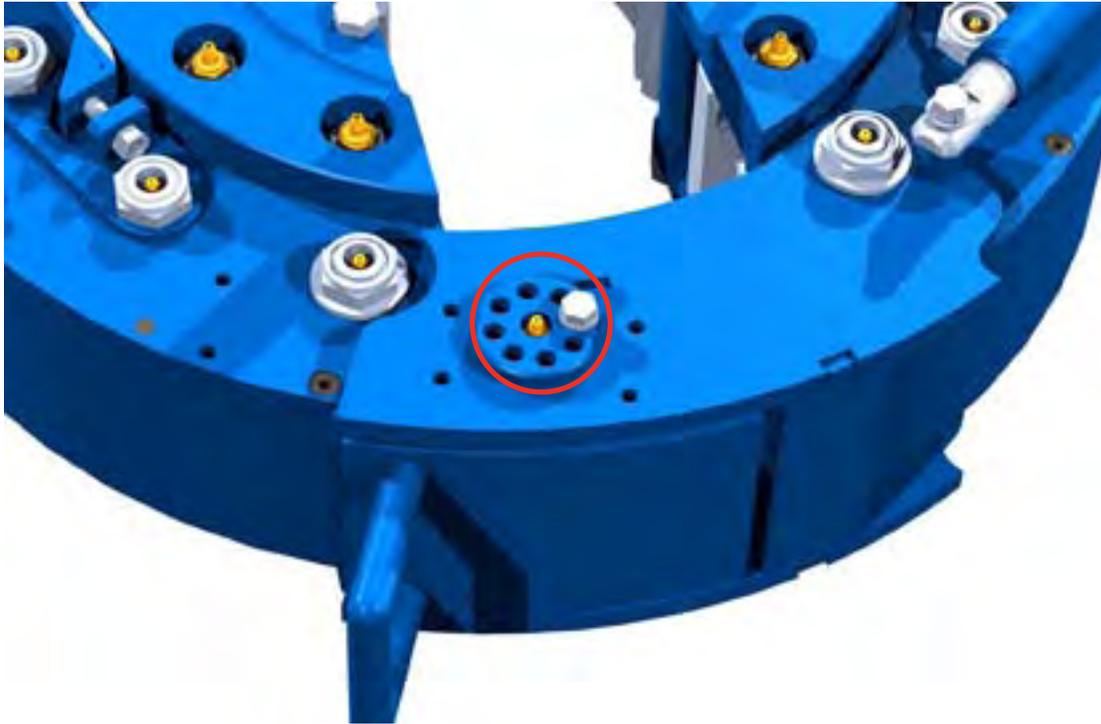
Apply grease to the shifting shaft and top shifting shaft bushing. The shaft and shifting yoke can be accessed through the cover plate on the side of the tong.



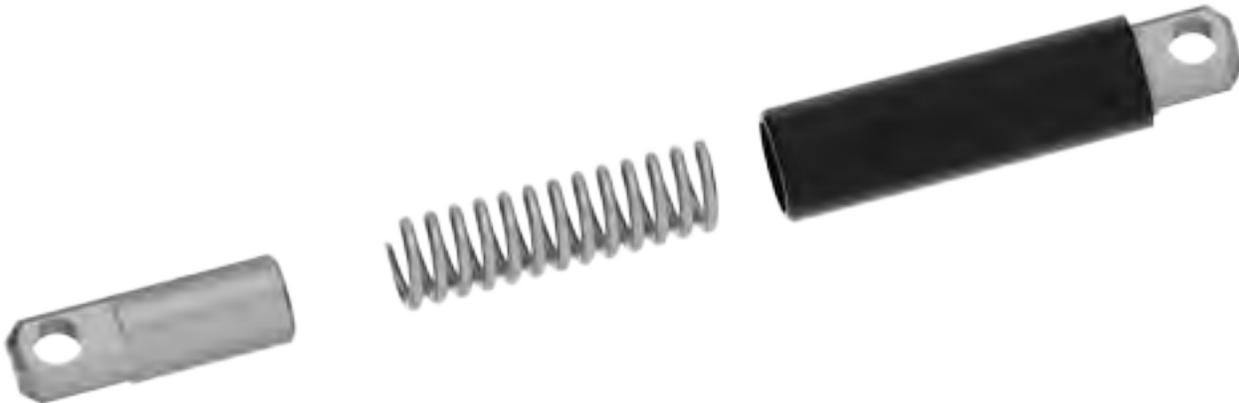
Access shifter components through this panel

9. Door Latch

Apply grease to the door latch through the grease fitting located in the top of the adjustment cam.

**10. Door Spring Cylinders**

Periodically disassemble the door stop cylinders and coat the spring and cylinder with a general purpose lubricating oil.

**Recommended lubrication amount at the completion of each job:**

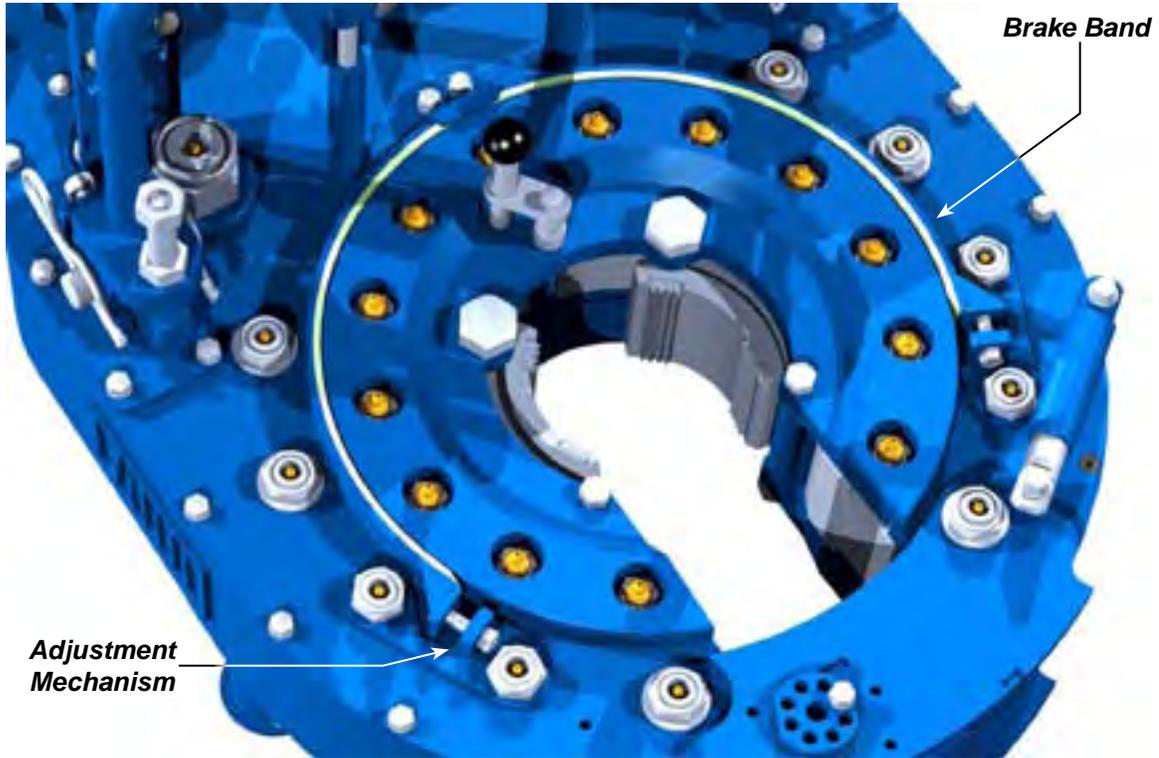
| | |
|--|-----------------|
| 1. Cage Plate Guide Ring / Cam Followers (Upper and lower) | 1 shot grease |
| 2. Rotary Roller Bearings (Upper and lower) | 3 shots grease |
| 3. Rotary Idler Bearings | 4 shots grease |
| 4. Pinion Idler Bearings | 4 shots grease |
| 5. Pinion Bearings (Upper and lower) | 2 shots grease |
| 6. Clutch Shaft Bearings | 1 shot grease |
| 7. Motor Mount Housing | 10 shots grease |
| 8. Shifting Shaft | as required |
| 9. Door Latch Adjustment Cam | 1 shot grease |

Farr recommends that a liberal coating of grease be applied to the cam surface of the rotary drive gear prior to jaw installation. Also, the clutch inspection plate should periodically be removed, and a liberal coating of grease applied to the clutch, drive gears and shifting shaft.

E. ADJUSTMENTS

1. Brake Band Tension Adjustment:

The top and bottom brake bands must be periodically adjusted to continue to provide smooth and efficient jaw cam action. If the cage plate turns with the rotary gear, the jaws will not cam properly and, therefore, will not bite on the tubing or casing. Tightening the brake band against the cage plates will increase frictional resistance, allowing jaws to cam properly and grip the casing. Adjust the brake band using the adjustment nut and bolt set as shown in the illustration below. Use caution, as over-tightening will cause excessive wear to the brake bands.



TOP AND BOTTOM BRAKE BANDS MUST BE ADJUSTED SIMULTANEOUSLY AND EQUALLY

2. Door Latch Adjustment

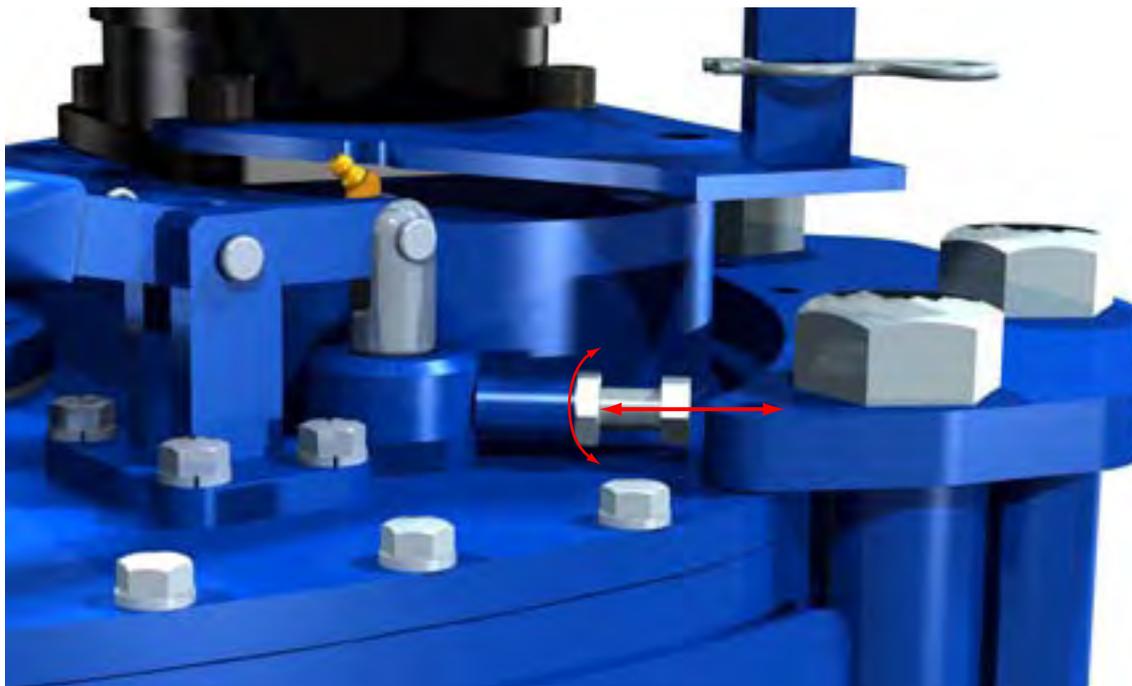
Normal operation of the tong may cause wear of the door latch, which will cause the door to develop a loose fit at the latch. A latch cam plate is located at the top face of the door. The cam plate has eight positioning holes located on a 360 degree bolt circle. The latch cam shaft extends down through the door and is secured at the top by a 3/8" hex head bolt. To make adjustments in door alignment, remove the 3/8" bolt and turn the cam with a wrench. When the door has been adequately aligned, replace the 3/8" bolt (see illustration next page).



THE DOOR IS AN IMPORTANT PART OF THE STRUCTURAL INTEGRITY OF THE TONG. IT IS IMPERATIVE TO KEEP A SECURE FIT AT THE DOOR IN ORDER TO MAINTAIN PROPER GEAR ALIGNMENT, AND TO MINIMIZE THE POSSIBILITY OF DAMAGE TO THE GEAR TRAIN WHEN OPERATING THE TONG AT SPECIFIED TORQUE. A CLOSED DOOR ALSO ENSURES SAFETY OF OPERATING PERSONNEL.

Door Latch Adjustment (Continued):**3. Shifter Detent Force Adjustment:**

Over time wear to the shifting shaft, wear to the detent ball, and loss of spring tension in the detent spring may result in a loose or “sloppy” fit within the top shifter bushing. The detent pressure may be increased or otherwise adjusted by loosening the 7/16” UNF locking jam nut, and turning the 7/16” UNF detent bolt. Should adequate detent action not be achieved, the shifting shaft, detent ball, or detent spring (or possibly all three) may need to be replaced (see Pp. 5.16 - 5.17).



F. RECOMMENDED PERIODIC CHECKS**1. Door Stop Spring**

The spring inside the actuator cylinder must be of sufficient strength to enable the door latch mechanism to snap closed properly, and to hold the door in the open position when opened. Door stop spring fatigue will result in sluggish latch operation. Replace the latch spring inside the cylinder when this occurs.

2. Backing Pin

Perform a visual inspection of the backing pin after each job. Replace the pin if stress cracks or excessive wear is found, or if either pin is bent.

3. Shifting Shaft

The shifting yoke is secured to the shifting shaft by one hex jam nut above the shifting yoke, and one locknut on the bottom of the yoke. Check these nuts after each job. Do this by removing the clutch inspection plate and ensuring a snug fit prior to lubrication.

4. Torque Gauge Assembly

Periodic calibration of the torque gauge is recommended to assure accurate torque readings. When having the torque gauge serviced and calibrated, it is critical to note the arm length of the tong, as indicated in the "Specifications" section. Farr recommends that the torque gauge assembly be calibrated yearly. Periodically check to ensure the load cell is filled with oil (see Section 6).

G. OVERHAUL PROCEDURES

The tong may be overhauled following the disassembly instructions in the following procedure. Access to the gear train is possible by removing the top plate of the tong.



ALL MAINTENANCE AND OVERHAUL SHOULD BE PERFORMED FROM THE TOP. THE BOTTOM PLATE OF THE TONG IS TYPICALLY WELDED TO THE SIDE BODY AND CANNOT BE REMOVED.



REPLACEMENT FASTENERS (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT.

FASTENERS USED FOR MAINTENANCE OR OVERHAUL OF LOAD-BEARING COMPONENTS (CHAIN SLINGS, RIGID SLINGS, LEGS) MUST BE TIGHTENED TO THE PROPER TORQUE.

REMOVAL OF TOP PLATE

1. Remove the rigid sling assembly by disconnecting the leveling devices from the hanger brackets.
2. Remove the two rigid sling hanger brackets.
3. Disconnect the three hydraulic connections from the motor. Undo the restraints securing the inlet and outlet lines from their supports, and lift the hydraulic valve section away from the tong. Remove the inlet and outlet support pieces.
4. Remove top brake band assembly (leave adjustment lug weldments in place for now).
5. Remove the tong door stop cylinder.
6. Remove door assembly by removing the door roller shaft. Support door assembly as the roller shaft is removed. Remove the nut from the top of the roller shaft, and use a soft alloy material (e.g. brass rod, etc.) to lightly tap the shaft down through the support roller assembly until it comes free at the bottom. Use caution that the threads on the ends of the support roller shafts are not damaged. Do not lose the door shoulder bushings.
7. Remove the hitch pin securing the torque gauge holder to the torque gauge mount weldment, and remove the mount.
8. Remove the four hex socket head cap screws securing the motor and the torque gauge mount weldment. Remove the torque gauge mount weldment, then lift the motor up and away from the motor mount. Inspect the motor gear, located at the bottom of the motor shaft, for gear clashing or tooth damage. Also, ensure that the motor gear is securely attached to the motor shaft.
9. Remove the cotter pin and clevis pin connecting the shifter handle to the shifter shaft (it is not necessary to disconnect the handle from the pivot lug weldment).
10. Unbolt the pivot lug weldment from the top plate, and remove the pivot lug and handle assembly.
11. Remove the four hex socket head cap screws securing the motor mount to the top plate. Use care not to dislodge and lose the two positioning dowels.
12. Remove the snap ring securing the drive gear to the top of the clutch shaft. Carefully remove the drive gear from the clutch shaft.
13. Remove the two 10-24 x 3/4" hex socket head cap screws securing the top clutch bearing retainer to the top plate.

REMOVAL OF TOP PLATE Cont'd:

14. Remove the top clutch bearing retainer, and bearing retainer spacer. The top clutch bearing and clutch bearing bushing may come off with the bearing retainer.
15. Pull the top bearing cap and spacer for the pinion drive gear by removing the four 1/2" bolts which secure the bearing cap. Thread two of the removed bolts into the extra holes on top of the bearing cap, and use them as lifting lugs to lift the bearing cap out of place.



IF THE BEARING REMAINS ATTACHED TO THE GEAR SHAFT AFTER THE BEARING CAP IS PULLED, MCCOY DRILLING & COMPLETIONS SERVICE PERSONNEL RECOMMENDS LEAVING IT IN PLACE UNTIL THE TOP TONG PLATE IS REMOVED.

16. Remove the jaw pivot bolts and the jaw assemblies.
17. Ensure the bottom cage plate is supported before beginning this step. Remove the two front cage plate bolt and nut sets. Remove the backing pin assembly and the rear cage plate bolt, and the cage plate spacers. The top and bottom cage plates may now be removed - Note that the cam followers are fastened to the top and bottom cage plates, so use caution not to damage them.



THE CAGE PLATE BOLTS ARE THE ONLY ITEMS FASTENING THE BOTTOM CAGE PLATE TO THE TONG. SUPPORT THE BOTTOM CAGE PLATE FROM BELOW PRIOR TO REMOVING CAGE PLATE BOLTS IN ORDER TO PREVENT DAMAGE TO THE BOTTOM CAGE PLATE OR PERSONAL INJURY TO THE MECHANIC

18. Remove the top nuts and pads for the rotary idler gears.
19. Remove the remaining top roller shaft nuts. Note that the top brake band adjustment lug weldments are removed at this point.
20. Loosen, but do not remove the detent bolt on the top shifter lug weldment. Once the force from the detent ball has been removed from the shifter shaft, the top shifter bushing can be un-threaded from the top plate. Take care not to lose the detent ball when the bushing comes free of the shaft.
21. Remove the hex head bolts and hex flat head cap screws around the perimeter of the tong that secure the top plate.
22. With all the above steps taken, the top tong plate can be lifted off providing access to the inside of the gear case.



LIFT THE TOP PLATE STRAIGHT UP TO AVOID SNAPPING THE DOWEL PINS. A SNAPPED, BENT, OR OTHERWISE DAMAGED DOWEL PIN CAN BE EXTREMELY DIFFICULT TO REMOVE.

H. ASSEMBLY PROCEDURES

Assembly of Farr Hydraulic Power Tongs is straightforward, and can be accomplished without the use of special tools. The instructions on this page are presented as a guide only, and are similar to the assembly sequence our technician would use while assembling the tong in our plant.



ALL FASTENERS USED DURING REASSEMBLY OF LOAD-BEARING COMPONENTS (CHAIN SLINGS, RIGID SLINGS, BACKUP LEGS) MUST BE TIGHTENED TO THE CORRECT TORQUE. THREADED FASTENERS USED IN LOAD-BEARING DEVICES MUST BE SECURED WITH RED LOC-TITE™.

| TIGHTENING TORQUE GUIDE | | | |
|-----------------------------|------------|---------------|---------------|
| SAE GRADE 8 - FINE THREAD | | | |
| SIZE | CLAMP LOAD | PLAIN | PLATED |
| 1/4 - 28 (.250) | 3,263 | 14 ft. lbs. | 10 ft. lbs. |
| 5/16 - 24 (.3125) | 5,113 | 27 ft. lbs. | 20 ft. lbs. |
| 3/8 - 24 (.375) | 7,875 | 49 ft. lbs. | 37 ft. lbs. |
| 7/16 - 20 (.4375) | 10,650 | 78 ft. lbs. | 58 ft. lbs. |
| 1/2 - 20 (.500) | 14,400 | 120 ft. lbs. | 90 ft. lbs. |
| 9/16 - 18 (.5625) | 18,300 | 172 ft. lbs. | 129 ft. lbs. |
| 5/8" - 18 (.625) | 23,025 | 240 ft. lbs. | 180 ft. lbs. |
| 3/4 - 16 (.750) | 33,600 | 420 ft. lbs. | 315 ft. lbs. |
| 7/8" - 14 (.875) | 45,825 | 668 ft. lbs. | 501 ft. lbs. |
| 1 - 12 (1.000) | 59,700 | 995 ft. lbs. | 746 ft. lbs. |
| 1 - 14 (1.000) | 61,125 | 1019 ft. lbs. | 764 ft. lbs. |
| 1 1/8 - 12 (1.125) | 77,025 | 1444 ft. lbs. | 1083 ft. lbs. |
| 1 1/4 - 12 (1.125) | 96,600 | 2012 ft. lbs. | 1509 ft. lbs. |
| 1 3/8 - 12 (1.375) | 118,350 | 2712 ft. lbs. | 2034 ft. lbs. |
| 1 1/2 - 12 (1.500) | 142,275 | 3557 ft. lbs. | 2668 ft. lbs. |
| SAE GRADE 8 - COARSE THREAD | | | |
| SIZE | CLAMP LOAD | PLAIN | PLATED |
| 1/4 - 20 (.250) | 2,850 | 12 ft. lbs. | 9 ft. lbs. |
| 5/16 - 18 (.3125) | 4,725 | 25 ft. lbs. | 18 ft. lbs. |
| 3/8 - 16 (.375) | 6,975 | 44 ft. lbs. | 33 ft. lbs. |
| 7/16 - 14 (.4375) | 9,600 | 70 ft. lbs. | 52 ft. lbs. |
| 1/2 - 13 (.500) | 12,750 | 106 ft. lbs. | 80 ft. lbs. |
| 9/16 - 12 (.5625) | 16,350 | 153 ft. lbs. | 115 ft. lbs. |
| 5/8" - 11 (.625) | 20,325 | 212 ft. lbs. | 159 ft. lbs. |
| 3/4 - 10 (.750) | 30,075 | 376 ft. lbs. | 282 ft. lbs. |
| 7/8" - 9 (.875) | 41,550 | 606 ft. lbs. | 454 ft. lbs. |
| 1 - 8 (1.000) | 54,525 | 909 ft. lbs. | 682 ft. lbs. |
| 1 1/8 - 7 (1.125) | 68,700 | 1288 ft. lbs. | 966 ft. lbs. |
| 1 1/4 - 7 (1.125) | 87,225 | 1817 ft. lbs. | 1363 ft. lbs. |
| 1 3/8 - 6 (1.375) | 103,950 | 2382 ft. lbs. | 1787 ft. lbs. |
| 1 1/2 - 6 (1.500) | 126,450 | 3161 ft. lbs. | 2371 ft. lbs. |



REPLACEMENT FASTENERS MUST BE GRADE 8 OR EQUIVALENT, UNLESS OTHERWISE SPECIFIED BY MCCOY DRILLING & COMPLETIONS.

NOTE ON INSTALLATION PRACTICES: Ensure all bearings are liberally greased before installing over a shaft or into gears or bearing caps. When inserting a shaft through a support roller assembly ensure shaft is greased. Also ensure all metal-to-metal contact in the gear train is adequately greased. When graphics are not used in the assembly process, please refer to the relevant exploded diagrams in Section 5.

1. Position the tong body gear case on a suitable stationary support such that the bottom body plate is accessible.
2. Assemble ten support roller "dumbbell" assemblies:
 - Insert an inner support roller spacer (PN 1064-183) into each dumbbell support roller (PN 1064-181).
 - Press a support roller bearing (PN 02-0099) into each end of the dumbbell rollers.
 - Slide a support roller bearing spacer (PN 1064-182) over each support roller shaft (5 x PN 101-3942, 4 x PN 101-3944, 1 x PN 101-3943).
 - Insert a support roller shaft through completely through each dumbbell assembly.
3. Place four support roller assemblies along one side of the cage plate opening.



4. Install rotary gear (PN 1064-D1), making sure the backing pin slots are on the side facing up. Ensure one side is supported by the support rollers installed in Step 3, and the opening in the rotary gear is oriented toward an open support roller space as shown in the following illustration.



Mechanical Assembly Procedure (Continued):

5. Install support roller assemblies in the locations exposed by the opening in the rotary gear. Continue to rotate the rotary gear, installing support roller assemblies in the rotary gear opening as it is rotated. Finish with the rotary gear aligned with the opening in the bottom plate.
6. Press pinion bearing (PN 02-0007) into bottom pinion bearing cap (PN 997-D15-89), and install bearing cap into bottom plate of tong using four 1/2" UNC x 1-1/4" hex cap screws and four 1/2" lock washers. **ASSEMBLY NOTE:** Do not neglect to install the clutch bearing cap spacer (PN 1400-89A) between the bearing cap and the bottom plate of the tong.
7. Press bottom clutch bearing (PN 02-0004) into clutch bearing cap (PN 997-D11-54), and install bearing cap into bottom plate of tong using four 3/8" UNC x 1-1/4" hex cap screws and four lock washers. **ASSEMBLY NOTE:** Do not neglect to install the clutch bearing cap spacer (PN 1400-54A) between the bearing cap and the bottom plate of the tong.
8. Install a retainer clip (PN 02-0009) into all three idler gears (PN 997-A2-119). Press an idler bearing (PN 02-0011) into each gear and secure with a second retainer clip.
9. Lightly grease the larger circumference of the two rotary idler shafts (PN 997-D19-117) and slide them through two bearing and gear assemblies, centering the gear on the shaft.
10. Slide two bearing seals (PN 02-0010) over each end of the idler shafts and press against the retainer clips. See the exploded view of the rotary idler assembly on pp. 5.8 - 5.9 for correct orientation of the bearing seals.
11. Slide a bearing spacer (PN 997-D20-121) over each end of the rotary idler shafts.
12. Place each rotary idler assembly through the bottom plate, ensuring the ends of the shafts with the threaded holes for the grease fittings are pointed upward.
13. Place an idler pad (PN 1400-125) over the bottom side of each rotary idler shaft, and secure each with a 1-1/2" UNF nylock nut.
14. Place high pinion gear (PN 997-A4-87) shoulder side down over the lower bearing and bearing cap, centering as best as able.
15. Install pinion gear shaft (PN 997-A7-86) into the spline of the bottom pinion gear, and the lower pinion bearing.
16. Slide 4 needle bearings (PN 02-0003) onto clutch shaft (PN 997-A8-50), two on either side of the center gear. Press bearings firmly against centre gear.
17. Slide high clutch gear (PN 997-A1-51) over the bottom end of the clutch shaft, and seat gear on the needle bearings, ensuring the smaller diameter on the high clutch gear is oriented toward the center gear on the clutch shaft. Place lower end of clutch shaft into the lower clutch bearing that has been pre-mounted in the lower body plate, and mesh the high clutch gear with the high pinion gear.
18. Install shifting collar (PN 997-A9-62) over the top of the clutch shaft and mesh with the center clutch gear.
19. Slide the shifting fork (PN 997-D13-72) over the end of the shifting shaft (PN 1400-71), and secure the fork in place with a 5/8" UNF hex jam nut followed by a 5/8" UNF regular hex nut. Place the end of the shifting shaft in the lower shifter bushing (typically welded to the bottom plate) and mesh the shifting fork with the shifting collar.
20. Slip the low clutch gear (PN 997-A1-52) over the top of the clutch shaft and seat on remaining two needle bearings, ensuring the smaller diameter on the high clutch gear is oriented toward the center gear on the clutch shaft.
21. Slide the pinion idler half-shaft (PN 997-D17-105) through the remaining idler gear assembly. Place a bearing seal over the end of the half-shaft, and secure the gear assembly to the half-shaft with a retainer ring (PN 02-0008).
22. Place the end of the pinion idler half-shaft through the bottom plate and mesh the pinion idler gear with the two rotary idler gears. Secure the half-shaft to the bottom plate with the half-moon idler pad (PN 1400-109), three 5/8" UNC x 2-1/4" hex bolts and 5/8" lock washers, and a 1-1/2" UNF hex nylock nut.
23. Install the low pinion gear (PN 997-A5-88) shoulder side up over the top of the pinion gear shaft, meshing with the low clutch gear.
24. Carefully remove all support roller shafts, using caution not to shift the position of the installed support roller assemblies or to damage the threads on the end of the shafts.
25. Insert three 3/8" x 1-1/4" hardened production ground dowel pins into the top edge of the side body, one in the rear center, and one in the untapped holes on either side of the door opening.
26. Position the top plate in its proper location. Use caution not to damage threads when aligning the top plate with the rotary idler and support roller shafts. Ensure the top of the shifting shaft is smoothly guided through the associated hole in the top plate.

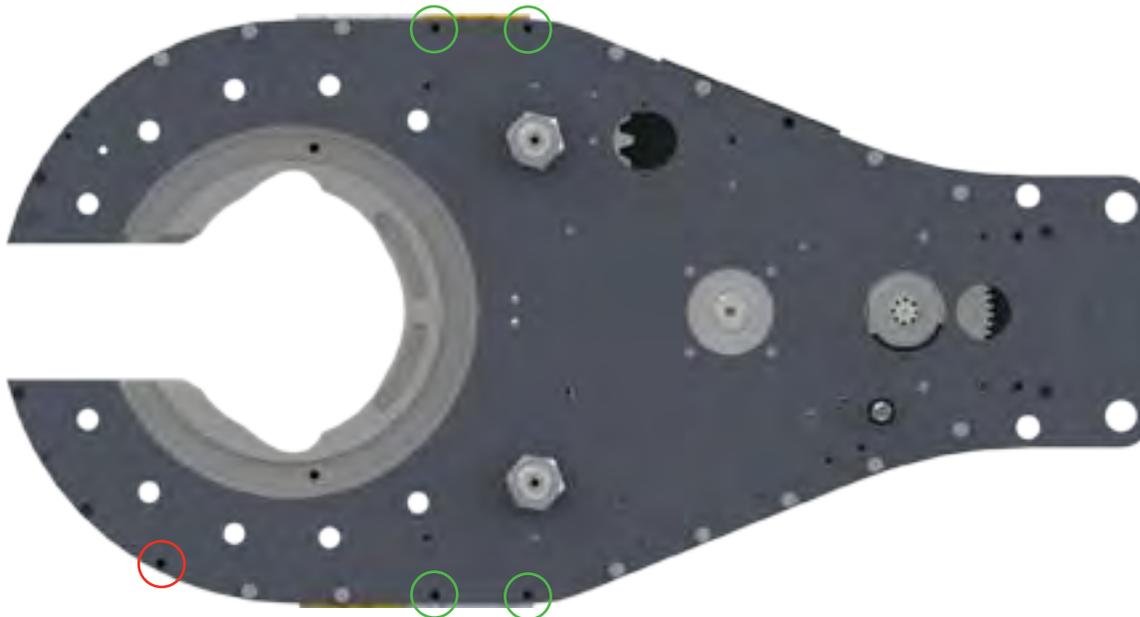


ENSURE THE TOP PLATE REMAINS PARALLEL TO THE SIDE BODY TO AVOID BINDING ON THE DOWEL PINS.

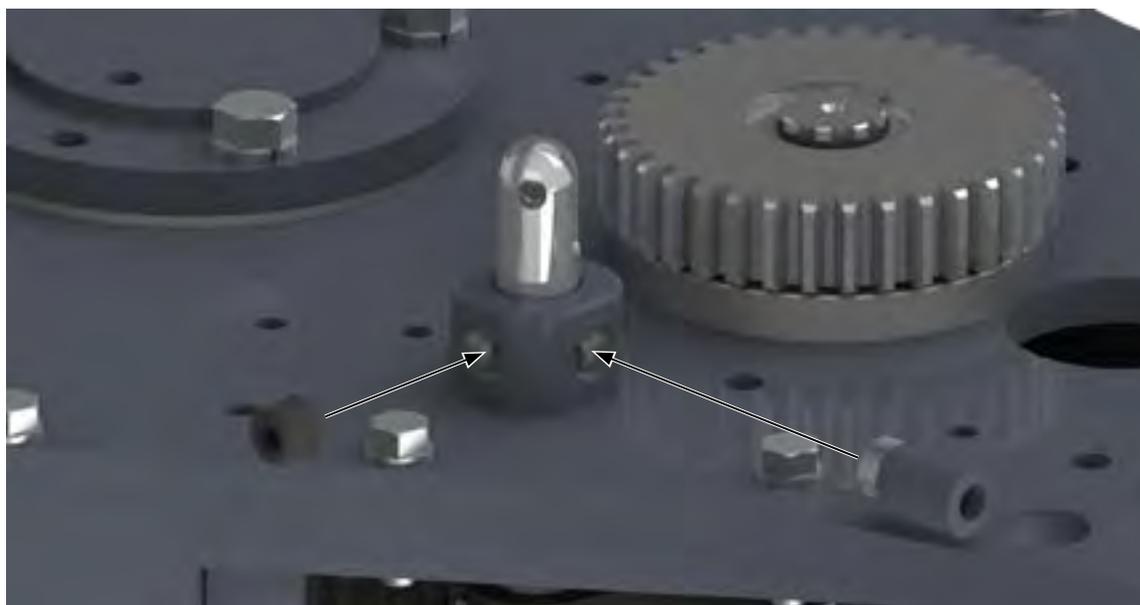
27. Use a rubber or wooden mallet to evenly tap the circumference of the top plate until it is flush with the side body.

Mechanical Assembly Procedure (Continued):

27. Secure the top plate with fourteen 3/8" UNC x 1-1/2" hex bolts and 3/8" lock washers, and five 3/8" UNC x 1" low-head height hex socket head cap screws. Do not install fasteners coincidental with the rigid sling brackets (shown circled in green) or the door cylinder post (shown circled in red).



28. Slide the clutch bearing retainer spacer (PN 1400-59A) over the bottom of the top clutch bearing retainer (PN 997-D11-59), and mount top clutch bearing retainer and spacer to the top plate with two #10-24 x 3/4" hex socket head cap screws.
29. Press top clutch bearing (PN 02-0002) into top clutch bearing retainer. Insert clutch bearing bushing (PN 997-60) shoulder side up between bearing and clutch shaft.
30. Secure clutch drive gear (PN 997-A3-61) to the top of the clutch shaft with retaining snap ring (PN 02-0001).
31. Install rotary idler pads (PN 997-D20-125) over the top of the rotary idler shafts and secure with 1-1/2" UNF hex nylock nuts.
32. Press remaining pinion bearing into the top pinion bearing cap (PN 997-D15-89) and secure over the top of the pinion gear shaft with four 1/2" UNC x 1-1/4" hex bolts and 1/2" lock washers.
33. Slide the top shifter bushing (PN 101-0020) over the shifting shaft and thread in to the top plate until snug.
34. Thread the detent tube (PN 101-0019) into the top shifter bushing as shown. Thread three 5/8" NC x 5/8" hex socket set screws into the remaining three ports in the top shifter bushing - do not bottom out the set screws on the shifting shaft, or the shaft will not move.



Mechanical Assembly Procedure (Continued):

35. Insert the detent ball (PN 02-0018) through the end of the detent tube attached to the top shifter bushing, followed by the detent spring (PN 997-0-64) Thread a 7/16" UNF jam nut on to a 7/16" UNF x 1-1/4" hex bolt, and then thread the end of the bolt into the detent tube on the top shifter bushing.
36. Insert two 5/16" x 3/4" production ground dowel pins into the top plate, one on either side of the motor shaft and gear cut-out, directly behind the clutch assembly.
37. Position the motor mount (PN 1400-150) over the dowel pins and secure to the top plate using four 1/2" UNC x 2" hex socket head cap screws.
38. Insert a 5/16" x 5/16" x 1-1/2" square key into the key slot on the motor shaft. Secure the motor gear (PN 997-A10-149) to the hydraulic motor shaft using two 3/8" UNC x 3/8" flat point hex socket set screws. Ensure that the motor gear is oriented so that the machined end of the motor gear (the end in which the set screws are threaded) is flush with the end of the motor shaft.
39. Mount hydraulic motor (PN 87-0110) to motor mount. Secure the RH side of the motor (as seen from the back of the tong) with two 1/2" UNC x 1-1/4" hex socket head cap screws and 1/2" lock washers. The torque gauge holder weldment (PN 1500-09-04A) is secured by the two LH motor screws - position the torque gauge holder weldment in place, and secure it and the LH side of the motor with two 1/2" UNC x 1-1/2" hex socket head cap screws and 1/2" lock washers.
40. Attach the two #20 (1-1/4") x JIC 1" flange elbows (PN 02-9216) to the motor ports using two #20 split flange kits (PN 02-9217).
41. Attach the shifter lug weldment (PN 101-0016) to the top plate of the tong next to the top shifter bushing weldment using four 3/8" UNC x 1-1/4" hex bolts and 3/8" lock washers.
42. Connect the shifter handle weldment's (PN 1037-D-20B) pivot point to the pivot point of the shifter lug weldment using a 5/16" x 1-1/2" clevis pin. Connect the end of the shifter handle weldment to the top of the shifter shaft using a 5/16" x 1" clevis pin. Secure the clevis pins with .093" X 1.125" hitch pins.
43. Position the two top brake band lug weldments (RH Lug Weldment = PN 101-0132, LH Lug Weldment = PN 101-0134) on the top plate over the holes for the support roller shafts as shown in the following illustration. Insert four "short" support roller shafts (PN 101-3942) through the weldments and support roller components until the shoulders of the shafts are tight to the lug weldments. Slide the two bottom brake band lug weldments (LH Lug Weldment = PN 101-0132, RH Lug Weldment = PN 101-0134) over the bottom of the support roller shafts and secure with 7/8" UNF thin nylock nuts. **ASSEMBLY NOTE:** The support roller assemblies coincidental with the brake band lug weldments DO NOT use flat washers.



Mechanical Assembly Procedure (Continued):

44. Install the remaining support roller shafts (excluding the door pivot roller shaft):
- “Stand-Alone” Tongs (Models 80-0420-5, 80-0420-12)
- i. Slide a 7/8" narrow flat washer over the remaining five support roller shafts (PN 101-3942) and insert into the remaining support roller assemblies (excluding the door pivot support roller).
 - ii. Secure the bottoms of the support roller shafts with 7/8" narrow flat washers and 7/8" UNF thin nylock nuts with the exception of the two shafts directly behind the brake band lug weldments. These two shafts will serve as leg mounts in a future step.
- “Backup-Ready” Tongs (Models 80-0420-3, 80-0420-9, 80-0420-14, 80-0420-15)
- i. Slide a 7/8" narrow flat washer over the remaining “short” support roller shaft (PN 101-3942) and four “long” support roller shafts (PN 101-3944). Insert the short shaft into the support roller assembly directly in front of the RH brake band lug weldment, and insert the four “long” shafts into the four remaining support roller assemblies (two per side directly behind each brake band lug weldment).
 - ii. Secure the bottoms of the short support roller shaft directly in front of the RH brake band lug weldment with a 7/8" narrow flat washer and 7/8" UNF thin nylock nut. Do not place fasteners on the four long shafts at this time.
45. Install thirteen cam followers (PN 02-0016) into the bottom cage plate (PN 1400-22) Secure each with a 5/8" UNF nylock jam nut.
46. Install thirteen cam followers (PN 02-0016) into the top cage plate (PN 1400-21) Secure each with a 5/8" UNF nylock jam nut.
47. Support the bottom cage plate in position beneath the rotary gear, ensuring the cam followers are nested within the groove in the rotary gear. Place the top cage plate in position over the rotary gear, ensuring the cam followers are nested within the groove in the rotary gear
48. Place cage plate spacers (PN 1064-38) between the two cage plates at their connection points, one in the rear centre, and one each side just inside the rotary gear.
49. Slide a 1/2" narrow flat washer followed by the backing pin spacer (PN 101-4093) over a 1/2" UNC x 8" hex bolt. Slide the larger diameter hole in the backing pin retainer (PN 101-4095) over the backing pin spacer.
50. Attach the bottom cage plate to the top cage plate. Use two 1/2" NC x 6" hex bolts at the front, and the 1/2" x 8" bolt and spacer assembly in the rear ensuring the backing pin spacer remains between the head of the bolt and the top of the top cage plate.
51. Thread the 3/8 UNC x 1-1/2" threaded stud (PN 101-4097) into the backing pin (PN 101-4042).
52. Insert the backing pin and stud through the bottom of the backing pin retainer installed in Step 49. Slide the short backing pin spacer (PN 101-4096) over the top of the stud, and thread the backing pin knob (PN 02-0017) on to the top of the threaded stud. Lift the backing pin and insert into one of the two receptacles in the rear of the top cage plate.
53. Install the top and bottom lined brake band lug weldments (1064-D4-29). Secure the brake bands to the top and bottom plates using one brake band retainer (PN 101-0140) and two 3/8" UNC x 3/4" hex bolts and 3/8" lock washers at the rear of each brake band, and a 3/8" UNF x 2" hex bolt and 3/8" UNF hex nylock nut at each brake band lug weldment.
54. Install the tong legs. ASSEMBLY NOTE: “Stand-alone” tongs have three legs to install (two front, one rear), and “backup-ready” tongs have two front leg mounts to install:
- “Stand-Alone” Tongs (Models 80-0420-5, 80-0420-12)
- i. Remove the 3/8" x 1-1/2" hex bolts and 3/8" lock washers (two each per side) from the bottom plate adjacent to the front leg mounting locations (see illustration top of next page).
 - ii. Slide the front leg weldments (RH weldment = PN 101-0873, LH weldment = PN 101-0877) into place over each exposed support roller shaft. Secure each leg weldment on to the support roller shafts using a 7/8" UNF thin nylock nut (no washers are used in this application). Further secure the leg weldments in place using the 3/8" UNC x 1-1/2" hex bolts and 3/8" lock washers removed in the previous step.
 - iii. Remove the four 3/8" x 1-1/2" hex bolts and 3/8" lock washers (two each per side) from the locations furthest back on the bottom plate (behind the clutch bearing cap).
 - iv. Attach the rear leg weldment to the bottom plate using the four 3/8" UNC x 1-1/2" hex bolts and 3/8" lock washers removed in the previous step.

Mechanical Assembly Procedure (Continued):

54. Install the tong legs (continued):



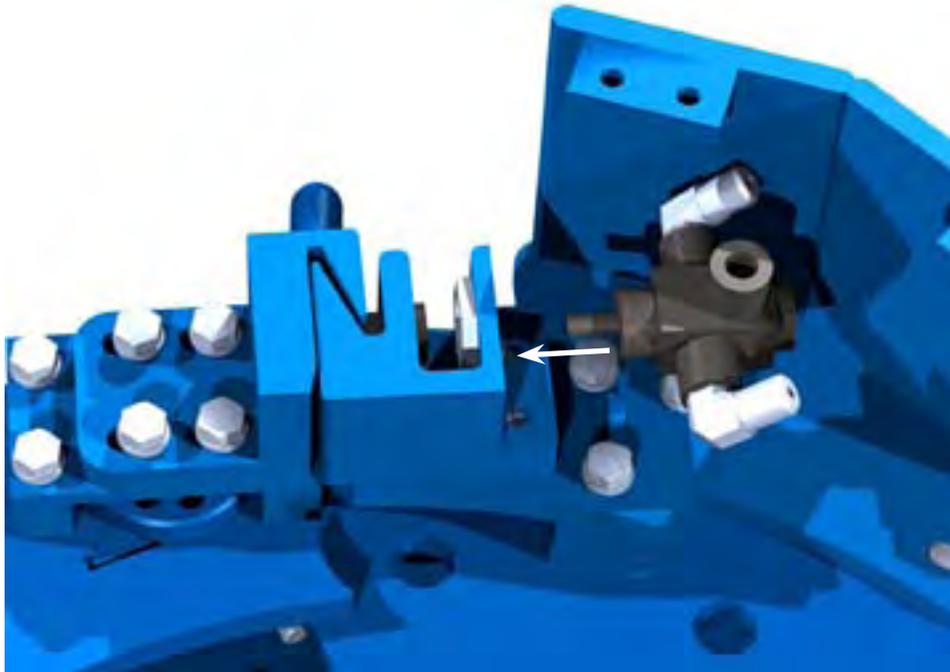
"Backup-Ready" Tongs (Models 80-0420-3, 80-0420-9, 80-0420-14, 80-0420-15)

Secure the front leg mount weldments (LH weldment = PN 101-0786, RH weldment = PN 101-0787) to the bottom of the tong over the exposed support roller shafts using 7/8" UNF thin nylock nuts.



Mechanical Assembly Procedure (Continued):

55. Attach the door latch weldment (PN 1064-C7-15) to the door weldment (PN 1400-10) using the door latch cam (PN 1400-14) - ensure that the door latch springs (PN 997-16) are installed between the door latch and the door weldment. Thread the door latch cam into the door weldment until in bottoms out, and then back it off until the first adjustment hole in the latch cam aligns with the threaded hole on the top of the door weldment. Secure the latch cam to the door weldment with a 3/8" UNC x 1" hex bolt and 3/8" lock washer.
56. Insert the the door pivot shoulder bushings (top bushing = PN 101-5110, bottom bushing = PN 101-5111) in the door weldment - note that the bushings are installed from the insides of the door plates.
57. Align the door pivot holes with the pivot holes in the top and bottom plates and insert the door pivot roller shaft (PN 101-3943) - it may have to be tapped lightly with a soft metal or rubber hammer. Use caution when sliding the shaft through the support roller components. Once the shaft has been tapped all the way through, secure the bottom of the shaft with a 7/8 UNF thin nylock nut and 7/8" narrow flat washer.
58. If your tong is equipped with the safety door option, it may now be installed (See Pp. 7.32 - 7.33) using the following procedure:
 - i. Attach safety door latch block, PN 101-1103, to safety door latch plate, PN 101-1105, using three 3/8" NC x 7/8" flat head countersunk cap screws.
 - ii. Place safety door latch plate, PN 101-1105 onto the bottom plate of the safety door guard weldment, PN 101-1481, and align the bolt holes. Secure to the top plate using three 3/8" NC x 2-1/4" hex bolts and lock washers.
 - iii. Attach the safety door latch block, PN 101-0914, to the top of the door plate using two 3/8" NC x 1-1/2" hex bolts and lock washers, and two 3/8" NC x 1-1/2" flat head countersunk cap screws.
 - iv. Attach safety door latch block, PN 101-1104, to the safety door latch block installed in step 42 (iii) using four 3/8" NC x 7/8" hex cap screws and lock washers.
 - v. Insert load plunger, PN AE12-306, into LH safety door latch block.
 - vi. Attach three 1/4" NPT JIC elbows to the Deltrol safety door valve, PN 08-0337M. Position a 15/16" valve lock nut as shown below, and secure the safety door valve to the safety door latch block using the valve lock nut (see illustration below).



- vii. Attach the safety door switch guard plate, PN 101-1480, to the safety door switch guard weldment using three 3/8" NC x 3/4" hex bolts and lock washers.
59. Thread door cylinder mounting post (PN 1050-12-001) into top plate, just adjacent to the top LH brake band lug weldment.
60. Install door cylinder (PN 101-0069) - secure onto posts with 1/2" NC x 1/2" hex socket head shoulder bolts (UNC).

Mechanical Assembly Procedure (Continued):

61. Attach the rigid sling hanger weldments (LH weldment = PN 101-0150, RH weldment = PN 101-0151) to the top plate using two 3/8" NC x 1-3/4" bolts (outside), two 3/8" NC x 1" bolts (inside), and four 3/8" lock washers per hanger.
62. Install inlet coupling support assembly (PN 1050-C-175) to the top plate, between the RH pinion idler and RH rotary idler, using two 3/8" NC x 1" hex bolts and 3/8" lock washers. Attach the outlet coupling support base (PN 101-0023) to the top plate right of the pinion bearing cap using two 3/8" NC x 1" hex bolts and 3/8" lock washers, and attach the adjusting plate (PN 101-0022) to the support base using two 3/8" NC x 1" hex bolts, two 3/8" flat washers, and two 3/8" UNC nylock nuts.
63. Install two hydraulic valve mount weldments (PN 101-1442) to the top plate on either side of the brake band retainer using one 3/8" NC x 1" hex bolt and 3/8" lock washer per weldment.
64. Install the hydraulic valve assembly to the valve mount weldments using one 1/2" NC x 4-1/2" hex bolt and 1/2" narrow flat washer per valve mount. Install main inlet and outlet lines, and the remainder of the hydraulic connections. See the hydraulic schematic for hydraulic connections.
65. Attach the rigid sling to the rigid sling hanger weldments using two rigid sling pins (PN 1053-C-1C). Secure each pin with two 0.148" X 2.938" hitch pins.
66. Install grease fittings:
 - i. Install one 1/4" straight thread grease fitting (PN 02-0097) into the top side of each support roller shaft, including the door pivot rollers (10 locations total).
 - ii. Install one 1/4" straight thread grease fitting (PN 02-0097) into the top side of the latch adjustment cam.
 - iii. Install one 1/8" NPT grease fitting (PN 02-0005) into the top of each idler shaft or half-shaft (four locations total).
 - iv. Install one 1/8" NPT grease fitting (PN 02-0005) into the end of the clutch shaft, in the centre of the clutch bearing cap.
 - v. Install two 1/8" NPT 90° grease fittings (PN 02-0093) in each pinion bearing cap (four locations total).
 - vi. Install two 1/8" NPT 90° grease fittings (PN 02-0093) in clutch bearing cap (two locations total).
 - vii. Install one 1/8" NPT 90° grease fitting (PN 02-0093) in the top of the motor mount.
 - viii. Install one 1/8" NPT grease fitting (PN 02-0005) into each cam follower in the top and bottom cage plates (26 locations total)
67. When installing the load cell and load cell tie-off, use LC anchor/tie off bolt assembly PN 101-0078, consisting of heavy hex bolt (modified), PN 101-0040, 1-1/4" NC heavy hex nut, and 0.148" x 2.938" hitch pin.

I. DAILY INSPECTION & MAINTENANCE CHECKLIST (POWER TONG)

Farr recommends that the following inspection and maintenance procedures be performed before each use, and at least once per day when the tong is in steady use, in the order in which they are listed.

1. Rotate cage plate/rotary gear until the opening in the rotary gear faces towards the rear of the tong.



DO NOT PERFORM ANY FURTHER ACTIONS OR MAINTENANCE WHILE THE TONG IS CONNECTED TO ANY HYDRAULIC POWER SUPPLY. FARR RECOMMENDS THAT ALL HYDRAULIC LINES ARE FULLY DISCONNECTED, AND RESIDUAL HYDRAULIC PRESSURE IS BLED OFF. ENSURE ADEQUATE CONTAINMENT IS IN PLACE TO PREVENT ENVIRONMENTAL CONTAMINATION FROM RESIDUAL HYDRAULIC FLUID.

DEPRESSURIZE HYDRAULIC SYSTEM IN PREPARATION FOR MAINTENANCE:

- 1) Rotate the tong to the "open throat" position. Ensure tong and backup doors (if equipped) are closed. Fully extend the lift cylinder
- 2) De-energize the power unit.
2. 3) Repeatedly actuate the tong motor control valve lever **IN BOTH DIRECTIONS** to dissipate any residual pressure in the valve and motor.
- 4) Remove the hydraulic **SUPPLY** line from the equipment.
- 5) Repeatedly actuate the remaining control valve levers **IN BOTH DIRECTIONS** to dissipate any residual pressure in the remainder of the hydraulic control system.
- 7) Disconnect the hydraulic **RETURN** line from the equipment.
- 8) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.



HYDRAULIC PRESSURES AS HIGH AS OPERATING PRESSURE MAY REMAIN TRAPPED IN SMALL AREAS OF THE EQUIPMENT. ENSURE ALL MAINTENANCE IS CARRIED OUT BY A QUALIFIED SERVICE TECHNICIAN, AND THAT ADEQUATE PERSONAL PROTECTIVE EQUIPMENT IS USED TO GUARD AGAINST PRESSURE INJURIES

3. Perform an initial wash of the tong in order to remove the majority of dirt and grease build-up. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid and dirty grease.
4. Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
5. Use a flashlight to perform a visual inspection of the gear train through the access panel and the opening of the rotary gear. If gear damage or chips of metal are seen, the tong should be removed from service and overhauled to avoid further damage. Replace access panel when inspection is complete.
6. Perform a visual inspection of all fasteners and protruding body pieces (example: hydraulic valve mounts, inlet & outlet line supports, tong legs, shifter handle pivot lugs). Tighten or replace loose or missing fasteners. Farr recommends that damaged or missing body parts be repaired or replaced as soon as possible.
7. Inspect the jaws and dies. Inspect the jaw roller pins for signs of damage - replace pins if necessary. If the pins are welded in place, replace the entire jaw assembly. Ensure dies are secure in the jaw - replace worn dies if necessary. Ensure that the jaw rollers rotate freely. Check to ensure the size of the loaded jaws match the size of casing or pipe you are running.
8. Perform a visual inspection of all lifting points - if visible damage is seen, including cracks, broken lugs, distorted metal, etc. replace damaged part(s) before placing tong in service. Also inspect all chains, master links, and turnbuckles - again, if any damage is noted replace the damaged part(s) before placing the tong in service.
9. Inspect tong for signs of premature wear, or moving parts that are rubbing (bare metal where there used to be paint is a good indication of wear).
10. Inspect backing pin(s). If cracked, broken, or bent it (they) must be replaced.
11. Inspect top and bottom brake band linings - replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands.
12. Perform a visual inspection of all hydraulic lines. Replace flexible lines if they appear to be cracked, fatigued, or have visible signs of wear from contact with a rigid object.

- 13. Perform a visual inspection of all hydraulic lines. Replace flexible lines if they appear to be cracked, fatigued, or have visible signs of wear from contact with a rigid object.
- 14. Perform a complete greasing of the tong - refer to Maintenance section of the technical manual
- 15. Ensure main supply and return connections to the tong are fully made up. Re-connect the remainder of the hydraulic lines, and, if applicable, the electrical line to the turns counter.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

If using a stand-alone power unit, start it now - refer to the power unit technical manual for startup procedures. Listen to power unit for a moment to see if there are any unusual mechanical sounds (rubbing, grinding, excessive pump noise). If using a diesel unit, allow sufficient time for the engine to reach operating temperature before increasing engine RPM. Once engine is warm, gradually increase engine RPM until operating speed is reached.

- 16. Ensure that supply pressure is at or above the tong's specified operating pressure, and that the return pressure is less than 350 psi.
- 17. Perform a visual inspection of pressurized hydraulic lines. Document and correct any hydraulic fluid leaks.
- 18. Perform a full functional test of the tong. Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.
- 19. Perform a visual inspection of the load cell. If using a tension load cell, replace any cracked, broken, or distorted components including links and chains. If using a compression load cell, replace any component that has been crushed or otherwise distorted through compression.
- 20. If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
- 21. If applicable, the weld securing the single load cell anchor to the bridge bar main plate must be inspected (compression load cell only). If the integrity of the weld has been compromised, the tong must be removed from service until the weld is repaired. The load cell beam will need to be disconnected and removed so the weld is visible. Before re-installing the beam, liberally grease the anchor pin before reinserting into the load cell beam.
- 22. Test safety door feature (if equipped). Open the tong door(s), and attempt to rotate the cage plate at low speed (low gear) in both directions (makeup and breakout). If cage plate begins rotating, the safety door mechanism is not functional, and the tong must be removed from service until the safety door mechanism can be repaired. If the safety door is operating correctly, cage plate rotation will not be inhibited once the door is closed and latched.



NEVER OPERATE YOUR EQUIPMENT WITH A BYPASSED OR MALFUNCTIONING SAFETY DOOR

- 23. While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands need to be tightened. Incrementally adjust both the top and bottom brake bands EQUALLY until proper cam action is achieved.

J. MONTHLY MAINTENANCE CHECKLIST - POWER TONG

The following maintenance checklist is intended as a guideline rather than a definitive maintenance schedule. Your equipment may require more, or less, maintenance depending upon the frequency of use, the percentage of maximum torque that your equipment is routinely subjected to, and the field conditions under which your equipment operates. Farr recommends that the following inspection and maintenance procedures be performed monthly, or in conjunction with your maintenance foreman's experience and best estimate of when your equipment is due for this maintenance.

1. Rotate cage plate/rotary gear until the opening in the rotary gear faces towards the rear of the tong.



DO NOT PERFORM ANY FURTHER ACTIONS OR MAINTENANCE WHILE THE TONG IS CONNECTED TO ANY HYDRAULIC POWER SUPPLY. FARR RECOMMENDS THAT ALL HYDRAULIC LINES ARE FULLY DISCONNECTED, AND RESIDUAL HYDRAULIC PRESSURE IS BLED OFF. ENSURE ADEQUATE CONTAINMENT IS IN PLACE TO PREVENT ENVIRONMENTAL CONTAMINATION FROM RESIDUAL HYDRAULIC FLUID.

DEPRESSURIZE HYDRAULIC SYSTEM IN PREPARATION FOR MAINTENANCE:

- 1) Rotate the tong to the "open throat" position. Ensure tong and backup doors (if equipped) are closed. Fully extend the lift cylinder
- 2) De-energize the power unit.
2. 3) Repeatedly actuate the tong motor control valve lever **IN BOTH DIRECTIONS** to dissipate any residual pressure in the valve and motor.
- 4) Remove the hydraulic **SUPPLY** line from the equipment.
- 5) Repeatedly actuate the remaining control valve levers **IN BOTH DIRECTIONS** to dissipate any residual pressure in the remainder of the hydraulic control system.
- 7) Disconnect the hydraulic **RETURN** line from the equipment.
- 8) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.



HYDRAULIC PRESSURES AS HIGH AS OPERATING PRESSURE MAY REMAIN TRAPPED IN SMALL AREAS OF THE EQUIPMENT. ENSURE ALL MAINTENANCE IS CARRIED OUT BY A QUALIFIED SERVICE TECHNICIAN, AND THAT ADEQUATE PERSONAL PROTECTIVE EQUIPMENT IS USED TO GUARD AGAINST PRESSURE INJURIES

3. Clean the exterior of the tool thoroughly, using either water (if using a pressure washer ensure a low-pressure wash wand is used), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents.
4. Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
5. Clean the interior of the tong thoroughly, using either water (do not use a pressure washer), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents. Make a note if any metal shavings or metal pieces are flushed out of the gear train cavity - if shavings or metal pieces are seen the tong must be overhauled before it is returned to service.
6. Inspect all fasteners and fastener safety wires (if equipped). Replace any missing fasteners - use Grade 8 bolts only unless otherwise specified. Re-torque all external fasteners to SAE specifications.
7. Repair or replace any damaged or missing external body parts, such as torque gauge mounts, hydraulic supports, safety door protectors, etc.
8. Perform a visual inspection of all fasteners and protruding body pieces (example: hydraulic valve mounts, inlet & outlet line supports, tong legs, shifter handle pivot lugs). Tighten or replace loose or missing fasteners. Farr recommends that damaged or missing body parts be repaired or replaced as soon as possible.
9. Inspect tong for signs of premature wear, or moving parts that are rubbing (bare metal where there used to be paint is a good indication of wear).
10. Inspect all paint - locations in which the paint has been damaged must be repaired prior to the tong being returned to service. Prepare areas to be painted to ensure they are free of grease, dirt, or solvent. Touch up using a solvent-based acrylic paint - "McCoy Grey" is paint color number RAL7015 (contact Farr sales for paint number for custom paint applications). Allow sufficient time for paint to dry before proceeding.
11. Inspect all external welds. Any weld that is cracked or separating must be repaired and repainted before returning the tong to service.

12.

Perform a visual inspection of all lifting points - if visible damage is seen, including cracks, broken lugs, distorted metal, etc. replace damaged part(s) before placing tong in service. Also inspect all chains, master links, and turnbuckles - again, if any damage is noted replace the damaged part(s) before placing the tong in service. Refer to Section 2A of the technical manual (Sling/Load Bearing Device Safety) for information on recommended testing and recertification. Please note that turnbuckles with part number 101-3086 (short turnbuckles) use a high-strength pin which must be supplied by Farr.



“SHORT” TURNBUCKLES HAVING PART NUMBER 101-3086 EMPLOY HIGH-STRENGTH PINS WHICH MUST BE SUPPLIED BY FARR.

13.

Rotate the gear train by hand, and use a flashlight to perform a visual inspection of the gear train through the access panel and the opening of the rotary gear while the gear train is being rotated. If gear damage or chips of metal are seen, the tong should be removed from service and overhauled to avoid further damage. Replace access panel when inspection is complete.

14.

Inspect all jaws and dies in use for the maintenance interval. Inspect the jaw roller pins for signs of damage - replace pins if necessary. If the pins are welded in place, remove and quarantine the jaw until the weld is repaired. Ensure dies are secure in the jaw - replace worn dies if necessary. Ensure that the jaw rollers rotate freely.

15.

Inspect backing pin(s). If cracked, broken, or bent it (they) must be replaced.

16.

Inspect top and bottom brake band linings - replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands.

17.

Inspect door springs. Ensure the springs retain sufficient strength to be able to assist the opening of the door, and to keep the door open. The springs should also help to “snap” the door shut.

18.

Inspect backup springs (if applicable). The rear extension springs should be equally extended, and the front leg springs should be equally compressed. Ensure that neither of the rear backup springs have been over-extended and lack sufficient tension to adequately support the backup. Ensure that neither of the front leg springs have been over-compressed, and still retain enough spring strength to support the front of the backup.

19.

Extend all hydraulic cylinders, and inspect cylinder rods for signs of mechanical damage, flaking, or rust. Farr recommends that damaged cylinders be replaced prior to storage.

20.

Perform a visual inspection of all hydraulic lines. Replace flexible lines if they appear to be cracked, fatigued, or have visible signs of wear from contact with a rigid object. If your tong is equipped with rigid hydraulic lines, replace any line that is dented or appears to be stressed or cracked.

21.

Generously fill the gear train housing with grease through the access panel, and also through the opening in the rotary gear. Perform a full lubrication - refer to Maintenance section of manual to determine lubrication points.

22.

Ensure main supply and return connections to the tong are fully made up. Re-connect the remainder of the hydraulic lines, and, if applicable, the electrical line to the turns counter.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

If using a stand-alone power unit, start it now - refer to the power unit technical manual for startup procedures. Listen to power unit for a moment to see if there are any unusual mechanical sounds (rubbing, grinding, excessive pump noise). If using a diesel unit, allow sufficient time for the engine to reach operating temperature before increasing engine RPM. Once engine is warm, gradually increase engine RPM until operating speed is reached.

23.

Ensure that supply pressure is at or above the tong’s specified operating pressure, and that the return pressure is less than 350 psi.

24.

Perform a visual inspection of pressurized hydraulic lines. If any hydraulic fittings or hoses are leaking they must be repaired or replaced before proceeding.

25.

Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train. De-energize the power unit, and perform another generous lubrication of the gear train, including the gear housing.

26.

Energize power unit. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train.

27.

De-energize the power unit, and perform a third generous lubrication of the gear train, including the gear housing.

28. Re-energize power unit and extend all hydraulic cylinders. Inspect cylinder rods for signs of mechanical damage, flaking, or rust. Farr recommends that damaged cylinders be replaced.
29. Rotate tong in low gear for 5 minutes while monitoring pressurized seals and hydraulic lines. If a seal, line, or fitting begins to leak while tong is rotating, it must be replaced before the equipment is returned to service.
30. Rotate tong in high gear for 5 minutes while monitoring temperature of top and bottom bearing caps. If the bearing caps are hot to the touch (higher than approximately 50°C) replace the applicable bearings. Likewise if the tong is making unusual noises check for damaged bearings (see Maintenance Manual for all bearing locations).
31. Install load cell. If using a tension load cell, perform a visual inspection and replace any cracked, broken, or distorted components including links and chains. If using a compression load cell, replace any component that has been crushed or otherwise distorted through compression.
32. If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
33. If applicable, the weld securing the single load cell anchor to the bridge bar main plate must be inspected (compression load cell only). If the integrity of the weld has been compromised, the tong must be removed from service until the weld is repaired. The load cell beam will need to be disconnected and removed so the weld is visible. Before re-installing the beam, liberally grease the anchor pin before reinserting into the load cell beam.
34. Inspect load cell for damage or signs of stress. Check oil level in load cell and fill if necessary (refer to technical manual Section 7 or Section 8).
35. While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands need to be tightened. Incrementally adjust both the top and bottom brake bands EQUALLY until proper cam action is achieved. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands.
36. Perform a full functional test of the tong including, if applicable, backup components, lift cylinder, and float frame components. Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.
37. Test safety door feature (if equipped). Begin rotating the tong at low speed, and open the tong door(s). If rotation does not immediately stop, this is an indication that the safety door mechanism is not operating correctly and the tong must be removed from service until the mechanism is repaired. Repeat the test while operating the tong in the opposite direction. If the safety door is operating correctly, cage plate rotation will not be inhibited once the door is closed and latched.



NEVER OPERATE YOUR EQUIPMENT WITH A BYPASSED OR MALFUNCTIONING SAFETY DOOR

38. Farr recommends that an anti-corrosive agent such as Tectyl® 506 be applied to all external unpainted surfaces (and chain slings) EXCEPT cylinder rods, jaw rollers, and rotary gear camming surfaces. Refer to manufacturer data sheets for proper application and safety information.

Once all of the above maintenance checklist items have been satisfactorily completed the tool may be returned to service.

K. DAILY INSPECTION & MAINTENANCE CHECKLIST (POWER UNIT)

Farr recommends that the following inspections and maintenance procedures be performed before each use, and at least once per day when the equipment is in steady use, in the sequence in which they are listed. Rigorous inspection and maintenance, especially lubrication, is essential in order to ensure that your equipment always meets specifications, and to prevent catastrophic failures that can severely damage your equipment and cause worker injury.

If using a stand-alone power unit, perform the following inspection and maintenance procedures before each use, and at least once per day when the power unit is in steady use:

Do not perform any maintenance while the power unit is energized (electric) or if the engine is running (diesel). Ensure the electrical supply is locked out, or, if using a diesel power supply, ensure that the engine is locked out or the starting mechanism otherwise disabled.

DIESEL ONLY

- 1. Check engine oil levels - add if necessary
- 2. Check diesel fuel tank - fill if necessary.
- 3. Visually inspect all fan belts.
- 4. Activate mechanical shut-off device - ensure that shut-off switch on engine is engaging when manual shut-off switch is actuated.

ELECTRIC ONLY

- 1. Visually inspect all electrical lines and visible connections. If your unit is NOT explosion proof, open the electrical enclosure and VISUALLY inspect contacts and connections for signs of corrosion or arcing. Do not open explosion-proof enclosures.



NEVER PLACE HANDS INSIDE AN ELECTRICAL ENCLOSURE UNLESS YOU HAVE CONFIRMED THAT THE POWER HAS BEEN DISCONNECTED AND LOCKED OUT

- 2. Visually inspect main electrical line between main power source and power unit.

ALL UNITS

- 5. Perform a visual inspection of all parts. Check to ensure there are no loose or missing fasteners.
- 6. Check hydraulic fluid level - ensure cold level is approximately half-way up the sight glass on the hydraulic fluid reservoir.
- 7. Perform a visual inspection to ensure there are no hydraulic fluid leaks - correct if necessary.
- 8. Check that the main supply and return lines on the hydraulic fluid reservoir are both fully open.
- 9. Apply grease to any grease fittings that your power unit may have. Apply grease to each fitting until grease is visibly displaced from bearing, or as recommended by your power unit manual.
- 10. Ensure supply and return connections at the power unit and at the equipment in use are fully made up.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

- 11. Check hydraulic fluid filter back pressure (must be done while fluid is circulating). If needle on indicator gauge is in the red zone, the filter should be changed the next time the unit is shut down

L. TUBULAR CONNECTION EQUIPMENT DE-COMMISSIONING PROCEDURE

Perform the following decommissioning procedures when removing tubular connection equipment from service, with the intent of short to long-term storage. These procedures are essential for ensuring proper protection of the equipment from environmental attack, and to aid in the quick turnaround when returning the equipment to service.

Store all o-rings, seals, packings, gaskets, etc. in strong moisture proof, airtight containers. Ensure that these items are not crushed, nicked, or otherwise damaged.

Do not perform any further actions or maintenance while the tong is connected to any hydraulic power supply. Farr recommends that all hydraulic lines are fully disconnected, and residual hydraulic pressure is bled off. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid.

DEPRESSURIZATION PROCEDURE IN PREPARATION FOR STORAGE:

- 1) Rotate the tong so that the opening in the rotary gear faces the gear train (towards the rear of the tong). Ensure tong and backup doors (if equipped) are closed. Fully extend the lift cylinder (if equipped). If mounted in a frame, retract the float cylinders (if equipped).
- 2) De-energize the power unit.
- 3) Repeatedly actuate the tong motor control valve lever **IN BOTH DIRECTIONS** to dissipate any residual pressure in the valve and motor.
- 4) Remove the hydraulic SUPPLY line from the equipment.
- 5) Repeatedly actuate the remaining control valve levers **IN BOTH DIRECTIONS** to dissipate any residual pressure in the remainder of the hydraulic control system.
- 7) Disconnect the hydraulic RETURN line from the equipment.
- 8) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.



HYDRAULIC PRESSURES AS HIGH AS OPERATING PRESSURE MAY REMAIN TRAPPED IN SMALL AREAS OF THE EQUIPMENT. ENSURE ALL MAINTENANCE IS CARRIED OUT BY A QUALIFIED SERVICE TECHNICIAN, AND THAT ADEQUATE PERSONAL PROTECTIVE EQUIPMENT IS USED TO GUARD AGAINST PRESSURE-INDUCED INJURIES

1. Perform an initial wash of the tool in order to remove the majority of dirt and grease build-up. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid and dirty grease.
2. Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
3. Clean the interior of the tong thoroughly, using either water (do not use a pressure washer), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents. Make a note if any metal shavings or metal pieces are flushed out of the gear train cavity - if shavings or metal pieces are seen the tong must be overhauled before it is returned to service.
4. Clean the exterior of the tool thoroughly, using either water (do not use a pressure washer), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents.
5. Inspect all fasteners and fastener safety wires. Replace any missing fasteners - use Grade 8 bolts only. Re-torque all external fasteners to SAE specifications.
6. Inspect backing pin(s). If cracked, broken, or bent it (they) must be replaced.
7. Repair or replace any damaged or missing external body parts, such as torque gauge mounts, hydraulic supports, safety door protectors, etc.
8. Inspect all paint - locations in which the paint has been damaged must be repaired prior to storage. Prepare areas to be painted to ensure they are free of grease, dirt, or solvent. Touch up using a solvent-based acrylic paint - "McCoy Grey" is paint number RAL7015. Allow sufficient time for paint to dry before proceeding.
9. Perform a liberal lubrication of the equipment - refer to Maintenance section of manual to determine lubrication points. Generously fill the gear train housing with grease through the access panel, and also through the opening in the rotary gear.
10. Connect the equipment to a hydraulic power unit. Ensure all lines are fully made up to prevent equipment damage from excessive back pressure. Do not neglect to connect the motor drain.
11. Energize power unit.
12. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train. De-energize the power unit, and perform another generous lubrication of the gear train, including the gear housing.

13. Energize power unit. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train.
14. De-energize the power unit, and perform a third generous lubrication of the gear train, including the gear housing.
15. Energize power unit, and rotate the tong for a final time, one minute in one direction, stop, and reverse the direction of rotation for another minute, this time ending with the rotary gear in the "open throat" position.
16. Extend all hydraulic cylinders, and inspect cylinder rods for signs of mechanical damage, flaking, or rust. Farr recommends that damaged cylinders be replaced prior to storage.
17. If you are using a frame-mounted tool, the tong must be lowered onto the backup in order to remove the risk of sudden and catastrophic movement when pressure is removed from the float cylinders. Cover the top of the backup with protective cloth to protect the paint on the backup. Place two wooden beams across the top of the tong, ensuring that the beams have a minimum size of 4" x 4" x the width of the tong. Cover the tops of the wooden beams with more protective cloth to prevent paint damage to the tong. When lowering the tong onto the beams, ensure that the beams come into flat contact with the bottom of the tong, away from bearing caps, brake bands, or other protrusions on the bottom of the tong. Ensure that the tong hanger chains are loose, but not dangling into contact with the hangers or top plate of the tong.

DEPRESSURIZATION PROCEDURE FOR STORAGE:

- 1) Rotate the tong to the "open throat" position.
 - 2) Exercise each hydraulic cylinder several times - open the tong and backup doors (if equipped), retract and extend the remote backing pin ramp (if equipped), retract and extend the float cylinders. Leave all cylinders except for the door cylinders in their fully retracted position. The general idea is to have as little of the chrome cylinder rods exposed as possible.
 - 3) De-energize the power unit.
 - 4) Repeatedly actuate the tong motor control valve lever **IN BOTH DIRECTIONS** to dissipate any residual pressure in the valve and motor.
 - 5) Remove the hydraulic SUPPLY line from the equipment.
 - 6) Repeatedly actuate the remaining control valve levers **IN BOTH DIRECTIONS** to dissipate any residual pressure in the remainder of the hydraulic control system.
 - 7) Connect a low-pressure air supply line (10 PSI or less) to the hydraulic supply line, and force a small amount of the remaining hydraulic fluid from the valve assembly - this will allow for thermal expansion of the hydraulic fluid if the equipment is stored or transported in high ambient temperatures. Failure to do this may result in damaged or destroyed seals in the equipment.
 - 8) Disconnect the hydraulic RETURN line from the equipment.
 - 9) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.
18. If any hydraulic fittings or hoses are leaking they must be repaired or replaced before proceeding.
19. Wipe all excess grease from outside of equipment. Replace the access door panel. Use a solvent-based cleaner on rags to wipe all external surfaces to remove residual grease or hydraulic fluid. Once the outside surfaces have been degreased, wipe all external surfaces with clean water to remove residual solvent.
20. Farr recommends that chain slings be removed and stored separately. Rigid slings and other rigid suspension devices may remain in place.
21. Apply grease or heavy oil to all exposed cylinder rods.
22. Farr recommends that an anti-corrosive agent such as Tectyl® 506 be applied to all external surfaces EXCEPT cylinder rods (including chain slings). Refer to manufacturer data sheets for proper application and safety information.



DO NOT ALLOW ANTI-CORROSIVE AGENTS TO CONTACT CYLINDER RODS. CYLINDER ROD DAMAGE WILL OCCUR.

23. Allow the anti-corrosive coating ample time to dry - refer to manufacturer data sheets for drying times at room temperature.
24. Wrap entire assembly in 100 gauge (1 mil) corrosion-inhibiting wrap, at least 3 layers thick. Attempt to ensure that the tool is well-sealed within the wrapping, including the bottom.

If possible, store in a sealed, climate controlled environment. If isolated storage is not available, Farr recommends storing your wrapped equipment in a secure, out-of-the-way location, using silica gel desiccant to reduce the humidity within the wrapping. As a guideline, use 125 g. of desiccant for each cubic metre of space, or 3.5 g. per cubic foot.

CALCULATION OF REQUIRED DESICCANT

- 1) Calculate the trapped air volume by measuring the outside dimensions of the tool to be stored, and treat that as the volume to be stored. For example, the external dimensions of a KT20000 20" power tong are 80.25" x 50.5" x 28", which calculates to an approximate volume of 113500 in³, or 66 ft³ (1.87 m³).
- 2) Multiply the calculated air volume, in cubic feet, by the recommended amount of desiccant per cubic foot. Carrying forth the example used in the previous step, the required desiccant charge would be 3.5 g. x 66 ft³, equaling 231 g. Several manufacturers offer silica gel desiccant in packaged quantities of 125 grams per bag, so two packages of desiccant would be required. Please keep in mind that this is a guideline only - more or less desiccant may be required in extreme environmental conditions.

For best corrosion resistance the equipment should be removed from storage and exercised on a regular basis, depending on the storage environment. Farr recommends that for equipment stored in a salt-water maritime or exposed dusty environment, repeat steps 9 through 24 monthly. For equipment stored in isolated storage in a non-maritime environment, repeat steps 9 through 24 quarterly. Replace desiccant packs at this time - depleted desiccant packs may be treated as regular dunnage.

M. TUBULAR CONNECTION EQUIPMENT RE-COMMISSIONING PROCEDURE

Perform the following recommissioning procedures when removing tubular connection equipment from short or long-term storage back into regular service. These procedures are essential for ensuring proper equipment preparation and operation. The following procedures also assume that the decommissioning and storage procedures recommended by Farr have been strictly observed.

1. Remove all protective plastic wrapping. If there are desiccant packs with the assembly, they may be disposed of with the regular garbage.
2. Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
3. Wipe excess grease or heavy oil from exposed cylinder rods.
4. If applicable, re-connect chain sling to lifting lugs. Perform a visual inspection of all lifting points - if visible damage is seen, including cracks, broken lugs, distorted metal, etc. replace damaged part(s) before placing tong in service. Also inspect all chains, master links, and turnbuckles - again, if any damage is noted replace the damaged part(s) before placing the tong in service. If your company requires yearly certification of lifting equipment, ensure that the most recent test date falls within the past year. Perform recertification if necessary.
5. Perform a liberal lubrication of the equipment - refer to Maintenance section of manual to determine lubrication points. Generously fill the gear train housing with grease through the access panel, and also through the opening in the rotary gear.
6. Connect the equipment to a hydraulic power unit. Ensure all lines are fully made up to prevent equipment damage from excessive back pressure. Do not neglect to connect the motor drain.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

7. Energize power unit.
8. Ensure that supply pressure is at or above the tong's specified operating pressure, and that the return pressure is less than 350 psi.
9. Perform a thorough inspection of pressurized hydraulic lines and fittings. Any leaking hydraulic fluid lines or fittings must be replaced before the equipment is returned to service.
10. Perform a thorough inspection of all seals. Any seal that is leaking or "weeping" must be replaced before the equipment is returned to service.
11. Rotate tong in low gear for 5 minutes while monitoring pressurized seals and hydraulic lines. If a seal, line, or fitting begins to leak while tong is rotating, it must be replaced before the equipment is returned to service. Finish this step with the rotary gear opening facing the gear train. De-energize the power unit.
12. Inspect all flexible hydraulic lines for signs of wear, blistering, or any other signs of potential failure - replace if signs of potential failure are identified.
13. Inspect the gear train housing. If the amount of grease is inadequate, liberally grease the gear train through the access panel, and through the opening in the rotary gear.
Inspect top and bottom brake band linings - replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands. Ensure that all grease is wiped from brake band linings and the parts of the cage plates that come into contact with the brake band linings
14.
15. Re-install access panel. Install a set of pre-inspected jaws that are the correct size for the pipe or casing being run.
16. Install load cell. If using a tension load cell, perform a visual inspection and replace any cracked, broken, or distorted components including links and chains. If using a compression load cell, replace any component that has been crushed or otherwise distorted through compression.
17. If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
If applicable, the weld securing the single load cell anchor to the bridge bar main plate must be inspected (compression load cell only). If the integrity of the weld has been compromised, the tong must be removed from service until the weld is repaired. The load cell beam will need to be disconnected and removed so the weld is visible. Before re-installing the beam, liberally grease the anchor pin before reinserting into the load cell beam.
18.
19. Re-energize power unit.

20. Perform a full functional test of the equipment including, if applicable, backup components and float frame components. Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.
21. If using a frame-mounted tong and backup system, raise the tong off the beams that it is resting upon. Remove the beams and protective cloths - inspect the paint on top of the backup and the bottom of the tong to ensure it has not been damaged by the beam.
22. Test safety door feature (if equipped). Open the tong door(s), and attempt to rotate the cage plate at low speed (low gear) in both directions (makeup and breakout). If cage plate begins rotating, the safety door mechanism is not functional, and the tong must be removed from service until the safety door mechanism can be repaired. If the safety door is operating correctly, cage plate rotation will not be inhibited once the door is closed and latched.



NEVER OPERATE YOUR EQUIPMENT WITH A BYPASSED OR MALFUNCTIONING SAFETY DOOR

23. While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands need to be tightened. Incrementally adjust both the top and bottom brake bands EQUALLY until proper cam action is achieved.
24. When all of the previous steps are completed, you may return your re-commissioned equipment to service.

Adequate maintenance and proper fluid selection is essential for minimizing hydraulic-related failures. All troubleshooting must be performed by a technician trained in hydraulic systems, and familiar with the equipment design, assembly and operation.

The following troubleshooting instructions are intended to be guidelines only. Any faults not solved through the use of this guide should be referred to our engineering department for their evaluation and recommendations.

A. TONG WILL NOT DEVELOP SUFFICIENT TORQUE

1. *Malfunctioning relief valve on tong hydraulic circuit.*
 - a. *POSSIBLE PROBLEM: Relief pressure set too low.*
SOLUTION: Increase setting. To check, block the oil line beyond the relief valve and determine pressure with a gauge.
 - b. *POSSIBLE PROBLEM: Relief valve is stuck.*
SOLUTION: Check for contamination of oil that may inhibit the way the valve actuates. Remove valve and clean, ensuring that the valve spring operates smoothly.
 - c. *POSSIBLE PROBLEM: Relief valve is leaking.*
SOLUTION: Check valve seat for scouring. Check oil seals. Check for particles stuck under the valve system.
2. *POSSIBLE PROBLEM: Directional valve is leaking.*
SOLUTION: Check directional valve. Neutral position should return fluid directly to the reservoir. Replace or repair valve to ensure correct operation.
3. *POSSIBLE PROBLEM: Power unit is not producing adequate pressure.*
SOLUTION: Troubleshoot power unit (see user's manual for your particular unit).
4. *POSSIBLE PROBLEM: Poor hydraulic pressure at the tong despite adequate pressure at the power unit, or excessive back pressure in the return line.*
SOLUTION: Restrictions exist in line between power unit and tong. Inspect integrity of self-sealing couplings to ensure they are allowing full fluid flow. Check to ensure no other restrictions exist (contaminated catch screens or filters, for example).
5. *POSSIBLE PROBLEM: Fluid viscosity is not appropriate (too high or too low).*
SOLUTION: Ensure hydraulic fluid being used is the viscosity recommended by McCoy Drilling & Completions. Power unit pump may not prime if fluid is too heavy, and the hydraulic system will overheat if fluid is too light. Replace with proper viscosity fluid.
SOLUTION: Hydraulic fluid viscosity is affected by environmental conditions. Ensure the fluid being used is suitable for high or low temperatures. Replace with proper viscosity fluid for the operating conditions if necessary.
6. *POSSIBLE PROBLEM: Worn or damaged tong motor causing slippage.*
SOLUTION: Replace or repair worn or damaged motor.
7. *POSSIBLE PROBLEM: Damaged bearings or gears causing excessive drag.*
SOLUTION: Replace or repair worn or damaged gears or bearings.
8. *POSSIBLE PROBLEM: Jaws slipping on pipe.*
SOLUTION: Ensure jaw dies are not worn to the point that they cannot grip. Ensure the correct sized jaws are in use.
9. *POSSIBLE PROBLEM: Torque gauge is indicating incorrectly*
SOLUTION: Incorrect gauge is being used. Ensure gauge is the proper range, and has been properly calibrated for the arm length of the equipment in use.
SOLUTION: Gauge has been damaged. Check gauge operation and calibration on independent system.

TONG WILL NOT DEVELOP SUFFICIENT TORQUE Cont'd:

10. *POSSIBLE PROBLEM: Load cell is measuring incorrectly.*

SOLUTION: Incorrect load cell is being used.

SOLUTION: Air is trapped in torque measuring circuit (load cell, hydraulic line, or gauge. Refer to torque measurement troubleshooting in Section 6 of this manual.

SOLUTION: Load cell has been damaged. Replace load cell, or return to McCoy for repair and re-calibration.

11. *POSSIBLE PROBLEM: Incorrect motor speed selected.*

SOLUTION: Maximum torque can only be developed when motor is in the lowest speed. Ensure motor is in low speed.

12. *POSSIBLE PROBLEM: Incorrect tong gear selected.*

SOLUTION: Maximum torque can only be developed when tong is in low gear. Ensure tong is in low gear.



MCCOY DRILLING & COMPLETIONS GUARANTEES CALIBRATION OF A LOAD CELL/TORQUE GAUGE ASSEMBLY FOR A PERIOD OF ONE YEAR. MCCOY DRILLING & COMPLETIONS SUGGESTS THAT THE LOAD CELL/TORQUE GAUGE ASSEMBLY BE RETURNED TO THE FACTORY FOR RE-CALIBRATION ON A YEARLY BASIS.

B. FAILURE OF JAWS TO GRIP PIPE

1. *POSSIBLE PROBLEM: Dies have become too dull to provide adequate grip.
SOLUTION: Replace dies.*

2. *POSSIBLE PROBLEM: Incorrect jaws are being used.
SOLUTION: Double-check jaw size to ensure they are rated for the diameter of pipe or casing being run.*

3. *POSSIBLE PROBLEM: Incorrect dies are being used
SOLUTION: Ensure dies loaded in the jaws are appropriate for the type of pipe or casing being run.*

4. *POSSIBLE PROBLEM: Brake band(s) is (are) insufficiently adjusted, not allowing jaws to cam properly.
SOLUTION: Adjust brake bands to give proper resistance to cage plates.*

5. *POSSIBLE PROBLEM: Jaw roller broken or worn.
SOLUTION: Remove jaw assembly and inspect. Replace rollers that are visibly "flat-spotted" or otherwise damaged.*

C. TONG RUNNING TOO SLOWLY

1. *POSSIBLE PROBLEM: Obstruction in tong hydraulic circuit preventing adequate flow.*
SOLUTION: Inspect self-sealing couplings to ensure they are properly engaged.
SOLUTION: The main hydraulic lines (supply and discharge) to the tong are obstructed. Remove and clean if required.
2. *POSSIBLE PROBLEM: Power unit is not producing adequate flow or pressure.*
SOLUTION: Troubleshoot power unit (see user's manual for your particular unit).
3. *POSSIBLE PROBLEM: Tong motor is excessively worn and is leaking hydraulic fluid past the vanes.*
SOLUTION: Replace motor, or rebuild as per Section 7 of this manual.
4. *POSSIBLE PROBLEM: Bearings in gear train and rotary section are excessively worn.*
SOLUTION: Overhaul tong. See Section 3 of this manual for tong overhaul procedures.
5. *POSSIBLE PROBLEM: Shifter has malfunctioned and the tong is not shifting to high gear.*
SOLUTION: Inspect and repair shift mechanism as necessary.
6. *POSSIBLE PROBLEM: Two-speed hydraulic motor (if equipped) is not set to correct speed.*
SOLUTION: Check motor, and set to the correct speed if required.
7. *POSSIBLE PROBLEM: Safety door system is not properly adjusted - hydraulic fluid leak past Deltrol valve.*
SOLUTION: Check and adjust safety door system.
8. *POSSIBLE PROBLEM: Hydraulic fluid viscosity too high.*
SOLUTION: Ensure hydraulic fluid meets McCoy Drilling & Completions specifications.
SOLUTION: Ensure hydraulic fluid is appropriate for climatic conditions, especially during cold-weather operation..
9. *POSSIBLE PROBLEM: By-pass valve not functioning.*
SOLUTION: Check and repair.

D. FAILURE OR DIFFICULTY OF TONG TO SHIFT

1. *POSSIBLE PROBLEM: Bent or broken shifter handle.
SOLUTION: Replace shifter handle.*

2. *POSSIBLE PROBLEM: Bent or broken shifter yoke.
SOLUTION: Inspect and replace shifter yoke.*

3. *POSSIBLE PROBLEM: "Frozen" or hard-to-move shifter handle.
SOLUTION: Grease shifter shaft.*

4. *POSSIBLE PROBLEM: Bent or broken shifter shaft.
SOLUTION: Replace.*

5. *POSSIBLE PROBLEM: Locking nuts on shifting shaft have loosened and position of yoke has changed.
SOLUTION: Reposition yoke and re-tighten locking nuts.*

6. *POSSIBLE PROBLEM: Shifting yoke has come loose from shifting shaft
SOLUTION: Inspect yoke and inspect for damage. If free of damage, replace on shaft and tighten locking nuts.*

7. *POSSIBLE PROBLEM: Tong pops out of gear
SOLUTION: Ensure that detent ball & spring assembly has been correctly set.*

E. GENERAL COMMENTS

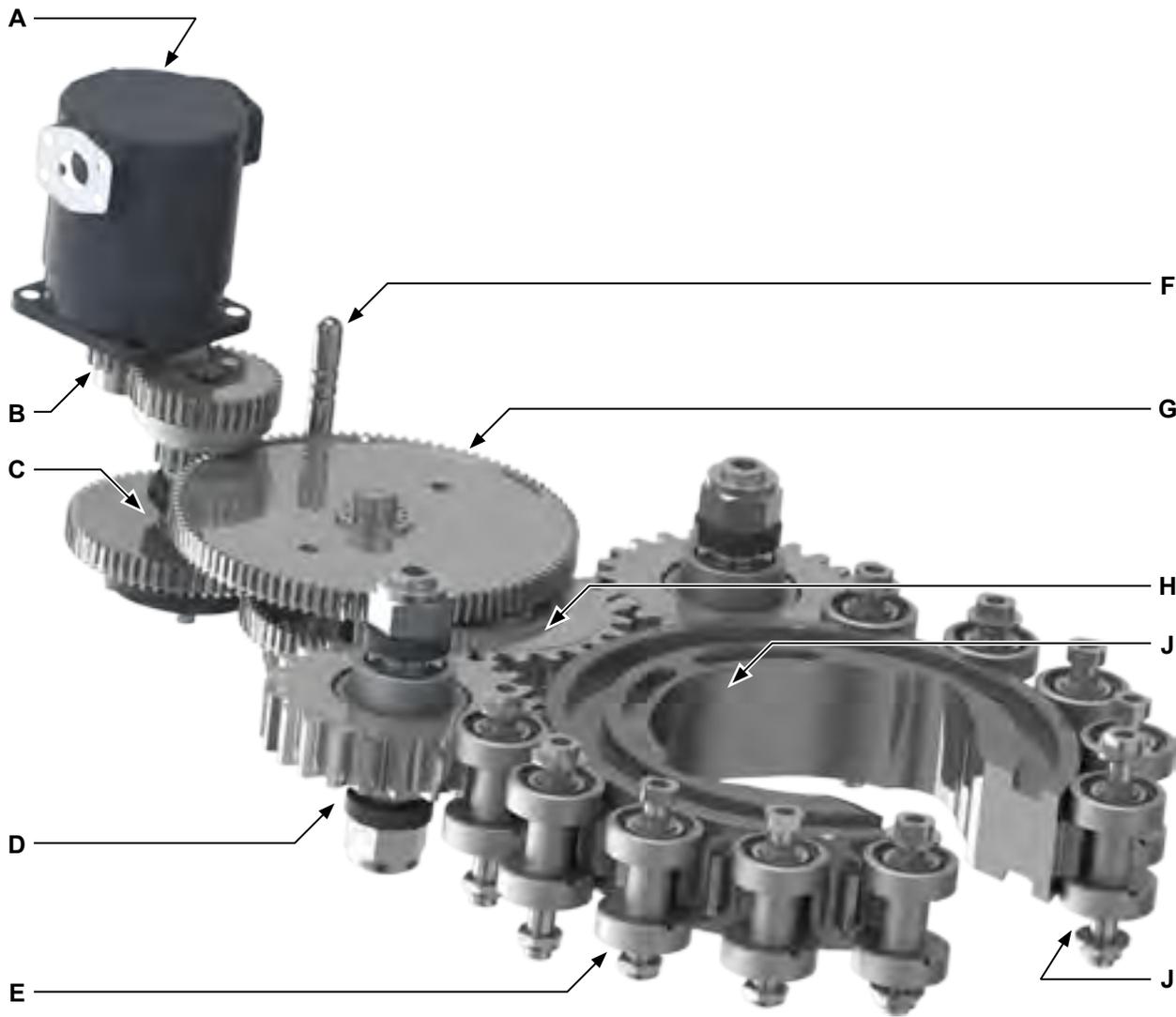
The following factors generally contribute to poor hydraulic operation and premature wear of equipment:

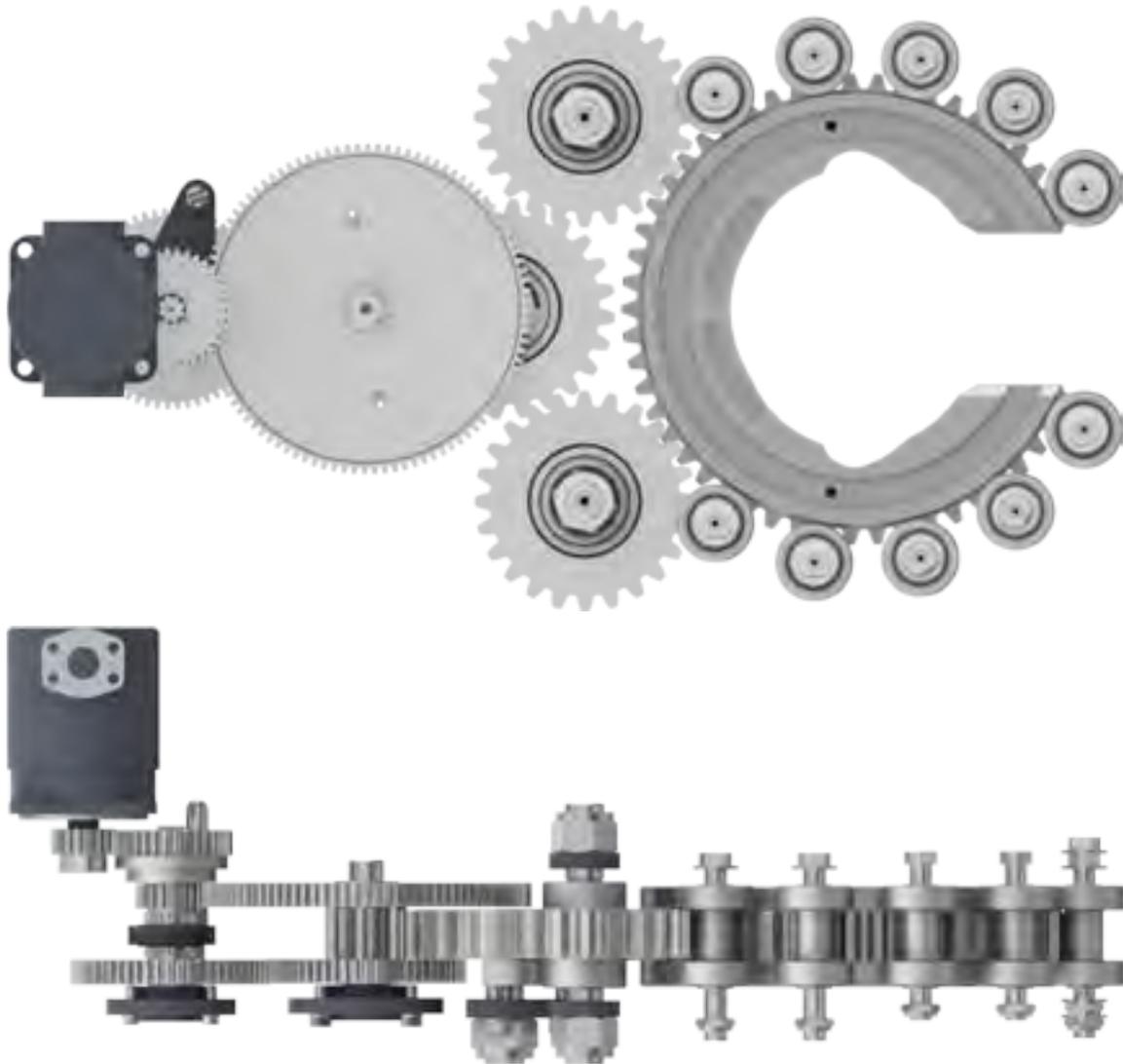
1. Contaminated hydraulic fluid due to overuse, overheating, or inadequate fluid filtration.
2. Unsuitable hydraulic fluid, especially in extreme climatic conditions.
3. Defective packing or seals in components of the hydraulic system.
4. Poor or incomplete hydraulic system training. Users must be fully qualified to operate the equipment, and have complete understanding of the hydraulic system.

If your hydraulic troubleshooting procedures involve flow and pressure tests at the power unit, McCoy Completions & Drilling recommends construction of a test rig that can easily be connected to the main suction and discharge ports of the power unit.

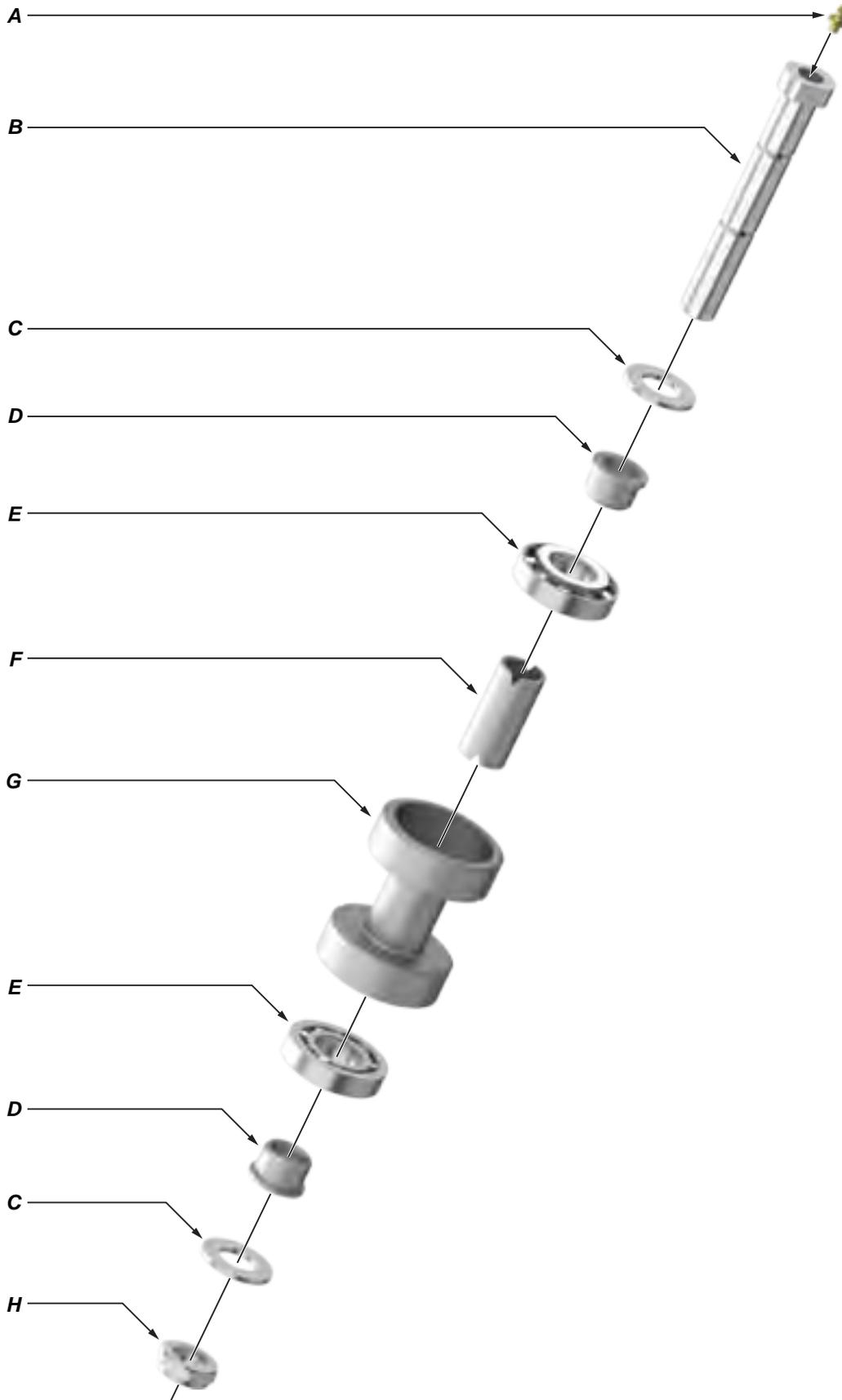
PARTS AND ASSEMBLIES







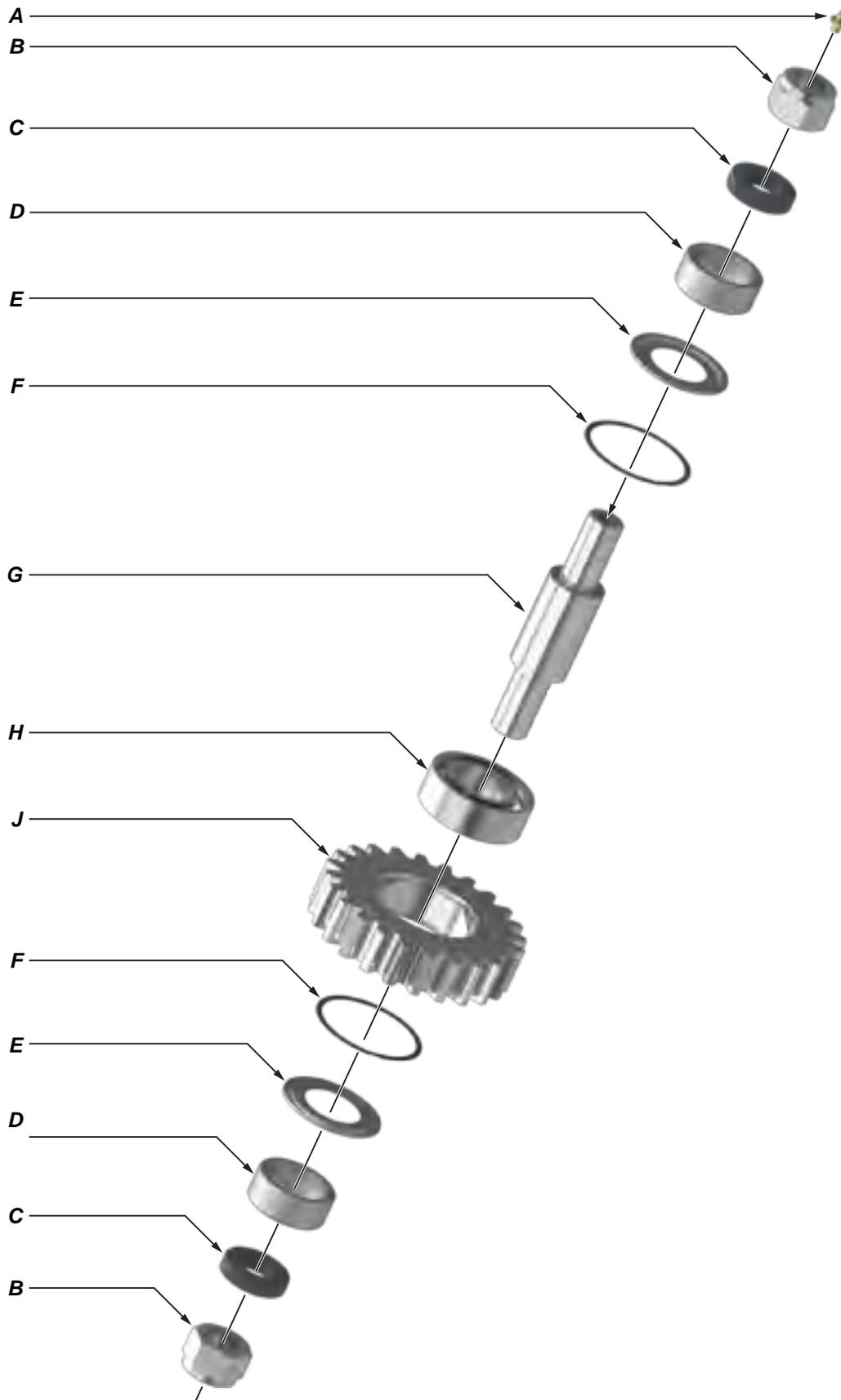
| Item | Type | Description | Qty | Part Number |
|------|----------|---|-----|-------------|
| A | Part | Hydraulic Motor | 1 | Varies |
| B | Part | Motor Gear | 1 | 997-A10-149 |
| C | Assembly | Clutch Assembly (Pp. 5.14 - 5.15) | 1 | |
| D | Assembly | Rotary Idler Assembly (Pp. 5.8 - 5.9) | 2 | |
| E | Assembly | Support Roller (Pp. 5.4 - 5.5) | 9 | |
| F | Assembly | Shifter Shaft Assembly (Pp. 5.16 - 5.17) | 1 | |
| G | Assembly | Pinion Assembly (Pp. 5.12 - 5.13) | 1 | |
| H | Assembly | Pinion Idler Assembly (Pp. 5.10 - 5.11) | 1 | |
| J | Part | Rotary Gear | 1 | 1064-1 |
| K | Assembly | Door Pivot Support Roller (Pp. 5.6 - 5.7) | 1 | |





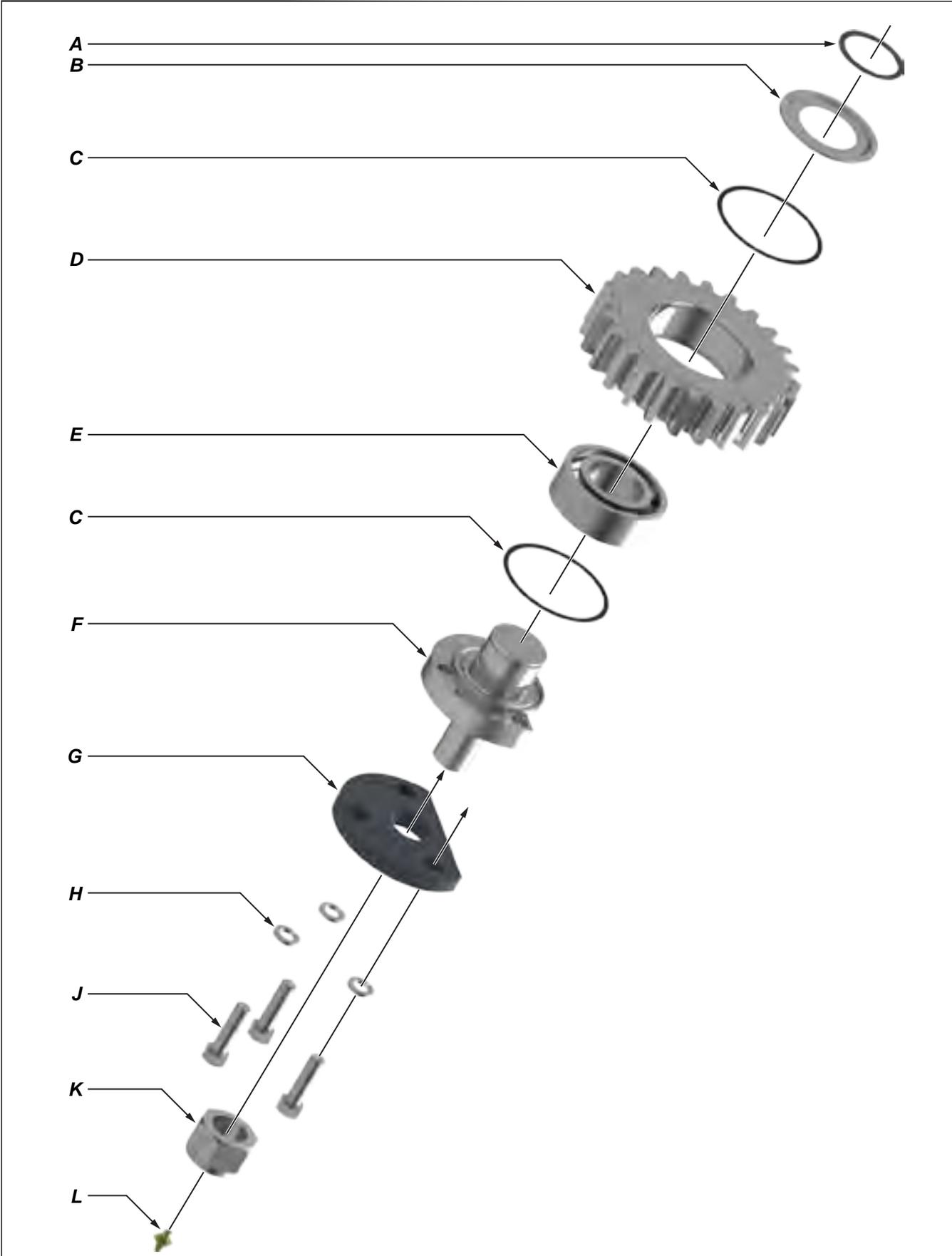
| Item | Type | Description | Qty | Part Number |
|------|------|--|-----|-------------|
| A | Part | 1/4" UNF Straight Grease Fitting | 1 | 02-0097 |
| B | Part | Support Roller Shaft ⁽¹⁾⁽²⁾ | 1 | 101-3942 |
| | Part | Support Roller Shaft (Backup Ready Tongs Only) | 1 | 101-3943 |
| | Part | Door Pivot Roller Shaft | 1 | 101-3944 |
| C | Part | 7/8" Narrow Flat Washer ⁽³⁾ | 2 | 09-5123 |
| D | Part | Support Roller Sleeve | 2 | 1064-182 |
| E | Part | Tapered Roller Bearing | 2 | 02-0099 |
| F | Part | Support Roller Shaft Spacer | 1 | 1064-183 |
| G | Part | Support Roller | 1 | 1064-181 |
| H | Part | 7/8" UNF Hex Thin Nylock Nut | 1 | 09-5722 |

- (1) "Stand-alone" tongs use 11x support roller shaft PN 101-3942, & 1x door pivot shaft PN 101-3944.
- (2) "Backup-ready" tongs use 7x support roller shaft PN 101-3942. Use four "long" support roller shafts (PN 101-3943) where coincidental with the front leg mount weldments. The door pivot shaft remains PN 101-3944.
- (3) Top and bottom flat washers are not used where the support roller shaft is coincidental with the brake band lug weldments. Bottom flat washers are not used where the support roller shaft is coincidental with the front leg mount weldments.



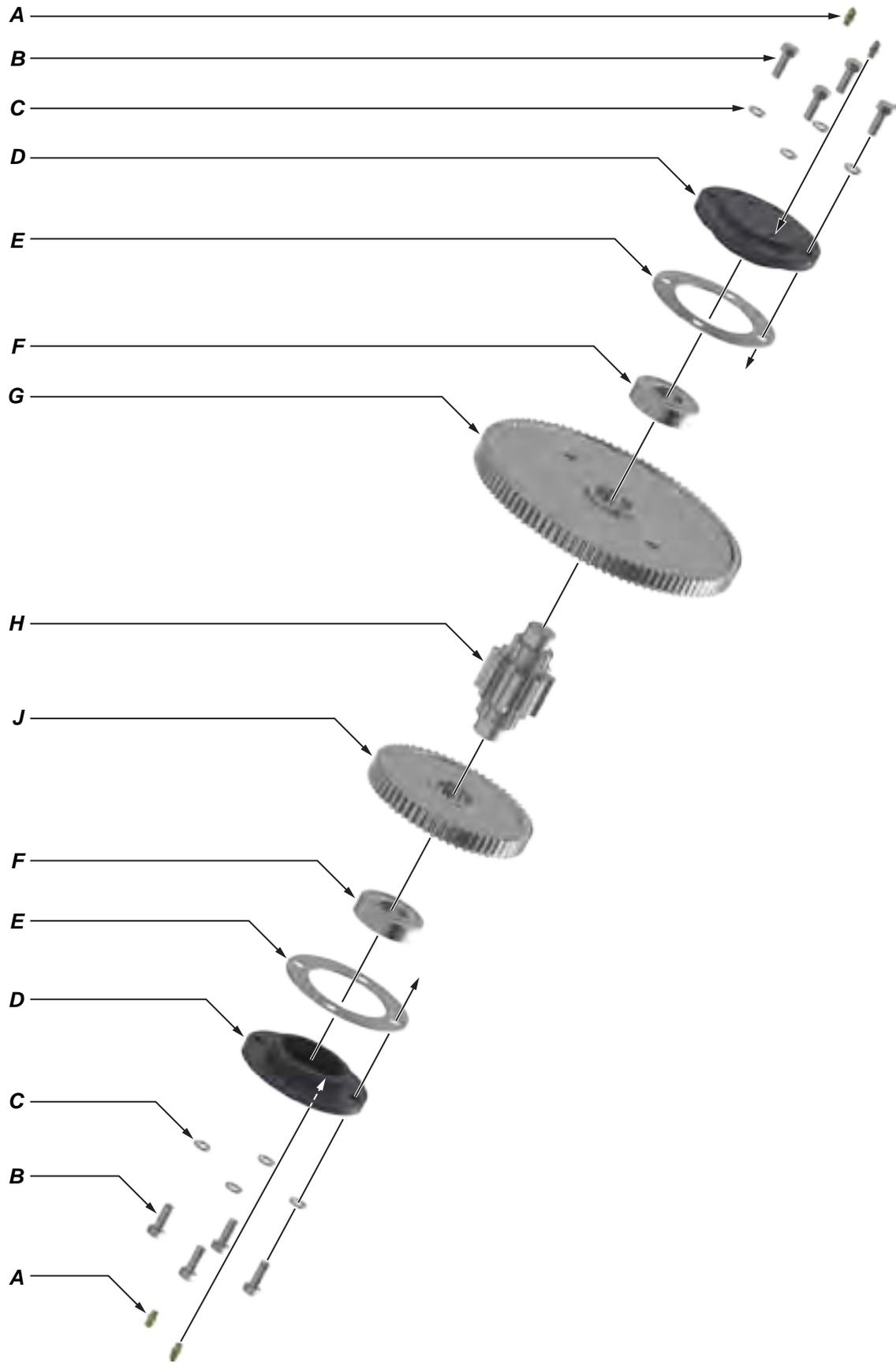


| <i>Item</i> | <i>Type</i> | <i>Description</i> | <i>Qty</i> | <i>Part Number</i> |
|-------------|-------------|--------------------------|------------|--------------------|
| A | Part | Grease Fitting, 1/8" NPT | 1 | 02-0005 |
| B | Part | 1-1/2" UNF Nylock Nut | 2 | 09-5740 |
| C | Part | Rotary Idler Pad | 2 | 997-D20-125 |
| D | Part | Idler Bearing Spacer | 2 | 997-D20-121 |
| E | Part | Bearing Seal | 2 | 02-0010 |
| F | Part | Bearing Retainer Ring | 2 | 02-0009 |
| G | Part | Idler Shaft | 1 | 997-D19-117 |
| H | Part | Idler Bearing | 1 | 02-0011 |
| J | Part | Idler Gear | 1 | 997-A2-119 |



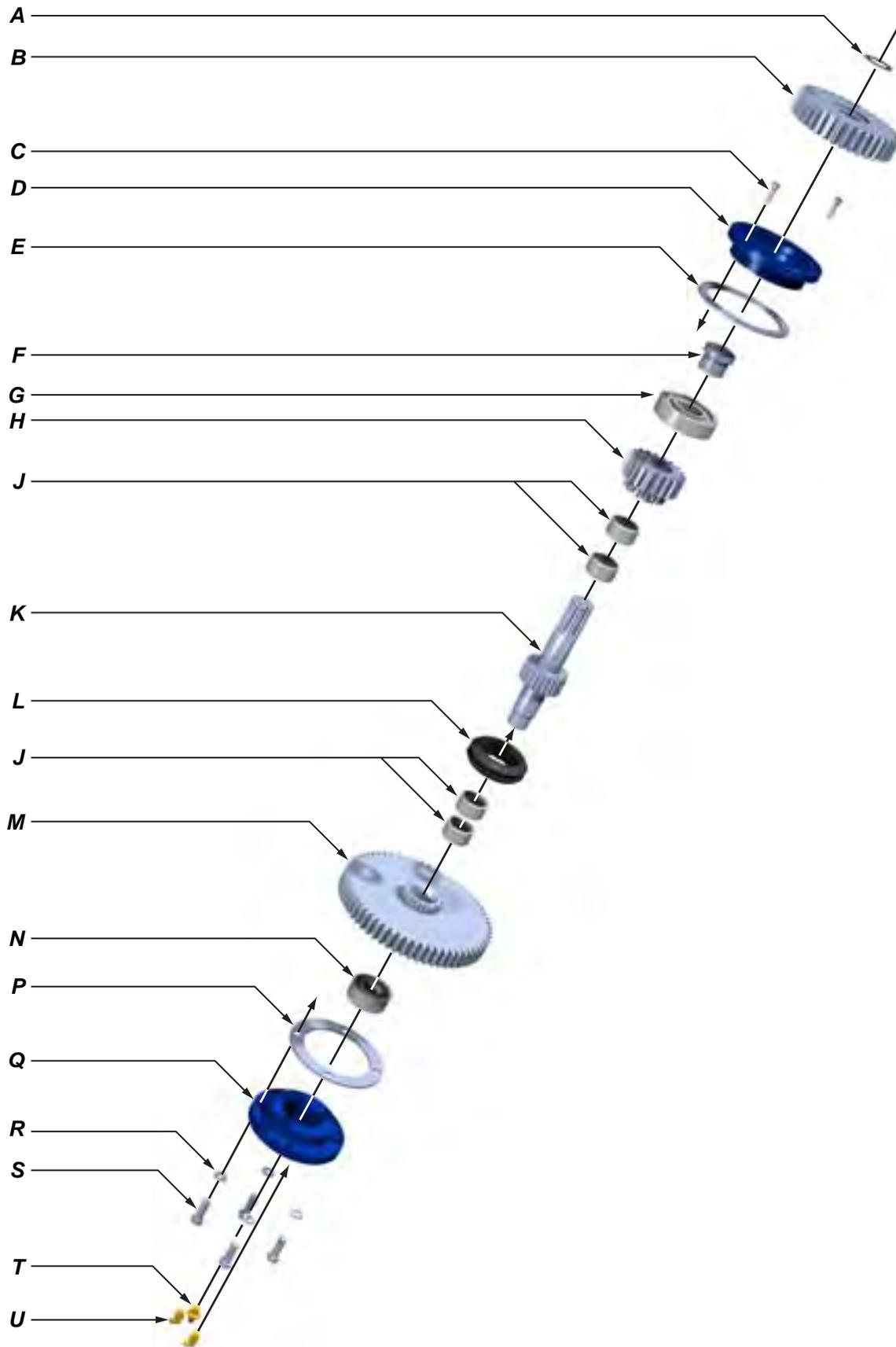


| Item | Type | Description | Qty | Part Number |
|-------------|-------------|-------------------------------|------------|--------------------|
| A | Part | Idler Bearing Retainer | 1 | 02-0008 |
| B | Part | Bearing Seal | 1 | 02-0010 |
| C | Part | Retainer Ring | 2 | 02-0009 |
| D | Part | Idler Gear | 1 | 997-A2-119 |
| E | Part | Idler Bearing | 1 | 02-0011 |
| F | Part | Idler Half Shaft | 1 | 997-D17-105 |
| G | Part | Pinion Idler Pad | 1 | 1400-109 |
| H | Part | 5/8" Carbon Steel Lock Washer | 3 | 09-5114 |
| J | Part | 5/8" UNC x 2-1/4" Hex Bolt | 3 | 09-1235 |
| K | Part | 1-1/2" UNF Nylock Nut | 1 | 09-5740 |
| L | Part | Grease Fitting, 1/8" NPT | 1 | 02-0005 |



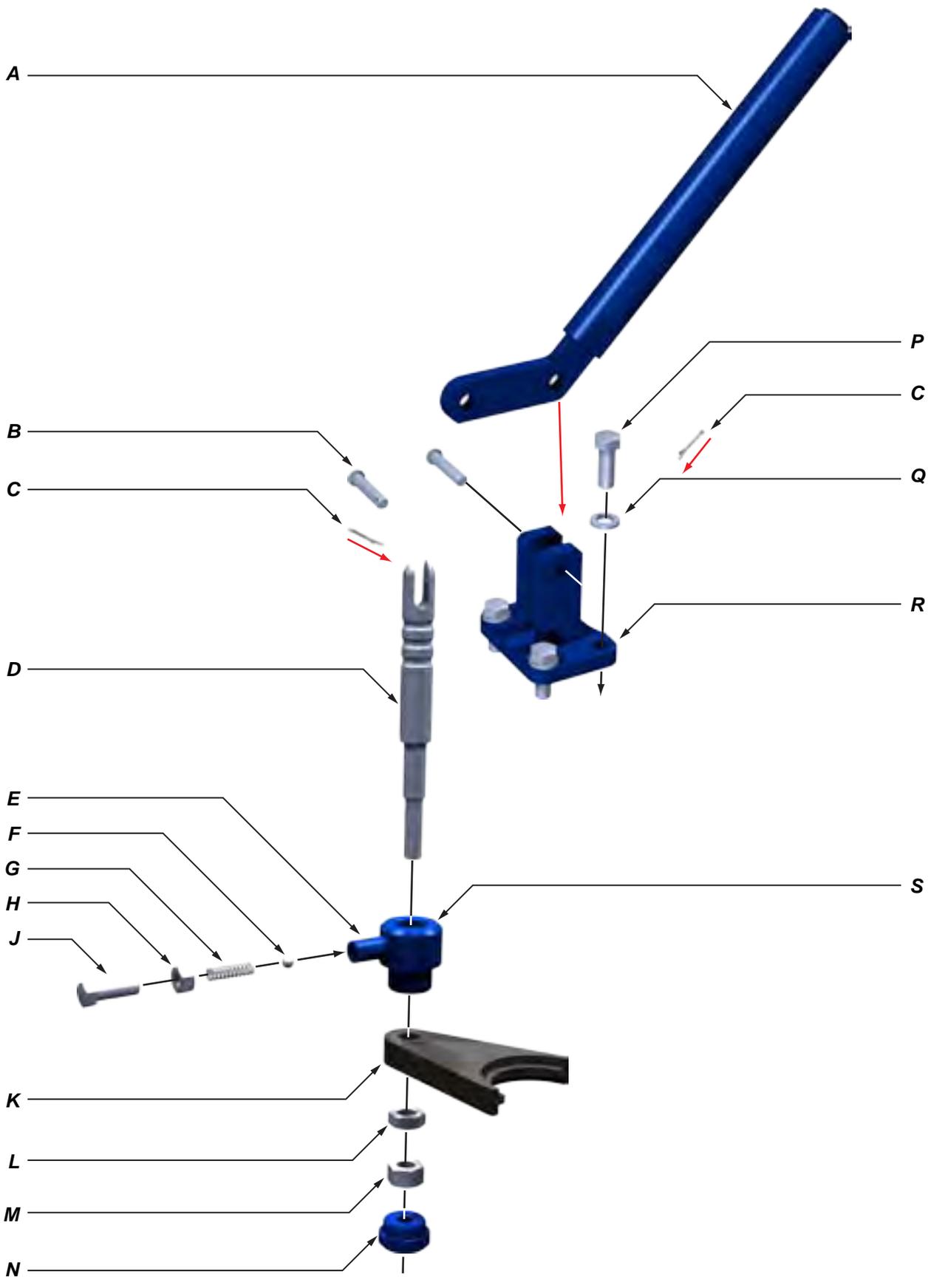


| Item | Type | Description | Qty | Part Number |
|-------------|-------------|--------------------------------------|------------|--------------------|
| A | Part | Grease Fitting, 1/8" NPT x 90 Degree | 4 | 02-0093 |
| B | Part | 1/2" UNC x 1-1/4" Hex Bolt | 8 | 09-1168 |
| C | Part | 1/2" Lock Washer | 8 | 09-5110 |
| D | Part | Pinion Bearing Cap | 2 | 997-D15-89 |
| E | Part | Pinion Bearing Spacer | 2 | 1400-89A |
| F | Part | Pinion Idler Bearing | 2 | 02-0007 |
| G | Part | Low Pinion Gear | 1 | 997-A5-88 |
| H | Part | Pinion Gear | 1 | 997-A7-86 |
| J | Part | High Pinion Gear | 1 | 997-A4-87 |



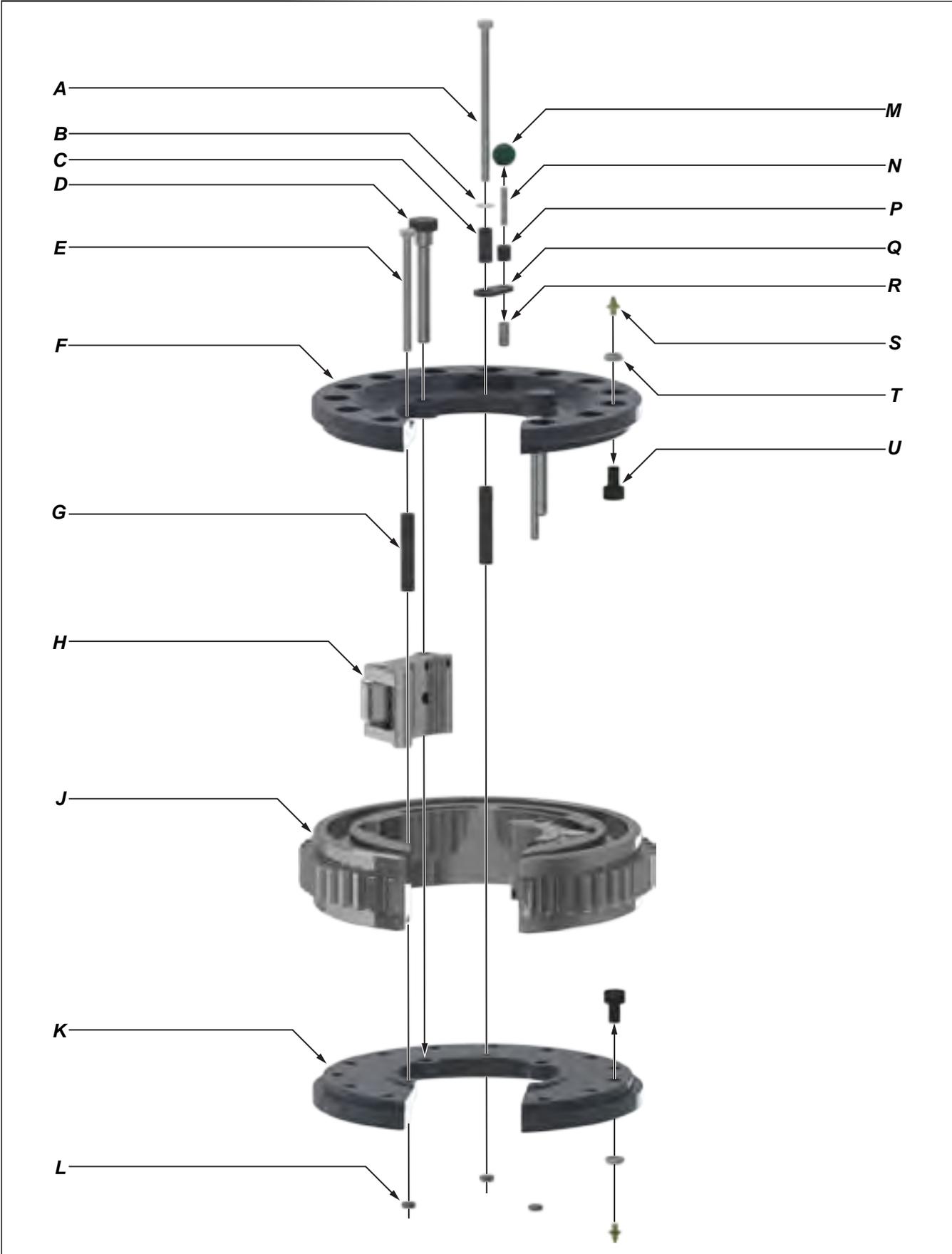


| Item | Type | Description | Qty | Part Number |
|------|------|---|-----|-------------|
| A | Part | Outside Snap Ring | 1 | 02-0001 |
| B | Part | Drive Shaft / Clutch Gear | 1 | 997-A3-61 |
| C | Part | #10-24 x 3/4" Hex Socket Head Cap Screw | 2 | 09-0001 |
| D | Part | Top Clutch Bearing Retainer | 1 | 997-D11-59 |
| E | Part | Top Clutch Bearing Retainer Spacer | 1 | 1400-59A |
| F | Part | Clutch Bearing Bushing | 1 | 997-60 |
| G | Part | Top Clutch Bearing | 1 | 02-0002 |
| H | Part | Low Clutch Gear | 1 | 997-A1-52 |
| J | Part | Needle Bearing | 4 | 02-0003 |
| K | Part | Clutch Shaft | 1 | 997-A8-50 |
| L | Part | Shifting Collar | 1 | 997-A9-62 |
| M | Part | High Clutch Gear | 1 | 997-A1-51 |
| N | Part | Bottom Clutch Bearing | 1 | 02-0004 |
| P | Part | Clutch Bearing Cap Spacer | 1 | 1400-54A |
| Q | Part | Clutch Bearing Cap | 1 | 997-D11-54 |
| R | Part | 3/8" Carbon Steel Lock Washer | 4 | 09-5106 |
| S | Part | 3/8" UNC x 1-1/4" Hex Bolt | 4 | 09-1048 |
| T | Part | Grease Fitting, 1/8" NPT | 1 | 02-0005 |
| U | Part | Grease Fitting, 1/8" NPT x 90 Degree | 2 | 02-0093 |



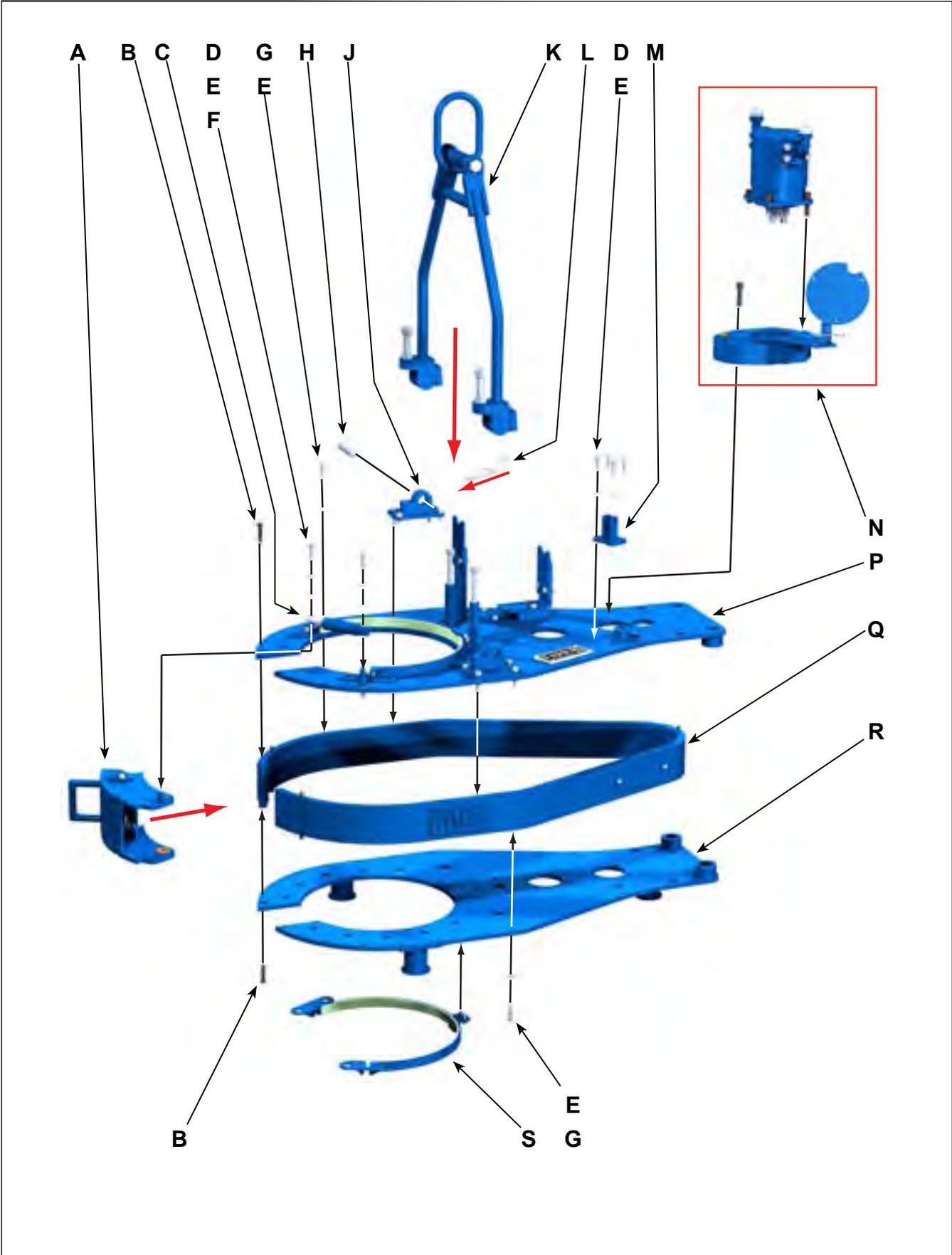


| Item | Type | Description | Qty | Part Number |
|------|----------|---|-----|-------------|
| A | Weldment | Shifter Handle | 1 | 1037-D-20B |
| B | Part | 5/16" x 1-1/2" ANSI/ASME B18.8.1 Clevis Pin | 2 | 09-0256 |
| C | Part | BS 1574 5/64" x 5/8" Cotter Pin | 2 | |
| D | Part | Shifting Shaft | 1 | 1400-71 |
| E | Part | Shifter Detent Tube | 1 | 101-0019 |
| F | Part | Shifter Detent Ball | 1 | 02-0018 |
| G | Part | Shifter Detent Spring | 1 | 997-0-64 |
| H | Part | 7/16" UNF Hex Nut | 1 | 09-5908 |
| J | Part | 7/16" UNF x 1-1/4" Hex Bolt | 1 | 09-1608 |
| K | Part | Shifting Yoke | 1 | 997-D13-72 |
| L | Part | 5/8" NF Hex Jam Nut | 1 | 09-5915 |
| M | Part | 5/8" NF Hex Nut | 1 | 09-5914 |
| N | Part | Bottom Shifter Bushing (Typically welded to bottom plate) | 1 | 1064-B1-95 |
| P | Part | 3/8" x 1" Hex Bolt | 4 | 09-1170 |
| Q | Part | 3/8" Carbon Steel Lock Washer | 4 | 09-5106 |
| R | Weldment | Shifter Lug Weldment | 1 | 101-0016 |
| S | Part | Top Shifter Bushing (Threaded) | 1 | 101-0020 |



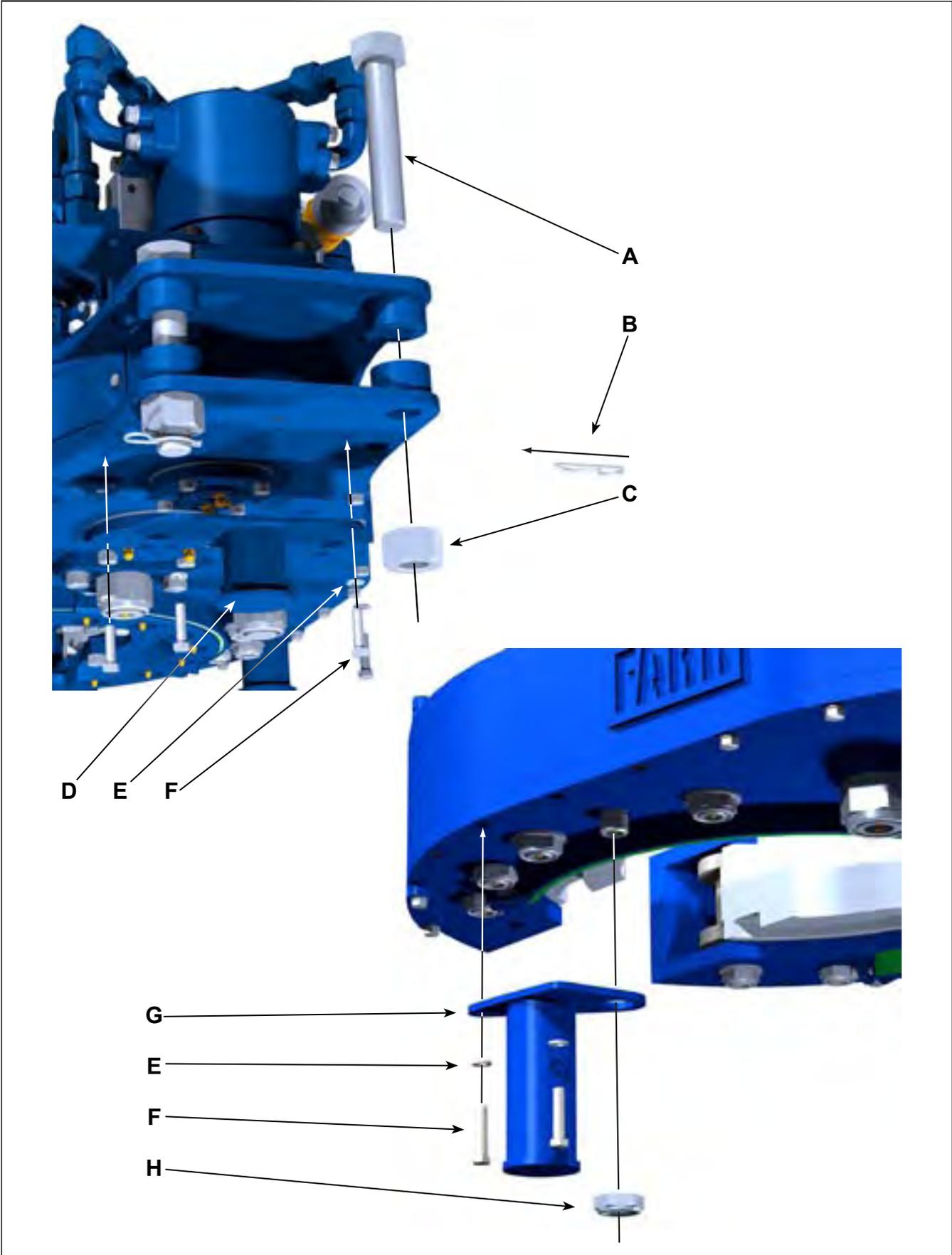


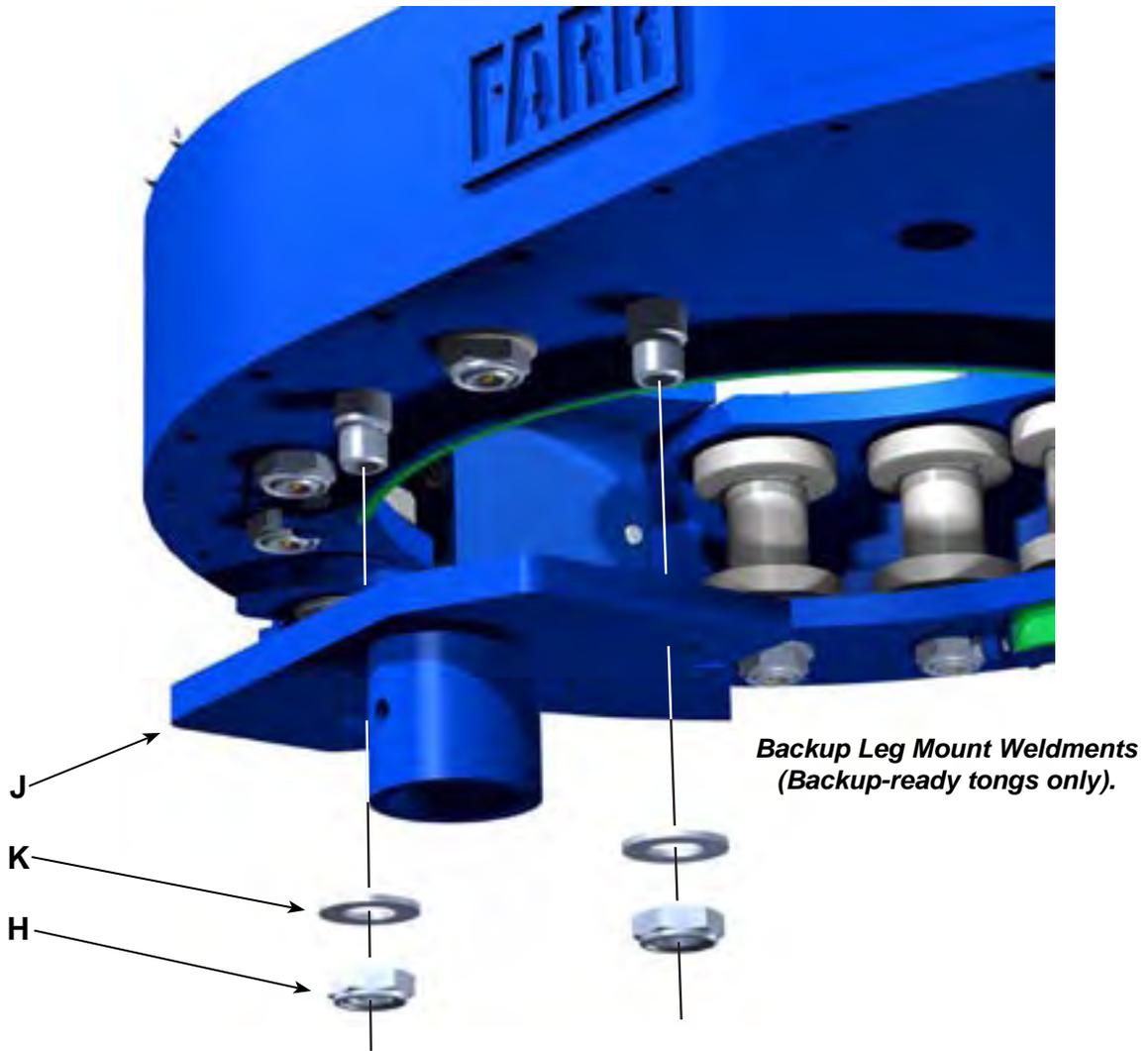
| Item | Type | Description | Qty | Part Number |
|------|----------|--|-----|-------------|
| A | Part | 1/2" UNC x 8" Hex Bolt | 1 | 09-1198 |
| B | Part | 1/2" Narrow Flat Washer | 1 | 09-5119 |
| C | Part | Backing Pin Spacer | 1 | 101-4093 |
| D | Part | Jaw Pivot Bolt | 2 | 1064-28 |
| E | Part | 1/2" NC x 6" Hex Bolt | 2 | 09-1190 |
| F | Part | Top Cage Plate | 1 | 1400-21 |
| G | Part | Cage Plate Spacer | 3 | 1064-38 |
| H | Assembly | Jaw Assembly (5-1/2" shown - see Pp. 2.12) | 2 | |
| J | Part | Rotary Gear | 1 | 1064-D1 |
| K | Part | Bottom Cage Plate | 1 | 1400-22 |
| L | Part | 1/2" UNC Thin Nylock Nut | 3 | 09-5610S |
| M | Part | Backing Pin Knob | 1 | 02-0017 |
| N | Part | 3/8" UNC x 1-1/2" Threaded Dowel Pin | 1 | 101-4097 |
| P | Part | Backing Pin Spacer | 1 | 101-4096 |
| Q | Part | Backing Pin Retainer | 1 | 101-4095 |
| R | Part | Backing Pin | 1 | 101-4094 |
| S | Part | 1/8" NPT Grease Fitting | 26 | 02-0005 |
| T | Part | 5/8" UNF Thin Nylock Nut | 26 | 09-5915 |
| U | Part | Cam Follower | 26 | 02-0016 |



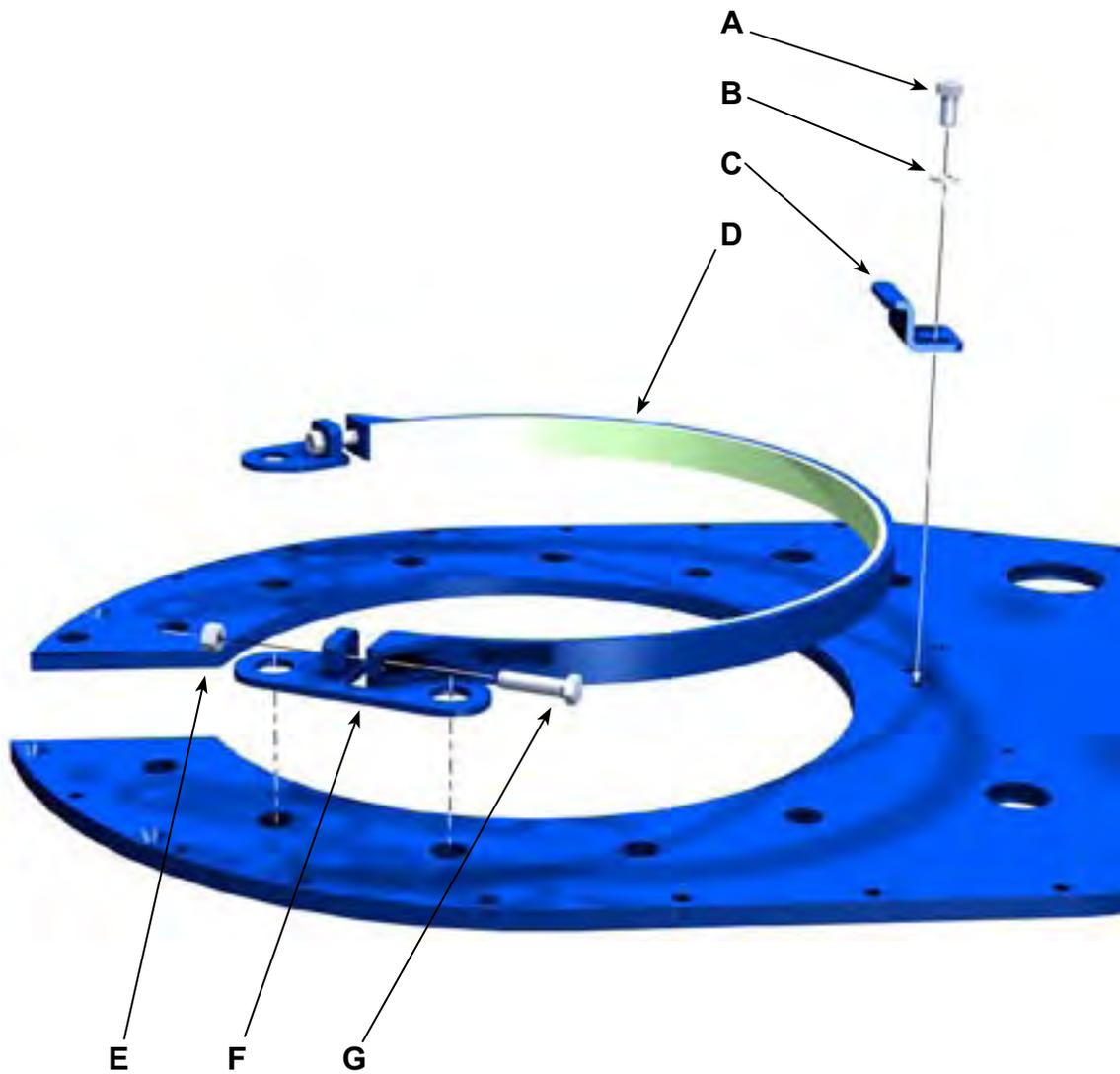


| Item | Type | Description | Qty | Part Number |
|------|----------|--|-----|-------------|
| A | Assembly | Door Assembly (See Pp. 7.30 - 7.31) | 1 | |
| B | Part | 3/8" NC x 1-3/4" Hex Socket Cap (Flat Head Height) | 5 | 09-2052 |
| C | Assembly | Door Cylinder Assembly | 1 | 101-0069 |
| D | Part | 3/8" NC x 1-1/4" Hex Bolt | 2 | 09-1048 |
| E | Part | 3/8" Carbon Steel Lock Washer | 39 | 09-5106 |
| F | Part | 3/8" Narrow Flat Washer | 2 | 09-5124 |
| G | Part | 3/8" NC x 1-1/2" Hex Bolt | 37 | 09-1050 |
| H | Part | Rigid Sling Pin | 2 | 1053-C-1C |
| J | Weldment | Rigid Sling Bracket | 2 | 101-0150 |
| K | Assembly | Rigid Sling (See Pp. 7.32 - 7.33) | 1 | |
| L | Part | Hitch Pin, 1/4" x 5" | 4 | 09-9075 |
| M | Weldment | Shifter Lug Weldment | 1 | 101-0016 |
| N | Assembly | Motor & Motor Mount (See Pp. 7.26 - 7.27) | 1 | |
| P | Part | Top Plate | 1 | 1400-7T |
| Q | Weldment | Side Body Weldment | 1 | 101-0236 |
| R | Part | Bottom Plate | 1 | 1400-7B |
| S | Part | Brake Band Assembly (See Pp. 7.24 - 7.25) | 2 | |

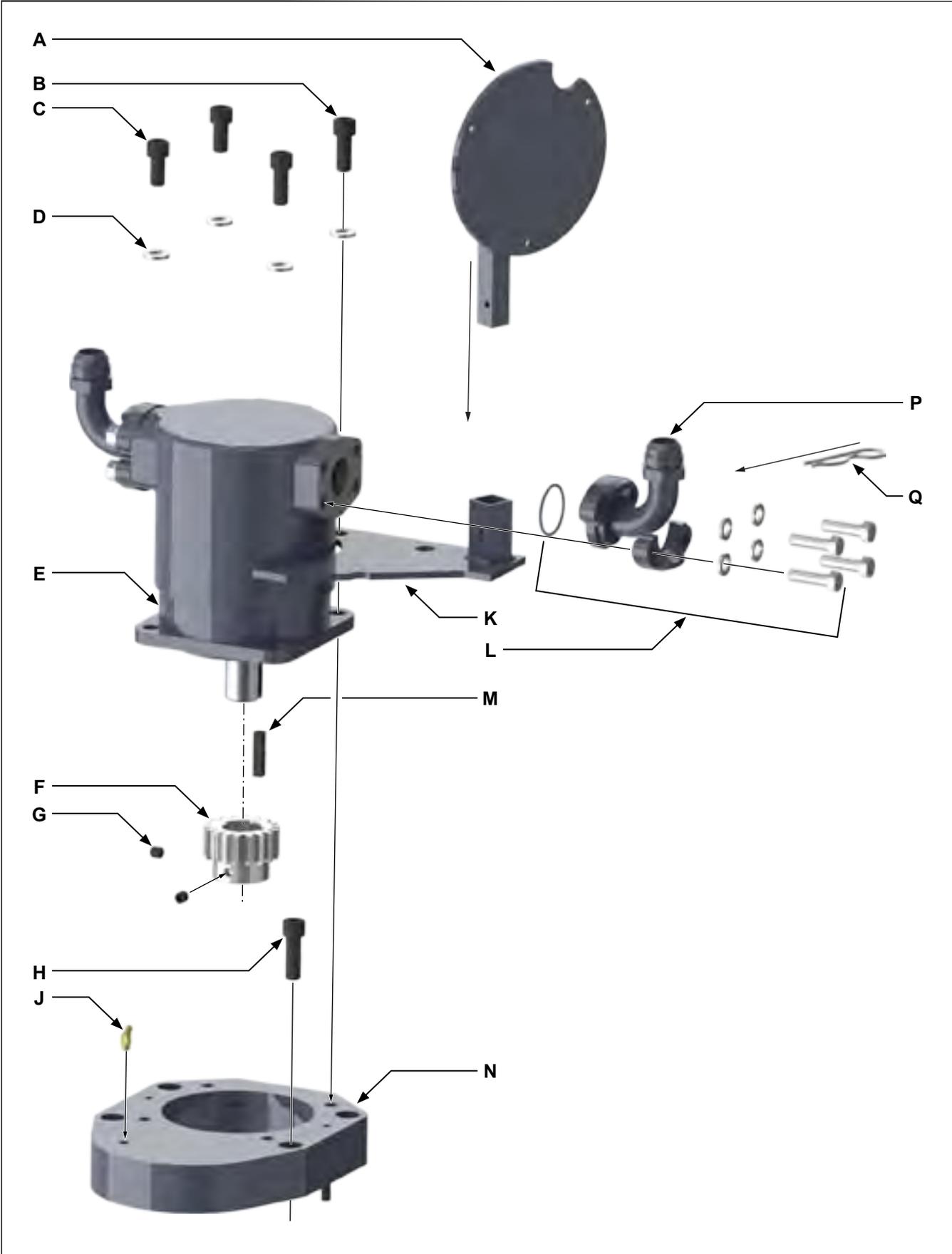




| Item | Type | Description | Qty | Part Number |
|------|----------|--|-----|-------------|
| A | Part | Load Cell Tie-Off Bolt 1-1/4" NC x 8" | 2 | 101-0148 |
| | Part | Load Cell Tie-Off Bolt (Backup Ready Tong) | 2 | |
| B | Part | 0.148" x 2.938" Hitch Pin | 2 | 09-0090 |
| C | Part | Heavy Hex Nut | 2 | 09-5832 |
| | Part | 1-1/4" NC Heavy Nylock Nut (Backup Ready Tong) | 2 | 09-1484 |
| D | Weldment | Rear Leg Weldment | 1 | 101-0876 |
| E | Part | 3/8" Carbon Steel Lock Washer | 8 | 09-5106 |
| F | Part | 3/8" NC x 1-3/4" Hex Bolt | 8 | 09-1557 |
| G | Weldment | LH Front Leg Weldment | 1 | 101-0877 |
| | Weldment | RH Front Leg Weldment | 1 | 101-0873 |
| H | Part | 1" UNF Thin Nylock Nut (Support Roller) | 24 | 09-5627 |
| J | Weldment | LH Front Backup Leg Mount | 1 | 101-0786 |
| | Weldment | RH Front Backup Leg Mount | 1 | 101-0787 |
| K | Part | 1" Narrow Washer (Support Roller) | | 09-5120 |

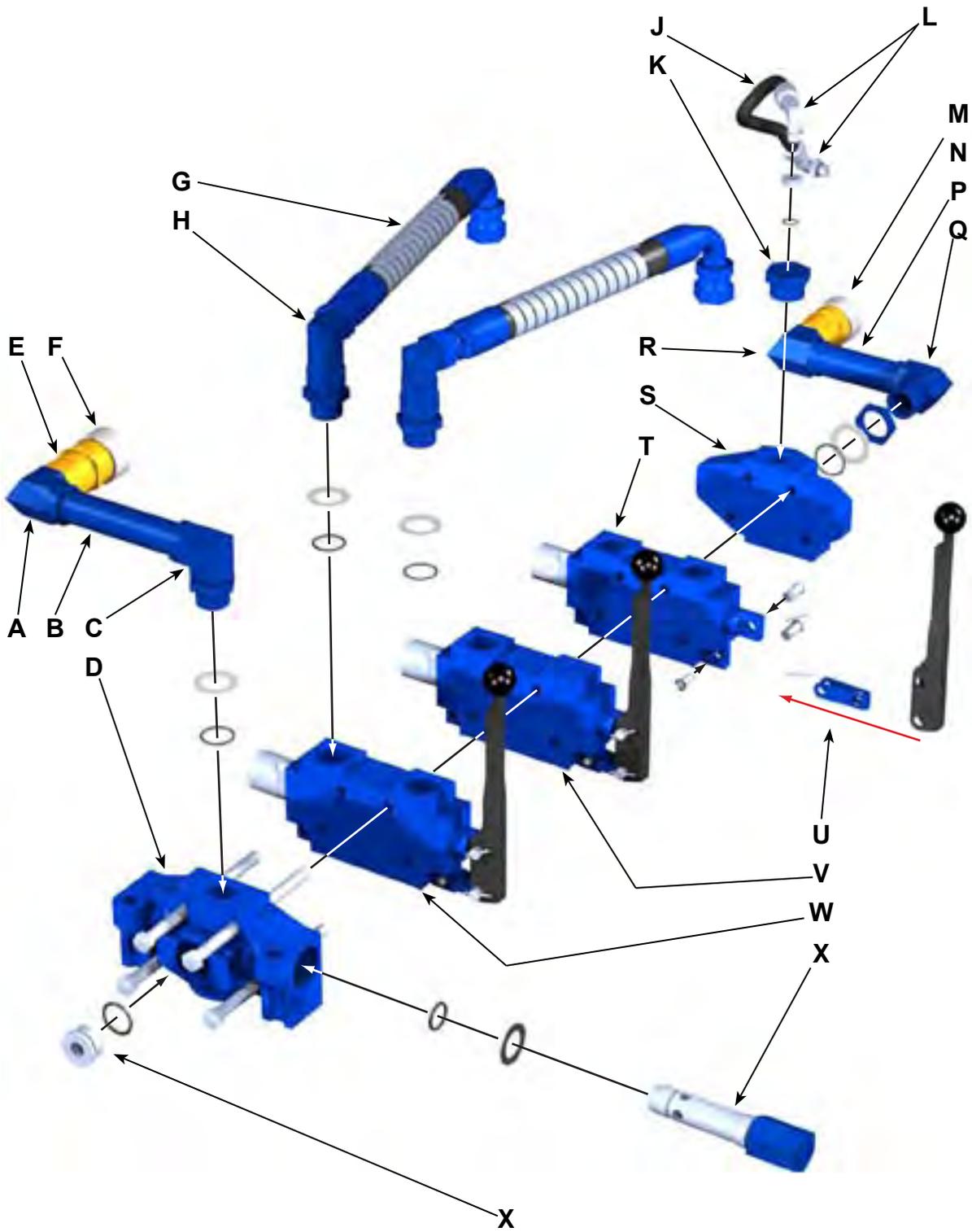


| <i>Item</i> | <i>Type</i> | <i>Description</i> | <i>Qty</i> | <i>Part Number</i> |
|-------------|-------------|--|------------|--------------------|
| A | Part | 3/8" NC x 3/4" Hex Bolt | 4 | 09-1044 |
| B | Part | 3/8" Carbon Steel Lock Washer | 4 | 1064-J-550 |
| C | Part | Brake Band Retainer | 2 | 101-0140 |
| D | Part | Brake Band, Lined | 2 | 1064-D4-29 |
| E | Part | 3/8" UNF Hex Nut | 4 | 09-5906 |
| F | Weldment | LH Top & RH Bottom Brake Band Lug Weldment | 2 | 101-0134 |
| | Weldment | RH Top & LH Bottom Brake Band Lug Weldment | 2 | 101-0132 |
| G | Part | 3/8" UNF x 1-1/2" Brake Band Adjustment Bolt | 4 | 09-1553 |



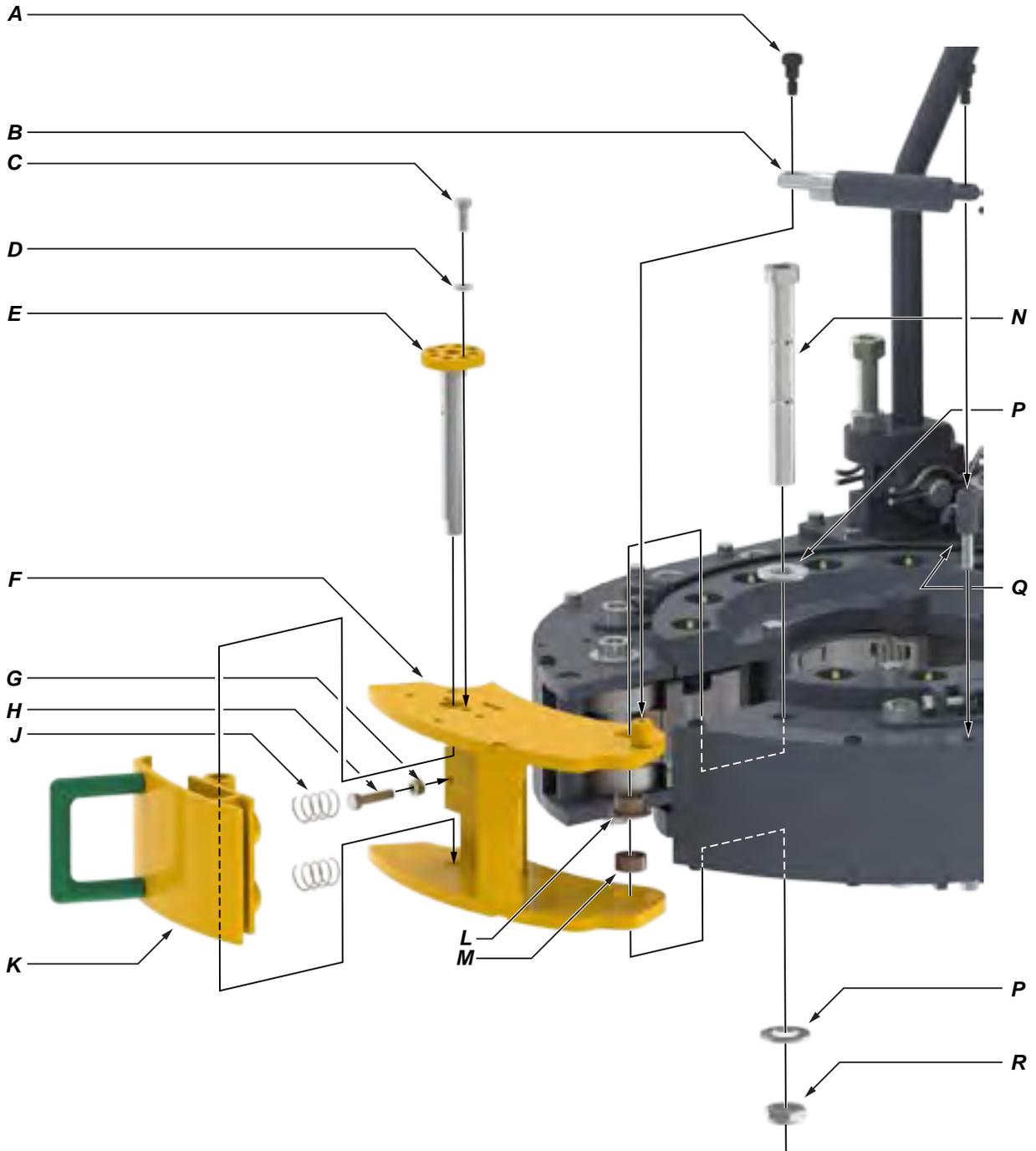


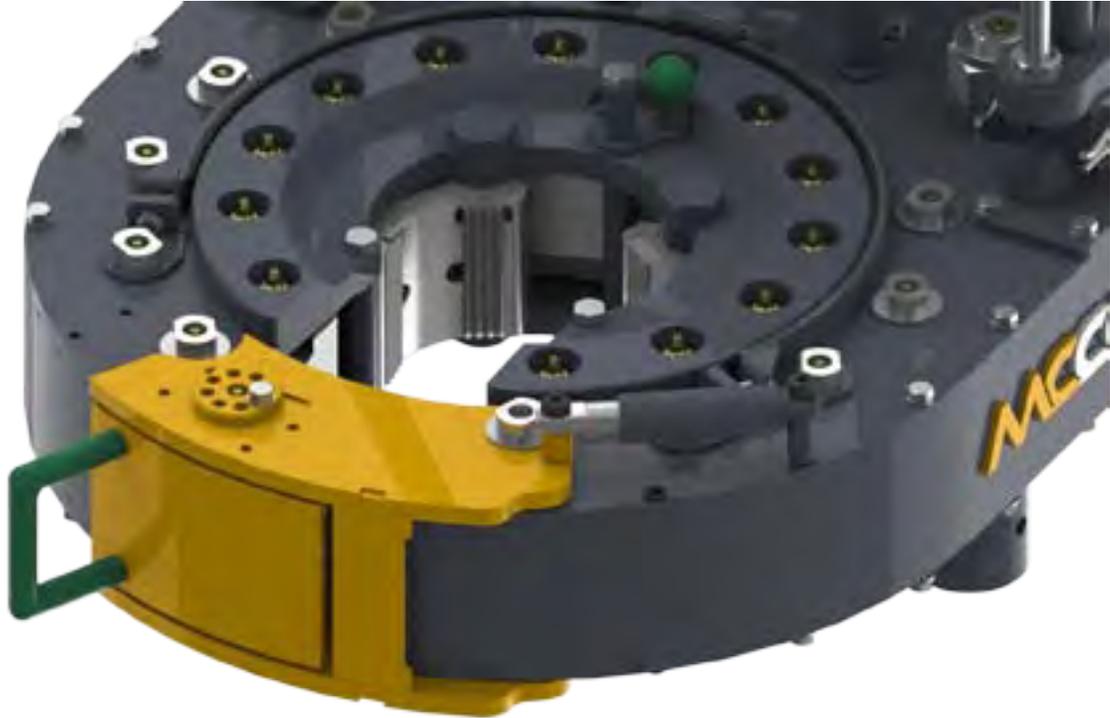
| Item | Type | Description | Qty | Part Number |
|------|----------|---|-----|-------------|
| A | Weldment | Torque Gauge Mount Weldment | 1 | 1500-09-03A |
| B | Part | 1/2" NC x 1-1/4" Hex Socket Head Cap Screw | 2 | 09-2168 |
| C | Part | 1/2" NC x 1" Hex Socket Head Cap Screw | 2 | 09-2166 |
| D | Part | 1/2" Lock Washer | 4 | 09-5110 |
| E | Part | Rineer GA15-13 Hydraulic Motor | 1 | 87-0110 |
| | Part | Rineer GA15-13/6.5 Two-Speed Hydraulic Motor (Optional) | 1 | 87-0007 |
| F | Part | Motor Gear | 1 | 997-A10-149 |
| G | Part | 3/8" NC x 3/8" Hex Socket Set Screw | 2 | 09-0106 |
| H | Part | 1/2" NC x 1-1/2" Hex Socket Head Cap Screw | 4 | 09-2170 |
| J | Part | 1/8" NPT 90 DEG Grease Fitting | 1 | 02-0093 |
| K | Weldment | Torque Gauge Holder Weldment | 1 | 1500-09-04A |
| L | Part | #20 (1-1/4") Split Flange Kit | 2 | 02-9217 |
| | Part | O-Ring | 1 | |
| | Part | #20 (1-1/4") Split Flange | 2 | |
| | Part | 7/16" Lock Washer | 4 | |
| | Part | 7/16" NC x 1-1/2" Hex Bolt | 4 | |
| M | Part | Square 5/16" x 5/16" x 1-1/2" Key | 1 | 01-0317 |
| N | Part | Motor Mount | 1 | 1400-150 |
| P | Part | #20 (1-1/4")/JIC 1" Flange Elbow | 2 | 02-9216 |
| Q | Part | 0.148 X 2.938 HITCH PIN | 1 | 09-0090 |



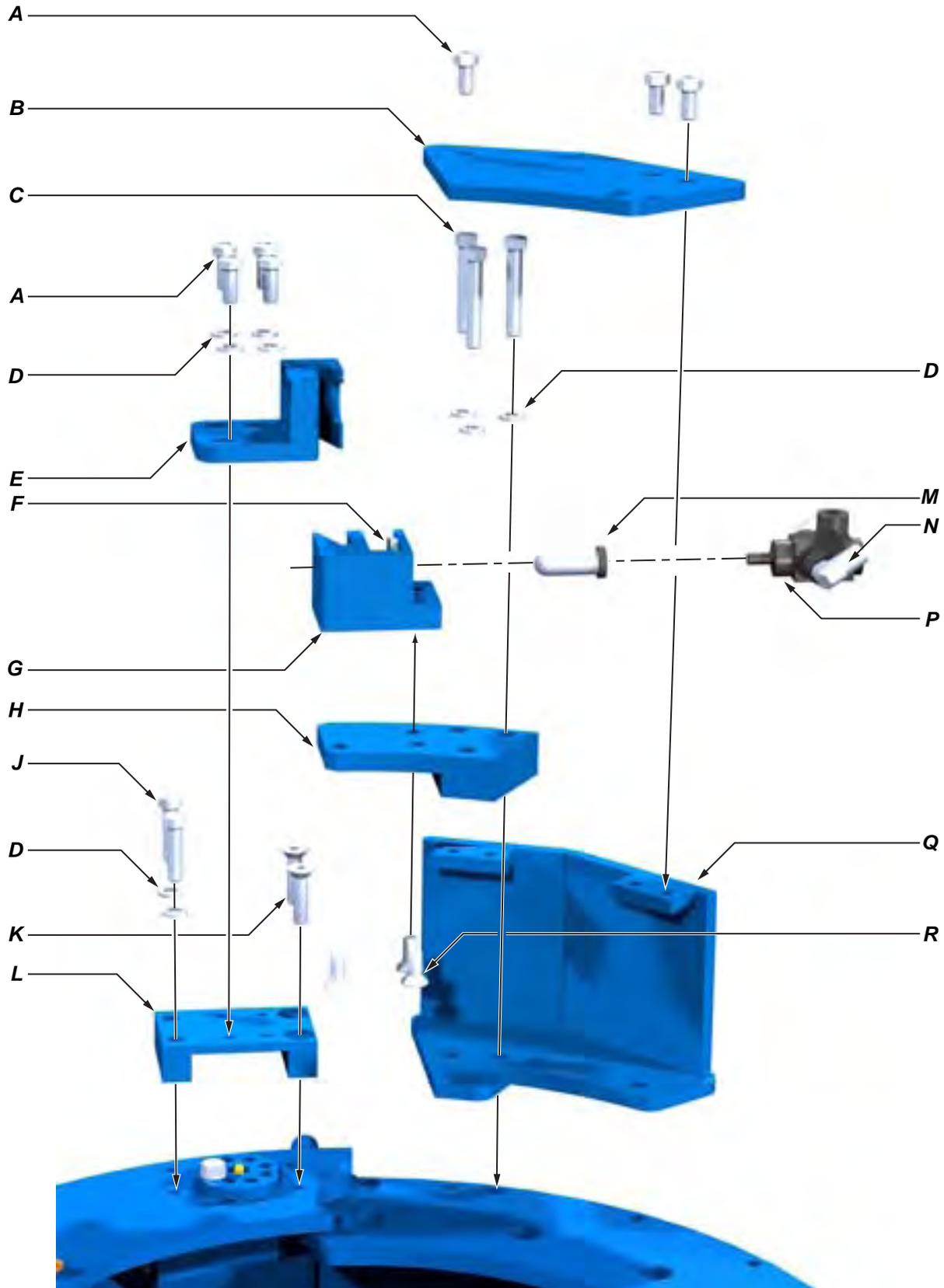


| Item | Type | Description | Qty | Part Number |
|------|----------|---|-----|-----------------|
| A | Part | M-NPT/F-NPT 90d 1" Fitting | 1 | 02-9221 |
| B | Part | 1" Long Nipple | 1 | 101-0079 |
| C | Assembly | M-ORB/F-NPT 90d 1" Fitting (Includes seals) | 1 | 02-9206 |
| D | Part | Hydraulic Inlet, DVA35-A880 | 1 | 10-9016 |
| E | Part | Male 1" Quick Coupler Fitting | 1 | 02-9214 |
| F | Part | 1" Dust Cap | 1 | 02-9213 |
| G | Assembly | 1" Hydraulic Connection Hose Assembly | 2 | 08-1724 |
| H | Assembly | M-ORB/JIC LONG 90d 1" (Includes seals) | 1 | 02-9210 |
| J | Assembly | Motor Drain Hose Assembly | 1 | 101-0072 |
| K | Part | ORB HEX BUSHING | 1 | 10-9001 |
| L | Assembly | M-ORB/JIC 90 DEG 3/8" Fitting (Includes seals) | 2 | 02-9200 |
| M | Part | 1-1/4" Dust Cap | 1 | 02-9212 |
| N | Part | Male 1-1/4" Quick Coupler Fitting | 1 | 02-9215 |
| P | Part | 1-1/4" Long Nipple | 1 | 101-0070 |
| Q | Assembly | M-ORB/F-NPT 90d 1 1/4" Fitting (Includes seals) | 1 | 02-9202 |
| R | Part | M-NPT/F-NPT 90d 1 1/4" Fitting | 1 | 02-9220 |
| S | Part | Hydraulic Outlet, DVA35-TR99 | 1 | 10-0086 |
| T | Part | DVA35-DA8 4WAY SAE Ports | 1 | 10-9019 |
| U | Assembly | Handle Assembly | 3 | 01-0409 |
| | Part | Hydraulic Valve Handle | 1 | 01-0409-HANDLE |
| | Part | Valve Handle Link | 2 | 01-0409-LINK |
| | Part | Hydraulic Handle Pin | 2 | 01-0409-PIN1 |
| | Part | Hydraulic Handle Auxilliary Pin | 1 | 01-0409-PIN2 |
| | Part | Valve Handle C-Clip | 2 | 01-0409-CIRCLIP |
| | Part | Cotter Pin | 2 | 01-0409-COTTER |
| V | Part | DVA35-SA8 Valve (1" ORB PORT) | 1 | 10-9015 |
| W | Part | DVA35-MA8 4-Way Directional Valve, SAE Port | 1 | 10-9014 |
| X | Assembly | Hydraulic Relief Valve (includes seals) | 1 | 10-0010R |
| Y | Part | 1" Orb Plug Fitting (includes o-ring) | 1 | 02-9222 |



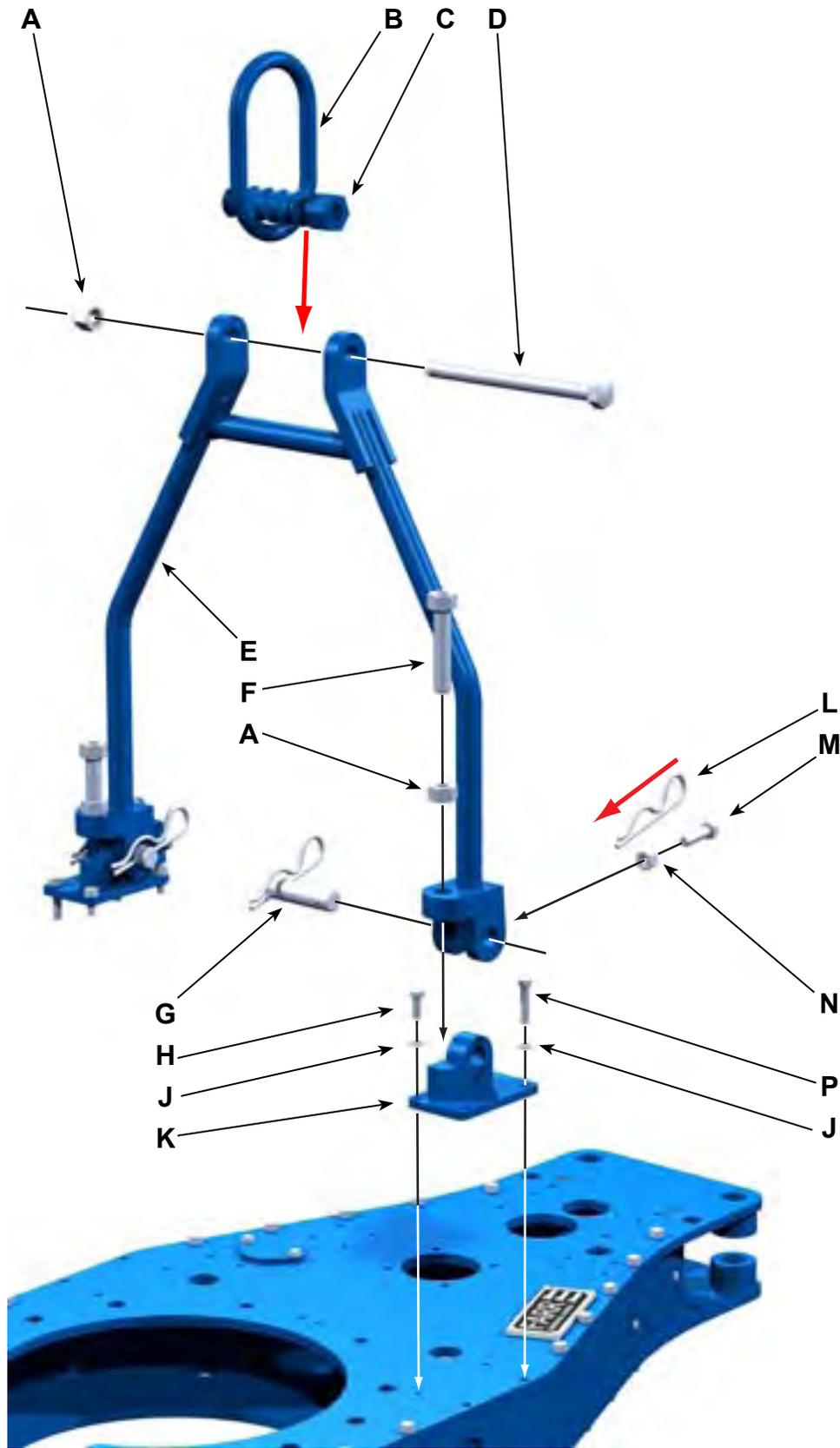


| Item | Type | Description | Qty | Part Number |
|------|----------|---|-----|-------------|
| A | Part | 5/16" x 3/4" UNC Shoulder Bolt | 2 | 09-0227 |
| B | Assembly | Door Cylinder | 1 | 101-0069 |
| C | Part | 3/8" NC x 1" Hex Bolt | 1 | 09-1046 |
| D | Part | 3/8" Carbon Steel Lock Washer | 3 | 09-5106 |
| E | Part | Adjustment Cam | 1 | 1400-14 |
| F | Weldment | Door Weldment | 1 | 1400-10 |
| G | Part | 3/8" UNC Hex Nut | 2 | 09-5806 |
| H | Part | 3/8" NC x 1-1/2" Hex Bolt | 1 | 09-1553 |
| J | Part | Latch Spring | 2 | 997-16 |
| K | Weldment | Door Latch Weldment | 1 | 1064-C7-15 |
| L | Part | Shoulder Bushing | 1 | 101-5110 |
| M | Part | Door Bushing (Bottom) | 1 | 101-5111 |
| N | Part | Door Pivot Roller | 1 | 101-3943 |
| P | Part | 7/8" Narrow Flat Washer | 2 | 09-5123 |
| Q | Part | Door Cylinder Mounting Lug | 1 | 1050-12-001 |
| R | Part | 7/8" UNF Thin Nylock Nut | 1 | 09-5722 |
| | Part | 1/4" Straight Grease Fitting (Adjustment Cam - not shown) | 1 | 02-0097 |



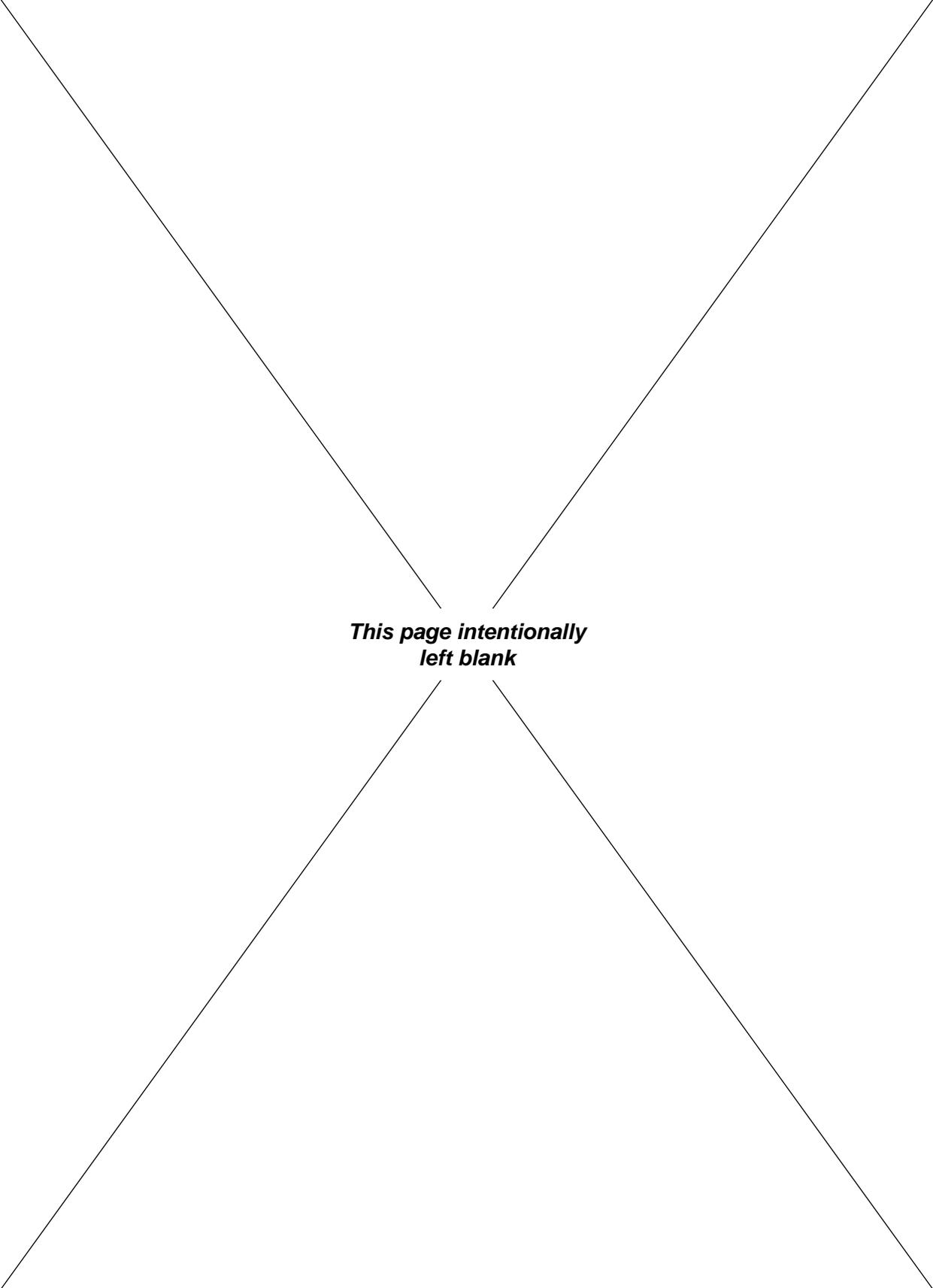


| Item | Type | Description | Qty | Part Number |
|------|----------|--|-----|-------------|
| A | Part | 3/8" NC x 3/4" Hex Bolt | 4 | 09-1044 |
| B | Part | Switch Guard Top Plate | 1 | 101-1480 |
| C | Part | 3/8" NC x 2-1/4" Hex Bolt | 3 | 09-1055 |
| D | Part | 3/8" Carbon Steel Lock Washer | 9 | 09-5106 |
| E | Part | Safety Door Latch Block | 1 | 101-1104 |
| F | Part | 15/16" Valve Lock Nut | 1 | 09-0278 |
| G | Part | Safety Door Latch Block | 1 | 101-1103 |
| H | Part | Safety Door Latch Plate | 1 | 101-1105 |
| J | Part | 3/8" NC x 1-1/2" Hex Bolt | 2 | 09-1553 |
| K | Part | 3/8" NC x 1-1/2" Flat Head Countersunk Cap Screw | 2 | 09-4050 |
| L | Part | Safety Door Latch Block | 1 | 101-0914 |
| M | Part | Load Plunger | 1 | AE12-306 |
| N | Part | 1/4 inch NPT - JIC 90 degree elbow | 3 | 08-0284 |
| P | Part | Deltrol Gauge Isolator Valve G121S | 1 | 08-0337M |
| Q | Weldment | Safety Door Switch Guard Weldment | 1 | 101-1481 |
| R | Part | 3/8" NC x 7/8" Flat Head Countersunk Cap Screw | 3 | |





| Item | Type | Description | Qty | Part Number |
|------|----------|-------------------------------|-----|-------------|
| | Assembly | Chain Sling Assembly | 1 | 101-2211 |
| A | Part | 3/4" NC Hex Nut | 3 | 09-5818 |
| B | Part | Lift Link | 1 | 02-0516 |
| C | Part | Adjusting Helix | 1 | 1053-1-H |
| D | Part | 3/4" NC x 9" Hex Bolt | 1 | 09-1322 |
| E | Weldment | Rigid Sling Weldment | 1 | 101-0656 |
| F | Weldment | Leveling Bolt | 1 | 1053-C-1L |
| G | Part | Rigid Sling Pin | 2 | 1053-C-1C |
| H | Part | 3/8" NC x 1" Hex Bolt | 4 | 09-1170 |
| J | Part | 3/8" Carbon Steel Lock Washer | 8 | 09-5106 |
| K | Weldment | LH Rigid Sling Bracket | 1 | 101-0150 |
| | Weldment | RH Rigid Sling Bracket | 1 | 101-0151 |
| L | Part | Hitch Pin, 1/4" x 5" | 4 | 09-9075 |
| M | Part | 1/2" NC x 1-1/4" Hex Bolt | 2 | 09-1168 |
| N | Part | 1/2" NC Hex Jam Nut | 2 | 09-5810 |
| P | Part | 3/8" NC x 1-3/4" Hex Bolt | 4 | 09-1557 |



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A. BASIC TORQUE MEASUREMENT

Basic torque measurements are performed using a simple hydraulic measurement system. A hydraulic load cell connects to a calibrated torque gauge through a reinforced flexible hydraulic hose. The torque gauge is factory-calibrated to display accurate torque measurements for a tong or tong and backup assembly with a particular arm length. The arm length is a measurement from the centre of the pipe or casing to the centre of the force being applied to the load cell.

Two load cell options are available. A tension load cell is typically used with a suspended stand-alone tong. This application requires that the load cell be attached to the rear of the tong as part of the restraint line that opposes the force generated when the tong makes up or breaks out a joint. A compression load cell is used in a tong and backup assembly, and is typically located on the rear of the backup between the backup and a stationary frame. The load cell must be located in the centre of the compression force vector generated between the backup and the frame.

Hydraulic force generated by a load cell is transmitted to the torque gauge via a reinforced flexible hydraulic line. The hydraulic force is displayed as torque in units of Ft.-Lbs. The torque gauge has a red "peak torque" indicator that tracks with the torque gauge needle to the point of highest torque, and remains at the point of highest torque until manually reset. Note that every model of tong and tong and backup assembly has a unique arm length, and the torque gauge must be calibrated for that arm length. Torque gauges that are not calibrated for the arm length of the tool in service will not display correct torque. To ensure correct torque measurement, ensure the arm length or "handle" as displayed on your torque gauge matches the arm length of the tool in service as listed on the specifications page of the technical manual.

The images on this page are for illustration purposes only and may not accurately represent the torque gauge and load cell that have been supplied with your equipment.



THE IMAGES DISPLAYED ARE SUPPLIED FOR ILLUSTRATION PURPOSES ONLY



TORQUE GAUGE (FOR ILLUSTRATION PURPOSES ONLY)



TENSION LOAD CELL



COMPRESSION LOAD CELL

Torque gauges and load cells are supplied as a matched calibrated pair. Substituting one or the other will render the calibration inaccurate even if the actual model numbers appear to be identical. The serial numbers of matching load cell and torque gauges are clearly identified on the calibration certificate. Should you suspect the accuracy of your torque measurements, or wish to replace either component the pair should be returned to the factory for re-calibration before placing into service.



TORQUE GAUGES AND LOAD CELLS ARE FACTORY-SUPPLIED SUPPLIED AS MATCHED CALIBRATED PAIRS. IF REPLACING EITHER COMPONENT THE LOAD CELL AND TORQUE GAUGE MUST BE RETURNED TO THE FACTORY FOR RE-CALIBRATION BEFORE PLACED INTO SERVICE.

BASIC TORQUE MEASUREMENT (Continued:)

The images on the preceding page are for illustration purposes only and may not accurately represent the torque gauge and load cell that have been supplied with your equipment. Please note that the parts listed in the following table are correct for accurate torque measurement while using the equipment for which this manual is supplied.

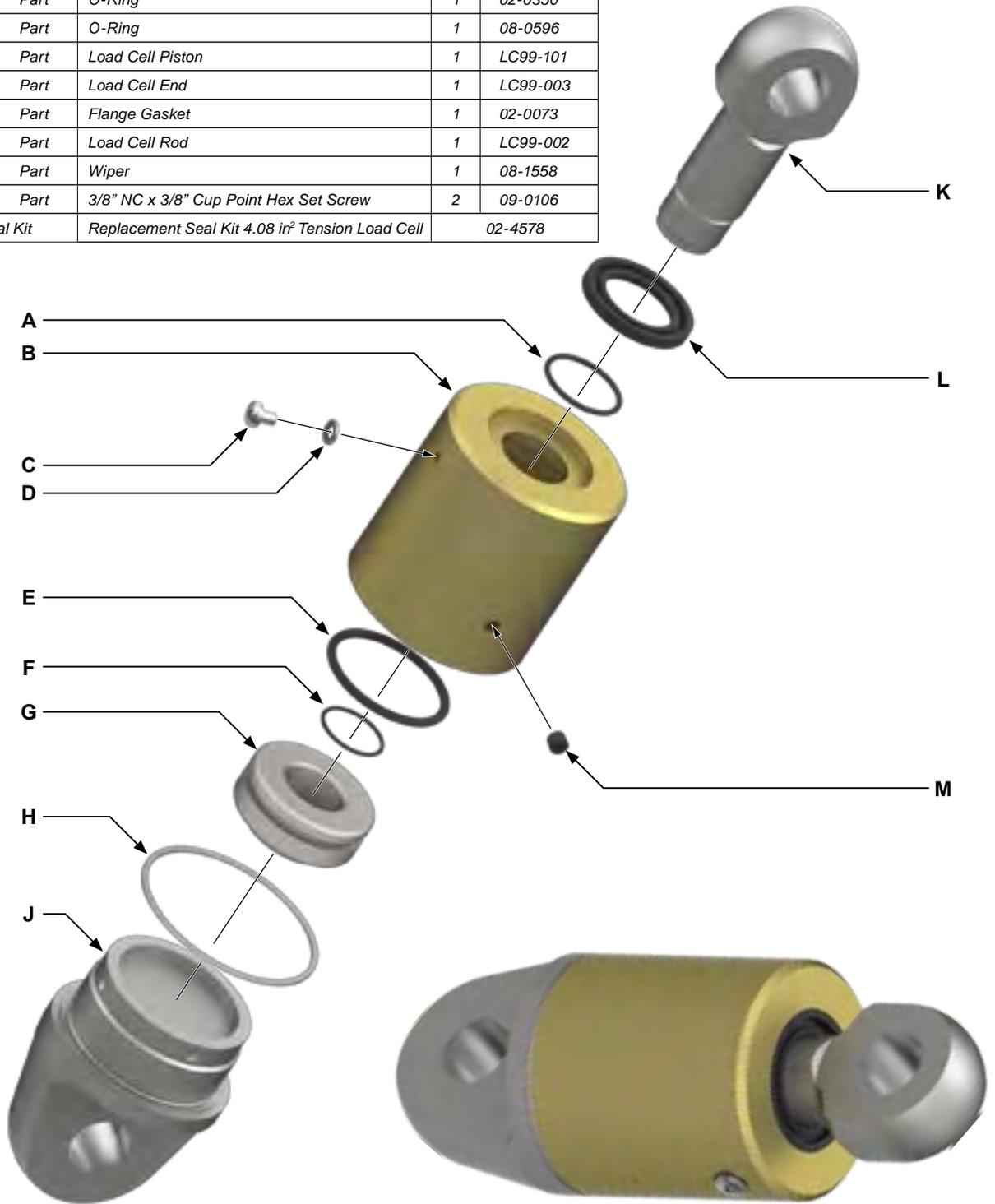


THE TORQUE GAUGE USED IS FULLY DEPENDANT UPON THE ARM LENGTH AND TORQUE RANGE OF THE EQUIPMENT IN USE. THE PART NUMBERS LISTED IN THE FOLLOWING TABLE ARE CORRECT FOR ACCURATELY MEASURING TORQUE USING THE EQUIPMENT FOR WHICH THIS MANUAL IS SUPPLIED.

| Item | Type | Description | Qty | Part Number |
|-------------|-------------|---|------------|--------------------|
| | Assembly | 36" Arm-20K Tension Load Cell and Gauge | 1 | 10-0033T |
| A | Part | 4.08 in ² Tension Load Cell | 1 | 10-0008T |
| B | Part | Torque Gauge, 20,000 Ft.-Lbs. 36" Arm | 1 | 10-0033G |
| C | Part | Hydraulic Hose | 1 | 02-0069 |

| Item | Type | Description | Qty | Part Number |
|----------|----------|---|-----|---|
| | Assembly | Tension Load Cell, 4.08 in ² | 1 | 10-0008T |
| A | Part | O-Ring | 1 | 02-0800 |
| B | Part | Load Cell Body | 1 | LC99-104 |
| C | Part | 1/4" NC x 1/2" Binding Head Machine Screw | 1 | 09-0045A |
| D | Part | Stat-O-Seal | 1 | 02-0307 |
| E | Part | O-Ring | 1 | 02-0350 |
| F | Part | O-Ring | 1 | 08-0596 |
| G | Part | Load Cell Piston | 1 | LC99-101 |
| H | Part | Load Cell End | 1 | LC99-003 |
| J | Part | Flange Gasket | 1 | 02-0073 |
| K | Part | Load Cell Rod | 1 | LC99-002 |
| L | Part | Wiper | 1 | 08-1558 |
| M | Part | 3/8" NC x 3/8" Cup Point Hex Set Screw | 2 | 09-0106 |
| Seal Kit | | | | Replacement Seal Kit 4.08 in ² Tension Load Cell 02-4578 |

This is the standard tension load cell supplied by McCoy Drilling & Completions / Farr. Contact our sales department for information about optional application-specific tension load cells.

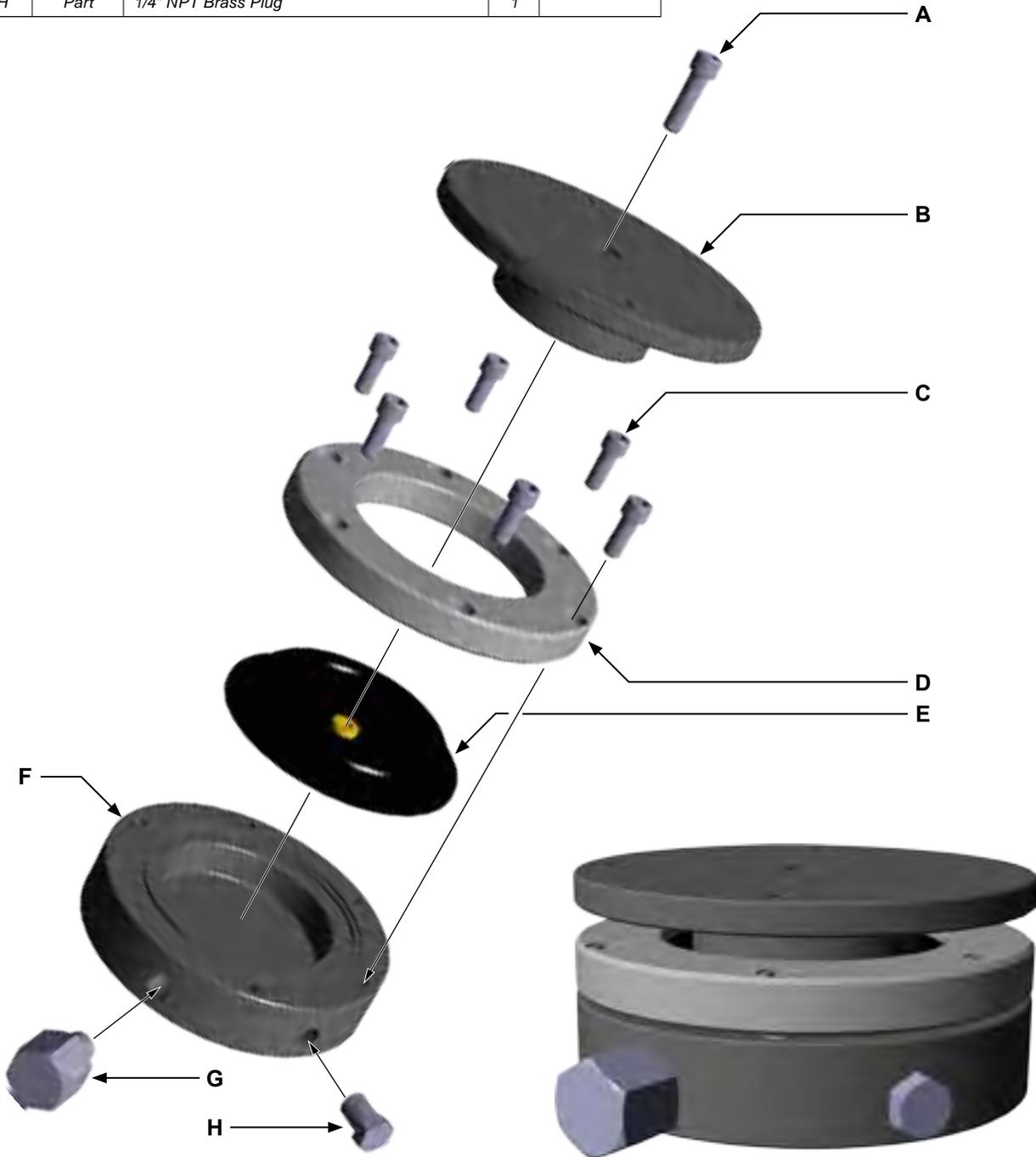


TENSION LOAD CELL EXPLODED

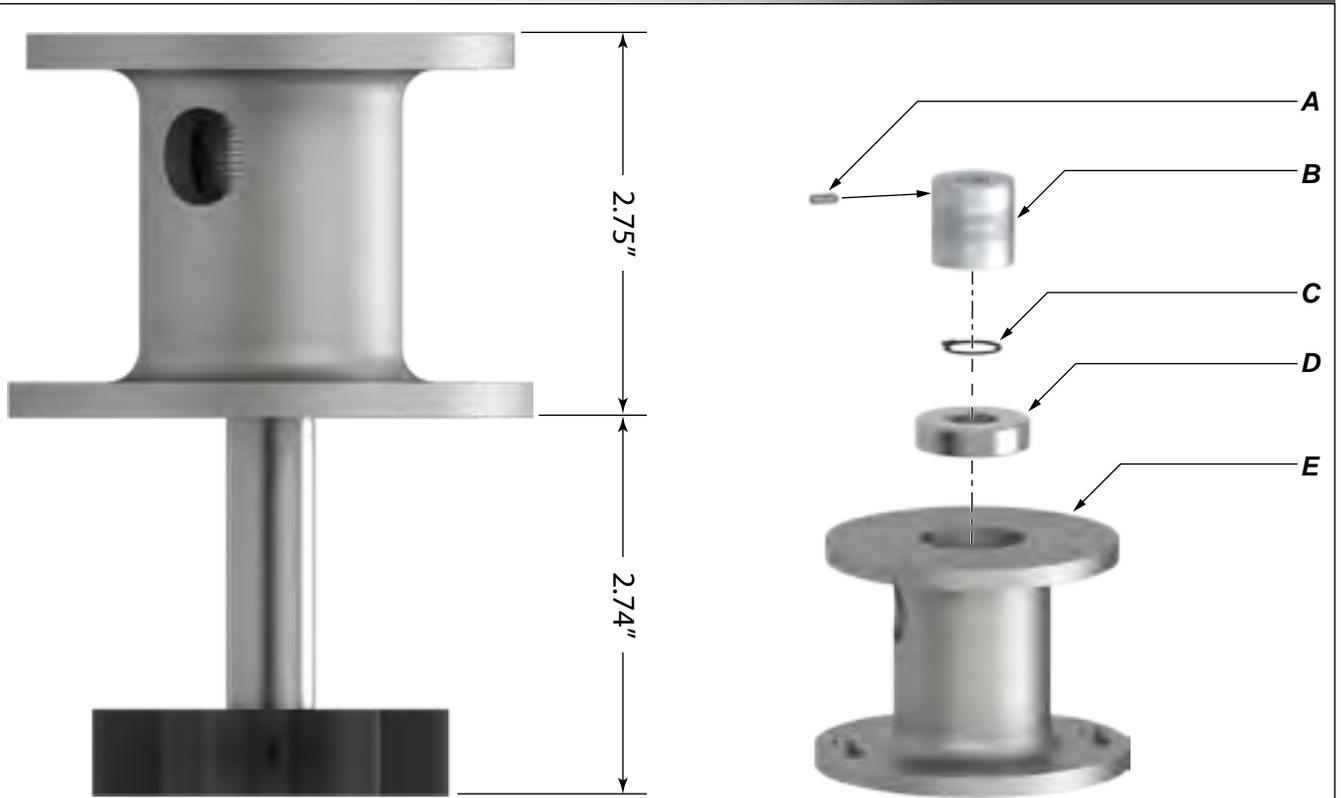
| Item | Type | Description | Qty | Part Number |
|------|----------|--|-----|-------------|
| | Assembly | Compression Load Cell, 8 in ² | 1 | 10-0008C |
| A | Part | 5/16" UNC x 1" Hex Socket Head Cap Screw | 1 | 09-2026 |
| B | Part | Load Plate | 1 | E360-A |
| C | Part | 5/16" UNC x 3/4" Hex Socket Head Cap Screw | 6 | 09-2024 |
| D | Part | Retainer Ring | 1 | E360-8 |
| E | Part | Diaphragm | 1 | E358-2 |
| F | Part | Diaphragm Casing | 1 | E360-C |
| G | Part | Street Elbow | 1 | |
| H | Part | 1/4" NPT Brass Plug | 1 | |

This is the standard hydraulic compression load cell supplied by McCoy Drilling & Completions | Farr. Contact our sales department for information about optional application-specific compression load cells.

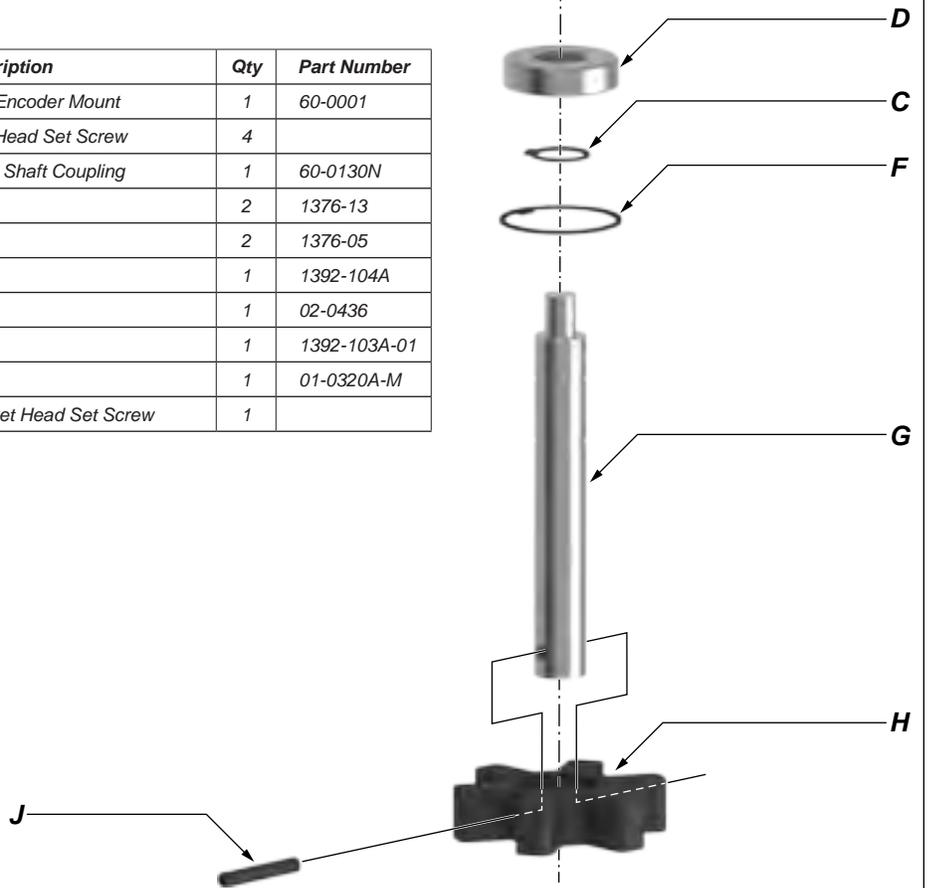
Electronic compression load cells are used for some WinCat™ applications.



COMPRESSION LOAD CELL EXPLODED



| Item | Type | Description | Qty | Part Number |
|------|----------|--|-----|--------------|
| | Assembly | Standard Turn Counter Encoder Mount | 1 | 60-0001 |
| A | Part | 6-32 x 3/8" Hex Socket Head Set Screw | 4 | |
| B | Part | Helical Flexible Encoder Shaft Coupling | 1 | 60-0130N |
| C | Part | Internal Retainer Ring | 2 | 1376-13 |
| D | Part | Bearing | 2 | 1376-05 |
| E | Part | Encoder Housing | 1 | 1392-104A |
| F | Part | Internal Retainer Ring | 1 | 02-0436 |
| G | Part | Encoder Shaft | 1 | 1392-103A-01 |
| H | Part | Encoder Gear | 1 | 01-0320A-M |
| J | Part | 10-24 x 1-1/4" Hex Socket Head Set Screw | 1 | |



TURN COUNTER ENCODER MOUNT EXPLODED

B. TROUBLESHOOTING

Under normal operating conditions, and with proper maintenance, the torque gauge and load cell system are designed to give lasting trouble-free performance. Faulty indication on the gauge will very often define a fault within the gauge.



IF TROUBLESHOOTING REVEALS THAT THERE IS INSUFFICIENT FLUID IN THE SYSTEM, BEFORE RECHARGING, CHECK THAT ALL SYSTEM COMPONENTS ARE FREE FROM DAMAGE. THIS WILL ENSURE THAT FLUID LOSS WILL NOT CONTINUE AFTER RELOADING

1. **Symptom: No indication on gauge.**
 Possible Problem: Obstruction in hydraulic hose.
 Solutions: Check hydraulic hose for kinks.
 Replace hydraulic hose.

 Possible Problem: Loss of hydraulic fluid.
 Solution: Recharge hydraulic fluid (see Section 6.C). NOTE: Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.

 Possible Problem: Internal mechanism of torque gauge is damaged.
 Solution: Replace gauge.

2. **Symptom: Gauge indication unexpectedly high.**
 Possible Problem: Excessive hydraulic fluid.
 Solutions: Completely drain hydraulic fluid from torque gauge/load cell system. Recharge following the procedure in Section 6.C.

 Possible Problem: Internal mechanism of gauge is damaged.
 Solution: Replace gauge.

 Possible Problem: Incorrect torque gauge in use (not part of the original torque gauge/load cell pair).
 Solution: Replace gauge with gauge properly calibrated for the load cell in service.

3. **Symptom: Gauge indication unexpectedly low**
 Possible Problem: Insufficient hydraulic fluid.
 Solution: Recharge hydraulic fluid (see Section 6.C). NOTE: Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.

 Possible Problem: Obstruction in hydraulic hose.
 Solutions: Check hydraulic hose for kinks.
 Replace hydraulic hose.

 Possible Problem: Snub line not at right-angle to tong handle.
 Solution: Check angle of snub line and correct if necessary.

 Possible Problem: Internal mechanism of gauge is damaged.
 Solution: Replace gauge.

 Possible Problem: Incorrect torque gauge in use (not part of the original torque gauge/load cell pair).
 Solution: Replace gauge with gauge properly calibrated for the load cell in service.

4. **Symptom: Gauge indication is erratic or sluggish**
 Possible Problem: Insufficient hydraulic fluid in torque measurement section.
 Solution: Recharge hydraulic fluid (see Section 6.C). NOTE: Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.

 Possible Problem: Loss of damping fluid in torque gauge.
 Solution: Top up or refill damping fluid (NOTE: Ensure leakage points in gauge are identified and repaired to prevent further loss of damping fluid).

 Possible Problem: Air bubbles in hydraulic fluid in the torque measurement system.
 Solution: Bleed air from load cell and torque gauge and top up fluid (if necessary) as per Section 6.C.

 Possible Problem: Internal mechanism of gauge is damaged.
 Solution: Replace gauge.

C. PERIODIC INSPECTION AND MAINTENANCE**1. Inspection**

The torque measurement system supplied with your equipment is designed and built to provide years of trouble-free service with minimum maintenance. Periodic inspections of the load cell, hydraulic lines and fittings are recommended in order to keep the system in top operating condition. A thorough inspection should be made at each rig-up.

2. Fluid Recharge

Recharge hydraulic system with W15/16 fluid through the check valve on the torque indicating gauge. Recharging must only be performed when there is no load on the load cell. Refer to the illustrations on pages 6.3 & 6.4 for guidance if required.

- a. Place the torque indicating gauge higher than the load cell. Remove the brass 1/4" cap from the fitting on the check valve on the top of the gauge.
- b. Connect the hand pump to the check valve fitting.
- c. Elevate the load cell so it is higher than the torque gauge and hand pump.



UN-CONTAINED SPILLAGE OF THE HYDRAULIC FLUID IN THIS SYSTEM MAY CONTRAVENE GOVERNMENTAL ENVIRONMENTAL REGULATIONS, OR THE ENVIRONMENTAL REGULATIONS AND POLICIES OF YOUR COMPANY. MCCOY DRILLING & COMPLETIONS HIGHLY RECOMMENDS PLACING YOUR LOAD CELL IN A CONTAINMENT BASIN BEFORE PROCEEDING WITH THE BLEEDING & REFILLING PROCESS.

- d. Fill hand pump bowl with W15/16 hydraulic fluid.

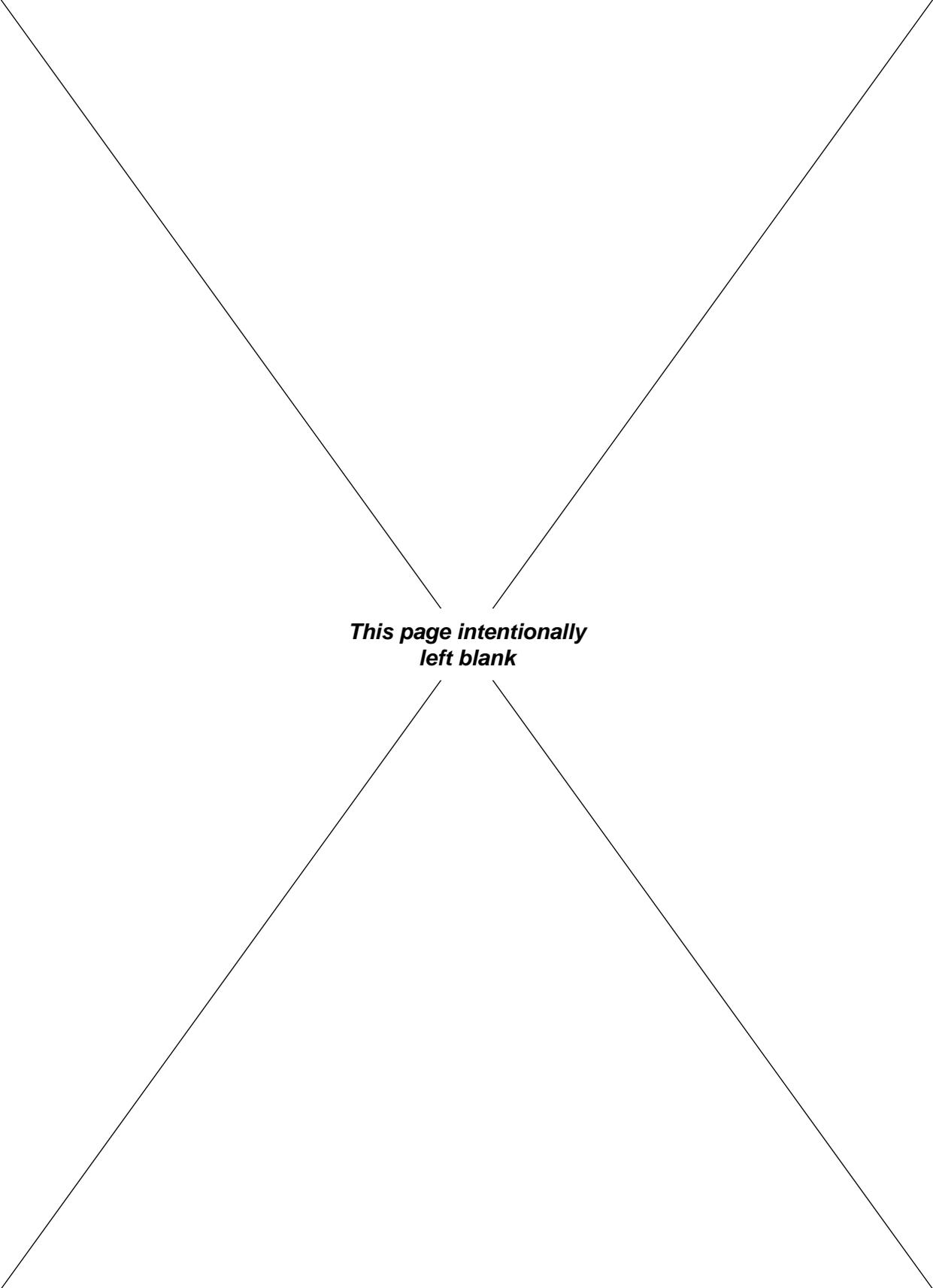


MAINTAIN GREATER-THAN HALF FULL FLUID LEVEL IN THE HAND PUMP BOWL TO AVOID PUMPING AIR INTO THE SYSTEM. DO NOT ALLOW THE LEVEL TO FALL BELOW ONE-HALF FULL

- e. Remove the vent plug screw and Stat-O-Seal (Items C and D on Illustration 6.A.4, or item H on Illustration 6.A.5) to allow trapped air to escape.
- f. Pump fluid into the system until no more air is seen escaping from the vent port.
- g. Replace the vent plug screw and Stat-O-Seal and tighten securely.
- h. Remove load cell from containment vessel and wipe clean. Reclaim the hydraulic fluid (if it is clean) or dispose of all waste materials according to governmental or your company's proscribed environmental protection regulations.
- i. Disconnect the hand pump from the torque gauge.
- j. Replace the brass cap on the torque gauge check valve fitting.

3. Repair And Calibration

Load cell and indicator gauge should be returned to authorized repair facility for any repairs or calibration required.



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POWER to be the Best!

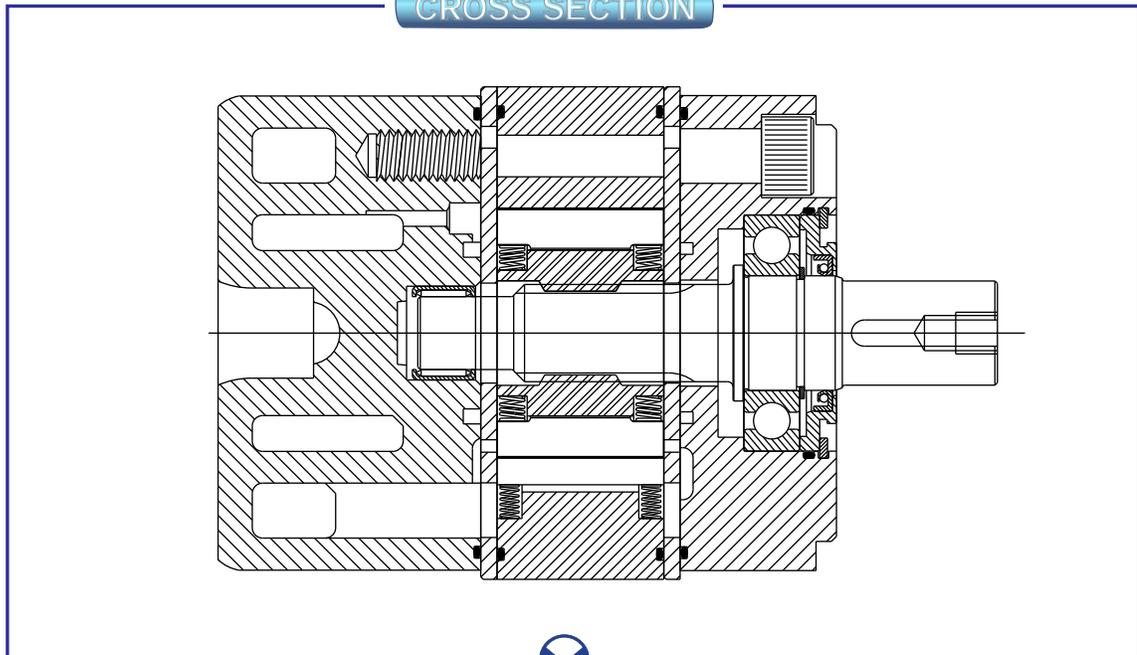
MOTOR SELECTION GUIDE

**Features of the 15 Series Standard Motor:
Standard Motor - 3000 PSI (Code 61)**

- Eight fixed displacement motors ranging from 6 in³ to 15 in³.
- Starting and stall torques equal to 90-94% of theoretical torque.
- Speed to 2,000 RPM continuous.
- Up to 75 HP continuous.
- Conforms to SAE 'C' mounting specification.
- Weighs 43 lbs.



CROSS SECTION



Made in USA



PUBLICATION DS151005 8/03

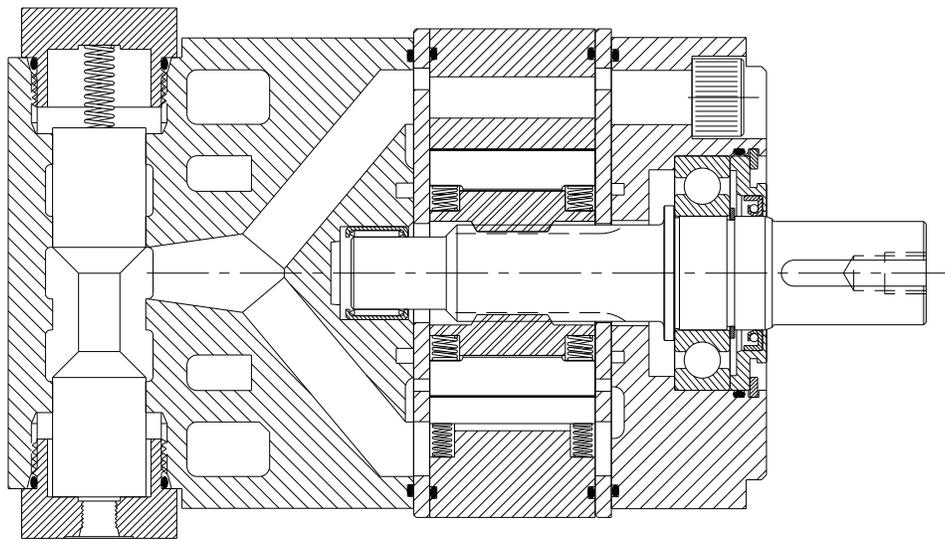
15 Series Two Speed

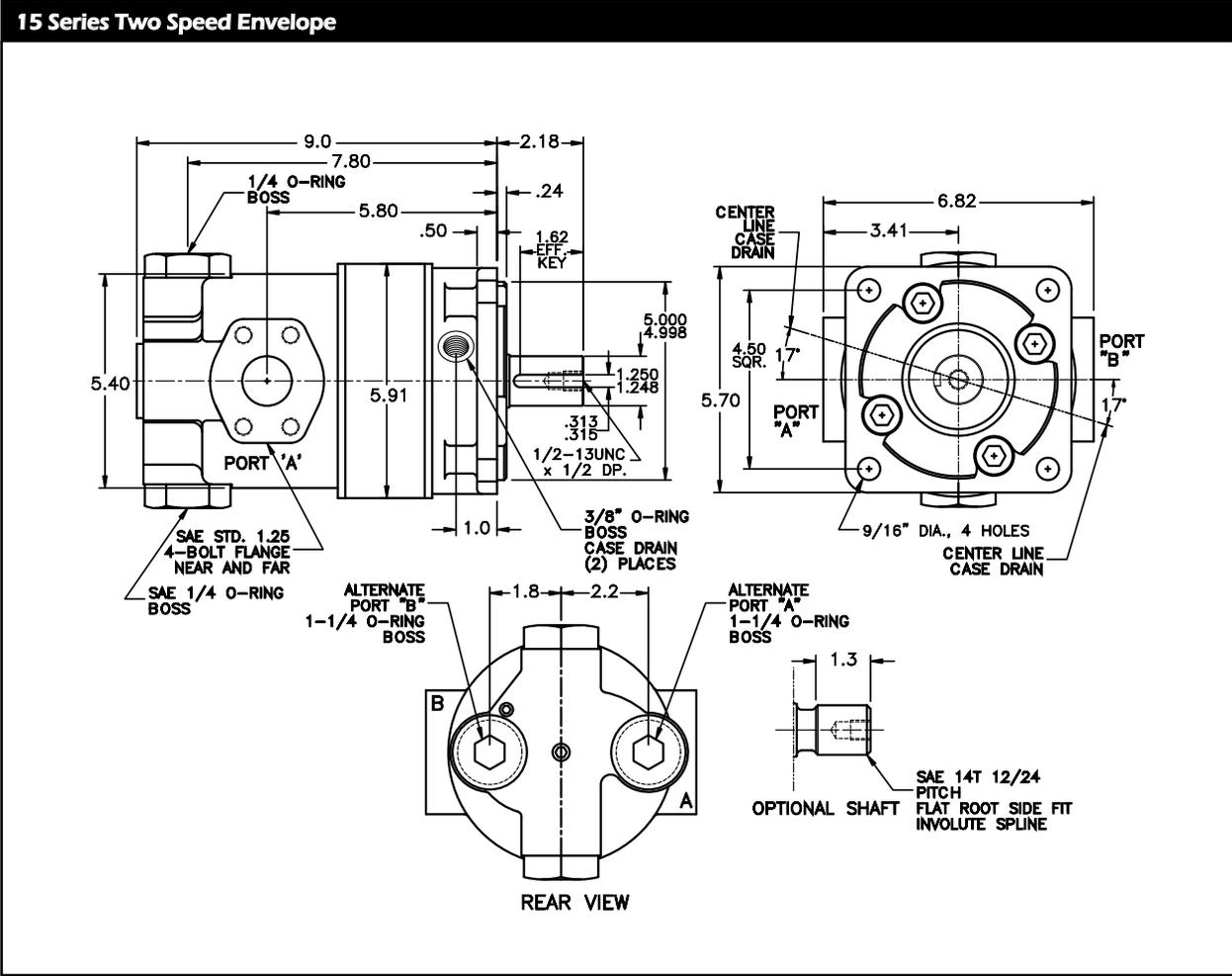
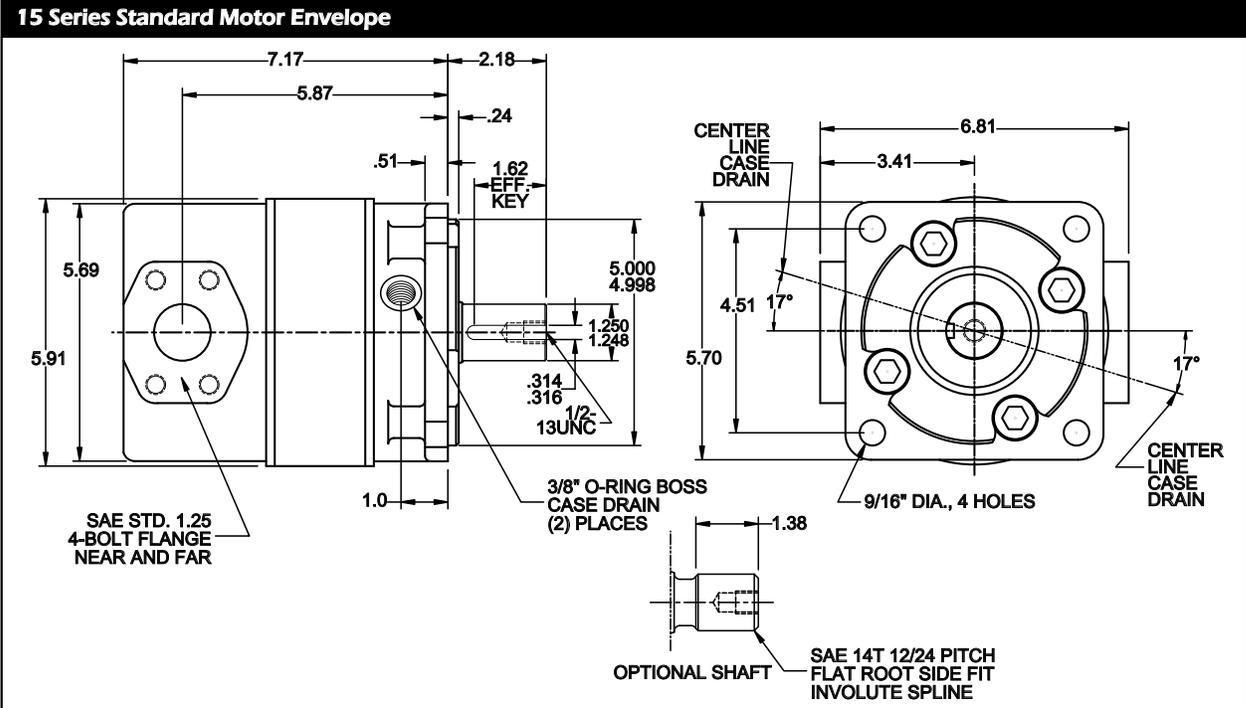
Weight = 51 lbs.



- All available displacements of standard motor.
- Spool valve shift from full to partial displacement.
- Standard shift ratio is 2:1 - Some special ratios available.
- Shift on the run.
- Typical applications - winch, track and wheel drives.

Cross Section - Two Speed Motor





Technical Information - All Styles

VANE CROSSING VANE

The Rineer patented vane crossing vane design produces much higher volumetric and mechanical efficiencies than is possible with a standard vane type design. This design provides a sealing vane between cavities to improve mechanical and volumetric efficiencies.

STARTING AND STALL TORQUE

The Rineer motor produces torque curves which are virtually flat, with starting and stall torque equal to approximately 90-94% of theoretical torque.

MORE POWER STROKES PER REVOLUTION

The 15 Series has four stator cavities and 10 rotor vanes. Each rotor vane works in each stator cavity once per revolution, which results in 40 power strokes per revolution. This helps produce higher mechanical efficiency and flatter torque curves.

BEARING LOADING

The bearings in the 15 Series can accept radial load per the radial capacity chart. Thrust load is not recommended under most conditions. Consult with a Rineer Application Engineer for optional bearing configurations to match your application.

SEALS

Buna N seals are supplied as standard on the Rineer 15 series motors. Viton seals may be ordered as an option.

ROTATING GROUP - 1S or 1H

Under most operating conditions, 1S (standard rotating group parts) should be used. Under some high speed conditions 1H can be specified.

ROTATION

The 15 Series Motor rotates equally well in either direction and smoothly throughout its entire pressure and speed range. Looking into the end of the shaft, rotation is clockwise when oil is supplied to port "A".

HORSEPOWER LIMITATION

Maximum horsepower limitations may vary with different applications. **When using the 15 Series Motor above 75 HP, consult a Rineer Application Engineer.**

FILTRATION

25 micron minimum.

FLUID

We suggest premium grade fluids containing high quality rust, oxidation and foam inhibitors, along with anti-wear additives. For best performance, minimum viscosity should be maintained at 100 SSU or higher. Fluid temperature should not exceed 180° F. Elevated fluid temperature will adversely affect seal life while accelerating oxidation and fluid breakdown. Fire resistant fluids may be used with certain limitations. Contact Rineer for additional information.

CASE DRAIN

The 15 Series Motor is designed for either internal or external case drain. Two case drain ports are supplied. When using internal case drain, simply plug the two ports. When using external case drain, use the port at the highest elevation. We recommend case drain pressure of 35 PSI or less when using the standard seals.

CASE DRAIN CIRCULATION

Fluid should be circulated through the case when a temperature differential exists between the motor and the system in excess of 50° F. **Should this occur, contact a Rineer Application Engineer.**

MOUNTING

The mounting position is unrestricted. The shafts, pilots, and mounting faces should be within .002 TIR.

INTERMITTENT CONDITIONS

Intermittent conditions are to be less than 10% of every minute.

OTHER AVAILABLE MOTORS

For information on additional Rineer Motors, request one of the following publications:

| | |
|------------------|-----------------------|
| 37 Series | Publication DS371003 |
| 57 Series | Publication DS571003 |
| 125 Series | Publication DS1251003 |

Technical Information - Two Speed Motor

DISPLACEMENT CHANGE

When a motor is shifted from full to partial displacement the motor is changed to 50%, 35%, or 28% of its original displacement depending on its shift ratio.

STANDARD SHIFT RATIO

The standard 15 Series displacements of 15, 13, 9.5, 8, 7, and 6 CID are available in the 15 Series Two Speed with a shift ratio of 2:1. For example, a 15 CID motor shifted to partial displacement becomes a 7.5 CID motor.

SPECIAL SHIFT RATIOS

There are two special displacements available in the 15 Series Two Speed which offer higher shift ratios, the 10.5 and the 11.5 CID. The 10.5 CID motor has a shift ratio of 3.5:1, which when shifted becomes a 3 CID motor. The 11.5 CID motor has a shift ratio of 2.875:1, which when shifted becomes a 4 CID motor.

SHIFTING METHOD

Selecting between full and partial displacement is accomplished by shifting the two-position spool valve incorporated in the motor. Motors are available in either single or double pilot configurations.

SINGLE PILOT

Single pilot motors require a pilot line to be connected to port "C". When port "C" is pressurized the spool shifts the motor to partial displacement. When port "C" is vented to tank, an internal spring shifts the spool, returning the motor to full displacement.

DOUBLE PILOT

Double pilot motors require two pilot lines. One line is connected to port "C" while the other line is connected to port "D". The motor is in full displacement when port "D" is pressurized and port "C" is vented to tank. The motor is in partial displacement when port "C" is pressurized and port "D" is vented to tank.

OPEN DURING CROSSOVER SPOOLS

Open during crossover spools allow port "A" to be directly connected to port "B" when the spool is shifting between full and partial displacement. Motors with -62 or -65 designations are open during crossover.

WARNING! IN SOME WINCH APPLICATIONS, OPEN DURING CROSSOVER SPOOLS (-62 or -65) ARE NOT RECOMMENDED.

CLOSED DURING CROSSOVER SPOOLS

Closed during crossover spools do not allow port "A" to be directly connected to port "B" when the spool is shifting between full and partial displacement. Motors with -63 or -67 designations are closed during crossover. These motors contain an internal factory preset relief valve. This valve protects the motor during shifting only and is not a system relief valve.

PILOT PRESSURE

A minimum of 100 PSI over case drain pressure is required to shift the spool. The maximum allowable pressure to port "C" or "D" is 3,500 PSI.

SHIFT ON THE RUN

The 15 Series Two Speed Motor may be shifted on the run while loaded or unloaded.

MAXIMUM SPEED

Maximum rated speed is the same for either full or partial displacement as stated in the performance data.

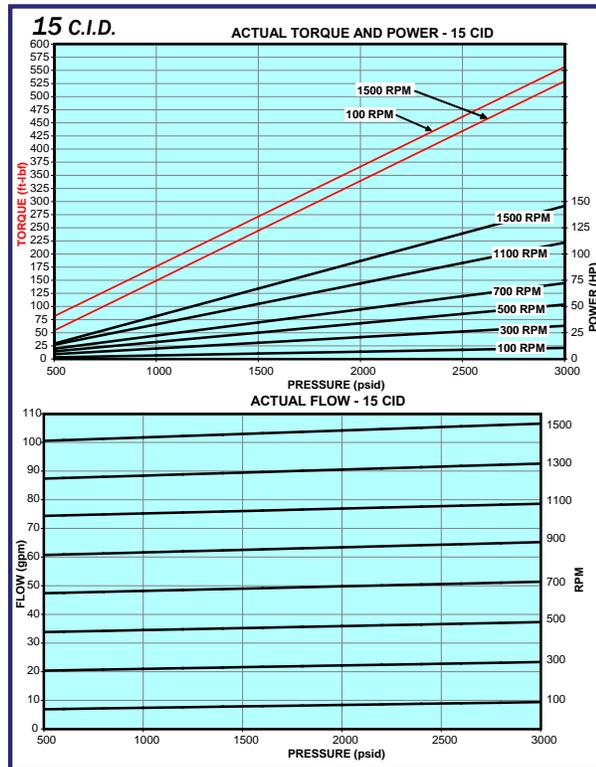
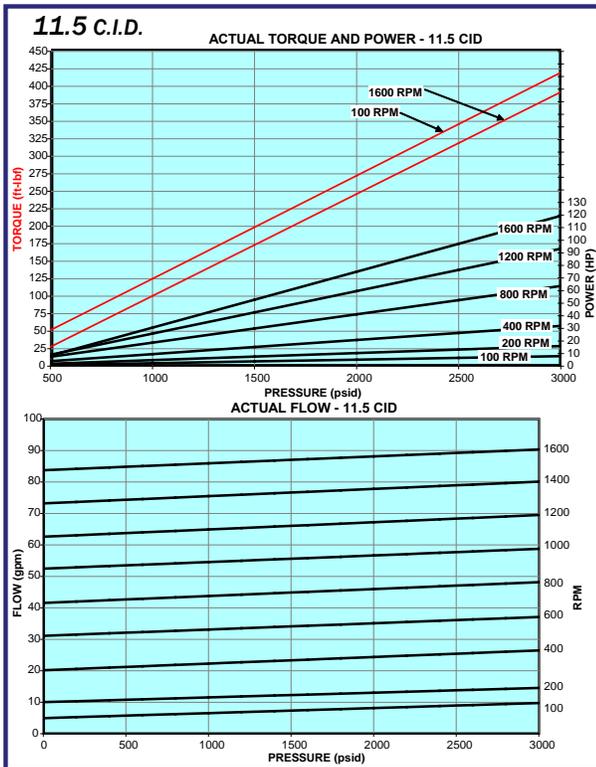
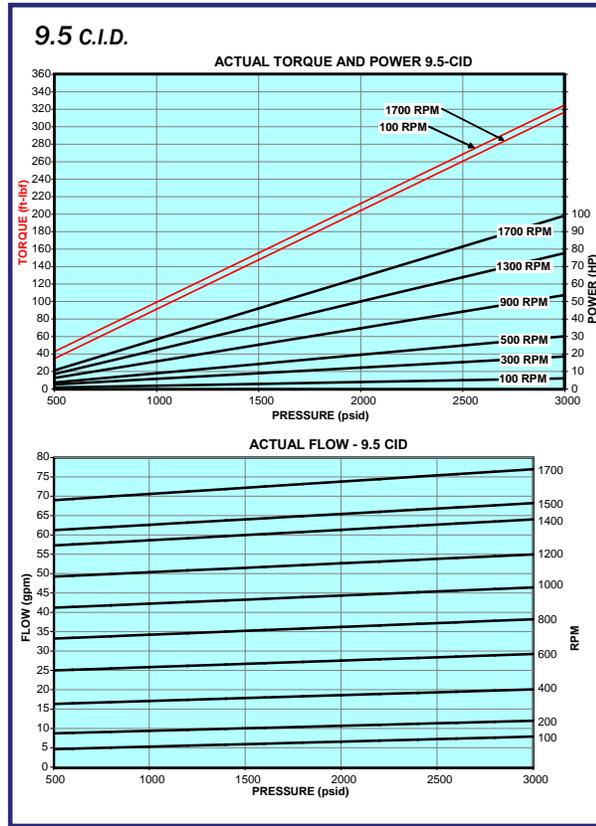
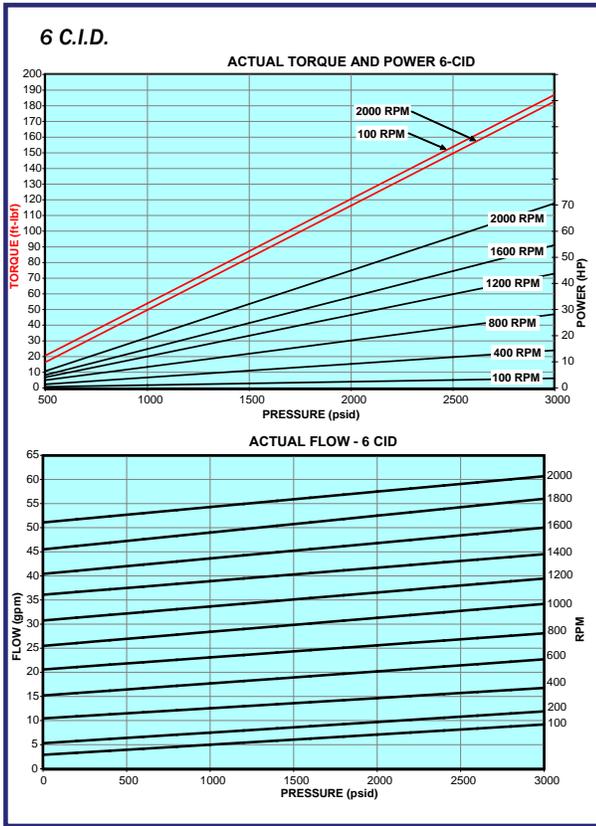
CASE DRAIN AND CROSS PORT LEAKAGE

The combined case drain and cross port leakage of the 15 Series Two Speed Motor is approximately 1 GPM per 1,000 PSI. This will vary with the oil viscosity.

OTHER INFORMATION

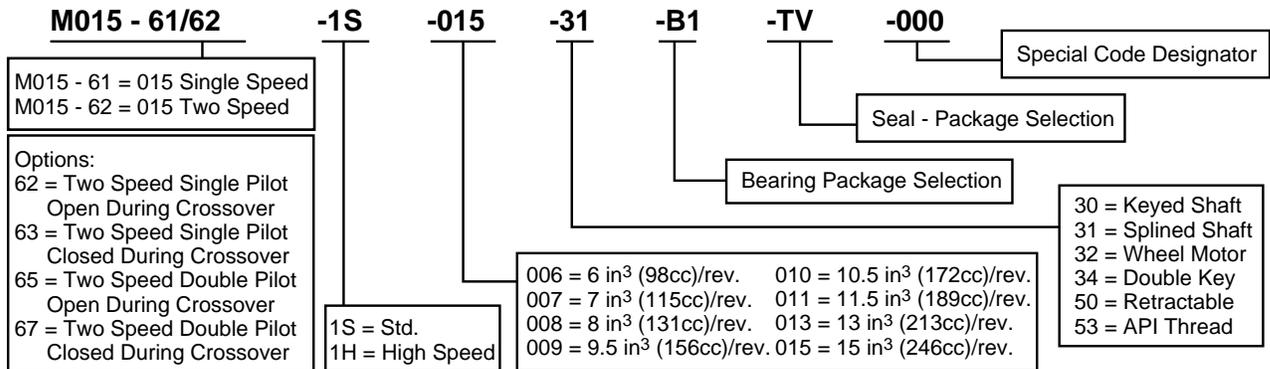
All other information as specified under Technical Information also applies to the 15 Series Two Speed Motor. (See page 5)

Performance Data - Selected Displacements

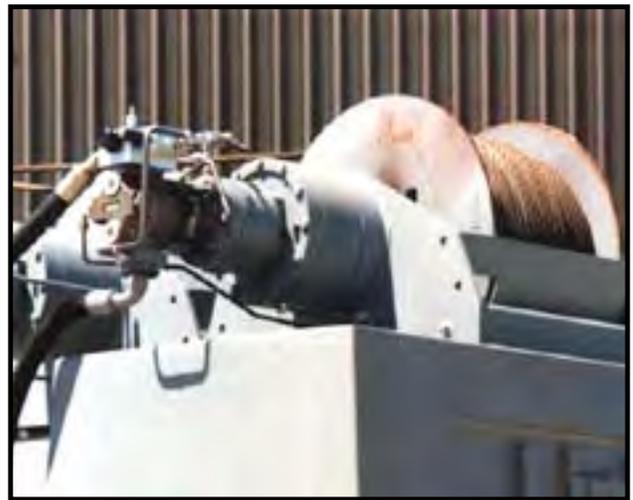


The above performance data was obtained at 140°F with ISO 46(DTE 25). These values must be maintained to obtain the performance indicated. Contact Rineer Hydraulics, Inc. for additional displacements.

Model Code



Applications



For durable hydraulic motors that meet your demands, specify Rineer.
For over 35 years, we have specialized in only one thing - engineering the right motor for your needs. Rineer delivers the performance you can count on.

Limited Warranty Policy

Rineer Hydraulics, Inc. warrants that, at the time of shipment to Purchaser, our product will be free of defects in the material and workmanship. The above warranty is LIMITED to defective products returned by Purchaser to Rineer Hydraulics, Inc., freight prepaid within four hundred and fifty-five (455) days from date of shipment, or one (1) year from date of first use, whichever expires first. We will repair or replace any product or part thereof which is proved to be defective in workmanship or material. There is no other warranty, expressed or implied, and in no event shall Rineer Hydraulics, Inc. be liable for consequential or special damages. Dismantling the product, operation of the product beyond the published capabilities or for purposes other than that for which the product was designed, shall void this warranty.





Repair Manual

15 Series

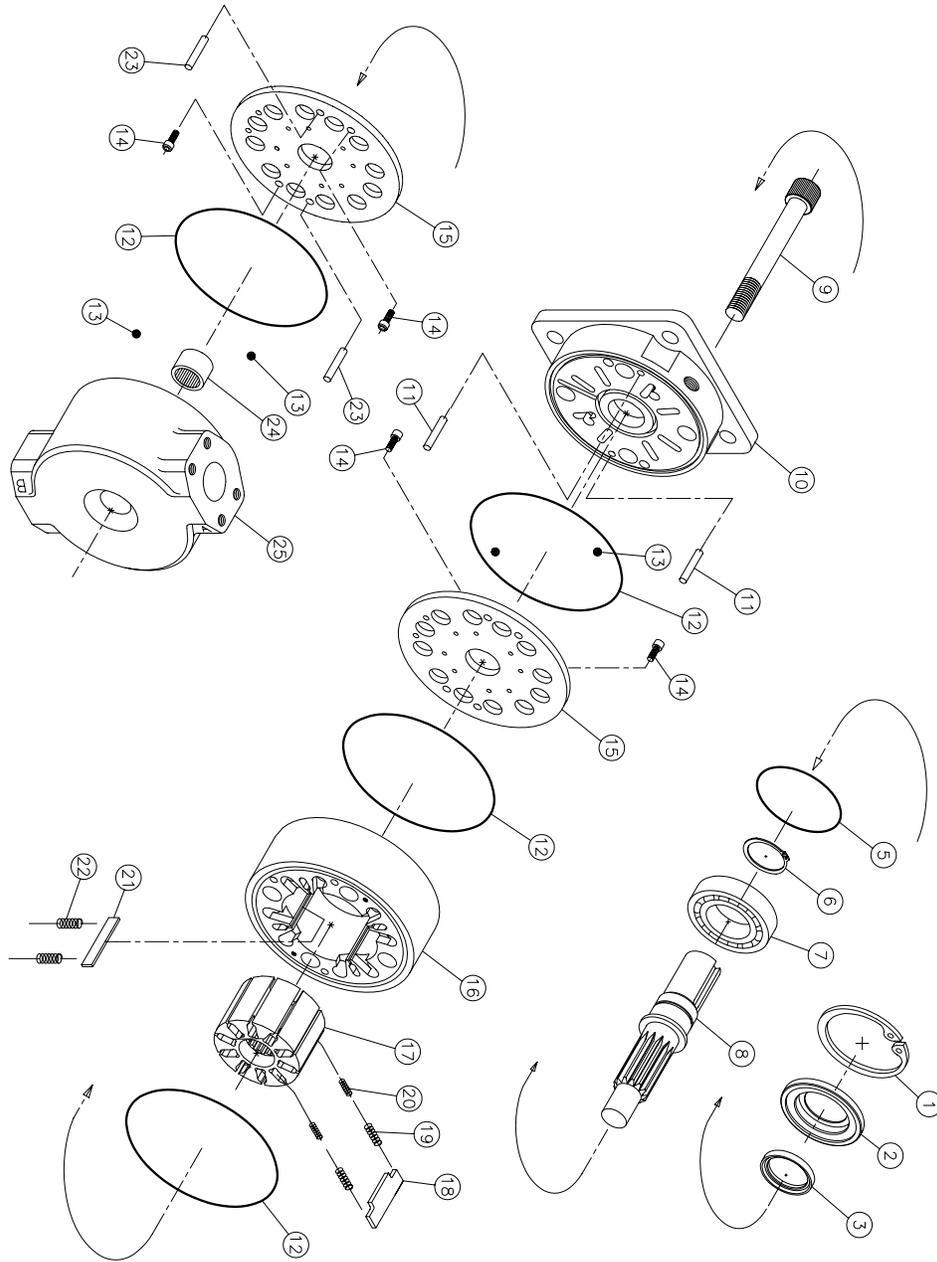


Standard Motor



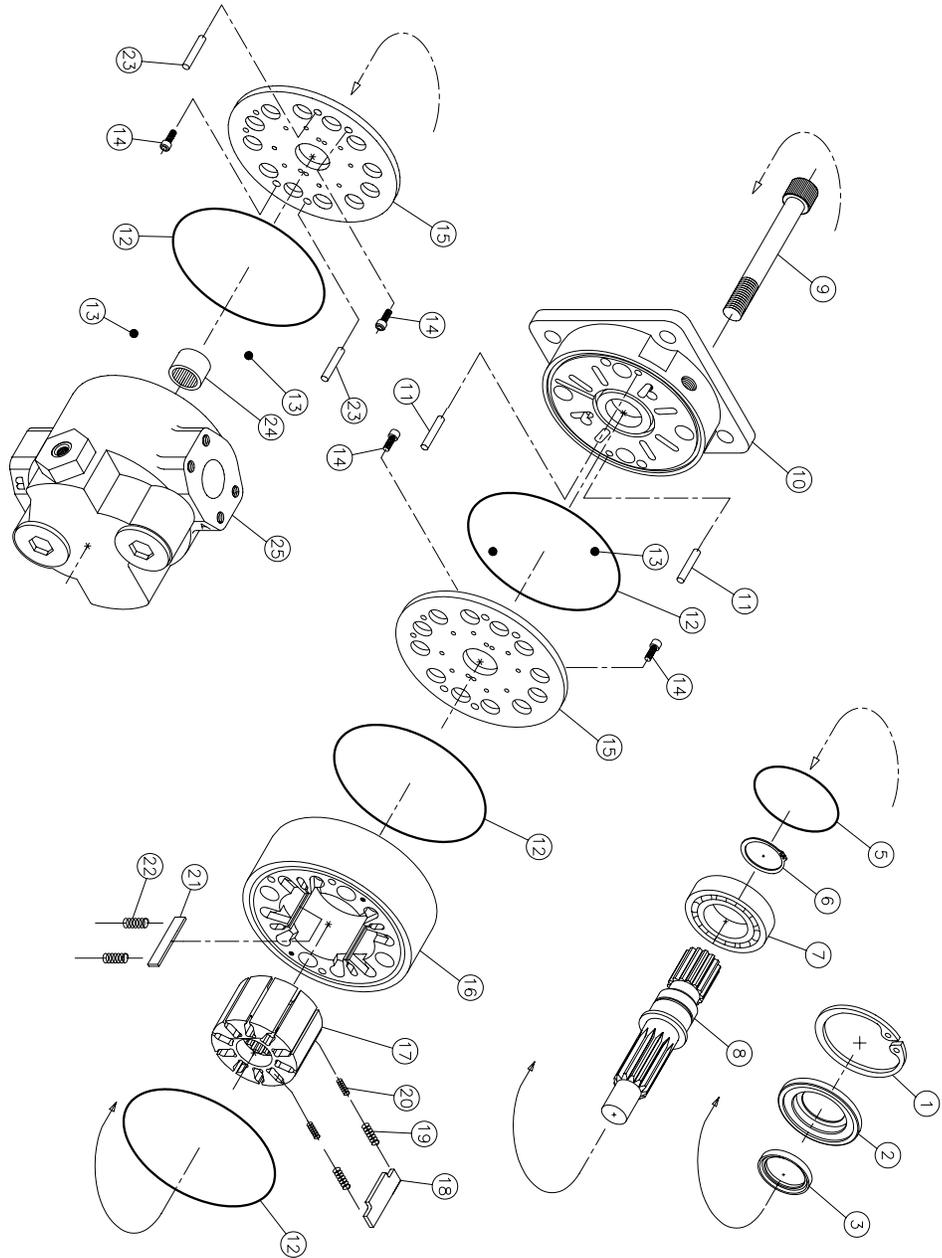
Two Speed Motor

331 BRESPOORT * SAN ANTONIO, TX 78216 * (210) 341-6333 FAX (210) 341-1231



| ITEM | PART NO. | DESCRIPTION | QTY |
|------|----------|-------------------------|-----|
| 1 | 0150111 | SEAL PLATE SNAP RING | 1 |
| 2 | 0150135 | SEAL PLATE | 1 |
| 3 | 0150161 | SEAL, SHAFT, TON | 1 |
| 4 | | NOT USED | |
| 5 | 0150114 | SEAL PLATE O-RING | 1 |
| 6 | 0150730 | SNAP RING, BEARING | 1 |
| 7 | 0150710 | BALL BEARING | 1 |
| 8 | 0150701 | SHAFT, KEYS | 1 |
| | 0150702 | SHAFT, SPLINED | 1 |
| 9 | 0150901 | BOLT | 4 |
| 10 | 0150102 | FRONT HOUSING-INTERNAL | 1 |
| 11 | 0150428 | DOWEL PINS - FRONT | 2 |
| 12 | 0150610 | O-RING | 4 |
| 13 | 0150902 | BALL CHECKS | 4 |
| 14 | 0150620 | PLATE SCREW | 2 |
| 15 | 0150608 | PLATE | 4 |
| 16 | 0150400 | STATOR GA 11.5 | 1 |
| | 0150401 | STATOR GA 15 | 1 |
| | 0150402 | STATOR GA 13 | 1 |
| | 0150403 | STATOR GA 9.5 | 1 |
| | 0150404 | STATOR GA 8.0 | 1 |
| | 0150406 | STATOR GA 7.0 | 1 |
| | 0150407 | STATOR GA 6 | 1 |
| | 0150409 | STATOR GA 3.0 | 1 |
| 17 | 0150300 | ROTOR | 1 |
| 18 | 0150313 | ROTOR VANE | 10 |
| 19 | 0150320 | ROTOR VANE SPRING OUTER | 20 |
| 20 | 0150321 | ROTOR VANE SPRING INNER | 20 |
| 21 | 0150410 | STATOR VANE | 4 |
| 22 | 0150420 | STATOR VANE SPRING | 8 |
| 23 | 0150429 | DOWEL PINS - REAR | 2 |
| 24 | 0150720 | NEEDLE BEARING | 1 |
| 25 | 0150900 | REAR HOUSING | 1 |

| | | | | |
|-------------------|------------------|--------------------------|-------------|----------------------------|
| SERIES: | 15 | EXPLODED VIEW | MODEL CODE: | 015-61-1S-015-30-81-TB-XXX |
| | | STANDARD MOTOR | | |
| | | RINEER HYDRAULICS | | |
| | | CORPUS CHRISTI, TEXAS | | |
| RECORD REFERENCE | DATE: | | | |
| DRAWN BY: JERRY W | 4-14-98 | | | |
| | DWG. NO. 0150041 | | | |



| ITEM | PART NO. | DESCRIPTION | QTY |
|------|----------|-------------------------|-----|
| 1 | 0150111 | SEAL PLATE SNAP RING | 1 |
| 2 | 0150135 | SEAL PLATE | 1 |
| 3 | 1250161 | SEAL, SHAFT, TON | 1 |
| 4 | | NOT USED | |
| 5 | 0150114 | SEAL PLATE O-RING | 1 |
| 6 | 0150730 | SNAP RING, BEARING | 1 |
| 7 | 0150710 | BALL BEARING | 1 |
| 8 | 0150701 | SHAFT, KEYS | 1 |
| 9 | 0150702 | SHAFT, SPRUNED | 1 |
| 10 | 0150901 | BOLT | 4 |
| 11 | 0150102 | FRONT HOUSING-INTERNAL | 1 |
| 12 | 0150428 | DOWEL PINS - FRONT | 2 |
| 13 | 0150610 | O-RING | 4 |
| 14 | 0150902 | BALL CHECKS | 4 |
| 15 | 0150620 | PLATE, SCREW | 4 |
| 16 | 0150609 | PLATE, TWO SPEED | 2 |
| 17 | 0150401 | STATOR GA 15 | 1 |
| 18 | 0150402 | STATOR GA 13 | 1 |
| 19 | 0150403 | STATOR GA 9.5 | 1 |
| 20 | 0150404 | STATOR GA 8.0 | 1 |
| 21 | 0150407 | STATOR GA 6 | 1 |
| 22 | 0150408 | STATOR GA 10.5-25 | 1 |
| 23 | 0150414 | STATOR GA 11.5-25 | 1 |
| 24 | 0150419 | STATOR GA 5 | 1 |
| 25 | 0150300 | ROTOR | 1 |
| 18 | 0150313 | ROTOR VANE | 10 |
| 19 | 0150320 | ROTOR VANE SPRING OUTER | 10 |
| 20 | 0150321 | ROTOR VANE SPRING INNER | 20 |
| 21 | 0150410 | STATOR VANE | 4 |
| 22 | 0150420 | STATOR VANE SPRING | 8 |
| 23 | 0150429 | DOWEL PINS - REAR | 2 |
| 24 | 0150720 | NEEDLE BEARING | 1 |
| 25 | 0150841 | REAR HOUSING, TS, #62 | 1 |
| | 0150842 | REAR HOUSING, TS, #63 | 1 |
| | 0150843 | REAR HOUSING, TS, #64 | 1 |

| | | | | |
|--|-----------|---------------|-------------|-----------------------------|
| SERIES: | 15 | EXPLODED VIEW | MODEL CODE: | 015-62-1S-015-30 [31]-B1-TB |
| RECORD REFERENCE | TWO SPEED | STANDARD | TWO SPEED | |
| DATE: | 6-19-00 | | | |
| DRAWN BY: | JERRY W | DWG. NO. | 0150044 | |
| RINEER HYDRAULICS CORPUS CHRISTI, TEXAS | | | | |

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.

REMOVAL OF SHAFT SEAL

1



1) Remove snap ring
WARNING: Use caution when removing snap ring. If released accidentally it can become an airborne hazard.

5



1) Two of the 3/8" bolt holes are provided with jack screw threads.
 2) Insert a piece of 1/4" round stock by 2-1/2" long into each jack screw hole
 3) Screw two 7/16-14 bolts into the jack screw threads until the bearing box is free of the motor.

2



1) Pry out shaft seal plate with two screw drivers.
 2) Remove seal plate o-ring from groove in bearing bore.

6



Lift up on the bearing box to remove from motor.

REMOVAL OF WHEEL MOTOR SEAL PLATE AND BEARING BOX

3



1) Loosen and remove 8 each 10-32 bolts.
 2) Pry off seal plate with screw driver.

7



1) Loosen clamp screw in lock nut.
 2) Unscrew lock nut and remove.

4



Loosen and remove 8 each 3/8" bolts with 5/16" socket head wrench.

8



1) Press shaft out of bearing box.
 2) Proceed to step 9, disregarding steps 11 & 12

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.

DISASSEMBLY OF FRONT HOUSING AND SHAFT



9

1) Mark one side of the motor for proper assembly, paying careful attention that the cartridge will not be installed upside down.
2) Secure the motor prior to loosening the 5/8-11 bolts.

DISASSEMBLY OF ROTOR/STATOR CARTRIDGE



13

Lift up rotor/stator cartridge and remove from the rear housing.



10

1) Remove front housing
2) Note: Two 5/16" ball checks and one main body o-ring may be dislodged and fall free.



14

1) Place cartridge on any object which will hold it off the table.
2) Remove two each 10-32 place screws.
3) Remove timing plate.



11

With the seal plate removed, press shaft and ball bearing out of front housing.



15

1) Remove o-ring and springs with a small screwdriver.
2) Remove dowels pins.



12

1) Remove snap ring from shaft.
2) Press shaft out of bearing.



16

1) Replace plate on rotor/stator cartridge.
2) Turn rotor/stator cartridge over.
3) Repeat steps 14 & 15.

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.



1) Remove the rotor.
2) Remove both the rotor and stator vanes.
3) Note: On motors manufactured prior to 1987, rotor vane slots and rotor vanes should be numbered so that vanes can be reassembled in the same vane slot.



PLATES: Normal wear results in marking of timing plates which does not impair motor performance. Replacement of the timing plate is required if any smearing, galling, or heat cracks are present.

INSPECTION AND REPLACEMENT OF PARTS



Inspect all springs and seals. We recommend replacement of all seals and springs whenever the motor has been disassembled.



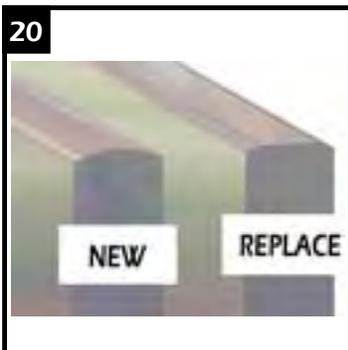
ROTOR: Normal wear results in polishing of rotor faces which does not impair motor performance. Examine the rotor vane slots closely. Polishing down in the slots is normal, but if there is any indication of a "pocket" forming in the wall of the slot, the rotor should be replaced.



Inspect all parts and replace any parts which obviously show excessive wear or damage.



STATOR: Normal wear results in polishing of cam form which does not impair motor performances. Noticeable wear may be apparent along the corner of one side of the stator vane slot. This does not necessarily require replacement of the stator, but may slightly affect volumetric efficiency.



VANES: Normal wear results in slight flattening of vane tips which does not impair motor performance. Replace vane if radius is reduced by 50%. Clearance between the rotor vane and rotor vane slot varies with the vane selection. The design allows the vane to "lean" slightly in the slot, providing the required mechanical seal.



Note: Measure the rotor and stator length to the fourth decimal point and supply measurement when ordering rotor, stator, or vanes.

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.

ASSEMBLY OF ROTOR/STATOR CARTRIDGE



- 1) Reverse the procedures in steps 17, 16, 15, and 14
- 2) NOTE: Make sure that the radiused edge of each stator vane points to the rotor and the radiused edge of each rotor vane points to the stator.
- 3) NOTE: Make sure springs are seated in the bottom of the spring pocket in both the rotor and stator.

ASSEMBLY OF WHEEL MOTOR FRONT HOUSING



- 1) Reverse the procedures in steps 8 thru 3.
- 2) Screw lock nut onto shaft until all threads are engaged.
- 3) Tighten clamp screw until lock nut turns with a slight drag.
- 4) Tighten lock nut until desired rolling drag of bearing is obtained - see procedure Page 9.
- 5) Tighten clamp screw
- 6) Tighten all seal plate bolts.

ASSEMBLY OF FRONT HOUSING



- 1) Press bearing onto shaft.
- 2) Install snap ring.

ASSEMBLY OF MOTOR



- 1) Install dowel pins into rear housing.
- 2) Install ballchecks into rear housings.
- 3) Install main body o-ring.



- 1) Press shaft and bearing assembly into front housing by pressing on the outer race of bearing.



- 1) Place rotor/stator cartridge onto rear housing.
- 2) NOTE: Make sure assembly marks from step 3 are lined up.



- 1) Place seal in seal plate.
- 2) Place seal plate o-ring into groove in the front housing.
- 3) Press seal plate into front housing.
- 4) Install snap ring.
- 5) Proceed to step 30.



- 1) Install main body o-ring into front housing.
- 2) Install ball checks into front housing.
- 3) Place a small amount of grease over ball checks and o-ring.
- 4) Wipe off excess grease.

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.



33

- 1) Install dowel pins into rotor/stator cartridge.
- 2) Pour a small amount of clean oil into the cartridge.
- 3) Install front housing onto rotor/stator cartridge.
- 4) Make sure alignment marks are lined up.



35

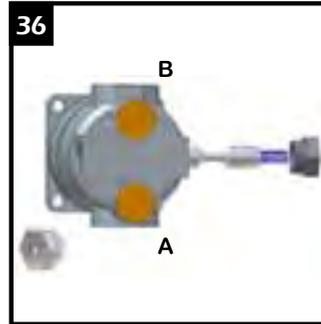
- 1) Rotate shaft in both directions to assure that the shaft turns smoothly.
- 2) Torque motor to 190 ft./lbs.
- 3) Rotate shaft again in both directions to assure that the shaft turns smoothly.



34

- 1) Install 5/8-11 bolts.
- 2) Torque bolts to 50 ft./lbs.

SPOOL ASSEMBLY FOR THE TWO SPEED MOTOR



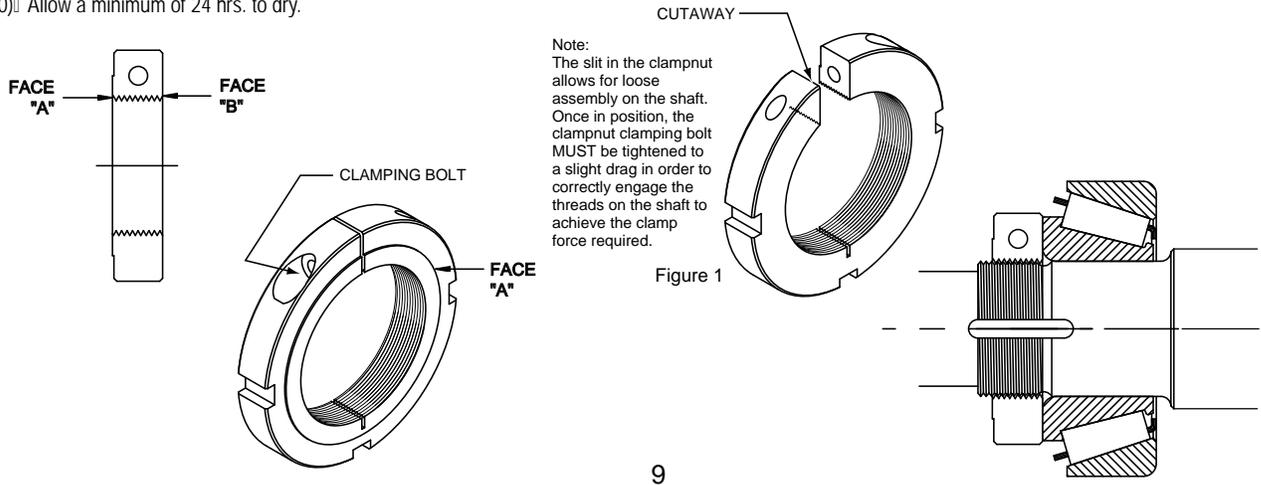
36

NOTE: Spool should be oriented as shown for two speed motors with model codes 62, 63, 68, & 69.

NOTE: Slight design variations may exist in motors manufactured either before or after the printing of this manual.

WHEEL MOTOR SHAFT AND BEARING ASSEMBLY PROCEDURE

- 1) Clean ALL assembly parts w/ lacquer thinner.
- 2) Dip clampnut and clamping bolt separately in lacquer thinner.
 - (Steps 3 thru 10 must be conducted to completion ONE assembly at a time.)
- 3) Press bearing cups into bearing housing. Make sure they are pressed completely against bearing shoulders.
- 4) Coat inner race of large cone with #609 (green) Loctite and press cone onto the shaft. Make sure the cone is completely against the shoulder of the shaft.
- 5) Insert shaft and large cone into bearing housing.
- 6) Coat inner race of small cone with #609 (green) Loctite and press small cone onto shaft.
- 7) Apply #272 (red) Loctite to the clampnut threads of the shaft. Apply #242 (blue) Loctite to the threads of the clamping bolt and install in the clampnut.
- 8) Spin clampnut onto shaft with the "B" face towards bearings. After the nut threads are fully engaged, but prior to the nut contacting the bearings,
 - tighten the clamping bolt until there is drag on the clamping nut (see note Fig. 1). Tighten the nut until a 20 to 30 inch pound rolling torque is achieved.
- 9) Tighten clamping bolt on clampnut to 70 inch pounds and recheck rolling torque. Apply inspectors lacquer to head of the bolt.
- 10) Allow a minimum of 24 hrs. to dry.

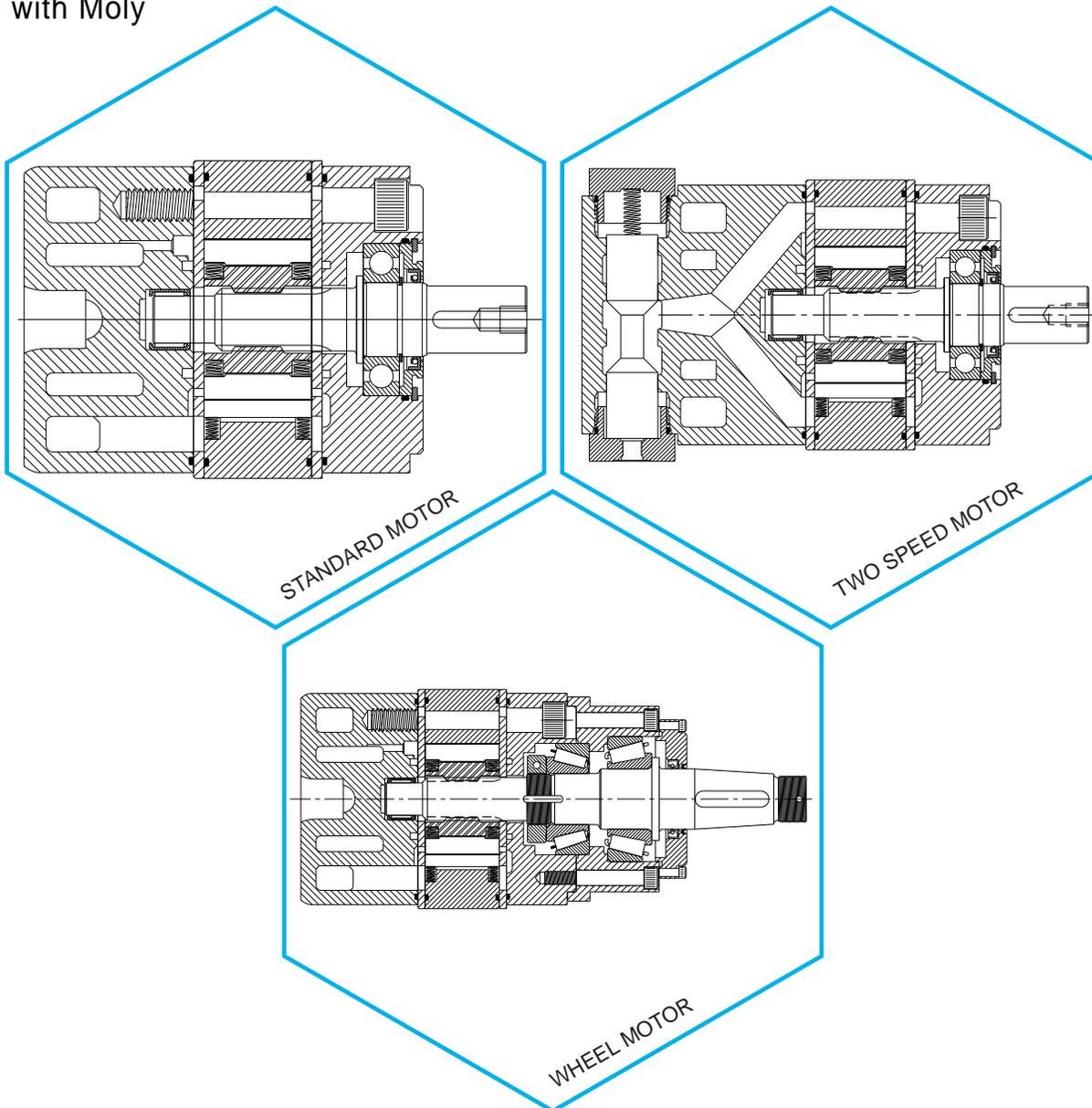


9

Information:

Bolt Torque -
 Main Bolts (5/8-11): 190 ft. lbs.
 Seal Plate (3/8-16)
 (Wheel Motor only): 45 ft. lbs.
 Grease used for bolt threads
 and o-ring retention:
 Pennzoil 707L RED
 Shaft seal assembly lube:
 Mobilgrease special
 with Moly

Seal Kits:
 Standard 15 series seal kit
 #0150940
 Standard 15 two speed seal kit
 #0150940
 Standard 15 wheel motor seal kit
 #0150936

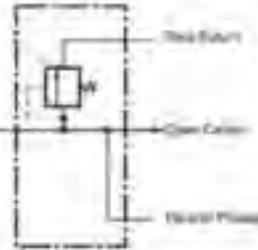


Inlets (2500 psi)

End Inlet

| Code | End Port | Top Port |
|------------|--------------------|----------|
| DVA35-A440 | 1" NPT | 1" NPT |
| DVA35-A880 | SAE-16 | SAE-16 |
| DVA35-A980 | SAE-20 | SAE-16 |
| DVA35-A000 | NON-PORTED HOUSING | |

NOTE: Inlets are machined for a main R/V or R/V plug and are furnished with plastic closures. See Section G, Page 32 for inlet port plugs.



Schematic shown with main R/V



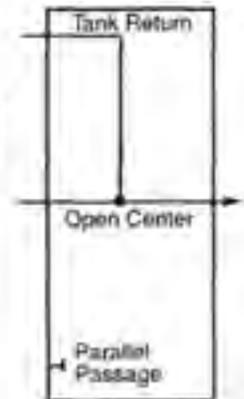
Note: For inlets with solenoid section pilot supply machining, see DVG35 inlet section E†

Outlets

Tank Return Type

| Code | End Port | Top Port |
|------------|--------------------|------------|
| DVA35-TR55 | 1 1/4" NPT | 1 1/4" NPT |
| DVA35-TR99 | SAE-20 | SAE-20 |
| DVA35-TR00 | NON-PORTED HOUSING | |

NOTE: See Section G, Page 32 for Port Plugs



Pressure Beyond Type

| | End Port LP | End Port HP | Top Port LP | Top Port HP |
|------------|--------------------|-------------|-------------|-------------|
| DVA35-PB55 | 1 1/4" NPT | 1 1/4" NPT | 1 1/4" NPT | 1 1/4" NPT |
| DVA35-PB90 | SAE-20 | SAE-20 | | |
| DVA35-PB09 | | | SAE-20 | SAE-20 |
| DVA35-PB00 | NON-PORTED HOUSING | | | |

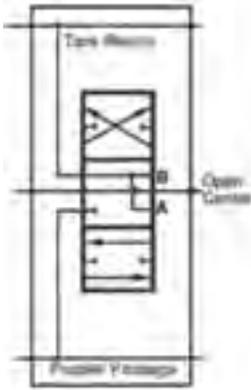


Adjustable Relief Valve Cartridges

For Inlets and Mid-section Inlets

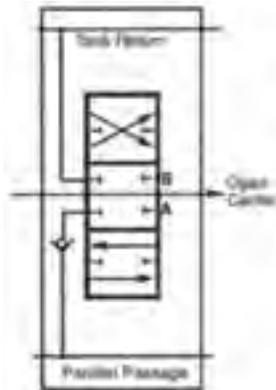
| Code | Description |
|-------------|---|
| DVA35-MRV-1 | Main R/V pressure range 800-2000 psi. Factory set @ 1500 psi @ 50 gpm. |
| DVA35-MRV-2 | Main R/V pressure range 2001-2500 psi. Factory set @ 2500 psi @ 50 gpm. |
| DVA35-MRVP | Main relief valve plug |





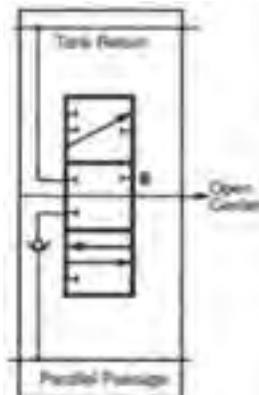
MA8

Double-Acting Section
4-Way, 3-Position, Float in Neutral
Motor Spool



DA8

Double-Acting Section
4-Way, 3-Position, Hold in Neutral
Cylinder Spool



SA8

Single-Acting Section
3-Way, 3-Position, Hold in Neutral
Cylinder Spool



Lo-Boy Work Sections -- Parallel Circuits

| Code | 4 Way 2 Position Load to Unload | 3 Way 2 Position Load to Unload | 4 Way 2 Position Load to Unload | 5 Way 2 Position Load Pressure Unloaded | 1/2" NPT Size | 3 Way 2 Position NPT Mounting | Spring Return | 3 Position Mounting | External Hydraulic Pressure Control | Emergency Operator | As SAB | | |
|---------------|--|--|--|---|------------------|--|------------------|------------------------|--|-----------------------|-----------|--|--|
| DVA35-DA0 | * | | | | | * | * | | | | | | |
| DVA35-DA4 | * | | | | 1" NPT | | * | | | | | | |
| DVA35-DA8 | * | | | | SAE-16 | | * | | | | | | |
| DVA35-DA0 | | * | | | | * | * | | | | | | |
| DVA35-SA4 | | * | | | 1" NPT | | * | | | | | | |
| DVA35-SA8 | | * | | | SAE-16 | | * | | | | | | |
| DVA35-MA0 | | | * | | | * | * | | | | | | |
| DVA35-MA4 | | | * | | 1" NPT | | * | | | | | | |
| DVA35-MA8 | | | * | | SAE-16 | | * | | | | | | |
| DVA35-DK8-12V | * | | | | SAE-16 | | | | | | 12 VDC | | |
| DVA35-DK8-24V | * | | | | SAE-16 | | | | | | 24 VDC | | |
| DVA35-DX4 | * | | | | 1" NPT | | | | * | | | | |
| DVA35-DX8 | * | | | | SAE-16 | | | | * | | | | |
| DVA35-DV4 | * | | | | 1" NPT | | | | | | * | | |
| DVA35-DV8 | * | | | | SAE-16 | | | | | | * | | |
| DVA35-MX4 | | | * | | 1" NPT | | | | * | | | | |
| DVA35-MX8 | | | * | | SAE-16 | | | | * | | | | |
| DVA35-DB4 | * | | | | 1" NPT | | | * | | | | | |
| DVA35-DB8 | * | | | | SAE-16 | | | * | | | | | |
| DVA35-SB4 | | * | | | 1" NPT | | | * | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

Brief Circuit Descriptions

Series Circuit

Available in DVA20 sections only.

If a machine's work cycle requires simultaneous as well as separate operation of individual hydraulic work functions, a series circuit is right for the job.

As with the other circuits, line oil flows through the open center when all spools are in neutral. There is no parallel passage in extended series sections because they feed directly from the open center passage. If more than one spool is operated, pump flow goes first to the section closest to the inlet. Return flow from the first section is fed back into the open center for use by downstream sections.

Downstream sections can be series, parallel or tandem and will operate in series with the upstream section.

In series circuits, operating pressure is cumulative. Therefore, the sum of the pressures in the circuits can not exceed the circuit or main relief valve setting.

Parallel Circuits

Parallel circuits are the most common on mobile equipment because more than one function can be operated simultaneously and at random. If two or more functions are fully operated at the same time, the one with the lightest load will assert priority because the fluid will take the path of least resistance. However, the operator can divide the flow between functions by metering the spools.

Movement of the spool meters or shuts off the flow of oil thru the open center passage and pressurizes the parallel passage. Oil is then available, at the operator's discretion, to all work parts connected to the parallel passage.

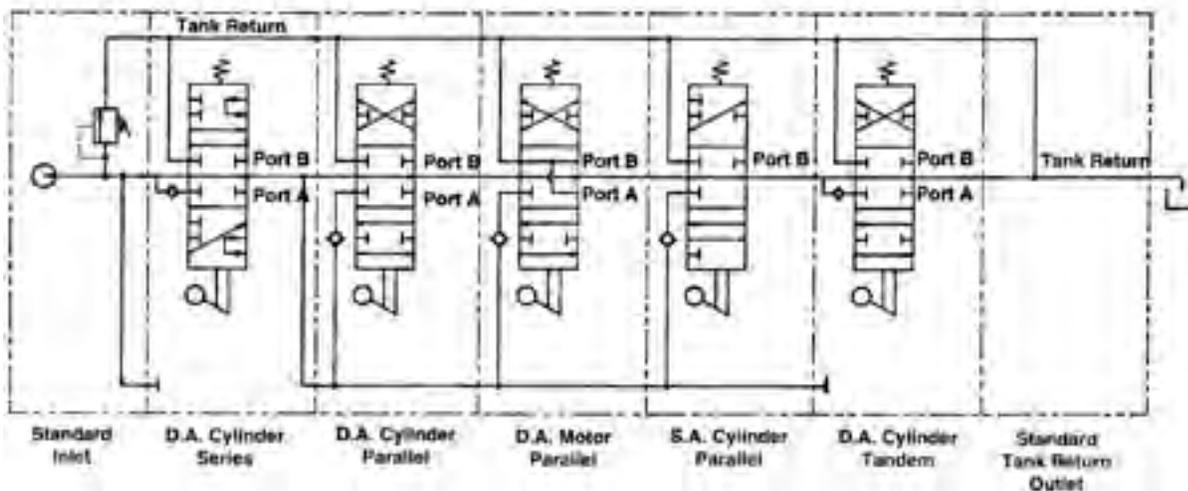
Tandem Circuits

(Not available in line program)

Tandem circuits are sometimes called priority or standard circuits by other manufacturers. Tandem sections feed from the open center passage in series sections but the return flow is directed to the tank return passage and is not available downstream.

If a tandem section is followed by a series or tandem section, operating the tandem section restricts the flow to the series and downstream sections without function.

Typical Work Section Schematics



VA™/VG™ Valve Service Instructions

INTRODUCTION

This manual has been prepared to assist you in the proper maintenance of the VA20™/VA35™ and VG20™/VG35™/VG80™ directional control valves. Before any work is done, we suggest that you read the assembly and disassembly instructions completely.

The first rule of good maintenance is cleanliness, which includes a clean environment. **MAKE SURE YOU DISASSEMBLE AND ASSEMBLE YOUR HYDRAULIC EQUIPMENT IN A CLEAN AREA.** Dirt is the natural enemy of any hydraulic system.

GENERAL INFORMATION

The VA and VG model valves are updated versions of our proven A20™ and A35™ units. The VG models are cast from compacted graphite, a high strength iron alloy, which allows the valve to be rated to 3500 psi. VA models are cast from gray iron and are rated at 2500 psi. These open-center, directional-control valves are available in parallel, tandem, and series circuitry. As needed, the sectional, stack-type construction provides flexibility for the addition or subtraction of work sections to an existing valve bank. This design also permits the combination of parallel, tandem, and series circuitry in a single bank. The internal coring of each valve section determines its circuitry and the number of gasket seals required.

All sections with optional features, such as port relief valves, crossover relief valves, and anti-cavitation checks, are dimensionally larger when measured from the top of the port to the bottom of the housing. These are referred to as "hi-boy" sections. Those without work-port options can use the low-profile castings, which are called "lo-boy" sections.

REPLACEMENT PARTS

The illustrations and instructions in this manual apply only to the VA/VG series assemblies, subassemblies, and components. All valve components, except for spools and housings, are available as replacement parts or subassemblies. Spools are hone-fitted to their individual housings, so damage to either of these components means the entire section must be replaced.

We recommend that you use only genuine VA/VG series replacement parts in your service program. Manufactured to the same exacting tolerances and quality controls as the original equipment, genuine VA/VG replacement parts may help prevent premature component failure and costly downtime. Service parts and assemblies are available through your original equipment dealer or any authorized distributor.

MAINTENANCE

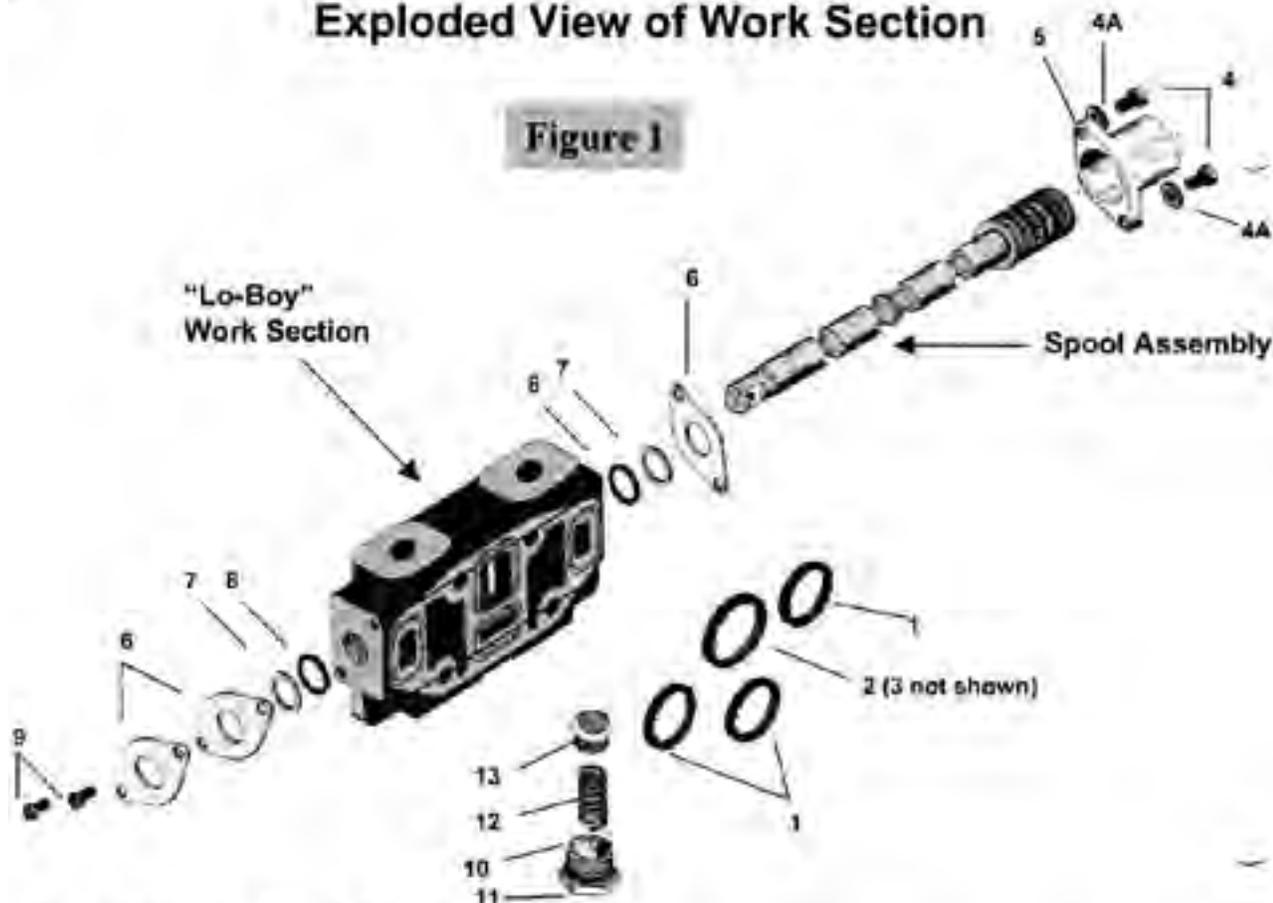
Valves are often used in hazardous environments. Inspect them frequently for damage due to improper use, corrosion or normal wear. If needed, repairs should be made immediately.

Always refer to the machine manual for the proper procedure to remove the valve from the machine.

Remove the valve bank from the equipment, disconnecting all hoses, fittings, control handles and linkage connectors that might be attached to the valve. Plug all ports and thoroughly clean the exterior of the valve bank, then the port plugs can be removed.

Exploded View of Work Section

Figure 1



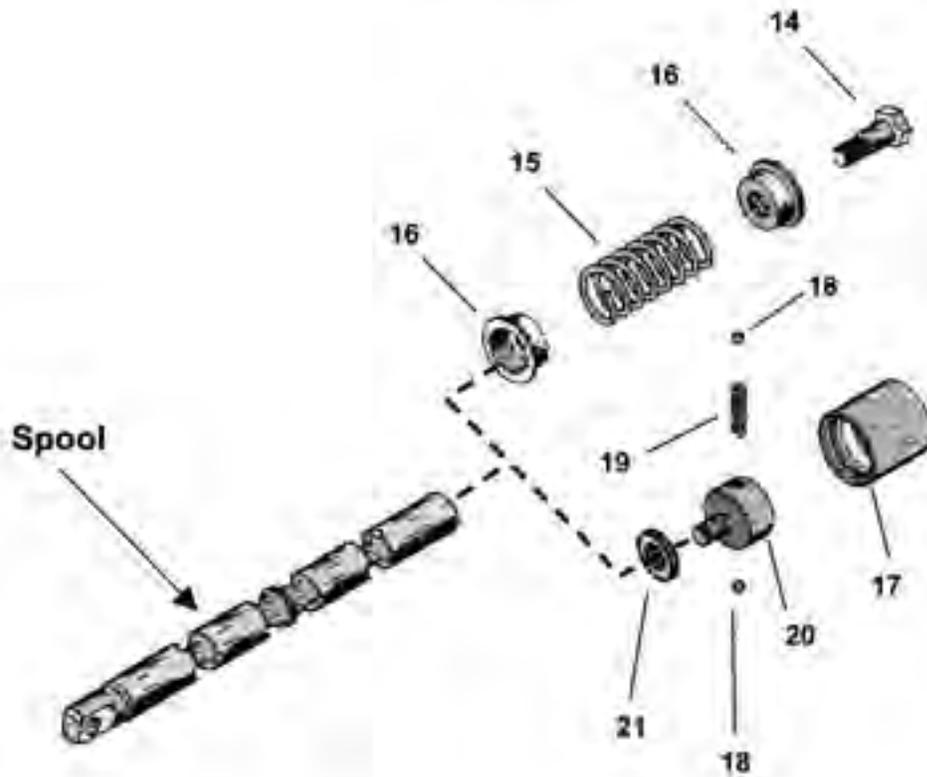
Parts List For Work Section

| Item | Description | Qty. | VA/VG20 Part No. | VA/VG35 Part No. | VG80 Part No. |
|--|-----------------------|------|------------------|------------------|------------------|
| Parallel Section Seals* See Figure 1 | | | | | |
| 1. | Square Seals | 3 | 391-2881-206 | 391-2881-200 | 391-2881-433 |
| 2. | Square Seal | 1 | 391-2881-200 | 391-2881-403 | 391-2881-670 |
| Series Section Seals | | | | | |
| 1. | Square Seals | 2 | 391-2881-206 | 391-2881-200 | |
| 3. | Square Seal | 1 | 391-2881-627 | 391-2881-628 | |
| Parallel and Series Section Component Parts. See Figure 1 | | | | | |
| 4. | Back Cap Screws | 2 | 391-1433-020 | 391-1433-009 | (4) 391-1402-068 |
| 4A. | Lock washers | 8 | | | 391-3783-038 |
| 5. | Back Cap | 1 | 341-6000-100 | 342-6000-100 | 341-0585-099 |
| 6. | Retainer Plates | 3 | 391-2183-001 | 391-2183-005 | 391-2183-157 |
| 7. | Back up Rings | 2 | 391-2681-378 | 391-2681-426 | 391-2681-285 |
| 8. | Spool Seats | 2 | 391-1985-014 | 391-2887-212 | 391-2681-096 |
| 9. | Retainer Plate Screws | 2 | 391-1433-015 | 391-1433-002 | (4) 391-1402-015 |
| 10. | Check Valve Cap | 1 | 391-0581-044 | 391-0581-044 | 391-0585-099 |
| | Or Valve Cap (F.I.N.) | 1 | 391-2251-015 | 391-2281-015 | |
| 11. | O Ring Seal ** | 1 | 391-2881-204 | 391-2881-204 | 391-2881-249 |
| 12. | Check Spring ** | 1 | 391-3581-713 | 391-3581-713 | 391-3581-778 |
| 13. | Check Valve Poppet ** | 1 | 391-2481-069 | 391-2481-069 | 391-2383-091 |

*Parallel Sealing Face includes inlets and mid-inlets.

**Not required in Float in-neutral Sections.

Figure 2



Spring Centered and Detent Spool Operators. See Figure 2

| | | | | |
|---------------------------|---|--------------|--------------|--------------|
| 14.Stripper Bolt | 1 | 391-1432-022 | 391-1432-021 | 391-1402-452 |
| 15.Centering Spring | 1 | 391-3581-608 | 391-3581-633 | 391-3581-330 |
| 16.Spring Guides | 2 | 391-1642-045 | 391-1642-013 | 391-1642-161 |
| 17.Detent Sleeve | 1 | 391-3283-015 | 391-3283-008 | 391-3384-310 |
| 18.Detent Balls | 2 | 391-0282-010 | 391-0282-009 | 391-0282-011 |
| 19.Detent Spring | 1 | 391-3581-130 | 391-3581-015 | 391-3581-316 |
| 20.Detent Poppet Retainer | 1 | 391-2583-008 | 391-2583-006 | 391-3384-311 |
| 21.Detent Spacer | 1 | | | 391-3782-208 |

4

Valve Disassembly Instructions

Reference exploded view and parts list on page 2 and 3 for work section detail.

Step 1 - Valve Bank

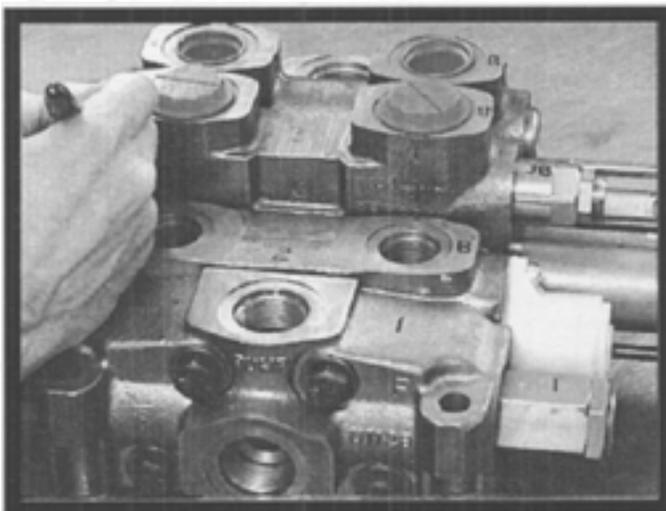
This step is the most critical in the disassembly procedure. It should be followed closely to ensure that the valve bank is properly reassembled after repairs have been made.

With a waterproof, quick-drying marker, mark each casting with a sequential number. Start by marking the inlet casting with the #1 and finish by marking the outlet with the highest number.

Next, mark the port boss closest to the back cap on each work section with a "B" (for back cap end).

Then, mark the port boss closest to the spool clevis on each work section with a "C" (for clevis end).

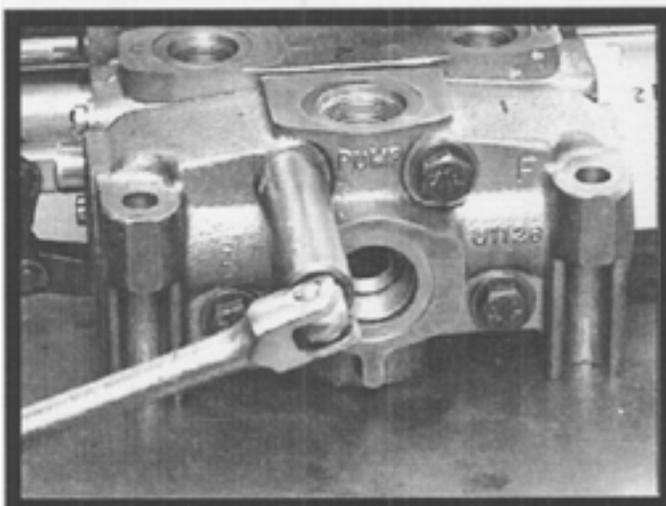
Finally, if relief valves are removed from the valve bank they must be marked with the corresponding number of the casting and port location (B or C) from which they were removed. Inlet and mid-inlet relief valves are marked with a casting number only.



Step 2 - Tie Bolts

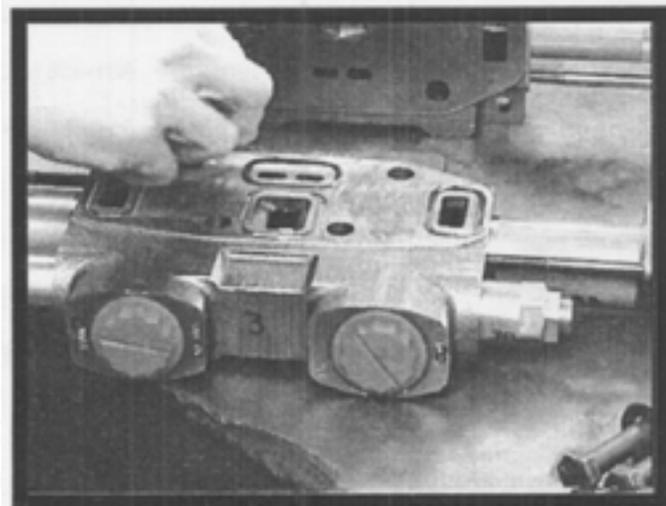
Remove the four tie bolts that hold the bank together and separate the sections.

NOTE: VA valve tie bolts thread into the outlet casting. YG valve tie bolts pass through the entire bank, requiring washers and hex nuts to be fastened at both ends of the bolt.



Step 3 - Section Seals

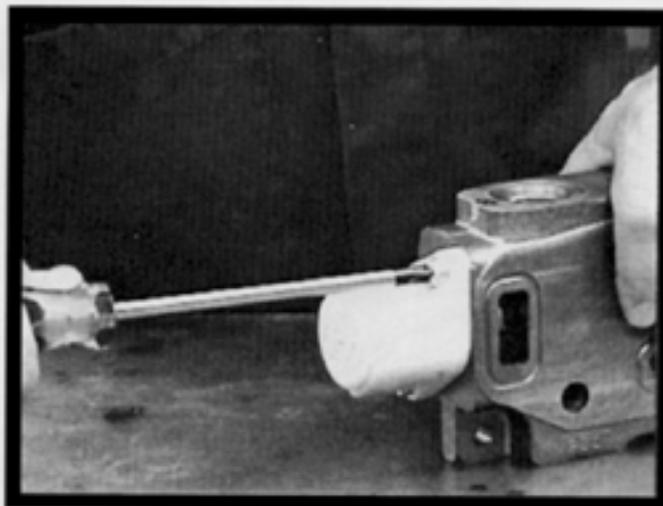
The inlet, mid-inlet and each parallel work section have four section seals. (Fig. 1, items 1 & 2) on the downstream mating face. Series work sections and the VA/VG35 split flow mid inlets have three section seals on the downstream mating face. (Fig. 1, items 1 & 3.) These section seals should be removed and discarded.



REMINDER: ALL WORK MUST BE PERFORMED IN A CLEAN AREA.

Valve Disassembly Instructions

5



Step 4 - Valve Back Cap

Using a large, Phillips-head screwdriver, remove the two, cap screws (Fig. 1, item 4) which fasten the back cap to the work section. Lightly tap the end of the screwdriver handle with a hammer to break adhesive. Remove the back cap (Fig. 1, item 5).

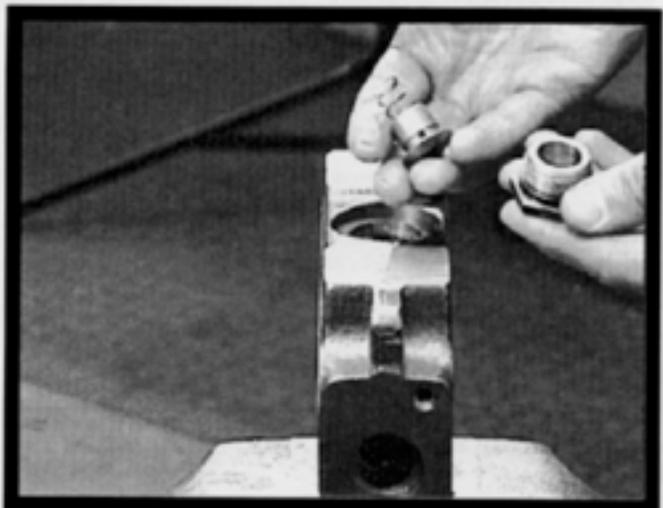


Step 5 - Control Spool and Seals

Grab the spring end of the spool with a clean, lint-free cloth and pull the spool out of the housing using a twisting motion. Generally, the rear, retainer plate (Fig. 1, item 6) back-up ring (Fig. 1, item 7) and spool seal (Fig. 1, item 8) will come out with the spool.

CAUTION: For detented spool models, be careful not to remove the detent poppet sleeve (Fig. 2, item 17) unless it is to be serviced.

Using a large, Phillips-head screwdriver, remove the two, retainer-plate screws (Fig. 1, item 9) from the spool clevis end of the work section. Lightly tap the end of the screwdriver handle with a hammer to break the adhesive. Remove the two, retainer plates (Fig. 1, item 6) the back-up ring (Fig. 1, item 7) and the spool seal (Fig. 1, item 8). Tag or mark with the appropriate, work section identification number. (See Step 1.) Spool seals (Fig. 1, item 8) and back-up rings (Fig. 1, item 7) should be discarded.



Step 6 - Transition Check

The transition check is located in the bottom center of the work section housing. Carefully clamp the work section in a vise with ports down. Do not clamp on the machined surface. Remove the check-valve cap (Fig. 1, item 10) and its O-ring seal (Fig. 1, item 11). Discard the seal. Remove the check spring (Fig. 1, item 12) and the check-valve poppet (Fig. 1, item 13).

NOTE: Only cylinder work sections (ports blocked in neutral) have a transition check. Motor sections have only a cap plug.

6

Valve Disassembly Instructions

Spool Disassembly

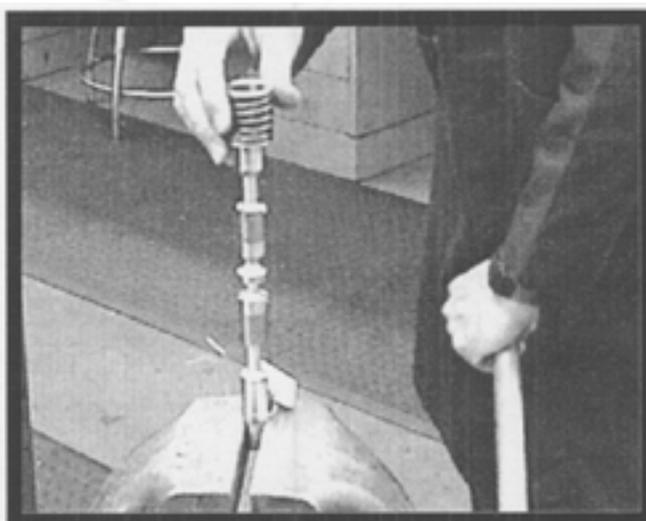
Spring Centered Spool

The spring assembly should not be removed from the spool unless these parts need to be replaced. Once the spool is free of the work section housing, it must be handled carefully to avoid damage. Place the spool vertically in a soft-jawed vise, clamping on the flat, spool clevis, and remove the stripper bolt (Fig. 1, item 14) with a wrench.

Lightly tap the stripper bolt with a hammer and a punch to help break the adhesive. Cautious application of heat may be required to free the stripper bolt, since an anaerobic thread adhesive was used during its assembly.

CAUTION: Too much heat may distort the spool.

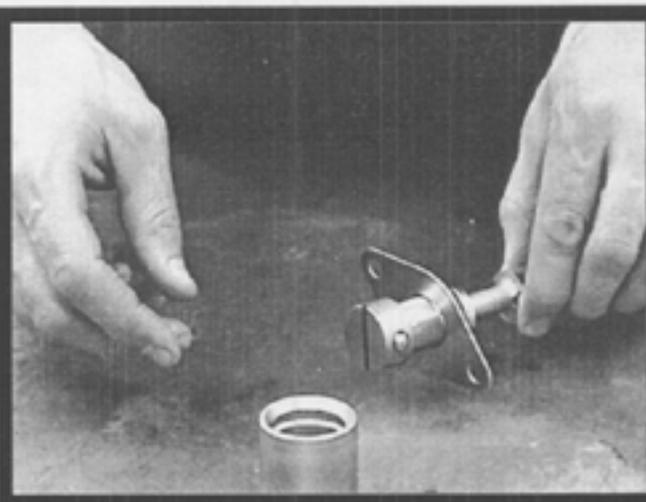
As the stripper-bolt threads disengage, the spring (Fig. 2, item 15) and spring guides (Fig. 2, item 16) will release abruptly from the spool.



Detent Spool

The detent assembly should not be removed from the spool unless these parts need to be replaced. Wrap the detent sleeve (Fig. 2, item 17) with a clean, lint-free cloth. Grip the cloth-covered sleeve and pull firmly. As the sleeve moves backwards, the detent balls (Fig. 2, item 18) and the detent spring (Fig. 2, item 19) will release abruptly. The cloth should capture these parts and prevent their loss.

Next, clamp the spool in a soft-jawed vise and remove the detent poppet retainer (Fig. 2, item 20). Place an undersized bar through the detent ball bore to serve as a wrench. Lightly tap the detent poppet retainer with a hammer and a punch to help break the adhesive. Cautious application of heat may be required again, since an anaerobic adhesive was also used in the detent retainer assembly.



CAUTION: Too much heat may distort the spool!

CLEANING, INSPECTION, AND REPAIR

1. Inspect the spool bore, transition check seat and spool from each section for deep scratches, gouges or excessive wear. If any of these conditions exist, replace the section. Minor, surface damage on the control spool and check poppet can be carefully polished away with a very fine, crocus cloth.

2. Examine the machined surfaces of the valve housing for nicks and burrs that could cause leakage between sections. Lightly stone these surfaces to remove any rough spots.

CAUTION: A shallow-milled relief area extends across the O-ring face of the valve housing. This should not be stoned or ground off!

3. Wash all parts thoroughly in a cleaning solvent and blow dry before beginning reassembly. Pay special attention to the number and letters marked on the parts in Step 1. If any marks are removed during cleaning, re-mark immediately.

4. Clean adhesive from threads of spool, stripper bolt, housing, cap screws and flux nut with Loctite™ Citrus Gasket Remover.

Valve Assembly Instructions

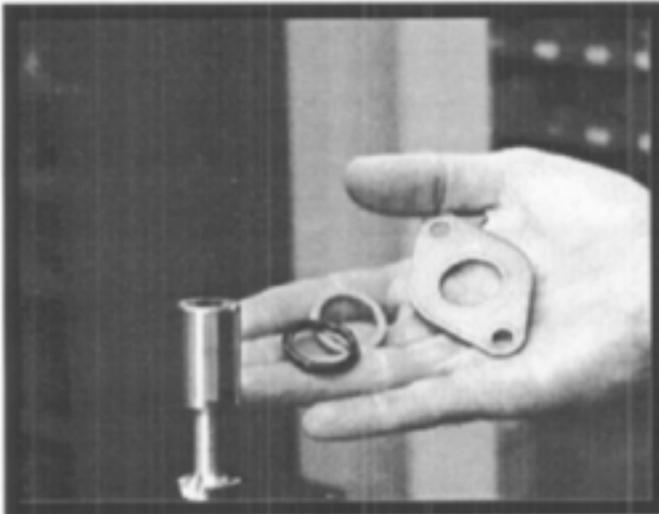
7

Preparation of Parts

Spray the threads of the new stripper bolt (Fig. 2, item 14) tapped-threaded spool end, all screws and screw holes on both ends of the housing with LOCTITE Primer Grade NPT™ and let dry.

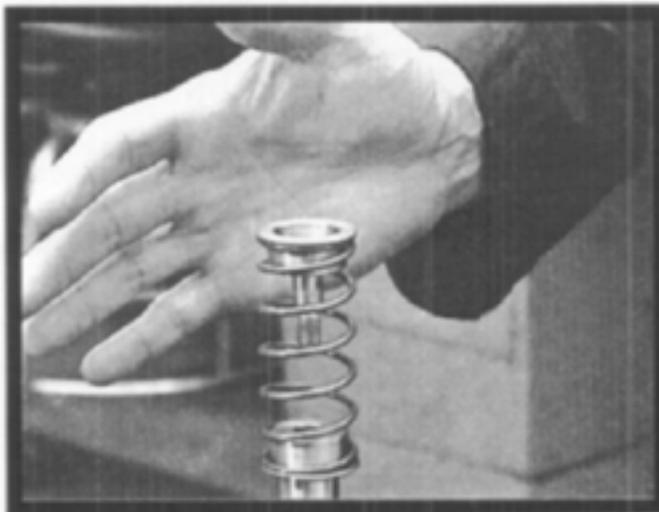
CAUTION: Failure to follow the recommended assembly instructions can result in poor performance or product malfunction. Product should be thoroughly tested to ensure proper operation before the valve is placed back into service.

Spring Center Spool Assembly



Step 1 - Spool Assembly-Spring Centered

Clamp the flat, clevis end of the control spool in a soft jawed vise. Apply Parker Super-O-Lube™ to the spool seal (Fig. 1, item 8) and slide it onto the end of the spool away from the clevis. Slide on the back-up ring (Fig. 1, item 7) and retainer plate (Fig. 1, item 6). Position these items onto the spool, so that they do not interfere with the spool operator mechanism during assembly. Do not allow the O-ring to come in contact with the sharp edge of the spool notches.



Step 2 - Attach Spring Guides and Spring

Apply 2-3 drops of Loctite 262™ or equivalent anaerobic adhesive near the middle of the female threads in the spool. Assemble the spring guides (Fig. 2, item 16) centering spring (Fig. 2, item 15) and stripper bolt (Fig. 2, item 14) onto the spool (Reverse of Step 7). Torque the stripper bolt to 175 in. lbs. +/- 10 in. lbs.

CAUTION: Care must be taken to ensure that the spring retainer is not pinched under the shoulder bolt during assembly. This can result in burrs that may cause spool binding. Check for binding by compressing the spring and guides or by rotating the spring guide nearest the housing.

CAUTION: Follow the adhesive manufacturer's instructions for proper cleaning and curing. Failure to clean and prepare parts properly may result in assembly failure!

Lightly coat the centering spring with high-temperature grease to prevent rusting. Set the spool assembly aside and let it cure for a minimum of 1 hour. After curing, test the stripper bolt to make certain it can withstand 125 in. lbs. of breakaway torque.

8

Valve Assembly Instructions

Detent Spool Assembly

Step 1 - Spool Assembly-Detent

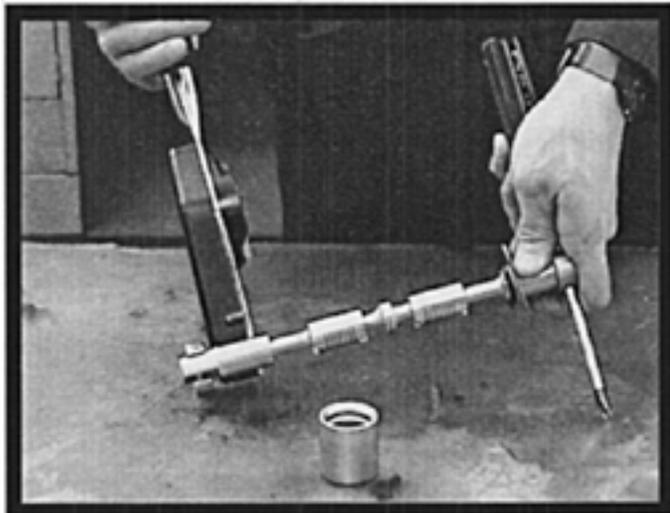
Apply Parker Super-O-Lube™ to the spool seal (Fig. 1, item 8) and slide it onto the spool. Slide the back-up ring (Fig. 1, item 7) and one retainer plate (Fig. 1, item 6) onto the spool. Position these items onto the spool, so that they do not interfere with the spool operator mechanism during assembly. Do not allow the O-ring to come in contact with the sharp edge of the spool notches. Apply 2 - 3 drops of Loctite 262™ or an equivalent, anaerobic adhesive near the middle of the female threads in the spool.

CAUTION: Follow the adhesive manufacturer's instructions for proper cleaning and curing. Failure to clean and prepare parts properly may result in assembly failure.



Step 2 - Spool Assembly-Detent

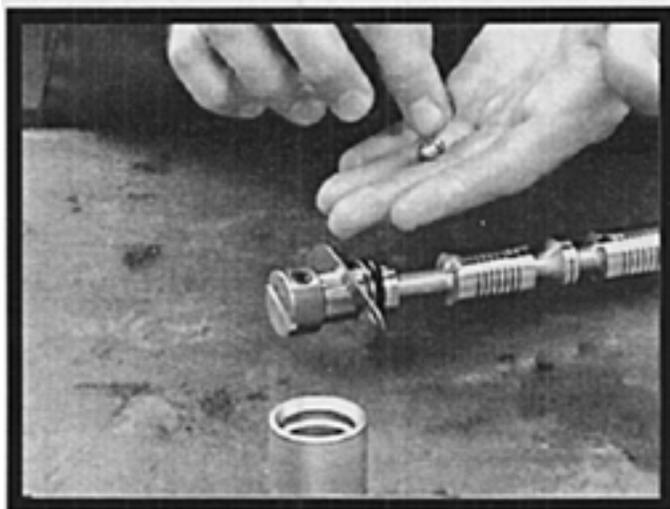
Thread the detent ball retainer (Fig. 2, item 20) into the spool end. Torque the detent ball retainer to 175 in. lbs +/- 4 in (8). This can be accomplished by using a crow-foot socket on the flats of the clevis, and holding the spool by inserting a round, steel rod or screwdriver through the hole in the ball retainer.



Step 3 - Detent Balls and Spring

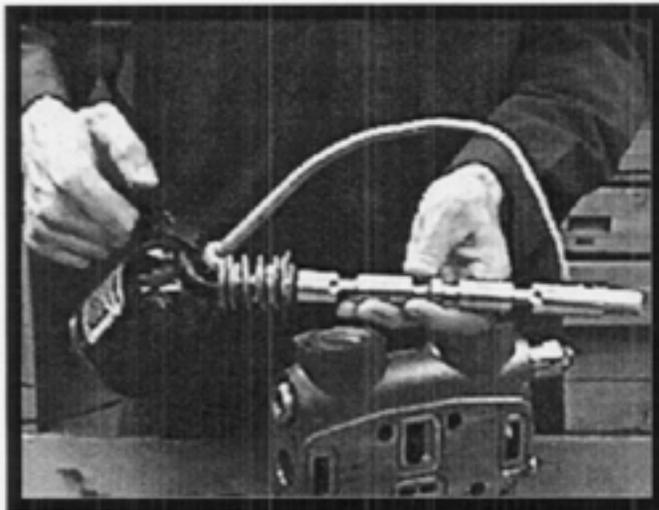
Next, lightly coat the detent balls (Fig. 2, item 18) detent spring (Fig. 2, item 19) and entire inside diameter of the detent sleeve (Fig. 2, item 17) with high-temperature grease.

Insert the detent spring into the through hole in the detent ball retainer. Place the steel balls on the ends of the spring. Compress the balls and spring, then slip on the detent sleeve. (Note: The detent sleeve is not symmetrical, one end of the sleeve has a lead-in chamfer. This chamfer must face the spool clevis when assembled.) Move the detent sleeve to the neutral or middle position to prevent the subassembly from separating during subsequent steps.



Valve Assembly Instructions

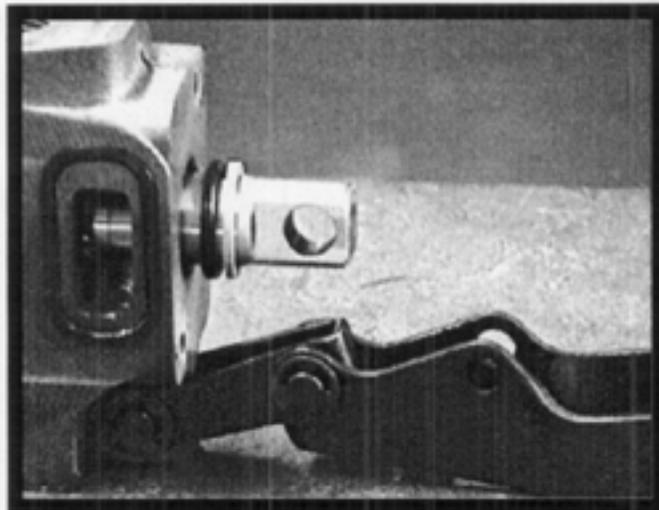
9



Step 1 - Spool Subassembly

Apply 2 - 3 drops of Lactac 262™ or equivalent to the fillister screw holes on both ends of the housing.

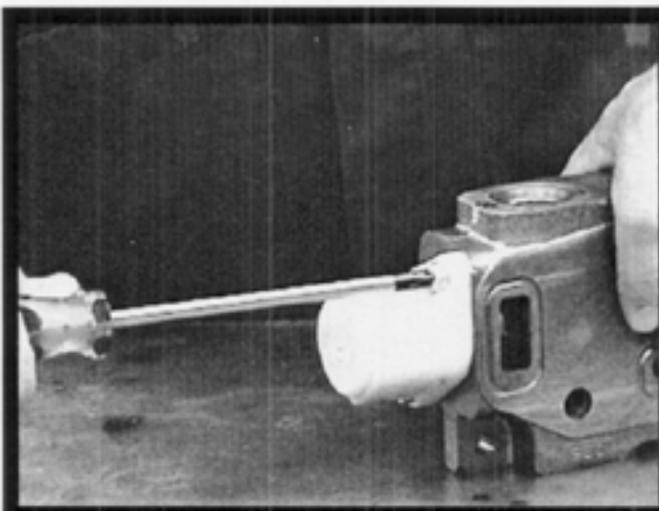
Apply a light coating of clean, hydraulic oil to the valve spool. Carefully insert the spool assembly into the housing. Use caution to avoid causing burrs. Be careful not to pinch, roll or damage the seals. Make sure that the spool and housing are in the proper orientation (see Step 1, page 6 disassembly).



Step 2 - Spool Seal and Back up

Apply Parker Super-O-Lube™ to the spool seal (Fig. 1, item 8) and slide it onto the spool. Slide on the back-up ring (Fig. 1, item 7). Push both items into the counter-bore until they bottom out.

Assemble the two, front, retainer plates (Fig. 1, item 6) using the two short, fillister screws (Fig. 1, item 9). Check retainer plates for proper alignment. Tighten to a final torque of 34 in. lbs. \pm 2 in. lbs.



Step 3 - Back cap

Install the back cap using the two, long, fillister screws (Fig. 1, item 4). Tighten to a final torque of 34 in. lbs. \pm 2 in. lbs.

Caution: Excessive torque will damage the back cap ears!

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Valve Assembly Instructions

Step 4 - Install Transition Check

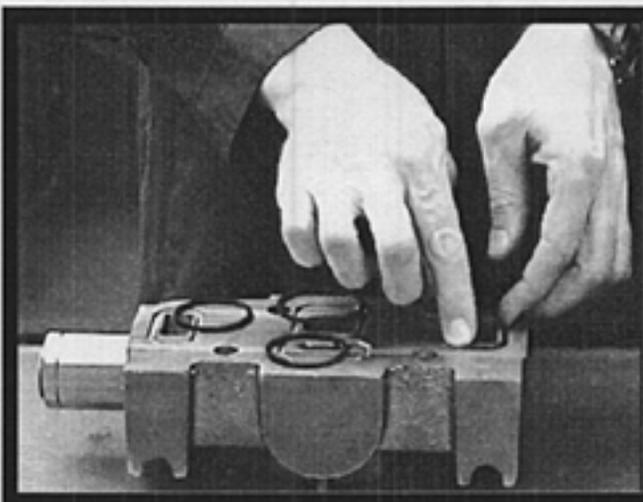
Inspect transition check components for cleanliness. Install check poppet (Fig. 1, item 13) into the transition check cavity. Align the check spring (Fig. 1, item 12) square to the poppet, then carefully place the check cap (Fig. 1, item 11) over the poppet and spring. Turning by hand, engage several threads. Tighten to a final torque of 75 ft. lbs. (101 ft. lbs.).



Step 5 - Relief Valves

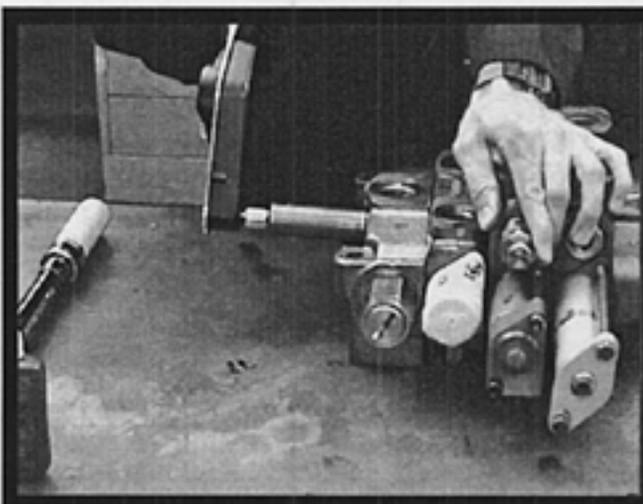
Return all relief valves to their proper positions and torque to 75 ft. lbs.

Install new section seals. Place section seals (Fig. 1, items 1 & 2, or items 1 & 3) in the proper grooves. Make certain seals stay in their grooves during assembly.



Step 6 - Install Tie Bolts

Slide the tie bolts through the inlet casting. If cap screws are used, place a washer on the cap screw prior to installation. Place the valve sections on the tie bolts in their proper sequence (see Step 1, page 4). Turning by hand, engage several threads in the outlet. If it is a VG-series assembly, assemble nut and washer to either end of the stud and follow above instructions. Torque the tie bolts in a cross-corner pattern.



Tie Bolt Torque Values

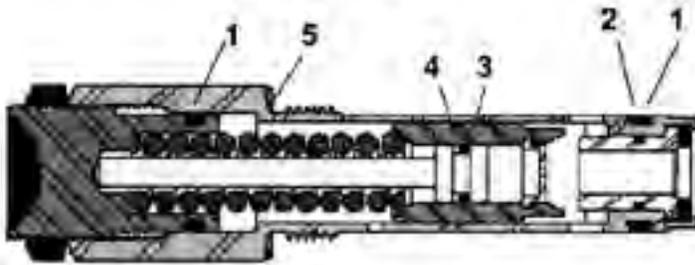
| | |
|------|--------------------------------|
| VA20 | - 29 ft. lbs. (348 in. lbs.) |
| VG20 | - 42 ft. lbs. (504 in. lbs.) |
| VA35 | - 34 ft. lbs. (408 in. lbs.) |
| VG35 | - 75 ft. lbs. (900 in. lbs.) |
| VG80 | - 150 ft. lbs. (1800 in. lbs.) |

Cutaways for Main Relief Valves

Main System Relief Valve

The main relief valve protects the hydraulic system against overload pressures. It is typically located in the inlet casting and the mid-inlet sections used in the valve bank. Figure 6 illustrates the arrangement of the parts and serviceable seals for the differential-area main relief valve. Figure 7 illustrates the serviceable components found in the pilot-operated main relief. These cartridge-type relief valves are removed from the valve bank as a subassembly and replaced or serviced.

Figure 6



SERVICE PARTS LIST - Figure 6

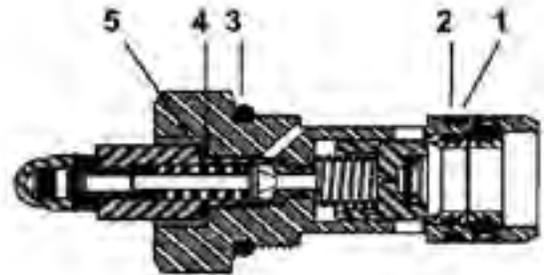
| Item | Description | Qty | VA/VG20™ | VA/VG35™ |
|------|---------------|-----|--------------|--------------|
| 1. | O-rings | 2 | 391-2881-332 | 391-2881-336 |
| 2. | Back up Ring | 1 | 391-2681-373 | |
| 3. | O-ring | 1 | 391-2881-156 | 391-2881-137 |
| 4. | Back up Ring | 1 | 391-2681-163 | 391-2681-165 |
| 5. | Gasket Washer | 1 | 391-1583-013 | 391-1583-012 |

*All seals in the relief cartridge are not serviceable.

VA20/VG20™, VA35/VG35™ Main Differential Area Relief Valve Part Numbers:

- 355-9107-035
- 355-9107-061
- 355-9107-013
- 355-9001-082
- 355-9107-385

Figure 7



SERVICE PARTS LIST - Figure 7

| Item | Description | Qty | VG80™ |
|------|---------------|-----|--------------|
| 1. | O-ring | 1 | 391-2881-342 |
| 2. | Back up Ring | 1 | 391-2681-303 |
| 3. | O-ring | 1 | 391-2881-344 |
| 4. | O-ring | 1 | 391-2881-208 |
| 5. | Gasket Washer | 1 | 391-1581-001 |

*All seals in the relief cartridge are not serviceable.

VG80™ Main Pilot Operated Relief Valve Part Numbers:

- 355-9001-008
- 355-9001-031

NOTE: When installing relief valve, torque to 75 ft. lbs.

Screw-Adjustable, Relief-Valve Pressure Ranges and Adjustments

| R/V # | Valve Series | Pressure Range - PSI | 1/4 turns Part Equals PSI * |
|--------------|-----------------|----------------------|-----------------------------|
| 355-9107-035 | VA/VG20 | 800 - 2500 | 165 |
| 355-9001-061 | VA/VG20 | 2501 - 3800 | 160 |
| 355-9107-013 | VA/VG35 | 800 - 2000 | 80 |
| 355-9107-082 | VA/VG35 | 2001 - 2500 | 121 |
| 355-9107-385 | VA/VG35 | 2501 - 3500 | 249 |
| 355-9001-008 | VG80 | 1000 - 2500 | 196 |
| 355-9001-031 | VG80 | 2500 - 3500 | 290 |
| 355-9001-115 | VA/VG20, 35, 80 | 500 - 5000 | 446 |
| 355-9001-308 | VA/VG20, 35, 80 | 500 - 1250 | 95 |
| 355-9002-308 | VA/VG20, 35, 80 | 1251 - 2650 | 138 |
| 355-9003-308 | VA/VG20, 35, 80 | 2651 - 4200 | 188 |

*Adjustment pressures are approximate.

Guidelines for Setting Hydraulic, Relief-Valve Pressure :

- Release hydraulic pressure before connecting or disconnecting any gauge.
- Install an accurate pressure gauge as close to the pump as possible.
- Back-out the relief-valve adjustment screw without removing it.
- Warm the hydraulic oil by idling the engine with the power take-off and hydraulic pump engaged.
- As applicable, fully engage the control valve for the circuit being tested. Allow the cylinder to reach full extension.
- Raise the engine RPM to operating speed.
- If adjustment is necessary, do not bring the pressure to a higher setting then lower it to the desired setting. Obtain each final pressure by bringing the pressure gradually up to the proper setting.
- Tighten the lock nut and apply a sealant to avoid tampering.



Warning

Relief-valve pressures should be set according to the original, equipment manufacturer's specifications. Exceeding the specifications could cause a failure in the hydraulic system or with the mechanical structure of the equipment. These failures could cause serious personal injury or death.

DVA35 - DVG35 - VA35 - VG35 - VALVE SEAL KITS**NOTE: PART NUMBERS IN BOLD ARE DISTRIBUTOR PROGRAM ITEMS**

| PART NUMBER | KIT DESCRIPTION | APPLICATION / WHERE USED |
|-------------------------------------|--|--|
| 391 1873 040 391 1803 093 | SECTION SEAL KIT (BETWEEN SECTIONS) | INLET SECTIONS PARALLEL AND TANDEM WORK SECTIONS COMBINED-FLOW, MIDSECTION INLETS MIDSECTION SELECTORS |
| 391 1803 150 | SECTION SEAL KIT (BETWEEN SECTIONS) | SERIES WORK SECTIONS SPLIT-FLOW, MIDSECTION INLETS |
| 391 1873 041 391 1803 722 | WORK SECTION REPAIR KIT (ALL SEALS) | MANUAL, PARALLEL, AND TANDEM WORK SECTIONS |
| 391 1823 121 | WORK SECTION REPAIR KIT (ALL SEALS) | MANUAL, SERIES WORK SECTIONS |
| 391 1823 146 | WORK SECTION REPAIR KIT (ALL SEALS) AND TANDEM WORKSECTIONS | REMOTE, PARALLEL, |
| 391 1873 044 391 1803 272 | MAIN RELIEF-VALVE SEAL KIT (ALL SERVICEABLE SEALS) | 391 1873 003 , 355 9107 013 391 1873 004 , 355 9107 085 391 1873 137 , 355 9107 385 |
| 391 1803 682 | MAIN RELIEF-VALVE PLUG SEAL KIT CONVERTIBLE-OUTLET, PLUG SEAL KIT | 391 1873 005 |
| 391 1873 042 391 1803 737 | SCREW ADJUSTED, PILOT-OPERATED, PORT RELIEF VALVE WITH ANTI-CAVITATION SEAL KIT (ALL SERVICEABLE SEALS) | 391 1873 006 , 355 9001 115 |
| 391 1823 030 | PORT-ACCESSORY SEAL KIT (EXTERNAL SEALS ONLY) | 391 1873 006 , 355 9001 115 391 1873 007 , 008, 009 355 900X 143 391 1873 010 , 355 9001 164 391 1873 011 , 391 2283 075 |
| 391 1873 037 391 1823 122 | SLUG-ADJUSTED, RELIEF VALVE KIT (ALL SERVICEABLE SEALS) | 391 1873 007 , 008, 009 355 900X 143 |
| 391 1873 207 391 1803 387 | PNEUMATIC ENDCAP SEAL KIT (NEW COMMERCIAL INTERTECH DESIGN) | 391 1873 203 , 391 1803 554 |
| 391 1803 695 | PNEUMATIC ENDCAP SEAL KIT (OLD RMH DESIGN) | 391 1873 203 , 391 1803 591 |
| 391 1823 121 | WORK SECTION REPAIR KIT (ALL SEALS) | SERIES WORK SECTIONS |

| 28 | Troubleshooting | |
|---|--|--|
| TROUBLE | PROBABLE CAUSE | REMEDY |
| Oil leaks between sections | Pinched, blown or missing section seal | Replace section seal |
| | Stud fasteners not correctly torqued | Replace section seals and re-torque |
| | Mounting plate not level | Loosen mounting bolts and shim as required |
| | Contamination/burrs on seal | Clean seal groove, replace section seal |
| Oil leaks at either end of spool | Over-pressurized tank core | Correct high, back-pressure condition |
| | Worn or damaged spool seals | Replace seals and seal retainers |
| Spring - centered spools do not return to neutral | Broken centering spring | Replace centering spring |
| | Misalignment of operating linkage | Check linkage for mechanical binding |
| | Foreign particles in system | Clean valve and system |
| Load will not hold | Cylinder leaking or worn | Check cylinder - repair |
| | Port relief valve not holding | Remove and clean or replace |
| | Spool or housing scored or worn excessively | Replace section |
| Load drops when spool moved from neutral | Dirt or foreign particles lodged between check-valve poppet and seat | Disassemble, clean & reassemble |
| | Scored or sticking check-valve poppet | Replace poppet |
| No motion, slow, or erratic system operation | Worn pump | Check flow & pressure |
| | Defective cylinder or motor | Repair or replace |
| | Low-reservoir oil level | Add oil to specifications |
| | Clogged suction strainer | Clean or replace |
| | Suction line restricted | Check lines |
| | Relief valve not properly set | Check pressure setting |
| | Relief valve poppet or seat scored & sticking open | Replace relief valve |
| | Valve spool not shifted to full stroke | Check spool linkage travel |