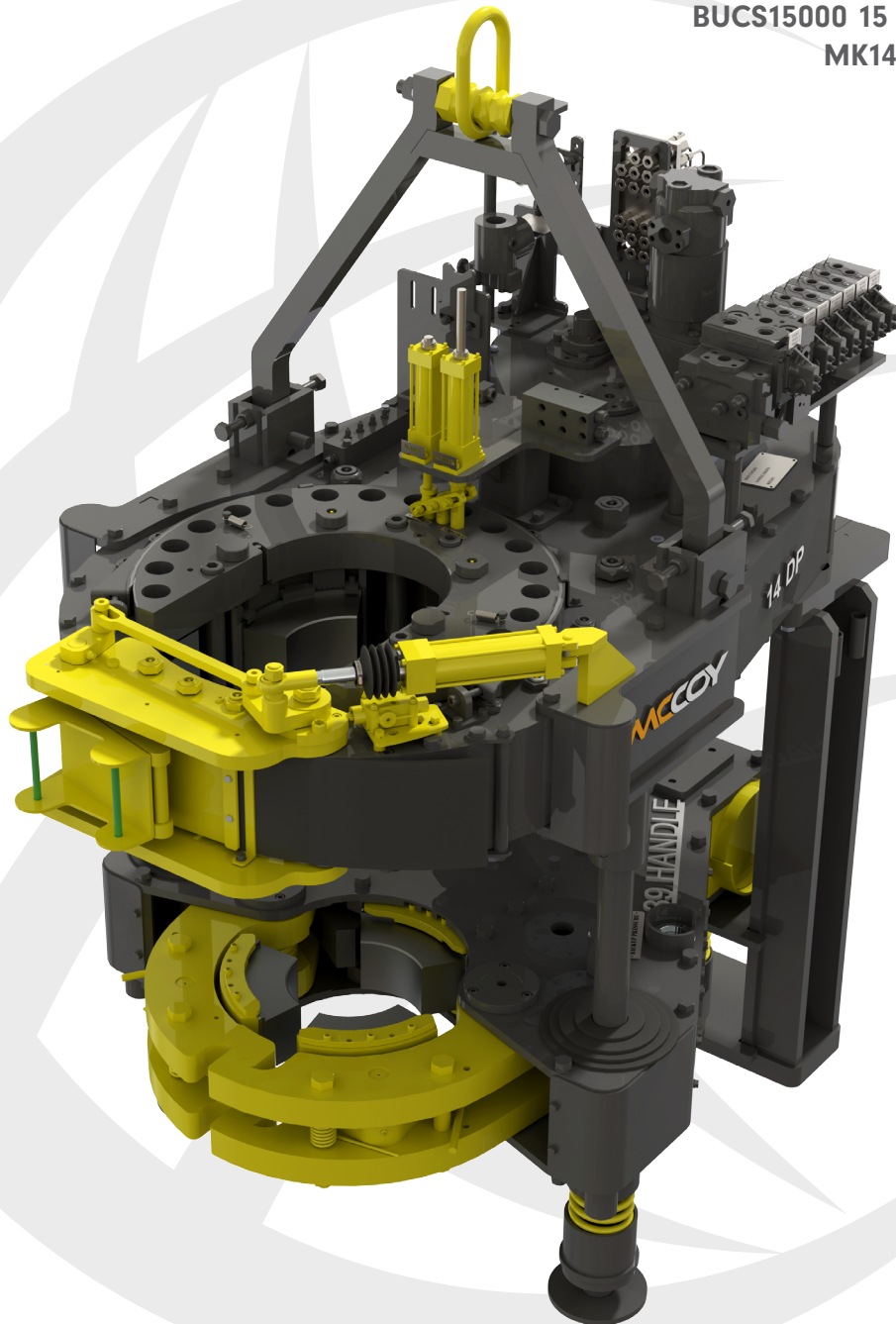


80-140-100-15D-111-7S-00

Assembly Includes:

CLE14000DP13 14 in. (35.5 cm) 100,000 ft-lbs (135,580 Nm) Hydraulic Power Tong
BUCS15000 15 in. (38.1 cm) Backup
MK14000-05 Mounting Kit



SPECIFICATIONS | OPERATION | MAINTENANCE | PARTS



ORIGINAL INSTRUCTIONS

THIS TECHNICAL DOCUMENT APPLIES TO THE FOLLOWING MODELS:

OVERALL MODEL: 80-140-100-15D-111-7S-00

TONG MODEL	BACKUP MODEL	REV	DESCRIPTION
CLE14000DP13	BUCS15000	A	14 in. 100,000 ft-lbs tong, 15 in. backup, and mounting kit

THIS EQUIPMENT IS EQUIPPED WITH A “DOOR SWITCH” ROTATION INTERLOCK SYSTEM. SEE SECTION 4 FOR TESTING PROCEDURES.

McCoy has made an effort to ensure that all illustrations are accurate, but please note that some illustrations used in this manual may not exactly visually match the equipment provided.

PATENTED & PATENTS PENDING



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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.

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Date	Description Of Revision
MAY 2017	Initial release

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SECTION 1: INTRODUCTION



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1.0 INTRODUCTION & CONTACT INFORMATION

Congratulations, and thank you for purchasing quality tubular connection equipment from McCoy Global. This unit will provide years of outstanding performance. Proper maintenance and care will extend its life and ensure years of excellent performance and reliability. The installation and commissioning, operating, and maintenance instructions in this manual will assist you in giving your equipment the care it requires. Please read the manual before installing and using your equipment. Replacement parts are readily available from McCoy Global. Should you need replacement parts, or should you experience any difficulty not covered in this manual, please contact:

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Standard Terms and Conditions of Sale (including warranty information):

<http://www.mccoysglobal.com/tcs.pdf>



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1.1 SCOPE

This technical manual is the main document supplied by McCoy Global for the equipment identified on Page iii of the preamble. The intent of this document is to provide descriptions of the systems, installation, commissioning and operating instructions, maintenance guidelines, spare parts information, and technical drawings and schematics (where applicable).

The OEM-recommended installation, commissioning, operation, maintenance, and troubleshooting instructions are to be regarded as guidelines, and are not intended to be a comprehensive operating guide for user specific application. Due to the wide variety of operating conditions it remains the responsibility of each equipment owner to use these guidelines together with an experienced manager to develop safe operating procedures that conform to American Petroleum Institute (or equivalent) standards, applicable State/Province or local regulations, and any corporate regulations/operating practices.



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1.2 GENERAL HEALTH AND SAFETY

AUTHORIZED USE ONLY!**READ THIS MANUAL BEFORE USING EQUIPMENT**

Only authorized, trained, and competent personnel shall operate, maintain, and repair this equipment.

Fully review this manual and comply with all safety and environmental protection instructions before operating equipment.

1.2.1 Hazard Labels

McCoy Global uses four levels of hazard / notice labels to describe items of four levels of importance:

DANGER is represented by a hazard symbol coupled with a “**DANGER**” signal word, and identifies items of the highest level of risk. Failure to heed information identified by a **DANGER** symbol may result in severe bodily injury or death.

**DANGER**

THIS IDENTIFIES AN EXTREME HAZARD OF PERSONAL INJURY OR DEATH

A **WARNING** is represented by a hazard symbol coupled with a bold “**WARNING**” signal word, and identifies items of medium risk. Failure to heed information identified by a **WARNING** symbol may result in significant injury to personnel, catastrophic equipment failure, or harmful environmental contamination.

**WARNING**

THIS IDENTIFIES A WARNING REGARDING POTENTIAL INJURY OR CATASTROPHIC EQUIPMENT DAMAGE

A **CAUTION** is represented by a hazard symbol coupled with a bold “**CAUTION**” signal word, and identifies items of low risk. Failure to heed information identified by a **WARNING** symbol may result in injury to personnel or equipment damage.

**CAUTION**

THIS IDENTIFIES A CAUTION REGARDING SAFE OPERATION OR THE POTENTIAL OF EQUIPMENT DAMAGE

A **NOTICE** highlights information or items of importance unrelated to personal injury that may aid the user during installation, commissioning, assembly, or operation of your equipment.

NOTICE

THIS HIGHLIGHTS ITEMS OF IMPORTANCE UNRELATED TO PERSONAL INJURY

1.2.2 General Safe Operating Guidelines

Only authorized personnel shall operate equipment delivered by McCoy Global. Equipment shall be in a proper technical condition prior to use, and shall be used only for the purpose for which it is intended. Malfunctions or damages must be rectified before operation to ensure personnel safety and avoid equipment damage.

The user is responsible for ensuring the safety of all personnel while operating any McCoy Global product. McCoy Global is not responsible for injuries or equipment damage that arises from improper use of the equipment.

McCoy Global recommends that a hazard assessment of the work area be performed by a designated safety representative before commencing operations. A designated safety representative is responsible for verifying that all operators have adequate equipment and safety training.

1.2.2 General Safe Operation Guidelines (Continued):

The area surrounding the equipment operating area must be clutter-free and free from tripping hazards, or protruding objects that may snag hoses or cables. Operating surface or drill floor must be kept free of slipping hazards like grease, oil, water, etc.

Adequate lighting of the work area is required. All warnings, labels, gauges, and signs must be clearly visible.

Equipment components painted green are safe for continuous handling. Areas painted yellow and any other equipment components that rotate or move are designated as hazardous areas. Contact with those areas must be avoided during operation.



Illustration 1.2.1: Equipment Handling Warnings

Always wear all personal protective equipment (PPE) specified by established HSE policies. Follow all safety guidelines.

Do not open the tong door while the tong is rotating or under load. Doing so may generate a shock load that could result in catastrophic equipment failure not covered by the manufacturer's warranty, and may present a hazard to personnel on the drill floor.

WARNING

DO NOT OPEN TONG DOOR WHEN TONG IS ROTATING OR UNDER LOAD

See Section 4 for the correct, safe procedure for testing the door switch on a McCoy Global power tong.

Never attempt to clamp to a tubular using incorrectly sized dies. Operators must always use the correct jaw size equipped with the proper dies. Use of incorrectly size dies poses a hazard to personnel and may damage equipment. Please see Section 3 of this manual for a list of compatible jaw die kits and replacement dies.

WARNING

NEVER ATTEMPT TO CLAMP ONTO TUBULARS WITH INCORRECTLY SIZED DIES

WARNING

BY NATURE, STEEL MACHINERY WITH ROTATING AND MOVING PARTS HAS THE POTENTIAL TO GENERATE IGNITION SOURCES, IE. SPARKS. AS OUTLINED IN THIS MANUAL, SCHEDULED MAINTENANCE, LUBRICATION, TIMELY REPLACEMENT OF WORN COMPONENTS AND MOST IMPORTANTLY, ON-SITE RISK ASSESSMENTS WITH STRINGENT STANDARD OPERATING PROCEDURES ARE ALL REQUIRED TO PREVENT THE POTENTIAL OF SPARK GENERATION.

WARNING

FAILURE TO FOLLOW THE EQUIPMENT PLACEMENT/RIG-UP PROCEDURES OUTLINED IN THIS MANUAL MAY LEAVE EQUIPMENT UNGROUNDED AND AT RISK FOR BUILDING A STATIC CHARGE. ASSESSMENT FOR PROPER GROUNDING MUST BE PERFORMED PRIOR TO OPERATION IN ORDER TO MITIGATE THE SPARK RISKS ASSOCIATED WITH STATIC DISCHARGE.

1.2.3 Rigging and Overhead Lifting

McCoy Global 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. Never stand beneath a suspended load.



DANGER

NEVER STAND BENEATH A SUSPENDED LOAD

1.2.4 Maintenance Safety

All personnel are responsible for performing maintenance tasks in a manner that ensures worker, equipment, and environmental safety, and may require taking additional steps that are not identified in this section.

Maintenance of equipment shall be performed only by designated qualified maintenance personnel. Do not begin a maintenance task without the proper tools or materials on hand, or the proper drawings and documentation necessary.

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.

Where applicable ensure electrical circuits within the affected equipment are deactivated or de-energized by an authorized, qualified person and locked out if necessary. Do not disconnect a live electrical circuit unless location is known to be non-hazardous.



DANGER

ALWAYS MEASURE ELECTRICAL CIRCUITS TO CONFIRM DEACTIVATION BEFORE PROCEEDING WITH MAINTENANCE



WARNING

WHEN REPAINTING EQUIPMENT, THE PAINT COAT BEING APPLIED SHOULD NEVER EXCEED 2MM IN THICKNESS. EXCEEDING THIS THICKNESS MAY FACILITATE STATIC CHARGE BUILDUP AND PRESENT A POSSIBLE SPARK RISK ASSOCIATED WITH STATIC DISCHARGE.

1.2.5 Replacement Parts

All consumable and replacement parts must meet or exceed OEM specifications in order to maintain equipment integrity. Do not replace protective equipment such as hydraulic switches, circuit breakers, and fuses without first consulting with McCoy Global. Do not replace electrical or control hardware without consulting with McCoy Global. Using non-OEM replacement parts without the approval of McCoy Global may void equipment warranty.

1.2.6 Environmental Impact

McCoy Global equipment uses materials that may be harmful to the environment if improperly disposed of (hydraulic fluid, grease, fuel, electrical components, etc.). Dispose of all materials according to established environmental protection regulations in conjunction with published federal, state, provincial, and civic legislation.

In all cases 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.**

1.3 ACRONYMS AND TERMINOLOGY

1.3.1 Acronyms and Definitions

ACRONYM	DEFINITION
ANSI	American National Standards Institute
API	American Petroleum Institute
ASME	American Society of Mechanical Engineers
ATEX	Appareils destinés à être utilisés en AT mosphères EX plosibles
BDC	Bottom dead centre
CBU	CLINCHER [®] -style backup
CE	Conformité Européenne
CCW	Counter-clockwise
COG	Centre of gravity
CW	Clockwise
DS	Driller's side
EU	European Union
HMI	Human-machine interface
HPU	Hydraulic power unit
HSE	Health, Safety, and Environmental (context: protection)
ID	Inside diameter
ISO	International Organization for Standardization
JDK	Jaw die kit
JSA	Job safety assessment
LH	Left-hand
LJBU	LOCKJAW [™] backup
MBU	"McCoy style" backup
N/A	Not applicable or Not available (context-dependant)
NLGI	National Lubricating Grease Institute
ODS	Off-driller's side
OEM	Original equipment manufacturer
OSHA	Occupational Safety and Health Administration
OD	Outside diameter
PLC	Programmable Logic Controller
PPE	Personal Protective Equipment
PSI	Pounds per square inch (pressure)
RH	Right-hand
VAC	Volts, alternating current
VDC	Volts, direct current
WLL	Working Load Limit

1.3.2 Terms and Definitions

TERM	DEFINITION
ATEX-certified	Conforms with the EU “ATEX” directive for equipment operated within an explosive atmosphere.
Backup	The component of a tong-backup arrangement that mechanically attaches to the stationary side of a tubular connection and provides resistance to the tong when making up or breaking out a joint.
Box	The female side of a pipe connection
Break Out	Loosening, un-threading, and disconnecting a connection (typically a tubular connection). The term may also apply to a general threaded connection.
CE-marked	CE compliant. Conforms with the essential requirements of the applicable Conformité Européenne directives.
Clamp	To grasp the stationary side of a pipe joint with a backup.
Die	A component of a jaw die kit that provides the mechanical contact between the tong and the tubular.
Joint	Also called a “pipe joint”. A threaded tubular connection.
Load Cell	A hydraulic device that transmits a proportional signal to a torque gauge for the purpose of measuring connection torque.
Make Up	Threading together a connection (typically a tubular connection) and tightening to a specified torque. The term may also apply to a general threaded connection.
Pin	The male side of a pipe connection
Ring Gear	The rotating component, mechanically coupled to a hydraulic motor through a gear train, which provides rotation to the pin-side of a tubular connection through the use of jaw assemblies
Door Switch	A device mechanically connected to the door of a hydraulic power tong that uses hydraulic switching to prevent rotation of the cage plates when the tong door is open.
Sling	A rigid or non-rigid device used to hoist a piece of equipment using a crane.
Tank	Hydraulic fluid reservoir
Tong	The component of a tong-backup arrangement that mechanically attaches to the tubular connection and rotates the tubular to make up or break out a connection
Un-clamp	To release the stationary side of a pipe joint with a backup.
WINCATT®	Data acquisition and torque/turns management system manufactured by McCoy Global
Headstock	The tong assembly on a horizontal bucking unit
Tailstock	The backup assembly on a horizontal bucking unit



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SECTION 2: EQUIPMENT & LUBRICATION SPECIFICATIONS



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2.0 EQUIPMENT DESCRIPTION

The McCoy 80-140-100-15D-111-7S-00 is a hydraulically operated power tong and backup capable of making up and breaking out tubular connections of varying sizes at a wide range of torques (see page 2.8 for equipment specifications).

Features of the McCoy 80-140-100-15D-111-7S-00 tong and backup include:

- Door Switch System
- LOCKJAW™ Backup

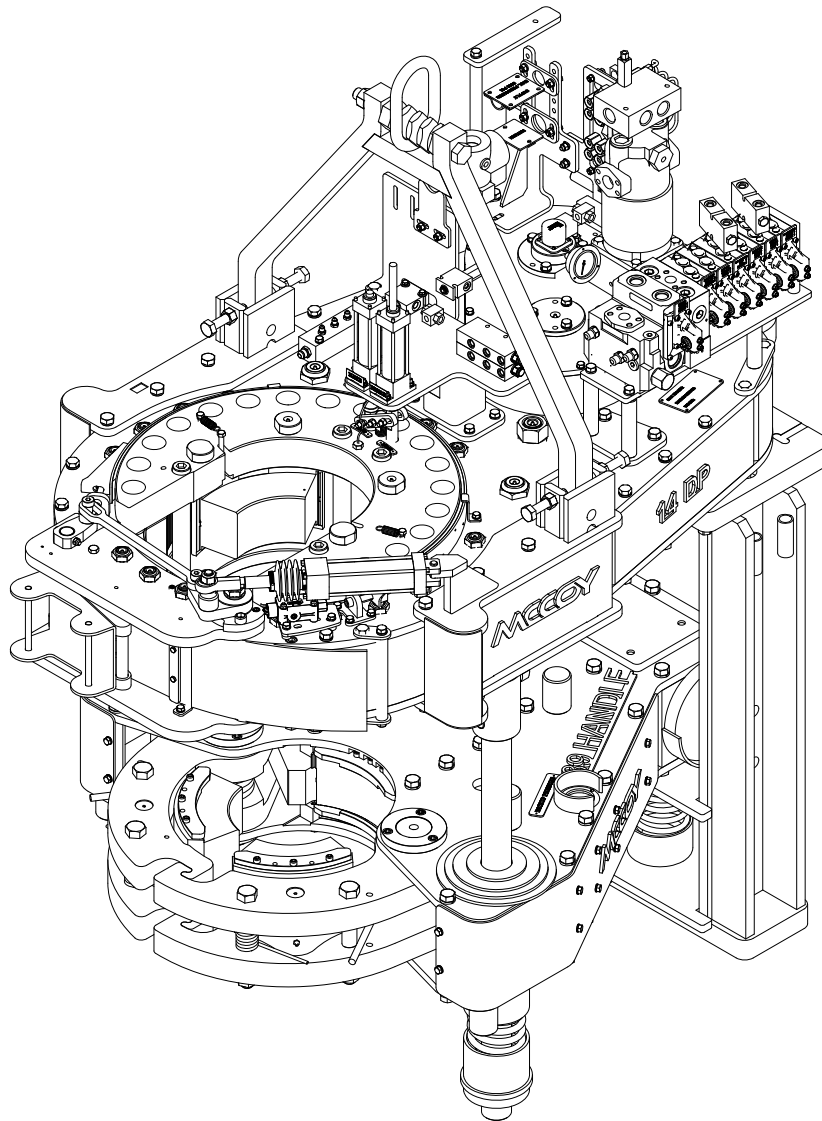


Illustration 2.0.1: 80-140-100-15D-111-7S-00 Power Tong, Backup, and Mounting Kit



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2.0 EQUIPMENT DESCRIPTION (CONTINUED):

! WARNING

IN ADDITION TO THE HAZARD AREAS OF THIS EQUIPMENT THAT ARE COATED YELLOW, THE ROTATING CAGE PLATE ASSEMBLY POSES A SIGNIFICANT HAZARD WHEN THE EQUIPMENT IS ACTIVE. KEEP HANDS CLEAR OF THE CAGE PLATE WHEN EQUIPMENT IS ENERGIZED. SAFE AREAS TO HANDLE WHILE THE EQUIPMENT IS ENERGIZED ARE INDICATED BY GREEN COATING

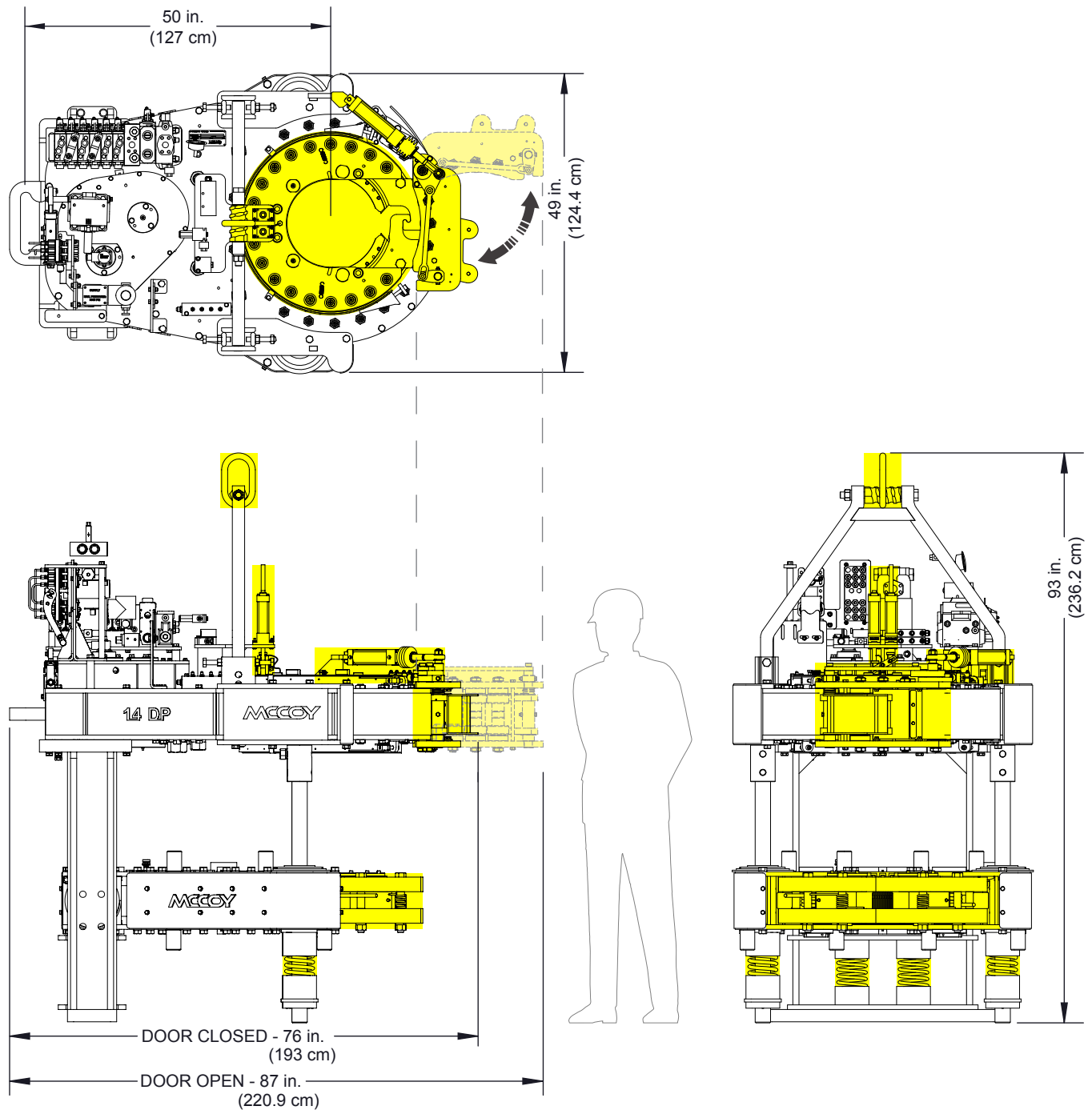
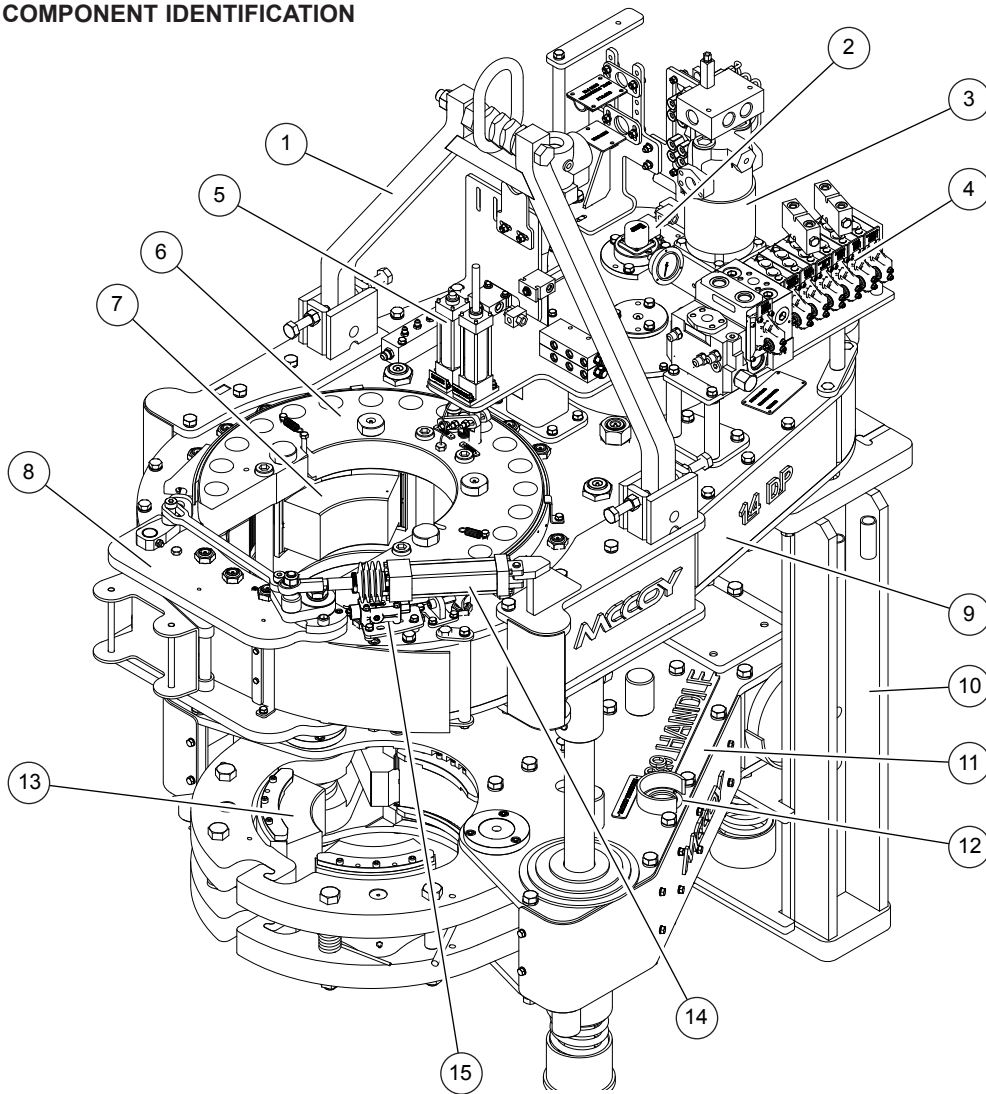


Illustration 2.0.2: 80-140-100-15D-111-7S-00 Dimensions & Hazard Areas

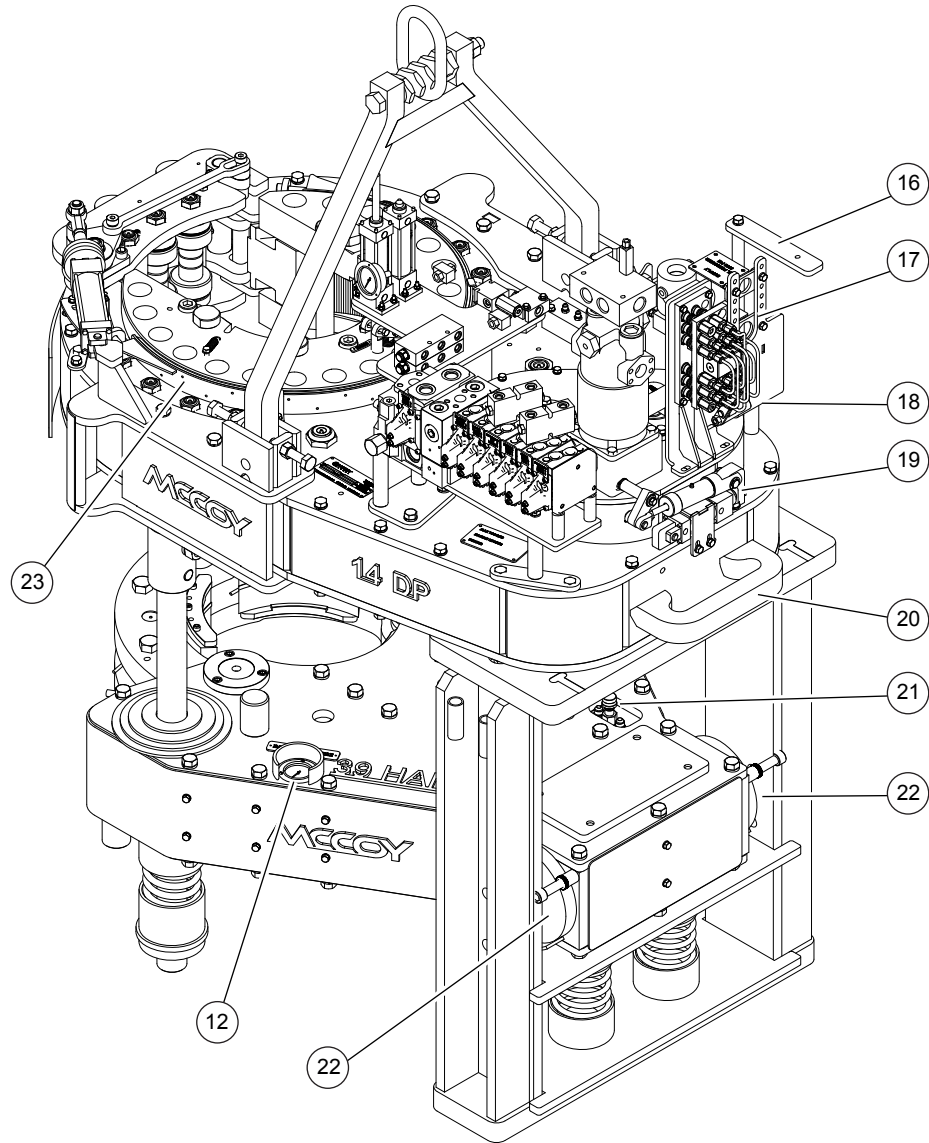
2.1 MAJOR COMPONENT IDENTIFICATION



Item	Description
1	Bail Assembly
2	Turns Encoder Mount
3	Tong Motor
4	Hydraulic Valve Bank
5	Remote Reversing Pin Assembly
6	Cage Plate Assembly
7	Tong Jaw / Die
8	Tong Door
9	Tong Assembly
10	Mounting Kit
11	Backup Assembly
12	Backup Hydraulic Pressure Gauge
13	Backup Die
14	Remote Door Cylinder
15	Door Switch

Illustration 2.1.1: Major Component Identification 01

2.1 MAJOR COMPONENT IDENTIFICATION (CONTINUED):



Item	Description
16	Torque Gauge Mount
17	Hydraulic Pressure / Return Connection Points
18	Multi Connector Bulkhead
19	Remote Shifter Assembly
20	Tension Load Cell Connection Point
21	Backup Hydraulic Manifold
22	Compression Load Cell Cradle
23	Brake Band

Illustration 2.1.2: Major Component Identification 02

2.2 EQUIPMENT SPECIFICATIONS

TONG SPECIFICATIONS		
MAX TORQUE (FT LBS/NM)	100,000	135,580
TONG ARM LENGTH (INCH/CM)	49.6	127
BACKUP ARM LENGTH (INCH/CM)	38.8	99
MASS (LBS/KG)	7,150	3,243
TORQUE (ESTIMATED)		
AT PRESSURE (PSI/BAR)	2,700	186
HI/HALF (FT LBS/NM)	9,200	12,473
HI/FULL (FT LBS/NM)	19,600	26,570
LOW/ HALF (FT LBS/NM)	50,100	67,926
LOW/FULL (FT LBS/NM)	100,000	135,580
SPEED (RPM, ESTIMATED)		
AT FLOW RATE (GPM/LPM)	60	227
HI/HALF	27.5	
HI/FULL	14	
LOW/ HALF	5	
LOW/FULL	2.5	

TONG AND BACKUP MAX TORQUE CAPACITY IN FT-LBS @ 3000 PSI			
PIPE DIAMETER (IN.)	DOVETAIL DIES	GRITFACE DIES	STEEL DIES
15*	100,000	100,000	100,000
14** DOWN TO 12 5/8		85,000	
DOWN TO 12 3/8			98,000
DOWN TO 11			85,000
DOWN TO 7 5/8		40,000 (LF ROLLER) ***	40,000 (LF ROLLER) ***
DOWN TO 7	90,000		

* THE MAXIMUM TUBULAR DIAMETER OF THE BACKUP IS 15"
 ** THE MAXIMUM TUBULAR DIAMETER OF THE TONG IS 14"
 *** IT IS ACCEPTABLE TO USE LOW FRICTION (LF) JAWS WITH APPROPRIATE TUBULARS AS LONG AS THE TORQUE IS LIMITED TO 40000 FT. LBS

Maximum Hydraulic Requirements	60 GPM (227 LPM)
	3,000 PSI (20.684 MPa)
Dimensions	See page 2.5
Maximum Elevator Diameter	Unlimited (tong comes off pipe)
Space Required On Pipe	16.8 in. (42.6 cm)
Gear Reduction Ratio, Turns Encoder Mount to Ring Gear	1:39.6
Noise Emissions	A-weighted: 94 dB
Gripping Capacity	Tong: 7 in. (17.7 cm) through 14 in. (35.5 cm)
	Backup: 7 in. (17.7 cm) through 15 in. (38.1)
Recommended Spring Hanger	MHA-130

2.3 RECOMMENDED LUBRICANT SPECIFICATIONS**2.3.1 Hydraulic Fluid**

McCoy Global recommends using high-quality hydraulic fluid containing rust & oxidation inhibitors and foam suppressant that meets the following requirements. Operating this equipment using hydraulic fluid that does not meet these requirements greatly accelerates equipment damage due to (but not limited to) premature component wear, premature seal failure, cavitation, and fluid starvation.


CAUTION

OPERATING THIS EQUIPMENT USING HYDRAULIC FLUID THAT DOES NOT MEET THE LISTED REQUIREMENTS GREATLY ACCELERATES EQUIPMENT DAMAGE.

Hydraulic Fluid Standards	
Characteristic	Requirement
Maximum viscosity at cold startup	<1000 cSt (<4600 SUS)
Operating viscosity range	100 to 16 cSt (170 to 80 SUS)
Minimum viscosity (intermittent periods only)	10 cSt (60 SUS)
Hydraulic fluid operating temperature range	86 - 140°F (30 - 60°C) - measured in main reservoir
Maximum fluid temperature	180°F (82°C)
Fluid cleanliness	Filtered to ISO 4406:1999 (18/16/13)

Hydraulic fluid should be chosen with due regard to expected climactic conditions and equipment load. Note that this equipment may have been tested using hydraulic fluid that does not meet operational requirements beyond those specified in the above table. Therefore, McCoy recommends purging and flushing the equipment's hydraulic system before connecting to a hydraulic supply.

NOTICE

MCCOY GLOBAL RECOMMENDS PURGING AND FLUSHING THE EQUIPMENT'S HYDRAULIC SYSTEM BEFORE CONNECTING TO A HYDRAULIC SUPPLY.

2.3.2 Grease

McCoy Global recommends use of a high-quality EP multi-purpose grease with an NLGI consistency grade of "2" and an NLGI performance grade of "GC-LB" for general lubrication of bearings and metal-to-metal contact.

McCoy Global recommends thoroughly greasing the equipment before first use as per the lubrication instructions in Section 5.



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SECTION 3: INSTALLATION & COMMISSIONING



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Adequate setup and proper hydraulic connections are essential in ensuring reliable operation of McCoy equipment. For best results and long term reliability, read and obey the installation and commissioning instructions in this section.

3.0 RECEIPT, INSPECTION, AND HANDLING OF EQUIPMENT

CAUTION

THIS EQUIPMENT HAS BEEN THOROUGHLY TESTED AND INSPECTED AT THE FACTORY. HOWEVER, MCCOY ADVISES INSPECTING EQUIPMENT FOR SHIPPING DAMAGE UPON RECEIPT AND TESTING EQUIPMENT BEFORE RELEASING TO AN OPERATIONAL ENVIRONMENT.

Upon receipt inspect packaging materials for shipping damage. Shipping damage may include (but not be limited to) perforation of a crate, misshapen crate, crushed corners, missing hardware, scraped or bent metal, and impact or orientation indicators (like a “tip’n’tell”). Record all shipping damage on the shipping manifest and ensure shipping company and McCoy are immediately contacted.

Remove all protective shipping materials including plastic wrap, desiccant packs, padding, etc and perform a visual inspection of the equipment. Check structural components for bending or buckling indicative of vertical impact. Immediately identify any shipping damage to the shipping company, and correct all damage before connecting equipment to a hydraulic power source.

McCoy recommends connecting the equipment to a hydraulic power source and testing complete functionality of the equipment in a controlled environment before releasing to an operational environment.

CAUTION

MCCOY GLOBAL RECOMMENDS TESTING THIS EQUIPMENT BEFORE RELEASING TO AN OPERATIONAL ENVIRONMENT.

This equipment may have been factory-tested using hydraulic fluid that does not meet operational requirements of the end user, and variances in ambient temperature may have an effect on factory-adjusted components. McCoy Global recommends purging and flushing the hydraulic system before connecting to aftermarket hydraulic power systems.

Perform a complete lubrication of the equipment.

Test the door switch function.

Test and (if required) adjust the operation of the brake bands.

Perform a complete functional test of the equipment. Note that rotating the power tong(s) without an applied load does not accurately reflect the performance of the tong. McCoy Global recommends performing a “stump test” in order to determine full functionality of the equipment under load before releasing to an operational environment, including successfully reaching the specified torque of the equipment.

3.1 SLING / LOAD BEARING DEVICE SAFETY


DANGER

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 GLOBAL IS DESIGNED TO SUPPORT THE EQUIPMENT DESCRIBED IN THIS MANUAL. MCCOY GLOBAL WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO SUPPORT ANY OTHER PART, ASSEMBLY OR COMBINATION OF PARTS AND ASSEMBLIES. MCCOY GLOBAL 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 GLOBAL.


WARNING

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 MAINTENANCE SECTION). ANY THREADED FASTENER IN A LOAD-BEARING DEVICE MUST BE SECURED WITH RED OR BLUE LOCTITE™.

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

McCoy Global 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.

- Use only Grade 80 or Grade 100 alloy chain for overhead lifting applications.
- Working Load Limit (WLL) is the maximum allowable load in pounds or kilograms 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.
- 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/ASME B30.26 “RIGGING HARDWARE” for additional information.

3.1.1 Inspection Of Load-Bearing Devices and Structures

McCoy 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 component shall be examined individually, taking care to expose and examine all surfaces including the inner link surface. In addition, daily inspection of 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:

- Cracks or breaks
- Evidence of tampering is seen - for example, 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.
- Excessive pitting of the components due to rust and/or corrosion

3.1.1 Inspection Of Load-Bearing Devices and Structures (Continued):

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 where service conditions warrant (a maritime environment, for instance). 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
- Experience gained on the service life of load-bearing devices used in similar circumstances.

General guidelines for the interval are:

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

McCoy recommends that all users of lifting or load-bearing assemblies establish inspection criteria, or adopt a relevant inspection standard assigned to a competent inspection body. McCoy recommends an inspection schedule similar to that listed in the following table.

Time / Interval	Test / Examination		
	Proof Load Test(s) ¹	Non-Destructive Examination (NDE) of Lifting Points	Thorough Visual Examination
Initial Certification By McCoy	YES	YES	YES
Interval Not Exceeding 6 Months	NO	At discretion of inspection body	YES
Interval Not Exceeding 12 Months	NO	YES	YES
Interval Not Exceeding 24 Months	YES	YES	YES
Following Substantial Repair or Alteration ²	YES	YES	YES

1. Load test(s) as established by end user's inspection criteria. McCoy recommends testing to two times MGW (maximum gross weight) or in the case of spring hangers, as indicated in Section 5.
2. 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.

Refer to the following table to determine proper test load when pull-testing spring hangers,

Model Number	WLL (lbs)	WLL (kg)	Test Load (lbs)	Test Load (kg)
SH-016	1,600	726	5,940	2,694
SH-030	3,000	1,361	11,250	5,103
SH-060	6,000	2,722	22,303	10,116
SH-130	13,000	5,897	47,375	21,489

 **WARNING**

IF THE LOAD-BEARING DEVICE HAS BEEN MECHANICALLY DAMAGED OR OVERLOADED, IT MUST BE IMMEDIATELY REMOVED FROM SERVICE AND QUARANTINED UNTIL IT HAS BEEN RECERTIFIED.

Record the inspection dates and results in a visible location, including a description of the condition of the load-bearing equipment. To avoid confusion, do not list the date of the next test or examination, only the most recent.

 **DANGER**

THIS INFORMATION IS TO BE USED AS A GENERAL GUIDELINE ONLY. DETERMINING SITE SPECIFIC INSPECTION FREQUENCY AND METHODOLOGY IS ULTIMATELY THE RESPONSIBILITY OF THE END USER.

3.1.2 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.

3.1.3 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. McCoy 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.
- McCoy 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.

3.2 LIFT CYLINDER INSTALLATION AND SAFETY

Follow these instructions for safely and securely installing the lift cylinder. Where not supplied, use shackles that are safely rated for the maximum lifting capacity of the spring hanger.



WARNING

TEST LIFT CYLINDER BEFORE INSTALLATION. REFER TO THE LIFT CYLINDER TECHNICAL MANUAL FOR DETAILED TESTING PROCEDURES, OPERATING PROCEDURES, AND DETAILED SAFETY GUIDELINES.

IF USING A SPRING HANGER, ITS WEIGHT MUST BE ACCOUNTED FOR WHEN CALCULATING TOTAL SUSPENDED WEIGHT.

3.2.1 Installation Procedure

1. Attach an appropriate shackle to the fixed end of the spring hanger. Ensure the nut securing the shackle bolt is secondarily retained by a cotter pin.
2. Use a crane to hoist the spring hanger by the shackle installed in the previous step. Install a second shackle to the rod end of the spring hanger. Ensure the nut securing the shackle bolt is secondarily retained by a cotter pin.
3. Lay the lift cylinder on its side near the hoisted spring hanger.
4. Insert the shackle on the bottom of the spring hanger and secure in place.
5. Hoist the lift cylinder and spring hanger.
6. If not already done, remove the supplied shackle from the lift cylinder.
7. Place the shackle around the master lifting link on the tong sling, and re-attach the shackle to the lift cylinder. Ensure the nut securing the shackle bolt is secondarily retained by a cotter pin.

3.2.2 Lift Cylinder Hydraulic Connection

Inspect the hydraulic hose before connection, ensuring the line is free of ruptures, cracks, cuts, or other damage. Inspect the female quick-connect fitting to ensure it is free from damage. Connect the female quick-connect on the lift cylinder hydraulic hose to the male quick-connect fitting attached to the needle valve on the tong valve bank. Once the fitting has snapped into place give the hydraulic line a light tug upwards to ensure the fitting is securely seated.

If not already done, connect the main hydraulic supply to the power tong. Energize the hydraulic supply to the power tong.

Lift the power tong approximately three inches off the work surface, and suspend the tong for approximately thirty seconds. Following the suspension alternately lift and lower the tong slightly to confirm that lift and lower functions each operate correctly.

3.2.3 Lift Cylinder Safety

WARNING

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

McCoy Global 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 may result in serious injury or death. Do not exceed rated capacity.

Working Load Limit (WLL) is the maximum allowable load in pounds or kilograms 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.

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.

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 flexible line providing hydraulic power to the lift cylinder has been equipped with abrasion-resistant, high visibility protective wrap. The high visibility wrap allows operators to easily see monitor the position of the hydraulic line at all times, and can easily see if the line appears to become entangled or snagged.

WARNING

IMMEDIATELY CEASE LIFT CYLINDER OPERATION IN THE EVENT OF ENTANGLEMENT OF THE HYDRAULIC LINE WITH FIXED RIG COMPONENTS OR TONG SUPERSTRUCTURE.

The protective wrap also prevents wear of the hydraulic line through abrasion. Do not remove the protective wrap from the lift cylinder line, and replace protective wrap if it is missing, torn, or split. Regardless of use or condition, the hydraulic line supplying the lift cylinder must be replaced every two years.

WARNING

REPLACE LIFT CYLINDER HYDRAULIC LINE EVERY TWO YEARS

The control valve section on the power tong is equipped with an internal check valve, preventing sudden drop of the tong in the event of hydraulic power failure. A speed-limiting orifice is installed directly in the hydraulic inlet port of the lift cylinder. The orifice limits flow of hydraulic fluid from the lift cylinder through the control valve, preventing sudden drop of the lift cylinder in the event of a ruptured hydraulic line. Do not remove the speed-limiting orifice, and only replace with an identical orifice supplied by McCoy.

WARNING

DO NOT REMOVE THE SPEED-LIMITING ORIFICE FROM THE LIFT CYLINDER HYDRAULIC INLET PORT

3.2.3 Lift Cylinder Safety (continued):

The working load limit (WLL) is clearly stenciled on to the side of the lift cylinder. Do not use lift cylinder if the WLL stencil has been rubbed off or intentionally removed. Locate the test certificate that accompanied the cylinder to the job site or, if necessary, obtain a copy of the test certificate from the location at which the original certificate has been stored. The lift cylinder must be clearly re-marked with the WLL before it is released to an operating environment.

! WARNING

DO NOT USE A LIFT CYLINDER WITH A MISSING OR DEFACED WLL STENCIL.

McCoy Global recommends inspecting lift cylinders at the beginning of each shift prior to hoisting to ensure that the integrity of the rod ends have not been compromised. Damaged lift cylinders must be immediately repaired or replaced.

Do not attach any device capable of exerting a lateral (side-to-side) load to any component of the lift cylinder or spring hanger. Do not place a lateral (side-to-side) load on any component of a lift cylinder or spring hanger while a load is suspended.

Positioning system or device must be placed against the hanging line in order to maintain vertical orientation of the suspended equipment.

! DANGER

DO NOT PLACE LATERAL FORCE AGAINST ANY COMPONENT OF THE LIFT CYLINDER OR SPRING HANGER WHEN MOVING TUBULAR CONNECTION EQUIPMENT ON AND OFF WELL CENTRE.

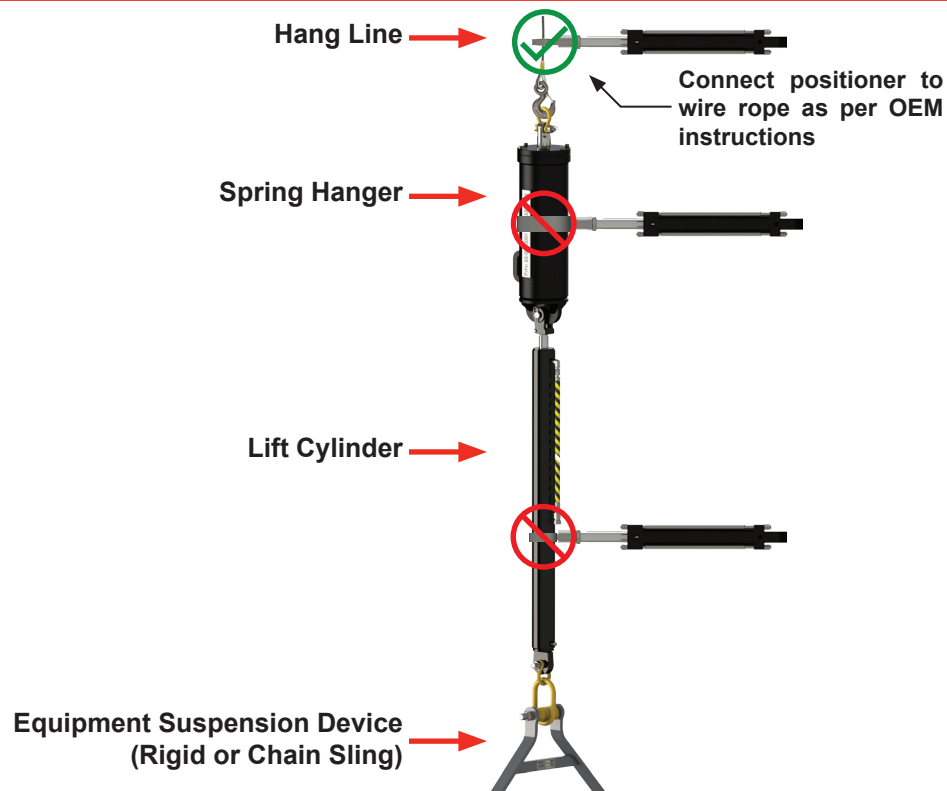


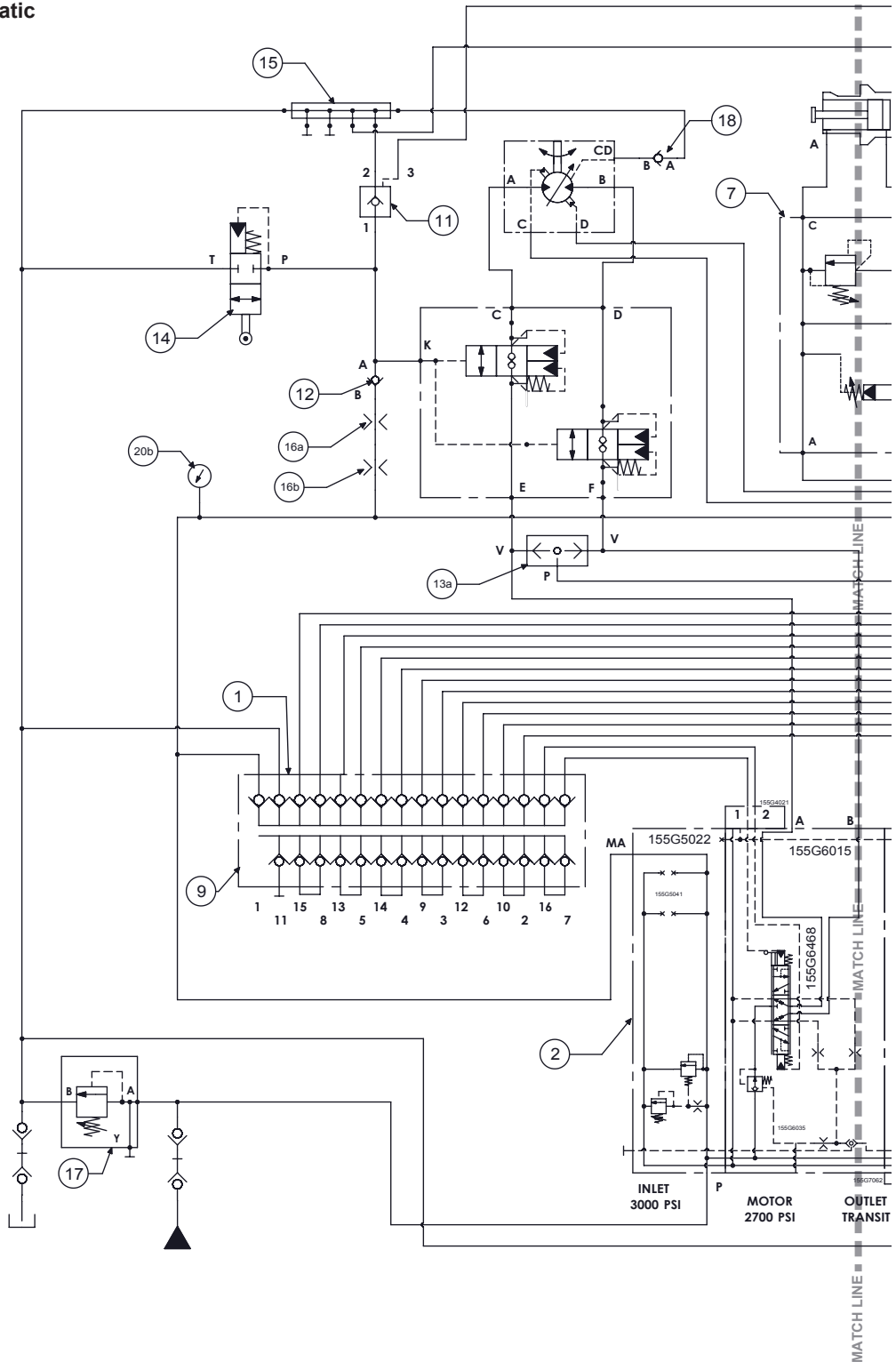
Illustration 3.2.1: Correct Installation of Positioning System

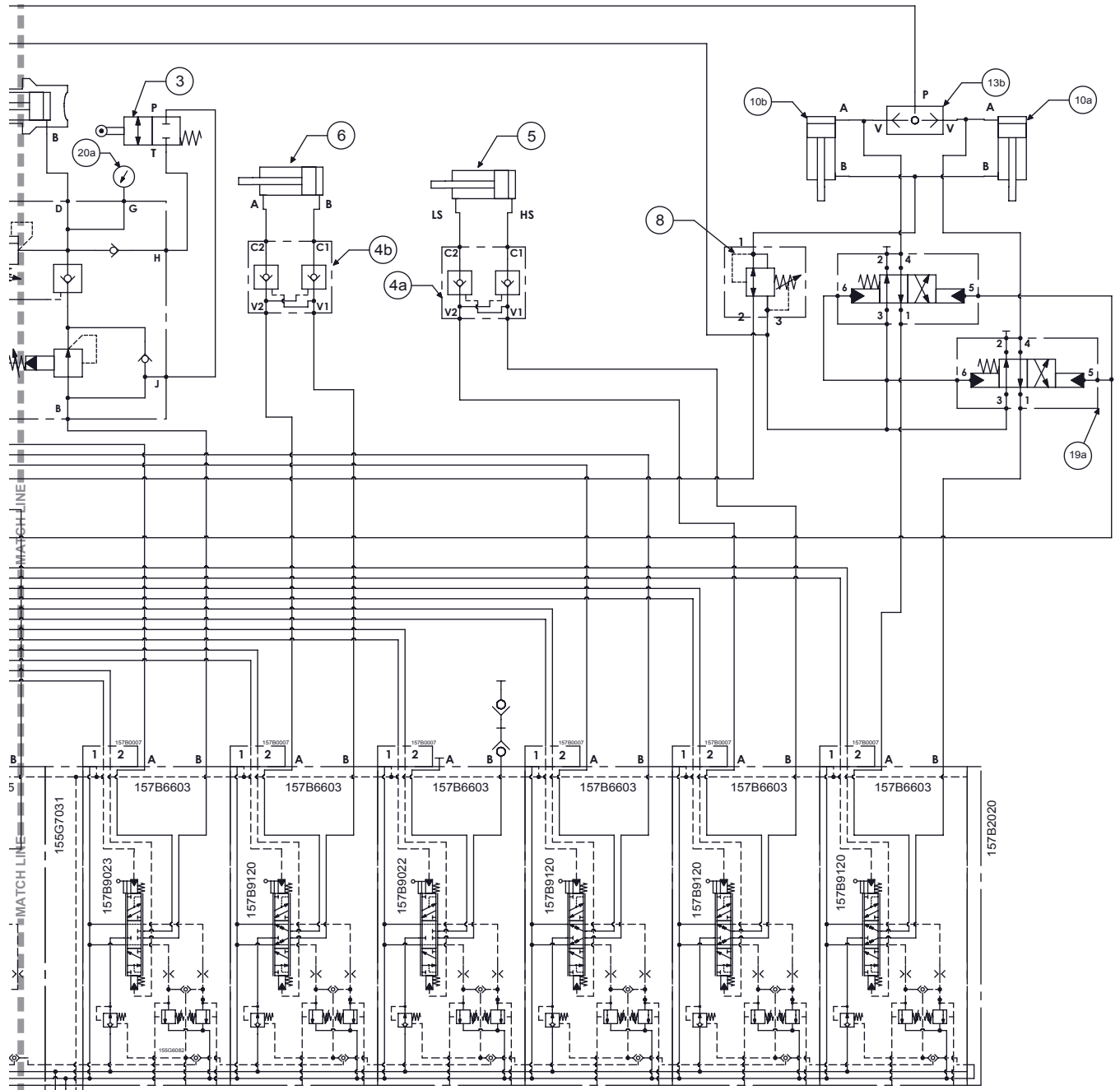
NOTICE

CONTINUED USE OF A LIFT CYLINDER THAT SUBJECTS IT TO LOADS OUTSIDE OF ITS INTENDED APPLICATION (VERTICAL LOADS ONLY) SHALL BE AT THE CUSTOMER'S SOLE RISK AND LIABILITY

3.3 HYDRAULICS

3.3.1 Hydraulic Schematic





OUTLET RANSIT
 BACKUP 2700 PSI
 DOOR 500 PSI
 LIFT 3000 PSI
 MOTOR SPEED 500 PSI
 GEAR SHIFT 1500 PSI
 RBP 1500 PSI
 END CAP

ITEM	QTY.	P/N	DESCRIPTION
1	1	1003716	DISCONNECT, 16 STATION FEMALE, 1/4 FORB
2	1	1003072	VALVE, PVG, 7 BANK, 120/32
3	1	SLV1000-04	VALVE, CAM OPERATED, 2WAY, NORM CLOSED, VENTED
4	2	02-E0493	CHECK VALVE, PILOT OPERATED, CP410-1
5	1	2047-01	CYLINDER, HYDRAULIC, LH-1 1/2-BO2-2-1-P4
6	1	14721-02	ASSEMBLY, CYLINDER, DOOR
7	1	BUCS7699-01	ASSEMBLY, HYDRAULIC MANIFOLD, LJ BACKUP
8	1	CP230-1B-6S	VALVE, REDUCING/RELIEVING, PRESSURE
9	1	1003740	ASSEMBLY, MULTI DISCONNECT, JUMPER
10	2	1360601	CYLINDER, PIN, REVERSING
11	1	14790	VALVE, CHECK, PILOT
12	1	CM4565	CHECK VALVE, 1/4 FNPT
13	2	LSV1-6T-N	VALVE, SHUTTLE
14	1	SLV1000-05	VALVE, CAM OPERATED, 2 WAY, NOMALLY CLOSED, PILOT ASSISTED
15	1	CRSS22069	ASSEMBLY, MANIFOLD, DRAIN
16	2	4XHX7-S062	FITTING, 1/4, 1/16 ORIFICE, PARKER, 4 XHX7-S .062 ORIFICE
17	1	2070	VALVE, RELIEF
18	1	02-9228	VALVE, CHECK, 1/2" NPT
19	2	1003071	ASSEMBLY, VALVE, DETENT, SUN HYDR
20	2	BAC-5M25RCFF	GAUGE, 2 1/2, 5K, 1/4 MNPT
21	2	86052	CARTRIDGE, LOGIC ELEMENT
22	1	101-0727	MANIFOLD, HYDRAULIC, SAFETY DOOR



3.3 HYDRAULICS (CONTINUED):

3.3.2 Main Hydraulic Connections

Supply hydraulic pressure to the equipment through the 1" hydraulic supply connection. A 1-1/4" return connection provides a return path to the power unit, and a 3/8" female quick-connect fitting allows motor case drain to tank. The different sizes of the supply and return lines eliminates the possibility of accidental cross-connections.

Ancillary devices (hydraulic motors, hydraulic cylinders, etc.) are connected through the hydraulic control valve block.

Inspect all connectors for damage, debris, or other contaminants before performing hydraulic connections. Clean connectors using compressed air, or an approved cleaning solvent and lint-free cloth. Always cover disconnected fittings with a clean brass or plastic dust cap, typically attached to each connector with a lightweight chain or flexible line. These caps provide significant protection from dust, dirt, other contaminants, and impact damage.

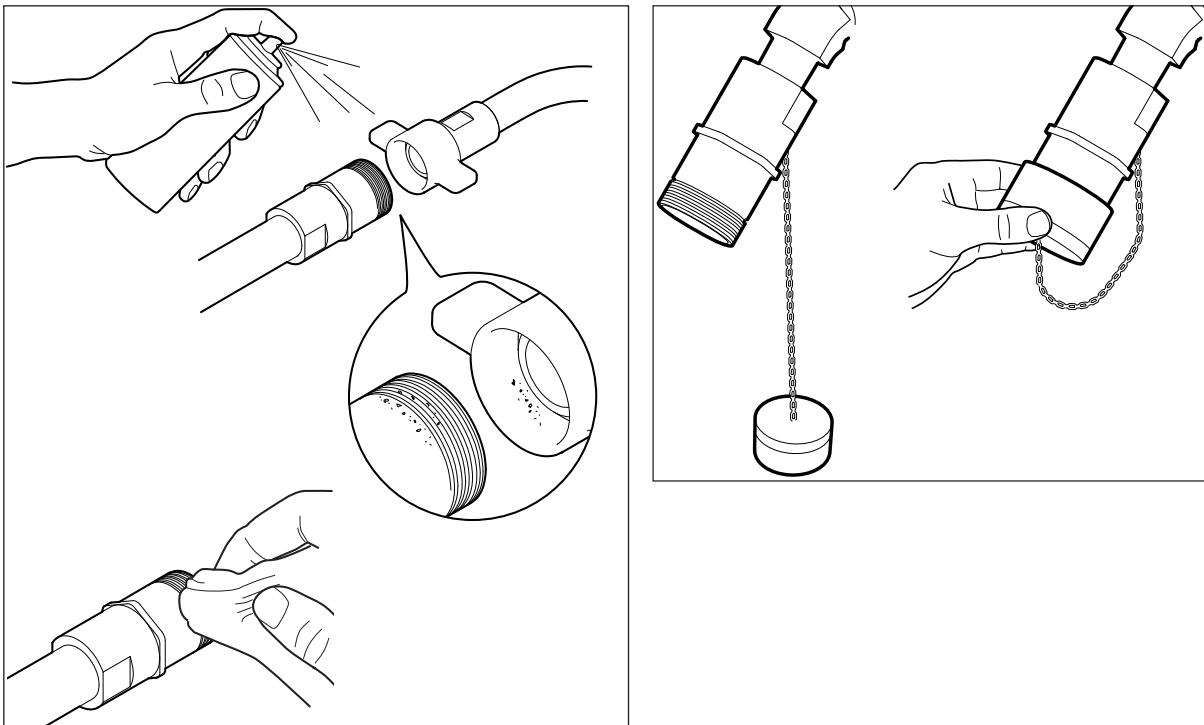


Illustration 3.3.2: Hydraulic Connections

3.3.3 Main Hydraulic Connections (Continued):

Perform hydraulic connection when the power unit is not running, or when the hydraulic pump is disengaged. Wing-type connections are self-sealing, and must always be made up to the connection line on the male connector to prevent partial closure of the integral check valve.

Self-sealing wing-type hydraulic disconnects should always be fully made up to the “fully engaged” indicator line on the male side of the connection. Inspect all hydraulic connections before energizing hydraulic power to ensure secure connections have been made. Supply of full hydraulic pressure without ensuring an established return line may result in system damage.

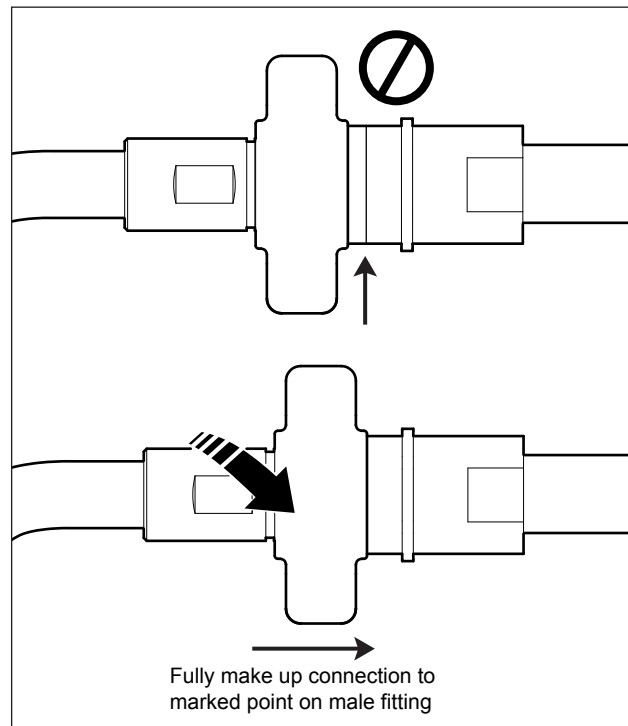


Illustration 3.3.3: Hydraulic Connections 02

! WARNING

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

Inspect these connections upon activation of the power unit. Leaking components must be repaired before releasing the tong to the operational environment. Deactivate the power unit and de-pressurize the hydraulic system according to the procedure on page 5.5. Disconnect the main hydraulic connections and inspect all four connectors (two male, two female) for damage or debris. If the connectors cannot be cleaned or easily repaired, McCoy recommends replacement of the leaking connector. Note that damage to one of the connectors may have caused damage to its mate.

Turn off power unit and depressurize hydraulic system before disconnecting the main hydraulic lines under normal working conditions. See page 5.5 for hydraulic system depressurization. McCoy recommends placing protective caps over the exposed connectors to protect them from water and impact damage.

! WARNING

ALWAYS TURN OFF HYDRAULIC POWER AND DEPRESSURIZE HYDRAULIC SYSTEM BEFORE DISCONNECTING MAIN HYDRAULIC LINES.

3.4 CONNECTING TO A STUCCI MULTI-CONNECTOR (IF APPLICABLE)

Associated equipment may utilize a multi-connector quick connect system for some hydraulic connections. Use the following instructions for connecting to these types of connectors.

1. Fully depressurize the hydraulic system. See depressurization procedure on page 5.5.
2. Line up the connection bulkheads. Rotate the locking lever counter-clockwise.
3. Slowly apply pressure to the connection bulkhead plate while keeping the connection level.
4. Slowly rotate the locking lever clockwise until the lever clicks into place. Assure the connection is secure by gently pulling back on the connection plate. The connection should remain firmly in place.

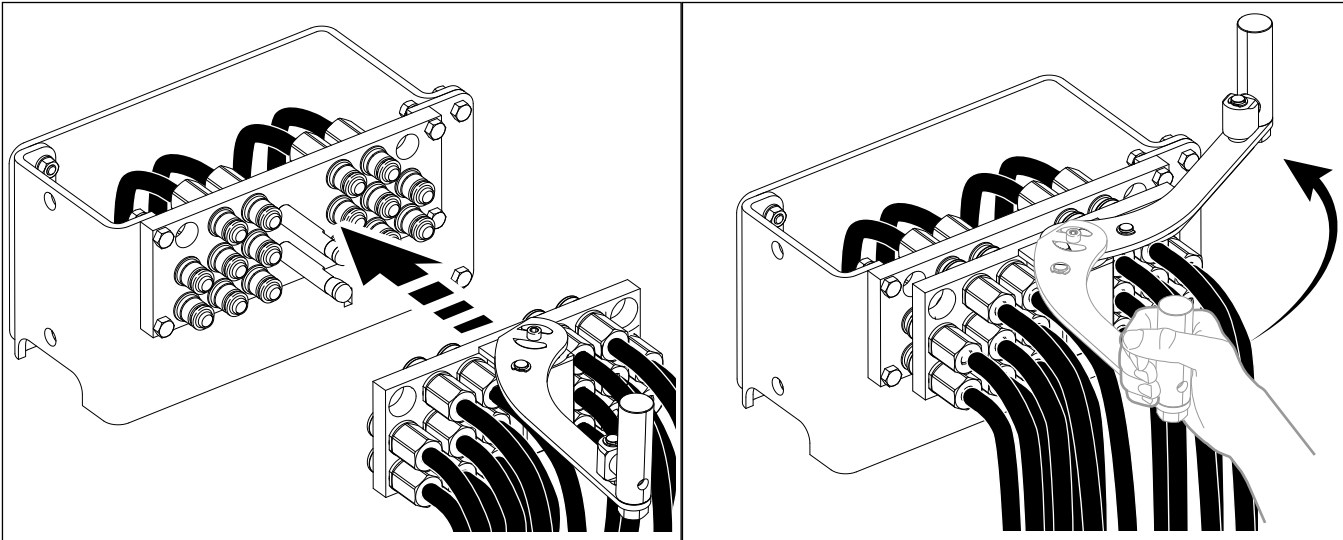


Illustration 3.4.1: Connecting the Multi-Connector

WARNING

ASSURE MULTI-CONNECTOR CONNECTIONS ARE SECURELY LOCKED IN PLACE BEFORE PRESSURIZING SYSTEM OR ATTEMPTING TO USE. FAILURE TO DO SO MAY DAMAGE EQUIPMENT AND POTENTIALLY EXPOSE NEARBY PERSONNEL TO HAZARDS ASSOCIATED WITH SUDDEN HIGH PRESSURE FLUID RELEASE.

3.4.1 Disconnecting the Umbilical Plate

1. Fully depressurize the hydraulic system prior to disconnecting any hydraulic lines. See depressurization procedure on page 5.5.
2. Grasp and rotate the locking lever counter-clockwise until the connection is unlocked.
3. Remove the umbilical line from the connection plate.

WARNING

ASSURE THE HYDRAULIC SYSTEM HAS BEEN FULLY DEPRESSURIZED BEFORE ATTEMPTING TO DISCONNECT THE UMBILICAL LINE FROM THE CONNECTOR. FAILURE TO DO SO MAY DAMAGE EQUIPMENT AND POTENTIALLY EXPOSE NEARBY PERSONNEL TO HAZARDS ASSOCIATED WITH SUDDEN HIGH PRESSURE FLUID RELEASE.

3.4.2 Switching to 'Manual' Controls

Associated equipment utilizing a multi-connector may have manual control capabilities that require the console to be disconnected. When disconnecting the remote hoses, it is imperative that the Manual Operation Plate be locked in place to prevent a hydraulic pressure lock within the valve package. See illustration below.

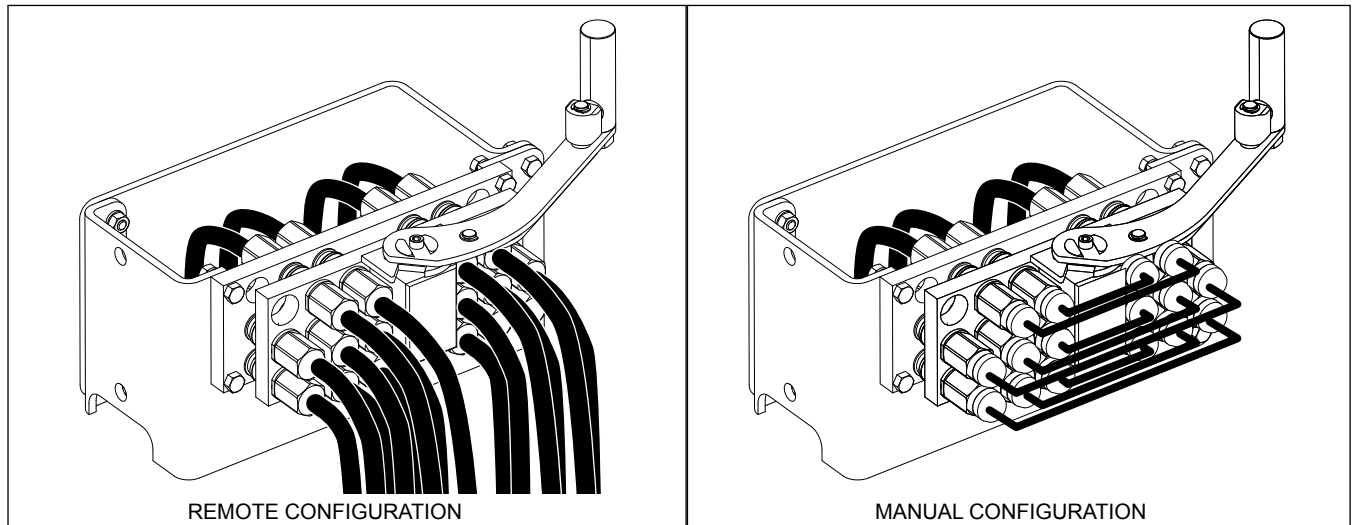


Illustration 3.4.2: Multi-Connector Configurations

! WARNING

THE MANUAL OPERATION PLATE MUST BE IN PLACE BEFORE ATTEMPTING TO OPERATE ANY ASSOCIATED EQUIPMENT IN MANUAL MODE. FAILURE TO DO SO MAY CAUSE THE DIRECTIONAL CONTROL VALVES TO EXPERIENCE A HYDRAULIC PRESSURE LOCK.

3.4.3 Utilizing the Manual Operation Plate

The Manual Operation Plate is to be used for storage, mobilization, and manual operations at the tong. During manual operation, this connector is needed to avoid a hydraulic pressure lock in the valve package.

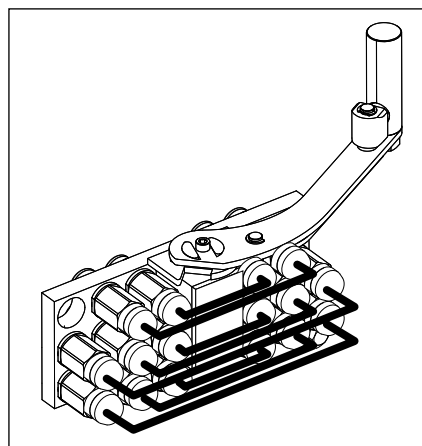


Illustration 3.4.3: Manual Operation Plate

3.5 JAW AVAILABILITY & INSTALLATION

3.5.1 Jaw Availability

McCoy Global 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. Contact McCoy Global for information on standard and/or custom sized jaw and die systems.

WARNING

NEVER ATTEMPT TO CLAMP ONTO TUBULARS WITH INCORRECTLY SIZED DIES. OPERATORS MUST BE AWARE OF THE SIZE OF TUBULAR TO BE GRIPPED AND THAT THE JAW AND DIE SYSTEM IN USE IS PROPERLY SIZED. USE OF INCORRECTLY SIZE DIES POSES A HAZARD TO PERSONNEL AND EQUIPMENT. USE OF JAWS NOT SUPPLIED BY MCCOY MAY CAUSE JAW SLIPPAGE OR FAILURE, AND MAY RESULT IN DAMAGE TO THE TONG. THE USE OF REDUCER DIES IS NOT RECOMMENDED

DANGER

USE OF ALUMINIUM DIES IN CE-MARKED EQUIPMENT IS FORBIDDEN

NOTICE

MCCOY JAW DIE KITS ARE DESIGNED TO GRIP DESIGNATED SIZES WITHIN API MAX/MIN TOLERANCES ONLY

3.5.2 Tong Jaw Die Replacement

Worn jaw dies can usually be replaced without removing the tong jaws. Replacement of dies is simple and straightforward, and may be performed on the drill floor in a few simple steps.

1. Remove hydraulic power from the equipment. Although opening the tong door inhibits rotation, McCoy Global recommends completely isolating the equipment from hydraulic power in order to prevent accidental rotation in the event of component failure.



DANGER

ISOLATE TONG FROM HYDRAULIC POWER BEFORE PROCEEDING WITH JAW OR JAW DIE REPLACEMENT.

2. Rotate the jaw towards pipe centre to fully expose jaw die keeper fasteners. **NOTE:** die keeper fasteners may be located on the bottom of the jaw, depending upon jaw orientation at installation.
3. Extract the keeper fasteners and, if required, use a hammer and soft metal drive to lightly tap the worn dies from the top or bottom (depending on orientation) to remove.
4. Use a metal brush to clean the die slots.
5. Treat the new dies with anti-seize compound before installing.
6. Insert the new jaw dies in to the jaw(s), and secure in place using the keeper fasteners.

3.5.3 Tong Jaw Installation & Removal

Tong jaws often require removal to change jaw size or replace worn jaw die inserts that are “stuck” in place. Follow these instructions to remove the tong jaws.



CAUTION

JAWS MAY PRODUCE METAL SLIVERS. WEAR STURDY WORK GLOVES WHEN HANDLING JAW DIE KITS.

1. Remove hydraulic power from the equipment. Although opening the tong door inhibits rotation, McCoy Global recommends completely isolating the equipment from hydraulic power in order to prevent accidental rotation in the event of component failure.
2. Remove one jaw at a time. Support the jaw being removed from the bottom. If required use a temporary lifting sling and crane to support the jaw assembly.
3. Remove the jaw pivot bolt.
4. Slide the jaw assembly toward the centre of the cage plate assembly, and, once clear of the cage plates, remove and transport to a secure location.
5. Repeat steps 2 through 4 for the second jaw.
6. Inspect each jaw weldment or casting for cracks or other damage, including (but not limited to) chipped metal and missing welds. Do not use cracked or otherwise damaged jaws. Cracked or otherwise damaged jaws must be clearly tagged and quarantined. Subcomponents of each jaw assembly (rollers, roller pins, jaw dies, and bearings, where applicable) may be removed and re-used, providing the subcomponents are free of damage. McCoy recommends referring to the illustrations of the exploded assemblies in section 7 for each type of jaw die kit under undergoing inspection and/or maintenance.
7. Place the jaw face down (roller up) on a sturdy surface. Wearing a leather work glove, attempt to manually rotate the roller. Jaw rollers must spin freely to ensure proper camming action against the ring gear during engagement with the tubular. If the roller turns freely, proceed directly to step 12. Rollers that do not freely rotate or are jammed must be freed before installing and using jaw assemblies.
8. Extract the fasteners retaining the jaw roller pin. In most cases this will be a keeper screw, but in some cases the jaw pin is secured using a retaining ring. Occasionally the jaw pin is secured using a weld bead. In these instances the weld bead must be ground away before the jaw pin can be removed.
9. Extract the roller pin. If necessary use a soft metal drive and hammer to tap the jaw pin out of its seat. Removing the jaw pin allows the jaw roller to come free.
10. Confirm all rotating components are undamaged and free from “flat spots”.

11. Apply a liberal coating of grease to the jaw pin and all surfaces of the jaw roller. Re-install the jaw pin and roller, and secure the jaw pin in the jaw weldment/casting with the appropriate fastener. NOTE: jaw pins secured by a weld bead must have the weld bead re-applied by an authorized, skilled welder.
12. Re-check the jaw roller to ensure that it turns freely.
13. Tong jaws are clearly marked with the size. Ensure the jaw to be installed is the proper size for the pipe to be run. Over-sized or under-sized jaws may result in jaw slippage, or cause the jaws to leave the end of the cam surface on the inside of the ring gear. Additionally, incorrectly sized jaws will cause the pipe to be off-centre relative to the backup, resulting in eccentric rotation and potential pipe thread damage.

 **WARNING**

NEVER ATTEMPT TO CLAMP TUBULARS WITH INCORRECTLY SIZED JAWS. OPERATORS MUST BE AWARE OF THE SIZE OF TUBULAR TO BE GRIPPED AND THAT CORRECTLY SIZED JAWS AND DIES ARE INSTALLED. USE OF INCORRECTLY SIZED JAWS POSES A HAZARD TO PERSONNEL AND EQUIPMENT.

14. Apply a generous coating of grease to the jaw roller & pin. Rotate the roller several times to distribute the grease.
15. Install the jaw assemblies one at a time. Liberally coat each jaw pivot bolt with a layer of grease before installing.

 **WARNING**

USE OF JAWS NOT MANUFACTURED BY MCCOY IS NOT RECOMMENDED, AND MAY RESULT IN JAW SLIPPAGE AND/OR JAW FAILURE, OR DAMAGE TO THE CAMMING SURFACES OF THE RING GEAR.

3.5.4 Backup Die Availability

Please contact McCoy Global for further information regarding available backup dies.

3.5.5 Backup Die Removal/Installation

1. Extend the clamp cylinder enough so that the fasteners securing the die retainer tabs are exposed. Turn off or disconnect hydraulic power.

**DANGER****ISOLATE TONG FROM HYDRAULIC POWER BEFORE PROCEEDING WITH JAW OR JAW DIE REPLACEMENT.**

2. Remove the fasteners securing the die retainer tab on the top of the die holder.
3. Remove the top die retainer tabs.
4. Slide the die straight up, and remove.

3.6 EQUIPMENT CONFIGURATION & LEVELING

3.6.1 Suspension & 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. Suspending the equipment lower in the rig increases the effort 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 McCoy spring hanger assembly (see specification page for recommended spring hanger). The spring hanger compensates for the downward movement of the casing as the thread is made-up, and imparts additional force to the suspension cable as the internal spring(s) is (are) deflected. See "3.1 SLING / LOAD BEARING DEVICE SAFETY" on page 3.4 for further information. In all cases hang lines must be rated to support the total weight of the suspended equipment PLUS the additional force imparted as a result of spring hanger deflection. **For application purposes, consider the "test loads" listed on the table in Section 3.1 as being the maximum total weight of equipment plus spring hanger deflection force.**

Refer to the specification page in this manual for information on the recommended spring hanger for this application. McCoy Global will not guarantee or specify spring hangers other than what has been supplied by McCoy.

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 acting 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 the suspension line based upon the total force and the margins of safety dictated 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 Global recommends using backup (snub) lines on each side of the assembly to restrict motion in either direction of rotation. Snub lines must be of sufficient strength to withstand the force imparted by the maximum rated torque of the tong and backup assembly in use. Snub lines will arrest uncontrolled movement of the tong and backup in the event slipping of the backup jaws. Calculate the force on the snub lines by dividing the maximum torque of the tong by the tong's torque arm (expressed in feet). For example, a 25,000 lb-ft. tong with a 36 inch (3 ft) torque arm will generate 8,333 lb of force against a snub line connected 90° to the longitudinal axis of the equipment. Select the snub lines based upon the total force and the margins of safety dictated 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 backup assembly, and tied off to a suitably rated anchor. When properly installed the snub line should be taut enough to allow very little movement, preventing the tong from generating excessive force on the lines by "snapping" tight when rotation is applied.



DANGER

MCCOY GLOBAL ACCEPTS NO RESPONSIBILITY FOR DESIGNING AND SELECTING AN ADEQUATE SUSPENSION AND RESTRAINT SYSTEM FOR DRILLING EQUIPMENT. THE INSTRUCTIONS IN THIS SECTION ARE PROVIDED FOR INFORMATION PURPOSES ONLY.

ALL SELECTED FASTENERS, SHACKLES, CLAMPS, ETC. USED FOR CONSTRUCTING THE SUSPENSION AND SNUB LINES MUST BE RATED FOR THE CALCULATED FORCES.

3.6.2 Tong Leveling

Leveling the tong side-to-side and front-to-rear at well-center is essential before placing into service. The following guidelines will assist when leveling the tong and backup.

⚠ CAUTION

FAILURE TO ENSURE TONG IS LEVEL AT WELL-CENTER MAY RESULT IN JAW SLIPPAGE OR FAILURE OF JAW COMPONENTS

1. Position the equipment with the center of the rotary assembly over well center (in the correct operating position for making or breaking connections).

⚠ WARNING

ONLY USE THE MASTER LINK TO SUSPEND THE TONG ASSEMBLY. THE RIGID SLING IS DESIGNED FOR VERTICAL LIFTING ONLY.

2. Place a level axially (side to side) across the tong as near to well center as possible, ensuring the level remains parallel with the top plate of the tong. Note whether the side-to-side level requires adjustment, and move the equipment back to the drill floor.
3. Use a thin wrench on the flat of the adjusting helix to rotate the helix in the direction required for side-to-side leveling of the tong, forcing the lift link to move in the appropriate direction toward the outer supports of the sling. The nylock nut on the pin may have to be slightly loosened to allow the helix to rotate.

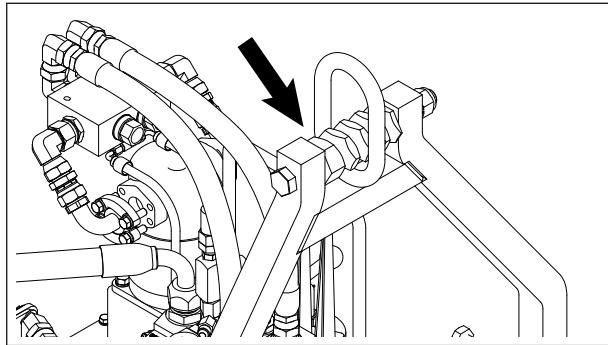


Illustration 3.6.1: Master Link Leveling

4. Repeat steps 1 through 3 until the level shows that the tong is level side-to-side at well center.
5. Position the equipment with the center of the rotary assembly over well center (in the correct operating position for making or breaking connections).
6. Place a level lengthwise (front to back) along the tong as near to well center as possible, ensuring that it remains parallel with the top plate of the tong. Note whether the front-to-back level requires adjustment, and move the equipment back to the drill floor.

⚠ CAUTION

ADJUST LEFT AND RIGHT RIGID SLING LEVELING ADJUSTMENTS SIMULTANEOUSLY AND EQUALLY

7. Adjust the bolts in each rigid sling bracket simultaneously and equally.
8. Repeat steps 5 through 7 until the equipment is level front-to-rear at well center. Double-check that the equipment has remained level side-to-side.

3.6.3 Compression Cell Configuration

The backup is directly coupled to the compression load cell via the backup body paddle. The load cell hanger is hung on the paddle and secured through the top of the “U” by a bolt and washer set, and in normal operation does not need to be adjusted or removed. To convert the assembly to the “break-out” configuration remove the bolt and washer set securing the load cell holder to the paddle, and move the entire assembly to the other side of the paddle.

Reference the illustration below for how to correctly configure the load cell for make up and break out operations.

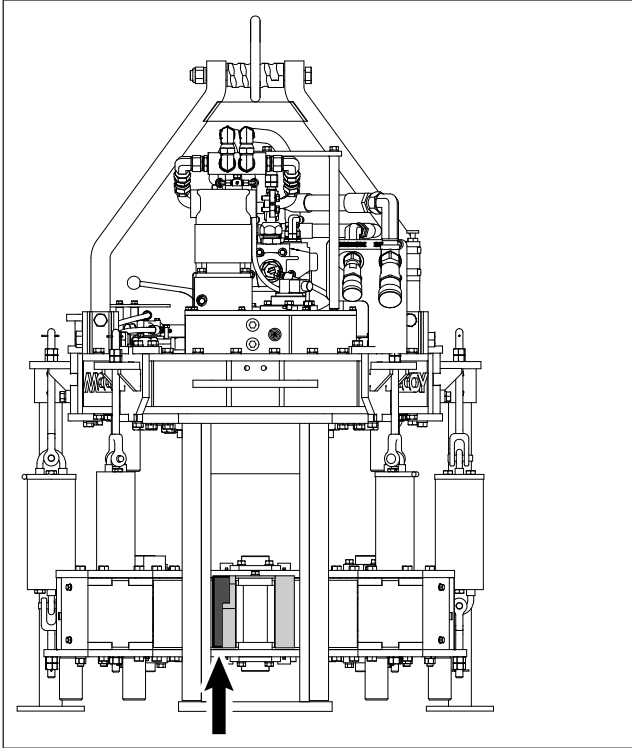


Illustration 3.6.2: Make Up Load Cell Configuration

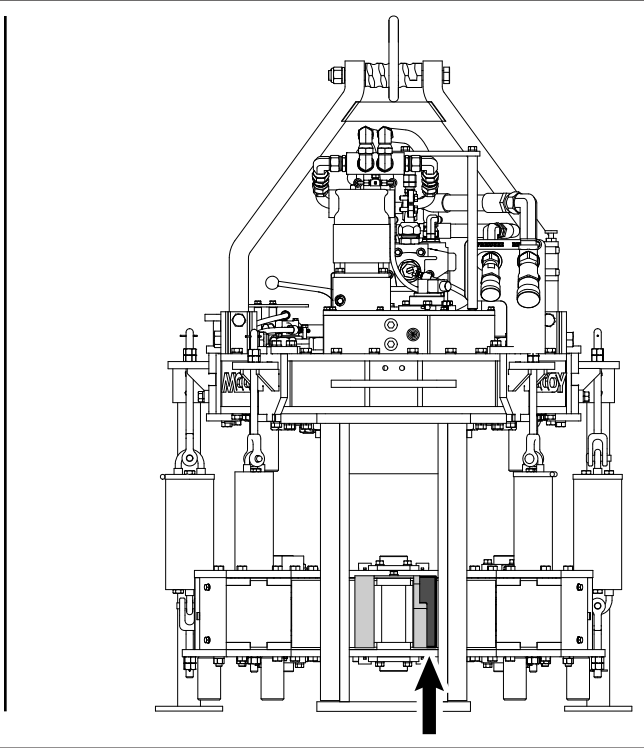


Illustration 3.6.3: Break Out Load Cell Configuration

3.6.4 Adjusting Backup Clamping Pressure

The clamping pressure of the backup requires occasional adjustment to compensate for wear of the backup jaw die inserts and for resetting the backup pressure to factory specification when new dies are installed. Occasional lowering of the backup clamping pressure may be required for thin-walled pipe or tubing, or if using the backup in non-marking applications.

A wide variety of operating conditions prevents McCoy from recommending an ideal backup pressure for any one type of pipe or joint; rather, the ideal pressure is only identified through a combination of “trial and error” and the operating manager’s best estimate based on their own experience.

Use this procedure to check and adjust the backup pressure:

1. Connect the equipment to an active hydraulic fluid power source to perform this procedure.
2. Use the BACKUP CLAMP / RELEASE control valve to fully extend the backup clamp cylinder. When the cylinder is fully extended **do not** release the valve handle. Maintain hydraulic pressure on the cylinder.
3. The backup pressure indicator displays current backup clamping pressure. Rotate the relief valve adjustment knob clockwise to increase the backup pressure, and rotate the relief valve handle counter-clockwise to decrease the backup pressure.

Maximum backup pressure is the system pressure (as displayed on the system pressure indicator on the tong), or 2500 PSI (17.232 MPa), whichever is lower. Never exceed a clamping pressure of 2500 PSI (17.232 MPa).

! WARNING

BACKUP CLAMPING PRESSURE MUST NEVER EXCEED 2500 PSI (17.237 MPA)

4. When the desired pressure has been set, move the BACKUP CLAMP / RELEASE control valve to the ‘RELEASE’ position to retract the cylinder.
5. Perform enough test connections to determine that the backup pressure is adequate for making up and breaking out joints within the current application. If pipe slippage or crushing is observed repeat the backup pressure adjustment procedure.

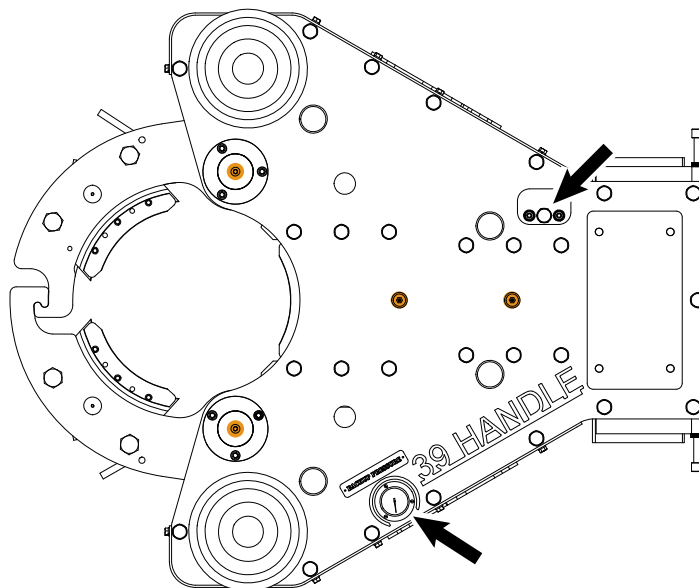


Illustration 3.6.4: Backup Pressure Adjustment



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SECTION 4: OPERATION



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4.0 TONG OPERATION

4.0.1 Operator Training

Many companies set qualification standards that must be met before equipment may be operated without supervision. McCoy Global recommends operator training, which typically consists of operation of the equipment under the supervision of a trained equipment operator until a satisfactory level of competence is achieved. Typical operator training should include:

- Introduction to and general description of equipment
- Technical specifications and performance data
- Operating instructions
- Control systems and interlocks
- Operating hazards
- Checks and inspections

4.0.2 Operator Safety

McCoy recommends that a hazard assessment of the work area be performed by a designated safety representative before commencing operations. A designated safety representative is responsible for verifying that all operators have adequate equipment and safety training.

Confirm the correct operation of the door switch system before every job. Never disable the door switch.



DANGER

NEVER DISABLE OR BYPASS THE TONG DOOR SWITCH SYSTEM

The area surrounding the tong operating area must be clutter-free and free from tripping hazards, or protruding objects that may snag hydraulic hoses on the tong, backup, lift cylinder, or torque measurement system. Operating surface or drill floor must be kept free of slipping hazards like grease, oil, water, etc.

Adequate lighting of the work area is required. All warnings, labels, gauges, and signs must be clearly visible

The components of the tong commonly manipulated or requiring control input are painted green, and are safe for continuous handling. Areas painted yellow are designated as hazardous areas, and contact with those areas must be avoided during operation. Always wear all personal protective equipment (PPE) specified by established HSE guidelines.



CAUTION

ALWAYS WEAR APPROVED PERSONAL PROTECTIVE EQUIPMENT (PPE) WHEN OPERATING HYDRAULICALLY-POWERED EQUIPMENT.

Ensure hydraulic power is deactivated and tong hydraulics are de-pressurized before disconnecting the main hydraulic lines. McCoy recommends depressurizing the tong hydraulic system before connecting or disconnecting quick-connect fittings.



WARNING

DEPRESSURIZE EQUIPMENT BEFORE DISCONNECTING MAIN HYDRAULIC LINES.

4.0.4 Shifting Gears

Shifting between high and low gear is remotely controlled by the remote control console. See “Illustration 2.1.2: Major Component Identification 02” on page 2.7 for remote shifter location.

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 desired shift direction, ensuring the shifting collar will “catch” when the main clutch gear aligns with either the high or low clutch gear.

WARNING

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

4.0.5 Backing Pin Operation

The backing pin must be engaged in either the MAKE or BREAK position to make up or break out a connection. The backing bin can only be engaged when the tong is rotated to the ‘open throat’ position and no rotating components of the tong are in motion. See “Illustration 2.1.1: Major Component Identification 01” on page 2.7 for backing pin location.

4.0.6 Pre-Operational Checks

McCoy recommends that the following pre-operating tests be performed prior to releasing the tong assembly to a operational environment:

1. Connect the tong to a hydraulic power source in a controlled environment. Ensure the power unit’s operating parameters are within the specifications as identified on page 2.8 and the hydraulic connections from the power source are properly and securely made up (see page 3.12). Do not neglect to connect the motor drain line.
2. Energize hydraulic power to the tool. Inspect all hydraulic connections. Be aware that a restriction in the pressure supply hose will result in high pressure within the power unit hydraulic system, which may activate a hydraulic governor in a stand-alone power unit and increase the engine speed to as high as maximum RPM. A restriction in the return line will result in high pressure within both the power unit and the tong hydraulic system, and may cause failure of the motor seal.

WARNING

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

3. If using a stand-alone hydraulic power unit, allow hydraulic system to warm by circulating fluid for about 10 minutes, then slowly close the bypass valve to allow hydraulic fluid to circulate through the hoses and tong. Ensure circulating pressure does not exceed 200 psi.
4. Inspect all hydraulic hoses and connections on the tong. Immediately correct any hydraulic fluid leaks.
5. Inspect all gauges. Replace leaking or cracked gauges, or any gauge not registering a reading.
6. Confirm that all load-bearing pins and R-clip retainers are installed and in good condition (rigid sling pins, lift cylinder pins).
7. Confirm all hydraulic hoses (with the exception of the supply & return to the backup) are securely fastened to the tong, and are not in contact with the cage plate or creating a snagging hazard.

A rotating tong potentially stores a large amount of kinetic energy in the gear train. Suddenly opening the tong door to stop rotation will generate a shock load that could result in catastrophic equipment failure not covered by the manufacturer’s warranty, and may present a hazard to personnel on the drill floor.

WARNING

SUDDENLY OPENING THE TONG DOOR TO STOP ROTATION WILL GENERATE A SHOCK LOAD THAT COULD RESULT IN CATASTROPHIC EQUIPMENT FAILURE NOT COVERED BY THE MANUFACTURER’S WARRANTY, AND MAY PRESENT A HAZARD TO PERSONNEL ON THE DRILL FLOOR

4.0.7 General Operational Comments

1. Full break-out torque is only achievable when the ring gear is in full contact with both idler gears. Position ring gear in contact with both idler gears when preparing to break connections or collars where high torques are required. Do not apply break-out torque if, for any reason (slippage, for example), the ring gear rotates past 90 degrees without gripping the tubular. Applying full torque to break out a joint when the ring gear is not in full contact with both idler gear assemblies presents a significant hazard of catastrophic tong failure.

WARNING

DO NOT APPLY BREAK-OUT TORQUE IF THE RING GEAR IS NOT IN FULL CONTACT WITH BOTH IDLER GEAR ASSEMBLIES.

2. 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.
3. DO NOT employ the “snap break” method of breaking-out joints when pulling a string. The extremely high stress placed on the gear train frequently causes gear breakage.

WARNING

THE “SNAP-BREAK” METHOD OF BREAKING CONNECTIONS IS HAZARDOUS TO RIG PERSONNEL AND EQUIPMENT

4. Consider the following when operating this equipment in temperatures below 0°C (32°F)
 - Select gear and bearing lubricants that are compatible with expected climatic conditions.
 - Select hydraulic fluid that is compatible with expected climatic conditions.
 - Allow sufficient time for hydraulic fluid to warm to operating temperature following a power unit cold start prior to activating the bypass valve to allow fluid to circulate to tong.
 - Allow for adequate drying of moisture (prior to lubricating) when cleaning tong parts in cold weather.

4.1 MAKING AND BREAKING CONNECTIONS

NOTICE

THESE OPERATING PROCEDURES ASSUME THE USER HAS PROPERLY SET UP AND PREPARED THE EQUIPMENT FOR OPERATION AS PER SECTION 3 OF THIS MANUAL.

Set up and prepare the equipment for operation as per Section 3 of this manual.

The tong and backup assembly should be properly suspended, connected to a hydraulic power source, and ready to make or break connections at this point.

4.1.1 Making A Connection

1. Ensure hydraulic power supply to the tong is energized.
2. Ensure the backing pin is in the "makeup" position. From the front of the tong, the backing pin correctly configured for makeup will be in the 10 o'clock position. The cage plate opening must be aligned with the door opening when setting the backing pin position.
3. Properly configure the load cell and snub line(s) for making up connections. The "snub line" is a length of wire rope or chain connecting the rear of the tong body opposite to the load cell to a sturdy anchor on the drill floor which arrests unanticipated and uncontrolled rotation of the assembly. The load cell and snub line(s) must be rated for the applied torque plus established operating policies. The load cell and snub line connection point(s) on the drill floor must be sturdy enough to absorb all applied forces generated by tong rotation. When making up joints connect the load cell to the the driller's side of the tong, which is the left side of the tong as seen from the rear. For accurate torque measurement the load cell connection line must be perpendicular to the vertical, and perpendicular to the centre-line of the tong
4. Use the rig's pipe-handling equipment to position the fresh tubular in position over the stump. Where possible manually engage the connection, and ensure the connection is not cross-threaded.
5. Open the tong door.
6. Lift the tool from the drill floor and adjust the height of the tool as necessary. Position the tool over the connection.

CAUTION

RIG PERSONNEL MUST STABILIZE THE TOOL AS IT IS LIFTED FROM THE DRILL FLOOR

7. Close the tong door. Ensure the door latch has properly and securely engaged.
8. Shift the tong to high gear to thread the connection at high speed. Do not shift gears while the tong is rotating.

WARNING

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

9. Rotate the tong in the make-up direction to cam the jaws on to the tubular.
10. As the joint becomes fully made up the increasing torque demand will stall the motor, and displayed torque will rapidly begin to increase.
11. Stop rotation, and shift to low gear (low speed/high torque). This will enable the tong to produce adequate torque for making up the joint to specification. Do not shift gears while the tong is rotating.

WARNING

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

12. Complete the connection at low speed/high torque. Monitor the torque gauge during rotation, and stop rotation upon reaching the specified make-up torque. Reverse the rotation control valve to release the tong jaws from the tubular. **OPERATING NOTE:** releasing the tong jaws may release compression energy stored in the spring hanger springs during make-up, causing the tong to “jump” upwards to its pre-connection level.

CAUTION

COMPRESSION ENERGY STORED IN THE SPRING HANGER SPRINGS MAY CAUSE THE TONG TO “JUMP” SLIGHTLY WHEN TONG JAWS ARE RELEASED.

13. When tong jaws are free, align the opening in the ring gear with the mouth of the tong, and open the tong door.
14. Free the tool from the drill string. Note that rig personnel may be required to stabilize the tool as it completely releases from the drill string. Guide the tool away from the string and lower it to the drill floor if desired.
15. Repeat steps 4 through 14 until the desired number of connections are made up.

4.1.2 Breaking A Connection

NOTICE

THIS EQUIPMENT SHOULD BE PROPERLY SUSPENDED, CONNECTED TO A HYDRAULIC POWER SOURCE, EQUIPPED WITH PROPERLY SIZED JAWS, AND READY TO BREAK CONNECTIONS.

1. Ensure hydraulic power supply to the tong and backup is energized. The master link on the rigid sling must be used to suspend the tong. Do not suspend the tong from any other point.
2. Set the backing pin for “Breakout” operation, indicated on the top of the cage plate assembly. The opening in the ring gear must be aligned with the tong door opening in order to properly set the backing pin (see “Illustration 2.1.1: Major Component Identification 01” on page 2.6).
3. Properly configure the load cell for breaking out connections (see Section 3.5.3). The load cell must be transferred to the off-driller’s side (the right hand side as seen from the rear of the tong), and the snub line must be transferred to the driller’s side to perform break-out operations. Load cell and snub lines must be rated for the applied torque plus established operating policies. The load cell and snub line connection points on the drill floor must be sturdy enough to absorb all applied forces.
4. Open the tong door.
5. If necessary, lift the tool from the drill floor.

CAUTION

RIG PERSONNEL MUST STABILIZE THE TOOL AS IT IS LIFTED FROM THE DRILL FLOOR

6. Move the tool on to the tubing joint. Ensure the tong is level and perpendicular in relation to the tubular.
7. Close the tong door.
8. Breakout torque is only available when the tong is in low gear. Shift the tong to low gear. Do not shift gears while the tong is rotating.

WARNING

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

9. Rotate the cage plate in the break-out direction, and cam the jaws on to the tubular. **OPERATIONAL NOTE:** Do not apply break-out torque if, for any reason (slippage, for example), the ring gear rotates past 90 degrees without gripping the tubular. Applying full torque to break out a joint when the ring gear is not in full contact with both idler gear assemblies presents a significant hazard of catastrophic tong failure.

 **WARNING**

DO NOT APPLY BREAK-OUT TORQUE IF THE RING GEAR IS NOT IN FULL CONTACT WITH BOTH IDLER GEAR ASSEMBLIES.

10. Stop rotation when the connection breaks, and shift to high gear. This will enable the tong to completely unthread the connection at high speed.
11. Release the tong jaws from the tubing by reversing rotational direction when connection has been completely unthreaded.
12. When the tong jaws disengage, align the opening in the ring gear with the mouth of the tong, and open the tong door.
13. Free the tool from the drill string. Note that rig personnel may be required to stabilize the tool as it completely releases from the drill string. Guide the tool away from the string and use the lift cylinder control to lower it to the drill floor if desired.

 **CAUTION**

RIG PERSONNEL MUST STABILIZE THE TOOL AS IT IS FREED FROM THE TUBULAR.

14. Use standard pipe handling procedures to remove and rack the freed tubing stand.
15. Repeat steps 5 through 14 as many times as necessary to break out and un-thread the desired number of connections.



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SECTION 5: MAINTENANCE



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McCoy Global recognizes that minor on-site repairs and modifications are required to maintain peak operating condition of this equipment, or to reconfigure the equipment to suit the operating environment. Examples of minor repairs are:

- replacement of damaged hoses, cables, and fittings
- replacement of malfunctioning pressure gauges and valves
- replacement of fasteners

Any replacement component must be an identical component supplied by McCoy Global. Fasteners must be Grade 8 or equivalent, unless otherwise specified by McCoy Global. All repairs must be performed by authorized, skilled personnel. Any attempt to make unauthorized repairs to equipment beyond the minor repairs described above exposes personnel to potential hazards and may cause catastrophic equipment failure. Contact McCoy Global if any question about the nature of repairs arises.



DANGER

UNAUTHORIZED REPAIRS TO EQUIPMENT EXPOSES PERSONNEL TO POTENTIAL HAZARDS AND MAY CAUSE CATASTROPHIC EQUIPMENT FAILURE.

By nature, steel machinery with rotating and moving parts have the potential to generate ignition sources, ie. sparks. As outlined in this manual, scheduled maintenance, lubrication, timely replacement of worn components and most importantly, on-site risk assessments with stringent standard operating procedures are all required to prevent the potential of spark generation.



WARNING

USE THE MAINTENANCE INFORMATION IN THIS MANUAL TO DEVELOP AND IMPLEMENT PROCEDURES TO HELP ELIMINATE SPARK GENERATION

5.0 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 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. 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.

Ensure equipment is isolated from hydraulic power before commencing maintenance operations.



WARNING

DO NOT PERFORM MAINTENANCE UNTIL TUBULAR CONNECTION EQUIPMENT HAS BEEN COMPLETELY ISOLATED FROM HYDRAULIC POWER

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

5.1 CLEANING

Clean equipment thoroughly with a high quality petroleum-based cleaning agent after each job, prior to storage. McCoy Global recommends that the equipment be periodically partially disassembled so that internal components can be properly cleaned. Ensure that cleaning solvents and chemicals are captured to prevent environmental contamination. Dispose of all materials according to environmental protection regulations.

5.2 PREVENTIVE MAINTENANCE PRACTICES

Regular maintenance programs must be established to assure safe, dependable operation of this equipment and to avoid costly repairs. The following maintenance procedures provide information required to properly maintain your equipment. This equipment may require more or less maintenance depending upon the frequency of use and the operational field conditions.

These maintenance procedures are designed for equipment operating at normal operating temperatures for 10 hours per day. McCoy Global recommends that the inspection and maintenance procedures in this section be performed as recommended in the maintenance checklists, or in conjunction with a qualified technician's best estimates of when this equipment is due for this maintenance.

OEM component manufacturers (for example: motors, valves, etc.) may specify maintenance tasks and intervals over and above what McCoy Global recommends as part of their recommended procedures. These additional tasks may be performed or ignored at the user's discretion.

McCoy Global recommends tracking all maintenance activity including the lubrication schedule and replacement of hoses or cables. A maintenance log is a valuable tool that can be used for easily retrieving maintenance history or identifying trends that require correction.

5.3 HYDRAULIC SYSTEM MAINTENANCE

Poor hydraulic fluid maintenance is a leading cause of hydraulic equipment failure. Contaminants are introduced to the hydraulic system through several sources including dirty hydraulic connections, dirty hydraulic cylinder rods, and through the wear of internal components. Failure to remove contaminants through the use of a maintained filtration system will contribute to rapid wear of system components. McCoy recommends protecting equipment by filtering to ISO 4406:1999 standards.

Premature fouling of particulate filters within the prime mover or ancillary hydraulic power unit indicates a high level of contaminants, and requires immediate hydraulic fluid laboratory analysis to identify the contaminants. High levels of wear metals in the fluid may be symptomatic of impending failure of a component in the hydraulic system. Early identification of the potential failure enables the user to schedule preventive repairs, preventing costly breakdown maintenance.

Fluid that has been repeatedly and consistently overheated will provide much poorer response and overall performance than fluid in a temperature-managed hydraulic system. McCoy recommends the use of hydraulic heaters and/or coolers to maintain the fluid temperature within the operating temperature range specified in Section 2. Maintaining adequate fluid level in the hydraulic reservoir helps dissipate heat in the hydraulic system. Fluid repeatedly heated to high temperatures (above 80°C) is subject to rapid depletion of the additives that prevent oxidation and water emulsification, leading to the build-up of sludge, gum, and varnish. These contaminants will build up on internal surfaces of the hydraulic system causing "sticky" operation or clogging orifices and small passages. Water entrained in the fluid will react with components in the hydraulic system to produce rust and increase the rate of oxidation of the fluid.

Schedule hydraulic fluid analysis regularly as part of a preventive maintenance routine. Test particulate content using a portable fluid analysis kit and compare the fluid sample to new hydraulic fluid. Fluid that is discolored or has a strong odor should be sent to a qualified laboratory for detailed analysis. Hydraulic fluid that is no longer capable of operating within the parameters specified by this manual must be replaced in conjunction with a complete hydraulic system flush.

Fluid that is unused for a long period of time should be tested before circulating through the hydraulic system. Hydraulic systems operated in environments experiencing extreme temperature variances are susceptible to condensation within in the oil reservoir. Over a period of time, the condensation will accumulate in the bottom of the reservoir. This condensation should be drawn off as required, or at six month intervals.

5.4 HYDRAULIC SYSTEM DEPRESSURIZATION

McCoy Global recommends that the hydraulic system be depressurized prior to maintenance on any hydraulic component. Perform the following steps to ensure the dangers posed by hydraulic fluid under pressure are minimized.

CAUTION

ENSURE ADEQUATE CONTAINMENT IS IN PLACE TO PREVENT ENVIRONMENTAL CONTAMINATION FROM RESIDUAL HYDRAULIC FLUID

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.
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.

WARNING

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

6. Disconnect the hydraulic RETURN line from the equipment.
7. Disconnect remaining hoses such as case drains, or lines connected to the turns counter encoder.

5.5 LUBRICATION INSTRUCTIONS

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

McCoy recommends that a liberal coating of grease be applied to the cam surface of the ring 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.

Coat the jaw pins and rollers with a liberal amount of anti-seize compound when installing new jaw die kits.

5.5.1 Recommended Lubrication Amounts

McCoy recommends lubricating this equipment before beginning each shift, and immediately following operation prior to storage. The grease amounts listed in the table below are estimated minimums, and should be used as a guideline when establishing a lubrication routine as part of a maintenance schedule.

McCoy recommends liberally coating the cam surface of the ring drive gear with grease prior to jaw installation. Periodically remove the clutch inspection plate and apply grease generously to the clutch, drive gears and shifting shaft. Coat the jaw pins and rollers with a liberal amount of anti-seize compound when installing new jaw die kits.

5.5 LUBRICATION INSTRUCTIONS (CONTINUED):

Item No.	Lubrication Location	Min. Lubrication Amount (Each Location)	Number of Locations
1	Dumbbell Roller	fill to max.	34
2	Cam Follower	fill to max.	38
3	Pivot Pin	fill to max.	4
4	Raced Idler Gear	fill to max.	2
5	Idler Gear	fill to max.	2
6	Pinion Gear	fill to max.	2
7	Remote Shift Cylinder	fill to max.	1
8	Gearbox	fill to max.	1
9	Secondary Gear	fill to max.	1

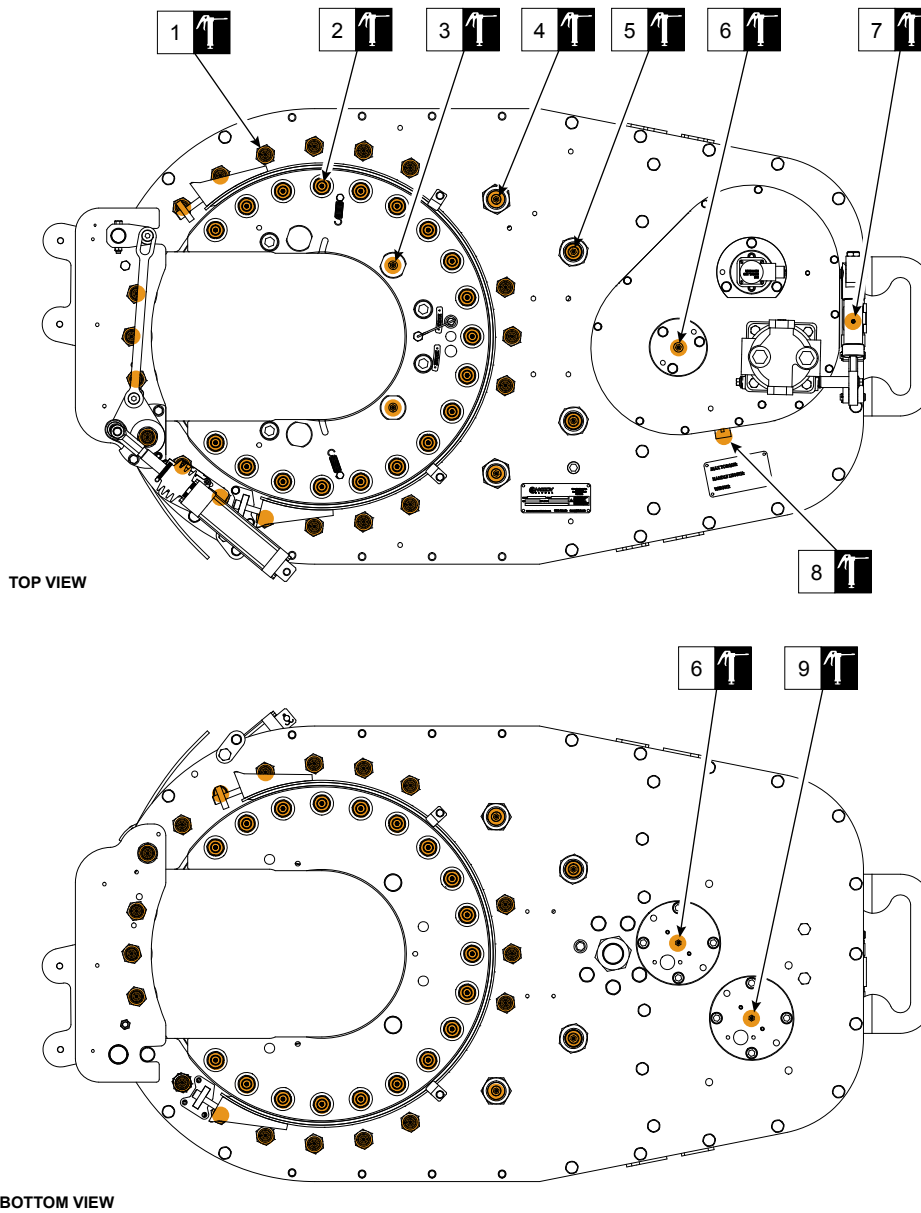


Illustration 5.5.1: Tong Lubrication Diagram

Item No.	Lubrication Location	Min. Lubrication Amount (Each Location)	Number of Locations
1	Door Pivot	fill to max.	4
2	Clamp Cylinder Guides	fill to max.	4

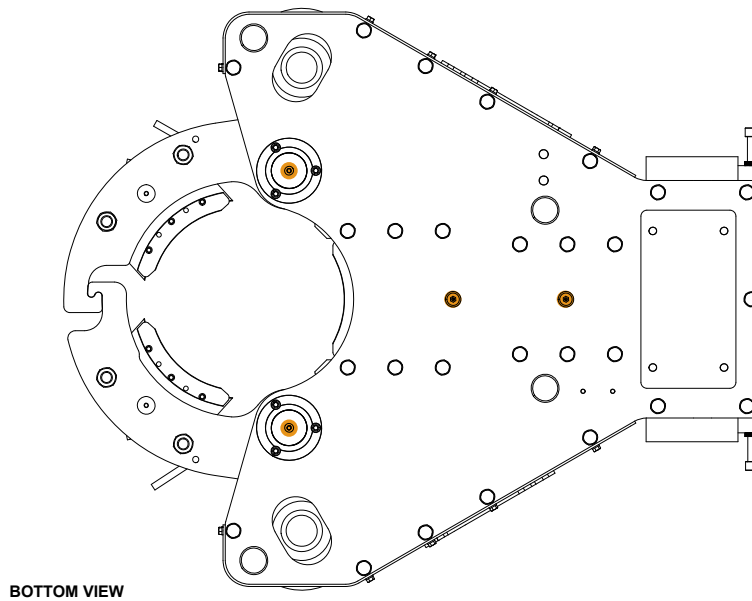
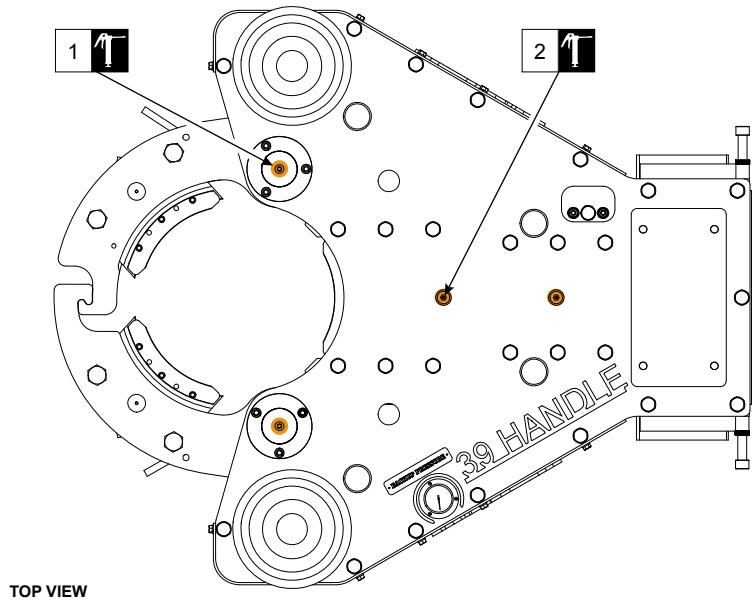


Illustration 5.5.2: Backup Lubrication Diagram

5.6 ADJUSTMENTS

5.6.1 Brake Band Adjustment

Periodically adjust the brake bands to compensate for brake lining wear, ensuring continued smooth and efficient jaw cam action. Inadequate cage plate tension will allow the cage plate to rotate with the ring gear, resulting in poor gripping of the pipe or casing due to improper “camming” action of the tong jaws. 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, using the following procedure:

1. Rotate the cage plate until the tong is in the ‘open throat’ position (ready to accept tubulars).
2. Tighten the top and bottom brake bands a quarter turn each. Ensure both brake bands are adjusted simultaneously and equally.
3. Rotate the cage plate in the make-up direction. If the jaws cam out, the procedure is complete. If jaws do not cam out, repeat steps 1 & 2.
4. Continue to repeat steps 1 through 3 until the jaws properly cam.

Over-tightening will cause excessive wear to the brake bands. Do not over-tighten brake bands.

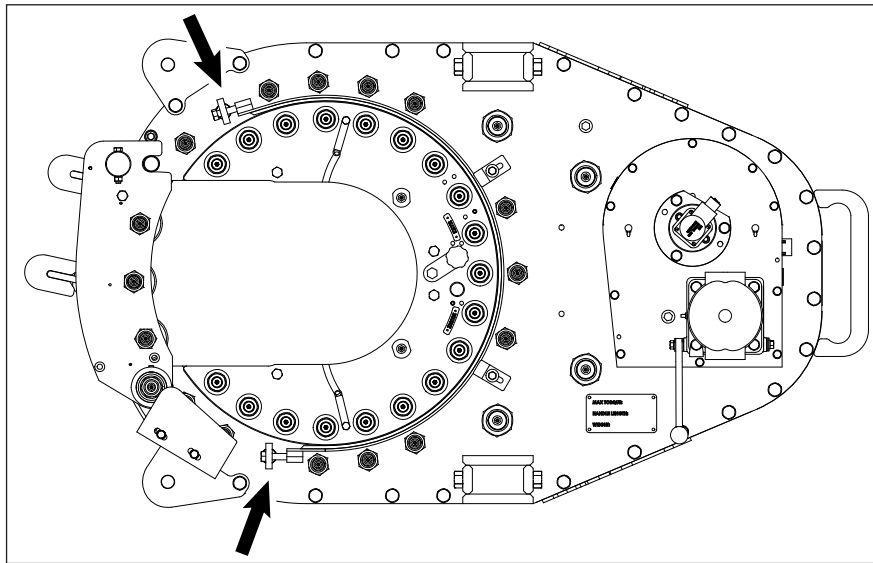


Illustration 5.6.1: Brakeband Adjustment Locations

5.7 ASSEMBLY PRACTICES

Although the assembly of McCoy hydraulic power tongs is straightforward and can be accomplished without the use of special tools, the instructions in this subsection are presented as a guide only and are similar to the assembly sequence our technician would use while assembling the tong in our plant.

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. **Please refer to the relevant exploded diagrams in Section 7 when assembling components in this power tong and backup.**

WARNING

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 LOCTITE™.

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

5.7 ASSEMBLY PRACTICES (CONTINUED):

TIGHTENING TORQUE GUIDE (DRY)			
SAE GRADE 8 - FINE THREAD			
SIZE	CLAMP LOAD	PLAIN	PLATED
¼ - 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.
½ - 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.
1-½ - 12 (1.500)	142,275	3557 ft. lbs.	2668 ft. lbs.
SAE GRADE 8 - COARSE THREAD			
SIZE	CLAMP LOAD	PLAIN	PLATED
¼ - 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.
½ - 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.
1-½ - 6 (1.500)	126,450	3161 ft. lbs.	2371 ft. lbs.

NOTICE**IMPORTANT ASSEMBLY INFORMATION**

DO NOT TORQUE NYLOCK NUTS. NYLOCK NUTS ARE NOT USED FOR CLAMPING PURPOSES AND SHOULD ONLY BE TIGHTENED UNTIL METAL-TO-METAL CONTACT IS MADE AND VERTICAL MOTION IS ELIMINATED. OVER-TIGHTENING WILL RESULT IN PREMATURE BUSHING FAILURE AND WILL INHIBIT ROTATION, AND MAY IMPART EXCESS STRESS ON ROTATING COMPONENTS.

NYLOCK NUTS ARE A ONE-TIME USE ITEM AND MUST BE DISCARDED & REPLACED AFTER USE.

5.8 DAILY INSPECTION & MAINTENANCE CHECKLIST

McCoy 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/ring gear until the opening in the ring gear faces towards the rear of the tong.

 **WARNING**

DO NOT PERFORM ANY FURTHER ACTIONS OR MAINTENANCE WHILE THE TONG IS CONNECTED TO ANY HYDRAULIC POWER SUPPLY. MCCOY 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.
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.

 **WARNING**

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. Remove the majority of dirt and grease build-up from the tong, backup, and frame assembly using a hose with spray nozzle, or a pressure washer set to the "low pressure" mode. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid and dirty grease.
4. If present, 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 opening of the ring gear. If gear damage or chips of metal are seen, the tong should be removed from service and overhauled to avoid further damage.
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. McCoy recommends that damaged or missing body parts be repaired or replaced as soon as possible.
7. Inspect the jaws and dies on the tong and backup. 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 being run.
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).

5.8 DAILY INSPECTION & MAINTENANCE CHECKLIST (CONTINUED):

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 complete lubrication of the tong. Refer to Maintenance section of this technical manual.
14. Ensure main supply and return connections to the tong are fully made up. Reconnect the remainder of the hydraulic lines, and, if applicable, the electrical line to the turns counter.

**WARNING**

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.

15. Ensure that supply pressure is at or above the tong's specified operating pressure, and that the return pressure is less than 350 psi.
16. Perform a visual inspection of pressurized hydraulic lines. Document and correct any hydraulic fluid leaks.
17. Perform a full functional test of the tong (see Operation Section). Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.
18. 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.
19. If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
20. 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 the brake band until proper cam action is achieved (see "Illustration 5.6.1: Brakeband Adjustment Locations" on page 5.8).

5.9 MONTHLY MAINTENANCE CHECKLIST

The following maintenance checklist is intended as a guideline rather than a definitive maintenance schedule. More or less maintenance may be required depending upon the frequency of use, the percentage of maximum torque that the equipment is routinely subjected to, and the field conditions under which the equipment operates. McCoy Global recommends that the following inspection and maintenance procedures be performed monthly under normal operating conditions.

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

 **WARNING**

DO NOT PERFORM ANY FURTHER ACTIONS OR MAINTENANCE WHILE THE TONG IS CONNECTED TO ANY HYDRAULIC POWER SUPPLY. MCCOY 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:

2.
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.
 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.

 **WARNING**

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 a water hose with a spray nozzle or a pressure washer using a low-pressure wash wand, 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. Clean the interior spaces of the tool thoroughly, using either a water hose with a spray nozzle (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.
5. 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.
6. Repair or replace any damaged or missing external body parts, such as torque gauge mounts, hydraulic supports, door switch protectors, etc.
7. Perform a visual inspection of all protruding body pieces (example: hydraulic valve mounts, inlet & outlet line supports, tong legs, shifter handle pivot lugs). Tighten or replace loose or missing fasteners. McCoy recommends that damaged or missing body parts be repaired or replaced as soon as possible.

5.9 MONTHLY MAINTENANCE CHECKLIST (CONTINUED):

8. 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).
9. 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. Allow sufficient time for paint to dry before proceeding.
10. Inspect all external welds. Any weld that is cracked or separating must be repaired and repainted before returning the tong to service.
11. 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 3 of this technical manual for information on recommended testing and recertification.
12. Inspect all jaws and dies used since the last monthly inspection. Inspect jaw roller pins for signs of damage - replace pins if necessary. If damaged 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.
13. Inspect backing pin(s). Replace cracked, broken, or bent pins.
14. Inspect brake band lining. Replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to "Illustration 5.6.1: Brakeband Adjustment Locations" on page 5.8 for instructions on properly adjusting brake bands.
15. Test the door latching mechanism. Ensure the latch fully engages the tong body when the door is closed.
16. 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 the equipment is equipped with rigid hydraulic lines, replace any line that is dented or appears to be stressed or cracked.
17. Generously fill the gear train housing with grease. Perform a full lubrication per Section 5 of this manual.
18. Ensure main supply and return connections to the tong are fully made up. Reconnect the remainder of the hydraulic lines, and, if applicable, the electrical line to the turns counter.


WARNING

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.

19. Ensure that supply pressure is at or above the tool's specified operating pressure, and that the return pressure is less than 350 psi.
20. Perform a visual inspection of pressurized hydraulic lines. If any hydraulic fittings or hoses are leaking they must be repaired or replaced before proceeding.
21. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, finishing with the opening of the ring gear facing the gear train. De-energize the power unit, and perform another generous lubrication of the gear train, including the gear housing.
22. Energize power unit. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the ring gear facing the gear train.
23. De-energize the power unit, and perform a third generous lubrication of the gear train, including the gear housing.
24. Rotate tong at low speed 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.

5.9 MONTHLY MAINTENANCE CHECKLIST (CONTINUED):

25. Rotate tong at high speed 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. Note any unusual sounds (grinding, rubbing) may be indicative of damaged bearings (see section 7 for exploded views for all bearing locations). Monitor hydraulic inlet and outlet lines to ensure operating temperature of the hydraulic fluid does not exceed the specifications stated in the Description & Specifications Section.
26. Install load cell. Perform a visual inspection of the load cell components and replace any cracked, broken, or distorted items including links and chains. Check oil level in load cell and fill if necessary (refer to Section 8 of the technical manual).
27. Inspect the load cell anchor pins. Replace the anchor pins if cracking or metal distortion is seen.
28. 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 for instructions on properly adjusting brake bands.
29. 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.
30. McCoy 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 ring 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.

5.10 TUBULAR CONNECTION EQUIPMENT DE-COMMISSIONING & SHIPPING

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. McCoy Global 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.

NOTICE

IN ORDER TO MAINTAIN THE INTEGRITY OF INSTALLED SEALS, MCCOY RECOMMENDS THAT THE MAXIMUM STORAGE INTERVAL NOT EXCEED ONE YEAR. AT LEAST ONCE PER YEAR ALL TUBULAR CONNECTION EQUIPMENT IN LONG-TERM STORAGE SHOULD BE RECOMMISSIONED AS PER SECTION 4.L. IF FURTHER STORAGE IS REQUIRED, THE EQUIPMENT SHOULD THEN BE PUT THROUGH ANOTHER DE-COMMISSIONING PROCEDURE.

De-pressurization Procedure In Preparation For Storage:

1. Rotate the tong so that the opening in the ring gear faces the gear train (towards the rear of the tong). Ensure tong and backup doors are closed.
2. De-energize the hydraulic power supply.
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 all remaining quick-connect hoses.
9. Disconnect all remaining connections from the equipment - for example, load cell connections, turns counter connections, dump valve connections. Ensure the tool is completely free of all connections before beginning storage preparations.

! WARNING

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

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.
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.
2. 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.
3. 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.
4. Inspect all fasteners and fastener safety wires (if equipped). Replace any missing fasteners - use Grade 8 bolts only. Re-torque all external fasteners to SAE specifications.
5. Inspect backing pin(s). Replace cracked, broken, or bent pins.

5.10 TUBULAR CONNECTION EQUIPMENT DE-COMMISSIONING & SHIPPING (CONTINUED):

6. Repair or replace any damaged or missing external body parts
- 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, "McCoy Yellow" (hazard areas) is RAL1007, and McCoy Green is RAL6029 (contact McCoy sales for paint number for custom paint applications). Allow sufficient time for paint to dry before proceeding.
7. Perform a liberal lubrication of the equipment - refer to the Maintenance Section of this manual to determine lubrication points. Generously fill the gear train housing with grease through the opening in the ring gear.
8. Connect the equipment to a hydraulic power unit. Ensure all quick-connect control lines are securely connected to prevent equipment damage from excessive back pressure. Do not neglect to connect the motor drain.
9. Energize hydraulic power to the tool.
10. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the ring gear facing the gear train. De-energize the power unit, and perform another generous lubrication of the gear train, including the gear housing.
11. Energize hydraulic power to the tool. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the ring gear facing the gear train.
12. De-energize the power unit, and perform a third generous lubrication of the gear train, including the gear housing.
13. Energize hydraulic power to the tool, 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 ring gear in the "open throat" position.
14. Extend all hydraulic cylinders, and inspect cylinder rods for signs of mechanical damage, flaking, or rust. McCoy recommends that damaged cylinders be replaced prior to storage.
15. Depressurize the equipment in preparation for storage
1. Rotate the tong to the "open throat" position.
 2. Exercise each hydraulic cylinder several times - open the tong and backup doors, retract and extend the reversing pins, retract and extend the float cylinders. Finish with 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.
16. 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 all remaining quick-connect hoses.
 10. Disconnect all remaining connections from the equipment - for example, load cell connections, turns counter connections, dump valve connections. Ensure the tool is completely free of all connections before beginning storage preparations.

 **WARNING**

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

5.10 TUBULAR CONNECTION EQUIPMENT DE-COMMISSIONING & SHIPPING (CONTINUED):

17. Repair or replace all leaking hydraulic fittings or hoses before proceeding.
18. Use a solvent-based cleaner on rags to wipe all external surfaces to remove all residual grease or hydraulic fluid. Once the exterior surfaces have been de-greased, wipe all external surfaces with clean water to remove residual solvent.
19. McCoy 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. Allow the anti-corrosive coating ample time to dry - refer to manufacturer data sheets for drying times at room temperature.

 **CAUTION**

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

20. Apply grease or heavy oil to all exposed cylinder rods.
21. Allow the anti-corrosive coating ample time to dry - refer to manufacturer data sheets for drying times at room temperature.
22. 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, McCoy recommends storing 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 meter 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 approximate external dimensions of this tool are 102" x 92" x 67.5", which calculates to an approximate volume of 633420 in³, or 367 ft³ (10.392 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 367 ft³, equaling 1.285 kg. Several manufacturers offer silica gel desiccant in packaged quantities of 125 grams per bag, so ten to eleven 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. McCoy 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.

5.10 TUBULAR CONNECTION EQUIPMENT DE-COMMISSIONING & SHIPPING (CONTINUED):**Shipping Instructions:**

The following procedure lists the steps to be followed to prepare equipment for shipping.

1. If not already done remove accessories (tong jaws, load cell, torque gauge, etc.) McCoy recommends wrapping these items in protective wrap and placing in a separate wooden crate.
2. Place the equipment on a sturdy pallet constructed of 4" x 4" cross-members and 2" x 4" flooring. Ensure the pallet is large enough to accommodate the wooden crate containing the tong accessories.
3. Do not allow the backup to "float" on its support springs during shipping. Build a sturdy wooden support structure under the front and back of the backup to support the weight of the backup and release the compression on the springs. Strap the backup to the support blocks and pallet independent of the tong, using minimum 3/4" x 0.029" metal strapping in at least two locations. Place strapping as close to the backup supports as possible, and use caution not to entrap any flexible hydraulic hoses beneath the strapping. Before tightening strapping, place strapping protectors wherever the metal strapping comes into contact with the equipment.
4. Securely strap the equipment in place using metal strapping. Place strapping as close to the cross-members under the equipment legs as possible, and use caution not to entrap any flexible hydraulic hoses beneath the strapping (guide strapping through beneath the hydraulic hoses). Use the following guidelines to determine the strapping requirements:

Assemblies weighing 1000 lbs. (454 kg.) or less:

3/4" x 0.029" metal strapping, 3320 lbs. (1509 kg.) tensile strength
Minimum two straps

Assemblies weighing more than 1000 lbs. (454 kg.) or less:

1-1/4" x 0.031" metal strapping, 5500 lbs. (2500 kg.) tensile strength
Minimum two straps for assemblies weighing less than 5000 lbs. (2273 kg.)
Minimum three straps for assemblies weighing more than 5000 lbs. (2273 kg.)

Before tightening strapping, place strapping protectors wherever the metal strapping comes into contact with the equipment.

Place the wooden crate containing the tong accessories on the crate next to the equipment. Strap the crate to the pallet using 3/4" x 0.029" metal strapping. If it is not practical to place larger loose items in a wooden crate, ensure they are also securely strapped to the pallet using 3/4" x 0.029" metal strapping. Use a large polyethylene shipping bag (sometimes called a pallet cover) to completely enclose the equipment. Seal polyethylene bag to the pallet using 1 mil polyethylene wrap. Use the wrap to conform the plastic cover to the general shape of the equipment, but do not wrap so tight that sharp edges on the equipment perforate the cover.

McCoy recommends enclosing the equipment in a sturdy shipping crate which is securely fastened to the pallet.



Illustration 5.10.1: Shipping Instructions - Strapping Equipment To Pallet

5.11 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 McCoy have been strictly observed.

1. Remove all protective plastic wrapping. Exhausted desiccant packs within the wrapping may be disposed of with the regular garbage. Remove all remaining shipping and/or storage material including straps, blocks, plugs, wire-ties, etc. Ensure the backup floats freely on its suspension chains.
2. Wipe excess grease or heavy oil from exposed cylinder rods.
3. Perform a visual inspection of all lifting points - visibly damaged components (cracks, broken lugs, distorted metal, etc.) must be replaced or repaired before placing tong in service. Inspect all chains, master links, and turnbuckles. Damaged components must be replaced before placing the tong in service. If yearly certification of lifting equipment is required, ensure that the most recent test date falls within the past year. Perform recertification if necessary.
4. Perform a liberal lubrication of the equipment - refer to lubrication diagrams on page 5.6. Generously fill the gear train housing with grease through the opening in the ring gear.
5. 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.


WARNING

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

6. Energize hydraulic power to the tool. Ensure that supply pressure is at or above the tong's specified operating pressure, and that the return pressure is less than 350 psi.
7. Perform a thorough inspection of pressurized hydraulic lines and fittings. Leaking hydraulic fluid lines or fittings must be replaced before returning the equipment to service.
8. Perform a thorough inspection of all seals. Any seal that is leaking or "weeping" must be replaced before returning the equipment to service.
9. Rotate tong at low speed 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 returning the equipment to service. Finish this step with the ring gear opening facing the gear train. De-energize the power unit.
10. 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.
11. 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 ring gear.
12. Inspect the brake band lining. Replace if necessary. Unequal wear of the brake band indicates that the brake band tension is not evenly adjusted. Refer to "Illustration 5.6.1: Brakeband Adjustment Locations" on page 5.8 for instructions on properly adjusting brake bands. Ensure that all grease is wiped from brake band linings and the parts of the cage plate that come into contact with the brake band linings are free from debris.
13. Install a set of pre-inspected jaws that are the correct size for the pipe or casing being run.
14. Install load cell. Perform a visual inspection and replace any cracked, broken, or distorted components including links and chains.
15. Inspect the load cell anchor pins. Replace the anchor pins if cracking or metal distortion is seen.
16. Re-energize hydraulic power to the tool.

Continued on next page...

5.11 TUBULAR CONNECTION EQUIPMENT RE-COMMISSIONING PROCEDURE (CONTINUED):

- 17. 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.
- 18. While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands require tightening. See page 5.8 for instructions for adjusting the brake bands.
- 19. When all of the previous steps are completed, the re-commissioned equipment may be returned to service.

5.12 SPARE PARTS RECOMMENDATIONS

McCoy recommends that the following list of spare parts be kept on hand for basic maintenance and repairs.

ITEM	QTY.	P/N	DESCRIPTION
1	5	55191-02	ASSEMBLY: ROLLER: DUMBELL
2	1	55144	COUPLING: ENCODER: MALE
3	5	14677	SHAFT: DUMBELL: DOOR
4	2	14711	WELDMENT, BRAKE BAND
5	2	14245	PLATE, TAB
6	10	SSCF1875	ASSEMBLY: FOLLOWER: CAM
7	2	58102	SPRING: EXTENSION: .625 OD X .481 ID X 2.50L
8	1	2044-03	ROD END: BALL JOINT: 3/4-10 (FEMALE)
9	1	14018-S1	CLAMP: BOOT: ROD
10	15	1001	FITTING: GREASE: 1/8 NPT
11	1	51031	MOUNT: COUPLING: ENCODER
12	1	86052	CARTRIDGE: LOGIC ELEMENT
13	1	14615	ROD: JAM: DOOR
14	1	14018	BOOT: ROD
15	2	2040	BUSHING, DOOR
16	4	2025	WASHER, BRONZE
17	3	14679	BUSHING, DOOR
18	1	14682	PIN, LATCH, DOOR
19	1	14678	SHAFT, PIVOT, DOOR
20	1	82046	BUSHING: DOOR
21	3	2021	BUSHING: DU: 1 1/2 X 1: 24DU16
22	1	55027	BUSHING: DOOR
23	1	14733	BUSHING, DOOR
24	1	SLV1000-04	VALVE: CAM OPERATED: 2WAY: NORM CLOSED: VENTED
25	1	BAC-5M25RCFF	GAUGE: 2 1/2: 5K: 1/4 MNPT
26	1	BUCST1509	WELDMENT, WEDGE
27	2	ASAP1175	SEAL KIT
28	1	SLV1000-05	VALVE: CAM OPERATED: 2WAY: NORM CLOSED: PILOT ASSISTED: TOP PORTS
29	3	24DU20	BUSHING: GARLOCK: 1 1/2 ID: 1 1/4
30	2	BUCST7617	PIN: ROLLER: DOOR
31	6	BUCST1508	CLIP, RETAINER
32	2	CLE18528	SPRING: TORSION, 3/8 W X 2 1/2 X 5.25 COIL
33	6	32DU24	BEARING: DU: 2 X 1 1/2
34	2	BUCST1513	ROLLER: DOOR
35	2	14666	JAW PIN
36	2	14666-02	JAW PIN
37	2	14667	JAW ROLLER
38	2	14667-02	JAW ROLLER
39	24	13-0008-314-0	DIE, TONG, STRAIGHT TOOTH, 1/2 H X 1 1/4 W X 3 7/8 L
40	24	13-0008-500-0	DOVETAIL DIE .5 X 1.25 X 5.000
41	1	PH-RDDA-LAN	RELIEF CARTRIDGE
42	1	PH-CXFA-XCN	CHECK CARTRIDGE
43	1	PH-CKCB-XCN	PO CHECK CARTRIDGE
44	1	PH-PBFB-LAN	PRESSURE REDUCING CARTRIDGE
45	1	14623-01	PIN: PIVOT
46	1	1920	BEARING: CR: L04 5005 PP
47	8	1905	BEARING: CR: CUSTOM
48	1	1909	BEARING: RADIAL BALL: MRC105KSFF
49	2	1901	BEARING: BALL: 306 SZZ
50	2	1991	BEARING: SPHERICAL ROLLER: SB-22216SS
51	2	02-e0493	check valve, pilot operated, cp410-1
52	1	14790	VALVE, CHECK, PILOT
53	1	LSV1-6T-N	VALVE, SHUTTLE
54	1	1003071	ASSEMBLY, VALVE, DETENT, SUN HYDR
55	2	73106	PIN, REVERSING, REMOTE
56	1	smh1501-n	SPRING, TORSION



SECTION 6: TROUBLESHOOTING



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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.

6.0 TONG WILL NOT DEVELOP SUFFICIENT TORQUE

	POSSIBLE PROBLEM	SOLUTION(S)
1	Malfunctioning relief valve on tong hydraulic circuit	Troubleshoot relief valve as per subsection 6.1 or OEM instructions.
2	Directional valve is leaking	Check directional valve. Neutral position should return fluid directly to the reservoir. Replace or repair valve to ensure correct operation
3	Power unit is not producing adequate pressure	Troubleshoot power unit (see user’s manual for power unit)
4	Poor hydraulic pressure at the tong despite adequate pressure at the power unit, or excessive back pressure in the return line.	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	Fluid viscosity is not appropriate (too high or too low)	Ensure hydraulic fluid being used is the viscosity recommended by McCoy Global. 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 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	Worn or damaged tong motor causing slippage	Replace or repair worn or damaged motor
7	Damaged bearings or gears causing excessive drag	Replace or repair worn or damaged gears or bearings
8	Jaws slipping on pipe	Ensure jaw dies are not worn to the point that they cannot grip. Ensure the correct sized jaws are in use
9	Torque gauge is indicating incorrectly	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
		Gauge has been damaged. Check gauge operation and calibration on independent system
		Gauge has mistakenly been married to an incorrect load cell
10	Load cell is measuring incorrectly	Incorrect load cell is being used
		Air is trapped in torque measuring circuit (load cell, hydraulic line, or gauge). Refer to torque measurement troubleshooting in Section 8.1 of this manual
		Load cell has been damaged. Replace load cell, or return to McCoy for repair and re-calibration

NOTICE

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

	POSSIBLE PROBLEM	SOLUTION(S)
11	Incorrect motor speed selected (applies to 2-speed motors only)	Maximum torque can only be developed when LOW motor speed (maximum hydraulic displacement) is selected.
12	Incorrect tong gear selected	Maximum torque can only be developed when LOW motor gear is selected

6.1 TONG RUNNING TOO SLOWLY

	POSSIBLE PROBLEM	SOLUTION(S)
1	Obstruction in tong hydraulic circuit preventing adequate flow	Inspect self-sealing couplings to ensure they are properly engaged
		The main hydraulic lines (supply and discharge) to the tong are obstructed. Remove and clean if required
2	Power unit is not producing adequate flow or pressure	Troubleshoot power unit (see user's manual for power unit)
3	Tong motor is excessively worn and is leaking hydraulic fluid past the vanes	Replace motor or rebuild as per OEM instructions
4	Bearings in gear train and rotary section are excessively worn	Overhaul tong. See Section 5.8 of this manual for instructions for exposing the gear box and support roller assemblies.
5	Shifter has malfunctioned and the tong is not shifting to high gear	Inspect and repair shift mechanism as necessary
6	Hydraulic fluid viscosity too high	Ensure hydraulic fluid meets McCoy specifications
		Ensure hydraulic fluid is appropriate for climatic conditions, especially during cold-weather operation
7	Bypass valve not functioning	Check and repair

6.2 FAILURE OF JAWS TO GRIP PIPE

	POSSIBLE PROBLEM	SOLUTION(S)
1	Dies have become too dull to provide adequate grip	Replace dies
2	Incorrect jaws are being used	Double-check jaw size to ensure they are rated for the diameter of pipe or casing being run
3	Incorrect dies are being used	Ensure dies loaded in the jaws are appropriate for the type of pipe or casing being run
4	Brake band(s) is (are) insufficiently adjusted, not allowing jaws to cam properly	Adjust brake bands to give proper resistance to cage plates
5	Jaw roller broken or worn	Remove jaw assembly and inspect. Replace rollers that are visibly "flat-spotted" or otherwise damaged

6.3 FAILURE OR DIFFICULTY OF TONG TO SHIFT

	POSSIBLE PROBLEM	SOLUTION(S)
1	Bent or broken shifter yoke	Inspect components. Replace shifter yoke if necessary.
2	Bent or broken shifter shaft	Replace shifting shaft.
3	Locking nuts on shifting shaft have loosened and position of yoke has changed	Reposition yoke and re-tighten locking set screws.
4	Shifting yoke has come loose from shifting shaft	Inspect yoke and inspect for damage. If free of damage, replace on shaft and tighten locking nuts
5	Shifting mechanism requires adjustment	Adjust shifting mechanism - see Section 5.6.4

6.4 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.

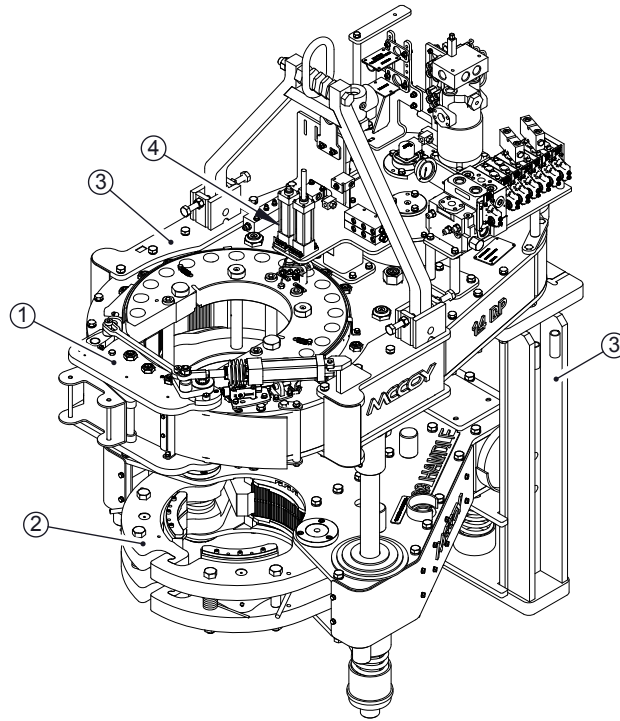
If established hydraulic troubleshooting procedures involve flow and pressure tests at the power unit, McCoy Global recommends construction of a test rig that can easily be connected to the main suction and discharge ports of the power unit.



SECTION 7: PARTS & ASSEMBLIES



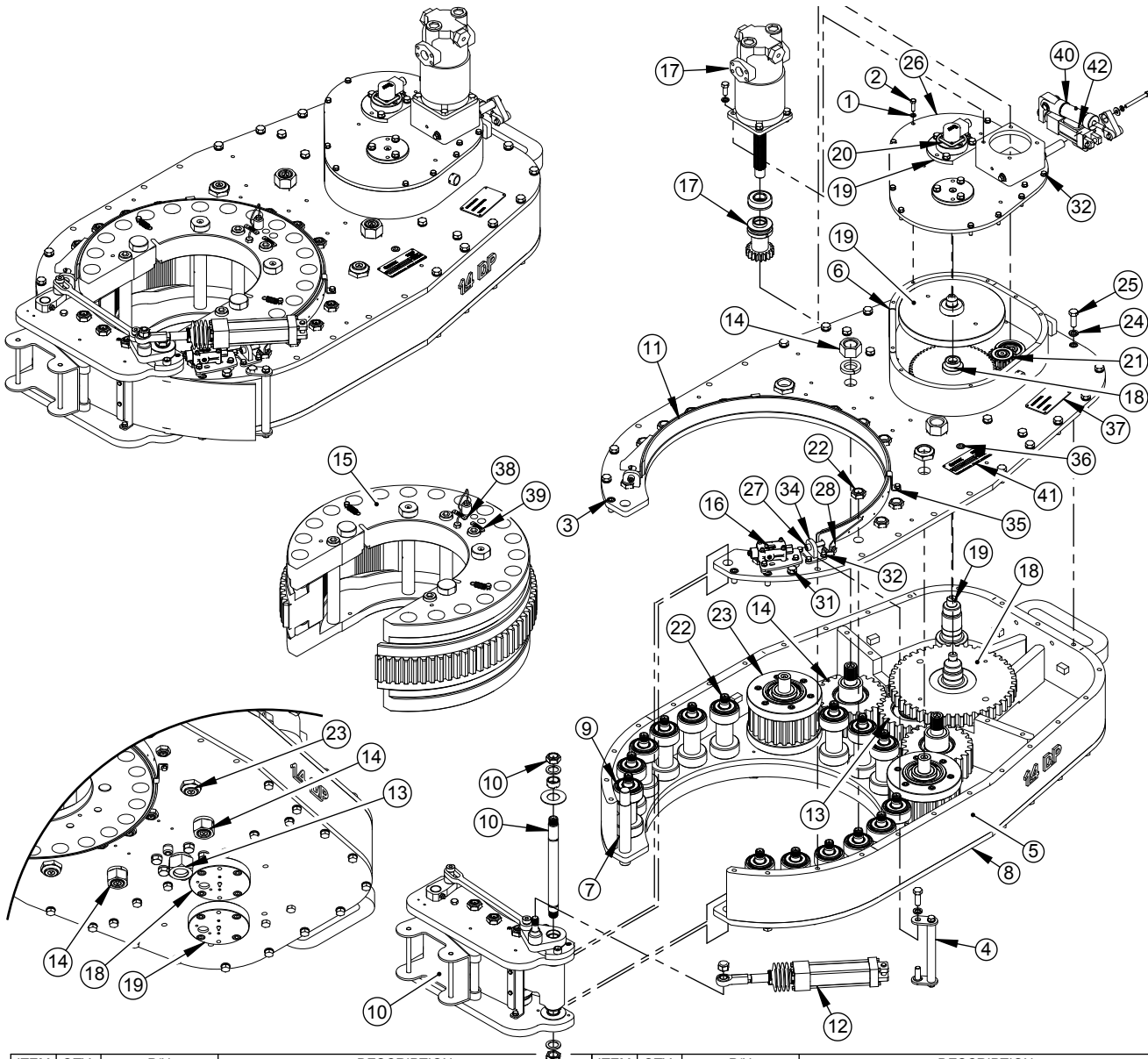
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ITEM	QTY.	P/N	DESCRIPTION
1	1	CLE14000DP13	ASSEMBLY, TONG, 14-100K
2	1	BUCS15000	BACKUP, DRILL PIPE, 15 IN
3	1	MK14000-05	MOUNTING KIT
4	1	101-9143	ASSEMBLY, REVERSING PIN

SEE SEPARATE ASSEMBLY ILLUSTRATION IN THIS MANUAL FOR FURTHER DETAIL

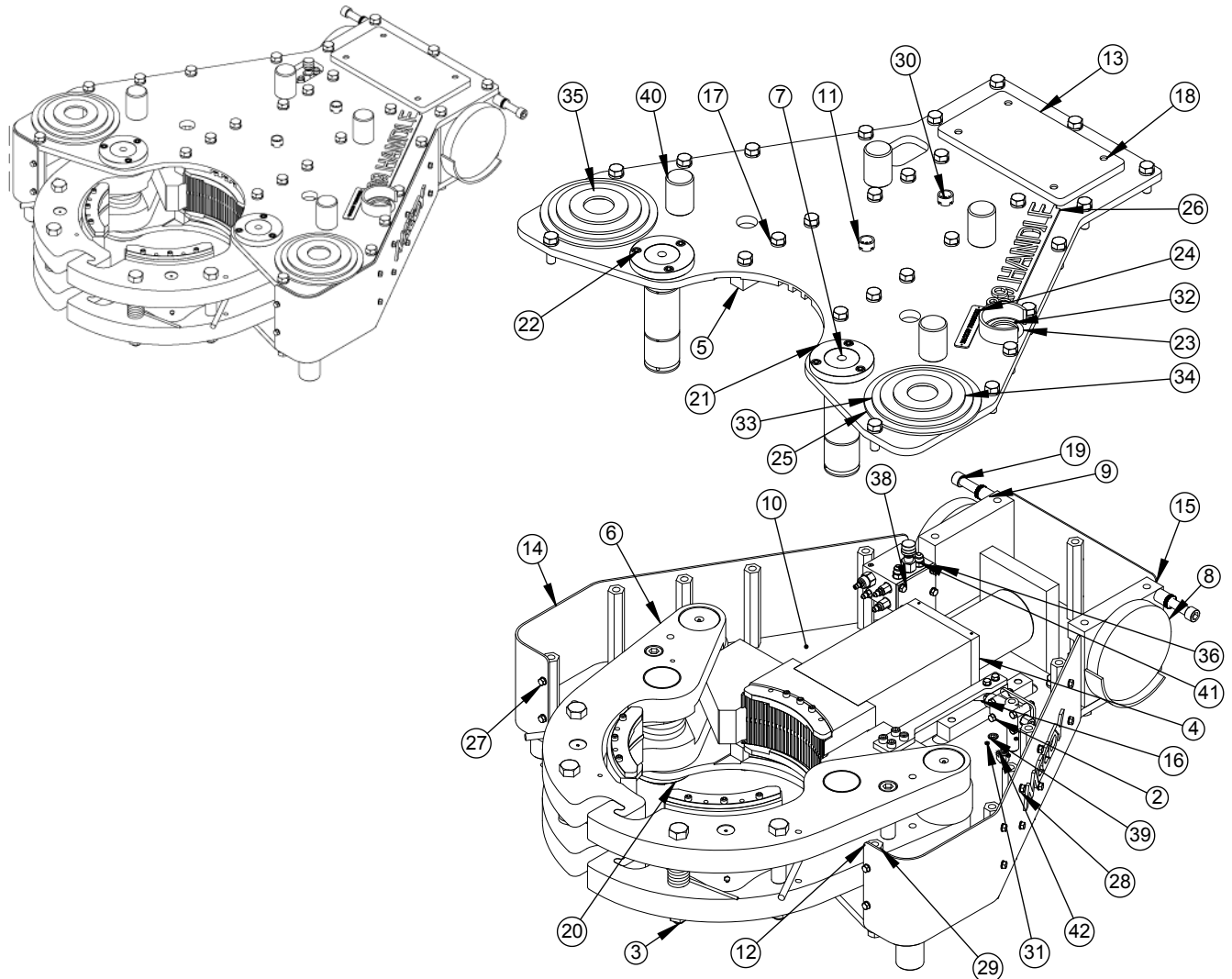
Illustration 7.1: 80-140-100-15D-111-7S-00 Tong & Backup Assembly



ITEM	QTY.	P/N	DESCRIPTION	ITEM	QTY.	P/N	DESCRIPTION
1	17	1027	WASHER, LOCK, 3/8, STEEL	22	14	73069	ASSEMBLY, DUMBELL ROLLER
2	10	1048	SCREW, HEX, 3/8 - 16, 1 1/4, STEEL, GR8	23	2	96137	ASSEMBLY, GEAR, IDLER, RACED
3	8	1153	SCREW, SOCKET HEAD CAP, 5/8 - 11, 1, STEEL, GR08	24	44	1151	LOCKWASHER, 5/8, STEEL, GR8
4	1	14152-01	ASSEMBLY, DOOR FLAP	25	45	1158	SCREW, HEX, 5/8 - 11, 1 3/4, STEEL, GR08
5	1	14603	WELDMNT, MID BODY	26	1	73091-W	WELDMNT, COVER, GEAR BOX
6	1	14612	WELDMNT, PLATE, TOP	27	4	1107-A	SCREW, SOCKET CAP, 1/2-13, 2 1/2, STEEL, GR8, ZINC
7	1	14615	ROD, JAM, DOOR	28	4	78021-S5	NUT, BRAKE BAND
8	1	14616-S1	PLATE, BOTTOM	29	1	1171	WASHER, LOCK, 3/4, STEEL, GR8
9	2	14674	ASSEMBLY, ROLLER, DUMBELL, BRAKE LUG	30	1	1174	SCREW, HEX HEAD, 3/4-10 X 2 1/4, GR8
10	1	14680-05	ASSEMBLY, DOOR, TONG	31	1	196	SCREW, HEX HEAD, 5/8-11 X 1, GR8
11	2	14711	WELDMNT, BRAKE BAND	32	9	1046	SCREW, HEX, 3/8 - 16, 3/4, STEEL, GR8
12	1	14721-02	ASSEMBLY, CYLINDER, DOOR	33	2	134-A	LOCKWASHER, 3/8, SS
13	1	14740-01	ASSEMBLY, GEAR, SHORT IDLER	34	2	14616-01	TAB WELDMNT, BRAKE BAND
14	2	14741	ASSEMBLY, GEAR, IDLER	35	4	14245	PLATE, TAB
15	1	14745-03	ASSEMBLY, CAGE PLATE	36	1	1610	FITTING, 3/4 MNPT, PLUG
16	1	101-9155	ASSEMBLY, SWITCH, DOOR	37	1	CE-SPEC-TAG	TAG, SPECIFICATION, CE TONG
17	1	14796-01	ASSEMBLY, MOTOR, 30 CU. INCH	38	1	CE-MAKE-TAG	TAG, CE MAKE
18	1	26068-01	ASSEMBLY, GEAR, PINION	39	1	CE-BREAK-TAG	TAG, BREAK
19	1	26070	ASSEMBLY, GEAR, SECONDARY	40	1	14722	ASSEMBLY, CYLINDER, REMOTE SHIFT
20	1	55142	ASSEMBLY, ENCODER	41	1	02-0023	PLATE, SERIAL NUMBER
21	1	55197	ASSEMBLY, IDLER, HIGH GEAR	42	1	14753	WELDMNT, BRACKET, CYLINDER

SEE SEPARATE ASSEMBLY ILLUSTRATION IN THIS MANUAL FOR FURTHER DETAIL

Illustration 7.2: CLE1400DP13 14-100K Tong Assembly



ITEM	QTY.	P/N	DESCRIPTION	ITEM	QTY.	P/N	DESCRIPTION
1	2	bucdp9618	BUSHING, PIVOT, DOOR	22	13	245	SCREW, CAP, SOCKET HEAD, 1/2-13 X 3/4, ASTM A574
2	1	BUCS15067	ASSEMBLY, BACKUP, HI-PSI CAM SWITCH	23	1	BAC-5M25RCFF	GAUGE, 2 1/2, 5K, 1/4 MNPT
3	1	BUCS15005	ASSEMBLY, DOOR, OUTSIDE	24	1	TAG-BACKUP-PRESSURE	TAG, BACKUP PRESSURE
4	1	BUCS15006	ASSEMBLY, CYLINDER	25	2	BUCS15040	WASHER, RUBBER
5	8	BUCS15012	GUIDE, CYLINDER	26	1	BUCS15045	PLATE, TEXT, HANDLE
6	1	BUCS15015	ASSEMBLY, DOOR, INSIDE	27	22	1046	SCREW, HEX, 3/8 - 16, 3/4, STEEL, GR8
7	2	BUCS15021	PIN, PIVOT, BACKUP	28	28	1027	WASHER, LOCK, 3/8, STEEL
8	1	BUCS15022	WELDMENT, PLATE, LOAD CELL	29	11	BUCS15048	COLUMN, HEX BAR
9	1	BUCS15022-01	WELDMENT, PLATE, LOAD CELL	30	4	1001	FITTING, GREASE, 1/8 NPT
10	1	BUCS15052	WELDMENT, PLATE, BOTTOM	31	3	1150-A	NUT, HEX, #6 - 32, BRASS
11	1	BUCS15053	WELDMENT, PLATE, BACKUP	32	3	1150-C	SCREW, BUTTON SLOT, #6 - 32, 1 1/2, BRASS
12	1	BUCS15062	WELDMENT, COVER, RIGHT	33	2	BUCS15041	WASHER, RUBBER
13	2	BUCS15064	PLATE, COVER	34	2	BUCS15042	WASHER, RUBBER
14	1	BUCS15065	WELDMENT, COVER, LEFT	35	2	BUCS15043	WASHER, RUBBER
15	1	BUCS15066	PLATE, COVER	36	1	BUCS7699-S4	WELDMENT, MOUNT
16	55	1174	SCREW, HEX HEAD, 3/4-10 X 2 1/4, GR8	37	2	1047	SCREW, HEX, 3/8 - 16, 1, GR08
17	65	1171	WASHER, LOCK, 3/4, STEEL, GR8	38	4	1048	SCREW, HEX, 3/8 - 16, 1 1/4, STEEL, GR8
18	9	1201	SCREW, HEX, 3/4-10, 1 1/2, STEEL, GR8, ZINC	39	8	1106	SCREW, CAP, SOCKET HEAD, 1/2-13 X 1 1/4, ASTM A574
19	2	1320	SCREW, CAP, SOCKET HEAD, 3/4-10 X 3, ASTM A574	40	8	BUCS15052-S2	FOOT, BACKUP
20	2	BUCS15052-S5	DOUBLER	41	1	BUCS7699-01-A	ASSEMBLY, MANIFOLD, LOCK JAW
21	2	BUCS15053-S4	DOUBLER, BOLT-ON	42	1	1653	FITTING, 1/4 FNPT, 1/4 MJIC, ELBOW

Illustration 7.3: BUCS15000 Drill Pipe Backup Assembly

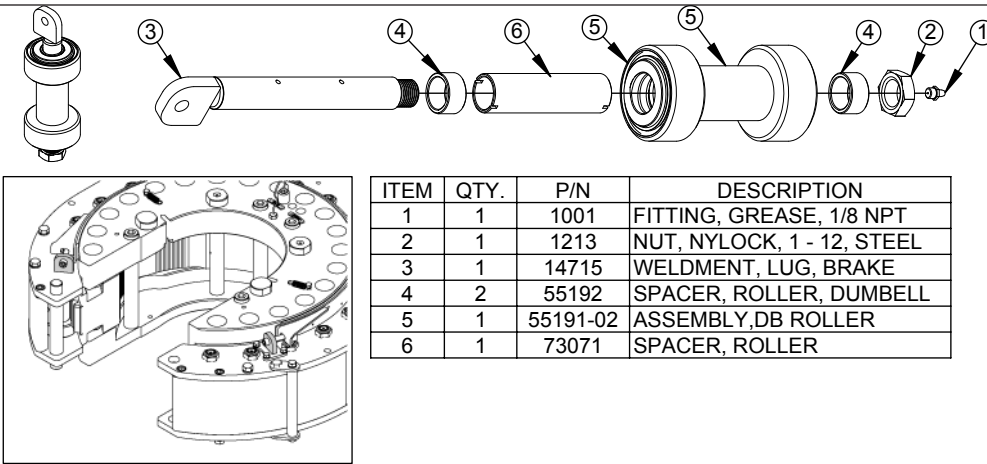
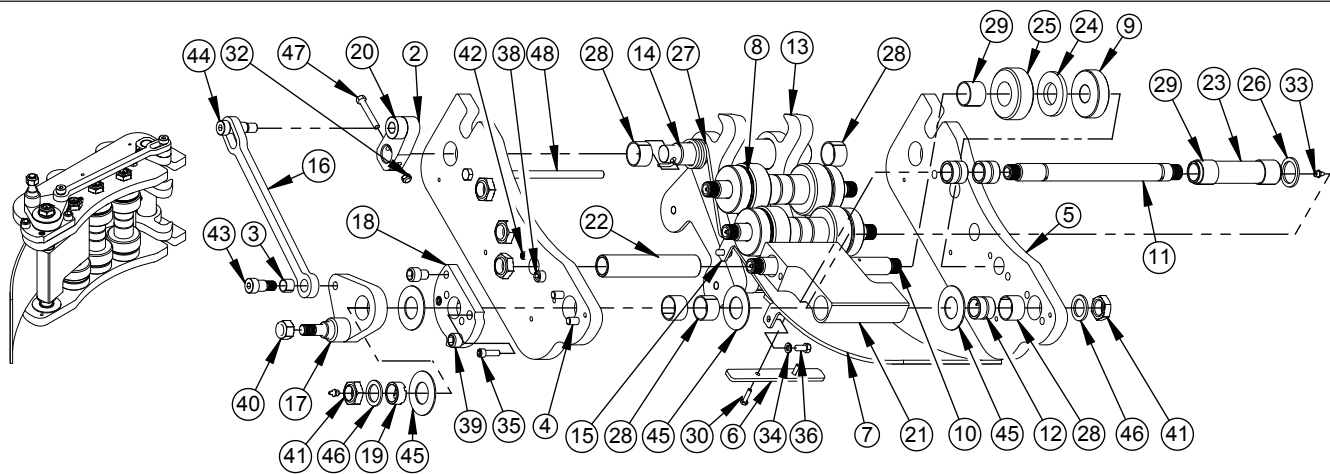


Illustration 7.4: 14674 Brake Lug Dumbbell Roller Assembly

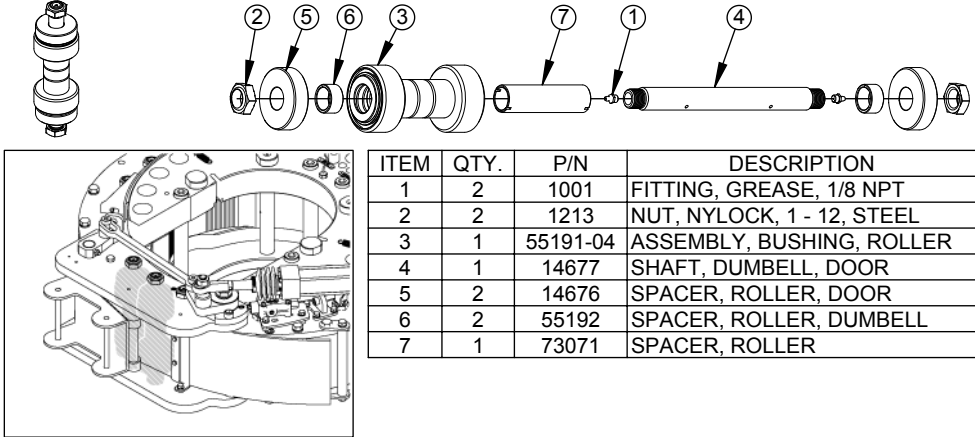
ITEM	QTY.	P/N	DESCRIPTION
1	1	1001	FITTING, GREASE, 1/8 NPT
2	1	1213	NUT, NYLOCK, 1 - 12, STEEL
3	1	14715	WELDMENT, LUG, BRAKE
4	2	55192	SPACER, ROLLER, DUMBELL
5	1	55191-02	ASSEMBLY, DB ROLLER
6	1	73071	SPACER, ROLLER



ITEM	QTY.	P/N	DESCRIPTION	ITEM	QTY.	P/N	DESCRIPTION
1	1	55027	BUSHING, DOOR	25	1	20262	ROLLER, SUPPORT, RING GEAR
2	1	82042	ARM, TONG	26	1	20266	BUSHING, SUPPORT, DOOR
3	1	82046	BUSHING, DU, 3/4 X 5/8, 12DU10	27	1	SMH1501-N	SPRING, TORSION
4	2	83669	PIN, DOWEL, 1/2, 1 1/2, STEEL, ZINC	28	5	2021	BUSHING, DU, 1 1/2 X 1, 24DU16
5	2	14604-S1	PLATE, DOOR, TONG	29	3	24DU20	BUSHING, GARLOCK, 1 1/2 ID, 1 1/4
6	1	14672	PLATE, MOUNTING, DOOR FLAP	30	2	105	SCREW, HEX, 1/4-20, 1, STEEL, GR8, ZINC
7	1	14673	RUBBER FLAP, DOOR, TONG	31	2	212	NUT, NYLOCK, 1/4 - 20
8	2	14675	ASSEMBLY, ROLLER, DUMBELL	32	2	213	NUT, NYLOCK, 3/8-16, GR8
9	1	14676	SPACER, ROLLER, DOOR	33	4	1001	FITTING, GREASE, 1/8 NPT
10	1	14677	SHAFT, DUMBELL, DOOR	34	4	1027	WASHER, LOCK, 3/8, STEEL
11	1	14678	SHAFT, PIVOT, DOOR	35	2	1042	SCREW, SOCKET HEAD, 3/8 - 16 X 1 1/4
12	3	14679	BUSHING, DOOR	36	4	1046	SCREW, HEX, 3/8 - 16, 3/4, STEEL, GR8
13	1	14681	WELDMENT, LATCH, DOOR	37	1	1087	NUT, NYLOCK, 1/2-13
14	1	14682	PIN, LATCH, DOOR	38	1	1106-A	SCREW, CAP, SOCKET HEAD, 1/2 - 13 X 1 1/2, GR8
15	1	14684	PLATE, COVER, DOOR, TONG	39	2	1153-A	SCREW, SOCKET HEAD, 5/8-11, 3/4
16	1	1468602	PLATE, LINKAGE, DOOR	40	1	1167	NUT, NYLOCK, 3/4-10, STEEL, GR8, ZINC
17	1	1471602	WELDMENT, LINKAGE, PIVOT	41	4	1213	NUT, NYLOCK, 1 - 12, STEEL
18	1	14732-01	SPACER, DOOR	42	1	1238	SCREW SET 1/2-13 X 1 1/4 IN
19	1	14733	BUSHING, DOOR	43	1	1676A	BOLT, SHOULDER, 3/4 X 3/4, 5/8-11, 18-8 STAINLESS
20	1	1473401	SPACER, LINKAGE	44	1	1682	BOLT, SHOULDER, 3/4 X 1 1/2, 5/8 THREAD
21	1	14772	PLATE, SUPPORT, DOOR	45	4	2025	WASHER, BRONZE
22	1	14773	TUBE, SPACER, DOOR	46	2	2040	BUSHING, DOOR
23	1	14774	TUBE, SPACER, DOOR	47	2	1060	SCREW, HEX HEAD, 3/8-16 X 2 1/2, GR8
24	1	14775	WASHER, ROLLER, DOOR	48	1	1128	SCREW, HEX, 1/2-13, 11

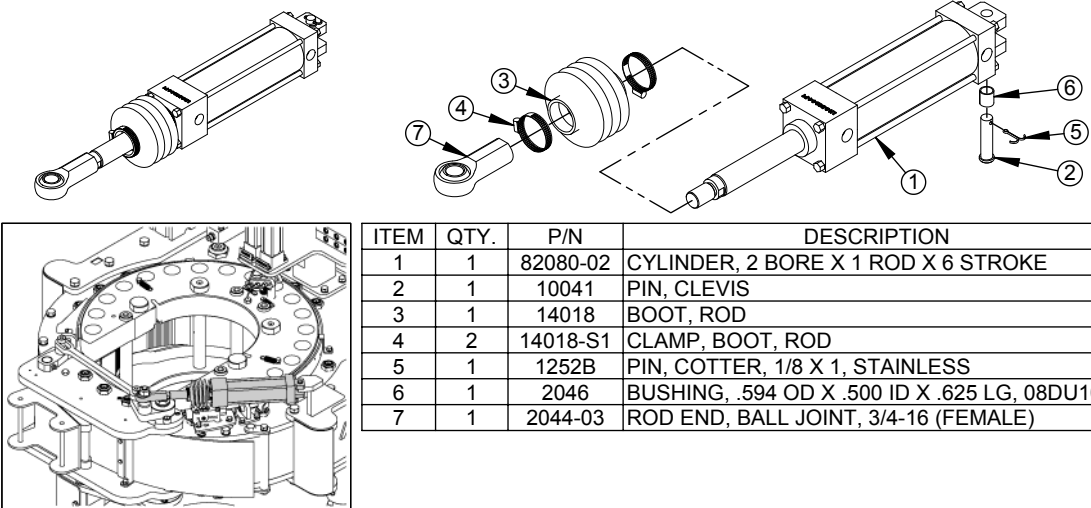
SEE SEPARATE ASSEMBLY ILLUSTRATION IN THIS MANUAL FOR FURTHER DETAIL

Illustration 7.5: 14680-05 Tong Door Assembly



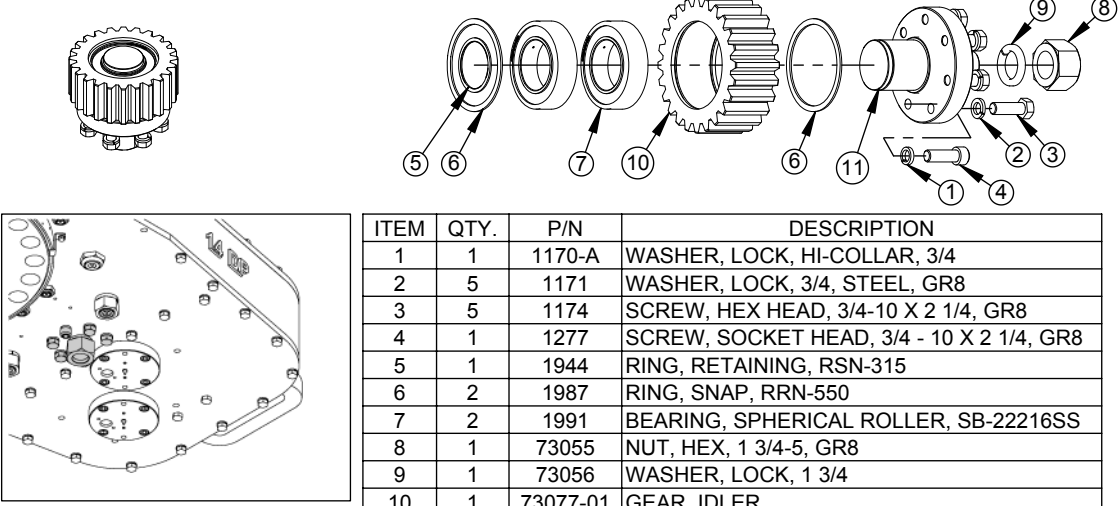
ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	2	1213	NUT, NYLOCK, 1 - 12, STEEL
3	1	55191-04	ASSEMBLY, BUSHING, ROLLER
4	1	14677	SHAFT, DUMBELL, DOOR
5	2	14676	SPACER, ROLLER, DOOR
6	2	55192	SPACER, ROLLER, DUMBELL
7	1	73071	SPACER, ROLLER

Illustration 7.6: 14675 Dumbbell Roller Assembly



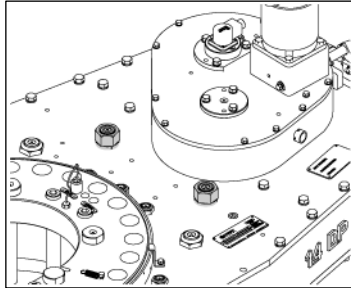
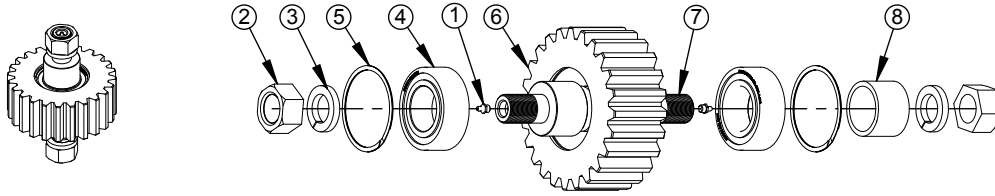
ITEM	QTY.	P/N	DESCRIPTION
1	1	82080-02	CYLINDER, 2 BORE X 1 ROD X 6 STROKE
2	1	10041	PIN, CLEVIS
3	1	14018	BOOT, ROD
4	2	14018-S1	CLAMP, BOOT, ROD
5	1	1252B	PIN, COTTER, 1/8 X 1, STAINLESS
6	1	2046	BUSHING, .594 OD X .500 ID X .625 LG, 08DU10
7	1	2044-03	ROD END, BALL JOINT, 3/4-16 (FEMALE)

Illustration 7.7: 14721-02 Door Cylinder Assembly



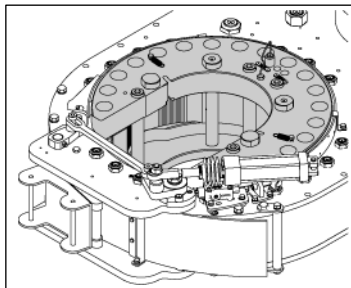
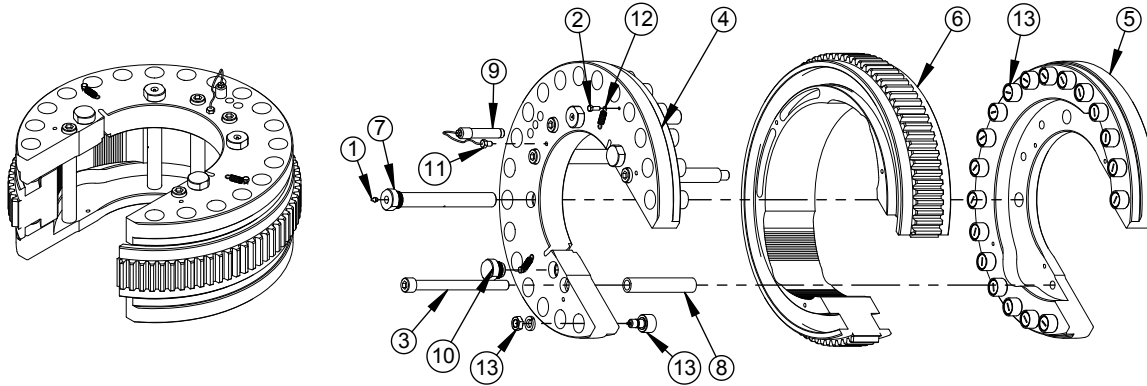
ITEM	QTY.	P/N	DESCRIPTION
1	1	1170-A	WASHER, LOCK, HI-COLLAR, 3/4
2	5	1171	WASHER, LOCK, 3/4, STEEL, GR8
3	5	1174	SCREW, HEX HEAD, 3/4-10 X 2 1/4, GR8
4	1	1277	SCREW, SOCKET HEAD, 3/4 - 10 X 2 1/4, GR8
5	1	1944	RING, RETAINING, RSN-315
6	2	1987	RING, SNAP, RRN-550
7	2	1991	BEARING, SPHERICAL ROLLER, SB-22216SS
8	1	73055	NUT, HEX, 1 3/4-5, GR8
9	1	73056	WASHER, LOCK, 1 3/4
10	1	73077-01	GEAR, IDLER
11	1	73089-01	SHAFT, IDLER, SHORTT

Illustration 7.8: 14740-01 Short Idler Gear Assembly



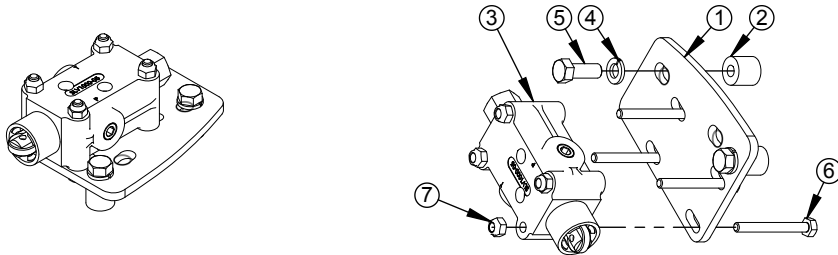
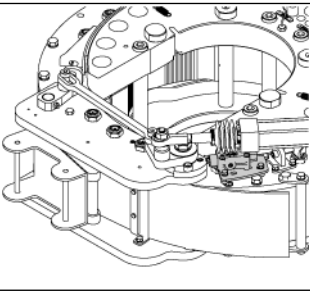
ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	2	1222	NUT, HEX, 1 1/2 - 12, STEEL, GR08
3	2	1223	WASHER, LOCK, 1 1/2, STEEL, GR5
4	2	1905	BEARING, CR, CUSTOM
5	2	1926	RING, SNAP, 4 1/2 OD, .061 THICKNESS
6	1	73077	GEAR, IDLER
7	1	73078	SHAFT, IDLER, OUTBOARD
8	1	73088	SPACER, OUTBOARD, IDLER

Illustration 7.9: 14741 Idler Gear Assembly



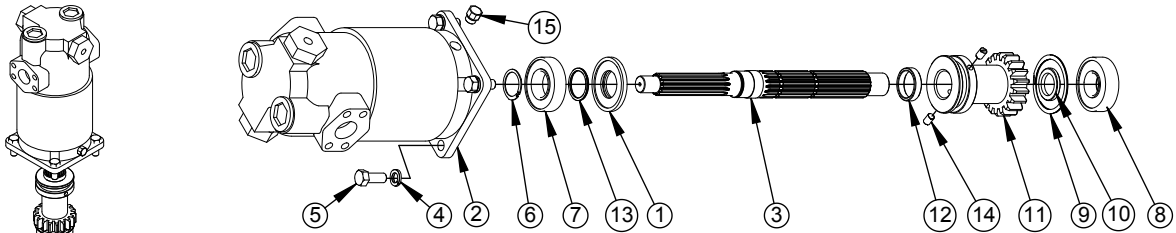
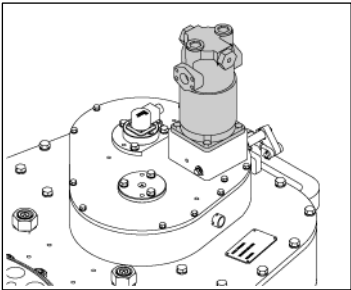
ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	2	1047	SCREW, HEX, 3/8 - 16, 1, GR08
3	4	1093	SCREW, SOCKET, 1-8, 12
4	1	14007-03	PLATE, CAGE, TOP
5	1	14008-02	PLATE, CAGE, BOTTOM
6	1	14009-06	GEAR, RING
7	2	14623-01	PIN, PIVOT
8	4	14647	SPACER, PLATE, CAGE
9	1	14729	PIN, LOCKING
10	2	14800	PROTECTOR, THREAD
11	1	14801	WELDMENT, PIN, REVERSING
12	2	58102	SPRING, EXTENSION, .625 OD X .481 ID X 2.50L
13	38	SSCF1875	ASSEMBLY, CAM FOLLOWER, 1 7/8

Illustration 7.10: 14745-03 Cage Plate Assembly

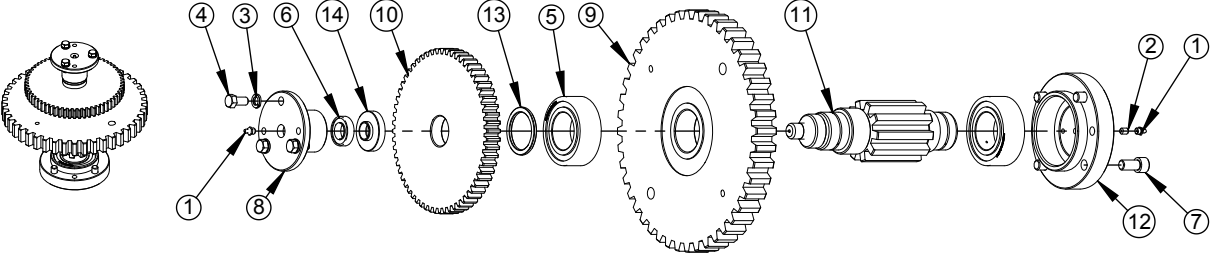
ITEM	QTY.	P/N	DESCRIPTION
1	1	76128-S2	PLATE, MOUNT, SENSOR
2	2	2224601-S1	MOUNT, SWITCH, DOOR
3	1	SLV1000-05	VALVE, CAM OPERATED, 2WAY, NORM CLOSED, PILOT ASSISTED, TOP PORTS
4	2	09-5106	WASHER, SPRING LOCK, REGULAR, 3/8, 17/25, 0.035-0.125, STEEL, GR 8, ZINC
5	2	09-1046	BOLT, HEX, 3/8-16, 1, GR 8, ZINC, FULLY THREADED
6	4	09-1016	BOLT, HEX, 1/4-20, 2 1/4, GR 8, ZINC, FULLY THREADED
7	4	09-5701	NUT, NYLOCK, 1/4-20 UNC

Illustration 7.11: 101-9155 Door Switch Assembly

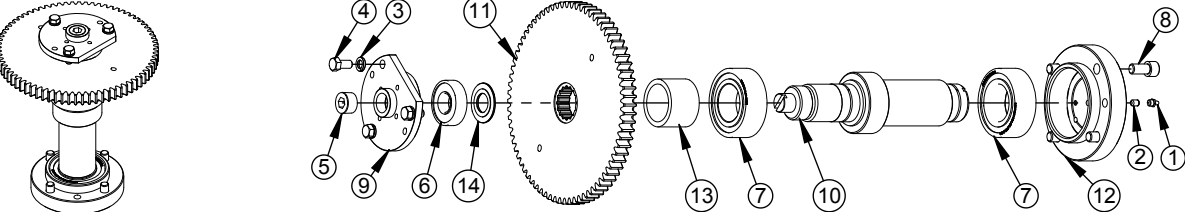
ITEM	QTY.	P/N	DESCRIPTION
1	1	55088	RETAINER, SEAL, SHAFT
2	1	20099	MOTOR, 2SP, 30 CU. IN.
3	1	73040-01	SHAFT, MOTOR
4	4	1103	LOCKWASHER, 1/2
5	4	1111	SCREW, HEX, 1/2-13, 1 1/4, STEEL, GR8, ZINC
6	1	1945	RING, SNAP, X97-137
7	1	0150710	BEARING, SHAFT, MOTOR
8	1	1901	BEARING, BALL, 306 SZZ
9	1	1948	SNAP RING, 2.834 IN, INTERNAL
10	1	55121-01	SPACER, SHAFT, MOTOR
11	1	55084-02	GEAR, DRIVE (TO BE USED WITH (2) 1311 SPRING PLUNGERS)
12	1	55085	SPACER, MOTOR
13	1	12501437	SEAL, POLYPACK, 1 7/16, 1 11/16, 1/8
14	2	1311	PLUNGER, SPRING
15	1	1608	PLUG, O-RING, HEX HEAD, 3/8

Illustration 7.12: 14796-01 Motor Assembly



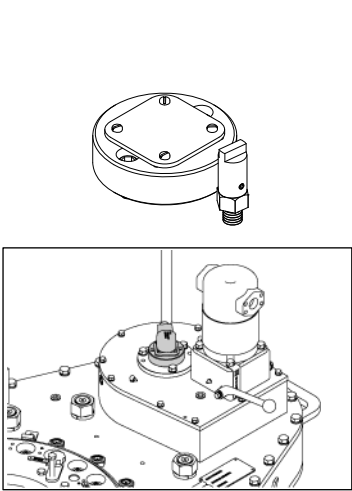
ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	2	1029	SCREW, SET, 3/8 - 16, 1/2, STEEL, GR08
3	3	1103	LOCKWASHER, 1/2
4	3	1110	SCREW, HEX, 1/2-13, 1, STEEL, GR8
5	2	1905	BEARING, CR, CUSTOM
6	1	1909	BEARING, RADIAL BALL, MRC105KSFF
7	4	256	SCREW, HEX, 5/8 - 11, 1 1/4, STEEL, GR8, ZINC
8	1	73066-01	CAP, BEARING
9	1	73079-01	GEAR, PINION, LOWER
10	1	73081-01	GEAR, HIGH
11	1	73082-03	GEAR, PINION
12	1	73085	CAP, BEARING, PINION
13	1	73092	SPACER, GEAR
14	1	73093	SPACER, GEAR, HIGH

Illustration 7.13: 26068-01 Pinion Gear Assembly



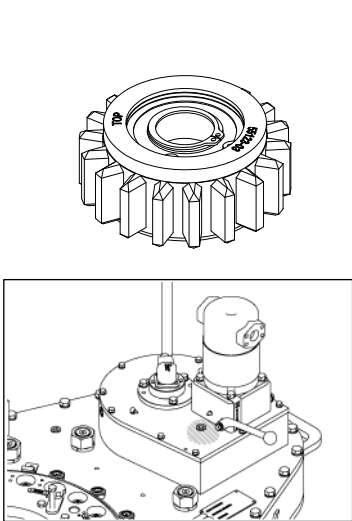
ITEM	QTY.	P/N	DESCRIPTION
1	1	1001	FITTING, GREASE, 1/8 NPT
2	2	1029	SCREW, SET, 3/8 - 16, 1/2, STEEL, GR08
3	3	1103	LOCKWASHER, 1/2
4	3	1110	SCREW, HEX, 1/2-13, 1, STEEL, GR8
5	1	1611	FITTING, 1 MNPT, PLUG
6	1	1901	BEARING, BALL, 306 SZZ
7	2	1905	BEARING, CR, CUSTOM
8	4	256	SCREW, HEX, 5/8 - 11, 1 1/4, STEEL, GR8, ZINC
9	1	55143	RETAINER, BEARING
10	1	73080-02	GEAR, INPUT, SECONDARY
11	1	73083-01	GEAR, PINION, LOW
12	1	73085	CAP, BEARING, PINION
13	1	73097-01	SPACER, PINION, LOW
14	1	73098	SPACER, GEAR, UPPER

Illustration 7.14: 26070 Secondary Gear Assembly



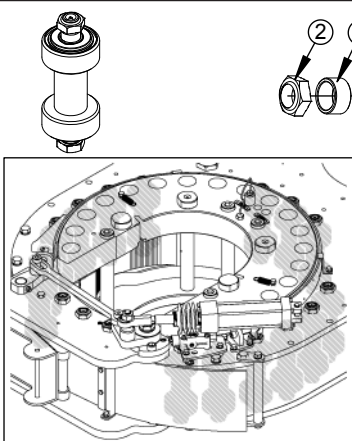
ITEM	QTY.	P/N	DESCRIPTION
1	1	51075	PLATE, MOUNTING, ENCODER
2	1	55144	COUPLING, ENCODER, MALE
3	1	1034	SCREW, SET, #10-32, 1/4, STEEL, ZINC
4	4	1276-B	SCREW, MACHINE, #6-32, 3/8
5	1	40034	PLATE, COVER
6	2	1040-A	SCREW, SOCKET HEAD CAP, 3/8 - 16, 3/4, STEEL, GR08
7	1	1101	NUT, HEX HEAD, 1/2-13
8	1	51031	MOUNT, COUPLING, ENCODER

Illustration 7.15: 55142 Encoder Assembly



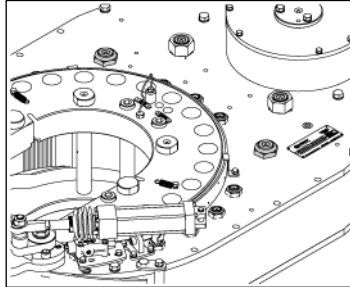
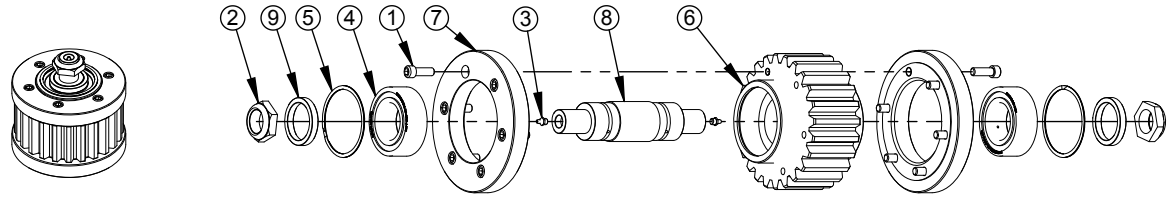
ITEM	QTY.	P/N	DESCRIPTION
1	1	55123-03	GEAR, IDLER, HIGH SPEED
2	1	1920	BEARING, CR, L04 5005 PP
3	1	1950	RING, SNAP, EXTERNAL (N5100 - 100)
4	1	1949	RING, SNAP, INTERNAL, N5000-187

Illustration 7.16: 55197 High Idler Gear Assembly



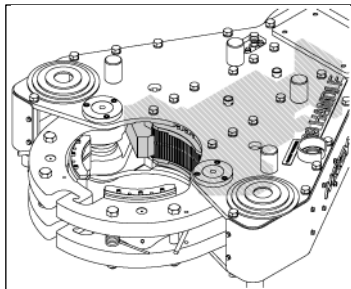
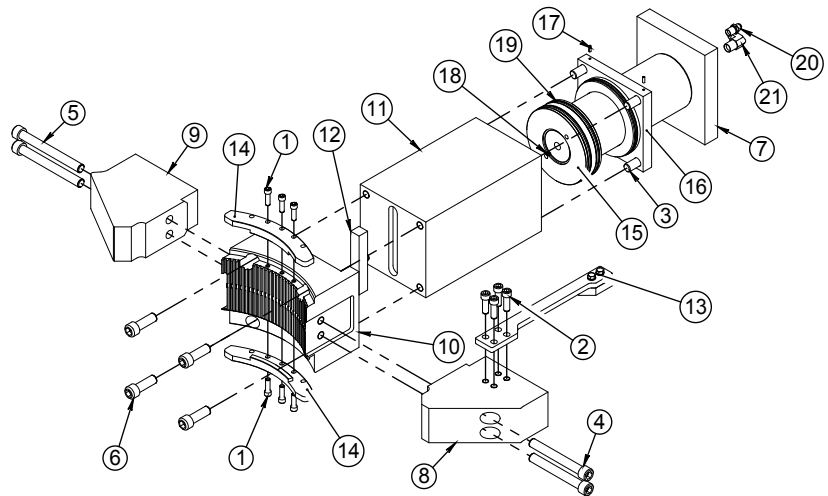
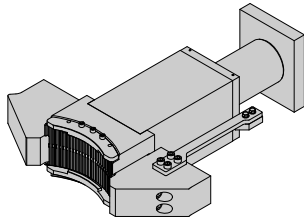
ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	2	1213	NUT, NYLOCK, 1 - 12, STEEL
3	1	55022-A	SHAFT, DUMBELL ROLLER
4	2	55192	SPACER, ROLLER, DUMBELL
5	1	55191-02	ASSEMBLY, DB ROLLER
6	1	73071	SPACER, ROLLER

Illustration 7.17: 73069 Dumbbell Roller Assembly



ITEM	QTY.	P/N	DESCRIPTION
1	12	1106-A	SCREW, CAP, SOCKET HEAD, 1/2 - 13 X 1 1/2, GR8
2	2	1273	NUT, HEX, JAM, NYLOCK, 1 1/2-12
3	2	1001	FITTING, GREASE, 1/8 NPT
4	2	1905	BEARING, CR, CUSTOM
5	2	1926	RING, SNAP, 4 1/2 OD, .061 THICKNESS
6	1	82036	GEAR, IDLER
7	2	82037	RACE, IDLER
8	1	82038	SHAFT, IDLER
9	2	82063	SPACER, IDLER

Illustration 7.18: 96137 Raced Idler Gear Assembly



ITEM	QTY.	P/N	DESCRIPTION
1	6	1042	SCREW, SOCKET HEAD, 3/8 - 16 X 1 1/4
2	4	1106-A	SCREW, CAP, SOCKET HEAD, 1/2 - 13 X 1 1/2, GR8
3	4	1171-B	SCREW, SOCKET HEAD CAP, 3/4 - 10, 1 1/2, STEEL, GR08
4	2	1208	SCREW, SOCKET HEAD, 3/4-10, 6
5	2	1247	SCREW, SOCKET HEAD, 3/4-10, 7
6	4	1277	SCREW, SOCKET HEAD, 3/4 - 10 X 2 1/4, GR8
7	1	BUCS15008	WELDMENT, ROD
8	1	BUCS15017	WEDGE, DOOR, OUTSIDE
9	1	BUCS15019	WEDGE, DOOR, INSIDE
10	1	BUCS15033	JAW, CYLINDER
11	1	BUCS15034	BARREL, CYLINDER
12	1	BUCS15035	KEY, CYLINDER
13	1	BUCS15070	ASSEMBLY, TARGET, SWITCH
14	2	BUCST1508	CLIP, RETAINER
15	1	CLE18504	PISTON
16	1	CLE18511	GLAND, CYLINDER
17	4	1005-A	PIN, ROLL, 3/16" X 1/2"
18	1	1008-B	SCREW, SET, 1/4 - 20 X 1/4
19	1	ASAP2350	SEAL KIT, CYLINDER, 7.00 BORE X 5.00 ROD
20	1	1570	FITTING, 3/8 MNPT, 3/8 MJIC, STRAIGHT
21	1	1464	

Illustration 7.19: BUCS15006 Cylinder Assembly

ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	6	1041	SCREW, SOCKET HEAD, 3/8-16 X 1, ASTM A574
3	2	1210	HEX NUT, 1-8 GR8
4	2	1218	LOCKWASHER, 1
5	2	1211-A	SCREW, HEX HEAD, 1-8, 9
6	1	1342	SCREW, SOCKET HEAD, 1-8, 5 1/4
7	1	36DU40-02	BUSHING, GARLOCK, 2 1/4 ID, 2 1/2
8	3	48DU40	BUSHING, 3.186 OD X 3.000 ID X 2.500 L, 48DU40
9	1	BUCDP15012	PLATE, DOOR, INSIDE
10	1	BUCDP15013	PLATE, DOOR, INSIDE
11	1	BUCS15009	PIN, PIVOT, INSERT
12	1	BUCS15010	ROLLER, DOOR
13	1	BUCS15011	PIN, ROLLER, DOOR
14	1	BUCS15020	JAW, PIVOTING, BACKUP
15	3	BUCS15037	SPACER, DOOR
16	2	BUCST1508	CLIP, RETAINER
17	1	SMH1501-L	SPRING, TORSION
18	1	1002671	SPRING, TORSION

Illustration 7.20: BUCS15015 Inside Door Assembly

ITEM	QTY.	P/N	DESCRIPTION
1	2	1001	FITTING, GREASE, 1/8 NPT
2	6	1041	SCREW, SOCKET HEAD, 3/8-16 X 1, ASTM A574
3	2	1210	HEX NUT, 1-8 GR8
4	2	1218	LOCKWASHER, 1
5	1	1342	SCREW, SOCKET HEAD, 1-8, 5 1/4
6	2	1211-A	SCREW, HEX HEAD, 1-8, 9
7	1	36DU40-02	BUSHING, GARLOCK, 2 1/4 ID, 2 1/2
8	3	48DU40	BUSHING, 3.186 OD X 3.000 ID X 2.500 L, 48DU40
9	1	BUCDP15003	PLATE, DOOR, OUTSIDE
10	1	BUCDP15007	PLATE, DOOR, OUTSIDE
11	1	BUCS15009	PIN, PIVOT, INSERT
12	1	BUCS15010	ROLLER, DOOR
13	1	BUCS15011	PIN, ROLLER, DOOR
14	1	BUCS15020	JAW, PIVOTING, BACKUP
15	3	BUCS15037	SPACER, DOOR
16	2	BUCST1508	CLIP, RETAINER
17	1	SMH1501-L	SPRING, TORSION
18	1	1002671	SPRING, TORSION

Illustration 7.21: BUCS15005 Outside Door Assembly



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SECTION 8: TORQUE/TURNS MANAGEMENT



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8.0 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 the torque gauge matches the arm length of the tool in service as listed on the specifications page of the technical manual.

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 the accuracy of torque measurements come into question, the need to replace either component arises, the pair should be returned to the factory for recalibration before placing into service.

 **CAUTION**

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.

8.0 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 the 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.

NOTICE

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.

NOTICE

LOAD CELLS ARE NOT USER SERVICEABLE. DAMAGED TORQUE MEASUREMENT COMPONENTS MUST BE RETURNED TO THE FACTORY FOR REPAIR AND RE-CALIBRATION.

8.1 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.

NOTICE

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 TORQUE GAUGE	
POSSIBLE PROBLEM	SOLUTION(S)
Hydraulic hose is obstructed	Check hydraulic hose for kinks
	Replace hydraulic hose
Loss of hydraulic fluid	Recharge hydraulic fluid (see Section 8.2). NOTE: Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.
Internal mechanism of torque gauge is damaged	Replace gauge
2 SYMPTOM: GAUGE INDICATION UNEXPECTEDLY HIGH	
POSSIBLE PROBLEM	SOLUTION(S)
Excessive hydraulic fluid	Completely drain hydraulic fluid from torque gauge/load cell system. Recharge following the procedure in Section 8.2
Internal mechanism of gauge is damaged	Replace gauge
Incorrect torque gauge in use (not part of the original torque gauge/load cell pair)	Replace gauge with gauge properly calibrated for the load cell in service
3 SYMPTOM: GAUGE INDICATION UNEXPECTEDLY LOW	
POSSIBLE PROBLEM	SOLUTION(S)
Insufficient hydraulic fluid	Recharge hydraulic fluid (see Section 8.2). NOTE: Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss
Obstruction in hydraulic hose	Check hydraulic hose for kinks
	Replace hydraulic hose
Snub line not at right-angle to tong handle	Check angle of snub line and correct if necessary
Internal mechanism of gauge is damaged	Replace gauge
Incorrect torque gauge in use (not part of the original torque gauge/load cell pair)	Replace gauge with gauge properly calibrated for the load cell in service
4 SYMPTOM: GAUGE INDICATION IS ERRATIC OR SLUGGISH	
POSSIBLE PROBLEM	SOLUTION(S)
Insufficient hydraulic fluid in torque measurement section	Recharge hydraulic fluid (see Section 8.2). NOTE: Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss
Loss of damping fluid in torque gauge	Top up or refill damping fluid (NOTE: Ensure leakage points in gauge are identified and repaired to prevent further loss of damping fluid)
Air bubbles in hydraulic fluid in the torque measurement system	Bleed air from load cell and torque gauge and top up fluid (if necessary) as per Section 8.2
Internal mechanism of gauge is damaged	Replace gauge

8.2 PERIODIC INSPECTION AND MAINTENANCE

NOTICE

ONLY QUALIFIED, DESIGNATED PERSONNEL ARE PERMITTED TO PERFORM MAINTENANCE ON THE TORQUE MEASUREMENT SYSTEM.

8.2.1 Inspection

The torque measurement system supplied with the 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.

8.2.2 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.

- 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.

⚠ CAUTION

UNCONTAINED SPILLAGE OF THE HYDRAULIC FLUID IN THIS SYSTEM MAY CONTRAVENE ESTABLISHED LOCAL ENVIRONMENTAL REGULATIONS. MCCOY GLOBAL HIGHLY RECOMMENDS PLACING THE LOAD CELL IN A CONTAINMENT BASIN BEFORE PROCEEDING WITH THE BLEEDING & REFILLING PROCESS.

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

NOTICE

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 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 established environmental protection regulations.
- i. Disconnect the hand pump from the torque gauge.
- j. Replace the brass cap on the torque gauge check valve fitting.

8.2.3 Repair And Calibration

Return the load cell and indicator gauge to the authorized repair facility for repairs and calibration.



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SECTION 9: OEM DOCUMENTATION

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9.0 OEM DOCUMENTATION INTERNET LINKS

Rineer Hydraulic Motor:

https://dc-us.resource.bosch.com/media/us/products_13/product_groups_1/industrial_hydraulics_5/motors_3/rineer/pdfs_3/repair_manuals/repair_manual_15_series.pdf