



SAFETY ALERT

DATE: December 10, 2002

SUBJECT: Urethane Guide Runners

SERIAL NUMBERS: All Models and Serial Numbers

DISCUSSION: A near-miss incident was experienced when a piece of Urethane broke loose from the bottom of a Guide Runner and fell from the Top Drive.

RECOMMENDATION: 1.) The Guide Runners should be inspected for the following areas of wear:

a) Damage to ends of Guide Runners.

The Urethane end piece of the Guide Runner can over time crack and separate from the main body. This is first evident from a crack line between the end piece and the main body. When a crack is detected, the end piece should be removed on not only the damaged Guide Runner, but also on the same end of all other Runners on the unit. Removal of the Urethane is best facilitated with the use of a hacksaw. This should only be performed when the Top Drive is supported by the Traveling Blocks or in a horizontal position.

b) Wear surfaces

Visually inspect for amount of urethane coating on Guide Runner. There should be no metal exposure along either surface in contact with Torque Guide. Check for proper alignment & spacing of rails. Refer to Manual, Section 3B. Guide Runners may be rotated one time to allow usage of all three sides. This should be done when the TD is supported by the Traveling block.

2.) Replacement of Guide Runners

CANRIG has modified the mold for the guide runners to eliminate the big piece of unsupported urethane at the end of the runners. This will eliminate the need to cut the cracked or broken part off on all runners leaving the CANRIG plant from January 2003. Please contact the Field Service department, if you want to order new runners – the same part numbers apply.

Should you have any questions or concerns, please do not hesitate to contact your CANRIG contact or the Field Operations Manager listed below. ***IF in doubt, ask!***

INFORMATION:

For further information contact:

Field Operations Manager
Canrig Drilling Technology Ltd.
14703 FM 1488
Magnolia, Texas 77354
Phone: 281.259.8887
Fax: 281.259.8158

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