

Model: 175/275/350/500/750 Ton Top Drive Serial #: All	Jul. 7, 2015
Product Bulletin # TDS-138 <b>Alert</b>	



## Guide Runner Adjuster Bolts

### Issue

If the weld holding the adjuster bolt nut in place fails and causes the nut to separate from the adjuster plate, it is possible for the adjuster bolt to work loose and fall from the Top Drive. The adjuster bolt nut must be properly welded to the adjuster plate on all four sides.

### Recommendation

Inspect the adjuster nuts and adjuster bolt safety wires as follows:

1. Inspect each adjuster nut and ensure there are penetration welds on all four sides of the nut. If any of the nuts are not welded on all four sides, either upgrade the welding as shown in Figure 1 or order new adjuster plates as required (see Table 1 and Table 2).
2. Install safety wires on the adjuster bolts (see Figure 2 on page 3) as follows:
  - a. Secure a loop of safety wire around the adjuster bolt shaft, between the bolt head and the adjuster plate nut. Ensure the wire is loose enough to allow the bolt to turn, and tight enough that the bolt head cannot pass through the wire loop should it become detached from the adjuster plate.
  - b. Secure the loose end of the safety wire such that the adjuster bolt and nut will not fall to the ground should the adjuster nut become detached.

**Table 1: 275-Ton Top Drive Adjuster Plate Part Numbers**

Item	P/N
Rail Adjuster Plate	841-37-0
TD Adjuster Plate	841-39-0
Guide Runner Adjuster Plate	DT31912

**Table 2: 175/350/500/750-Ton Top Drive Adjuster Plate Part Numbers**

Item	P/N
Rail Adjuster Plate	841-12-0
TD Adjuster Plate	841-13-0

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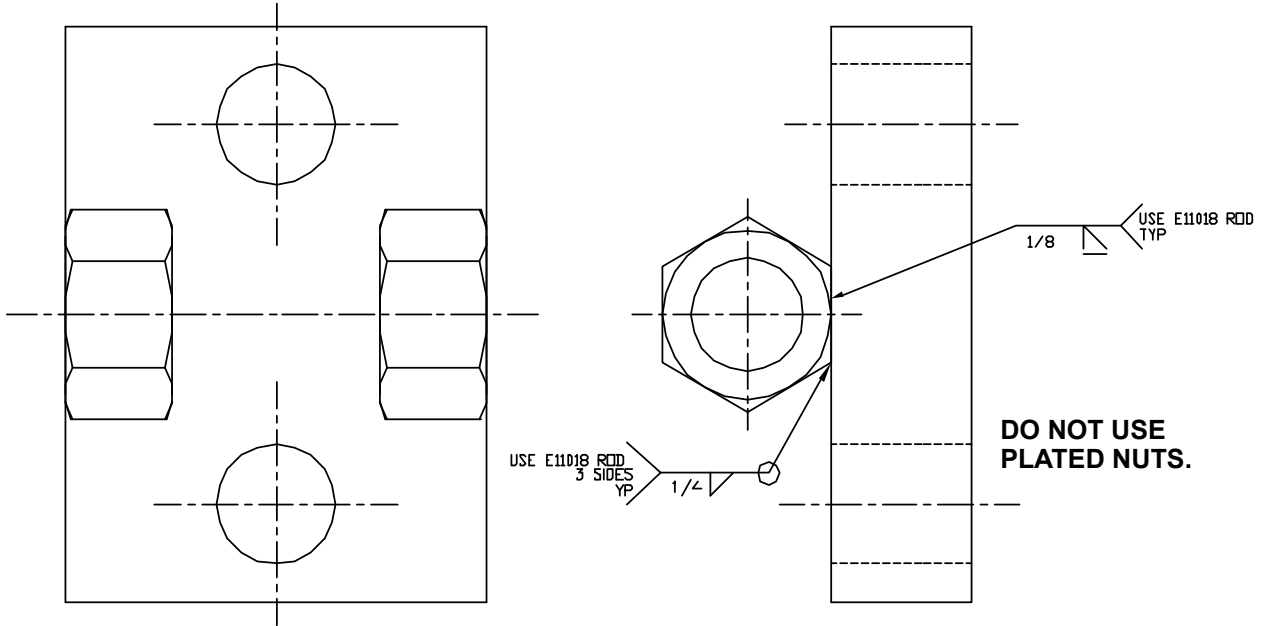


Figure 1: Adjusting Clamp Weld Detail

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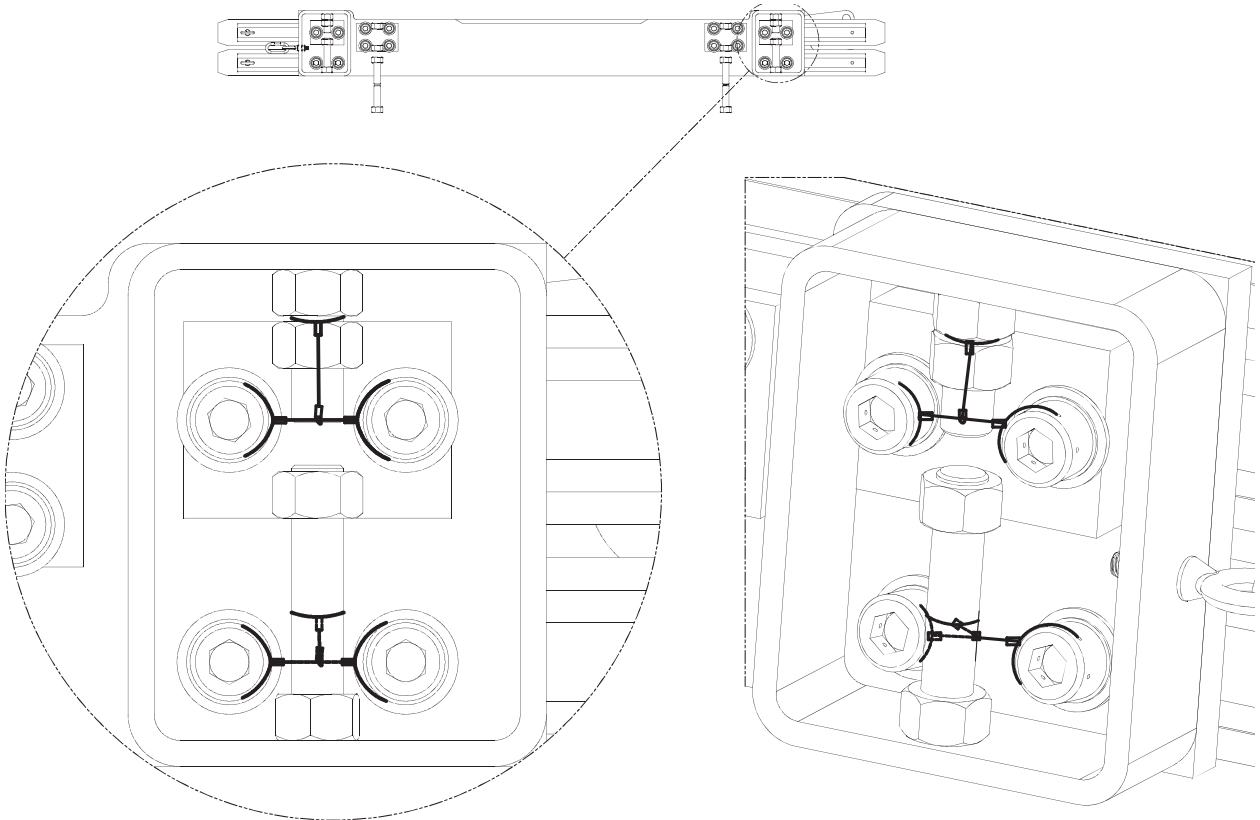


Figure 2: Adjuster Bolt Safety Wire Detail