

Crown Bumper System

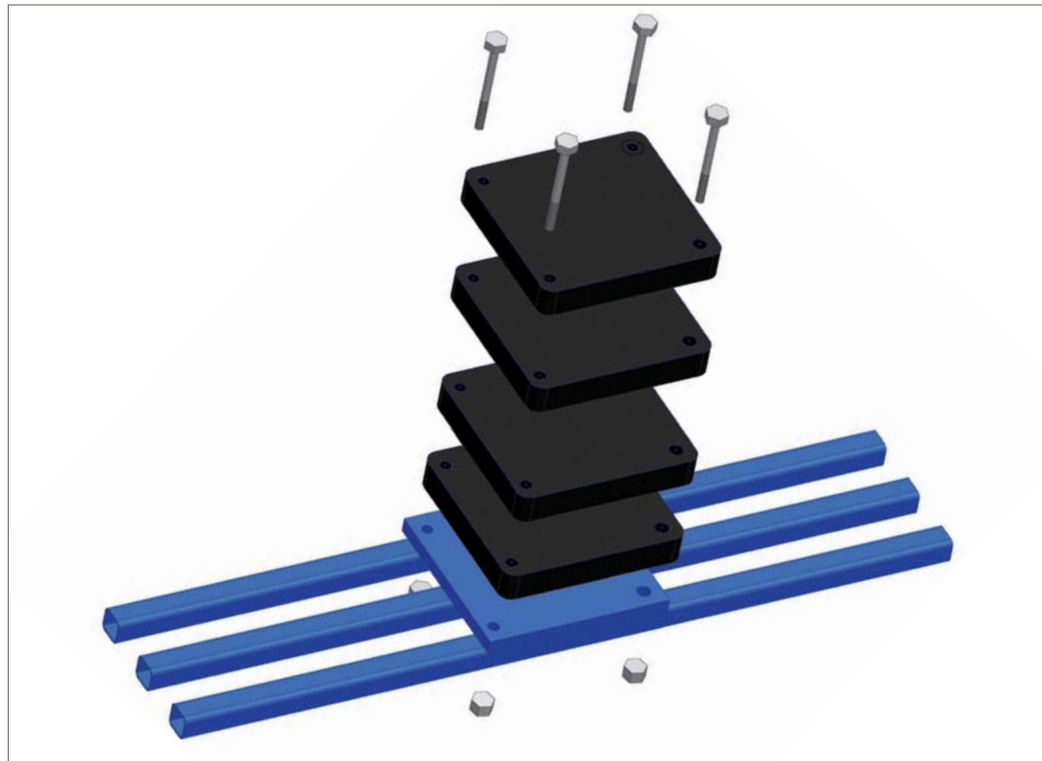
Patented energy management system reduces down time, reduces damage and is easy to install



Energy management reduces down time

Parker's Crown Bumper was designed to replace the existing wooden bumpers found on many drilling rigs. The specially designed elastomeric bumper pads absorb up to 60% of the kinetic energy created by a post breaking bump of the crown by the traveling blocks.

The Crown Bumper system has been tested to withstand a 25,000 lb. "bump" at 3.68 ft./sec. with no permanent deflection. It was also tested to withstand a 56,000 lb. "bump" at 2.94 ft./sec. with only 1/8" permanent deflection.



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Product Features:

- Reduction of damage caused by metal-to-metal collisions or metal-to-wooden-bumper collisions
- Reduction of down time resulting from welding repair or wooden bumper replacement
- Easy installation
- Extended life bumper pads require no maintenance
- Special low temperature compound available for Arctic applications



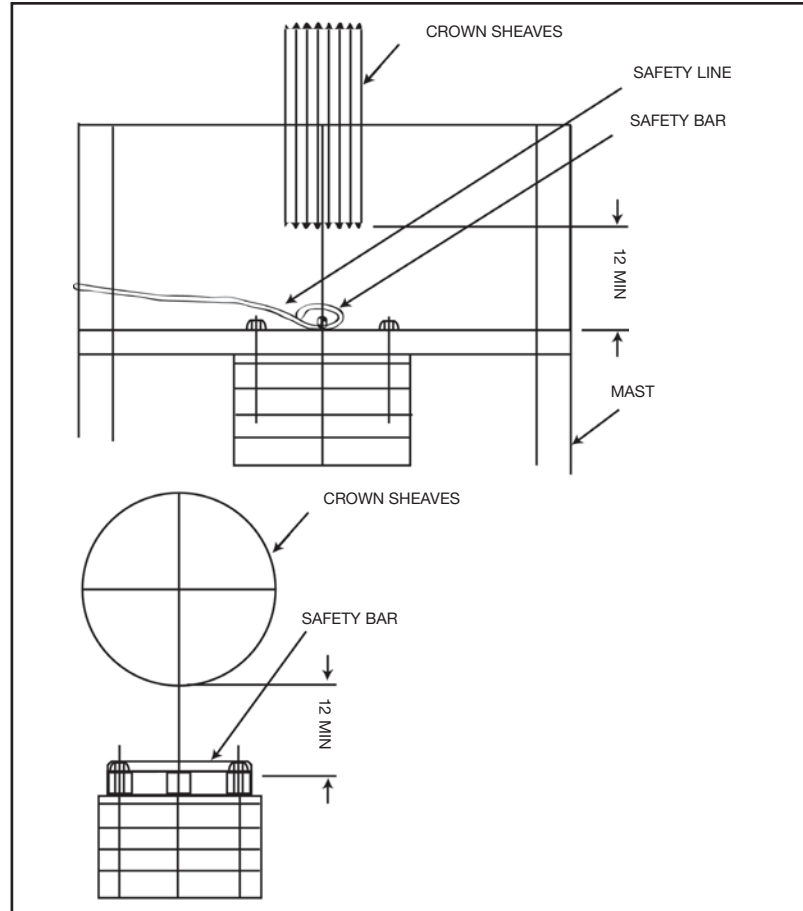
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Crown Bumper Installation

Customer is responsible to furnish the correct size material to mount crown bumper.

1. All pieces of square tubing must be welded on each side of tubing on both ends and all the way around with E6011 rod or better with a minimum of 10" of weld per end of tubing (6 places).
2. Square tubing to be mounted 12" minimum away from crown sheaves and center of tubing must be on center of crown sheaves.
3. Do not mount if crown sheaves are smaller than 24" diameter.
4. Safety line must be attached to the safety bar and attached to the mast.
5. Use 1/4" dia. stainless steel wire rope for safety line and four 7/16" dia. wire rope clamps (provided).

A minimum of two clips per end and spaced 3-1/4" apart. In attaching U-bolt clips for fastening the end of a wire rope to form a loop, it is essential that the saddle or base of the clip bears against the longer or "live" end of the rope loop and the U-bolt against the shorter or "dead" end. The "U" of the clip should never bear against the live end of the rope because the rope may be cut or kinked.



The entire Crown Bumper assembly is wrapped in high strength netting for added safety.

Recommended Annual Inspection:	Recommended Post-Impact Inspection
1. Rusty or cracked welds	1. Bent Tubing
2. Cracks or deterioration of rubber	2. Bent bolts
3. Bolts, nuts, cotter pins	3. Pieces of rubber missing
• Rusty	4. Cracks in welds
• Bent or missing	5. Wire Rope
4. Wire Rope	• Clamps tight
• Clamps tight	• Cut or Kinked
• Cut or kinked	• Rusty
• Rusty	

Replace bumper pads every 3-5 years or when they shown signs of cracks or damage.

