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Revision History

<table>
<thead>
<tr>
<th>Rev</th>
<th>Date</th>
<th>Reason</th>
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<tbody>
<tr>
<td>A</td>
<td>9/12/14</td>
<td>Issued for Use</td>
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Description of Change

<table>
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<th>Change</th>
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<tr>
<td>A</td>
<td>-</td>
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</table>
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<th>Page</th>
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Texas International Oilfield Tools (TIOT) offers conventional side door elevators in two (2) different types: SLX and SX. See Specifications table on page 6 for load capacity and size ranges. The elevators hoist casing and drill collars. SLX and SX elevators should only be used with tubular having square shoulder connections or lifting plugs. The elevator has a simple, reliable door, latch and safety latch that simultaneously locks when the door closes. The safety pin is fixed with a cable onto the elevator to prevent loss. Ears are strategically placed to avoid picking up the tubular with the elevator inverted.

The SLX elevators (Figure 1 above) are designed for all size casing up to 42” with load rating from 100 to 500 ton. The shielded safety latch protects the latch from accidentally opening. To open, simply pull the safety pin, pull the latch lock handle out, and swing the elevator halves apart. Both latches operate from a single handle and automatically re-latch when the elevator door is closed.

The SX elevator (Figure 2), designed for handling large, collar type casing, is sturdier and has a safety latch requiring two (2) handed operation. The casing size ranges up to 36” with load rating of 350 and 500 tons.
Use the ears for lifting elevator – NOT the handles

CONVENTIONS

<table>
<thead>
<tr>
<th>IMPORTANT SYMBOL IDENTIFICATION</th>
<th>WARNING to Operators / Users</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAUTION to Operators / Users</td>
<td></td>
</tr>
<tr>
<td>NOTE</td>
<td>NOTIFICATION to Operators / Users</td>
</tr>
</tbody>
</table>

Table 1

SAFETY

Texas International’s equipment is used and installed in controlled rig environments involving hazardous operations and situations.
Safety continued

All personnel performing installation, operations, repair or maintenance on this elevator must have knowledge of rig procedure. All crew in the vicinity of operations should be trained on rig safety and tool operation.

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Size Range</th>
<th>SX Part Number</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-5/8&quot; - 13-3/8&quot;</td>
<td>T29964-XXX</td>
<td>500 Tons</td>
</tr>
<tr>
<td>9-5/8&quot; - 13-3/8&quot;</td>
<td>T29965-XXX</td>
<td>350 Tons</td>
</tr>
<tr>
<td>14&quot; - 18-5/8&quot;</td>
<td>T29966-XXX</td>
<td>350 Tons</td>
</tr>
</tbody>
</table>

BC= Bore code shown as XXX above

Table 2

<table>
<thead>
<tr>
<th>Size Range</th>
<th>SLX Part Number</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3/8&quot; - 2-7/8&quot;</td>
<td>T33693-XXX</td>
<td>100 Tons</td>
</tr>
<tr>
<td>3-1/2&quot; – 5-1/2”</td>
<td>T33854-XXX</td>
<td>100 Tons</td>
</tr>
<tr>
<td>4–1/2” – 8-5/8”</td>
<td>T31239-XXX</td>
<td>150 Tons</td>
</tr>
<tr>
<td>9-5/8” – 10-3/4”</td>
<td>T33950-XXX</td>
<td>150 Tons</td>
</tr>
<tr>
<td>11-3/4” – 13-5/8”</td>
<td>T33982-XXX</td>
<td>150 Tons</td>
</tr>
<tr>
<td>18-5/8” – 20”</td>
<td>T33632-XXX</td>
<td>150 Tons</td>
</tr>
<tr>
<td>5-1/2” – 7-5/8”</td>
<td>T41239-XXX</td>
<td>250 Tons</td>
</tr>
<tr>
<td>8-5/8” – 10-3/4”</td>
<td>T43950-XXX</td>
<td>250 Tons</td>
</tr>
<tr>
<td>11-3/4” – 13-5/8”</td>
<td>T43982-XXX</td>
<td>250 Tons</td>
</tr>
<tr>
<td>16” – 20”</td>
<td>T43632-XXX</td>
<td>250 Tons</td>
</tr>
<tr>
<td>6-5/8” – 9-7/8”</td>
<td>T53950-XXX</td>
<td>350 Tons</td>
</tr>
<tr>
<td>10-3/4” – 13-3/8”</td>
<td>T53982-XXX</td>
<td>350 Tons</td>
</tr>
<tr>
<td>42”</td>
<td>42ELEV</td>
<td>500 Tons</td>
</tr>
</tbody>
</table>

BC= Bore code shown as XXX above

Table 3
PREVENTIVE MAINTENANCE

This is a suggested PM schedule. The tool owner has the responsibility to adjust the program according to actual tool usage.

When there is suspicion that the elevator has been *overloaded*, it should be pulled from operation for an Annual type PM.

Normal wear in course of use will eventually reduce the elevator’s capability. Inspect the bore, latch, latch pin and hinge pin regularly for wear. Cracks or the appearance of damage can indicate disrepair, even impending failure, and requires prompt attention. The elevator must be either pulled from operation immediately or repaired.

**Daily (PM1) – While in use**
- Apply EP 4 grease to grease ports, springs, and ears, as needed
- Inspect the contact surface of the ears. If surfaces are flattened or metal is rolled, the elevator should be pulled from operation for Annual (PM3)
- Verify safety pin is straight – if not, replace
- Check for wear on hinge pin by checking the vertical play between latch, body, and door
- Open and close the elevator 5 times slowly and 5 times quickly to ensure elevator works properly
- Visually check for damage and cracks – if found, pull from operation for repair.
- Check for corrosion on pins and springs – if found, replace
- Look for worn, damaged, loose or missing parts – replace or tighten

**Semi-Annual (PM2)**
- Try to open the latch by prying the latch between body and latch with a steel bar or screw driver – the latch lock prevents the latch from being opened (figures 3 and 4). If the elevator opens during pry test, pull from operation for repair
- Verify bore dimension is within API specification (see table 4)
- Remove coating and debris from critical areas
- Disassemble and perform Magnetic Particle Inspection (MPI) on critical areas as indicated on API Specification 8C
- Carry on daily PM

**Annual (PM3)**
- Repeat daily and semi-annual PMs
- Performance load test
- MPI critical areas twenty four (24) hours after load test
Preventative Maintenance continued

- Repair cast as needed - recommend repairs be done by TIOT

⚠️ Proof of load test and MPI are required after remanufacture or a major weld repair in a critical area

![Figure 3: Pry Test Instruction SLX](image)

![Figure 4: Pry Test Instruction SX](image)
The wear of the elevator bore affects its ability to support the required load. Elevators for which the bore measurements exceed the ‘Maximum Allowable Wear’ shown in tables 4 through 6 shall either be remanufactured or scrapped.

<table>
<thead>
<tr>
<th>Collar OD</th>
<th>Bore Code</th>
<th>Maximum Allowable Wear (in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-1/8&quot;</td>
<td>177</td>
<td>3.844</td>
</tr>
<tr>
<td>4-3/4&quot;</td>
<td>435</td>
<td>4.406</td>
</tr>
<tr>
<td>5-1/4&quot;</td>
<td>179</td>
<td>4.906</td>
</tr>
<tr>
<td>5-1/2&quot;</td>
<td>180</td>
<td>5.156</td>
</tr>
<tr>
<td>5-3/4&quot;</td>
<td>181</td>
<td>5.313</td>
</tr>
<tr>
<td>6&quot;</td>
<td>362</td>
<td>5.563</td>
</tr>
<tr>
<td>6-1/4&quot;</td>
<td>337</td>
<td>5.813</td>
</tr>
<tr>
<td>6-1/2&quot;</td>
<td>373</td>
<td>6.063</td>
</tr>
<tr>
<td>6-3/4&quot;</td>
<td>387</td>
<td>6.250</td>
</tr>
<tr>
<td>7&quot;</td>
<td>361</td>
<td>6.500</td>
</tr>
<tr>
<td>7-1/4&quot;</td>
<td>357</td>
<td>6.750</td>
</tr>
<tr>
<td>7-1/2&quot;</td>
<td>188</td>
<td>7.000</td>
</tr>
<tr>
<td>7-3/4&quot;</td>
<td>339</td>
<td>7.250</td>
</tr>
<tr>
<td>8&quot;</td>
<td>336</td>
<td>7.500</td>
</tr>
<tr>
<td>8-1/4&quot;</td>
<td>422</td>
<td>7.750</td>
</tr>
<tr>
<td>8-1/2&quot;</td>
<td>426</td>
<td>8.000</td>
</tr>
<tr>
<td>9&quot;</td>
<td>427</td>
<td>8.438</td>
</tr>
<tr>
<td>9-1/2&quot;</td>
<td>370</td>
<td>8.938</td>
</tr>
<tr>
<td>9-3/4&quot;</td>
<td>367</td>
<td>9.188</td>
</tr>
<tr>
<td>10&quot;</td>
<td>195</td>
<td>9.438</td>
</tr>
<tr>
<td>10-3/4&quot;</td>
<td>527</td>
<td>10.188</td>
</tr>
<tr>
<td>11&quot;</td>
<td>419</td>
<td>10.438</td>
</tr>
<tr>
<td>11-1/4&quot;</td>
<td>196</td>
<td>10.688</td>
</tr>
</tbody>
</table>

Table 4
### Elevator Wear Limits continued

#### Plain Drill Collars with Lift Plug

<table>
<thead>
<tr>
<th>Collar OD</th>
<th>Bore Code</th>
<th>Maximum Allowable Wear (in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3&quot;</td>
<td>205</td>
<td>3.188</td>
</tr>
<tr>
<td>3-1/8&quot;</td>
<td>206</td>
<td>3.313</td>
</tr>
<tr>
<td>3-1/4&quot;</td>
<td>207</td>
<td>3.438</td>
</tr>
<tr>
<td>3-1/2&quot;</td>
<td>209</td>
<td>3.688</td>
</tr>
<tr>
<td>3-3/4&quot;</td>
<td>211</td>
<td>3.938</td>
</tr>
<tr>
<td>4&quot;</td>
<td>213</td>
<td>4.188</td>
</tr>
<tr>
<td>4-1/8&quot;</td>
<td>519</td>
<td>4.313</td>
</tr>
<tr>
<td>4-1/4&quot;</td>
<td>548</td>
<td>4.438</td>
</tr>
<tr>
<td>4-1/2&quot;</td>
<td>215</td>
<td>4.688</td>
</tr>
<tr>
<td>4-3/4&quot;</td>
<td>354</td>
<td>4.969</td>
</tr>
<tr>
<td>5&quot;</td>
<td>552</td>
<td>5.219</td>
</tr>
<tr>
<td>5-1/4&quot;</td>
<td>219</td>
<td>5.469</td>
</tr>
<tr>
<td>5-1/2&quot;</td>
<td>411</td>
<td>5.719</td>
</tr>
<tr>
<td>5-3/4&quot;</td>
<td>222</td>
<td>6.031</td>
</tr>
<tr>
<td>6&quot;</td>
<td>349</td>
<td>6.281</td>
</tr>
<tr>
<td>6-1/4&quot;</td>
<td>348</td>
<td>6.531</td>
</tr>
<tr>
<td>6-3/8&quot;</td>
<td>331</td>
<td>6.656</td>
</tr>
<tr>
<td>6-3/4&quot;</td>
<td>338</td>
<td>7.063</td>
</tr>
<tr>
<td>7&quot;</td>
<td>372</td>
<td>7.313</td>
</tr>
<tr>
<td>7-1/4&quot;</td>
<td>335</td>
<td>7.563</td>
</tr>
<tr>
<td>7-1/2&quot;</td>
<td>137</td>
<td>7.813</td>
</tr>
<tr>
<td>7-3/4&quot;</td>
<td>550</td>
<td>8.063</td>
</tr>
<tr>
<td>8&quot;</td>
<td>334</td>
<td>8.313</td>
</tr>
<tr>
<td>8-1/4&quot;</td>
<td>347</td>
<td>8.563</td>
</tr>
<tr>
<td>8-1/2&quot;</td>
<td>580</td>
<td>8.844</td>
</tr>
<tr>
<td>8-3/4&quot;</td>
<td>226</td>
<td>9.094</td>
</tr>
<tr>
<td>9&quot;</td>
<td>356</td>
<td>9.344</td>
</tr>
<tr>
<td>9-1/4&quot;</td>
<td>227</td>
<td>9.594</td>
</tr>
<tr>
<td>9-1/2&quot;</td>
<td>346</td>
<td>9.844</td>
</tr>
<tr>
<td>10</td>
<td>228</td>
<td>10.406</td>
</tr>
<tr>
<td>10-1/2&quot;</td>
<td>229</td>
<td>10.906</td>
</tr>
<tr>
<td>11&quot;</td>
<td>230</td>
<td>11.406</td>
</tr>
</tbody>
</table>

#### Casing

<table>
<thead>
<tr>
<th>Casing Size (in)</th>
<th>Bore Code</th>
<th>Maximum Allowable Wear (in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 3/8</td>
<td>158</td>
<td>2.512</td>
</tr>
<tr>
<td>2 7/8</td>
<td>160</td>
<td>3.013</td>
</tr>
<tr>
<td>3 1/2</td>
<td>162</td>
<td>3.639</td>
</tr>
<tr>
<td>4 1/2</td>
<td>129</td>
<td>4.659</td>
</tr>
<tr>
<td>4 3/4</td>
<td>130</td>
<td>4.913</td>
</tr>
<tr>
<td>5</td>
<td>131</td>
<td>5.168</td>
</tr>
<tr>
<td>5 1/2</td>
<td>132</td>
<td>5.676</td>
</tr>
<tr>
<td>5 3/4</td>
<td>133</td>
<td>5.931</td>
</tr>
<tr>
<td>6</td>
<td>134</td>
<td>6.185</td>
</tr>
<tr>
<td>6 5/8</td>
<td>135</td>
<td>6.821</td>
</tr>
<tr>
<td>7</td>
<td>136</td>
<td>7.203</td>
</tr>
<tr>
<td>7 5/8</td>
<td>137</td>
<td>7.838</td>
</tr>
<tr>
<td>8 5/8</td>
<td>139</td>
<td>8.856</td>
</tr>
<tr>
<td>9</td>
<td>140</td>
<td>9.238</td>
</tr>
<tr>
<td>9 5/8</td>
<td>141</td>
<td>9.873</td>
</tr>
<tr>
<td>9 7/8</td>
<td>649</td>
<td>10.128</td>
</tr>
<tr>
<td>10</td>
<td>831</td>
<td>10.255</td>
</tr>
<tr>
<td>10 1/8</td>
<td>846</td>
<td>10.382</td>
</tr>
<tr>
<td>10 3/4</td>
<td>142</td>
<td>11.018</td>
</tr>
<tr>
<td>11 3/4</td>
<td>143</td>
<td>12.036</td>
</tr>
<tr>
<td>13 3/8</td>
<td>144</td>
<td>13.664</td>
</tr>
<tr>
<td>13 5/8</td>
<td>596</td>
<td>13.918</td>
</tr>
<tr>
<td>16</td>
<td>145</td>
<td>16.335</td>
</tr>
<tr>
<td>18</td>
<td>723</td>
<td>18.370</td>
</tr>
<tr>
<td>18 5/8</td>
<td>146</td>
<td>19.006</td>
</tr>
<tr>
<td>20</td>
<td>147</td>
<td>20.405</td>
</tr>
<tr>
<td>21 1/2</td>
<td>148</td>
<td>21.925</td>
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<tr>
<td>22</td>
<td>688</td>
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</tr>
<tr>
<td>24</td>
<td>630</td>
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</tr>
<tr>
<td>26</td>
<td>650</td>
<td>26.481</td>
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<td>28</td>
<td>693</td>
<td>28.506</td>
</tr>
<tr>
<td>30</td>
<td>644</td>
<td>30.531</td>
</tr>
</tbody>
</table>

**Table 5**

**Table 6**
### Elevator Wear Limits continued

<table>
<thead>
<tr>
<th>Ear Radius (R) ( \text{based on tons} )</th>
<th>Minimum ( \text{Minimum (in)} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>1</td>
</tr>
<tr>
<td>150</td>
<td>1 1/2</td>
</tr>
<tr>
<td>250</td>
<td>1 7/8</td>
</tr>
<tr>
<td>350</td>
<td>1 7/8</td>
</tr>
<tr>
<td>500</td>
<td>2</td>
</tr>
</tbody>
</table>

*Table 7*

---

### CRITICAL AREA MAP

Darken areas are defined as critical

---

**SX**

---

<table>
<thead>
<tr>
<th>Elevator Type</th>
<th>SX 350/500</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Clearance</td>
</tr>
<tr>
<td></td>
<td>(in)</td>
</tr>
<tr>
<td>Hinge Pin</td>
<td>0.030</td>
</tr>
<tr>
<td>Latch Pin</td>
<td>0.035</td>
</tr>
</tbody>
</table>

*Table 8*
Critical Area Map continued

Figure 7

Table 9

<table>
<thead>
<tr>
<th>Elevator Type</th>
<th>SLX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity (in Tons)</td>
<td>100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Clearance (in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hinge Pin</td>
</tr>
<tr>
<td>0.020</td>
</tr>
<tr>
<td>Latch Pin</td>
</tr>
<tr>
<td>0.020</td>
</tr>
</tbody>
</table>
TROUBLESHOOTING

<table>
<thead>
<tr>
<th>Failure Mode</th>
<th>Possible Cause</th>
<th>Possible Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deformed pin holes</td>
<td>Overload</td>
<td>Scrap the tool</td>
</tr>
<tr>
<td></td>
<td>Wear</td>
<td>Pull elevator from operation and carry on PM 3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Verify pin clearance (see Tables 5 and 6)</td>
</tr>
<tr>
<td>Bent pins</td>
<td>Overload</td>
<td>Perform PM 3</td>
</tr>
<tr>
<td>Elevator does not open</td>
<td>Corrosion</td>
<td>Pry open, clean and lubricate.</td>
</tr>
<tr>
<td></td>
<td>Overload</td>
<td>Carry on PM 3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scrap the tool</td>
</tr>
<tr>
<td>Elevator does not close</td>
<td>Oversized tubular</td>
<td>Select properly sized elevator</td>
</tr>
<tr>
<td>Elevator does not hang level</td>
<td>Link length difference</td>
<td>Use same length slings/links</td>
</tr>
</tbody>
</table>

Table 10

STORAGE AND TRANSPORTATION

- Unpainted surfaces should be coated with rust preventing agent
- Prevent excessive exposure to water and moisture
- Clean the tool after use - steam clean as needed; remove mud, debris and any other substances
- Transport the unit on a suitable container or pallet
### SX Spare Parts List

<table>
<thead>
<tr>
<th>#</th>
<th>Item</th>
<th>PN</th>
<th>Range (in)</th>
<th>Capacity / Max Operational Load (Ton)</th>
<th>Req</th>
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</tr>
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Table 11

Figure 8
### SLX 100 Spare Parts List

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<th>Component PN</th>
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Table 12
# SLX 150 Spare Parts List

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<th>Req</th>
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<tbody>
<tr>
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<tr>
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<td>HINGE PIN</td>
<td>T33982</td>
<td>11 3/4 - 13 3/8</td>
<td>7 1/2 - 10</td>
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<tr>
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<td>T33632</td>
<td>16 - 20</td>
<td>5/8 - 10</td>
</tr>
<tr>
<td>5</td>
<td>LATCH LOCK PIN</td>
<td>T9519</td>
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<tr>
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<td>SAFETY PIN</td>
<td>T32424</td>
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<td>T33953</td>
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Table 13

# SLX 250 Spare Parts List

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<th>Range (in)</th>
<th>Req</th>
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<td>7 1/2 - 10</td>
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<td>5/8 - 8</td>
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<td>T32424</td>
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<td>T33953</td>
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Table 14
### SLX 350 Spare Parts List

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</tbody>
</table>

* Not shown

Table 15
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