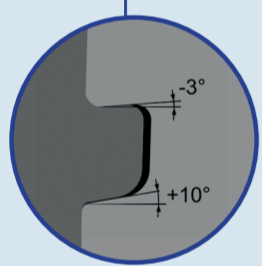
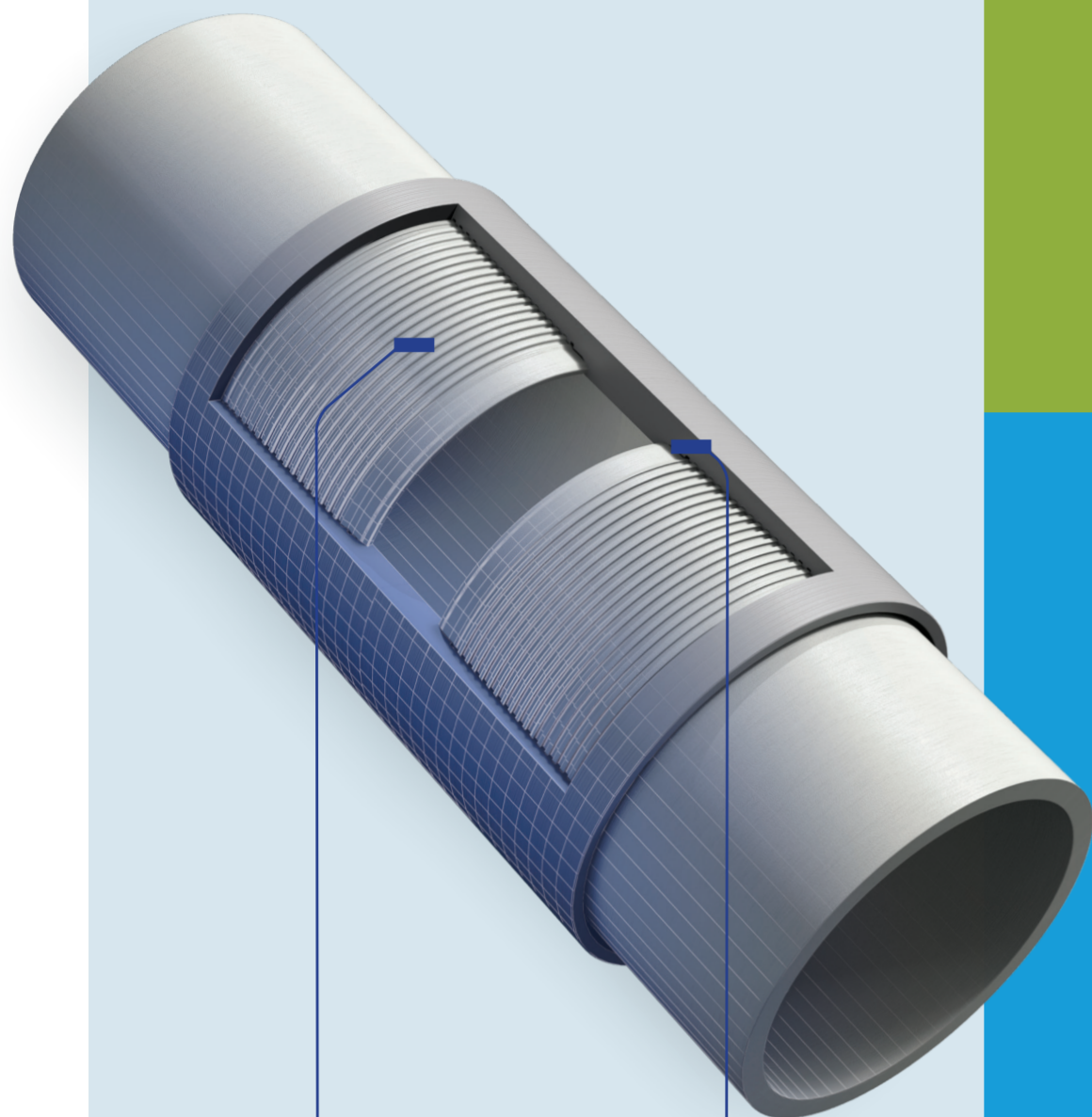
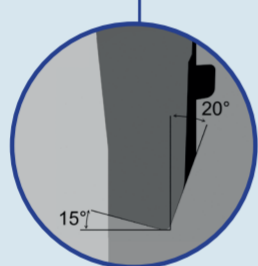


These guidelines apply to the use of VAM TOP® connections.

This document should be used jointly with the VAM® Book, which is the main instruction book applicable for all VAM® connections. For more information regarding VAM TOP® and other VAM® products, please contact a Vallourec representative or Mr Help.



Optimized hooked thread geometry



Internal metal to metal seal

VAM TOP® is recognized as setting the standard in reliability and performance in threaded and coupled premium connections.

SUITABLE FOR ALL APPLICATIONS, EVEN THE MOST CRITICAL.

With a track record of over 30 years, the connection minimizes the risks that result from the most severe combined loads making it a suitable solution for even the most critical applications.

PREPARATION

- After establishing the string design, first check that all components (pipe, handling equipment, running compound, etc) are available in correct quantities at the rig site.

- Like most T&C connections, the maximum load that can be carried by the coupling face using side door elevators is limited compared to the connection capacity. This value is given on the CDS.
- For 13CR and S13CR grades, the usage of low marking handling and gripping devices is mandatory. For Duplex, Super Duplex and CRA grades, those devices should also be non-ferrous to avoid any contamination that would lead to corrosion issues.

CLEANING, INSPECTION AND THREAD COMPOUND APPLICATION

CLEANING

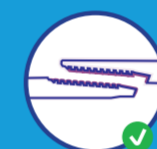
- VAM® connections are supplied with a storage compound on the threads. After removal of the protectors, the storage compound shall be washed off and replaced by a running compound for a good lubrication during the make-up.
- When cleaning the connection, use high pressure (preferably hot) soapy water. The use of diesel, helifuel, barite or wire brush is prohibited.

INSPECTION

- Before applying the running compound, it is necessary to drift the pipe on full length.
- Check the thread and seal areas to ensure that they are in good shape (no damage or corrosion).

RUNNING COMPOUND APPLICATION

- The validated running compound are API modified, Jet-Lube Seal Guard* and Bestolife* (4010NM, 3010NM and PTC).
*depending on the configuration.
- The quantity to be applied is indicated in the VAM® Book in the VAM TOP® chapter and shall be shared 50%-50% on both pin and box sides.
- Thread compound should be applied evenly in order to get a uniform coating on all parts of the connection. Make sure there's no lack or excess of dope on any part of the connection.



GOOD
Correct application to pin and box threads



WRONG
Too little or too much thread compound on pin ends

RUNNING PROCEDURE

EQUIPMENT TO BE USED

- To avoid cross threading or make-up issues, there must be a good alignment between the two pipes. A stabbing guide can be used to do so and to prevent from any damage on the pin seal area.
- A power tong dressed for the correct pipe size with a minimum capacity of 130% of the maximum make-up torque.

MAKE-UP CRITERIA

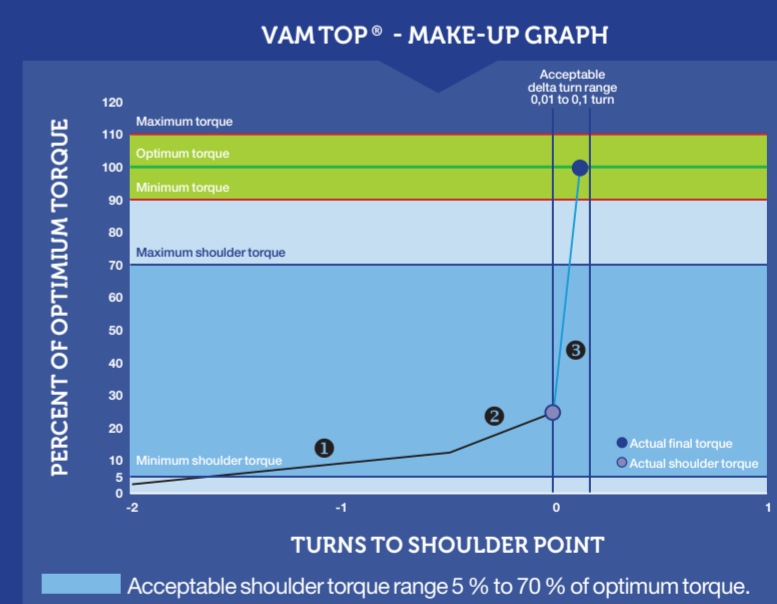
- The final torque must be between minimum and maximum values as given in the VAM® Book and Connection Data Sheet.
 - The shoulder torque must be between 5% and 70% of the optimum value.
 - The delta turns must be between 0.01 and 0.10 turns.
 - The make-up graph must have the correct profile.
 - The shoulder slope factor must be between 5 and 30.*
- A shoulder slope factor below 7 should be cause for concern. If no anomaly is found then the turns counter accuracy shall be questioned.

* A shoulder slope of up to 35 has been noted when making up assemblies with large OD. This can be accepted as long as all other criteria are correct.

ACCEPTANCE CRITERIA

- A torque versus turn graph is required to compliment the make-up acceptance and to provide a record. The graph should feature:

- Thread interference
- Seal interference
- Torque applied on shoulder



If non-linearity is observed, the make-up should be continued as far as target torque. Then the connection should be broken out fully and inspected. If no evidence of over torque, the connection can be re-run. A second "failure" will result in pin and box replacement.

BOOST YOUR EFFICIENCY, REDUCE COSTS AND ENSURE 100% WELL INTEGRITY WITH VAM® FIELD SERVICE

Contact us at: logistics.me@vamfieldservice.com