

# TECHNICAL INFORMATION - HSC HICOM

# TUBING

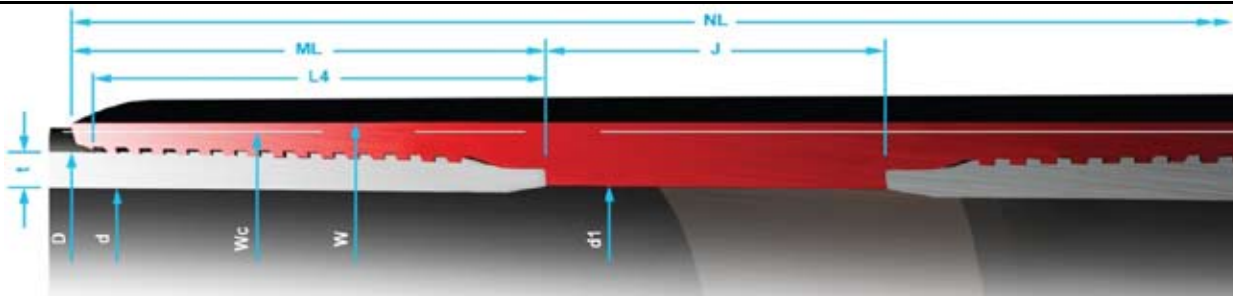


SIZE: **60.32 mm**

NOMINAL WEIGHT: **6.85 kg/m**

WALL THICKNESS: **4.83 mm**

THREADS PER INCH: **8**



| PIPE BODY | OUTSIDE DIA. (mm)                               | D | 60.32 | INSIDE DIA. (mm) | d | 50.67 | DRIFT DIA. (mm) |      |      |      | 48.29 | PLAIN END WT (kg/m) |       | 6.59 |
|-----------|---|---|-------|------------------|---|-------|-----------------|------|------|------|-------|---------------------|-------|------|
|           | GRADE   |   |       |                  |   |       | N80             | L80  | C90  | C95  | P110  | Q125                | 150   |      |
|           | COLLAPSE RESISTANCE (MPa)                       |   |       |                  |   |       | 81.2            | 81.2 | 91.4 | 96.4 | 111.2 | 123.4               | 142.4 |      |
|           | INTERNAL YIELD PRESSURE (MPa)                   |   |       |                  |   |       | 77.2            | 77.2 | 86.9 | 91.7 | 106.2 | 120.7               | 144.8 |      |
|           | BODY YIELD STRENGTH (kN)                        |   |       |                  |   |       | 463             | 463  | 520  | 552  | 636   | 725                 | 872   |      |
|           | ULTIMATE STRENGTH (kN)                          |   |       |                  |   |       | 578             | 552  | 578  | 609  | 725   | 783                 | 930   |      |
|           | NOMINAL CROSS-SECTIONAL AREA (mm <sup>2</sup> ) |   |       |                  |   |       | 841             | 841  | 841  | 841  | 841   | 841                 | 841   |      |

| MAKE UP           | RECOMMENDED MAKE UP TORQUE USING A THREAD COMPOUND WITH FRICTION CORRECTION FACTOR OF 1.0 |              |      |      |      |      |       |       |      |  |
|-------------------|---|--------------|------|------|------|------|-------|-------|------|--|
|                   | REGULAR   | MINIMUM (Nm) | 1020 | 1020 | 1060 | 1080 | 1170  | 1250  | 1380 |  |
| OPTIMUM (Nm)      |   | 1130         | 1130 | 1180 | 1210 | 1300 | 1380  | 1530  |      |  |
| MAXIMUM (Nm)      |   | 1230         | 1230 | 1300 | 1330 | 1440 | 1520  | 1680  |      |  |
|                   | BODY YIELD TORQUE (Nm)  | 6890         | 6890 | 7760 | 8190 | 9480 | 10770 | 12920 |      |  |
| SPECIAL CLEARANCE | MINIMUM (Nm)  | 920          | 920  | 960  | 990  | 1040 | 1130  | 1250  |      |  |
|                   | OPTIMUM (Nm)  | 1020         | 1020 | 1070 | 1100 | 1170 | 1250  | 1380  |      |  |
|                   | MAXIMUM (Nm)  | 1110         | 1110 | 1180 | 1210 | 1290 | 1370  | 1520  |      |  |

| CONNECTION                      | COLLAPSE RESISTANCE (MPa)                            |                   |                       |   |                      |  | 81.2 | 81.2 | 91.4 | 96.4 | 111.2 | 123.4 | 142.4 |
|---------------------------------|--|-------------------|-----------------------|---|----------------------|--|------|------|------|------|-------|-------|-------|
|                                 | COMPRESSION RESISTANCE (%)                           |                   |                       |   |                      |  | 100  | 100  | 100  | 100  | 100   | 100   | 100   |
|                                 | TENSILE EFFICIENCY (%)                               |                   |                       |   |                      |  | 100  | 100  | 100  | 100  | 100   | 100   | 100   |
|                                 | INTERNAL YIELD PRESSURE (MPa)                        |                   |                       |   |                      |  | 77.2 | 77.2 | 86.9 | 91.7 | 106.2 | 120.7 | 144.8 |
|                                 | MAXIMUM BENDING ANGLE (° PER 30m)                    |                   |                       |   |                      |  | 181  | 181  | 204  | 215  | 249   | 283   | 339   |
|                                 | BOX CRITICAL CROSS-SECTIONAL AREA (mm <sup>2</sup> ) |                   |                       |   |                      |  | 859  | 859  | 859  | 859  | 859   | 859   | 859   |
|                                 | MAXIMUM LOAD OF REG. COUPLING FACE (kN)              |                   |                       |   |                      |  | 187  | 187  | 209  | 222  | 258   | 294   | 351   |
|                                 | MAXIMUM LOAD OF S.C. COUPLING FACE (kN)              |                   |                       |   |                      |  | 49   | 49   | 58   | 58   | 67    | 80    | 93    |
|                                 | <b>PARTING LOAD (kN)</b>                             |                   |                       |   |                      |  |      |      |      |      |       |       |       |
|                                 | REGULAR COUPLING O.D.                                |                   |                       |   |                      |  | 543  | 516  | 547  | 574  | 681   | 738   | 876   |
| SPECIAL CLEARANCE COUPLING O.D. |  |                   |                       |   |                      | 387  | 365  | 387  | 405  | 480  | 520   | 618   |       |
|                                 |  | OUTSIDE DIA. (mm) | INSIDE DIA. (d1) (mm) | WEIGHT (kg)   | JOINT EFFICIENCY (%) | 30' JOINT MUD DISPLACEMENT (m <sup>3</sup> ) |      |      |      |      |       |       |       |
| REGULAR COUPLING                |  | W                 | 68.50                 | 51.94   | 1.40                 | 102  |      |      |      |      |       |       |       |
| SPECIAL CLEARANCE COUPLING      |  | Wc                | 65.94                 | 51.94   | 1.06                 | 70   |      |      |      |      |       |       |       |
| LENGTH OF COUPLING (mm)         |  | NL                | 162.81                | The above information is for reference only. The information is subject to change or modification without notice. Please contact HSC for the latest information |                      |  |      |      |      |      |       |       |       |
| MAKE UP LOSS (mm)               |  | ML                | 56.01                 |   |                      |  |      |      |      |      |       |       |       |