

## Doing it right, next time!

In last month's newsletter article, we talked about the unpleasant surprises many operators are getting when having to repair pipe when a rig gets released. Some very expensive repairs are frequently necessary for the pipe to pass a DS-1 inspection. Drill pipe that was not hardbanded correctly, or with the right hardbanding material during the life of the contract, must finally be repaired to return it to its original condition.

Our newsletters frequently discuss parameters and new applications and procedures. In this issue it's important to get to the root cause of most of the problems associated with re-application of hardbanding; the wire.

Unlike **Duraband**<sup>®</sup>NC, *almost* all hardbanding, sooner or later, must be removed and rebuilt before it can be reapplied. In some cases, this is after only a couple of re-applications or it could be after 3 or 4 re-applications. The bottom line....it will have to be removed before re-application can continue. That removal and rebuilding process costs hundreds of dollars per each joint of drill pipe. An expense that can be completely avoided.

The chemical composition of most wires limits how many times they can be reapplied. The hardbanding becomes more compromised with each re-application until finally it is no longer rebuildable. The only choice is to completely remove and rebuild it prior to re-hardbanding. That's not the case with **Duraband**; re-application is unlimited. When re-applied over itself it never has to be removed, doesn't crack, doesn't have porosity and doesn't delaminate. You simply re-apply it over itself, indefinitely.

As we get through this current crisis it's important that we not forget what we're experiencing now. Those expensive repairs can be completely avoided.

Specifying *only* **Duraband** on your new pipe is the first step. Specifying *only* **Duraband** for re-applications is the next step. After that, it's frequent inspection of the hardbanding process to ensure that it's being done right. Part of the inspection is to make sure other wires are not being quietly substituted under the assumption that they are equal to **Duraband**. If it's not **Duraband**,

it's not equal! Not only will you keep your ongoing pipe maintenance costs down, but you will keep your pipe in-service more with less unproductive downtime. And there will be no big, unpleasant surprises at the end of the contract.

Let's not go back to being in such a hurry that we accept substitutions and inferior work. Insist on **Duraband** and inspect often to see that you're getting what you expect!

Talk to us about our complimentary **Site Inspection** program and our **Pre-hardbanding Inspection** and **Hardbanding Essentials** training sessions which can be presented live or remotely via Zoom or Microsoft Teams.



### Welding Tip:

## Avoid Wire Feed Issues

One of the most common reasons for voids in hardbanding is wire feed issues. Dirty drive rolls or drive rolls in need of adjustment will cause mis-feeding resulting in poor bands. Many time drive rolls, especially the knurled type used for most hardbanding wires, get clogged with industrial grit from grinding and welding smoke. They can also become packed with drawing compound used in the manufacturing process. The first reaction to adjust (tighten) the pressure. This can flatten the wire causing even more feeding issues.

The solution is to check and clean drive rollers frequently. Remove them and clean with a wire brush and solvent to remove dust, dirt and drawing compound. While cleaning the drive rollers, inspect for wear and replace as needed. It's a quick and easy process that will save you time and headaches.

