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\_\_\_ " X \_\_\_ " UNIVERSAL SUB-SEA TEST JOINT  
SERIAL # \_\_\_\_\_

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**Inspection Procedure**

Verify that the Serial Number on this Procedure matches the Serial Number of the Test Joint that you are using. The Serial Number is located on the Top Sub of the Test Joint. If these Numbers are not the same, STOP and call Nu-Tec.

The \_\_\_" x \_\_\_" UNIVERSAL Sub Sea Test Joint is designed to be field dressed after each use. All seals that are field replaceable are located on the seal assembly. The Seal Assembly is easily removed from the box end of the test joint. All tools that are required for disassemble and reassemble are sent with seal kits in the tool box along with the test joint.

The Test Joint is completely assembled and tested before shipment to the field and is ready to be run upon arrival at the rig. Prior to running, an inspection of the test joint should take place to insure no damage has occurred in shipment. The inspection should include:

1. **OUTSIDE TUBE** - The larger rams and the annulars seal on this surface. Inspect it, as you would drill pipe prior to running.
2. **LOWER PIN SUB** - The left handed connection between the lower pin sub and the bottom sub should be chain tong tight. A seal is located in the acme box connection for testing the test joint on the pipe rack. This seal can be left in place or removed before the test joint is run. It will not interfere with the BOP test.
3. **WEEP HOLES** - The two weep holes in the bottom sub should be open. If plugs are installed in these weep holes, remove them prior to running the test joint. These plugs are installed to test the test joint on the pipe rack.
4. **RETAINING NUT** - Located in the 4 ½ IF box connection, should be tight. This activates the lower seal on the upper seal assembly. A wrench is included to tighten and remove this nut.

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**UNIVERSAL TEST JOINT OPERATING PROCEDURE**

1. Place the test joint in the "V" door with the rig crane. Pick up the test joint.
  2. Make up the test joint on the test plug (*Run at least 25,000 lbs. Weight - drill collars or drill pipe - below the test plug*).
  3. Check to be sure that the left handed threads between the Bottom Sub and the Lower Pin Sub are made up completely. Seven (7) left-hand rounds are required to make up. Make up chain tong tight, **DO NOT OVER TORQUE**.
  4. RIH with the test joint, test plug and tail pipe.
  5. Set the test plug in the wellhead. Drop the Dart and allow time to fall into place. The dart can be run in place if the well head is not to be washed out.
  6. Rig up the Top Test Sub between the drill pipe and top drive. Rig up the cement or test pump to the Top Test Sub.
  7. Perform the \_\_\_" ram and annular test as per procedure. **TEST DOWN THE DRILL PIPE.**
  8. After the \_\_\_" tests are performed, pick up the drill pipe to neutral weight at the test plug.
  9. Turn the drill pipe to the right to release the Lower Pin Sub from the Bottom Sub. Seven (7) turns at the sub are required to release.
  10. Pick up to expose the \_\_\_" tube. The drill pipe and the \_\_\_" tube of the test joint will move upward. The tail pipe, test plug, and the \_\_\_" tube will remain stationary. **THE PICK UP WEIGHT WILL BE LESS THE WEIGHT OF THE TAIL PIPE, TEST PLUG AND \_\_\_" INSIDE TUBE.** The inside shoulder of the Lower Pin Sub will contact the bottom shoulder of the PBR. **ONLY PICK UP HIGH ENOUGH TO MAKE CONTACT WITH THE LOWER SUB AND PBR. DO NOT PICK UP HIGHER THAN NECESSARY OR ELSE THE TEST PLUG WILL BE UNSEATED.**
  11. Perform the \_\_\_" rams and annulars tests as per rig procedure. **TEST DOWN THE CHOKE OR KILL LINE.**
  12. Open the Rams and Annulars after all tests are complete.
  13. After all \_\_\_" tests are complete, continue pulling out of the hole with the drill pipe, test joint, test plug, and tail pipe.
  14. Set the test plug in the rotary. Slack off the block and allow the test joint to scope together. Make up the Lower Pin Sub and the Bottom Sub with chain tongs. Seven (7) left-hand turns are required to make up.
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