

# Comparison of built-in and swaged type couplings

ContiTech

**Built-in/Bonded coupling**



vs.

**Swaged/Crimped coupling**



<b>Standard</b>	API Spec. 7K / 16C / 17K	API Spec. 7K
<b>Technology</b>	All reinforcement cables are adhesively bonded to the coupling body	Only outer reinforcement layer (and in some cases the innermost reinforcement layer) is directly in contact with the coupling
<b>Bore type</b>	Full bore/flow, no flow restriction	Never full bore, there is always a flow restriction. In Choke Lines it may lead to dangerous erosion in case of a kick
<b>Sealing mechanism</b>	Chemical and mechanical bond between metal and rubber	Based on pressure buildup when the coupling is mounted, subject to stress relaxation at elevated temperatures

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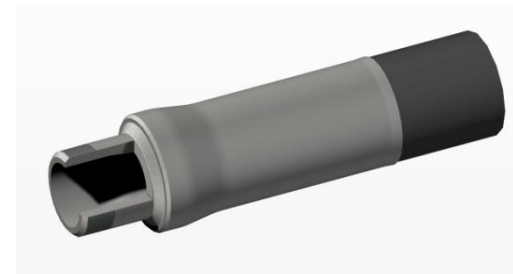
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<b>Field experience</b>	50+ years	Limited, relatively new technology
<b>Temperature limits</b>	Suitable for high fluid temperatures	Limited fluid temperatures
<b>Pressure limits</b>	Meets high pressure rating requirements up to 20,000 psi (1380 bar) working pres.	Limited pressure capability, max. 5,000 psi (345 bar) working pres.
<b>High frequency pulsations</b>	FSL0/FSL1/FSL2	FSL1/FSL2

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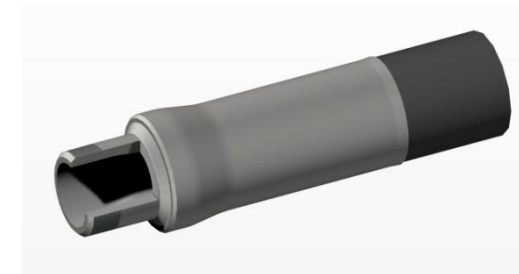
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<b>Coupling rigid length</b>	Shorter coupling	Longer coupling
<b>Neck reinforcement</b>	Built-in neck reinforcement with the ability to customize	Does not have neck reinforcement, which might lead to shortened service life
<b>Lead time</b>	Generally longer lead time, but patented ContiTech post assembling technology available in dedicated workshops significantly cuts lead time	Generally shorter lead time
<b>Service life</b>	Generally longer service life	Generally shorter service life