

INSTRUMENT AIR



We Repair & PM ALL Models of Flares, VRUs, VCUs, and Instrument Air!

WHY INSTRUMENT AIR?

- MOST COST EFFECTIVE WAY TO REDUCE GHG, METHANE INTENSITY.
- SIGNIFICANTLY EXTENDS THE LIFE OF PNEUMATIC EQUIPMENT AND COMPONENTS.
- GREAT SOLUTION FOR REDUCING FUGITIVE EMISSIONS LIKE H₂S OR OTHER HAZARDOUS VAPORS RELEASING FROM YOUR EQUIPMENT.



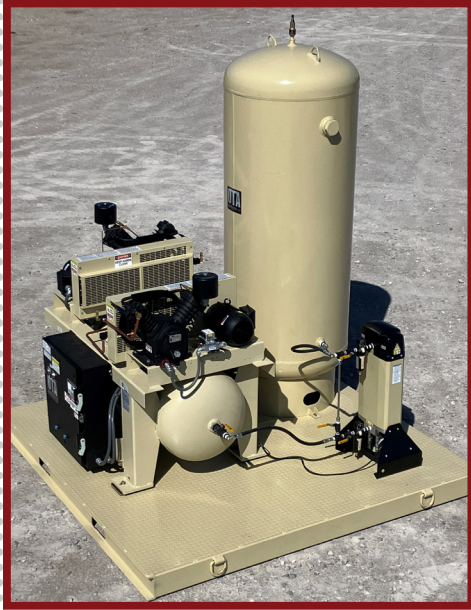
WHY CHOOSE OTA?

- STANDARDIZED PACKAGES ALLOWS FOR SHORTER LEAD TIMES AND CHEAPER PRICES.
- PROVIDE FIELD SERVICE FOR OTA EQUIPMENT AND ALL MODELS OF INSTRUMENT AIR.
- WE HAVE SPECIALIZED IN OILFIELD COMPRESSION TECHNOLOGIES FOR OVER 15 YEARS.
- WE ARE A COMPANY THAT YOU CAN TRUST AND ARE ALWAYS RELIABLE.
- CAN CUSTOMIZE AN INSTRUMENT AIR PACKAGE TO FIT YOUR FIELD NEEDS.
- OTA'S INSTRUMENT AIR SKID WAS DESIGNED TO FIT A WIDE RANGE OF FACILITY DEMANDS.



 **Kimark** www.otaenvironmentalsolutions.com

FAQ



WHY USE DUPLEX VS. SINGLE COMPRESSOR?

DUPLEX PROVIDES REDUNDANCY FOR FLOW ASSURANCE, WHICH ALLOWS THE CUSTOMER TIME TO CORRECT ISSUES BEFORE IT CAUSES FACILITY DOWNTIME. ALTERNATING COMPRESSORS EXTEND OPERATING LIFE.

ADVANTAGES OF DESICCANT DRYER?

DESICCANT DRYERS PREVENT LIQUIDS IN INSTRUMENT AIR LINE PLUMBING. THE MOISTURE IN THE LINE WILL CREATE RUST AND CONTAINMENTS RESULTING IN SHORTER LIFE OF END DEVICES. THEY ALSO HELP TO PREVENT LIQUID DAMAGE TO CONTROL DEVICES AND REDUCE THE RISK OF INSTRUMENT AIR LINE PLUMBING FREEZE OFFS IN COLD WEATHER.

WHAT PM FREQUENCY WOULD OTA SUGGEST?

FOR INSTRUMENT AIR, BIMONTHLY IS ADEQUATE. IT WILL BE MOST COST EFFECTIVE TO COORDINATE WITH THE SERVICE OF YOUR OTHER EQUIPMENT, BECAUSE OTA MECHANICS CAN SERVICE ALL AT ONE TIME. FOR DESICCANT DRYER SYSTEMS, A MONTHLY VISIT IS REQUIRED. DEPENDING ON CONDITIONS AND PERFORMANCE, NOT ALL COMPONENTS WILL NEED TO BE REPLACED MONTHLY WHILE SOME WILL ONLY NEED TO BE REPLACED ANNUALLY.

WHY HAVE AN EXTRA RETENTION TANK?

LOSING POWER OR COMPRESSOR FAILURES ARE INEVITABLE, BUT LOSING AIR CAN BE DETRIMENTAL. OTA OFFERS A STANDARD 400 GALLON RECEIVER TANK MOUNTED ON THE SKID BUYING YOU TIME UNTIL POWER IS RESTORED OR YOU CAN GET A TECHNICIAN OUT TO MAKE REPAIRS. OTHER TANK SIZES ARE ALSO AVAILABLE.

I HAVE VIBRATION ON MY UNIT. WHAT WOULD CAUSE THIS? HOW DO I FIX THIS?

THERE ARE VARIOUS MECHANICAL ISSUES THAT CAN CAUSE VIBRATION. THESE ISSUES INCLUDE: IMBALANCED FLY WHEEL, MISALIGNMENT OF THE BELT TRAIN, AND INTERNAL FACTORS. ALTHOUGH, 90% OF THE TIME IT IS GOING TO BE HOW THE UNIT IS PHYSICALLY BOUND TO THE FOUNDATION ON WHICH IT IS SET. IT IS HIGHLY RECOMMEND BY OTA THAT THE UNITS BE EQUIPPED WITH A VIBRATION ISOLATOR BETWEEN THE FRAME AND THE FOUNDATION.

Interested?

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