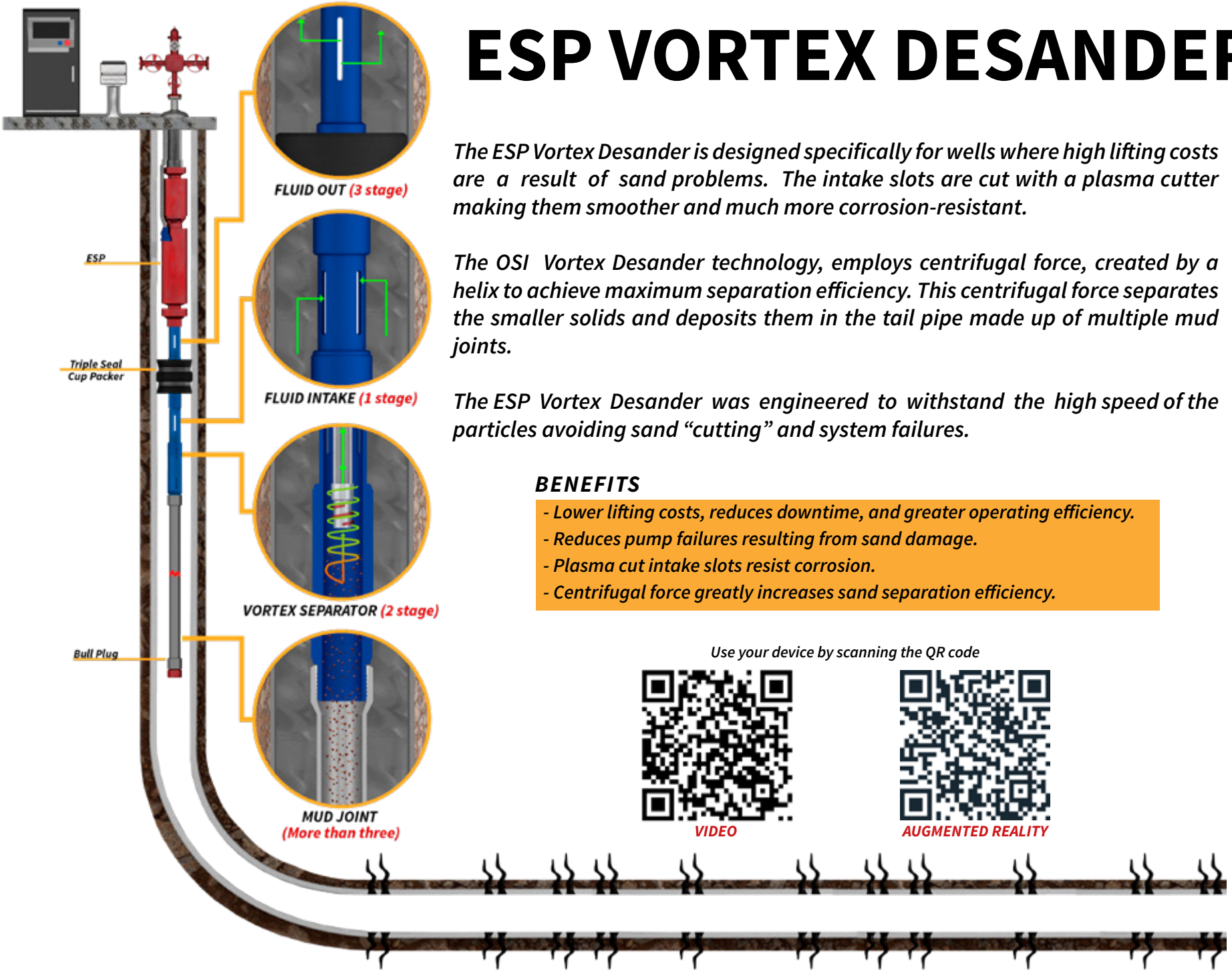
ESP VORTEX DESANDER



The ESP Vortex Desander is designed specifically for wells where high lifting costs are a result of sand problems. The intake slots are cut with a plasma cutter making them smoother and much more corrosion-resistant.

The OSI Vortex Desander technology, employs centrifugal force, created by a helix to achieve maximum separation efficiency. This centrifugal force separates the smaller solids and deposits them in the tail pipe made up of multiple mud joints.

The ESP Vortex Desander was engineered to withstand the high speed of the particles avoiding sand "cutting" and system failures.

BENEFITS

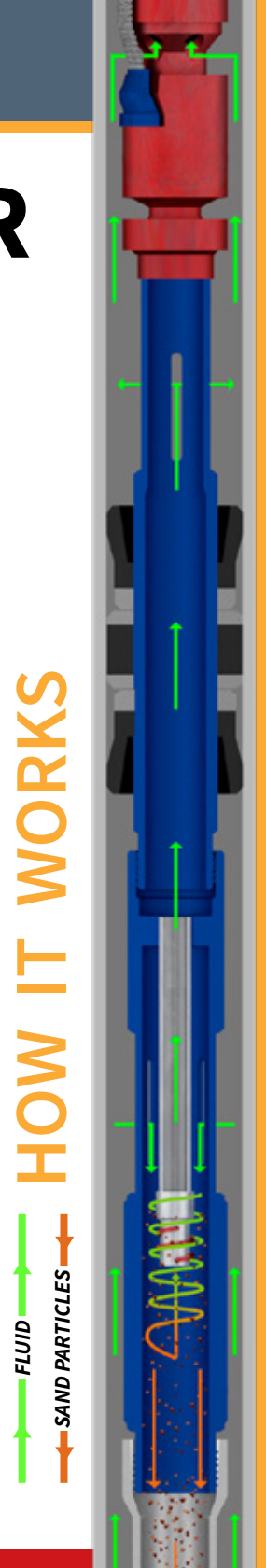
- *Lower lifting costs, reduces downtime, and greater operating efficiency.*
- *Reduces pump failures resulting from sand damage.*
- *Plasma cut intake slots resist corrosion.*
- *Centrifugal force greatly increases sand separation efficiency.*

Use your device by scanning the QR code

VIDEO

AUGMENTED REALITY

HOW IT WORKS



VORTEX FLOW CHART

FLOW CHART		HELIX SIZES		
ESP		EUE TUBING SIZE		
MIN	MAX	2-3/8"	2-7/8"	3-1/2"
96	192	HE1.1	HE2.1	HE3.1
132	252	HE1.2	HE2.2	HE3.2
216	440	HE1.3	HE2.3	HE3.3
330	610	HE1.4	HE2.4	HE3.4
410	850	HE1.5	HE2.5	HE3.5
780	1480	HE1.6	HE2.6	HE3.6
1150	1910	HE1.7	HE2.7	HE3.7
1480	2800	HE1.8	HE2.8	HE3.8
2100	3900	HE1.9	HE2.9	HE3.9

Available
-2-3/8"
-2-7/8"
-3-1/2"

GV CUP PACKER RUBBER MATERIAL

RUBBER TYPE	TEMPERATURE RANGE
NITRILE	70° - 300° F
HSN (HNBR)	70° - 325° F
VITON	100° - 350° F
AFLAS	150° - 400° F

PRINCIPLE OF OPERATION

The ESP Slotted Vortex consists of an intake and an embodied helix (vortex creator).

***The intake** consist of a specifically engineered slotted design. These slots are cut using a plasma cutter which creates smoother cut surfaces than other cutting methods. Smooth surfaces are less likely to be affected by corrosion.*

***The helix** creates the vortex through the use of centrifugal force, which separates the smaller solids and deposits them into the tail pipe[s] (mud joint[s]) enclosed with a bull plug.*

***Outlet Section** is located above the ESP packer and delivers the clean and solid free fluid to the annular section. It consists of a specifically engineered slotted design like the intake.*