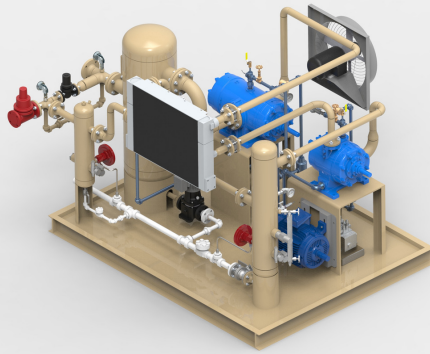


TESCORP CVR-M 2 (MODULAR) SERIES VAPOR RECOVERY UNIT

Two-stage Vapor Recovery System
60 & 75 Horsepower systems

Capacities from 84 to 325 MSCFD
Pressure capabilities up to 150 PSIA



The TESCOP "CVR-M 2" SERIES is a VRU system for application to meet EPA CFR 40, Subpart 0000 regulations and our customers' stock tank vapor recovery gas emission requirements. Designed and constructed for "wet" gas applications utilizing a rugged single-stage rotary vane compressor. TESCOP's "CVR-M 2" is a compact, self-contained, fully automated VRU systems complete with gas cooling, "load/no-load" capacity control with sophisticated PLC control logic with customer "DCS" communications.

The unit offers the following design and optional features:

- Liquid cooled, oil-lubricated, single-stage rotary vane compressor utilizing mechanical seals and heads designed for saturated gas applications
- Complete force-feed lubrication system including a 15 Gal. oil storage reservoir, progressive flow type divider block, manifold & filter. Controls include flow indicators & monitors
- NEC Class I, Div. II, Premium efficiency TEFC 460 VAC/3 Ph. /60Hz electric drive motor. VFD ready
- ASME Code, Section VIII Suction scrubber. 316 SS mist eliminator, condensate level controls with pump for rated flows & pressures
- Gas after-cooler with 30 degree F approach to ambient and a closed loop compressor jacket water cooling heat exchanger assembly
- Unit Control Panel per NEC Class I, Division II, Class B,C, & D w/ Tescorp's vapor recovery logic, controls and DCS comm. port
- CVR-M's skid and enclosure are designed for harsh oil field conditions
- Wiring per NEC Class I, Div. II, Class B, C, & D on all electrical components for safe operation
- Compressor options include Double-Bellows mechanical seals
- Motor Starters and / or VFD drives are available for all accessory motors
- The CVR-M 2 Vapor Recovery Unit utilizes a two-stage rotary vane compressor with minimal once through oil lubrication. This eliminates the damages associated with liquid contamination of the lubrication and maintains temperatures in excess of the gas "dew-point"

