

Why Tip Seal and Inlet Bells are as critical as Hi-Eff fans on engine fans

<https://youtube.com/shorts/iX8pG8BA1gI?feature=share>

LH, jackshaft driven Engine fan start up after Hi-Eff conversion.

<https://youtube.com/shorts/KmcFx0rMNJs?feature=share>



Does your compressor package have cooling-related issues?

TheFanGuy.ca has the in-house expertise to solve them!



Did you know that the standard OEM aluminum fan, when tested, is ~30% short the ACFM on your specification sheet?

With the right high-efficiency fan solution, you can vastly improve cooling and lower noise compared to traditional engine fans. Call us (**Nick Agius, 780-719-7413**) before you over-pitch your fan blades into a stalled condition, or spray water in the fin tubes for extra cooling.

TheFanGuy.ca can solve any cooling-related issues with the following options:

1. High-efficiency fans (right hand for VFDs or left hand with belts driven off jack shaft)
2. Tip seal to stop tip recirculation and increase airflow
3. Inlet bells for better airflow and lower noise
4. Full performance testing on site by our experts
5. Many variable speed options for low noise and power savings
6. Low-noise fan options and in-house engineering for the full low-noise package
7. Providing the best fan blade pitch and speed for any fan with fan curves and full engineered solutions
8. Solutions for winter freeze-up issues
9. A full line of belt drive solutions
10. New fin tubes sections and engineering support to target your particular problem, which may mean more rows of fins in the section with cooling issues
11. Addressing hot-air recirculation issues
12. Louver and fin tube cleaning by sub-contractors
13. Installation by VibeFX



Noise challenges can be mitigated at the fan with low-noise fans and variable speed drives. Building walls around the system is expensive and should be the last resort. Noise attenuation systems often starve the fan of much-needed cool air.

Low-noise, high-efficiency fan



Fan-ring extension for low-noise project

Inlet bell added for efficiency gain and lower noise



TECO high-efficiency motor packages with VFDs



Here's a totally converted and engineered system that we can provide. This was originally a left-hand, low-efficiency fan, V-belt driven off the engine jack shaft. Now it's a VFD/motor/timing belt package with a right-hand, high-efficiency fan. Since it runs independently, the fan doesn't draw load off the engine. This is ideal for many obvious reasons like preventing winter freeze-up issues, saving on engine fuel, cooling better at lower engine speeds, and lowering noise levels.