Important new changes to Ultra-Low Sulfur Diesel (ULSD) and Biofuels

In 2007, the federal government mandated the removal of sulfur in on-road diesel fuel to contain a maximum content of 15 ppm. Since then, off-road, marine, and locomotive fuel has also gone to 15 ppm sulfur. In order to comply, sulfur is removed during the refining process. During the desulfurization process diesel fuel chemistry is changed, altering its very makeup and properties like lubricity, conductivity and other characteristics.

These changes make it necessary to monitor and chemically enhance this fuel to ensure reliability as well as to protect your storage system and engine. The introduction of biodiesel blends adds to the complexity of these fuels.

New fuels such as Biodiesel and ULSD are now prevalent throughout the country. Both of these fuels have excellent qualities to deliver emission reductions and air quality improvements. However, the fuels are more chemically dynamic and more vulnerable to microbial attack, which accelerates corrosion and adds to particulate contamination.

Fuel Management Services, Inc. is the industry leader providing fuel quality solutions, corrosion protection and engineering. Fact: properly monitored and treated fuel protects your dispensing and fuel storage equipment, ensures proper system function, provides peak equipment operations and prevents fuel failure.

At Fuel Management Services, Inc., we have a state-of-the-art fuels laboratory to diagnose contamination issues and customize the right solution for your needs. If you rely on stored fuel or emergency power, stand-by power or interruptible power systems, call us today.

(732) 929-1964
For more information call or email us at: www.fuelmanagementservices.com

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Recent historic power outages have moved emergency power generation to the forefront of businesses’ priority list. Now more than ever facilities engineers and managers are focusing on the readiness of their back-up emergency generators. Proper diesel fuel monitoring is critical to prevent failure.

TODAY’S FUELS REQUIRE CONDITION MONITORING

THE PROBLEM: CHANGES IN FUEL ARE AFFECTING SYSTEMS
Because ULSD is different chemically than prior diesel fuels, steps must be taken to minimize the negative impacts that occur from the differences. The primary chemical differences that contribute to accelerated corrosion are a somewhat lighter density that increases the fuel’s affinity for moisture, and the reduction in sulfur that reduces resistance to microbial growth.

THE SOLUTION: TREATING FUEL TO PROTECT EQUIPMENT
Fuel Management Services, Inc.’s Emergency Power Fuel Maintenance Program eliminates the premature failure of fuel and system components caused by accelerated corrosion and microbial attack. We recommend that the following preventative maintenance program be implemented.

TREATMENT:
We recommend the treatment of the fuel with an inhibitor that will extend the storage life of the fuel, inhibit the growth of bacteria and fungus, inhibit corrosion and disperse existing sediment. Routine use of an inhibitor, combined with routine testing, takes the risk out of long term storage of fuels for emergency power. For additional information please see our web site, www.fuelmanagementservices.com.

Step 1: TEST FUEL
Pull fuel sample from main tank bottom and day tank bottom.

SEND TO LAB
Test for: Fuel Stability
Existing H20 and Sediment
Bacteria and Fungus
Organic Contamination
Inorganic Contamination
Fuel Stability – Predicts the potential of fuel to generate insoluble particulate within six months to one year.
H2O and Sediment – Determines presence of water and sediment to indicate any current or potential problems with both.
Bacteria and Fungus – Cultures fuel for presence of bacteria and fungus to allow for corrective action if necessary.
Organic Contamination – Indicates any organic contamination including gasoline, fuel polymer and engine lubrication oil.
Inorganic Contamination – Tests for presence of trace metals that may indicate waste oil contamination or other potentially harmful substances.

Step 2: TREAT FUEL
Treat fuel with 1032 Fuel Inhibitor® and/or biocide as directed by laboratory results and recommendations.
Reasons to treat:
• Stabilize Fuel
• Kill Bacteria and Fungus
• Disperse Particulate and Sediment
• Drop Water From Fuel and Break Any Fuel/Water Emulsion
• Inhibit Corrosion

IMPORTANT BENEFITS TO YOU
✓ Provides Absolute Fuel Reliability
✓ Predictive Analysis of Fuel
✓ Avoids Unexpected Fuel Failure
✓ Cost Effective
✓ Eliminates Fuel Change-outs
✓ Protects Critical Equipment
✓ Improves Public Safety

Fuel in your storage tanks changes rapidly and the changes are all bad. The natural chemical activity of fuel generates an infinite variety of gums, particulates, and solids that can render diesel fuel unreliable within a matter of months after being refined.

By following these critical steps, you can be assured your diesel fuel will be absolutely reliable when needed.

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