

# ***Refinery Eliminates Complaints, Reduces Cost and Improves Performance with e9 Treatments***

---

*By Todd Mathias, President - e9 Treatments and Brandon Dupnik, Refinery Loss Control Manager*

## ***About the Refinery***

The refinery is one of 16 refineries and more than 5,000 retail venues owned by one of North America's largest independent refiners. Located in the Texas panhandle, this particular refinery employs over 450 employees and achieves a total throughput of approximately 200,000 barrels of fuel per day.

## ***The Challenge***

The loading facility at the refinery distributes five different blends of fuel to trucks, 24 hours per day, 365 days per year. It distributes jet fuel, two different grades of diesel, and two different grades of gasoline. In Mid-October, as winter approaches, the facility changes the bio diesel that it blends into the fuel from an animal-based biofuel to a plant-based land seed oil. This change, along with the lower temperatures in winter, deposits a film on the turbine meters the refinery uses to determine the precise volume of fuel loaded on to trucks for distribution.

The presence of these deposits on the turbine meters significantly affects the meter factor, causing the facility inadvertently to "short" their fuel distribution. In turn, the delivery trucks "short" their deliveries to retail stores. The accumulated shortage can be as much as 1 to 2% per load. When the trucking companies discover these shortages, they request a correction to their billing. This reconciliation process requires the refinery to reprove and recalibrate the meters to ensure accurate fuel delivery measurements. Once staff confirm a shortage, billing is reconciled. In addition to the reconciliation, the cost of proving and recalibrating a single meter can be as high as \$14,000.

*Meters are caked with a thick layer of film – diesel flow won't cut it."*

*"Trucking companies complained they were getting shorted and were demanding reconciliation."—Brandon Dupnik, Refinery Loss Control Manager*

## ***Success Story with e9 Treatments***

Loss Control Manager, Brandon Dupnik met with e9 Treatments to discuss possible solutions. "We would normally expect a 1% or greater change in the meter factor over the winter," said Dupnik. "We would get complaints from drivers about shorting them on their loads. And would have to reprove the meters. If we found that we had shorted the drivers, we would have to credit them back. It was a terrible process and expense."

On December 18, the refinery put four, 3" Brooks' turbine meters through the proving process. One of the meters was brand new. Three were several years old. The refinery proved each meter in line and compared the measured meter factor to normal meter factors taken during summer conditions. Refinery personnel pulled each meter out of line and removed the meter components from the housings. Technicians removed the film deposits caused by the biofuel using a two-step process. First, they used a spray of brake cleaner and compressed air. Second, technicians repeated the cleaning processes using an off the shelf grease cutting agent. Each piece was hand dried.

Following cleaning, technicians treated the parts with e9 Pro Series Metal Treatment. The treatment process took less than 5 minutes. Following treatment, technicians reassembled the treated meter components in the housings and reinstalled the meters into the original lines. Each meter was re-proved.

Approximately a month later, toward the end of January, the prover returned to the site to test the meters again. During the month in service, there had been no complaints from truck haulers about under filling their tanks. All of the meters were still in compliance. In fact, the meters showed a very slight decrease in the meter factor. Normally, under the coldest conditions of the year, the refinery would expect a decrease in the meter factor of 1% or greater. These meters showed a decrease of less than 0.15%



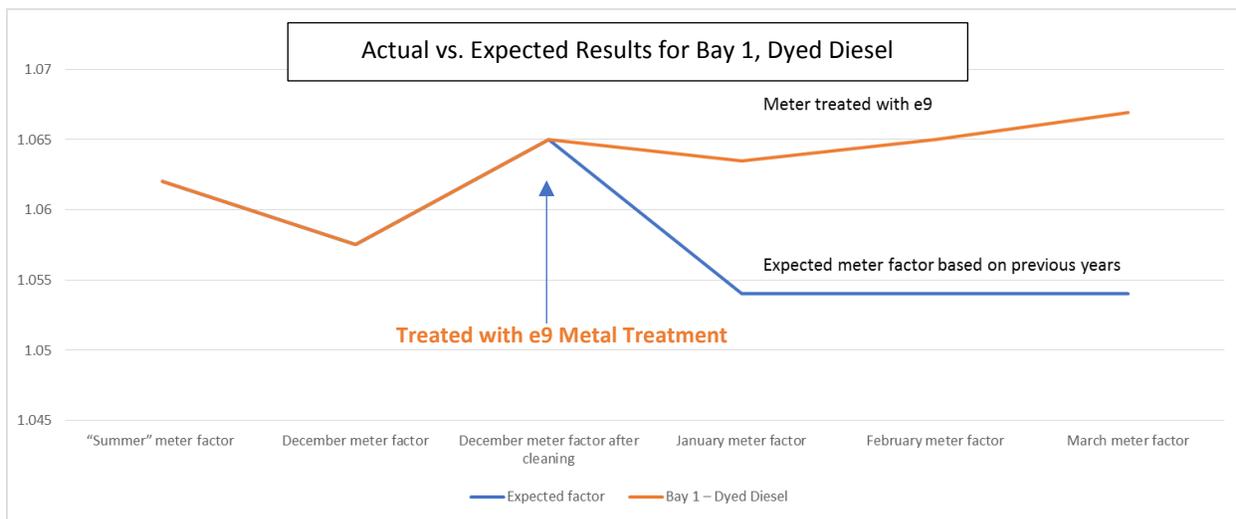
The refinery brought the prover back at the end of March. By now, the weather was beginning to warm. Still there were no complaints about under filling tanks. The meters were again run through the prover. This time, the meter factor increased across all of the treated meters--showing that the meters were **actually running in a better state after the winter** than when they were in December.

The table below shows all of the measured meter readings.

|  | "Summer" meter factor | December meter factor | December meter factor after cleaning | January meter factor | February meter factor | March meter factor |
|--|-----------------------|-----------------------|--------------------------------------|----------------------|-----------------------|--------------------|
| Bay 2 - Highway Grade Diesel           | 0.9835                | 0.9685                | 0.9835                               | 0.9810               | 0.9800                | 0.9815             |
| Bay 1 - Dyed Diesel                    | 1.0620                | 1.0575                | 1.0650                               | 1.0635               | 1.065                 | 1.0669             |
| Bay 2 - Dyed Diesel                    | 1.0120                | 1.0000                | 1.0120                               | 1.0120               | 1.110                 | 1.0130             |
| Bay 1 Highway grade Diesel * New meter |                       |                       | 0.9505                               | 0.9493               | 0.9505                | 0.9504             |

\* Brand new meter

Note:  $\pm 0.0025$  is the tolerance for the meter factor before failing



## ***The Results: No Complaints, Fewer Expensive Provers***

With hundreds of trucks coming through the refinery's loading station every day, any disruption to the flow of traffic for maintenance affects the whole supply chain. More importantly, when customers complain about shortages and file claims due to declining confidence in the flow measurement, the entire refinery's brand suffers.

The loading station underwent an entire winter season without a single complaint due to faulty meter readings. e9 treated turbine meters not only managed any build up from the conversion of biodiesel material, the e9 treated meters actually maintained better than expected performance. The loading station returned to a traditional schedule of proving once per quarter. When internal provers are not available, this is a savings of \$14,000 per month in outside proving cost.

*"We believe the e9 solution solved a problem that we have had for several years. We intend to use e9 in other applications and at other facilities to help us with similar problems," said Dupnik.*

## ***About e9 Treatments***

e9 Treatments ([www.e9Treatments.com](http://www.e9Treatments.com)) offers a history of success treating metals to repel organic and inorganic materials in rugged environments. As a spin-off of Electrolab, Inc. ([www.electrolabcontrols.com](http://www.electrolabcontrols.com)), e9 Treatments grew from Electrolab's reputation as the leader in providing cutting-edge solutions to material anti-fouling in harsh upstream oil & gas environments with Electrolab's patented Anti-Paraffin Treatment for stainless steel instrumentation. Since 2010, more than 20,000 pieces of stainless steel instrumentation have been treated successfully with this advanced nanotechnology treatment to prevent the build-up of paraffins, asphaltenes and other oil-based substances. With our close ties to Electrolab, Inc. and extensive understanding of the Oil & Gas and other industrial markets, e9 Treatments is uniquely positioned to serve customers throughout the Americas.

Contact e9Treatment's at [InsideSales@e9Treatments.com](mailto:InsideSales@e9Treatments.com) or 1-888-301-2400.



159 Enterprise Parkway  
Boerne, Texas 78006  
[www.e9Treatments.com](http://www.e9Treatments.com)