

## Treating Agitated Systems

Imagine that you have a tank containing a lot of sludge and you shock treat it with Fuel Right. Several things start to happen. First, the Fuel Right begins to slowly dissolve the sludge. Second, Fuel Right penetrates through the sludge enough to stop the corrosion occurring underneath, coating the walls in the process. The third thing that happens is that the Fuel Right works its way through the sludge, loosening its consistency. This more "fluid" sludge normally just sits there until it is eventually dissolved. Suppose, however, that the tank is moving - or that you are filling the tank with fresh fuel every day. In either case the tank is what we call an "agitated" tank, and with an agitated tank the "fluidized" sludge can get picked up and carry over into the fuel lines and beyond - often plugging filters not with growing sludge, but simply sludge that has been carried over from the tank.

Should you treat a tank with Fuel Right and then observe that the in-line filter continues to plug, consider whether you might have an "agitated" tank. Examples would be on moving vehicles, boats, locomotives - or tanks that are used to fuel truck or equipment fleets and that are filled almost daily.

One other possibility is that the tank has a bottom draw (the fuel is drawn out via a fitting on the underside of the tank). "Fluidized" sludge, that normally would sit in the tank bottom away from the draw point, might now flow toward it and get sucked into the line.

In any case, if filters continue to plug after treating with Fuel Right, consider having the tank cleaned or at least the bottoms sucked out by a vacuum truck. The good news here is that, because the sludge has been "fluidized" by Fuel Right, more of it will be removed during this process than if it had not been first treated. After cleaning or vacuuming the tank, by all means treat it with Fuel Right again when you refill. That will keep the remaining sludge from growing back (which it can do very rapidly if not treated) and will slowly dissolve it away.

Cleaning tanks is expensive, but less expensive than replacing the tank. As an alternative, if you know or suspect that your tank is one like those described above, you might treat more gently to minimize fluidization and thus carry-over. Instead of shock treating the contents of the tank, treat only the incoming new fuel at a low "bulk" treat rate. This will require a longer time to start to see benefits (several months to a year), but is less likely to cause treatment-related problems in the meantime.