

## Emco Wheaton and TODO reduce product losses for Grupo Burgos and Trareysa

Diesel terminal operator, Grupo Burgos, has invested in the latest Emco Wheaton E2313 bottom loading arm technology and TODO break-away couplings from Gardner Denver. Working with distributor, TOTAL SEAL, the company has improved safety and reduced product losses at its site in Reynosa Tamaulipas, México.



### The application in detail

Grupo Burgos stores and transports diesel via its logistics partner, Trareysa across the whole of North Mexico; transporting more than 2,905,901 gallons of gasoline per month and 5,811,803 gallons of diesel per month.

Together with Trareysa, the terminal Manager, Ing. Alberto Martinez has begun a period of modernisation across the Group's terminals, with the aim of standardising on bottom loading arm

technology; a technology that he is already familiar with having worked previously for Pemex.

#### Customer

Grupo Burgos diesel storage terminal and Trareysa logistics and transport company

#### Location

Combustibles y Refinados Burgos, Reynosa Tamaulipas, México

#### Application

Diesel loading

#### Solution

Emco Wheaton E2313 A-Frame bottom loading arm and TODO break-away coupler

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[todo.enquiries@gardnerdenver.com](mailto:todo.enquiries@gardnerdenver.com) | [www.linkedin.com/company/TODOcouplers](#)

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## The benefits of bottom loading

Emco Wheaton's E2313 A-Frame bottom loader incorporates numerous safety features to provide a safer, and faster, filling process; a key factor in Grupo Burgos's decision to invest in the new technology.

Unlike conventional top filling systems, bottom loaders enable the operator to remain at ground level during the filling process, which also helps to reduce overall loading time. The A-frame design of the E2313, together with the D2000 World Series swivel joints, enables both sides of the platform to be serviced. A secondary arm is also available as a rigid pipe or hose, which is ideal for Trareysa's short-range trucks, providing quick and easy access.

In addition, during busy loading periods where multiple trucks are on site, the E2313 arm can be stored at a high angle, so as not to hinder the safe passage of vehicles.

## Reduced diesel losses

Of key importance for any terminal operation is to reduce the potential for diesel spillages. Spillages present not only a safety hazard, but over time can represent significant financial losses too.

Through his vast experience in loading and unloading applications with Pemex, Ing. Alberto Martinez is only too familiar with the economic consequences as he explains;

"During my years working in oil and gas terminals, I have seen many tanker operators accidentally drive their truck away during loading, before the loading arm has been decoupled. This causes severe damage to the loading bays, often requiring a section of the terminal to be closed for immediate remedial work. Not only does this leave the terminal exposed to financial penalties and unable to operate at full capacity, but also creates additional time and expense during the clean-up operation to remove the resulting diesel spillage.

As a result, we worked with Gardner Denver's product experts to specify a system that would eliminate this risk entirely. The resulting TODO dry-break system, which was the first of its kind

## Zero spill technology

In the coupled position, the TODO break-away allows the diesel being transferred to flow normally with minimal flow restrictions. The two halves are sealed by the O-ring in the piston seat, ensuring zero leakage during transfer and meaning no vapours can enter the atmosphere.

Second, when subjected to an overload in force, the break pin or retaining collar will shear, releasing the two halves. This action activates the spring-loaded pistons and closes both ends, sealing tight.

The break-away will contain the pressure and the fuel until the line is de-pressurised or drained. It can then be inspected for damage and a repair kit installed, allowing the break-away to return to a fully functional state.

to be introduced to the industry, fulfils two very important tasks. First, it ensures zero leakage during transfer and second, it prevents the spillage of diesel in any accidental pull-away incidents. This enables Trareysa's operators to load with complete confidence, protecting site efficiency and improving overall profitability."

The E2313 has been specified to meet the requirements of the

stringent oil and gas environment and is manufactured in corrosion-resistant aluminium and carbon, with industry-standard Viton seals.

Full service and maintenance support will be provided by the distributor, TOTAL SEAL, together with a two-year spare parts' package and extended warranty period from Emco Wheaton.

Ing. Alberto Martinez concludes,

"We have been using the new Emco Wheaton loading arm and TODO coupler solution for two months now and have already seen a reduction in downtime, thanks to the zero-spill technology."

