

While Automakers, the Government and Big Oil Argue about Ethanol - the Owners of Gasoline Powered Vehicles Better Use TRC for Protection!



By PATTY COLLINS. Back and forth it goes . . . the Environmental Protection Agency trying to uphold the mandate for increased ethanol in 2014 and 2015 under the Renewable Fuels Standards, while ethanol producers say they cannot produce enough ethanol and auto manufacturers stating the increase in ethanol will cause damage to engines! Not surprising . . . the decision for required corn-based ethanol production is still up in the air as of this date.

AAA Urges EPA to Reduce Ethanol Mandates

AAA, the motor club that represents 53 million drivers, continues to urge the Environmental Protection Agency to lower the amount of ethanol required to be blended into gasoline for 2014. A required amount of corn is to be refined into ethanol and blended into the fuel supply, according to federal law. And, to meet the standards blenders are increasing the amount of ethanol blended to 15% in many areas of the country, versus the 10% ethanol currently blended.

The EPA has approved the use of E15 for newer cars – from 2001 and newer – but didn't approve its use for pre-2001 engines, off-road engines and equipment, motorcycles or heavy-duty gasoline engines. Apparently, E15 is roughly 10 to 15 cents cheaper than E10, but has less energy content, meaning drivers will get slightly fewer miles per gallon.

AAA conducted a survey last year and found that only 12 million out of the 240 million light-duty vehicles on the road were approved by manufacturers to use E15. Thirteen manufacturers have said that the use of E15 may void warranty coverage. AAA's engineering officials believe sustained use of E15 could result in costly problems such as accelerated engine wear and failure, fuel-system damage and false "check engine" lights. Automakers say ethanol can degrade rubber, plastic, metal and other materials in vehicles not designed to handle it.

ATTENTION

E15

Up to 15% ethanol

Use only in

- 2001 and newer passenger vehicles
- Flex-fuel vehicles

Don't use in other vehicles, boats or gasoline-powered equipment. It may cause damage and is **prohibited** by Federal law.



Struggling to Make Ethanol With Out Corn!

Corn-based ethanol has been in large-scale production for years. But Congress was worried about driving up the price of corn used as feed for livestock and poultry. So lawmakers capped the total production of corn-based ethanol and set a schedule for ramping up the use of "advanced" biofuels made from corn husks, switch grass, wood chips and other stuff known as "cellulosic" material to 16 billion gallons by 2022. There's one problem though: so far, no company has produced

cellulosic ethanol at commercial volumes! More than a dozen companies have tried and failed to find a profitable formula combining sophisticated enzymes and the mundane but costly and labor-intensive job of collecting biomass.

A law established in 2010 requires every refinery in the United States to buy a certain amount of cellulosic ethanol every year to blend into the fuel it produces. But, basically there are currently no sources for it. One refinery in McPherson, Kansas has a quota for this year to use roughly 54,000 gallons, which doesn't sound like much, but it is roughly 40% of all the cellulosic ethanol produced nationwide so far this year. So, the refinery has to buy a waiver from the government. At the current price of waivers, called RINs, the 54,000 gallons' worth of waivers the refinery might have to buy would cost \$22,680.

Interesting Ethanol Events

August 2005 - George W Bush signs the Energy Policy Act, requiring oil companies to add ethanol to their gasoline. Called the Renewable Fuels Standard, this mandate begins with a 4-billion-gallon requirement in 2006 and doubles by 2012. Corn is selling for \$1.95 a bushel.

January 2007 - President Bush calls on Congress to require production of 35 billion gallons of renewable and alternative fuels in 2017. Corn is selling for \$3.05 a bushel.

February 2007 - Barack Obama, junior Senator from the nation's No. 2 corn-producing state, declares his candidacy for president and hails "homegrown, alternative fuels like ethanol".

December 2007 - Bush signs the Energy Independence and Security Act into law. It expands the renewable fuels standard to require 36 billion gallons of ethanol and other fuels to be blended into gasoline, diesel and jet fuel by 2022. Corn ethanol production would max out at 15 billion gallons in 2015. Corn is selling for \$3.77 a bushel.

2008 - The amount of farmland set aside for conservation suddenly decreases. About 34 million acres are enrolled in the government's voluntary Conservation Reserve Program.

March 2010 - After lobbying from the agriculture industry, EPA publishes its final rule on the new ethanol mandate. As part of the analysis, the government assumes corn prices will rise only slightly, to \$3.59 a bushel, by 2022.

August 2010 - Corn sells for \$3.65 a bushel. For the first time on record, ethanol is the No. 1 use for American corn, eclipsing livestock feed. Several million more acres disappear from the Conservation Reserve Program.

February 2011 - Corn sells for \$5.65 a bushel. Farmland acreage set aside for conservation continues to fall. About 4.8 million acres have been lost since 2006.

January 2012 - A 30 year old federal subsidy for ethanol expires, along with a tariff on imported ethanol. Ethanol blenders are getting a tax credit of 45 cents per gallon. Corn sells for \$6.07.

(Information Reported by The Associated Press)

Protect Gasoline Vehicles With DZL-LENE XL/10!

Normal gasoline can have a small amount of water in it which is heavier than the gasoline and it simply settles to the bottom of the tank. Water can also accumulate in tanks from leaks, condensation or other methods. If too much water is in the tank, it is absorbed by the ethanol. Then, the water and ethanol separate from the gasoline forming layers of water, ethanol and gasoline. Any separation, in any combination of these layers may be harmful to your equipment. This leads to the obvious conclusion that all reasonable steps should be taken to prevent water from entering the gasoline fuel tanks. Changes in temperature of E-10 or E-15 (as happens with above ground storage tanks) can increase the likelihood of a "Phase Separation".

The solvent action of the ethanol causes rust, dirt, sludge, etc. that has built up in storage tanks to loosen and settle in the bottom of the tank or become suspended in the E-10 or E-15. This can lead to clogged filters on the storage tank fuel pumps and on your equipment. Ethanol can also deteriorate and/or harden certain rubber and plastic components, such as hoses, o-rings, seals and gaskets. There is also discussion concerning the "shelf life" of E-10 or E-15. Some suggest a maximum storage time of three months. Quick "turn-over" of your E-10 or E-15 inventory is recommended.

E-10 or E-15 fuel suppliers have already seen tremendous problems and are, therefore, refusing to assume any liability for E-10 or E-15 fuel issues. In fact, some fuel suppliers have customers sign statements saying they are not liable for damages due to the use of E-10 or E-15 gasoline.

The problems with E-10 and E-15 are real, but Texas Refinery Corp. has answers for you. First of all, you should use TRC DZL-LENE XL/10 at the ratio of 1 gallon to 400 gallons gasoline. This is approximately 1 ounce DZL-LENE XL/10 per three gallons of gasoline (E-10). DZL-LENE XL/10 adds rust and corrosion inhibitors, as well as, the ability to stabilize fuel and help keep the fuel system clean. A clean fuel system will allow a more complete burn of the fuel and fuel economy may result.

If you do experience "Phase Separation" of the E-10 or E-15 gasoline, you can use TRC DE-GEL SUPREME at the emergency treatment of 8 ounces per gallon of E-10 or E-15 gasoline. This helps allow the ethanol to go back into the gasoline. If you do experience "Phase Separation", you should pay close attention to your fuel filters as filter changes may be necessary.

If you happen to live in a wet climate or one with high humidity, it is suggested that you use DZL-LENE XL/10 at the recommended ratio of 1 gallon to 400 gallons of gasoline, plus use DE-GEL SUPREME at a ratio of one ounce per gallon. The constant use of the DE-GEL SUPREME can help you prevent "Phase Separation" from occurring. There is no doubt, ethanol in gasoline will continue to make things interesting, but when you choose TRC, you have made **The Right Choice!**