

Mortimer Petroleum's 31,000-litre tanker fitted with Liquip's innovative Swift Delivery System.



Accurate deliveries, easily

WHEN **MORTIMER PETROLEUM** DECIDED TO INCORPORATE THE SWIFT DELIVERY SYSTEM INTO ITS LATEST TANKER, **LIQUIP** WORKED CLOSELY WITH THE FUEL TRANSPORT COMPANY TO TAILOR A SOLUTION THAT BEST MET ITS OPERATIONAL NEEDS.

Based in the rural Victorian town of Drysdale, not far from Geelong, Mortimer Petroleum specialises in the delivery of diesel and unleaded fuel to farms and service stations throughout western Victoria, right up to Mildura. Lex and Norma Mortimer started the business almost 60 years ago. It's now run by their sons David and Chris, who manage the fleet of eight trucks. Mortimer Petroleum driver, Darren Davis, has worked with the business for the past 23 years. His truck operates around Ballarat, delivering fuel mainly to farms, as well as some service stations in the region. He also does the local delivery run to

Queenscliff Harbour each week, supplying fuel for sea pilots. Darren operates the first of the company's tankers fitted with the Swift Delivery System – a 31,000 litre bogie semi. It first hit the road just before Christmas and Darren says the system has been a welcome addition. "I wasn't sure how I'd find it at first because I was so used to the old school system, but the more I use it, the more I like it," Darren says. "It's so straightforward and easy to use. You just follow the instructions on the display and it tells you what to do. It is so much cleaner and easier as there are no hoses coming out." The Swift Delivery System is a user

friendly delivery control system designed in consultation with industry customers. It allows metered delivery of multiple products through a single pump with various outlets, including bulk, gravity and hose reels. "A lot of work has gone on behind the scenes to make the system so intuitive," says Liquip Engineer, Guy Berendsen. "The feedback we've received from drivers is that they really value the large LED display during gravity and bulk deliveries, which are not monitored by conventional systems. "Liquip has taken industry-proven technology to make a system that is easy



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to use, with a simple interface. The core components are those that drivers are familiar with. It's all about level gauging and therefore it doesn't have the flowrate restrictions of a meter. Use of the system is largely based on onscreen prompts that are very straightforward," he says.

Liquip Sales Director, Ryan Hawson adds, "When the engineers designed the system, they had a prototype unit out the back and had written their first set of instructions. They called me, as a sales guy who had never used the new platform, to see if I

could use it. Within four buttons pushed and a flick of a lever, I was pumping fuel. I remember asking if that was it. It's remarkable that it is so simple.

"As well as being easy to use, it is also extremely safe. A series of safety prompts have been created all the way through to help prevent the wrong product going into the wrong tank, which is a huge cost saving to the industry."

As bulk discharge is not restricted by any metering equipment, the system can pump at over 1,000 litres per minute. Operators

can also preset volumes for gravity, bulk and hose reel discharges.

"One of the biggest benefits of the system is the splitting of fuel at service stations for bulk deliveries. Let's say the compartment holds 6,000 litres and they want 4,000 litres, I can program that into the system and it will shut off automatically once it reaches that amount, without the need to climb up and down the truck, which is a lot better for OH&S. Or if a farm wants me to drop 1,200 litres, I can program that in without having to go back and forth to check the screen," explains Darren. "And as it can pump 1,000 litres a minute, it's a lot quicker, too. A lot of other systems only pump 300-400 litres a minute. If I'm doing 15 jobs in a day, that's a lot less time spent waiting around."

Responding to Darren's specific needs, Liquip has also customised part of the system to cater to the sometimes bumpy terrain he travels through to access farms. "Previously, the system wouldn't begin to measure until fuel in all of the compartments had stopped rocking – so you couldn't start working until the fuel stopped splashing around. Liquip has found a way to overcome that," says Darren. "Now, if one compartment has petrol that is getting low and rocking around, you can bypass that compartment and get started straight away."

The Swift system is lightweight and takes up less space than conventional metering equipment. "With a conventional manifold pumping system, you need two meters, two pumps, two air eliminators and all of the associated equipment that goes with that. We realised that we could utilise existing Liquip technology to do away with one of the pumping systems, this all results in less weight and fewer components. In addition to the weight saving, there is also the space saved under the truck," Guy says. Ryan adds, "As it takes up less space, it gives tanker manufacturers the opportunity to rethink the overall design of the tanker, allowing for cleaner lines and a more streamlined end product."



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