



March 30, 2021

It's time for a change!

Changes are needed for new technology and innovation. Over the years, PAC has announced the end of support for most of the obsolete units as a part of the improvement plan.

For Herzog, the end of support for the flash point with the model as HFP 3XX will be at the end of this year (Dec 2021).

Meanwhile, ISL's 5Gs series has also been upgraded with a new touch screen model while maintaining a robust cooling system. The obsolete model of 5GS will reach the end of support with limited parts availability in 2023.

As the value-added GC with the Agilent platform, PAC AC also announces on the end of support from Agilent for the older platform such as 6890, 6590, and 7890.

The cycle of new technology is estimated every ten years where the obsolete model is replaced. The obsolete model will have seven (7) years of support after the model discontinues as a preparation time for the user to ensure the transition.



New Reformulyzer

Which Reformulyzer did you have?
The classic, M2, M3 or M4?

Chemopharm is the Authorized Distributor for PAC Chromatography Solutions in Malaysia.

Source:

- <https://www.chemopharm.com/press-release/pac-gc-authorized-distributor-in-malaysia/>
- <https://www.labbulletin.com/articles/pac-releases-next-generation-ac-analytical-controls-reformulyzer-m4>

Reformulyzer M4 is the latest version of reformulyzer that promises to deliver the result in the fastest by combining the analyses of Paraffins, Olefins, Naphthenes, Oxygenates, and Aromatics all in one instrument. The M4 significantly reduces the total cost of ownership and increases the instrument uptime through the improved trap performance. Its quick and accurate analysis enables refineries to make timely decisions to keep their products on spec and optimize their operations. This same advantage allows independent labs to improve their capacity by almost doubling the number of samples they can process.

This latest release provides these key benefits through:

High Performance

Highly accurate results in 39 minutes, which reduces typical run time by 50%

Maximum Instrument Uptime

Durable olefin traps reduce downtime and maintenance

Improved Ease of Use

Intuitive software includes an extensive range of methods and pre-programmed modes.

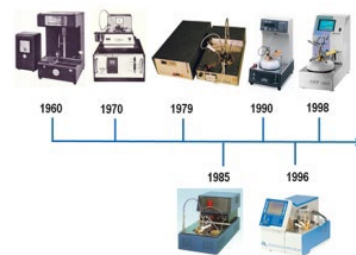
Proven Compliancy

Complies with EN ISO 22854, ASTM D6839, ASTM D5443, IP 566, GB/T 28768-2012, and SH/T 0741.

Flash Point Outlook

Flash Point is defined as the lowest temperature at which a product or material emits enough vapor to form an explosive mixture with air. PAC has been well known for the four flash point tester models, mainly on Pensky Martens, Abel, Tag, and Cleveland Open Cup. PAC has more than 50 years of experience as an automated flash point tester from Herzog and ISL.

As the standardization of PAC company as a whole, ISL has no longer produces flash point tester. Meanwhile, Herzog has launched the latest model of flash point - OptiFlash in 2014. The new model has enhanced the safety feature where "flash" is detected outside the cup by an IR sensor and will abort the test with a warning message. OptiFlash series also come with easy cleaning with a detectable shutter and QC chart to monitor its performance.



Source:

<https://www.automation.com/en-us/products/product07/pac-releases-herzog-optiflash-pensky-martens-flash>

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A Lesson from the Suez Canal Incident



Source:

<https://www.theedgemarkets.com/article/too-early-tell-impact-suez-canal-blockage>

Photo by Bloomberg

On 23rd March 2021, the most unexpected happened. One of the world's largest container ships was locked for almost a week after being blown into its banks of the Suez Canal.

We have heard before of ships getting into all sorts of troubles at sea such as malfunction of engines, stormy weathers, pirate attacks, running out of fuel, etc. Indeed, getting stuck on Suez Canal is probably the least expected ever.

It casts limelight back to

1. How can a short one-week delay affect the entire global supply chain and costs massive economic disruptions to shipowners?
2. The use of alternative Arctic routes after the Suez Canal debacle.

While we certainly do not expect another ship to get stuck in the Suez canal again, there are many other possibilities (as mentioned earlier) that can still happen on the sea route that will have similar economic damages like the recent incident. It is important to calibrate and maintain what we can control, especially to ensure the ships' engines do not malfunction on their journey.

A reminder to shipowners and fuel suppliers to take note that as we migrate to VLSFOs due to low sulphur emission requirement, cold flow properties are an important consideration when it comes to ensuring the safe and efficient use of fuels on board. VLSFOs can be highly paraffinic, with poor cold flow properties. This greatly impacts thermal heating and fuel storage temperatures may increase the risk of fuel instability.

Check-in with us to better support accurate testing of cold flow properties with solutions from PAC.

Website: <https://www.chemopharm.com/solutions/oil-gas/>

#PAC #Chemopharm #Chemoscience #SuezCanal #IMO2020 #VLSFO #ColdFlow

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