SEDA – Drain Tower single

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1. Foreword

- Before starting to use the machine we recommend that you read carefully through this operation manual since we accept no liability for damage arising from failure to observe it. If problems arise with the use of this equipment, please contact us at the address shown on the front page of this manual.

- The operation manual will assist you in working with the draining unit and you will be given important advice for safe and expert use of the machine. With this advice, risks can be avoided, repair and downtime reduced and also the functioning and long working life of the machine will be ensured.

- As well as the advice in this operation manual, the general legal regulations for the prevention of accidents and the protection of the environment apply. These duties include for instance the correct handling of hazardous substances and the provision and wearing of protective equipment.

- Before starting up the SEDA draining unit, employees of your firm must have been instructed by an authorised person and must have read the chapter on safety measures.

- The safety and operating instructions must be available for reading in the draining unit work area.

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- SEDA drainage stations and the components of SEDA drainage stations are designed and tested to withstand Petrol, Oil, Diesel, break fluid, screen wash and radiator liquid however more and more additives for petrol and oil. Occasionally the fuel tank's of scrap cars are illegally filled with corrosive chemicals as a way of disposing of them. Unknown fuel and oil additives as well as illegally deposited chemicals can adversely affect the pumps, hoses and filters of our drainage stations any pumps, hoses and filters adversely affected by such additives and chemicals are not covered under warranty.

- This instruction manual is drawn up in the language of the manufacturer. If there is a dispute, accident or anything else, the German language version of this manual will be exclusively used for legal purposes. SEDA Environmental declines all and any responsibility for direct or indirect damage caused by poor translation or erroneous interpretation of the translated text.

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2.1 Description of the drainage equipment

The SEDA Drain Tower single consists out of:

- a complete hosed tower for pumps and screens incl. air dehumidifier and oil feeder
  - ❖ Fuel depending on combination:
    - ➢ Petrol Pump with Filter,
    - ➢ Diesel Pump with Filter,
    - ➢ or Petrol/Diesel Pump combined with Filter and pneumatic 2-way fuel control,
    - ➢ Tank drilling machine regular or heavy duty mobile,

  - ❖ Waste oil depending on combination:
    - ➢ waste oil Pump,
    - ➢ pneumatic lifting swing arm for waste oil with double rubber funnel,
    - ➢ or swing arm for waste oil with single rubber funnel without pneumatic lifting,
    - ➢ gear box drilling machine,
    - ➢ Vacuum pistol for hydraulic fluid.

  - ❖ Brake fluid depending on combination:
    - ➢ Vacuum container for brake fluid,
    - ➢ or Pump for Brake fluid,
    - ➢ Hose single or complete set,
    - ➢ Pressure application for brake fluid,
    - ➢ Brake pipe pliers,
    - ➢ Brake hose pliers

  - ❖ Coolant and windscreen wash fluid depending on combination:
    - ➢ Coolant Pump,
    - ➢ Windscreen wash fluid pump,
    - ➢ or coolant/windscreen wash fluid pump,
    - ➢ automatic hose reel for screen washer fluid,
    - ➢ Suction lance for coolant with holder,
    - ➢ Pressure application for coolant fluid.

According the equipment the assemblage can be different.

Options:

- ➢ shock absorber drilling machine,
- ➢ explosion proof spotlights,
- ➢ Hose gun, hose gun².

All devices operate only with compressed air which is filtered, dehumidified and, if required, is displaced by compressed air oil.

Each component of the machine is designed in such a way that it forms a closed system. This applies both to the relevant fluids and to the vapours that may be created in certain circumstances.

Each device for the extraction of the fluids is clearly described in the operation manual, designed specifically for the purpose and also clearly marked with labels on the assembly points. By this means and with use in accordance with the instructions and regulations, mixing of the fluids is theoretically prevented.

2.2 Fuel drainage:

There are 3 options of fuel removal:

- Drilling into the vehicle tank at the lowest point,
- Insertion of the tank suction hose into the filler neck,
- Connection of one of the 4 supplied adapters to the fuel lines.

Variant 1 (one Pump for petrol and one pump for diesel): The automatic 2-way fuel control leads petrol or diesel about per screen to the respective Direct Pump.

Variant 2 (Petrol/diesel Pump combined): On the outlet of the pump there is the automatic 2-way fuel control downstream, which leads petrol or diesel in each of a surface tank.

2.3 Used oil drainage

In the case of engines, gearboxes and differential gearboxes with drainage plugs, the used oil is drained into the funnels.
Variant 1 (double rubber funnel): Engine and gear oil may, depending on the double funnel, be extracted simultaneously. A pneumatic lifting device raises the funnels to the maximum height to achieve a minimum drop height for the fluid. This produces a low impact speed, little spray and hence less vapour.
Variant 2 (single rubber funnel): motor- and gear fluid will be leaded in each of a funnel.

OPTION (gearbox drilling machine): The gearbox drilling device is provided for the extraction of oil from engines, gearboxes and differential gearboxes without a drainage plug. In order to prevent penetration by the drill into the gearbox right through to the gear wheels, spacers are used, being pushed over the bit allowing 3 different drilling levels.

Hydraulic oils from steering gear and hydro pneumatic suspension can be sucked out by means of an extraction point fixed to the ramp, a suction hose (to be connected to the gearbox drilling device) and the hose gun.

OPTION (shock absorber drilling machine SOG²): Shock absorber oil is extracted by drilling into the shock absorber and sucking it out in its original condition. A vacuum is created in the shock absorber during suction. An injection of compressed air that occurs automatically when a certain level of vacuum is reached increases the pressure again. Depending on the shape of the shock absorber and the components attached to it, it is not always possible to drill into the lowest point, which means that large quantities of oil may sometimes be left in the shock absorber. This remaining quantity may be sucked out with the remaining-oil hose which is inserted into the drill hole and fed down to the bottom of the shock absorber.

In order to protect the diaphragms and valves of the pump, all oil is filtered while it is still in the suction tubing.

2.4 Brake fluid drainage

Extraction of the brake fluid is carried out via the brake nipples.

Variant 1 (vacuum container for brake fluid): When opening the brake nipples the fluid is sucked out and transported to the brake fluid container.

Variant 2 (pump for brake fluid): The pump sucks the brake fluid out of the removal point and transported them into the storage container.

OPTION (pressure application for brake fluid): After most of the fluid is removed, fit the SEDA multi plug to the break fluid reservoir. The multiple plug should be connected to the tube providing air pressure. This causes the remaining fluid to be put under pressure. The pressure reducer can be set between 0 and 0.7 bar.

OPTION (brake pipe pliers and brake hose pliers): If an evacuation nipple is torn off or if extraction is otherwise not possible, the brake pipe pliers or the brake hose pliers may be used. Simply attach the rubber suction boot to the relevant set of pliers. Break open the brake fluid pipe or hose using the correct set of pliers.

2.5 Coolant and windscreen wash drainage

The coolant needle with a transparent section on a spiral hose is pierced into a hose of the hot circuit. The coolant flows directly into the storage container via a transparent section in the suction line by means of the pump.

The windscreen wash reservoir in the engine space is emptied by means of the suction gun. **OPTION (automatic hose reel for screen washer fluid):** The automatic hose reel for the suck hose keep things more tidy on the area of work.

Variant 1 (one pump for coolant and one pump for windscreen wash): The fluid will be pumped respective out of the removal point direct into the existing storage container

Variant 2 (coolant/windscreen wash pump combined): On the outlet of the pump there is a regulation down stream, which leads coolant fluid or screen washer fluid in each of a storage container.

OPTION (pressure application for coolant fluid): the whole system can be subjected to a pressure pulse by which the fluid in the corners of the system is flushed out, pushing a significantly greater quantity to the lowest point.

2.7 Air pressure:

To avoid soiling and wastage of parts the pressured air will be dehumidified, and cleaned. Pressured air to the pumps and drilling units also will be oiled.

2.7 Piping system Drain Tower (with Pump Brake fluid)

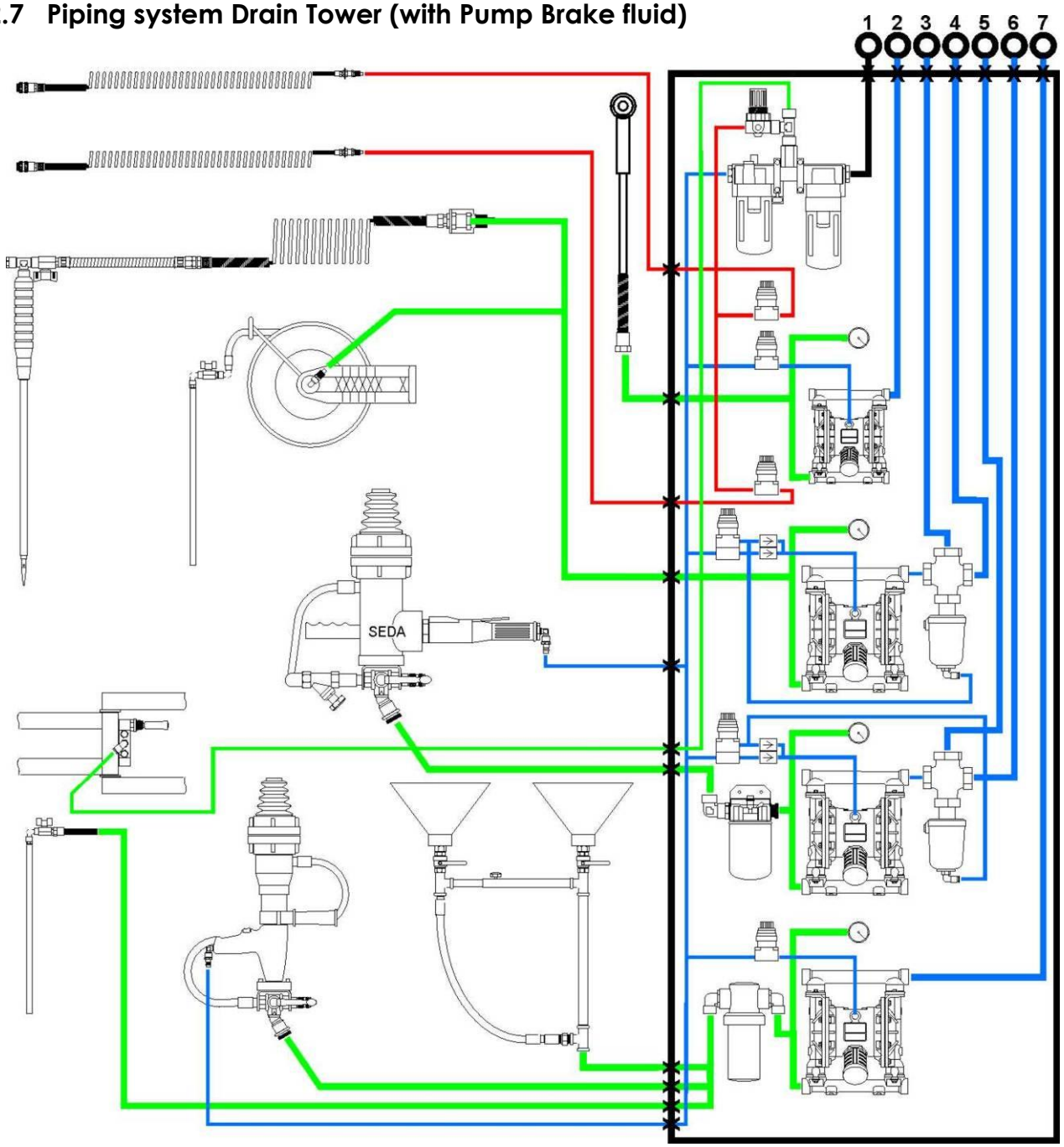

Diagram: Piping system with pump brake fluid

1 Input air pressure
2 Output brake fluid
3 Output windscreen wash fluid
4 Output coolant
5 Output petrol
6 Output diesel
7 Output waste oil
Air pressure
Vacuum lines
Pressure lines
Air pressure dehumidified
Air pressure dehumidified and oiled
Air pressure dehumidified and regulated

2.8 Piping system Drain Tower (with container brake fluid)

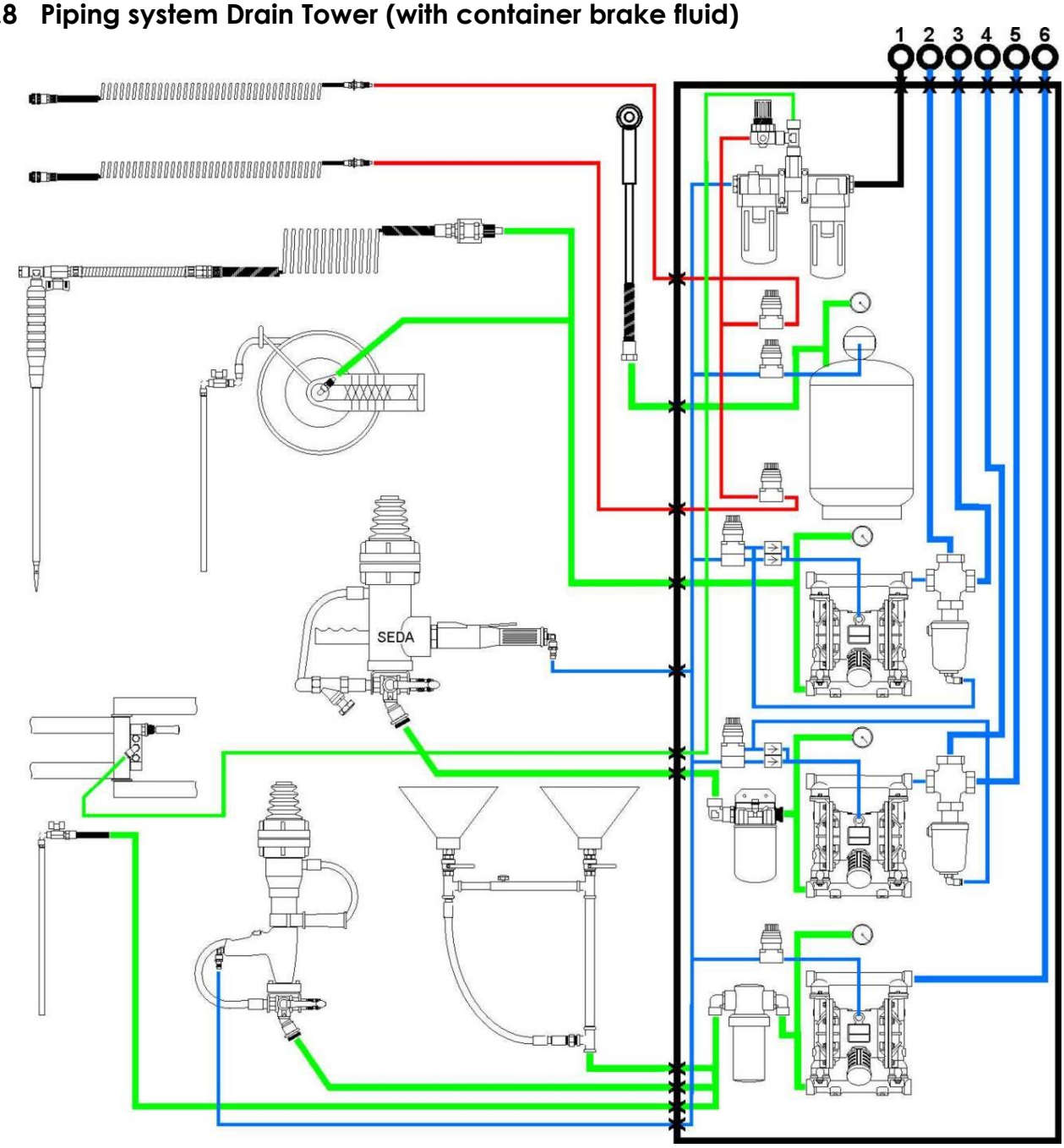

Diagram: Piping system with container brake fluid

- 1 Input air pressure
- 2 Output windscreen wash fluid
- 3 Output coolant
- 4 Output petrol
- 5 Output diesel
- 6 Output waste oil
- Air pressure
- Vacuum lines
- Pressure lines
- Air pressure dehumidified
- Air pressure dehumidified and oiled
- Air pressure dehumidified and regulated

3.1 Work safety instructions (part 1)

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  Smoking in or around the working area is strictly prohibited – risk of fire and explosion

- The devices are built for safe operation and are technically fully up to date. Nevertheless danger may arise during operation, maintenance and/or repair work.
- The manufacturer's conditions set out above as well as the safety instructions specifically given in this operation manual are to be observed at all times.
- We accept no liability for rebuilds or alterations to the equipment. Alterations or services which are not carried out by a qualified SEDA engineer will invalidate the guarantee.
- The equipment is only to be used for the fluid removal specifically mentioned by the manufacturer.
- The equipment may not be used for the preparation or processing of foodstuffs.
- Compressed air supply with maximum 10 bar.
- A pressure hose may burst as a result of external damage and/or aging. In order to prevent possible damage, the compressed air supply to the drainage machine must be cut off and the pressure let out of the system between major breaks or shifts.
- Before starting the installation or after maintenance and repair work etc. the equipment is to be separated from the fluids and the compressed air supply and the vacuum released from the brake fluid container.
- In all cases, the local health and safety rules such as wearing proper safety clothing (shoes etc) apply when operating the equipment.
- Any work carried out with electrical devices is only permitted if the drainage unit has been completely switched off for longer than 1 hour and remains switched off.
- It must be guaranteed, that parts or equipment, which is not from SEDA, must be regularly earthed.

3.2 Work safety instructions (part 2)


When placing the brake fluid under pressure, be sure to attach the safety clip to the multi plug and brake fluid reservoir.


Before drilling into fuel tanks, it is absolutely essential to attach the two earth clamps from the tank drilling device and the vehicle support to a metal part of the car.


The petrol pump must be switched on before drilling and should only be turned off after the drill hole has been stopped.


The cooling and braking systems are only to be put under pressure if the vacuum suction is connected and in operation.


Both coolant and brake fluid have 2 functions each on the Tower.
Both systems can be placed under pressure and / or vacuum.


If the glass cover of a spotlight is broken, cracked or otherwise damaged in any way, work on the equipment must be halted immediately and the service department informed.


In order to prevent sparking as a result of damaged cables, the vehicle battery must be removed before draining.


Drilling into gearboxes or shock absorbers must not be undertaken at the same time as the extraction of fuel.


If a leak in the system is discovered (hoses, pumps, screw joints etc.) work with the equipment is to be halted immediately and the service department is to be informed.


The section on user's maintenance tasks must be carried out for safety reasons.


Petrol contains about 5% benzol – avoid inhaling or skin contact! It is carcinogenic!


If the tanks have been installed by another supplier than SEDA assure yourself that a flash arrestor is mounted between the petrol pump and the petrol tanks. We highly recommend to only operate the drainage installation with this safety device.

4.1 Essential Maintenance Checks

4.1.1 Compressed air oil feeder

- Daily check
- Before start-up, the level of oil in the compressed air oil feeder (01) should be checked and if necessary topped up.

4.1.2 Air dehumidifier

- Daily check
- The collected fluid in the air dehumidifier (02) must be removed.

Order number: 506165 Compressed air oil

4.2 Tank drilling machine

4.2.1 Drill bit

- Daily check
- Check the cutting edges of the drill bit.
- If the cutting edges of the drill bit are blunt or broken, it must be changed.

Danger: risk of explosion due to the build up of heat caused by friction of using a blunt drill bit.

Order number: 50038 Drill bit for tank drilling device (Heavy Duty)
Order number: 50009 Drill bit for tank drilling device (Regular)

4.2.2 Earth cable:

- Check before every drilling operation.
- Check the earth cable for breaks and broken strands.
- If the earth cable or the clamping clip is broken or one of the connections (eye, clamping clip) is torn out, the entire earth cable must be changed.

Danger: Explosion as a result of static charge build-up.

Order number: 50085 Earth cable for drilling device

4.2.3 Rubber sleeve

- Daily check
- Inspection of the sleeve for tears and cracks of the surface.
- In the event of major damage the sleeve is to be changed.

Danger: Loss of vacuum, overflow of fuel

Order number: 50015 Rubber sleeve

4.2.4 Magnetic ring and screen

- Check after every 5 vehicles.
- Clean the magnetic ring of metal drill waste and the screen of plastic drill waste.

Danger: Loss of vacuum, overflow of fuel.

Order number: 50032 Magnetic ring complete for drilling device
Order number: 513145 Screen for drilling device with centring cover

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4.2.5 Filter screen

- Check after every 40 vehicles.
- Clean the filter screen of metal and plastic particles.

Danger: Loss of vacuum, overflow of fuel.

Order number: 529122 screen insert for the tank drilling machine regular
Order number: 529123 screen insert for the tank drilling machine heavy duty

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4.2.6 Sealing rings

- Daily check
- Check the sealing rings. If the sealing rings show splits or damage, they should be replaced.

Danger: System seal is no longer functioning.

Order number: 517081 Sealing ring (green) for connection of drilling device

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4.2.7 Tank sealing plugs

- Daily check.
- Check that tank closure stops are still in stock

- If the quantity is less than the requirement for 3 working days, new ones should be ordered immediately.

Order number: 50036 Closure stops for tank, 500 pieces (Heavy Duty)
Order number: 50006 Closure stops for tank, 500 pieces (Regular)

4.2.8 Tank suction hose

- Request if lost or damaged.

Order number: 50029 Tank suction hose

4.2.9 Adapter kit

- Request if lost or damaged.

Order number: 50004 Adapter kit

4.3 Fuel filters

5.3.1 Petrol filter

Daily check
Check if the petrol filter is still in good working condition by completing the following:

- Select petrol on the operator panel (lever down),
- switch petrol/diesel switch to petrol,
- close the ball valve on the tank drilling machine (lever to the right),
- close off any connected tank suction hoses,
- check vacuum release of the manometer on the petrol pump - 0.5 to - 0.8 bar.
- After opening the ball valve on the tank drilling device (lever down), the vacuum should be rapidly released – 0.2 to 0.3 bar, otherwise the petrol filter needs to be changed.

Possible risk: Loss of vacuum, overflow of the fuel.

Order number: 50050 Petrol filter

4.3.2 Diesel filter

- Daily check
- Visual inspection of the diesel filter:
- If the filter to be overly contaminated, it must be changed.

Danger: Loss of vacuum, overflow of the fuel.

Order number: 50040 Filter insert for diesel

4.4 Used oil

4.4.1 Used oil filter

- Daily check
- Clean the filter insert of drill waste and oil sludge.
- If the filter insert is damaged, twisted or split, it should be changed.

Danger: Loss of vacuum, overflow of used oil.

Order number: 514061 Filter insert for gearbox drilling device /used oil/SOG impulse

4.4.2 Rubber funnel

- Daily check
- Check the funnels for splits. If damage (splits, porous) is found on the funnels, call customer service.

Danger: System seal no longer functioning.

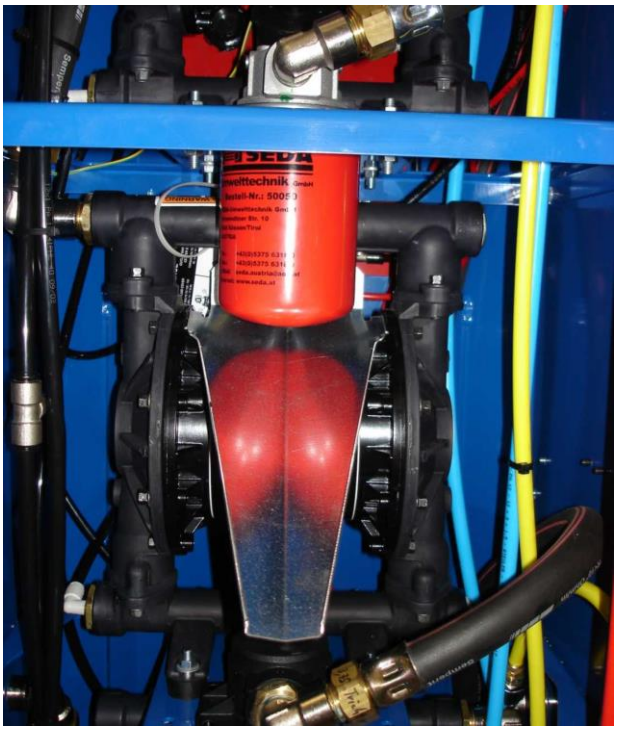
4.5 Filter Exchange Gutter:

To avoid contamination inside the Drain Tower we recommend the Filter Exchange Gutter.

Connect the Gutter at the housing screws of the underlying pump

Placea suitable vessel or bucket underneath and change the filter.

The Gutter should be cleaned after every use.



4.6 Gearbox drilling machine (OPTION)

4.6.1 Drill bit

- Check after every 40 vehicles.
- Check the drill bit cutting edge
- A worn drill bit is no longer capable of drilling completely round holes. The best sealing is therefore no longer obtained with the sealing plugs.

Danger: Subsequent dripping of gear oil.

Order number: 50022 Drill bit for gearbox drilling device.

4.6.2 Screen

- Check after every 5 vehicles.
- Clean the screen of drilling waste.

Danger: Loss of vacuum, overflow of used oil.

Order number: 513145 Screen for drilling device with centring cover

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4.6.3 Filter

- Check after every 40 vehicles drained.
- Clean the filter insert of drill waste and oil sludge.
- If the filter insert is damaged, twisted or splits, it should be changed.

Danger: Loss of vacuum, overflow of gear oil.

Order number: 514061 Filter insert for Gear Box drilling device/used oil/suction impulse

4.6.4 Rubber sleeve

- Daily check
- Inspection of the sleeve for splits and breaking up of the surface.
- In the event of major damage, the sleeve should be changed.

Danger: Loss of vacuum, overflow of used oil

Order number: 50062 Rubber sleeve complete with connection for Gear Box

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4.6.5 Gearbox sealing plugs

- Daily check
- Check that there are still gearbox sealing plugs in stock
- If the quantity is lower than the required number for 3 working days, new ones should be ordered.

Order number: 50006 Closure stops for Gear Box 500 pieces.

4.7 Brake fluid

4.7.1 Rubber nipple

- Check after every 40 vehicles drained
- Rubber nipples for the extraction of brake fluid must be inspected for wear (hole too big – no longer stays on the air extraction nipple).
- Change required.

Danger: System seal no longer functioning.

Order number: 50014 Rubber nipples for brake nipple (1 pair)
Order number: 521070 Straight hose connector plastic dia. 4 mm

4.8 Screen wash

4.8.1 Screen wash filter

- Daily check
- The filter on the suck pistol is to turn out and control of material pollution and if it necessary to clean it.

Order number: 529126 screen insert for screen washer fluid.

4.9 Pipes

4.9.1 Hoses

- Daily check
- Both suction and pressure hoses must be inspected for damage (kinks, porous) – if necessary customer service should be contacted.

Danger: System seal no longer functioning.

4.9.2 Connections

- Daily check
- The hose connections to the devices (sleeves, bends, screw fixings etc.) must be inspected for their sealing efficiency (visual check for drip formation).
- Loose screw fixings may be tightened by the operator himself but in the case of other faults customer service should be informed.

Danger: System seal no longer functioning.

5.1 Personal safety equipment

- Every time you work on the drainage equipment wear safety shoes and safety gloves. Do not wear loose clothing.
- It is advisable to wear protective glasses whilst extracting fuel.
- Ear protection should be worn whilst drilling into tanks and gearboxes.

5.2 Preparation of the drainage equipment at the start of work

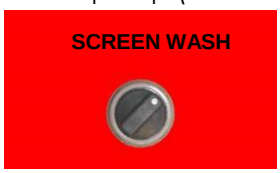
1. Activate the compressor.
2. Perform all maintenance checks in accordance with the manual.
3. Activate the overfill safeguard of the storage containers.

5.3 Preparation of the vehicle

1.  Remove the battery from the vehicle.
2. Remove the wheels.
3. Remove the tank cover.
4. Place the vehicle on the lifting ramp

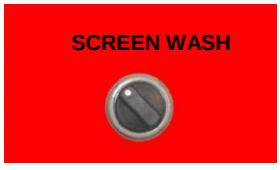
5.4 Sucking out the windscreen washer fluid

1. Activate the windscreen washer pump (switch right).



2. Suck out screen wash from the reservoir by means of the suction hose (hose reel).

3. If necessary empty the reservoir in the boot of the vehicle in the same way
4. Turn off the windscreen washer pump (switch left).



5.5 Sucking out the coolant

1. Assure yourself that “coolant pressure” is deactivated (switch left).
2. Place the universal sealing plug on to the coolant reservoir.
3. Select “coolant vacuum” on the control panel (switch right).

4. Stick the piercing lance into the rubber radiator hose at the lowest point of the engine circuit (the side holes in the piercing lance must be fully submerged into the hose). Open the ball valve of the lance for sucking.

5. Select “coolant pressure” to place the system under pressure (switch right).

6. Observe the transparent hose. If this is no longer completely filled, turn “coolant pressure” off and on several times.
8. Before taking out the suction lance, turn off "coolant pressure” (switch left) and “coolant vacuum” (switch left).

5.6 Preparation for sucking out fuel

1. Set petrol/diesel lever to “petrol” or “diesel” depending on the fuel.

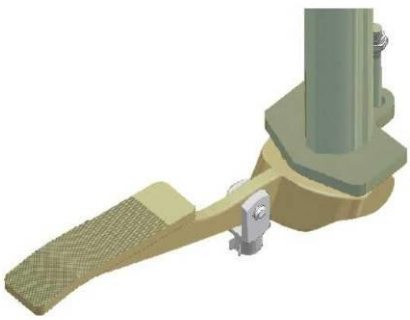
2. Place the tank drilling device under the vehicle tank into a suitable position (lowest point) and lower it to the bottom for support (lever with large excenter disc).

ATTENTION, IMPORTANT

3. Attach the earth clamp of the base frame to a solid part of the vehicle.

ATTENTION IMPORTANT

4. Attach the earth clamp of the drilling device to a solid part of the vehicle.
5. Release the eccentric lever at the right height (upper part of the drilling device is raised with gas pressure assistance). Open the 3-way valve (lever down). Drill by pressing the key on the handle and pressing at the same time on the foot pedal right down to the stop.



6. Lower the drilling device with the foot pedal so as to leave the entire drilled area clear.

7. After completing extraction, close the drill hole with the tank sealing plug provided.

8. Switch off petrol or diesel (switch middle)

Reduced suction capacity indicates a dirty filter. Changing it is essential. The screen and the magnet in the drill head should be cleaned regularly.

There is an absolute ban on smoking in the draining area
risk of fire and explosion

5.7 Drilling Head Key

To easily remove the rubber boot from the tank drilling machine (for cleaning and drill bit changing) the provided SEDA special tool should be used.

Order number: 50095 – Drilling Head Key

5.8 Sucking out the brake fluid

1. Fix a suitable connection plug in the brake fluid reservoir, stick the connection of the red spiral hose on the plug and attach the securing bracket.

2. Turn off the "brake fluid pressure" (switch left) and select "brake fluid" on the operator panel (switch right).

3. Open the air evacuation nipple on the front and back callipers and attach the suction nipple.

4. Select the "brake fluid pressure" on the operator panel (switch right).

5. Before taking off the suction nipple, turn off the "brake fluid pressure" (switch left).
6. Turn off "brake fluid" (switch left).

If the air extraction nipples tear off or can no longer be opened, the described procedure is to be followed:

- Brake pipe:
  Stick a suction nipple on the nipple connector provided on the brake pipe pliers. Grip the brake pipe at a suitable place with the brake pipe pliers, rip off the brake pipe by twisting the lever.
- Brake hose:
  Stick a suction nipple on the nipple connector provided on the brake hose pliers. Grip the brake hose at a suitable place with the brake hose pliers.

One should not use the pressure pulse with these kinds of suction extraction.

5.9 Letting out/sucking out the used oil

Do not drain the oil from a hot engine. Allow the oil to cool to room temperature first.

1. Select “used oil” (switch right).

2. Move the oil swing arm with the oil funnels into position.

3. Loosen the drainage plug, activate the pneumatic lifting gear and unscrew the drainage plug.
4. Unscrew the used oil filter and lay it in one of the funnels, open end down. Put on the filter cover and screw it tight.

5. If necessary suck out the hydraulic oil from the container of the servo steering by means of a suction hose (above, on the ramp railings).

6. **OPTIONAL**: Attach hose gun for hydraulic oil to the lowest point of the hydraulic hoses and turn the steering wheel fully to the left and right several times. Close the ball valves on the collection funnels for this.
7. Vehicles with hydro pneumatic suspension must be standing on their wheels during emptying and the level control must be on the lowest setting.
8. After the draining procedure is completed, screw the drainage plugs back in.

9. **OPTIONAL:** Empty transmissions and rear axle gears without a drainage plug by means of the gearbox drilling device.

The suitable drilling depth hull must be chosen and put on depending on material.

to point 4. – figure 1

to point 4. – figure 2

For aluminium and cast iron the hull pictured in figure 1 and for metal the hull shown in figure 2 must be used.

10. Turn off “used oil” on the operator panel (switch left).

6.1 Fault correction

Device	Fault	Test	Identification	Possible Cause	Check/correction
Petrol/ diesel	no vacuum	Cover the sleeve with the hand	Alternate pressure and vacuum	Pressure line blocked	Pipe ball valve shut off? Detonation protection sealed? Otherwise: contact customer service
Petrol	no vacuum	Shut off the ball valve - Open the ball valve	Slow release of the Vacuum	Suction line blocked	Fine screen dirty? Petrol filter dirty? Otherwise: contact customer service
Diesel	no vacuum	Shut off the ball valve - Open the ball valve	Slow release of the Vacuum	Suction line blocked	Fine screen dirty? Diesel filter dirty? Otherwise: contact customer service
Dirty substances	no vacuum	Cover the sleeve with the hand	Alternating pressure and vacuum	Pressure line blocked	Pipe ball valve shut off? Detonation protection sealed? Otherwise: contact customer service
Used oil	low vacuum	Open a funnel ball valve	pumping out the oil too slow	Suction line open, Suction line blocked	Hydraulic oil open? Gearbox drilling device open? Oil filter dirty? Otherwise: contact customer service
Used oil	no vacuum	Open all suction lines	Alternating pressure and vacuum	Pressure line blocked	Pipe ball valve shut? Otherwise: contact customer service
Coolant	no vacuum	Open the needle ball valve	Alternating pressure and vacuum	Pressure line blocked	Pipe ball valve shut? Otherwise: contact customer service
Double funnel: Lifting gear out of order		Push the switch up	Weak lift	to little pressure	Main line pressure < 7 bar? Otherwise: contact customer service
Windscreen wash	no vacuum	Open the suction gun ball valve	Alternating pressure and vacuum	Pressure line blocked	Pipe ball valve closed? Otherwise: contact customer service
Brake fluid	no vacuum	Open the suction extraction nipple	Alternating pressure and vacuum	Pressure line blocked	Pipe ball valve shut? Otherwise: contact customer service
Suction line-finished	not sealed	Visual inspection	Fluid drip Medium	System not sealed	Screw fixing loose? Otherwise: contact customer service
Pressure line finished	not sealed	Visual inspection	Fluid drip Medium	System not sealed	Screw fixing loose? Otherwise: contact customer service

6.2 Drilling head exchange

How to change the drilling head of the SEDA-Tank Drilling Machine

Should you experience problems with your SEDA tank drilling machine and a solution of the problem is not immediately available, we recommend replacing the drilling head. Follow the simple instructions below and send the defective head back to your service agent.

Pic.1)

Pic. 1)

Removal of the drilling head:
Step1) unscrew the rubber boot with bayonet fitting.
Step 2) Remove the drill
Step 3) Unscrew the petrol flow pipe at the Tap.
Step 4) Remove the 4 Screws fixing the drilling head to the platform.

Pic. 2

Pic. 2)

Once the drilling head has been removed from the platform, the replacement head can be assembled by reversing the above procedure.

Please be sure to pack the faulty head carefully and return it to your supplier. Note: You have been sent a drilling head without drill bit or rubber boot. Be sure to remove these from your faulty unit before shipping.

The new or repaired drilling head will be mounted in the same way.

7. Assembly Instructions

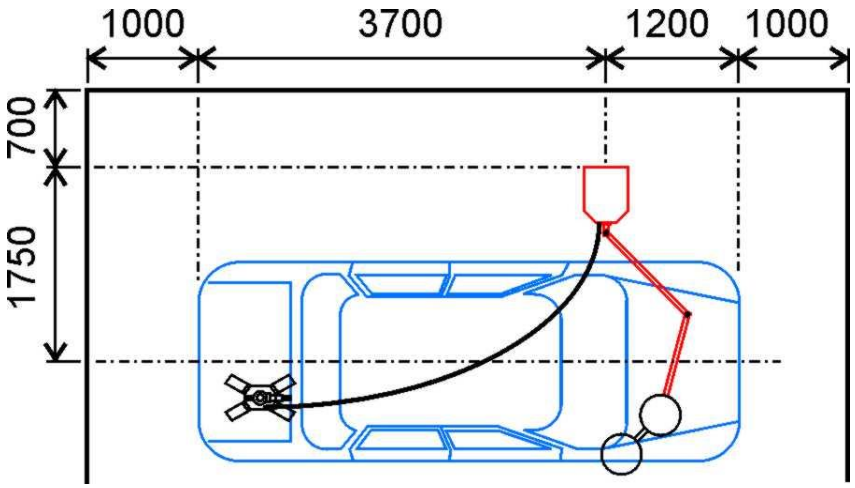
7.1 Checking the delivery

- Check the delivery if is complete and inspect if something is damaged.
- Use the delivery note and the packaging list to proof it.
- Missing or broken parts should be noticed on the control document.

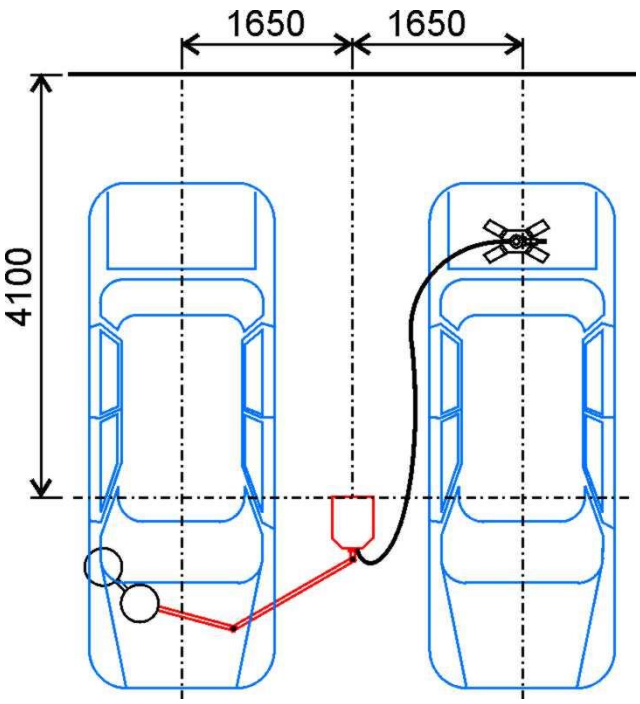
7.2 Unit placement

- Place the unit at the place where the system should be installed.
- Holes drilling.
- Install the tower and fix them.

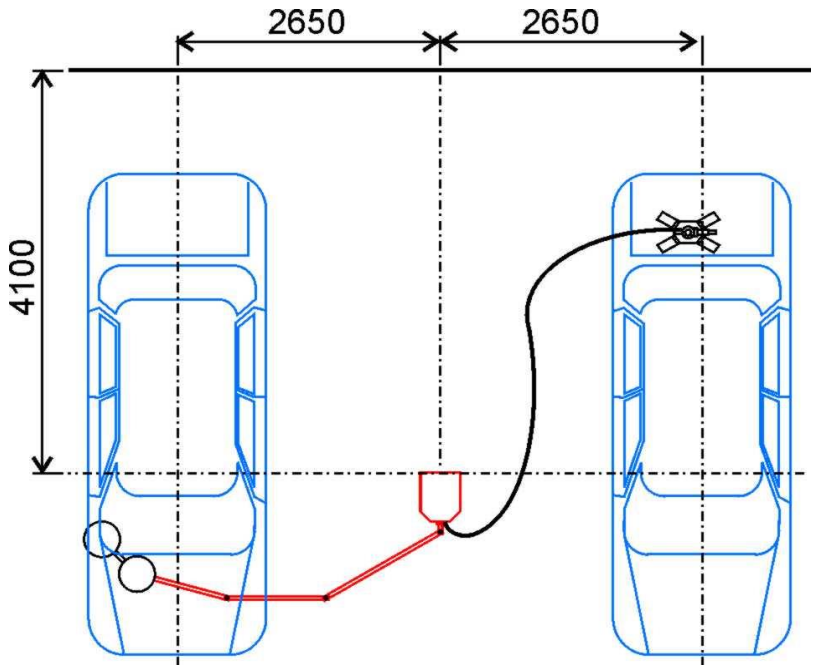
Dimensions one-sided



Dimensions double-sided



Dimensions double-sided with extension for swing arm



- **Fixing:**
  - Fischer Anchor bolt FAZ II 12/50
  - Concrete drill hole ø 12 mm
  - Tightness = 50 Nm

- screw the swing arm for waste oil to the tower
- connect the hoses for the tank drilling machine
- pull the hose for waste oil funnel through the swinging arm and connect it.
- Connect hoses of the equipment to the tank pipes fitting.
- connect the compressed air.

7.3 Sealing

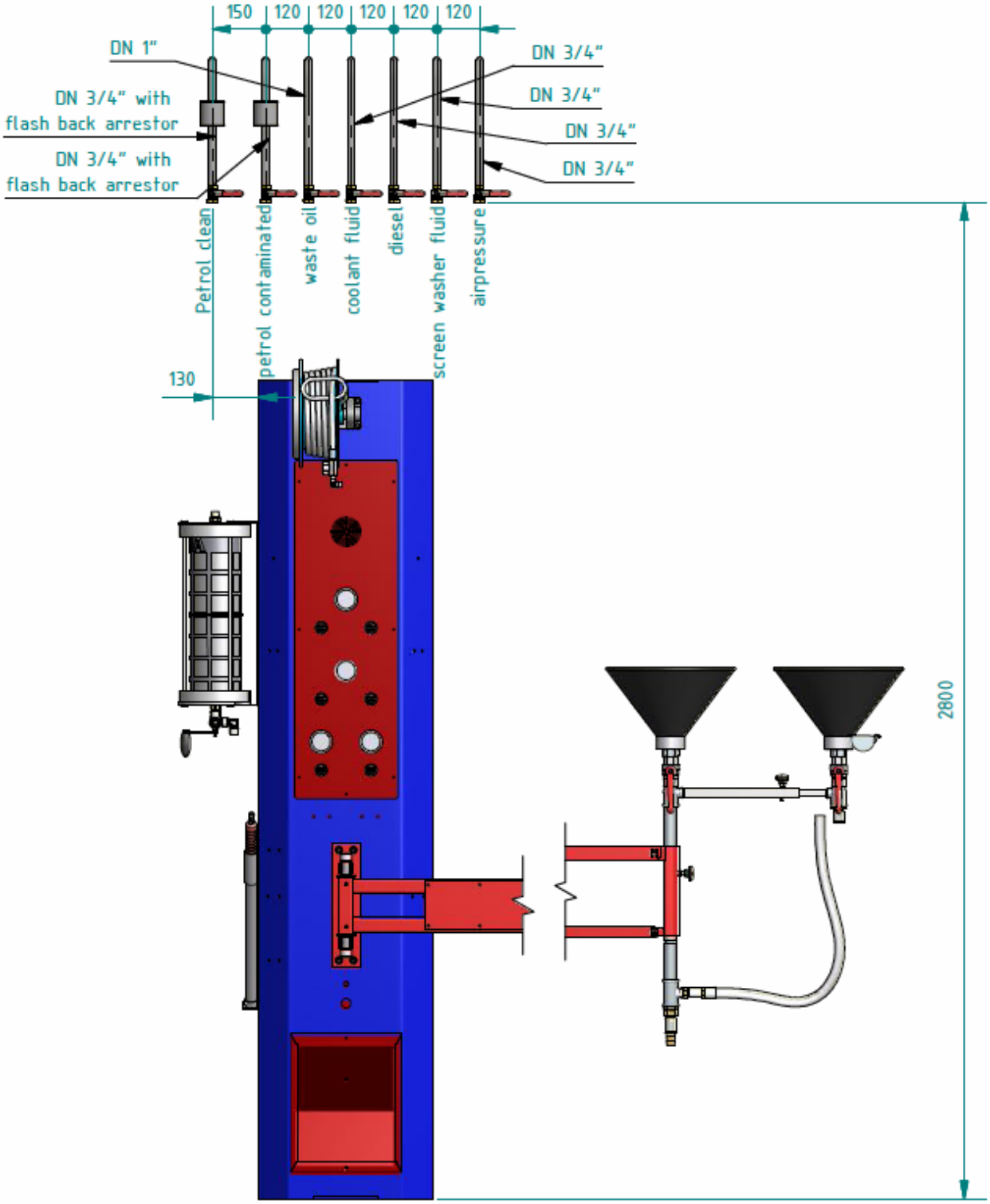
- All parts that are in contact with the ground floor must be lubricated fluid safe with Silicone.

Material used to seal: SABA ecoseal plus

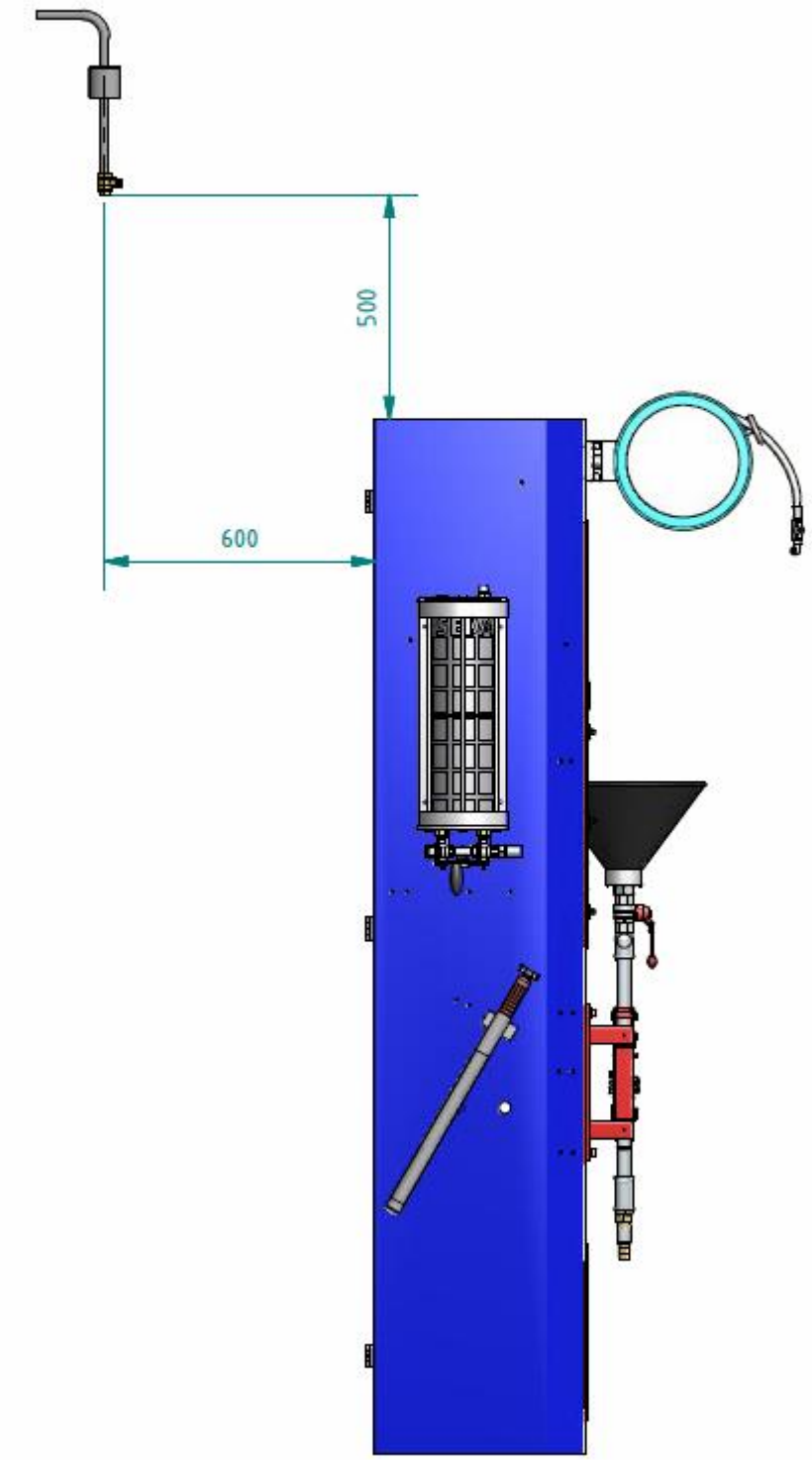
7.4 Earthing

- All pumps has to earth – Cables are at the conduit
- Connect the cables to earth to the electricity unit.

Earth the vehicle ramp, no matter if it's just a simple ramp or a lifting ramp. It's also necessary to earth the catchment area.


150
120
120
120
120
120
DN 1"
DN 3/4" with flash back arrestor
DN 3/4" with flash back arrestor
DN 3/4"
DN 3/4"
DN 3/4"
DN 3/4"
Petrol clean
petrol contaminated
waste oil
coolant fluid
diesel
screen washer fluid
airpressure
130
2800

check valvs have to be installed if risers are higher than 2000mm

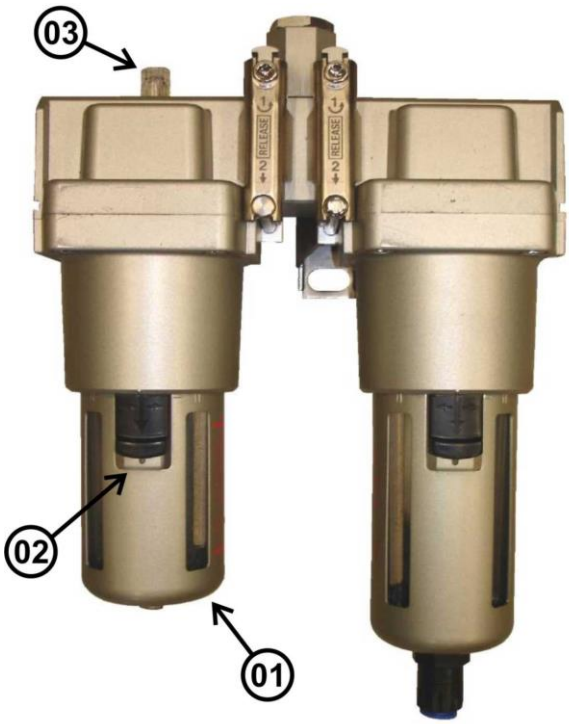


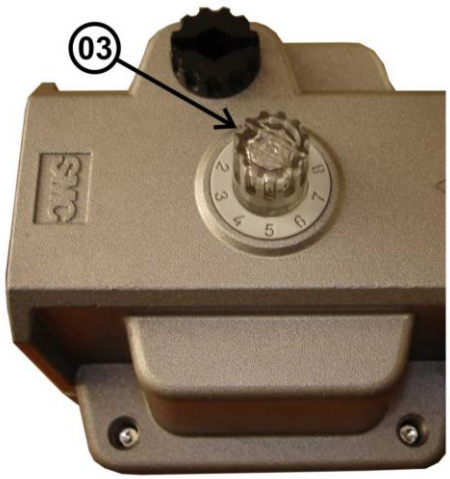
7.5 Air line Lubricator refilling and drip rate setting

- Drag the lock (02) down, turn the cup (01) to the left and pull the cup down.
- Refill oil up to the top red line indicator and refit the cup.

ensure the cup snapped back in to place!

- To adjust the oil drip rate use the control button (03). Activate all pumps and dial in the drip rate one drop of oil every 100 – 120 seconds.





7.6 Check-up

- Use the checklist that is attached at the documents to proof the installation.

IBExU Institut für Sicherheitstechnik GmbH
An-Institut der TU Bergakademie Freiberg

[1] **EC-TYPE EXAMINATION CERTIFICATE**
according to Directive 94/9/EC, Annex III
(Translation)

[2] Equipment and Protective Systems intended for use in Potentially Explosive Atmospheres, **Directive 94/9/EC**

[3] EC-Type Examination Certificate Number: **IBExU04ATEX1248 X**

[4] Equipment: **SEDA – Drilling tool for Tank spot drilling equipment** in the designs REGULAR (Mod. 02030) and Heavy Duty (HD)

[5] Manufacturer: SEDA-Umwelttechnik GmbH

[6] Address: Schwendter Straße 10
A-6345 Kössen

[7] The design of the equipment mentioned under [4] and any acceptable variations thereto are specified in the schedule to this EC-Type Examination Certificate.

[8] IBExU Institut für Sicherheitstechnik GmbH, NOTIFIED BODY number 0637 in accordance with article 9 of the Council Directive 94/9/EC of 23 March 1994, certifies that this equipment has been found to comply with the Essential Health and Safety Requirements relating to the design and construction of equipment intended for use in potentially explosive atmospheres given in Annex II to the Directive.
The test results are recorded in the test report IB-04-3-271 dated 6 January 2005.

[9] Compliance with the Essential Health and Safety Requirements has been assured by compliance with EN 1127-1:1997, EN 13463-1:2001 and EN 13463-5:2003.

[10] If the sign „X" is placed after the Certificate number, it indicates that the equipment is subject to special conditions for safe use specified under [17] in the schedule to this EC-Type Examination Certificate.

[11] This EC-Type Examination Certificate relates only to the design and construction of the specified equipment. If applicable, further requirements of this directive apply to the manufacture and supply of this equipment.

[12] The marking of the equipment mentioned under [4] shall include the following:

Ex II 1/2G c IIA T3

IBExU Institut für Sicherheitstechnik GmbH
Fuchsmühlenweg 7 - 09599 Freiberg
Phone: +49 3731 3805-0 - Fax: +49 3731 23650

Authorised for certifications
-Explosion protection-

(Prof. Dr. Redeker)

Zertifizierungsstelle Explosionsschutz IBExU Institut für Sicherheitstechnik GmbH

- Seal -
(ID no. 0637)

Freiberg, 6 January 2005

Certificates without signature and seal are not valid. Certificates may only be duplicated completely and unchanged. In case of dispute, the German text shall prevail.

Schedule

VERDERAIR

VERDER

EC-DECLARATION OF CONFORMITY

EU-OVERENSSTEMMELSESERKLÆRING, *EY-ILMOITUS YHTÄPITÄVYYDESTÄ*, CE-DECLARATION DE CONFORMITE, *EG-ÜBEREINSTIMMUNGSERKLÄRUNG*, DICHIARAZIONE DI CONFOMITÀ-CE, *EG-VERKLARING VAN OVEREENSTEMMING*, EC-DECLARACÃO DE CONFOMIDADE, *EC-DECLARACIÓN DE CONFORMIDAD*, EG-DECLARATION OM ÖVERENSSTÄMMELSE, ΔΗΛΩΣΗ ΣΥΜΜΟΡΦΩΣΗΣ-ΕΚ

Model

Model, *Malli*, Modèle, *Modell*, Modello, *Model*, Modelo, *Modelo*, Model, Μοντέλο

VERDERAIR VA 25

Part No.

Part No., *Osanro*, Référence, *Teile-Nr.*, Parte Codice, *Part Nr.*, Peça No., *Referencia*, Part No., Αρ. Ανταλλακτικού

810.0073 to 810.0088
810.0220 to 810.0779 810.5599 to 810.5698
810.2680 to 810.3414 810.6975 to 810.6892
810.5460 to 810.5539 810.7009 to 810.7018

This Product Complies With The Following European Community Directives:

Dette produkt opfylder kravene i de følgende direktiver af det Europæiske Fællesskab, *Tämä tuote on yhtäpitävä ministerineuvoston allamainitun direktiivin vaatimusten kanssa*, Ce produit se conforme aux directives de la Communauté Européenne suivantes, *Dieses Produkt entspricht den nachstehend aufgeführten Richtlinien der Europäischen Union*, Questo prodotto si conforma ai seguenti direttivi della Comunità europea, *Dit produkt voldoet aan de volgende richtlijnen van de Europese Gemeenschap*, Este Produto Cumpre As Seguintes Directivas das Comunidades Europeias, *Este producto cumple con las directivas siguientes de la Comunidad Económica Europea*, Denna Product Överensstämmer Med Kraven Ministerrådets Direktiv Enligt Följande, Το Προϊόν Αυτό Έρει Κατασκευαστεί Σύμφωνα Με Τις Παρακάτω Κοινοτικές Οδηγίες:

98/37/EC Machinery Directive
94/9/EC ATEX Directive (EX II 2 G EEx c IIA T6)

The Following Standards Were Used To Verify Compliance With The Directives:

De følgende standarder blev anvendt som bekræftelse på at direktivernes bestemmelser overholdes, *Allaolevaa standardia on käytetty vahvistamaan yhtäpitävyyttä direktiivin kanssa*, Les normes suivantes ont été appliquées pour vérifier que ce produit se conforme aux directives, *Die folgenden Normen garantieren die Übereinstimmung mit diesen Richtlinie*, Sono state usate le seguenti norme per verificare la conformità ai direttivi, *De overeenstemming met de richtlijnen werd gecontroleerd aan de hand van de volgende normen*, Para Verificar A Conformidade Com As Directivas Utilizaram-se As Seguintes Normas, *Las normas siguientes han sido utilizadas para verificar que el producto cumpla con las directivas correspondientes*, Följande standard Har Använts För Att Bestyrka Överenstämmelse Med Direktiven, Ως Κριτήρια Τήρησης Των Οδηγιών χρησιμοποιήθηκαν Τα Παρακάτω Πρότυπα:

EN 292 EN 1127–1 EN 13463–1
ISO 9614–1

EC Notified Body:

EU Bemyndigede Organer, *Tiedon Antava Viranomainen*, Organisme Agreé, *EG Anerkanntes Organ*, Ente-CE notificato, *EG Aangemelde Instantie*, Organismo Reconhecido pela CE, *Organismo Certificado por la CE*, Underrättad EG Myndighet, Ενήμερο Κοινοτικό Όργανο

0359

Approved By:

Attesteret Ved, *Todistaa*, Approuvée Par, *Genehmigt Durch*, Approvato da, *Goedgekeurd Door*, Para Aprovação, *Aprobado por*, Intygas Av, *Εγκρίθηκε Από*

DIRECTOR (Signed)

Frank Meersman

DIRECTOR (Print)

Date

Dato, *Päivävys*, Date, *Datum*, Data, *Datum*, Data, *Jecha*, Datum, Ημερομηνία 19May2004

Date

Dato, *Päivävys*, Date, *Datum*, Data, *Datum*, Data, *Jecha*, Datum, Ημερομηνία 19May2004

Part No. : 819.5961

Verder Ltd.
Whitehouse street
Leeds LS10 1AD
Great Britain

819.4470 31

9. Guarantee and Service Address

By guarantee is meant the statutory guarantee of 12 months (or 6 months with day and night operation) from the date of invoicing. The discovery of a relevant defect must be communicated to the seller in writing without delay.

The liability of the seller is extinguished by changes or maintenance work carried out by the buyer or a third party. Otherwise our Standard Terms and Conditions apply. These can be inspected on our website at http://www.seda.at at any time.

In the event of a technical fault, a defect in the device or in specific components of the device, only authorised specialist staff from the firm of SEDA-Umwelttechnik GmbH is authorised to carry out the necessary repairs.

If despite correct use a fault or defect should occur, please contact us at the following address:

SEDA-Umwelttechnik GmbH
Schwendter Str. 10
6345 Kössen / Tirol
Austria

Tel.: +43 (0)5375 6318
Fax: +43 (0)5375 6318 9
Email: info@seda.at

Since this is a technically very high quality product we ask you to provide a detailed description of the fault and of the circumstances in which the fault occurred so that we can reproduce it.

We will endeavour to provide you with a solution to the problem as quickly as possible in the form of a repair, replacement of components or parts or complete replacement of the device.

Finally we would like to wish you every success and we are pleased that you will be working still more efficiently and effectively in the future with our products and that you will be satisfied with our service. We will be pleased to hear from you with questions, suggestions or feedback about our products or services.

Kind regards

Your SEDA-Umwelttechnik GmbH Team

Registration Certificate

Company Name & Address:

Contact Person:
Phone Number:

CONGRATULATIONS

on the purchase of a High-Quality End of Life Vehicle Drainage product from SEDA-Umwelttechnik GmbH.

We thank you for your business and ensure you that our team will assist you in any way possible to see you harvest the benefits desired from the use of SEDA equipment.

If you have further questions or would like advice on how to improve your vehicle draining efficiencies, need advice about a warranty or service issue then contact your SEDA Importer.

Your SEDA Importer is:

Drainage station type:

Date of Installation:

Serial number:

Please correctly fill out this SEDA equipment registration form together with the date of installation as well as the signature and stamp of your SEDA importer. Once filled out please fax or post a copy to SEDA registrations, Schwendter Str. 10, 6345 Kössen, Austria. **Fax number: +43-5375-6318-9**

By correctly registering your equipment you will ensure that we have your up to date details and can quickly and accurately assist you should you have a warranty problem or require service information. Your SEDA importer will provide you with a copy of the warranty terms and conditions. Should you have a warranty issue please contact them directly.

We wish you many trouble free years with your SEDA Equipment.
You're SEDA Team.

Signature and stamp Importer

Signature and stamp Customer