



# Drainage system key to auto dismantling

## Mercedes Benz end-of-life vehicle recycling centre brings in "double station"

**T**he Mercedes Benz Recycling Centre in Sindelfingen, Germany recently replaced its old vehicle drainage system with the SEDA double station. When asked what made them choose the double station, Mercedes said the build quality and performance "washed the competitors out of the water", leaving only one option.

SEDA's Sales Manager, Edgar Root, says: "Mercedes did extensive research about what to purchase to replace their existing system. They have incredibly high standards and only the best will do, so after careful comparisons of all the drainage stations on the market, Mr. Pejic, Head of Mercedes' Used Parts Centre, believed SEDA was by far the best available technology for end-of-life vehicle drainage."

After making their decision, Mercedes ordered one 'double station' unit with Shock Absorber Drills, enabling them to depollute up to 80 vehicles a day.

Mercedes viewed the equipment in a recently completed SEDA showroom on the German/Austrian border. They made their decision following the visit, stating they didn't want to compromise and wanted to ensure the system they purchased would last and do the job to the highest standard.

### How the system works

"An ELV is placed on a drainage platform," explains Edgar Root. "For safety and efficiency reasons, your depollution bay should be kept separate from where the dismantling takes place."

"All our equipment is air-powered (to virtually eliminate explosion risks). First we drill into the fuel tank with our self raising EX certified Tank drill which then 'sucks' out the petrol at up to 20 litres per minute. The rubber flange of the tank drill sucks up to the bottom of the tank, and it is a closed circuit so there are no fumes or petrol drops, which is another important safety consideration. The drained fuel then passes through three filters and a quality control unit to distinguish good from bad fuel before being transferred to external explosion-proof tanks outside of the building. The three-way filtration and quality control prevent a bad batch of oily or watery petrol from contaminating valuable supplies

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of recycled petrol.

"The units we supplied at Mercedes and throughout Europe include hydraulically tilting ramps to enable an extra litre or two of fuel to be removed. To remove engine and gear oil we use either our time-saving double rubber funnel for simultaneous oil removal, or when a sump plug is corroded and hard to remove, we drill straight through the

sump and suck out the oil. The powerful gear drill even drills through differentials.

"Both the brake fluid and radiator reservoirs are filled with compressed air, using patented universal caps. Then we attach four tubes fitted with rubber boots to the brake bleeder nipples to suck out the brake fluid. The radiator hose is pierced with two suction lances to remove the radiator fluid. This unique patented combination of pressure and suction allows the 98 percent fluid removal rate." (As independently tested by the Department of Trade and Industry in the U.K.)

"We also have a variety of other special tools to remove anything that is liquid from an ELV. In Europe, we even drill in to the shocks to remove the oil contained inside.

"You really need to see a demonstration to appreciate how the system works, continues Root. "Although the full Seda system sounds complicated, it is really simple to use. It's built with the dismantler in mind so it can take a few knocks. The modular design means that you don't need to buy an entire system all at once. Many of our US customers start with the tank drill and add on from there. We don't just cater to the big guys", says Edgar. "A Seda mobile station is the ideal, cost effective solution to drain up to 12 ELV's per day.

"At the end of March we are coming to Canada because of the big increase in inquiries from Canadian dismantlers to our Website," says Root.

"We want to get our message

across that the old way of ramming a crow bar through the petrol tank and draining into a bucket (with half spilling onto the ground) is not only unacceptable from an ecological viewpoint but it also wastes time and money. With over 25 million registered vehicles in Canada and each of them containing over 20 litres of pollutants there is the potential for an ecological disaster should those end of life vehicles not be depolluted properly."

When asked why Seda is so successful internationally Edgar replied, "We listen to our customers' needs and have been doing so for 15 years. Also, our close working relationship with major car manufacturers such as GM, Ford, Daimler Chrysler and VW gives us a leading edge in car recycling. Often the R&D guys from major vehicle manufacturers will contact us with a new engine design or car part and ask us to come up with a solution for its recycling. Naturally we help out even though we know the new solution won't be needed by dismantlers for another 15 years. It keeps us ahead of the pack!"

Seda will be joining 21 other Austrian companies at the GLOBE recycling congress in Vancouver between the 29th and 31st of March



**"Our system enables dismantlers to remove 98 percent of all liquids from scrap cars in under 15 minutes," explains Edgar Root, SEDA's sales and export Manager.**

and also at the Ontario Automotive recyclers association annual convention in Toronto between the 31st of March and the 1st of April. "We want to meet as many Canadian dismantlers as possible to fully understand the market and to see if we can help them work more efficiently," explains Root. "We are also on the lookout for a motivated company to sell our products provincially and nation-wide."

**SEDA**