



# WASTE OIL SUCTION UNIT

## SPILLOLJESUGPUMP MED SUGSONDER



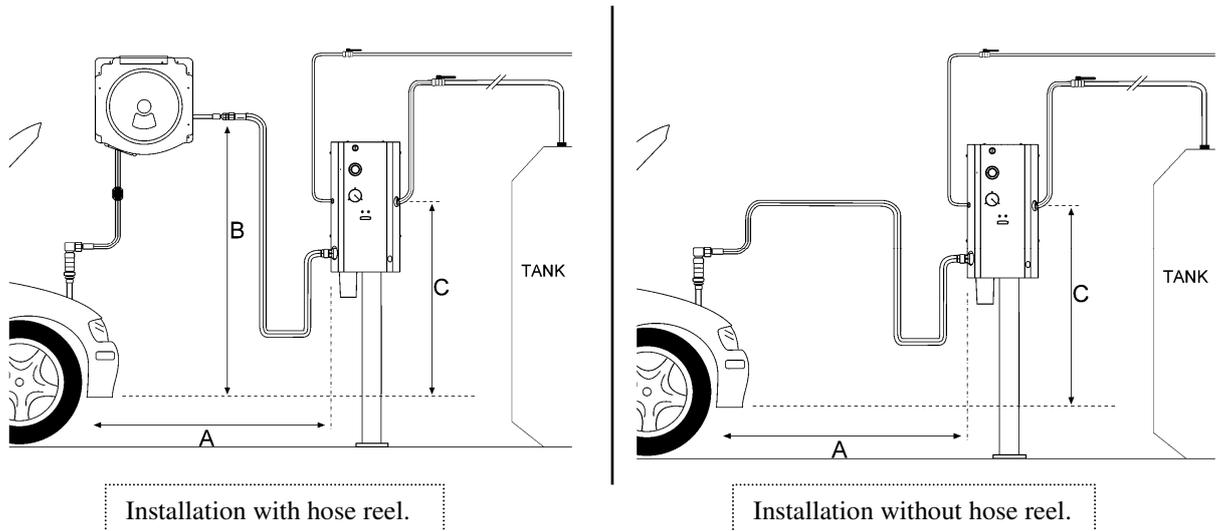
Part No. / Art. Nr. / Réf.:  
**39715**

## Description

Stationary waste oil suction unit with air operated piston pump. The unit is installed at the working bay and enables the cleanest method of waste oil connection.

An air operated piston pump sucks out the waste oil and transfers it directly to a remote storage tank. Waste oil is sucked out through a probe or connector inserted in place of the oil dip stick. Suction probes are included.

## Installation



- A. 15 m. Maximum distance between the pump and the suction point, including inlet hose reel.
- B. 3,5 m. Recommended maximum height between suction point and hose reel axle.
- C. 1,25 m. Recommended maximum distance between outlet pump and waste oil level in the engine.

## Technical information

Technical characteristics	39715
Weight	28 kg
Height	1415 mm
Compressed air working pressure	5 bar
Oil suction hose diameter	1/2"
Oil suction hose length	4 m.
Oil hose outlet diameter	3/4"
Air inlet	NPT 1/4" female
Flow outlet	G 3/4" female
Air consumption	5 bar ~100 l/min
Maximum – minimum suction time	5 / 15 min

## Operation

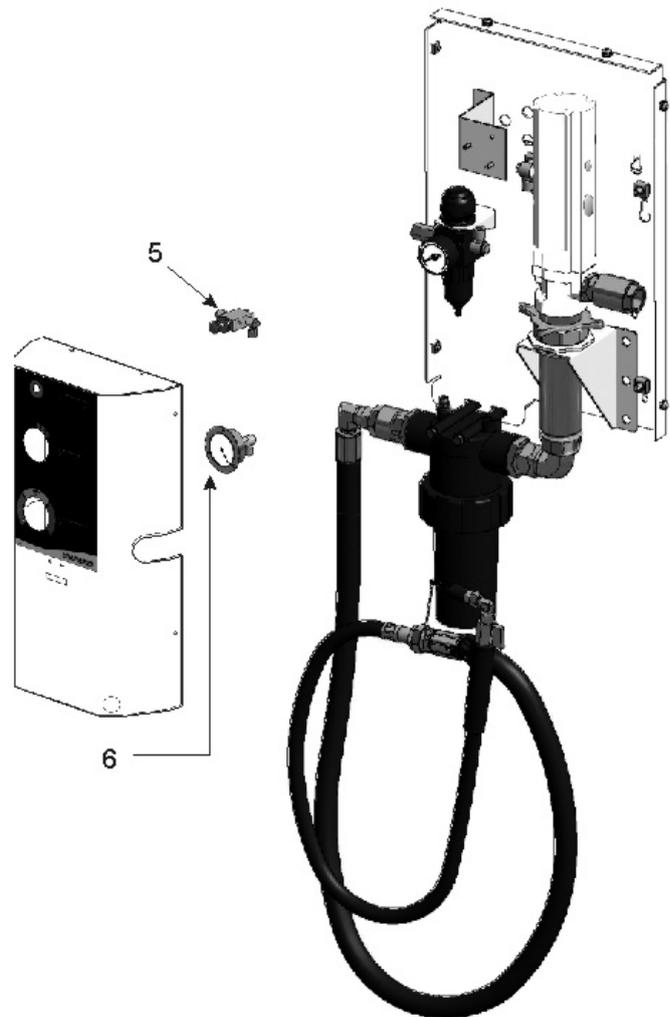
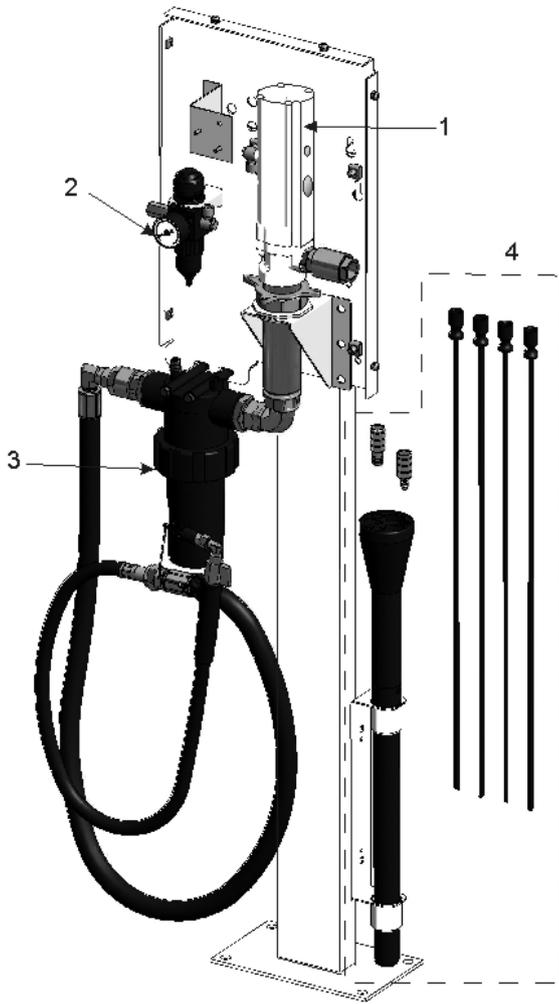
1. Evacuate hot oil after running engine for 5 minutes (oil at 160° F, 70° C).
2. If engine does not have an incorporated suction adapter then:
  - Select a suction probe longer than the dipstick and, to ensure rapid evacuation, of the maximum diameter that will pass to the bottom of the oil sump.
  - Insert suction probe into the dipstick tube. Move probe up and down until it can be felt gently touching the bottom of the oil sump.
  - Double check the position of the probe, make sure that it is just touching the bottom of the oil sump.
3. Set running timer to the maximum adequate cycle time (5 to 15 minutes maximum). Excessive dry running may damage the equipment.
4. Pull to open main control valve. Equipment will start. Wait a few seconds for vacuum to build up and until vacuum gauge is in the green zone.
5. Take the suction hose and insert hose end suction nozzle into either the engine's incorporated suction adapter or into the suction probe coupler.
6. Open hose end suction nozzle valve.
7. Check that used oil is flowing through the transparent hose and that vacuum gauge remains in the green zone.
8. When bubbles appear in the transparent hose and vacuum gauge leaves the green zone, then wait a few seconds to clear used oil from suction hose and gauge is in the red zone. Next close hose end suction valve.
9. Remove suction hose. If suction probe is used, remove and clean it.
10. Push to close main control valve.

The evacuation is complete.

### **WARNING**

*Ignoring these instructions will reduce equipment efficiency and may reduce its useful life.*

- Only for extraction from vehicles through the dipstick tube.  
Water based fluids (e.g.: windshield washer, coolant, battery acid, brake fluid, etc.) will cause pump failure.
- Oil must be warm to hold contaminants in suspension (min 70° C).
- Avoid excessive dry running.
- Clean mesh strainer.
- Clean filter regularly.
- Assure strainer O-ring is properly sealed, otherwise vacuum will fail.



Pos.	Part number:	Description
1	22802	Air operated pump
2	42107	Air regulator filter
3	29300	Waste oil filter
4	2295014	Suction probe kit
5	2395110	Push button
6	2395111	Vacuum meter

## Maintenance

*Before doing any maintenance work on the unit, make sure the compressed air is disconnected.*

<b>Operation</b>	<b>Interval</b>	<b>Procedure</b>
Cleaning of waste oil inlet filter.	Weekly	Unscrew the cover cap. Take out and clean the waste oil filter
Check the suction hose.	Monthly	Check the hose for possible damages and remove possible clogging.
Cleaning of inner air line filter.	Monthly	Carefully remove the units cover, making sure no hoses disconnects. The filter is placed in the lower part of the combined air regulator. This filter has got a bayonet locking device.

## Trouble shooting

<b>Symptom</b>	<b>Possible causes</b>	<b>Solution</b>
Pump is not creating enough vacuum.	Dirt in the filter/ probe/ connector.	Clean the filter/ probe/ connector
	Low inlet air pressure.	Increase air pressure before air regulator.
Unit is not completely emptying the crank case.	Wrong use of the unit. (Flexible probe has been inserted too deep; the probe has reached the bottom of the crank case and has been bent upwards).	Take the probe out so that it gets submerged into the oil.
	The vehicle has got a lower supplementary crank case so waste oil can not be emptied completely.	Drain the waste oil through lower cap. This unit is not suitable for that kind of vehicle.
	Crank case geometry does not allow the complete emptying.	
	Waste oil temperature is too low.	Run the engine for a while so the oil warms up.
	Clogged probe and or connector.	Clean probe and/ or connector.