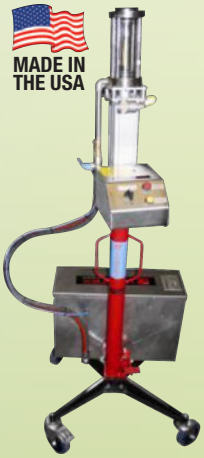
NASCO-OP™
Power of Numbers

FLUID RECOVERY

FUEL EXTRACTION TOOLS

VORTEX
De-pollution & recycling equipment



VOR-MOBILEFUELTOOL
MOBILE FUEL EXTRACTION TOOL
The Fuel tool is pressed up to the underside of a vehicle's fuel tank on a hydraulic pump-up jack and makes a liquid and vapor tight seal, it then punches a hole into the bottom of the tank. The operator can then assess the quality of the fuel - whether gasoline or diesel and decide where to send it. The pump is switched on and the tank is vacuum drained at a rate of around 6 gallons per minute. When the process is complete the hole can be plugged to prevent any residue from seeping out when the vehicle is moved to the scrap pile for crushing or shredding. The tool can easily be moved around your site and simply plugged in to fixed pipework and sent directly to storage tanks or mobile containers. Features: fuel head with beryllium punch, inspection glass and controls to separate clean and dirty gasoline. Two 1" double diaphragm pumps and strainers.

All fuel tool punch systems need a minimum of 120 psi with a recommended pressure of 145 psi (10 bar). Each of the pumps uses 8 cfm (cubic feet per minute).

Beryllium is carcinogenic and should NEVER be sharpened on a grind stone or without proper equipment. In a solid state it is safe.

VOR-FUELTOOL
HIGH VOLUME
FUEL EXTRACTION TOOL
The Fuel tool is pressed up to the underside of a vehicle's fuel tank on a hydraulic pump-up jack and makes a liquid and vapor tight seal, it then punches a hole into the bottom of the tank. The operator can then assess the quality of the fuel - whether gasoline or diesel and decide where to send it. The pump is switched on and the tank is vacuum drained at a rate of around 8 to 10 gallons per minute. When the process is complete the hole can be plugged to prevent any residue from seeping out when the vehicle is moved to the scrap pile for crushing or shredding. The tool can be used solely for gasoline and can use the two pump system to send the fuel to clean or dirty storage tanks. Features: fuel head with beryllium punch, inspection glass and controls to separate clean and dirty gasoline. Two 1" double diaphragm pumps and strainers.

The fuel punch requires a minimum of 120 psi with a recommended pressure of 145 psi (10 bar).

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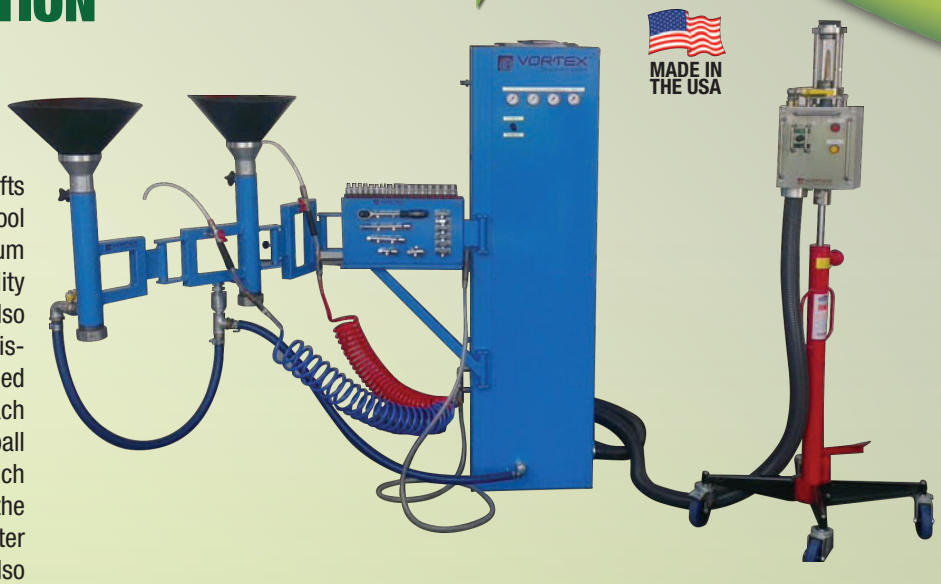
COOLANT & OIL DRAINER

MADE IN
THE USA

VOR-MOBILEOIL-COOLANT
MOBILE OIL AND COOLANT DRAINER
This unit was designed to work alongside the mobile fuel tool in multi lift dismantling bays in a salvage environment. It does away with the need for oil drainers, and replaces them with a tool which pumps the fluids away into storage tanks. It comprises two pumps, one for oils and one for the waters. First the engine bay fluids are removed, brake fluid and power assisted steering fluid are suctioned out of the reservoirs and pumped away to the tanks followed by the coolant reservoir and the screen washer fluid tank. The vehicle is then lifted to allow the engine and transmission oils to be drained into the rubber funnels and pumped away, then the coolant is extracted via the coolant spike and pumped to the waste water tank.

DE-POLLUTION TOWER STATION



VOR-TOWERVRS

DE-POLLUTION STATION - TOWER SYSTEM

The Vortex De-pollution Tower System is designed to fit with lifts or fixed stands. It also includes the Vortex Fuel recovery tool which punches a hole in the bottom of the tank using a Beryllium punch and vacuums out the fuel; it can be assessed for quality before being sent to the correct storage tank. The system also incorporates two oil drainer arms to drain engine and transmission oil simultaneously, with raising funnels and 2" pipes coupled with a washable filter system so these arms never block up. Each funnel is controlled individually with a manually operated ball valve. You can also drain the coolant via the coolant spike which pushes in to the bottom radiator hose and vacuums out the coolant from the cars system. An oil suction hose and water suction hose for above engine extraction are included. Also features: Tool set mounted on oil arm, four 1" double diaphragm pumps and strainers, tank connections: 3/4" JIC male connectors.

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All fuel tool punch systems need a minimum of 120 psi with a recommended pressure of 145 psi (10 bar). Each of the pumps uses 8 cfm (cubic feet per minute). Thus the combi system will need 32 cfm if all pumps run simultaneously. It is recommend a 15 hp compressor that will deliver between 30 and 35 cfm at 150 psi is available. A refrigerated dryer to keep the air dry is also recommended. Pumps will pump a distance of a minimum of 150 ft.

FLUID RECOVERY SYSTEM

VOR-COMBI-4 & VOR-COMBI-6

DE-POLLUTION STATION - COMBI WITH 4" RACK

The Vortex Combi Stand is made up of a 5 ton vehicle stand of 4" or 6" tubing, which can tilt the car to each side to maximize fluid recovery. It also includes the Vortex Fuel recovery tool which punches a hole in the bottom of the tank using a Beryllium punch and vacuums out the fuel; it can be assessed for quality before being sent to the correct storage tank. The system also incorporates two oil drainer arms to drain engine and transmission oil simultaneously, with raising funnels and 2" pipes coupled with a washable filter system so these arms never block up. Each funnel is controlled individually with a manually operated ball valve. You can also drain the coolant via the coolant spike which pushes in to the bottom radiator hose and vacuums out the coolant from the cars system. Also features: Tool set mounted on oil arm, four 1" double diaphragm pumps and strainers, tank connections: 3/4" JIC male connectors.

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