KMC 13/19 MSD

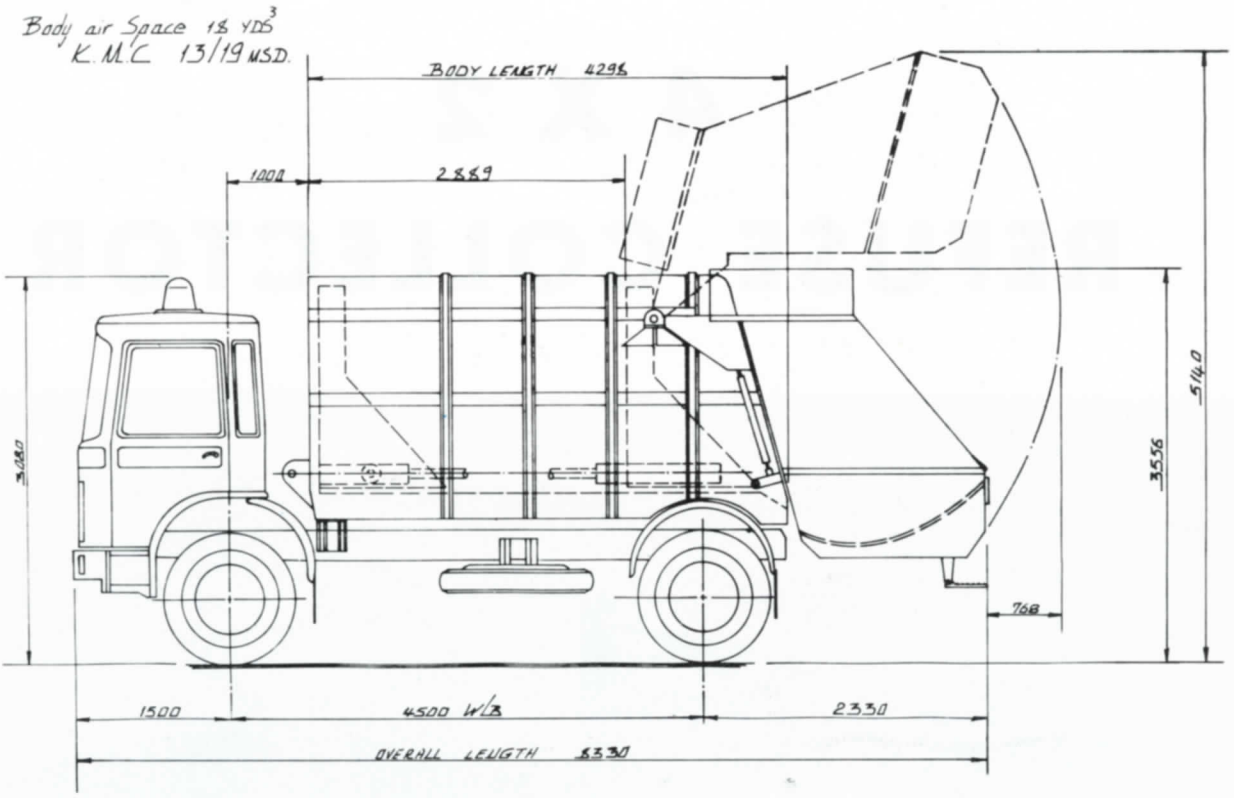
4 X 2
REFUSE COLLECTOR

THE KMC PURPOSE BUILT CHASSIS FOR MUNICIPAL OPERATION WITH REVOPACK BODY

PRODUCED IN ASSOCIATION WITH SHELVOKE AND DREWRY OF U.K.

(One of the world largest Manufacturers of Municipal Equipment).

KMC BODY & CHASSIS S



The triple compaction cycle

The loading member or rake, moves in an elliptical pattern clearing refuse from the loading hopper and forcing it forward through the fixed teeth. Refuse sacks and bulky objects are split up at this stage to improve compression. The moving bulkhead, the ejector plate is always automatically positioned at the rear of the body when the vehicle is empty.

Second stage of compression occurs when further quantity of refuse is compressed into material previously loaded. Revopak can also be used for intermittent loading if required and cycle can be reversed at any time to clear any obstructions. Third stage is achieved by moving bulkhead back pressure against the refuse load. This is achieved automatically and is designed to give the maximum refuse density throughout the body. The bulkhead does not move back until a preset pressure has been achieved.

Body Specification

Body and Hopper Construction: Body of heavy duty aluminium construction with all welded floor fabrication and reinforced ejector ram anchor points. Hopper of welded construction and reinforced with aluminium cladding.

Hydraulic System: An engine mounted high efficiency hydraulic pump provides the power for all services with dump valve to short circuit flow when vehicle is not compacting. Twin hydraulic rams, accurately controlled by a cam ring, rotate the moving teeth.

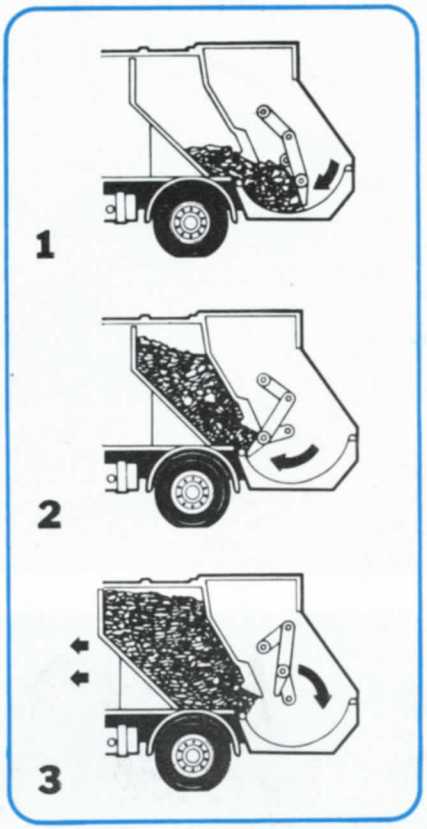
Full thrust from both rams is provided over the critical section of the packing path and a fast return is provided utilising the annulus side of the hydraulic rams.

A relief valve adjacent to the pump protects the complete hydraulic system against overloading.

A single acting hydraulic ram operates the ejector plate, which also serves as a compression barrier.

Twin double acting rams with hopper locks are employed for lifting the loading hopper.

Body Airspace Capacity	**18 cu. yds, 13.7 cu. m**
Hopper Capacity	**2 cu. yds, 1.5 cu. m**
Compaction Ratio	**5:1**



SPECIFICATION 13/19 MSD

Gross Vehicle Weight:	**19000 kg**
Unladen Weight:	**10250 kg**
Payload:	**8750 kg**
Front Axle Capacity:	**6500 kg**
Read Axle Capacity:	**13000 kg**

ENGINE

M.A.N. Type
Diesel Engine Model D2156,
4 stroke, water cooled,
with 6 cylinders in line

Bore/Stroke:	121/150 mm
Piston displacem.	10,344 cc
Rating (DIN)	158 KW (215 HP) at 2200 rpm (238 BHP SAE)
Max. Torque:	74.7 m daN (76 mkg) at 1400 rpm
Compression ratio:	17:1

CLUTCH

Single-plate dry clutch, hydraulically operated.

GEARBOX (ZF)

AK6-80 type, constant mesh, 6 forward and one reverse speeds

STEERING (ZF)

8065 type hydro-steering gear.

SUSPENSION

Front:	Semi-elliptic leaf springs with progressively acting hollow rubber springs and telescopic shock absorbers.
Rear:	Semi-elliptic leaf springs.

FRONT AXLE

Capacity 6500 kg.

REAR AXLE

Capacity 13000 kg.

WHEELS

Type:	7.5 — 20"
Tyres:	11.00 — 20/16PR. Single front, dual rears and with spare.

BRAKE SYSTEM

Foot Brake:	Drum, Full air with independent dual circuit.
Hand Brake:	Mechanical, acting directly on the rear wheels through a spring-loaded cylinder.
Exhaust Brake:	Pneumatically operated "low-noise" design.

CAB (Normal Type)

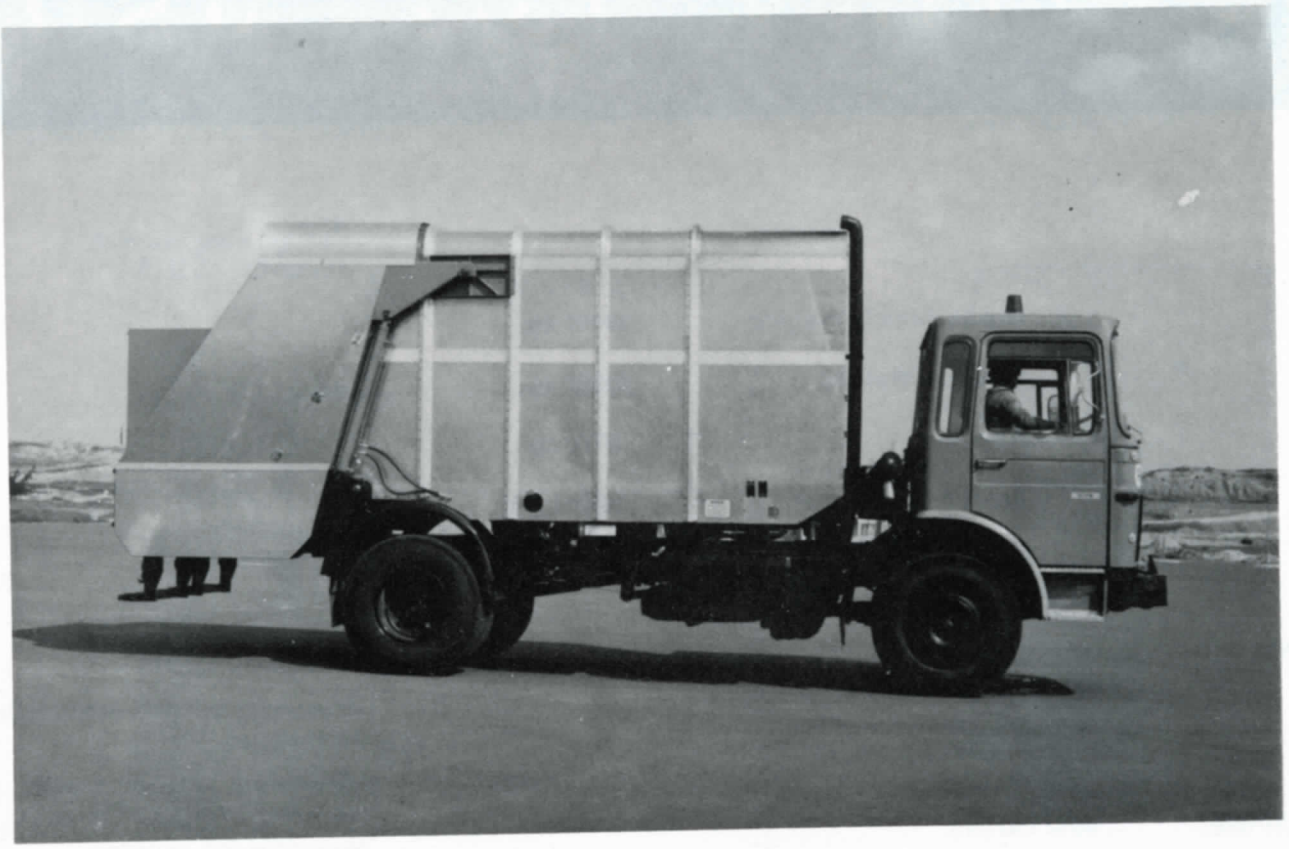
A complete metallic cab, with tilting device, which helps for a good accessibility to engine and to the places of service under the cab. The cab can be tilted to an angle of tilt from 45° or 60°. The instrument panel equipment like speedometer and mileage recorder, revolution counter, water temperature gauge, double gauge for the tank pressure and operating pressure, fuel consumption indicator, oil pressure gauge, high beam indicator lamp, indicator system, battery loading, central warning lamp for the water temperature, the oil pressure from the brakes tank and the cab locking are in very visible place, near the driver.
Great curved, panoramic windshield, a broad rear window and a large rear view mirror, assure a good visibility in all directions. The heating and ventilating system is very efficient with an electric blower, with continued adjusting for heating and demisting the windshield. An adjusting seat in 3 positions for the driver and for the companion a normal seat. Ash tray, sun visor for both, for the driver and the companion. A lighted up glove box, a hook and internal lamps complete the cab interior.

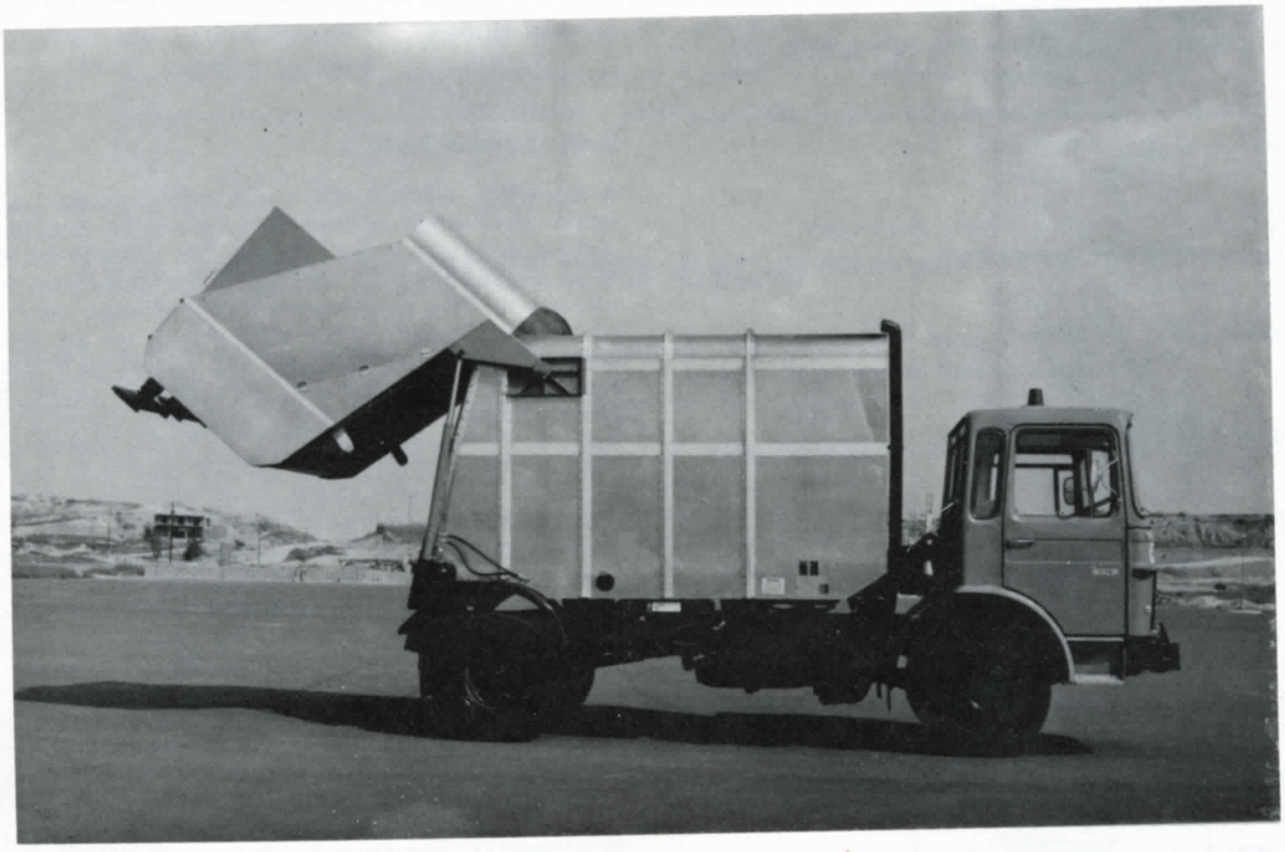
ELECTRICAL SYSTEM

Alternator 24V/390W, 2 batteries of 12V/110Ah, starter: 24V/6HP.

FUEL TANK

Capacity: 140 litres.





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