



LAIRD (ANGLESEY) LIMITED

REDUCE Operating Costs with the
ROTOPRESS
Refuse Collection System



Now manufactured in the United Kingdom – the Type 205 ROTOPRESS. Successor to the Shark Refuse Collection vehicle which has been highly acclaimed for many years, the Rotopress has really big capacity – 19.6 cu yards (15 cu metres).

The new model is the result of over fifty years experience in the design and development of rotary loading collection vehicles.

Already a success in Europe – the Rotopress is reputed to be the fastest loader on the market. Its redesigned container has an extra free air space capacity of 2 cu yards (1.5 cu metres), on a 10in (25.4mm) shorter length than its predecessor. This, coupled to an improved compaction screw cone has resulted in an appreciable increase in compaction, and therefore payload.

A notable feature is the surprising small rear overhang – just see how it manoeuvres around our congested streets. The overhang has been kept so short that it beats any other similar truck known on the market.

Heavy bin lift equipment hanging on the back presents no problems to this vehicle either by weight or length, and most types of bin lift equipment can be accommodated.

This hydraulically powered unit is based on the successful SHARK system – but the simplified layout reduces the circuit components. The use of a large circumferential bearing for the drum mounting eliminates all four roller assemblies together with the support arch previously used on the SHARK. Smoother operation and a reduction in the number of moving parts are the great advantages.

The introduction of the bearing also eliminates any seal and wear plate seal between the container and the completely redesigned rear door. This improved design gives a wider loading area, better stress distribution, eliminates twist and simplifies construction.

The ROTOPRESS can be mounted on to any appropriate chassis. The container can be powered from either a front crank shaft power take off unit giving more flexibility of operation or, from the conventional gearbox lay shaft (PTO).

Externally, the new design has a simplified and more modern appearance. Our aim has been to produce a more efficient, reliable and trouble free machine which makes less demands on maintenance and servicing departments – a source of concern to all Authorities in today's environment of continually escalating costs.



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