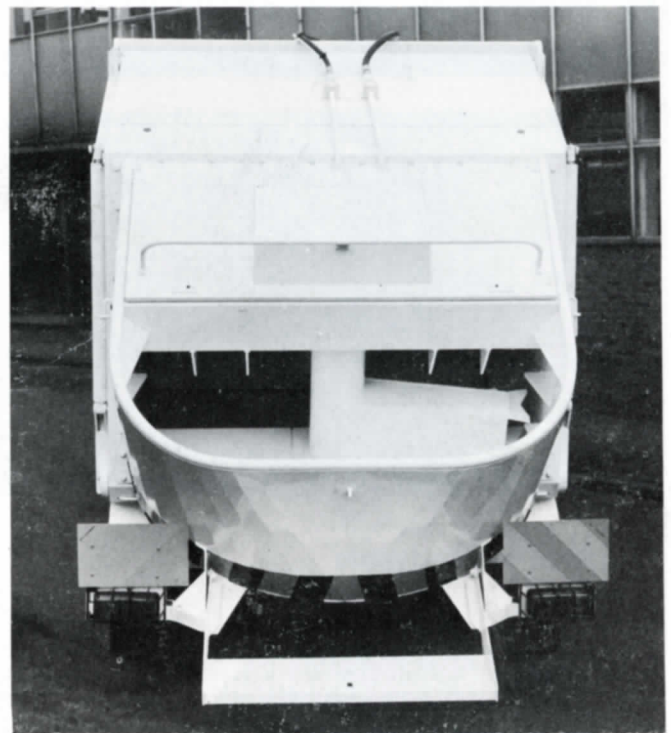


BMV 4000 W

REFUSE COLLECTION VEHICLE



- Highly manoeuvrable.
- Choice of modern crew cab or single cab.
- Tilt cab.
- Short-wheel base.
- Small turning circle.
- 863 mm., (34") width chassis — exceptional stability.
- Large capacity refuse body.
- Quiet in operation.
- Low maintenance — high utilisation.
- Swift ejection 17 secs.
- British-built from alloy steel by craftsmen.
- Standard chassis components.
- A complete range of small machines with large capacities.



R Bradley Municipal Vehicles Limited

BODY

Body manufactured from Corten Steel. All welded by CO² welding process. 8 cu. m., (10.1/2" cu. yds.), free air space. 2 metres wide, (6'6"). Floor 3 mm., (1/8"), Sides 3 mm., (1/8"), Roof 1.6 mm. (1/16"). Suitably cross braced and vertically strengthened by pressed Alloy Steel channel 3 mm., (1/8"). Integral with the body floor ejection runner, 'I' beam section 100 mm. x 100 mm. x 10 mm. x 6 mm., (4" x 4" x 3/8" x 1/4"). Floor and body have one complete section. Floor cross members Corten Pressed Steel. Rear upright pillars carry profiled rear door elongated pivot point Door retaining hooks 30 mm., (1.1/8"), 4360B. The body is mounted on the chassis by fabricated steel brackets.

EJECTION PLATE

Moves longitudinally on the 'I' beam supported by four cast iron rollers with lubrication facility. The ejection plate is fitted with machined steel steadying wheels. Plate manufactured from 3 mm., (1/8") Corten Framed in rolled steel angle 45 mm. x 45 mm. x 5 mm., (1.3/4" x 1.3/4" x 3/16").

HOPPER

Semi-cylindrical shape. Capacity 0.8 cu. m., (1 cu. yd.) Manufactured from: Sides Corten 3 mm., (1/8") sloping inwards to the semi-circular Hopper base Creusabro 32, 5 mm., (3/16"). Top rail formed from 48 mm., (1.7/8") dia. cold drawn steel tubing. Ripper teeth inset on Hopper Sides. Creusabro optional loading step fitted to Hopper rear.

RAMMER

Rammer post formed from 230 mm., (9") O/D Manganese steel alloy hollow tube. Bearing

support spigots machined from BS 392 GRADE C continuous welded both ends. Rammer blade box construction, Super Elso 5 mm., (3/16"). Ripper teeth cut from Creusabro 12 mm., (1/2") plate. Rammer supported by sealed spherical bearing.

REAR DOOR STRUCTURE

Fabricated construction from Corten 3 mm., (1/8") to 5 mm., (3/16") section sections. The door structure carries rammer assembly and loading Hopper. Upper enclosed section carries, hydraulic operating rams, movement valve, and upper paddle bearing structure, bearing housing manufactured from BS 592 GRADE C, hinged service access door fitted to upper section of door.

CHASSIS

G10 Dodge 9.7 G.V.W. either 120" – 100" wheelbase. Single cab or crew cab. Perkins 6354 U4* 5 speed synchromesh gearbox lay shaft driven P.T.O. Single speed rear axle. Twin rear wheels.

* 113 BHP installed at 2800 rpm maximum torque 347 Nm (256 lb. ft.) at 1250 rpm.

Clutch 35.5 cm (14") S.D.P. Brakes Air Hydraulic divided line.

Lining Area 3380 sq. cms. (524 sq. ins). 12 Volt electric regulated control 128 amp. Hr. at 20 hr. rate.

Fuel tank capacity 134 litres, (29.5 gallons). Low line cab on any suitable chassis.

BMV 4000 W

	Single Cab	Crew Cab
Wheel Base	2540 mm. (100")	3048 mm. (120")
Overall length	5689 mm. (18' 8")	6197 mm. (20' 4")
Overall width	2260 mm. (7' 5")	2260 mm. (7' 5")
Overall height	2896 mm. (9' 6")	2896 mm. (9' 6")
Pay load up to	4.62 tonnes (4 tons 11 cwt.)	4.37 tonnes (4 tons 6 cwt.)
G.V.W.	11.38 tonnes (9.7 tons)	11.38 tonnes (9.7 tons)

British Patent No. 1032920



Due to the company's policy of continuous improvement, the company reserves the right to alter without prior notice specifications and dimensions.

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A member of R. Bradley Motor Holdings Limited