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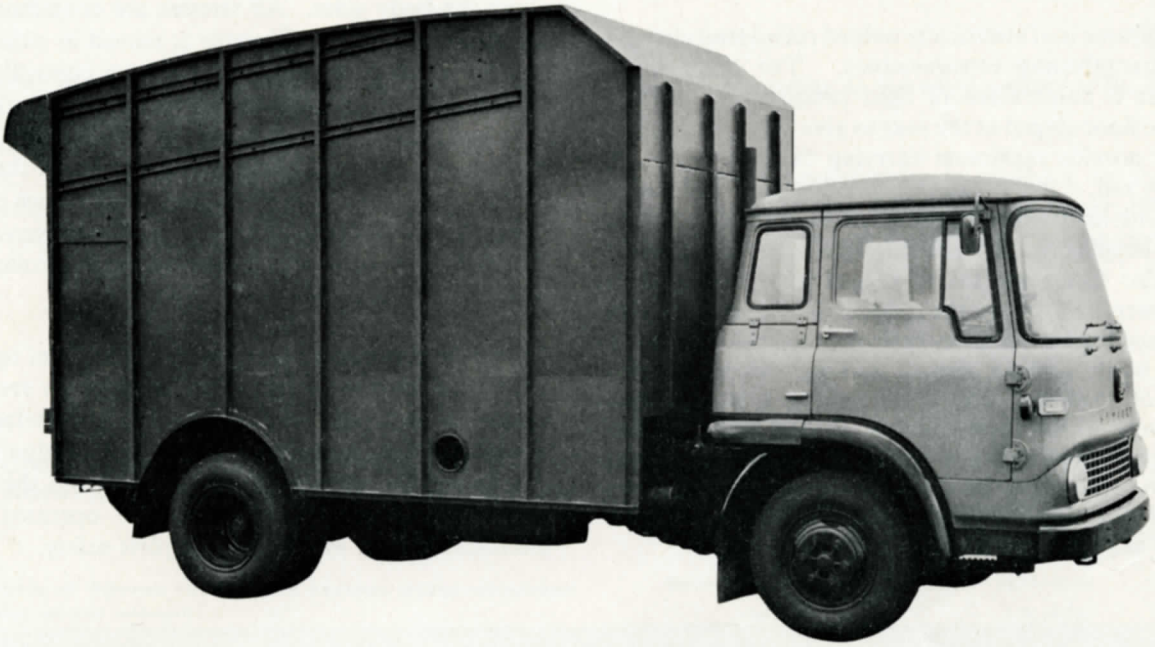
6. PUB-3

Issue No. 4



A Compressmore 12/20 cu. yd. unit complete with crew cab on the Bedford 5 ton KDS type chassis.

GENERAL DESCRIPTION

EAGLE REAR-LOADING "COMPRESSMORE" REFUSE COLLECTOR

BEDFORD J4, J5L, KDS, KEL & KFL CHASSIS

Body by Eagle Engineering Co. Ltd., Eagle Works, Warwick, England

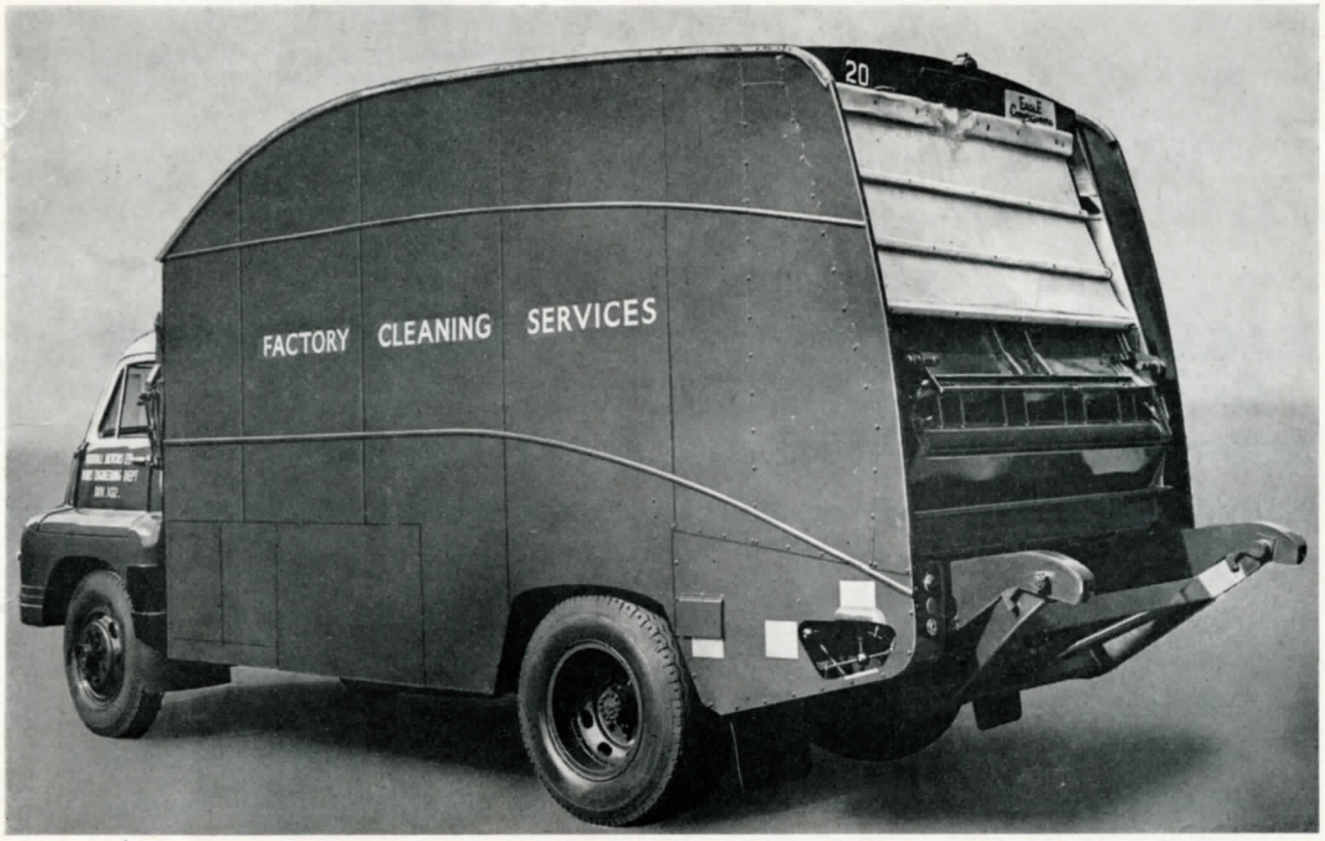
THE "Compressmore" Refuse Collector is already in world-wide service. This vehicle offers considerable advantages in the economic and hygienic collection of refuse, and enables very much larger loads to be handled than are possible with the side loading type of vehicle. Standards of cleanliness in operation are much higher than when using conventional loading methods. A hydraulic bin-lifting platform can be fitted where this is required. The hydraulic compression gear and the hydraulic tipping mechanism can both be controlled either from the driver's cab or from the rear loading platform.

CONSTRUCTION

The subframe is of electrically welded rolled steel channel, with strengthening crossmembers. The body superstructure is constructed of light pressed steel sections, with the floor sloped at the rear to give a low loading line and to provide maximum carrying capacity below the loading rail. Body exterior panelling of aluminium alloy, with an extension skirt fitted below the body sides can be supplied as an optional extra. The compression plate also forms the taildoor, and is in two sections. The lower half forms the principal compression unit, the upper half forming an extension to enclose the rear of the body, and to prevent spillage during the final stages of loading. The lower half is a strong, light, electrically welded construction of steel pressings and tubes. The barrier face is angled to give best compression ; the upper half, incorporating a rubber bump rail and hinged to fold down during loading, is fabricated of steel angle and sheet.

The complete compression plate assembly is suspended from an overhead trolley running in renewable tracks along the body sides. All stresses are contained within the structure. The compressor is moved in either direction by a double-acting hydraulic ram controlled from the driver's cab. Complete control of all operations can also be handled from the rear of the vehicle. A bell push at the rear enables the loaders to signal the driver. Maximum compression stroke and quick return occupies a 30–35 second cycle. The degree of compression and moment of return are automatically controlled by a hydraulic valve.

Hydraulic ram tipping gear gives a 45° angle of tip, and is controlled from the driver's cab, or from the rear of the vehicle if required. Release, raising and retracting of the taildoor and compression plate prior to tipping may, if required, be operated by the driver from the cab, or alternatively from the rear, and are operated by an interlocking lever system for complete safety.



This rear view of a Compressmore with industrial bin-lifting attachment shows a body exterior panelled in aluminium and painted. This particular vehicle is one of a fleet of Compressmores in regular use at the Vauxhall Motors and Bedford Truck factories at Luton and Dunstable. Large capacity wheeled bins are used as refuse receptacles, and these containers are emptied into the vehicle at numerous refuse collection stations throughout the factory areas. All operations can be controlled and handled by the driver alone. *See details of bin-lifter on page 4 of this folder.*

CONSTRUCTION (continued)

A hinged dust flap at the rear of the body prevents spillage during loading, and stabilisers are fitted to the underside of the body to prevent movement when tipping. The loaders' step at the rear is hinged. Lockers for salvage, waste paper, etc., can be fitted at each side of the body when optional external panelling is specified.

Finish is according to the requirements of the individual customer.

The Eagle Compressmore is available in three body sizes, the 12/20, the 16/24 and the larger 18/26 cubic yard versions. See next column for chassis details.

DEMONSTRATION DATA—BEDFORD 16/24 CU. YD. COMPRESSMORE REFUSE COLLECTION BODY

Analysis of figures taken from various demonstrations with the above vehicle:

These have been selected from a number of authorities and represent a reasonable average of performance figures:—

Heaviest load collected	5 tons 2 cwts.
Lightest load collected	3 tons 4 cwts.
Average load collected	4 tons 7 cwts. 1 qtr.
Average time taken to collect	3 hrs. 42 mins. per load
Average number of loaders	5
Average number of bins per load	307

DIMENSION AND WEIGHT DATA

12/20 cu. yd. model with Bedford cab on J5 Normal Control chassis:

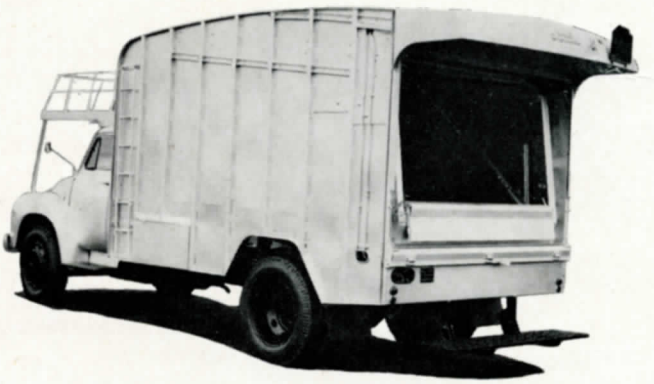
Overall length	23 ft.–2 in.	7·05 m.
width	7 ft.–6 in.	2·28 m.
height	10 ft.–0 in.	3·05 m.
Turning circle	52 ft.	15·8m.
Kerb weight, petrol engine	10080 lb.	4572 Kg.
Shipping weight, petrol engine	9900 lb.	4490 Kg.
Shipping volume	1740 cu. ft.	49·3 cu. m.

18/26 cu. yd. model with Bedford cab on KFL Forward Control chassis:

Overall length	23 ft.–1½ in.	7·03 m.
width	7 ft.–6 in.	2·28 m.
height	10 ft.–2 in.	3·12 m.
Turning circle	52½ ft.	16 m.
Kerb weight, petrol engine	13135 lb.	5958 Kg.

Body capacities and appropriate chassis:

12/20 cu. yd. with standard Bedford cab	Bedford J5 or KDS chassis
12/20 cu. yd. with crew cab	Bedford KEL chassis
16/24 cu. yd. with crew cab	Bedford KEL chassis
18/26 cu. yd. with standard Bedford cab	Bedford KFL chassis
18/26 cu. yd. with crew cab	Bedford KFL with extended chassis



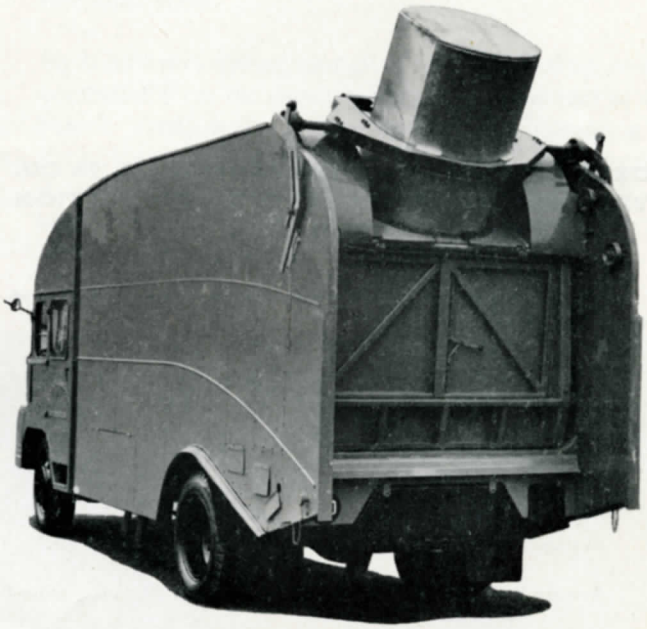
This 12/20 cu. yd. Compressmore is mounted onto a Bedford J5 chassis-cab.

STANDARD AVAILABLE OPTIONS

OPTIONAL BIN LIFTER: Designed to suit requirements. Maximum capacity 1·25 cu. yd. (0·964 m³). Chiefly for use with industrial and factory refuse or waste, using bins designed for use with the Compressmore. Trolley type bins can be supplied if required. The cradle type tipping gear is pivoted at chassis tipping point. Automatic locking arms engage trunnions on the special bins, lifting, tipping and returning the bin without strain on the body structure. Complete cycle takes 14–20 seconds.

The bin-lifting mechanism and rear door arrangement can be supplied to fit the British Standard " Paladin " bin, which is similar to the type of hygienic bin now in use in many parts of the world. See illustrations on this page.

This rear view of a Compressmore fitted with the " Paladin " bin-lifting mechanism shows the rear doors of the body open and the bin lifter itself raised clear.



Here is the " Paladin " bin-lifting equipment showing a bin actually in position at the moment of being emptied. The operation is dustless, and the bin is returned to ground level on completion of the cycle.

NOTE : These are bodybuilder's options. For Bedford chassis options, please refer to full chassis specification detail. When the chassis is ordered separately, it is essential that any necessary production options be incorporated before delivery is made to the bodybuilder.

In accordance with the Bedford policy of progressive improvement the manufacturers and coachbuilders reserve the right to alter specifications and/or prices without notice. Where slight variations are unavoidable, weights, dimensions and capacities are given approximately. They must not be taken as applying to any particular vehicle. This specification does not constitute a contract. E. & O.E.

VAUXHALL MOTORS LIMITED - LUTON

BEDFORDSHIRE - ENGLAND

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