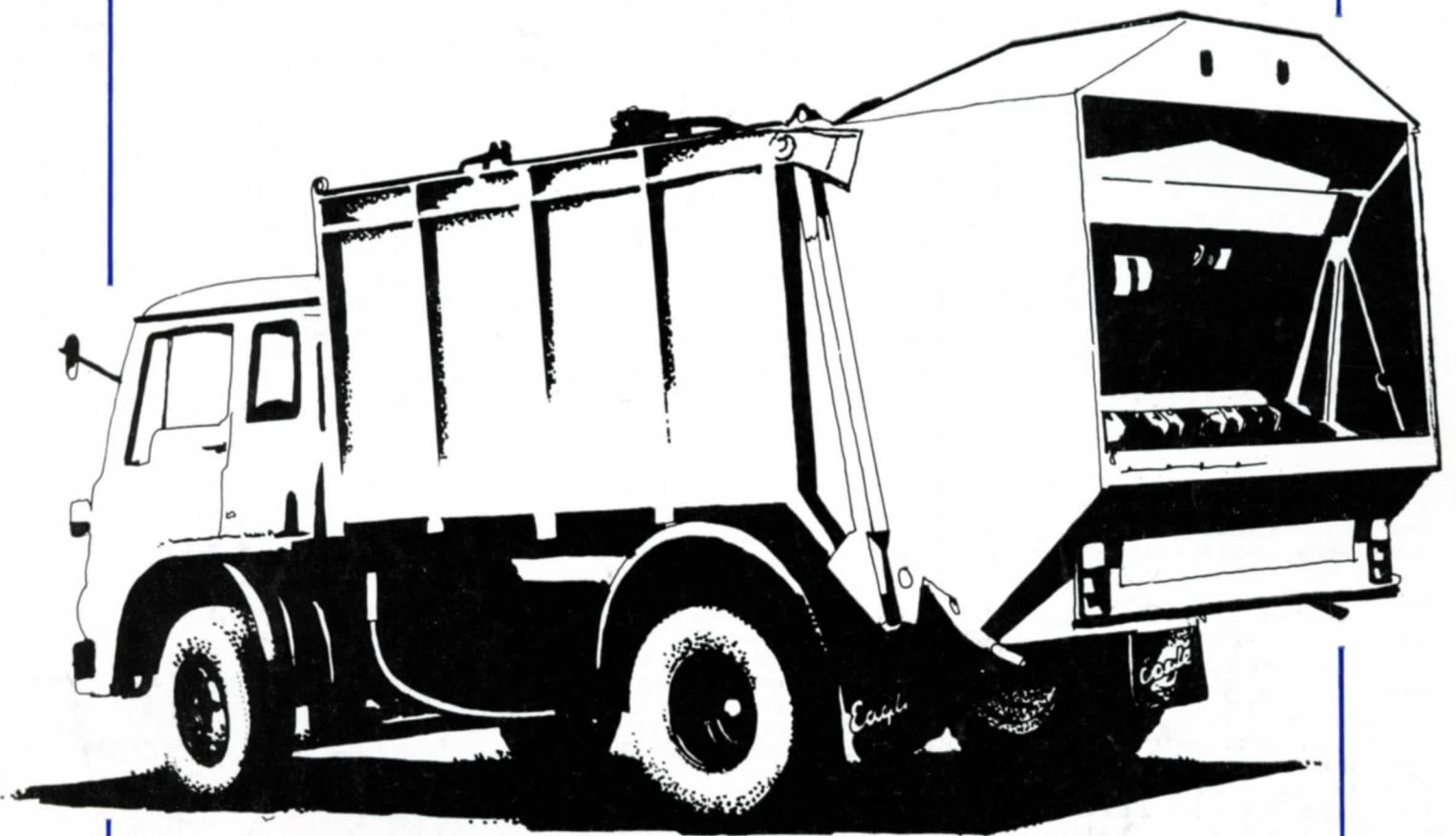


Eagle



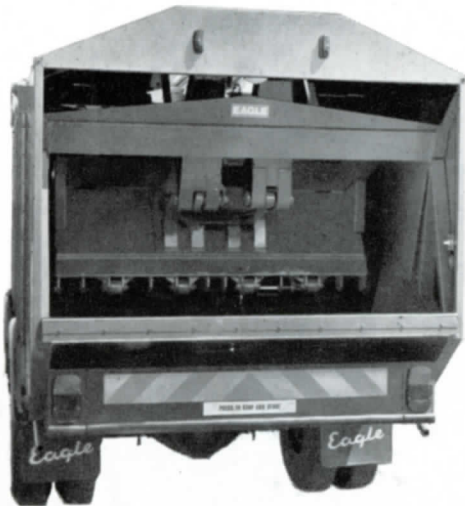
Compressload

Refuse Collectors

Capacities of 30, 50, 70 cubic yards

Eagle COMPRESSLOAD

The Compressload range caters for the needs of all authorities who require a relatively compact machine which has sufficient capacity to minimise journeys to the tip. With average loads, compressed to a ratio of approximately 4:1 the vehicles need only be emptied twice a day. All electro hydraulic components are mounted externally on the body, leaving the chassis completely clear and thereby enabling servicing to be carried out quickly. These outstanding features are characteristic of all the Compressload models promoting many labour saving and maintenance free benefits. The controls of the Compressload models 3, 5 and the larger model 7 are standardised and are simple to operate.



Specification TSE 2043S

Body

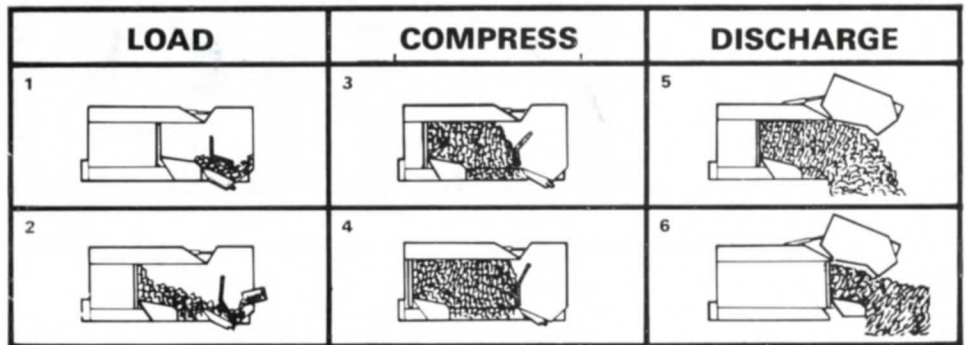
Constructed of corrosion- and abrasion-resistant .090" thick alloy steel sheets which are strongly braced by steel box members based on a robust channel sub-frame. The body has parallel sides to enable the load to be positively discharged by means of an ejector plate. The roof of the body is strongly braced to withstand the compacting strains and incorporates the hydraulic oil tank. The body mounts directly to the chassis to eliminate tipping strains.

Ejection Gear

Discharge is achieved by an ejector plate fabricated from substantial, rolled-steel channels carried on suitable bearing blocks to slide within the sub-frame channels. The ejector plate is operated by means of a specially designed Yorkshire double-acting ram which is pivoted at each end within the cowling of the ejector plate.

Loading Hopper

The compression unit completely seals off the rear of the body and is constructed of corrosion-resistant alloy steel sheets and heavy-duty box members designed to resist compression strains. The floor wearing strips are detachable for replacement purposes. The loading hopper hinges upwards when discharging; the hydraulic rams which actuate the compression mechanism also elevate this hopper. The hopper contains two moving compression barrier plates actuated by power arms driven



from two hydraulic rams situated on the roof top. The lower barrier is fitted with twelve teeth which grip and shred the refuse as it is transferred to the main body. This action breaks down cardboard and wooden boxes and effectively shreds sacks. Due to the design of the hopper and compressing barriers, there is no necessity for seals as the action is self clearing.

Compression System

The action of the mechanism is such that the bottom barrier carries out initial compression by forcing the refuse against the floor; the top barrier then moves the compressed refuse up the floor of the body in conjunction with the bottom barrier. The third compression stage is carried out by the top barrier forcing the refuse further into the body. Incorporated on the rear of the hopper is a large stop/start switch plate which allows the operator to stop the barriers instantly; the barriers can be stopped in any desired position or reversed to free an obstruction.

Body Locks and Safety Device

Two simple screw-type locks clamp the rear hopper to the body, if not engaged a fail safe mechanism stops movement of either barriers or rear hopper.

Hydraulic Equipment

The continuous loading and compressing mechanism is operated electro-hydraulically from a continuous running pump driven from the front of the engine. The action is continuous in operation whether the vehicle is stationary or 'kerb crawling'. The hydraulic rams and sequence valves are of proven reliability to give trouble-free service. The

hydraulic pump delivers 13 gallons a minute at 1100 r.p.m. and is a gear-type pump. A solenoid operated valve is provided for automatic loading and a manual selection valve for ejection discharge and raising the canopy. Micro-filters are incorporated in the suction and delivery lines.

Body Mounting

The body bolts directly to the chassis in a manner approved by the chassis manufacturers. The body does not interfere with existing chassis fittings such as brake reservoirs, batteries, fuel tank, below chassis height.

Electrical Road Equipment

Rear lights, flashing indicators and stop lights are fitted.

Controls

The barriers are electro-hydraulically operated by a single switch on the cab fascia panel. Twin controls for actuating the loading hopper and the ejector plate are placed on the forward end of the body within easy reach of the driver.

Painting

Thoroughly cleaned and painted in a good quality primer paint.

Spare-Wheel Carrier

Chassis should be supplied with a side mounted spare wheel carrier.



Hestair Eagle Limited
The Saltisford
Warwick, England
Telephone 0926 44321
Telex 31450

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