

Eagle



PENDULUM

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Specification - Ref TSE 1861 S

Capacities:

Pendulum 40: 40 cu yd (30.62 m³)
Pendulum 50: 50 cu yd (38.23 m³)

Cab:

Chassis manufacturer's standard cab, or chassis manufacturer's standard cab modified to crew.

Compression ram:

Mounted horizontally beneath the floor of the body. This 10 ton (10160 kg) hydraulic ram works on pull for compression and on push for return and is linked by a connecting rod directly to the rear barrier giving complete freedom of movement. 50 in (1270 mm) stroke rams fitted to both models.

Sub-frame:

Constructed from mild steel RHS gusseted and welded with reinforcements at joints as necessary.

Floor:

Stitch welded steel floor of 10 and 14 gauge steel, rear portion curved, stitch welded to sub-frame. Centre slot for barrier hook with 'Balata' seal fixed with brass set screws.

Sides:

Vertically framed with rectangular hollow section steel, sheeted with 12 gauge steel sheet, welded to frame. Side skirt projection reinforced to sub-frame.

Roof:

Fabricated from 16 S.G. sheet and rectangular hollow section. As standard, the floor, sides and roof are assembled in box section form without a salvage well.

Mounting:

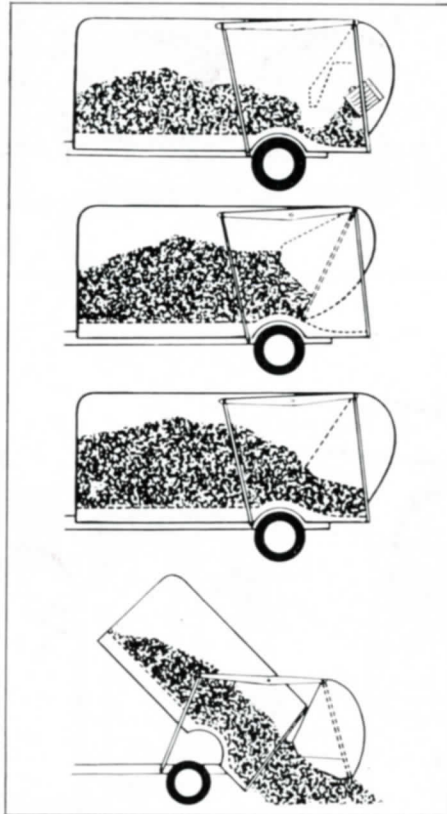
Body is mounted on the chassis by two hinge points positioned 5 in (127 mm) rearwards of the rear springs hanger bracket, chassis suitably reinforced with steel plate.

Hydraulic tipping gear:

End or underbody tipping gear fitted.

Rear compression barrier:

Double face type for use with domestic bins and paper sacks. The compression barrier is of a shape which forms two distinct faces for compressing the refuse. The bottom portion takes charge of the refuse which has been emptied into the hopper,

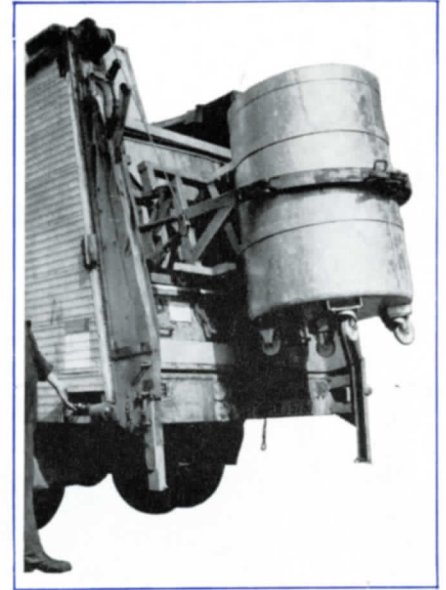


the upper face pushes the top load forward in the interior of the body. The compression face, in all, is some 48 in (1219 mm) deep. The whole barrier swings forward and backwards independently when not attached to the hydraulic ram, and is carried by two forks, on each side of the body at the rear. Lifting arms, which are pivoted on the side of the body, are connected to the barrier and, by means of connecting links, to brackets attached to the chassis. This system lifts the barrier clear of the discharging refuse when the body is tipped. The barrier has a canopy and two side screens framed in 1 in (25.4 mm) angle and panelled in 18 gauge steel. Inside the body at the top is a nudge bar which operates on the barrier. This nudge bar

pushes away the barrier leaving a very large opening for the discharge of refuse. The large hopper has a capacity of 1½ cubic yards (1.14 m³), loading through full width aperture 78 x 39 in (1980 x 990 mm) which is closed to compress and for travelling. A scraper seal is fitted to the base of the barrier.

Hydraulic fittings:

All the hydraulics are fitted on the chassis. Where possible all hydraulic pipes are in steel, and flexible pipes are fitted where necessary. Control valves in the cab operate tipping and compression.

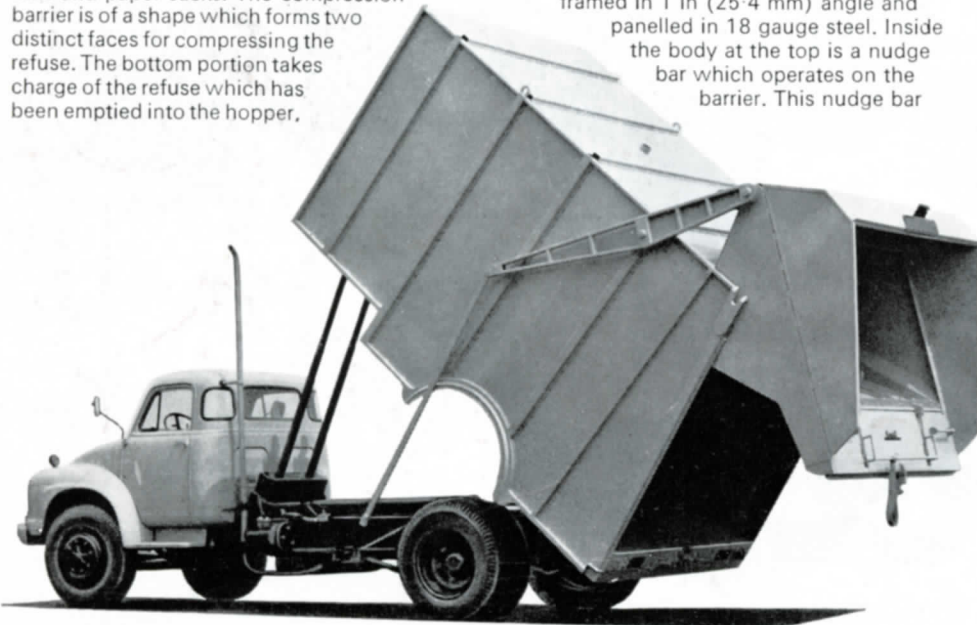


Details and operation:

The power unit of the vehicle is the hydraulic load ram, one end of which is anchored to the body just aft to the cab. By means of a releasable hook mechanism, the other end of the ram is attached to the sweep face of the pendulum compression barrier; pressurised hydraulic oil is fed to the load stroke when the barrier has reached its maximum forward level. To return the barrier to the rear the same control is moved to its opposite position. A press-button fitted to the rear of the vehicle allows the loaders to signal the cab each time a compression operation is required. The load is discharged by operating the cab mounted TIP control. One elementary precaution which must be observed is to ensure correct location of the hook details as the body returns to its horizontal position. The PTO unit must be engaged before any of the above can take place and similarly the PTO must be disengaged when the hydraulic system is not in use.

Bodies in CKD form:

The Pendulum Refuse Collector has been specially designed so that it can be shipped in CKD form and mounted to the chassis at the place of final use. The all-bolted mountings and pipe fittings together with simple welding requirements allow the equipment to be assembled with the minimum amount of training.



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