"KARRIER-TRANSPORT"

Loadmaster

COMPRESSING REFUSE COLLECTOR

(20-25 CU. YDS. CAPACITY)

MORE REFUSE REMOVED... FEWER JOURNEYS TO TIP

OUTSTANDING FEATURES OF THE

"KARRIER-TRANSPORT"

Loadmaster

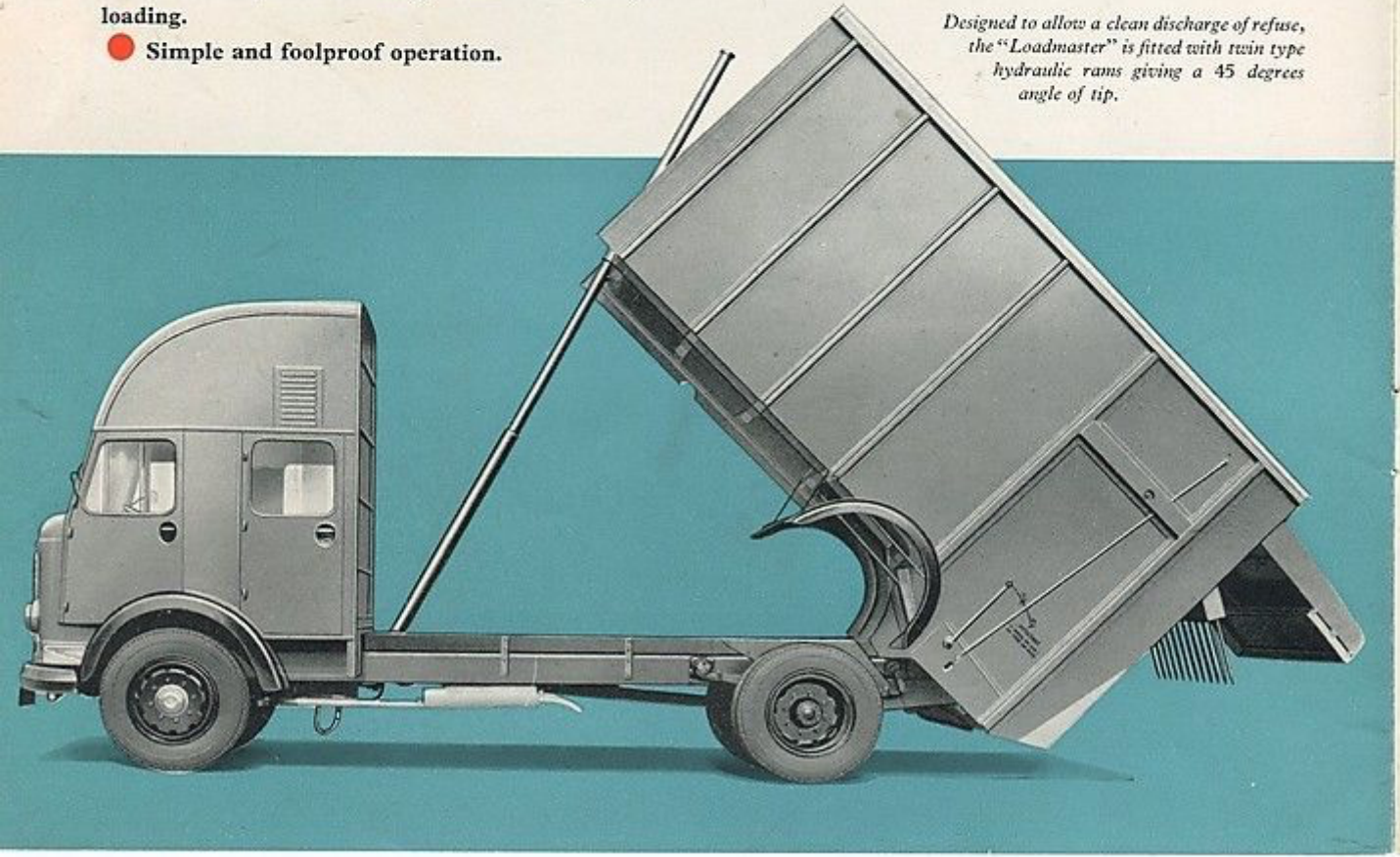
COMPRESSING REFUSE COLLECTOR

The "Loadmaster"—powered by a fully proved o.h.v. engine with long life chrome finished bores—is an advanced design of refuse collection vehicle, the principal features of which are as follows:—

- Really large capacity . . . 20 cubic yards actual physical volume, excluding the loading hopper . . . capable of containing 25 cubic yards or more of refuse when compressed.
- Safe, easy ground loading from the rear into a capacious hopper.
- Charging of the body from rear hopper is fully automatic and is controlled by loaders from rear end of vehicle, thus ensuring continuous speedy loading.
- Simple and foolproof operation.
- Body and loading hopper are constructed of aluminium alloy, giving strength with lightness.
- The comfortable and well proportioned all-weather cab affords seating accommodation for a crew of seven or eight, or alternatively, accommodation for salvage.
- The vehicle can be adapted for automatic dustless loading in conjunction with special bins.

A really hygienic machine which will cut costs, increase the speed of collection and reduce the fatigue of loaders.

Designed to allow a clean discharge of refuse, the "Loadmaster" is fitted with twin type hydraulic rams giving a 45 degrees angle of tip.



ABRIDGED CHASSIS SPECIFICATION

ENGINE Six-cylinder o.h.v., with 3¾ ins. (95·25 mm.) bore, 4⅜ ins. (111·13 mm.) stroke and displacement of 4,750 c.c. Rated at 33·8 h.p. it develops 109 b.h.p. CYLINDER BLOCK and CRANKCASE are a compact one-piece casting with cylinders set at an angle of 66° to the vertical. Cylinder barrels are completely jacketed, with bores chrome finished to give phenomenal long life. 'T' slot pistons of "Lo-Ex" alloy with two compression and one oil control ring above gudgeon pin and one plain ring, replaceable by oil control ring after long mileage, below the pin. Machined combustion chambers in CYLINDER HEAD have separate valve ports. Inlet valves of silicon chromium steel, sealed against oil loss, and exhaust valves of austenitic steel in renewable guides are operated by rocker arms through push rods and barrel type TAPPETS from four-bearing CAMSHAFT. CONNECTING RODS, of 'H' section steel stamping have micro-babbitt lined steel-shell crankpin bearings and seven-bearing CRANKSHAFT is counterweighted for smooth running. A large gear type pump maintains complete high pressure LUBRICATION through drilled crankshaft to crankpins and drilled connecting rod webs to gudgeon pin bearings. CARBURETTOR, 40 mm. "Solex" downdraught type, with easy starting device and oil bath air cleaner, is fed from a 24-gallon fuel tank. IGNITION system includes high voltage coil, automatically controlled distributor and long-reach 14 mm. sparking plugs.

CLUTCH AND GEARBOX The enclosed 12 ins. ventilated single dry plate clutch requires no lubrication or internal adjustment. Four-speed gearbox embodies constant mesh helical gears for top and third, two six-bolt facings for power-driven attachments, and speedometer drive. Complete power unit is three-point rubber mounted.

TRANSMISSION Through balanced tubular propellor shafts with "Layrub" cushioned drive universal joints.

REAR AXLE Spiral bevel unit in an exceptionally robust steel casing. A bronze thrust pad behind crown wheel checks movement due to shock loads. Fully floating flanged axle shafts take the drive through effective oil seals to road wheel hubs. Standard ratio: 7·14 to 1.

FRONT AXLE AND STEERING Axle bed is an 'I' section high tensile steel forging, robust stub axles being carried on large diameter inclined king pins. Cam and roller steering unit with 18 ins. steering wheel has a ratio of 21 to 1.

FRAME AND SPRINGS Deep reinforced side members of high duty steel, braced by seven cross-members, carry reverse cambered semi-elliptic springs of silicon-manganese steel to give increased strength under load. Front springs are 48 ins. long by 2¾ ins. wide; rear springs are 54 ins. long by 3 ins. wide.

BRAKES Powerful hydraulic two-leading-shoe brakes —rear of the both direction type—operate in cast drums. A 6¾ in. vacuum servo is fitted and brake dimensions are: front, 16 ins. dia. by 3 ins. wide; rear, 15¼ ins. dia. by 5 ins. wide.

CHASSIS LUBRICATION Hexagon-headed oil gun nipples, suitable for hand gun or high pressure systems, are fitted to all working parts.

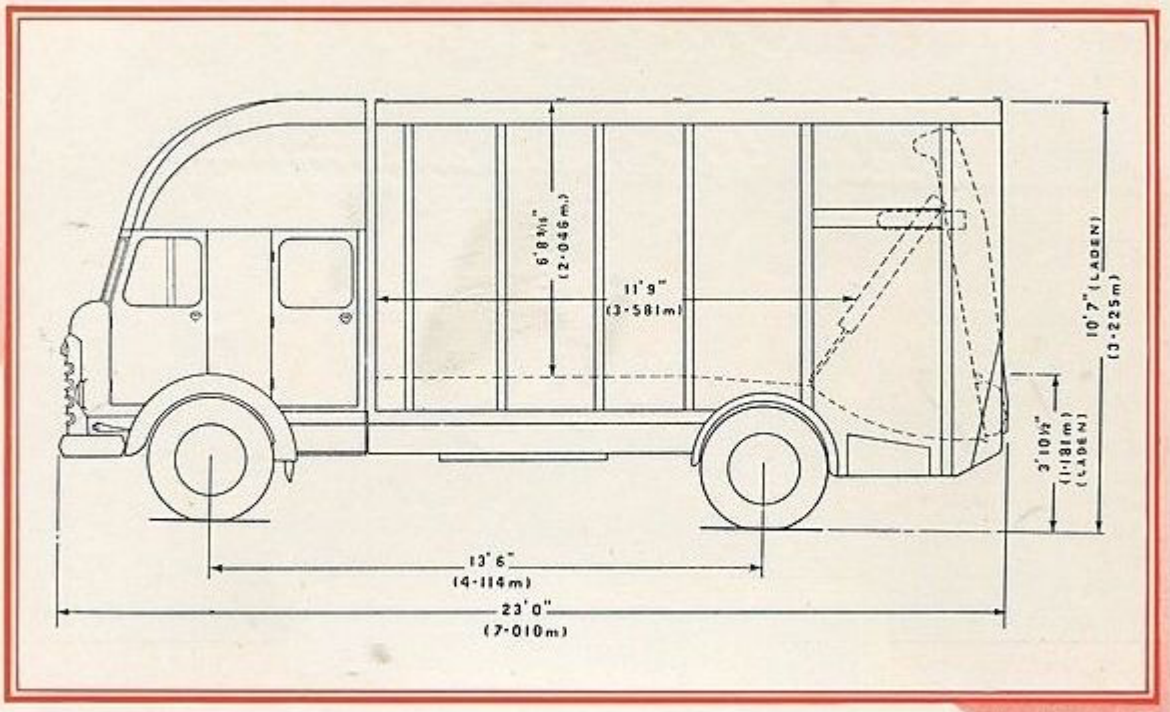
WHEELS AND TYRES Pierced steel disc two-piece wheels, with B6·0-20 rims, 5·10 ins. offset, are fitted with "India" 8·25-20 12 ply tyres. Spare wheel and tyre supplied on substantial carrier amidships.

ELECTRICAL EQUIPMENT Positive earth system includes a 12-volt fan-ventilated, compensated voltage control dynamo and "Lucas" starter with spring-type drive. A battery of 64 amp. hour capacity; 36-watt headlamps; side lamps in front step plates; tail light and 'stop' signal are incorporated.

INSTRUMENT PANEL Indirectly illuminated panel embodies speedometer, oil pressure gauge, electric fuel gauge registering engine oil level on a separate circuit, lighting and ignition switches, plug-in points for inspection lamp, warning lights and hand controls for carburettor and easy starting system. A multi-pin chassis wiring plug on the panel facilitates servicing.

GENERAL EQUIPMENT Hydraulic jack and handle, wheelbrace, tyre levers, oil gun, detachable starting handle, kit of tools, front and rear number plates, etc.

DRIVER'S CAB With a distinguished modern appearance the full-forward cab of all-metal contruction seats seven or eight persons, with provision for protective clothing and equipment. Easy entry is afforded through 35 ins. self-closing front-hinged doors on each side, set well forward and provided with convenient steps, whilst a third door on near-side gives access to rear of cab. Forward doors have sliding windows in toughened safety glass. Ideal driving conditions are assisted by easily visible instruments, wide vision two-piece screen of toughened glass with dual electric screen wipers, controlled interior temperature, floor mat and effective sealing against draughts. Two large pockets are built into the facia, whilst a wide shelf situated above windscreen provides accommodation for clothing, etc. Driving mirror and licence holder are supplied with cab, which is supported on the frame by four large rubber mountings.



LEADING DIMENSIONS

Length inside body	11 ft. 9 ins.	Overall width of vehicle	7 ft. 6 ins.
Width inside body	6 ft. 10⅛ ins.	Overall height of vehicle (laden)	10 ft. 7 ins.
Height inside body	6 ft. 8 3/16 ins.	Overall height of vehicle (tipped)	17 ft. 2½ ins.
Width of rear opening	6 ft. 0⅛ ins.	Capacity of body (less hopper)	20 cu. yds.
Loading line from ground	3 ft. 10½ ins.	Unladen weight	99 cwt.
Overall length of vehicle	23 ft. 0 ins.	Annual Tax	£70

ABRIDGED PARTICULARS

Engine	Six-cylinder semi-horizontal o.h.v. 109 b.h.p. (Rating 33·8 h.p.)	Turning circle (approx.)	55 ft. 0 ins.
Bore	3⅞ ins. (95·25 mm.)	Overall length of chassis	23 ft. 3¾ ins.
Stroke	4⅜ ins. (111·13 mm.)	Overall width of chassis (over front wings)	7 ft. 2½ ins.
Gear ratios:	*Gearbox* / *Overall*	Ground clearance (under rear axle laden)	10 ins.
Top	Direct / 7·14 : 1	Frame height at rear (laden)	2 ft. 7½ ins.
Third	1·788 : 1 / 12·77 : 1	Tyre size	8·25—20-12 ply
Second	3·366 : 1 / 24·03 : 1	Petrol tank capacity	24 gallons
First	6·414 : 1 / 45·8 : 1	Chassis weight (excluding fuel, water, spare wheel)	48¾ cwt.
Reverse	8·246 : 1 / 58·88 : 1	Max. permissible gross vehicle weight	220 cwt.
Wheelbase	13 ft. 6 ins.		
Wheeltrack:			
Front (at ground)	6 ft. 0 ins.		
Rear	5 ft. 7 ins.		