

E. J. BLEILER EQUIPMENT CO., INC.
ROUTE 128 - EXIT 56 W
19 CRAWFORD STREET
NEEDHAM HEIGHTS, MASS. 02194
444-3700

KUKA

"Shark" Refuse Collection Vehicle



STREGIS

Why "the Shark"?

Look what it can digest!

The Kuka Shark does the *whole* job of refuse collection. It won't get indigestion from:

- upholstered furniture
- rugs and carpets
- bundled newspapers
- steel drums
- automobile tires
- wooden crates
- mattresses
- television sets
- brush
- demolition and construction waste
- stoves
- bedsprings
- bicycles
- scrap metals
- plastics
- cardboard

Low Maintenance

Maintenance is simple and maintenance costs are drastically reduced!

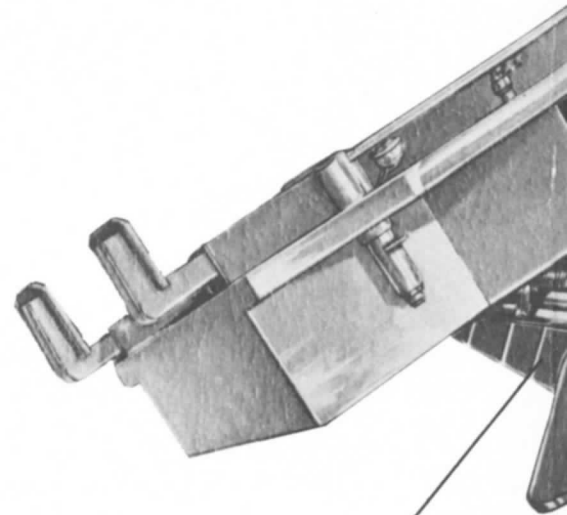
Gone are all the hydraulics of conventional packer bodies. With all its ruggedness, the Kuka Shark is simple to take care of! The costly replacement items such as hydraulic pistons, fluid, cylinders, pumps, hoses and valves will never tie up a Kuka Shark in the maintenance shop!

Kuka Shark is the only packer body with a 19, 23, 25 or 27-yard hopper! The hopper simply *can't* be filled! The Kuka uses a direct drive from the engine through the power take-off. The rotating drum continuously feeds, crushes and compacts the refuse. A simple air system operates its rear gate.

There is no packer blade to be damaged, to wear, shatter and eventually replace. The feed is powerful, continuous, positive and *mechanical!*

Lower RPM's are required for packing therefore reducing engine wear and extending the life of the chassis.

The Kuka Shark's reduced maintenance pays off in three ways: drastically cut servicing costs per year per vehicle; less down time; longer vehicle life. And one vehicle that can do all collection jobs!

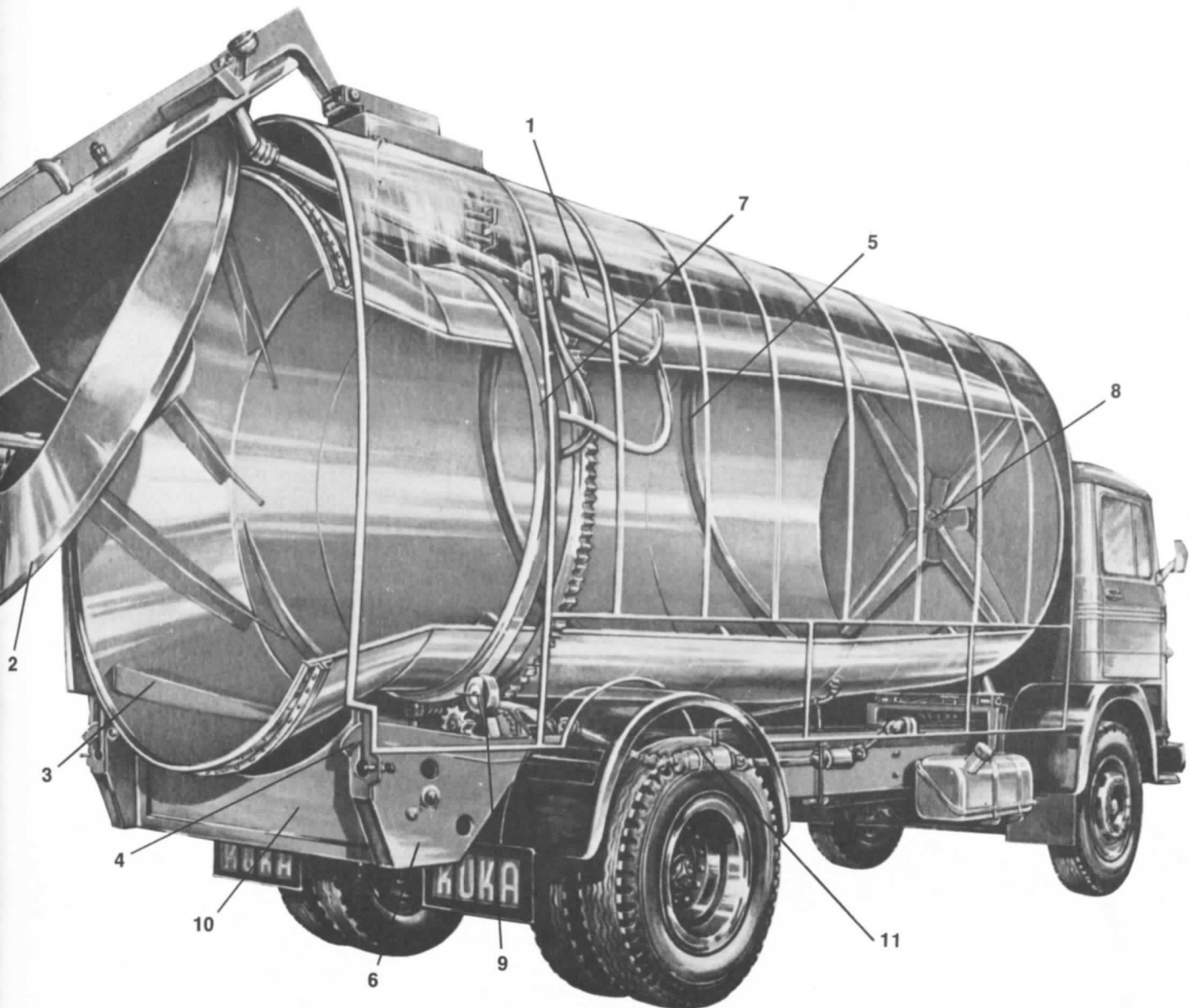


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The Inside Story

Here's the inside story of Kuka Shark's low maintenance, faster loading, and quiet operating features.

1. Rear gate, opened by air cylinders.
2. Guide plate which crushes and tears incoming refuse.
3. Teeth feed refuse into the rotating drum.
4. Automatic locking mechanism holds the rear gate locked shut under pressure.
5. Rotating drum with spiral guides carry refuse forward for compacting, and in reverse for discharging.
6. Rear drum support welded to sub-frame.
7. Storage drum support ring rests on two roller bearings.
8. Front bearing support with self-aligning roller bearing.
9. Reduction and pinion gear which drives the drum.
10. Sub-frame strengthens the chassis frame.
11. Safety clutch prevents overloading by automatically disengaging drum when completely loaded.
12. Retaining flaps—prevent refuse from falling back into hopper.



Time Saving Features

Takes all kinds of refuse. Slashes maintenance costs. Here's more:

Continuous feed means no time lost on route for packing cycles. Just keep it running and keep feeding—it will keep up with *any* collection crew! Saves *hours* from a week's collection route.

So quiet, collections can even be run at night! No blade to bang. No noisy compression cycle and motor strain. Quieter, lower required engine R.P.M.'s plus sound insulated packer body.

Crushes—chews—compacts. Refuse is broken down by progressive crushing and tearing against the spiral guide plate as it enters the rotating drum. Tumbling action carries the refuse forward, into the huge storage section. There, it is further compacted, packing it together uniformly for efficient hauling. Ideally compacted for incinerator or landfill.

Another time-saving feature: horizontal discharge without dangerous tipping!

Here's one collection vehicle that will never have to teeter at the edge of a dump face. Automatically the tail gate opens, reverse the direction of the rotating drum and the compacted refuse is discharged horizontally faster than a 'dozer can cover it!

What's your chassis choice?

The Kuka Shark body is mountable on, and completely compatible with the chassis of your choice.

For further information on the Kuka Shark Refuse Body call or write: St. Regis, Environmental Systems Division, 633 Third Avenue, New York, N.Y. 10017. Tel: (212) 697-4400

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ENVIRONMENTAL SYSTEMS DIVISION

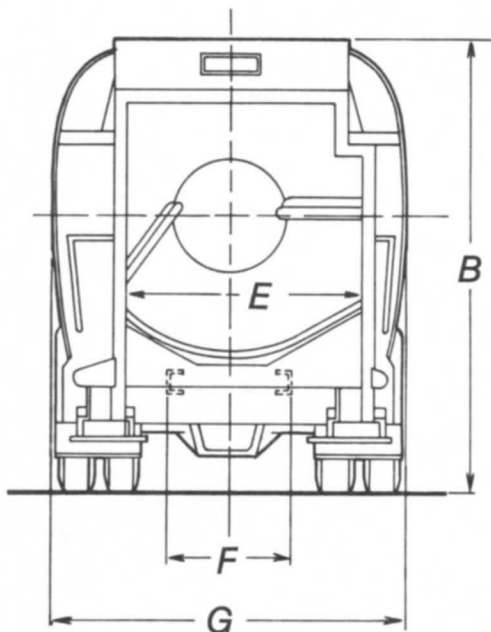
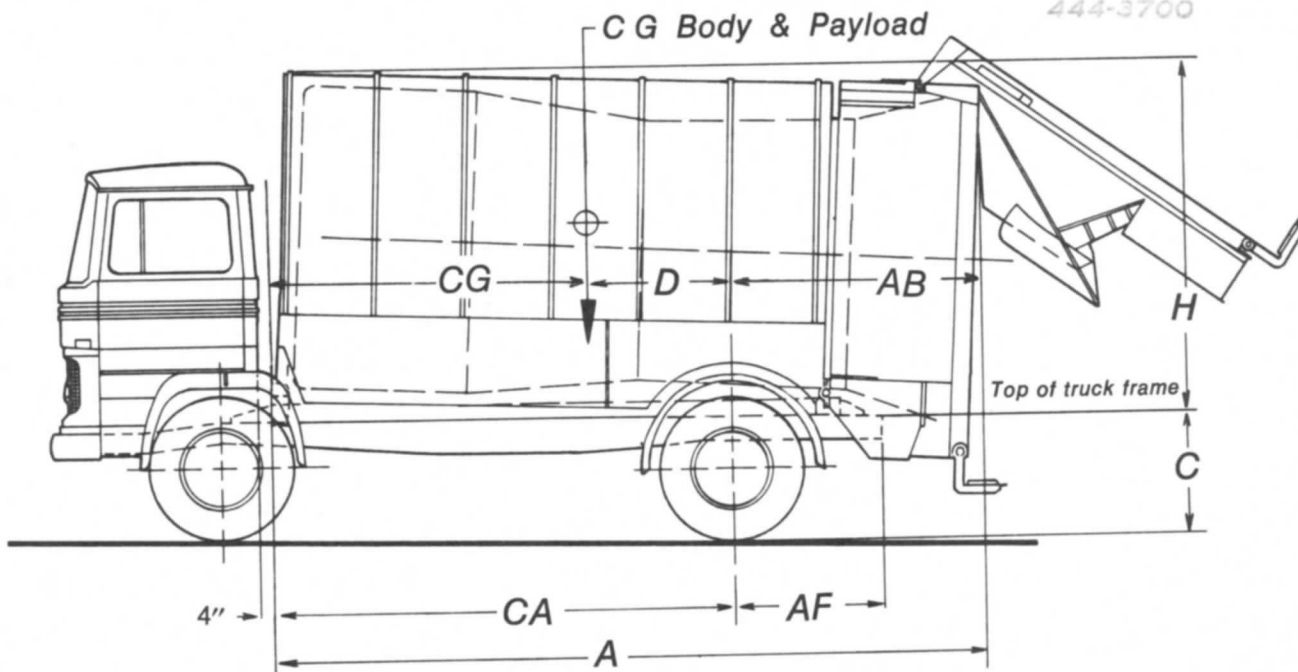
KS4 5M 970 S/F

Printed in U.S.A.



KUKA SHARK Model 215A19

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Dimension	Body size 19 cuyd
A Body length	225.7"
AB Centerline of axle to end of body	64.7" (minimum)
AF Centerline of axle to end of frame	32" (maximum)
B Vehicle height	H + C
C Frame height	Per chassis Manuf.
CA Cab to centerline of axle	165"*†
CG Cab to center of load	123.8" *
D Center of load to centerline of rear axle	37.2"
E Width of loading hopper	66.9"
F Frame width	Standard 34"
G Body width	96"
H Body height	101.6"

Weights	Body size 19 cuyd
Body weights (lbs.)	10460
Body + Payload (lbs.)	21860

*4" cab to body clearance

† Nominal only. As load distribution limitations and turning radius requirements differ, this dimension may be shorter or longer.

Position of P.T.O. central on level with frame surface (seen from the rear) or lateral on the righthand side.

Necessary torque 217.4 ft.lbs.

Direction of rotation
(seen from the rear)
Transmission 0.7 x n Motor

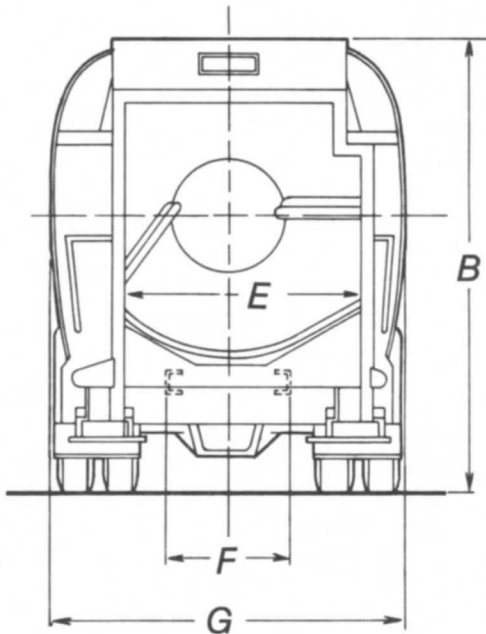
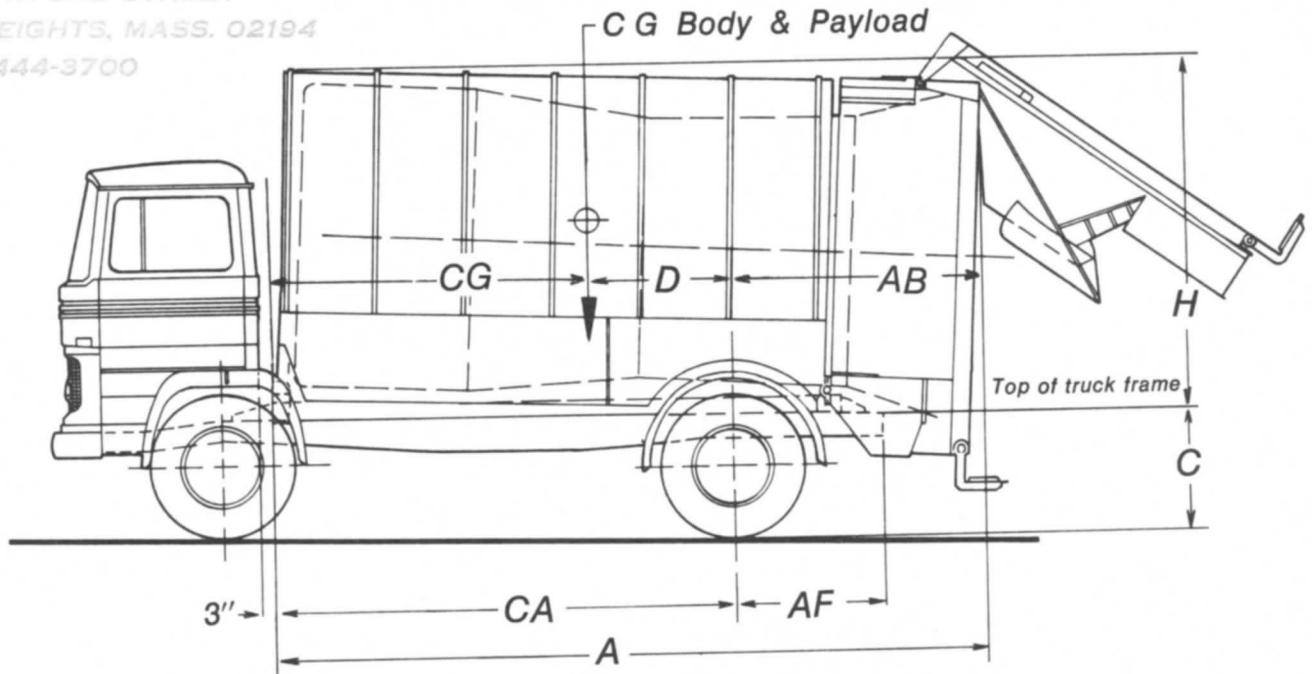


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KUKA SHARK Model 215A23 Single Axle

E. J. BLEILER EQUIPMENT CO., INC.
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Dimension	Body size 23 cuyd Single axle
A Body length	257.8"
AB Centerline of axle to end of body	86" (minimum)
AF Centerline of axle to end of frame	32" (maximum)
B Vehicle height	H + C
C Frame height	Per chassis Manuf.
CA Cab to centerline of axle	175"*†
CG Cab to center of load	139.2" *
D Center of load to rear axle	32"
E Width of loading hopper	66.9"
F Frame width	Standard 34"
G Body width	96"
H Body height	102.3"

Weights	Body size 23 cuyd
Body weights (lbs.)	10970
Body + Payload (lbs.)	24770

*3" cab to body clearance

† Nominal only. As load distribution limitations and turning radius requirements differ, this dimension may be shorter or longer.

Position of P.T.O. central on level with frame surface (seen from the rear) or lateral on the righthand side.

Necessary torque 217.4 ft.lbs.

Direction of rotation
(see from the rear)
Transmission 0.7 x n Motor

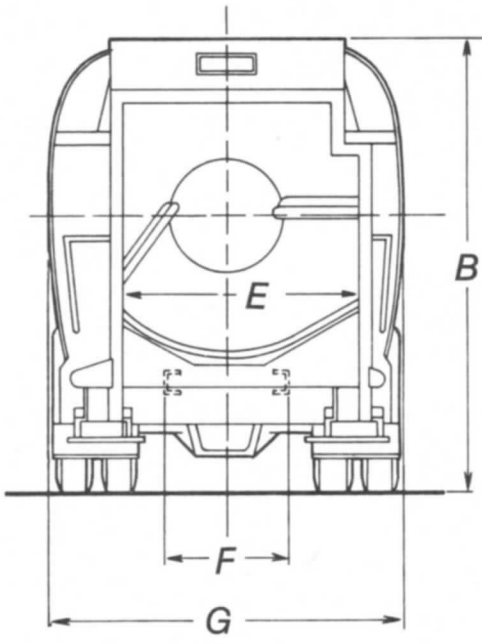
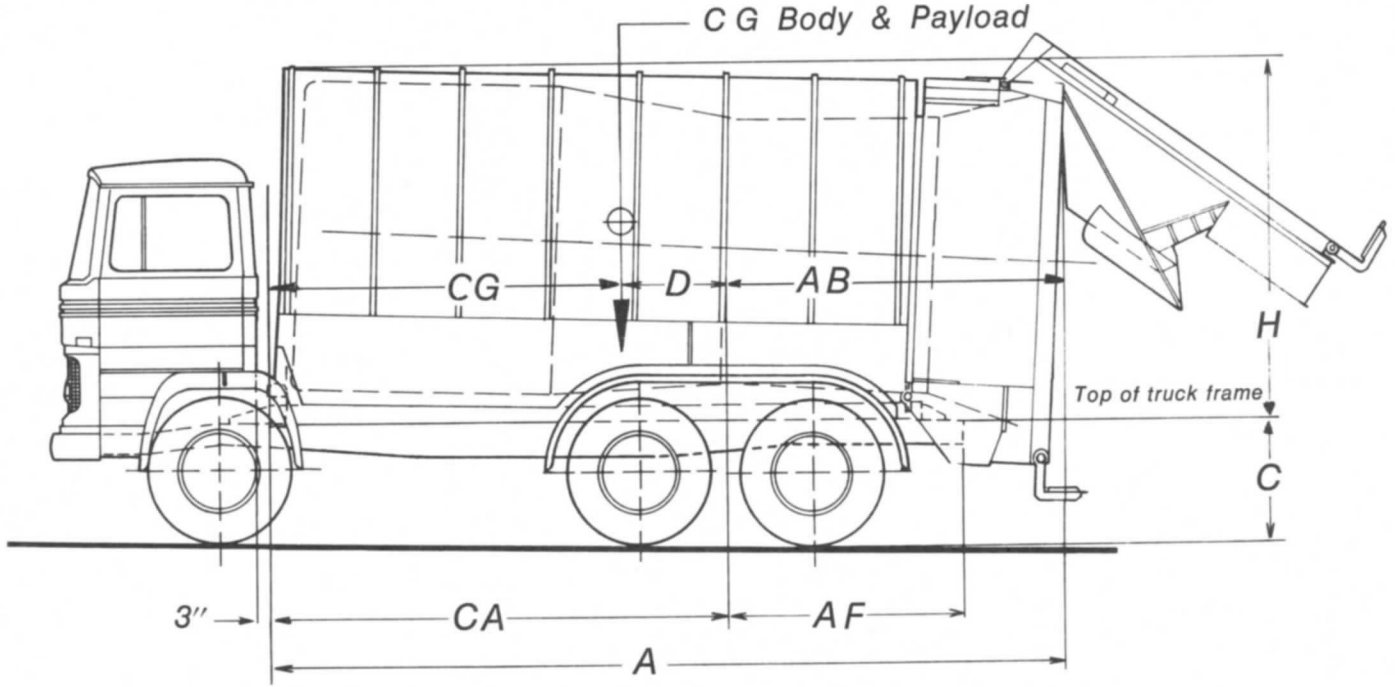


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KUKA SHARK Model 215A25

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Dimension	Body size 25 cuyd
A Body length	273.5"
AB Centerline of axles to end of body	90" (minimum)
AF Centerline of axles to end of frame	57" (maximum)
B Vehicle height	H + C
C Frame height	Per chassis Manuf.
CA Cab to centerline of axles (CT)	185"*†
CG Cab to center of load	148.4" *
D Center of load to rear axles	33.6"
E Width of loading hopper	66.9"
F Frame width	Standard 34"
G Body width	96"
H Body height	102.5"

Weights	Body size 25 cuyd
Body weights (lbs.)	11240
Body + Payload (lbs.)	26240

*3" cab to body clearance

† Nominal only. As load distribution limitations and turning radius requirements differ, this dimension may be shorter or longer.

Position of P.T.O. central on level with frame surface (seen from the rear) or lateral on the righthand side.

Necessary torque 217.4 ft.lbs.

Direction of rotation
(seen from the rear)

Transmission 0.7 x n Motor

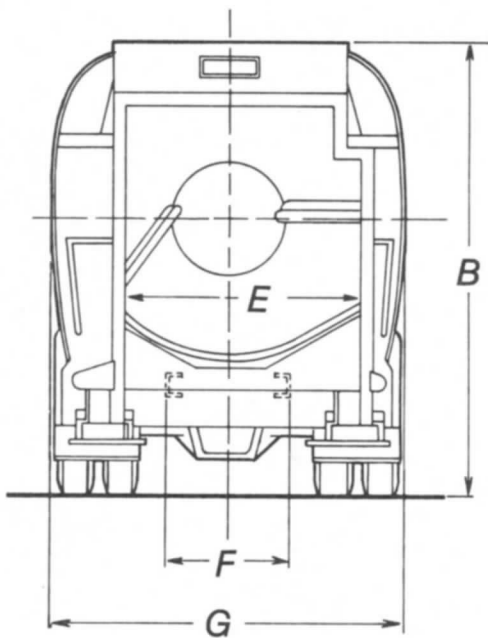
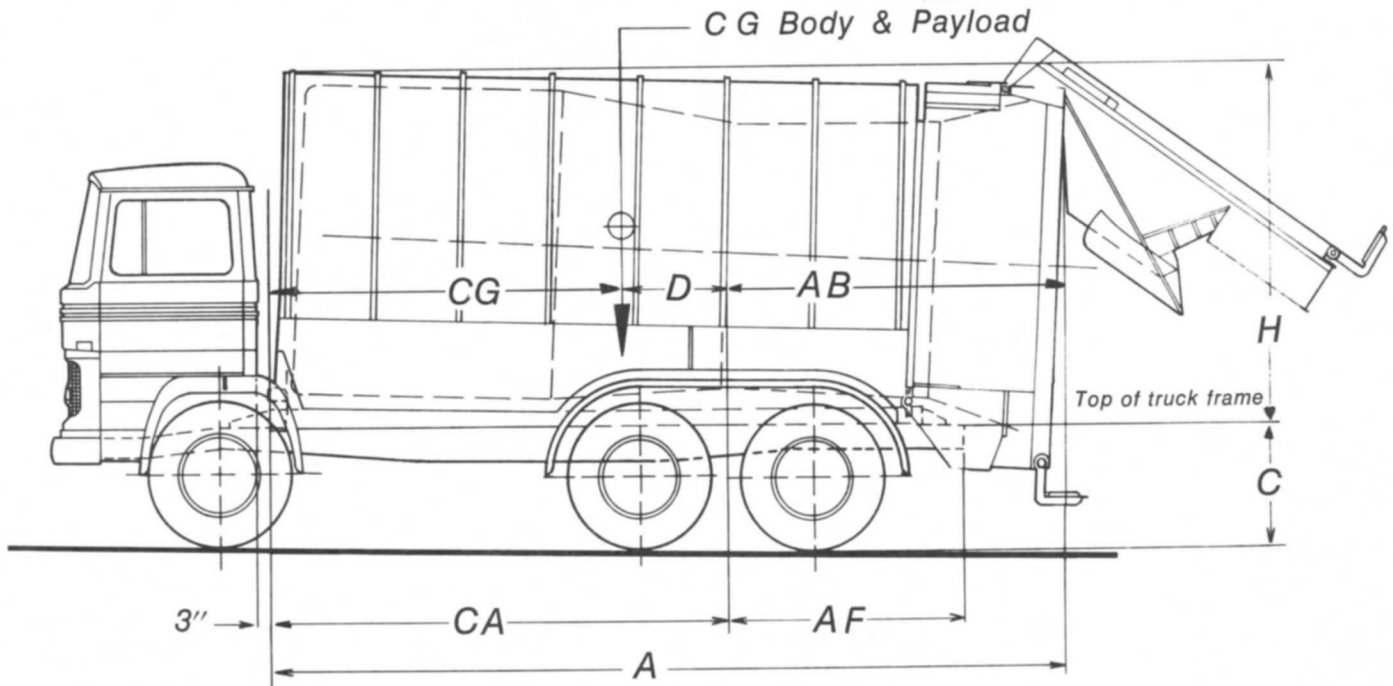


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ST REGIS
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KUKA SHARK Model 215A27

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Dimension	Body size 27 cuyd
A Body length	285"
AB Centerline of axles to end of body	90" (minimum)
AF Centerline of axles to end of frame	57" (maximum)
B Vehicle height	H + C
C Frame height	Per chassis Manuf.
CA Cab to centerline of axles	185"*†
CG Cab to center of load	156.4" *
D Center of load to rear axles	25.6"
E Width of loading hopper	66.9"
F Frame width	Standard 34"
G Body width	96"
H Body height	103"

Weights	Body size 27 cuyd
Body weights (lbs.)	11500
Body + Payload (lbs.)	27700

*3" cab to body clearance

† Nominal only. As load distribution limitations and turning radius requirements differ, this dimension may be shorter or longer.

Position of P.T.O. central on level with frame surface (seen from the rear) or lateral on the righthand side.

Necessary torque 217.4 ft.lbs.

Direction of rotation
(see from the rear)

Transmission 0.7 x n Motor



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