

ROTO-PAC



CITY TANK CORPORATION

CORONA, L. I.

ROTO-PAC SIMPLICITY -----

The simplest way to do a job is not only the best way, but in the case of the **ROTO-PAC**, it is the fastest and least expensive. That is why **ROTO-PAC** is Simplicity itself.

This manual will provide the simple instructions necessary to operate the **ROTO-PAC**. The list of caution notes appearing at the end of each "operating procedure" are set forth in an effort to guide the **ROTO-PAC** operator in getting the most out of the equipment. It is certain that with a minimum amount of care and service your **ROTO-PAC** will do an excellent job for years to come.

OPERATING INSTRUCTIONS

POWER TAKE-OFF LEVER

LOCATION:

ALWAYS MOUNTED INSIDE THE CAB (FIG. #1)

FUNCTION:

THE POWER TAKE-OFF MUST BE ENGAGED TO SUPPLY POWER FOR OPERATION OF THE **ROTO-PAC**.

PROCEDURE:

TO ENGAGE THE POWER TAKE-OFF:

- (a) Truck transmission should be in the neutral position and the clutch used in the same manner as used for shifting gears.
- (b) With the clutch pedal fully depressed, move the Power Take-Off lever in whichever direction is necessary to engage the gears.
- (c) Release the clutch pedal slowly.

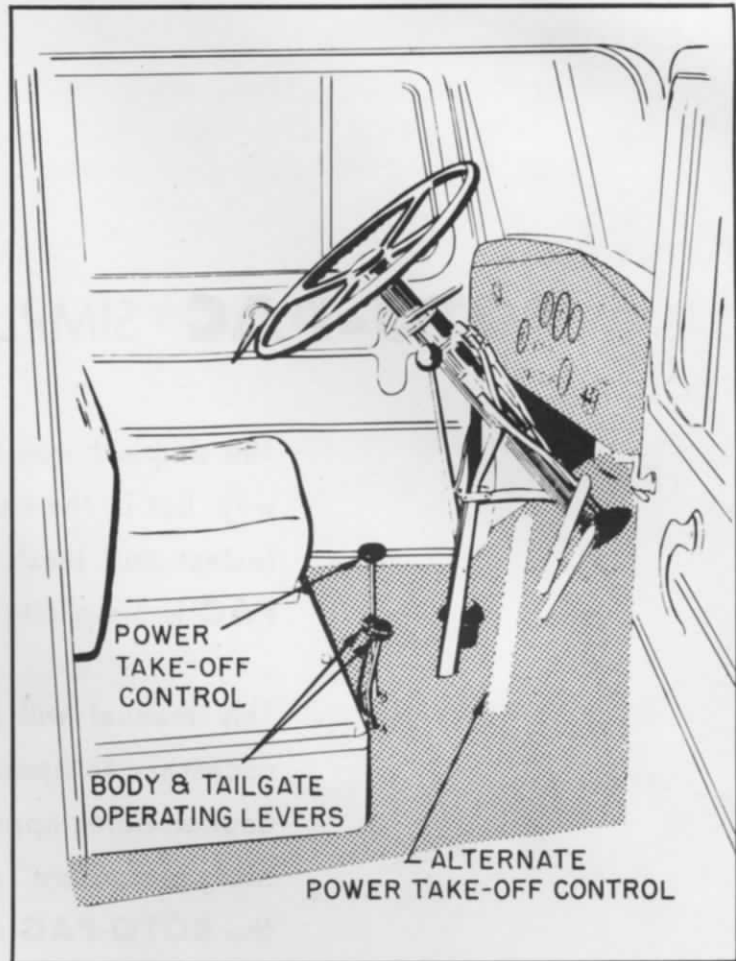


FIGURE 1

CAUTION NOTES:

- DO NOT** — attempt to engage or disengage the Power Take-Off without using the clutch.
- DO NOT** — engage truck transmission without first disengaging the Power Take-Off.
- DO NOT** — attempt to drive truck with the Power Take-Off engaged.

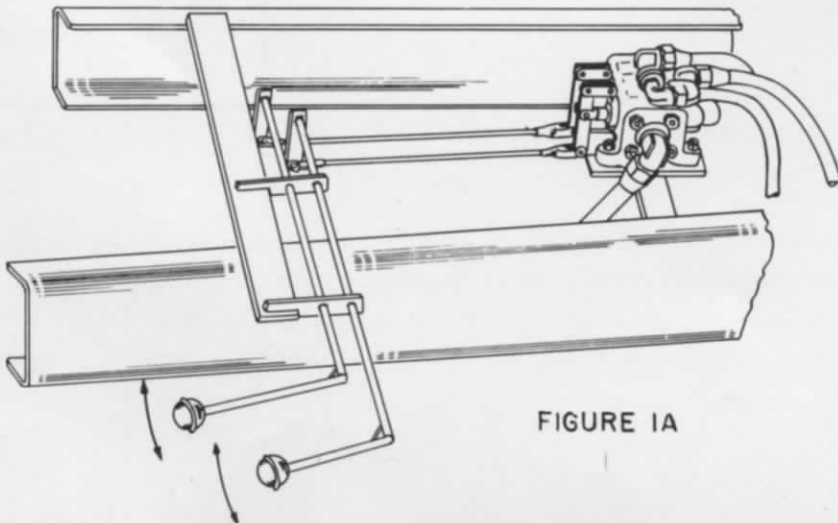


FIGURE 1A

SCHEMATIC DIAGRAM
OF ALTERNATE TAILGATE
AND BODY CONTROLS

TAILGATE AND BODY CONTROL LEVERS (FIG. #1 & 1A)

LOCATION:

OPTIONAL — DETERMINED BY CHASSIS DESIGN AND CUSTOMER'S SPECIFICATIONS. LOCATED EITHER INSIDE CAB OR ON THE DRIVER'S SIDE OF CHASSIS BETWEEN BODY AND CAB (ALWAYS TOGETHER).

FUNCTION:

TO RAISE AND LOWER TAILGATE AND BODY

PROCEDURE:

TO RAISE TAILGATE

- (a) Release Tailgate locks
- (b) Engage Power Take-Off
- (c) Move Tailgate lever to "up" position

Note:

If unit is not equipped with automatic throttle, it may be necessary to increase speed of engine by hand throttle or foot accelerator.

Tailgate will automatically stop when fully raised.

Tailgate will hold in any position by merely releasing the lever.

TO LOWER THE TAILGATE

- (a) Move Tailgate lever to the down position

Note:

Power Take-Off need not be engaged for lowering the Tailgate.

CAUTION NOTE:

DO NOT — move truck more than is necessary at dumping site when the Tailgate is open.

PROCEDURE:

TO RAISE THE BODY

- (a) Engage the Power Take-Off
- (b) Move the body lever to up position

Note:

Engine acceleration is not necessary other than to speed up the operation.

Body will automatically stop when it reaches its full dumping position.

Body will hold in any position by merely releasing the lever.

With Tailgate closed, the body may be raised until the hopper touches the ground.

TAILGATE AND BODY CONTROL LEVERS (continued)

PROCEDURE:

TO LOWER THE BODY

- (a) Engage the Power Take-Off
- (b) Place Body Lever in down position

Note:

Engine acceleration will be necessary until the body is approximately one-half the way down.

The down speed of the body can be increased by lowering the Tailgate together with the body.

CAUTION NOTE:

DO NOT — move truck more than is necessary at dumping site with body in raised position.

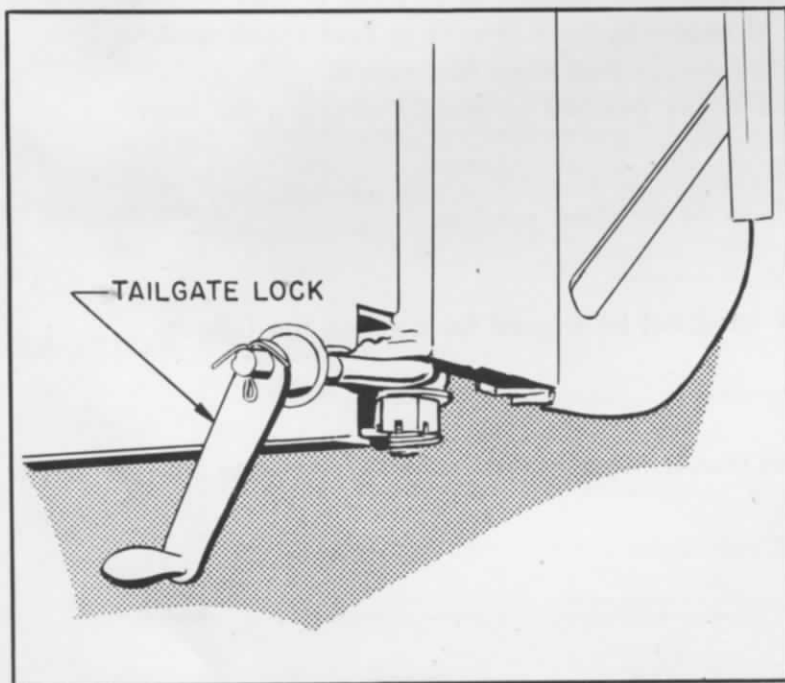


FIGURE 2

TAILGATE LOCKS

LOCATION:

REAR OF BODY, LEFT AND RIGHT SIDE (FIG. #2)

FUNCTION:

USED TO SECURE TAILGATE IN CLOSED POSITION WHEN LOADING AND TO RELEASE THE TAILGATE FOR DUMPING.

PROCEDURE:

- (a) Turn to left and swing outward to release the Tailgate.
- (b) Swing into position and turn to the right to secure the Tailgate.

CAUTION NOTES:

DO NOT — travel over the road with the locks released.

DO NOT — load your **ROTO-PAC** with the locks released.

DO NOT — release them at any time other than when you wish to open the Tailgate.

HOPPER CONTROL LEVERS

LOCATION:

ONE LEVER ON EACH SIDE OF THE HOPPER (FIG. #3)

FUNCTION:

TO CONTROL THE ESCALATOR - COMPACTOR MECHANISM. THERE ARE THREE POSITIONS — LOADING, NEUTRAL AND REVERSE.

PROCEDURE:

TO OPERATE THE ESCALATOR-COMPACTOR

- (a) Engage the Power Take-Off
- (b) Neutral (Center position)
- (c) Push lever forward for loading

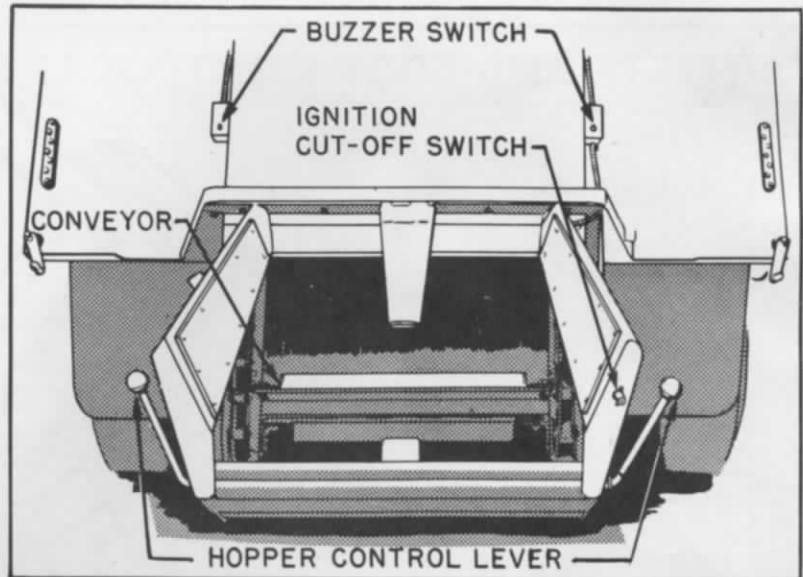


FIGURE 3

- (d) Pull lever back to reverse the Escalator-Compactor.

CAUTION NOTE:

DO NOT FORGET — if the Hopper Control lever is not in the NEUTRAL position, the escalator will begin to move immediately when the Power Take-Off is engaged.

BUZZER SWITCHES

LOCATION: ONE ON EACH SIDE OF THE HOPPER (FIG. #3)

FUNCTION: SIGNALING DEVICE BETWEEN LOADERS AND DRIVER

PROCEDURE: TO BE DETERMINED BY CREW OF TRUCK

IGNITION CUT-OFF SWITCH (Optional)

LOCATION: REAR OF HOPPER (FIG. #3)
WITHIN BODY CONTACT AREA OF LOADER WHEN STANDING AT THE HOPPER.

FUNCTION: TO STOP ENGINE OF TRUCK AND ALL MOVING PARTS OF THE **ROTO-PAC**.

PROCEDURE: UPON CONTACT WITH ANY PART OF THE LOADERS BODY, THE MACHINE WILL STOP IMMEDIATELY.

AUTOMATIC THROTTLE CONTROL (Optional)

LOCATION: UNDER ENGINE HOOD OF CHASSIS

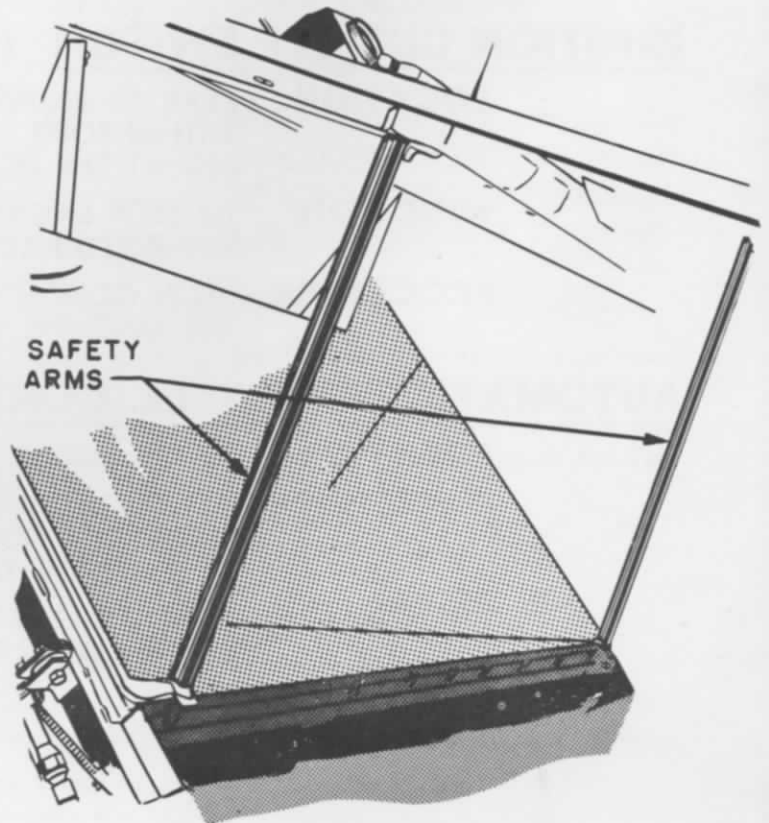
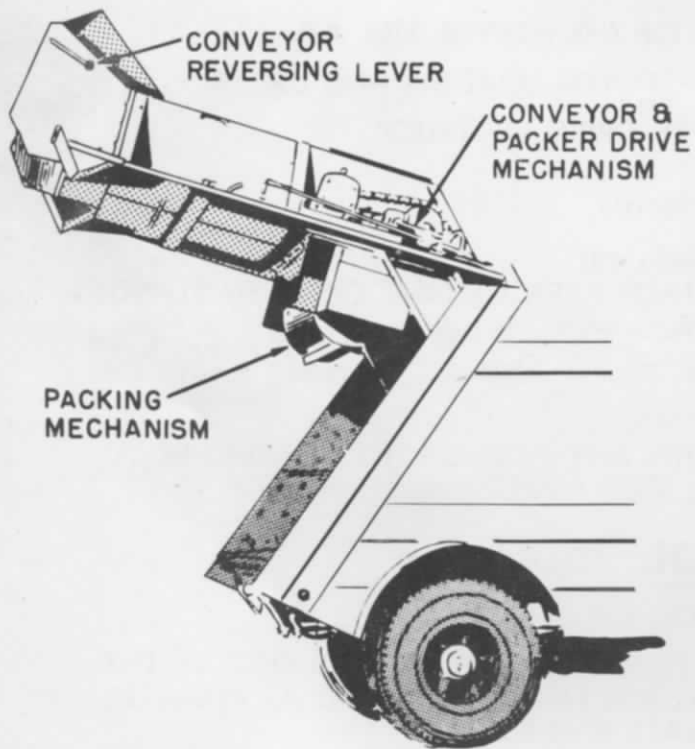
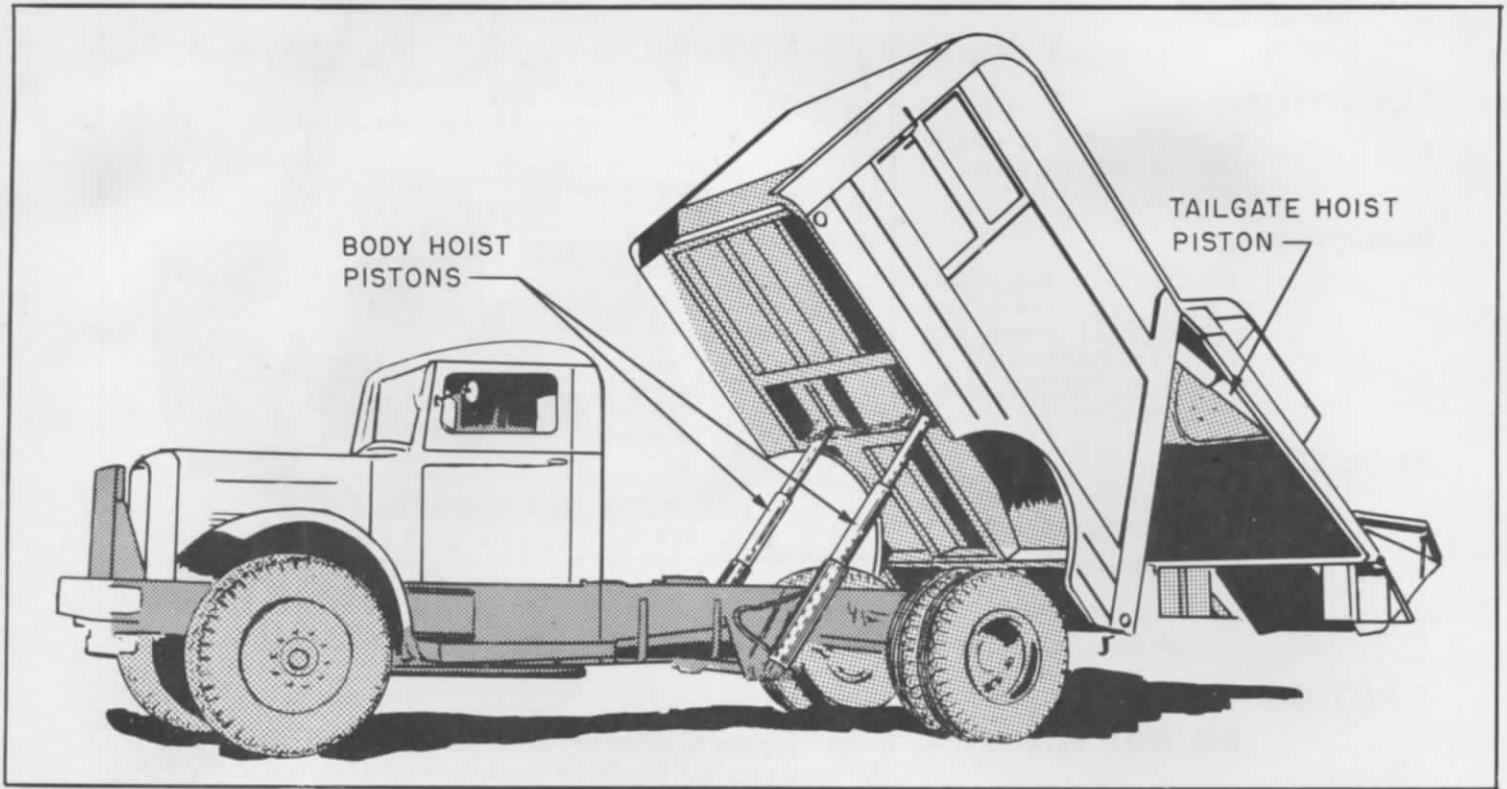
FUNCTION: ACCELERATES THE TRUCK ENGINE AS REQUIRED BY THE ESCALATOR-COMPACTOR MECHANISM AND AS REQUIRED TO RAISE THE TAILGATE AND BODY

PROCEDURE: COMPLETELY AUTOMATIC — BECOMES EFFECTIVE IMMEDIATELY UPON ENGAGEMENT OF THE POWER TAKE-OFF

CAUTION NOTE:

DO NOT — tamper with the unit.

NOTE: When properly adjusted to suit your loading requirements this device will give you maximum loads with minimum wear on the machine and minimum gasoline consumption.





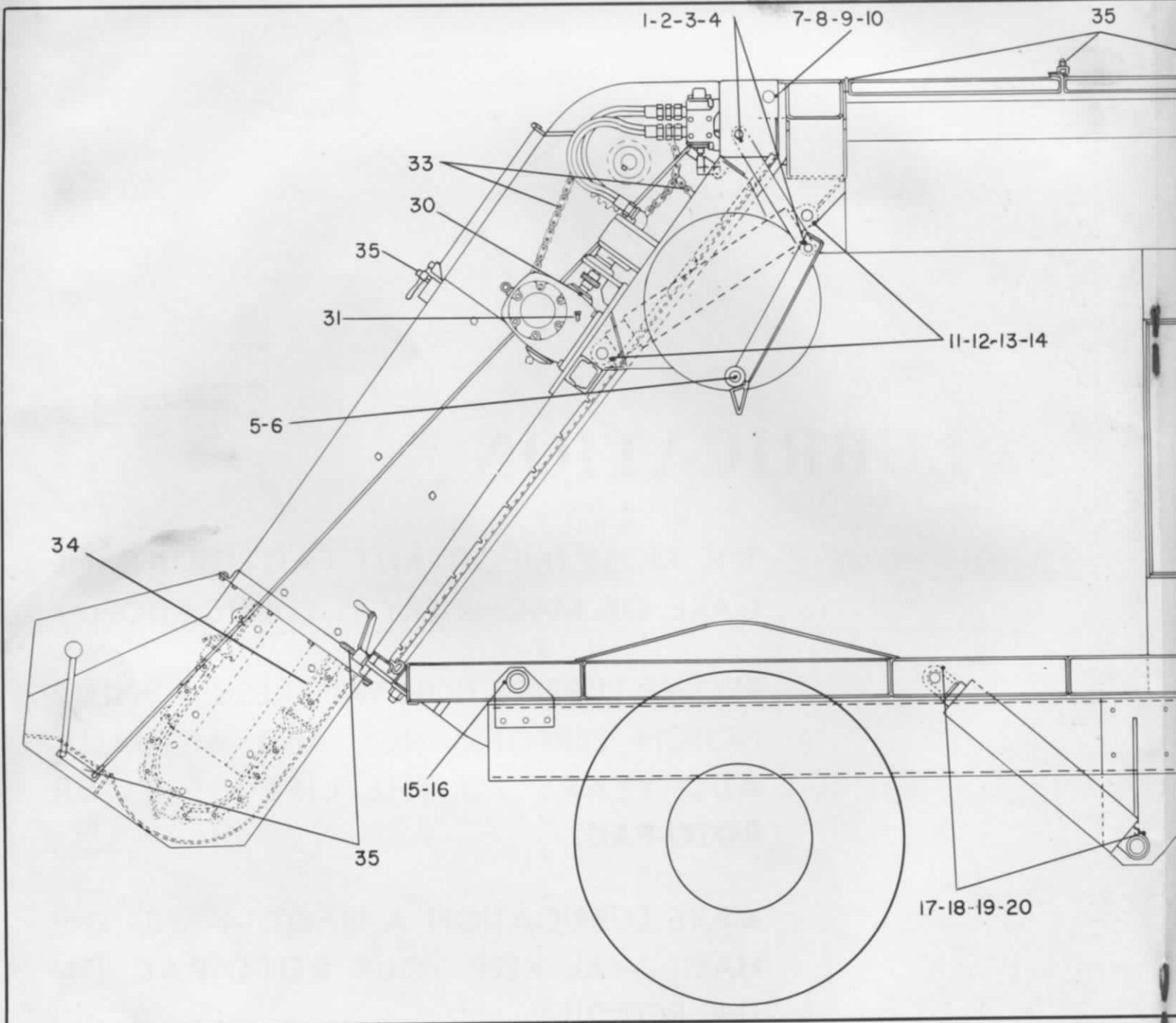
LUBRICATION

THE MOST IMPORTANT FACTOR IN THE CARE OF MACHINERY IS LUBRICATION.

PROPER LUBRICATION WILL RESULT IN TOP NOTCH PERFORMANCE AND ACTUALLY ADD YEARS TO THE LIFE OF YOUR **ROTO-PAC**.

MAKE LUBRICATION A HABIT — AND THE HABIT WILL KEEP YOUR **ROTO-PAC** ON THE ROAD!!





1-2-3-4 Pusher Arm Bearings—2 Left, 2 Right

21-22-23 Power Take-Off Pump, Drive Shaft—2 Universals, 1 Spline

33 Primary & Secondary Drive Chains

5-6 Pusher Plate Bearing—1 Left, 1 Right

34 Conveyor Chains

7-8-9-10 Tailgate Hinges—1 Left, 2 Center, 1 Right

24-25 Head Shaft Bearings—1 Left, 1 Right

35 Control Lever Linkages, Tailgate Locks, etc.

LUBRICATION

1 through 29 — (Weekly) — Use a high pressure Grease Gun with a multi-purpose chassis lubricant.

30 — (Monthly) — Use a high pressure Grease Gun with a multi-purpose chassis lubricant.

31 **SPEED REDUCER:** Lubricant should be changed after first 150 hours of operation and approximately every 2,500 service hours thereafter. Fill the gear housing to the correct level which is between the high and low marks on the oil stick. Check level when the speed reducer is at rest and with the body down and Tailgate closed.

CAUTION: DO NOT OVERFILL

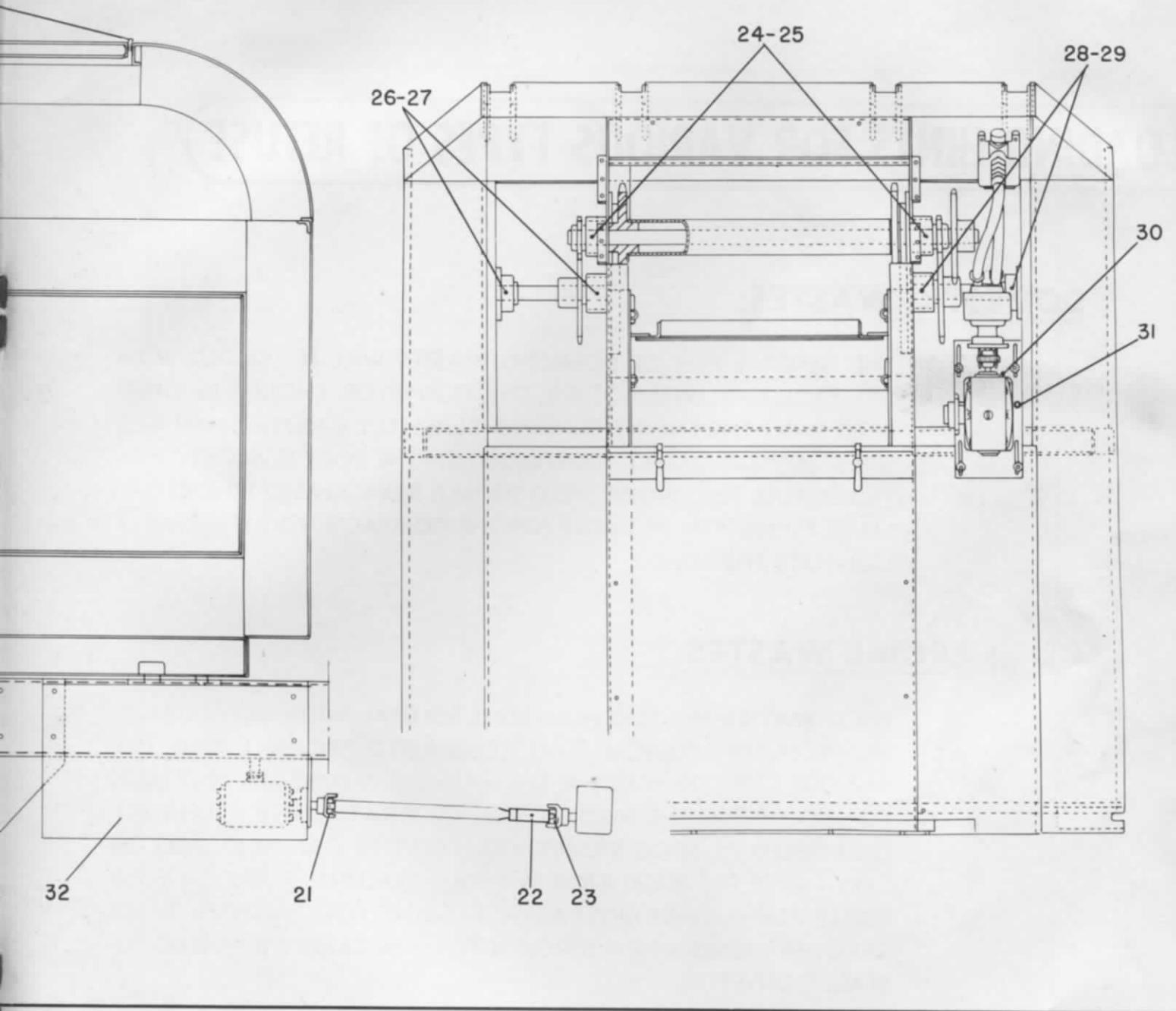
AT PREVAILING TEMPERATURES
USE GEAR LUBRICANT

0° to 40°F #5	41° to 90°F #7 compounded	91° to 120°F #8 compounded
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NOTE: Normal operating temperatures may reach as high as 200°F.

32 HYDRAULIC OIL TANK

To be checked weekly with the body raised to a point where the bottom of the Hopper is close



11-12-13-14 Tailgate Pistons—2 Left, 2 Right 15-16 Body Hinges—1 Left, 1 Right 17-18-19-20 Body Hoist Pistons—2 Left, 2 Right
 26-27-28-29 Disc Assembly Bearings—2 Left, 2 Right 30 Speed Reducer Bearing 31 Speed Reducer 32 Hydraulic Oil Tank

INSTRUCTIONS

to or touches the ground. The oil level should be maintained within the marks on the dip stick or between 9 and 12 inches from the bottom of the tank.

NOTE: NORMAL OPERATING TEMPERATURES MAY REACH AS HIGH AS 180°F.
 USE A PREMIUM TYPE TURBINE OIL CONTAINING —
 RUST INHIBITOR OXIDATION INHIBITOR ANTI FOAM INHIBITOR

- 33 Primary and Secondary Drive Chains are to be lubricated as necessary. Never allow them to run dry. Use Graphite and Oil or a heavy transmission grease.
- 34 **Conveyer Chains:**
 The need for lubrication will depend upon the type of materials your unit is handling. Use Graphite and Oil or heavy transmission grease.
 The use of waste oils and transmission grease is recommended whenever available.
- 35 The Control Lever Linkage, Tailgate Locks, Hinges, etc., should be lubricated with SAE 30 Oil as necessary.

LOADING HINTS FOR VARIOUS TYPES OF REFUSE

DOMESTIC WASTES:

THE GENERAL RUN OF DOMESTIC WASTES WILL BE LOADED WITH NO PROBLEMS WHATSOEVER. THE CONVEYOR SHOULD BE OPERATED WITH THE ENGINE RUNNING SLIGHTLY FASTER THAN IDLE SPEED (APPROXIMATELY 750 RPM). WHEN THE BODY IS ABOUT TWO-THIRDS FULL THE ENGINE SPEED SHOULD BE INCREASED TO APPROXIMATELY 1,000 RPM IN ORDER FOR THE COMPACTOR TO EFFICIENTLY COMPLETE THE LOAD.

COMMERCIAL WASTES:

THESE WASTES ARE TOO NUMEROUS TO DEAL WITH INDIVIDUALLY. HOWEVER, WE DO KNOW THAT YOUR **ROTO-PAC** WILL TAKE THE VARIOUS TYPES OF WASTE IF THE MATERIAL IS HANDLED PROPERLY. FOR EXAMPLE — THE NORMAL RUN OF CRATES AND BOXES ENCOUNTERED AT FOOD STORES AND MARKETS CAN AND WILL BE TAKEN IN BY THE ESCALATOR WITHOUT STALLING IF THEY ARE INSERTED IN A MANNER MOST ADVANTAGEOUS FOR CRUSHING. THESE SAME MATERIALS WHEN THROWN IN HAPHAZARDLY WILL TEND TO STALL CONVEYOR.

ASHES AND RESIDUE:

YOUR **ROTO-PAC** WILL TAKE THESE MATERIALS AS FAST AS IT IS HUMANLY POSSIBLE TO LOAD THE HOPPER.

DO NOT — assume that the **ROTO-PAC** cannot take certain types of refuse. We know this for a fact — You cannot harm the machine regardless of what you put into the hopper.



NOTE: SHOULD YOU EVER ENCOUNTER A DRUM OR CONTAINER THAT IS TOO HEAVY TO LIFT BUT CAN AT LEAST BE ROLLED OR PUSHED UP AGAINST THE HOPPER, HANDLE IT IN THE FOLLOWING MANNER: RAISE THE BODY SO THAT THE HOPPER RESTS ON THE GROUND AND THEN TIP CONTAINER INTO THE HOPPER AS SHOWN ABOVE.

CONVEYOR CHAINS

THE ADJUSTMENT OF THE CONVEYOR CHAINS CAN BE DIVIDED INTO TWO PARTS. THIS MANUAL DEALS WITH ONE TYPE OF ADJUSTMENT ONLY WHICH SHOULD TAKE CARE OF YOUR UNIT FOR A PERIOD OF BETWEEN TWELVE AND EIGHTEEN MONTHS. THIS ADJUSTMENT SHOULD BE MADE WHEN THE CONDITION INDICATED IN FIG. #7 EXISTS.

PROCEDURE:

1. Loosen Radius Rod Lock Bolts (Fig. #4)
2. Loosen Drive Assembly Mount Bolts (Fig. #5)
3. Loosen Wiper Shield Bolts (Fig. #6)
4. Adjust Radius Rod on the left side (Fig. #4)

This will take up the slack on the left conveyor chain.

NOTE:

It is advisable to count the number of turns made on the Adjusting Bolt so that the Radius Rod on the right side can be taken up the same distance.

This adjustment moves the Head Shaft (Fig. #4) upward and it is important that the Head Shaft be kept level.

Do not be concerned if, after adjusting the Radius Rods equal amounts, one chain seems to have more slack than the other.

5. Tighten Radius Rod Lock Bolts (Fig. #4)
6. Tighten Drive Assembly Mount Bolts (Fig. #5)
7. Tighten Wiper Shield Bolts (Fig. #6)

NOTE:

When such adjustments are no longer possible, you should consult your nearest authorized **ROTO-PAC** service dealer.

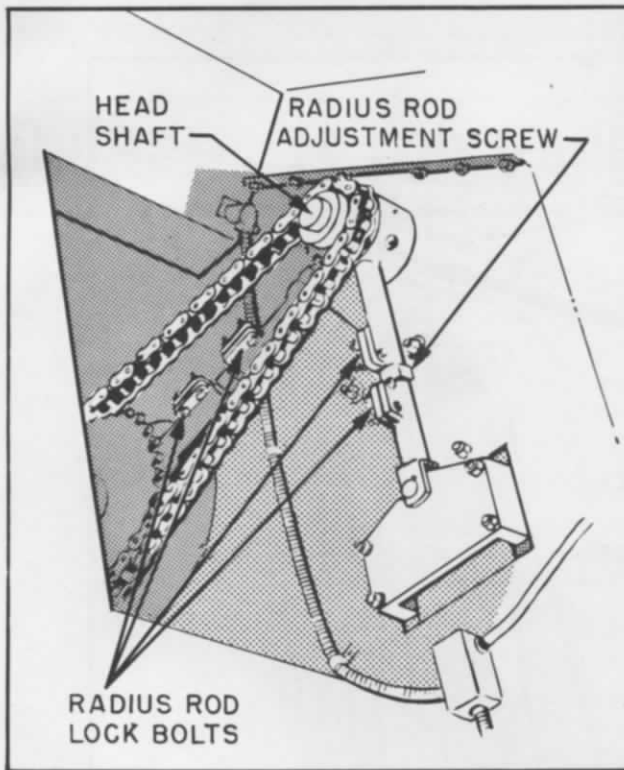


FIGURE 4

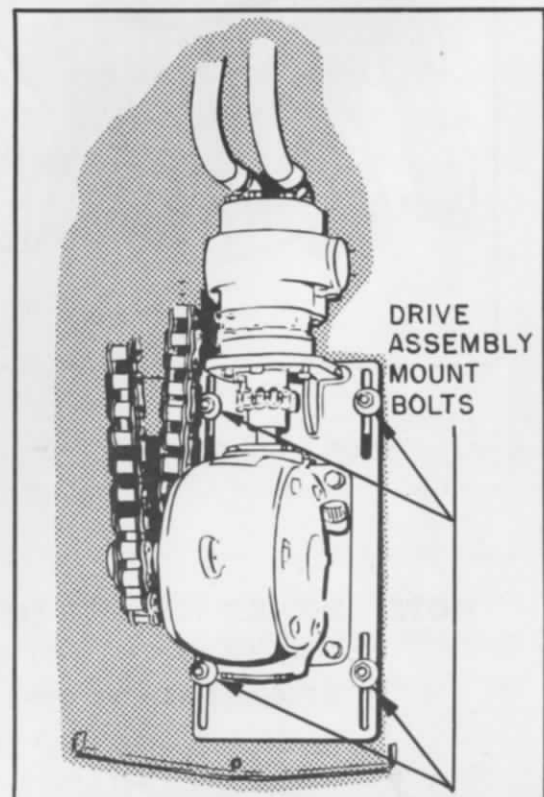


FIGURE 5

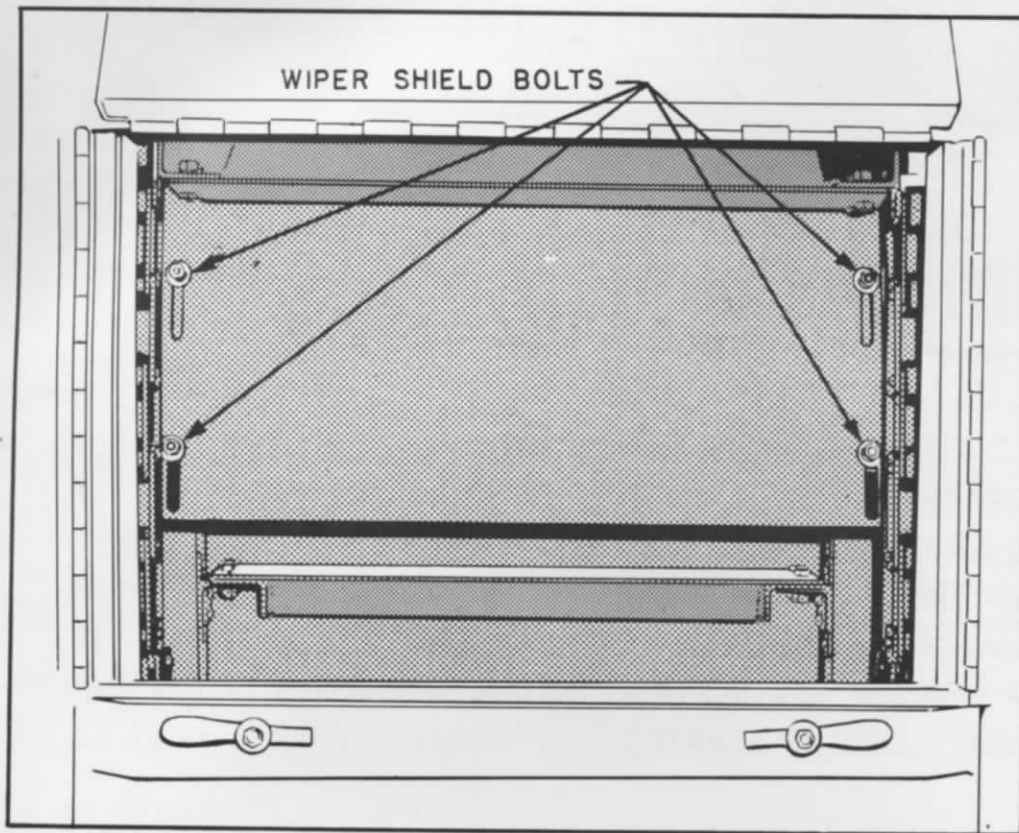


FIGURE 6

Conveyor chains should be adjusted when condition exists as indicated in Fig. #7.

Top edge of "flight attachment cleat" should not be allowed to hang more than $\frac{1}{4}$ " below the lower edge of the "chain track."

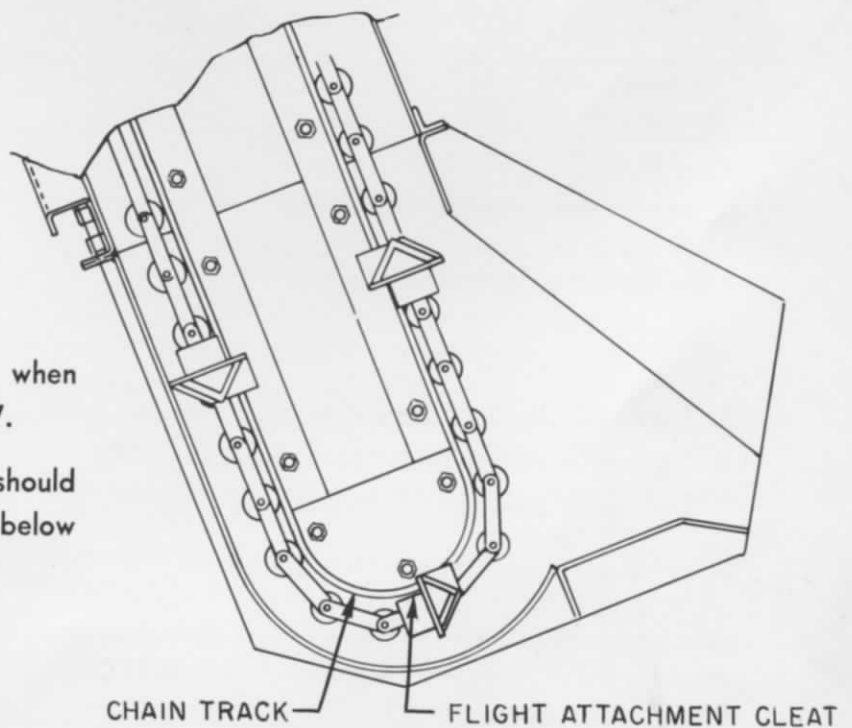


FIGURE 7

GENERAL MAINTENANCE DUTIES

FOR UNITS USED IN THE COLLECTION OF WIRE BOUND CRATES, LARGE AMOUNTS OF STRIP CUTTINGS, ETC., IT IS ADVISABLE TO OPEN THE TAILGATE INSPECTION DOOR AT THE END OF THE DAY'S WORK. IF THERE IS ANY MATERIAL WRAPPED AROUND THE WIPER SHIELD, IT SHOULD BE CUT SO THAT IT CAN FREE ITSELF WHEN THE NEXT LOAD IS STARTED.

THE BOLTS ATTACHING THE FLIGHTS TO THE CONVEYOR CHAINS SHOULD BE CHECKED AFTER THE FIRST WEEK OF OPERATION AND THEN PERIODICALLY EVERY MONTH OR SIX WEEKS.

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