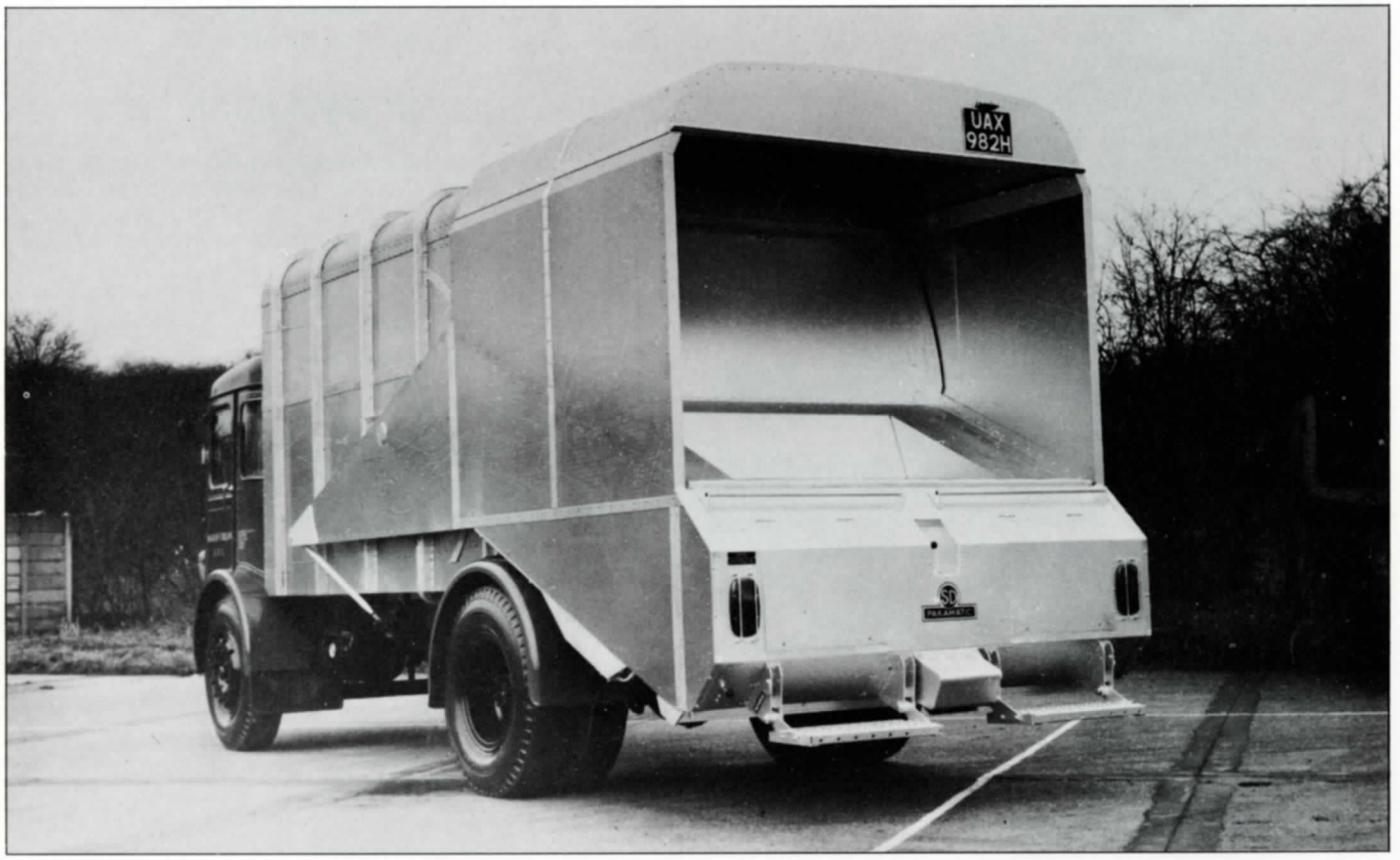
SD

PAKAMATIC



HIGH PERFORMANCE REFUSE COLLECTORS

available on a wide range of chassis

SHELVOKE AND DREWRY LIMITED · LETCHWORTH · HERTS

THE PAKAMATIC SYSTEM

HIGH EFFICIENCY COMPACTION

Double-action compression is obtained from a single moving component utilising refuse within the mouth of the body as a compaction bulkhead. Refuse being continuously fed into the body in small quantities at high pressure is reduced in volume and is progressively compressed as it is forced in an upward and forward direction. Bulky articles consisting of cartons, paper and plastic refuse sacks, etc., are crushed within the loading hopper before passing through the mouth into the body and a patented system of tines or cutters is incorporated to assist in the destruction of this type of material.

Pakamatic Bodies are available in seven sizes ranging from 20 cubic yards to 60 cubic yards capacity and the superstructure is manufactured from light alloy to improve the unladen weight to payload factor.

These are all available on **SD** purpose-built chassis and in certain instances can also be mounted on suitable chassis of standard commercial manufacture.

RELIABILITY

The proven qualities of the Pakamatic Refuse Collection Body are fully substantiated by the high proportion of Local Authorities who have them in daily service and have expressed their confidence by repeat orders.

BODY SIZES AVAILABLE

Mounted on either **SD** Purpose-built chassis or commercial chassis except where otherwise stated.

(Body capacity ratings based on a refuse density of 2.5 cwt. per cu. yd. as collected.)

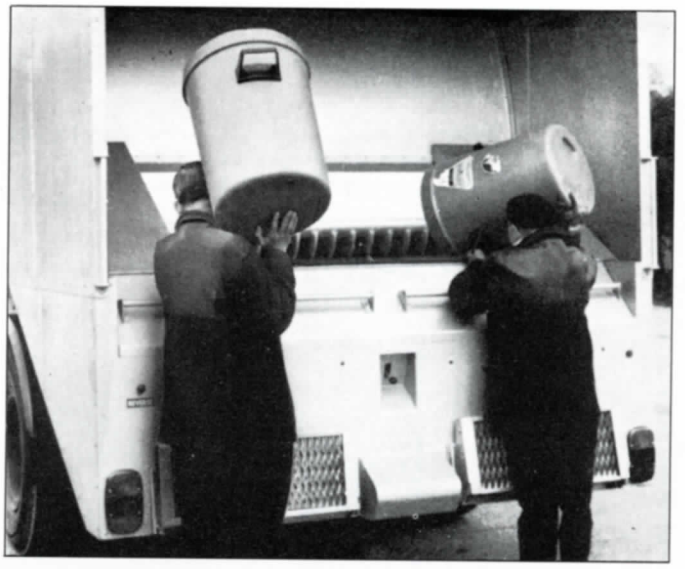
Body Capacity	Body Air Space
20 cubic yards (**SD** chassis only)	7.5 cubic yards.
25 cubic yards (**SD** chassis only)	10 cubic yards.
35 cubic yards	14 cubic yards.
38 cubic yards	15 cubic yards.
40/50 cubic yards (**SD** chassis only)	18 cubic yards.
50 cubic yards	19 cubic yards.
60 cubic yards (**SD** chassis only)	23 cubic yards.

FEATURING...

FAST LOADING

The full width loading hopper permits at least two men to speedily discharge their bins at the same time without the strain of trimming, by virtue of the clear space always available.

The rave height of 4 ft. 6 in. is generally accepted as being the most convenient for off-the-shoulder loading, but folding rear steps are provided as standard equipment for the benefit of operators whose physique may demand their use in avoiding unnecessary fatigue. The large-capacity hopper is well enclosed, thus reducing dust emission to a minimum and ensuring a high standard of hygiene. A salvage rack mounted above the loading hopper is available as an optional extra.



RAPID DISCHARGE

When the body is tipped for discharge, the loading hopper is raised by powerful side arms rigidly anchored to robust outriggers built on to the chassis frames.

By this principle, the hopper is raised to a maximum height giving a completely unobstructed aperture which prevents dragging of the load when the vehicle is moved forward.

The high angle of tip ensures that the entire process can be completed in a matter of minutes, thus eliminating loss of time.

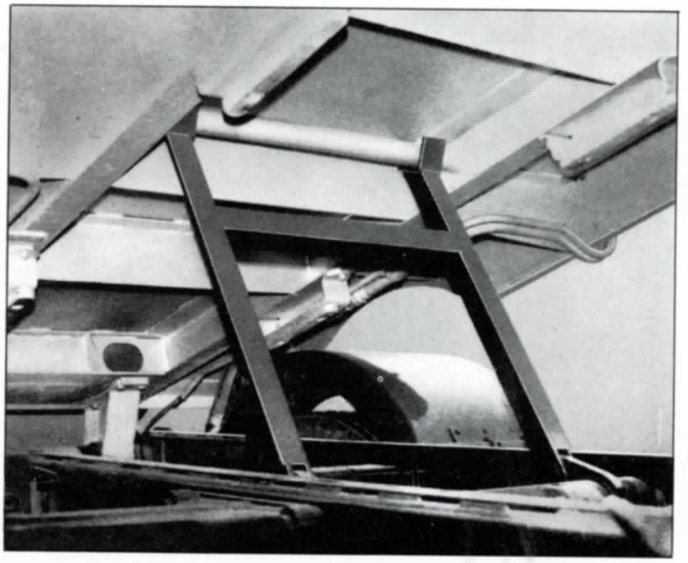
Any refuse remaining in the loading hopper after tipping can be cleared by operating the packing mechanism with the body elevated.

MAXIMUM SAFETY

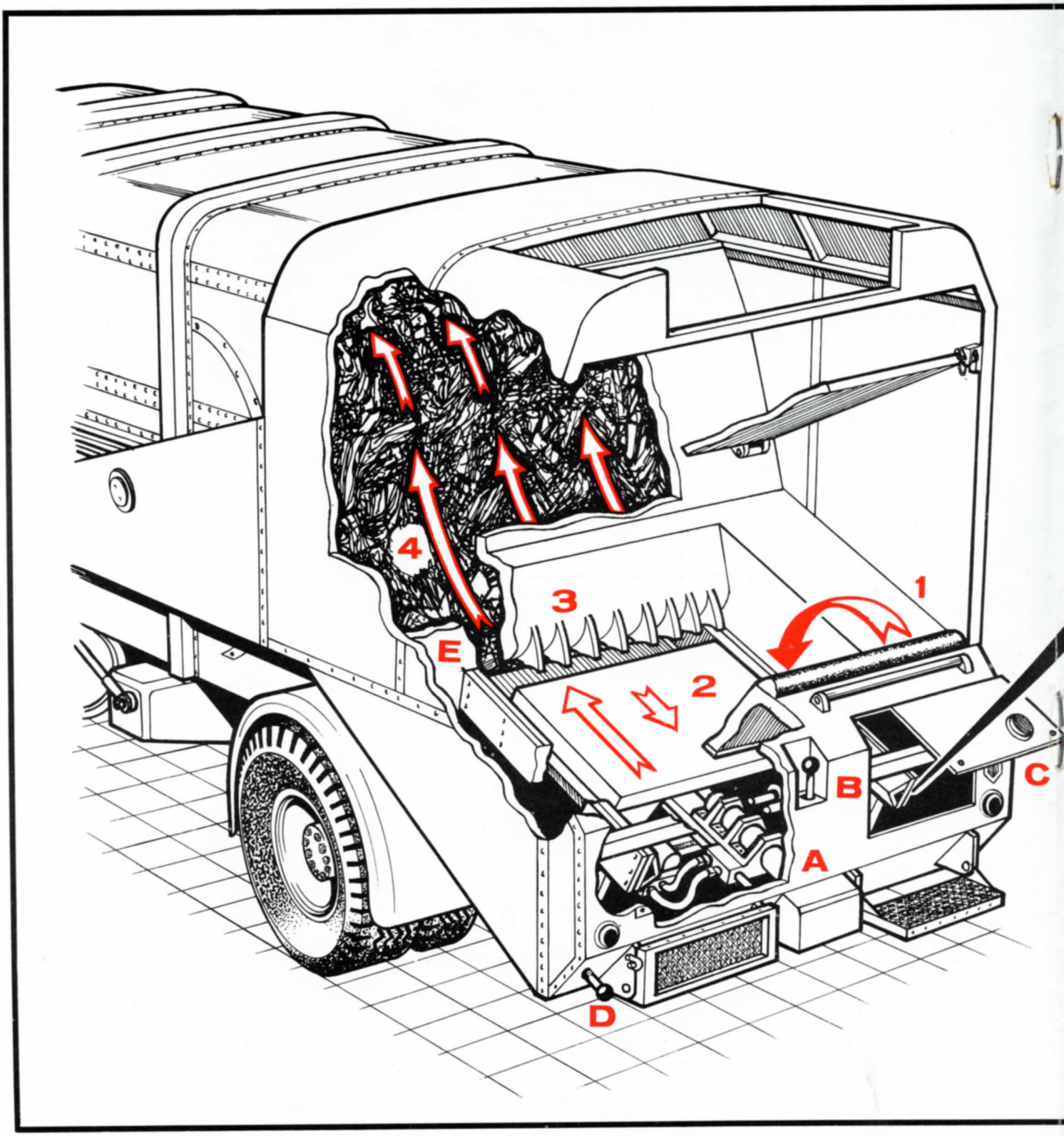
In view of the fact that movement on open tipping sites with the body elevated is often inseparable from the conditions of operation, considerable emphasis has been given in the design, to build into the machine the highest possible safety factors. Furthermore, the method of opening the hopper has the invaluable advantage of providing powerful stabilisers to rigidly control the body at its extreme width.

In the interests of safety, the standard equipment includes built-in body supports which are thus always available to prevent any unnecessary risk being taken when cleaning or maintenance is being carried out with body and hopper elevated.

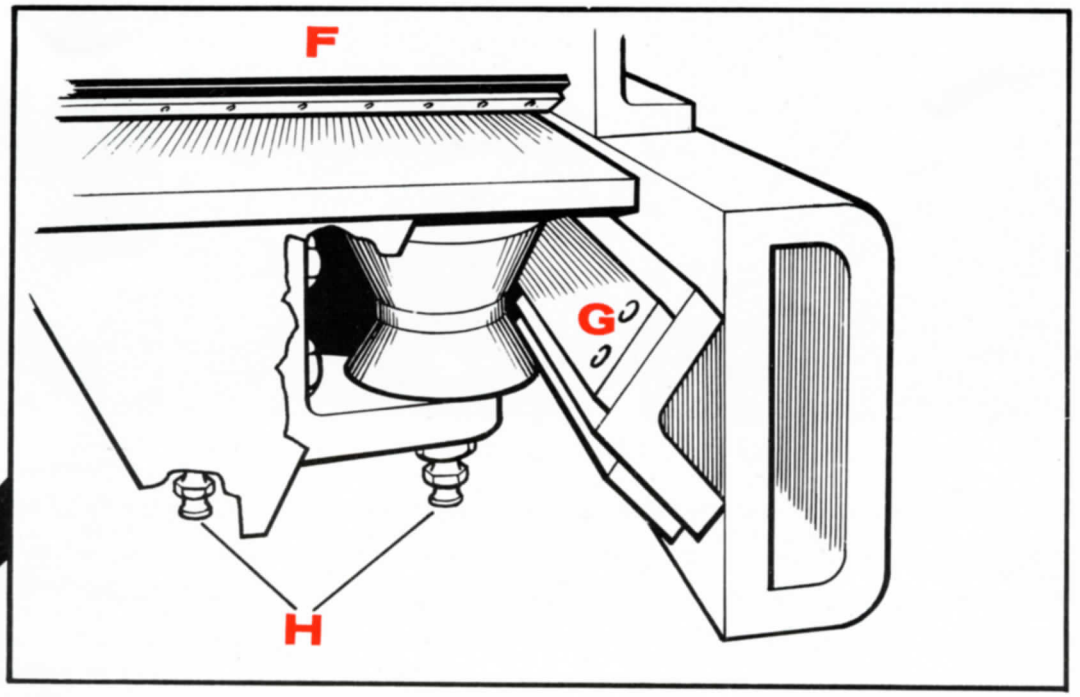
As a safeguard against the possibility of the driver leaving the tipping area without the body being correctly at rest on the frames, a large diameter amber warning light is provided in the cab.



MAXIMUM COMPRESSION



by DIRECT THRUST

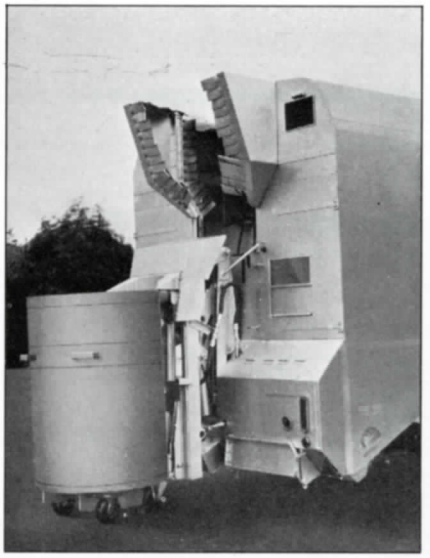


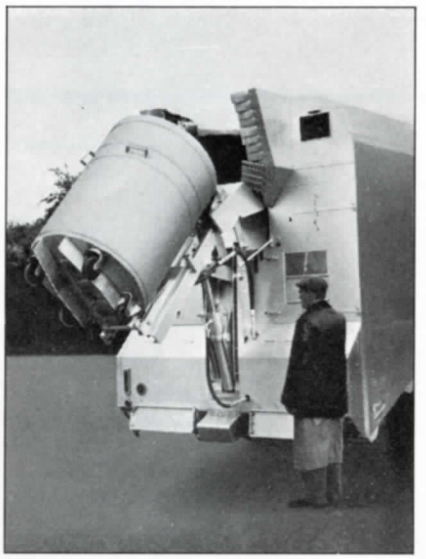
REFERENCES

1 Refuse is loaded into the large capacity hopper.
2 Refuse is forced through the loading aperture by the packer plate.
3 Specially designed tines break up large articles, increasing compression.
4 Compression ratio approx. 2.5 to 1 with refuse of 2½ cwt cu. yd. density.
A 30,000 lbs thrust from hydraulic ram system.
B Safety control to stop packing mechanism instantly.
C Inspection covers for cleaning and servicing.
D Reverser control to interrupt loading cycle, if required.
E Packer plate outer surfaces only in contact with refuse.
F Polyurethene strip sealing packer box.
G Detachable hardened plate guides for ease of maintenance.
H Greasing points readily reached through inspection covers.

PAKAMATIC ANCILLARY EQUIPMENT

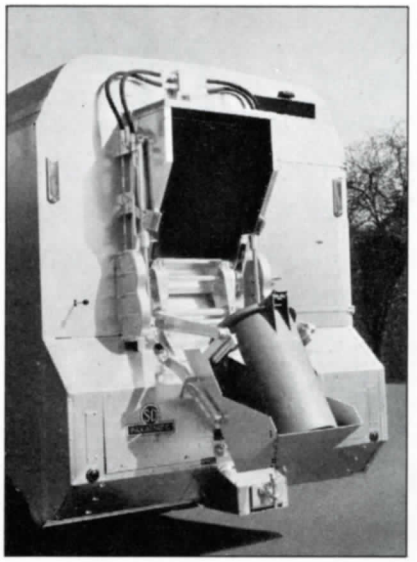
CONTAINER BULK LOADER

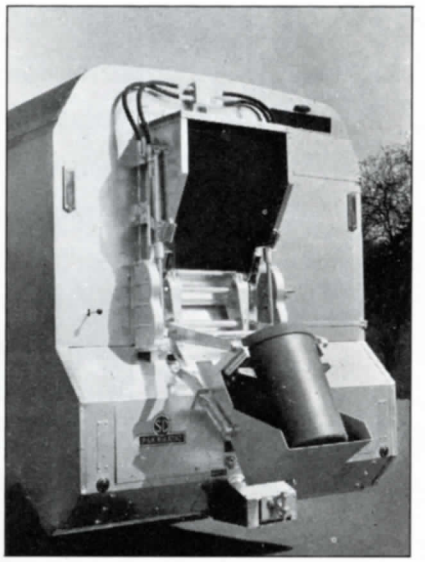




Available on all models other than the TN series. The squeeze-clamp action allows the handling of any 1 or 1¼ cubic yards elliptical or circular container with bodies to standard B.S. specifications.
This equipment can also accommodate containers from 3 feet to 4 feet 3 inches in height.
Access for conventional manual loading is available on either side of the equipment.

MECHANICAL BIN LOADER





Single unit available on TN series. Single or Twin units on the remainder of the range can be used in conjunction with standard household bins or special dustless type bins with hinged lids.
Although not a completely sealed method of loading, a high degree of reduction in dust emission can be achieved and loader fatigue minimised.

BODY SPECIFICATION

(Subject to alteration without notice)

BODY The complete body shell is of all-riveted construction with all overlapping joints running longitudinally to provide a smooth interior. The floor is of all-welded construction made from heavy gauge steel sheet, and to provide a maximum payload to unladen weight factor the superstructure is of fully heat-treated non-corrodible aluminium alloy sheet, stiffened by extruded top-hat sections of heat-treated aluminium alloy. No painting of the body exterior is required.

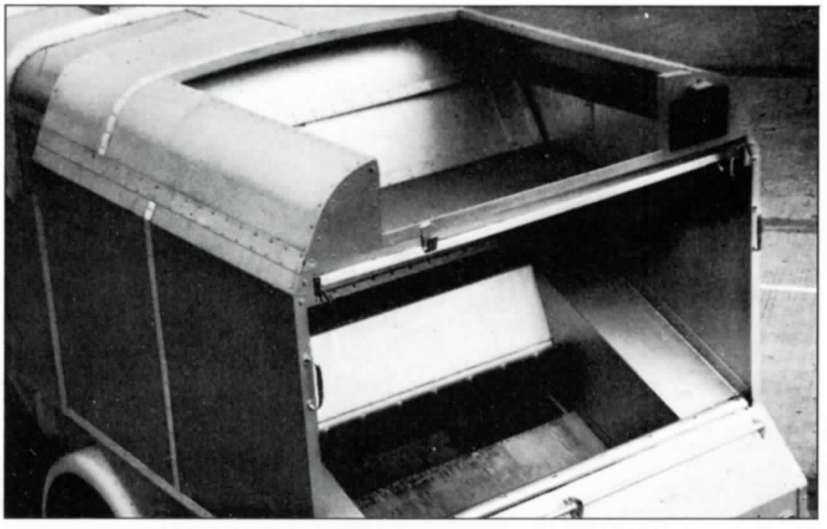
LOADING HOPPER Hopper side arms are of all-steel welded construction, with outer panels of heat-treated aluminium alloy. The loading enclosure is constructed of heat-treated aluminium alloy on an angle-iron framework. The all-welded hopper frame incorporates ⅜" thick manganese steel plates in the loading compartment, which are detachable and can be easily renewed if required. The hopper rear panel is constructed of aluminium alloy on a steel framework and is readily detachable as a complete unit for maintenance of the compressing mechanism.

HYDRAULIC PACKING MECHANISM The reciprocating packer box is of heavy duty all-steel construction and runs on 'Vee' guides and hardened 5⅜" diameter steel rollers incorporating heavy duty taper roller bearings and adequate facilities for greasing. Loading power is provided by a double acting 3⅞" diameter hydraulic ram which cycles automatically at a maximum rate of six backward and forward strokes per minute, and a manual control is provided to stop the mechanism immediately if demanded by loading conditions. The single valve which controls the change over of the packing ram is simple and quiet in operation, and pipe work within the loading hopper is reduced to a minimum. A high efficiency hydraulic pump of heavy duty construction provides the oil pressure supply, the position of the pump being determined according to chassis type. The entire system is protected by large capacity filters and a magnetic rod in the supply tank to collect metallic foreign matter and prevent ingress into pump and valves.

TIPPING GEAR Discharge of the body is by end tipping by means of a triple expansion type hydraulic ram mounted on the chassis frames at the front of the body, neatly pocketed in the front bulkhead of the body, providing a high angle of tip. The pump is that which also powers the compression mechanism, and all controls are mounted within the driver's cab.

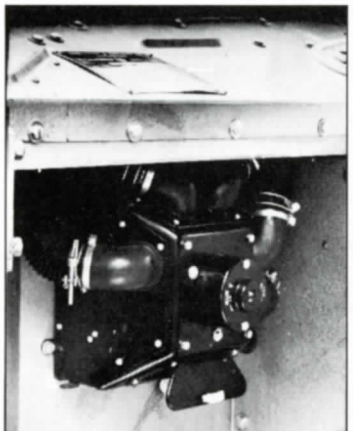
ACCESSORIES Built-in body safety supports. Large amber warning lamp in driver's cab to indicate when body is raised. Twin folding rear steps of aluminium alloy tread plate. High level discharge engine exhaust pipe. Number plates.

OPTIONAL EQUIPMENT



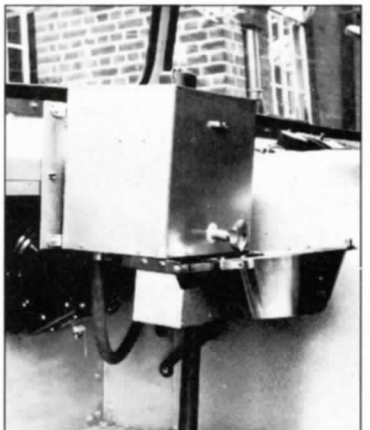
Salvage Rack over Loading Hopper

Provision can be made to accommodate waste paper, etc. in a rack constructed of expanded metal on angle-iron framework and hinged to facilitate emptying. The rack is embodied in the upper portion of the rear hopper. On 20, 25, 35 and 38 cu. yds. models the rack is as illustrated. On larger models the rack can be enclosed.



Cab Heater/Demister

The heater unit is mounted below the facia on the nearside, readily accessible. Ducts feed warm air to both windscreens and both sides of the crew cab. As shown in the right-hand illustration, hand washing equipment can also be accommodated.



Hand Washing Unit

Teal Patent (Automatic Hot Water) Hand Washing Unit. The illustration shows the installation in a two door cab model; the unit can equally well be fitted to a four door version. The location is then in the rear compartment. Bowl stores away when not in use.

SD

Pa

HIGH PERFORM

from 20 t

SHELVOKE

ICKNIELD WAY. LETC

A BUTTERFIELD - HARVEY COMPANY

Pakamatic Range

HIGH PERFORMANCE REFUSE COLLECTORS

from 20 to 60 cu yds capacity

SHELVOKE AND DREWRY LIMITED

ICKNIELD WAY. LETCHWORTH. HERTS. Telephone: Letchworth 2234

A BUTTERFIELD - HARVEY COMPANY

Form No. 489