SD

AUTOMATIC AND CONTINUOUS LOADING

PAKAMATIC

MAXIMUM COMPRESSION

REFUSE COLLECTION BODIES

Available on a Comprehensive Range of Chassis

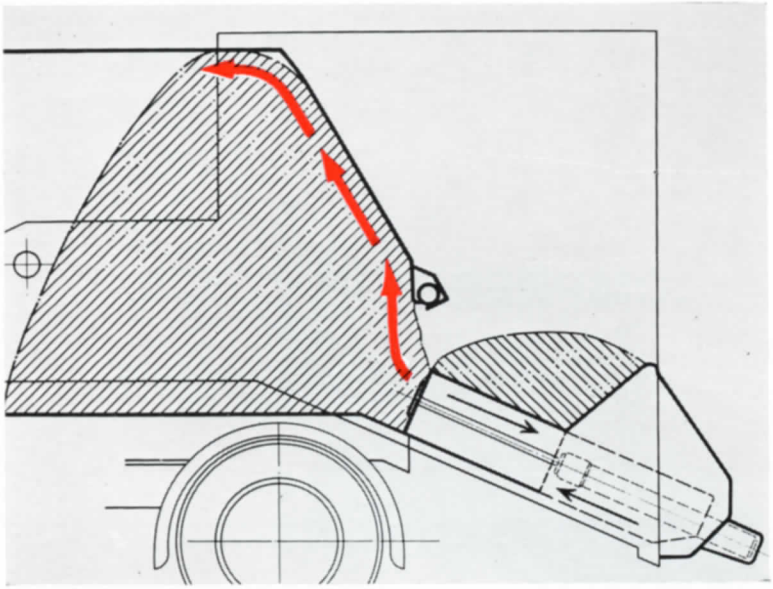
Totally Enclosed and Hygienic

Specially Designed to meet Modern Conditions

EQUIPPED WITH
FULL WIDTH HOPPER FOR MANUAL LOADING
DUSTLESS AND MECHANICAL BIN LIFTERS
CONTAINER BULK LOADING MECHANISM
(Hydraulic Squeeze Clamp Type)

SHELVOKE AND DREWRY LIMITED · LETCHWORTH · HERTS

FOR HIGHEST EFFICIENCY AND LOWEST COSTS THE SD PAKAMATIC POWER LOADING IS UNEQUALLED



MAXIMUM COMPRESSION BY DIRECT THRUST

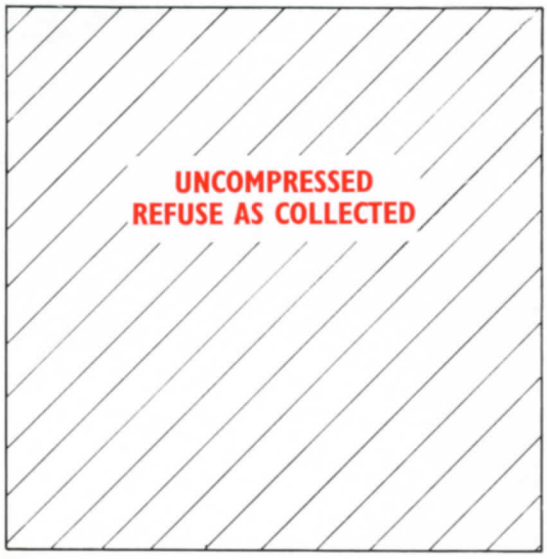
Double-action compression is obtained from a single, moving, component utilising refuse within the mouth of the body as a compaction bulkhead.

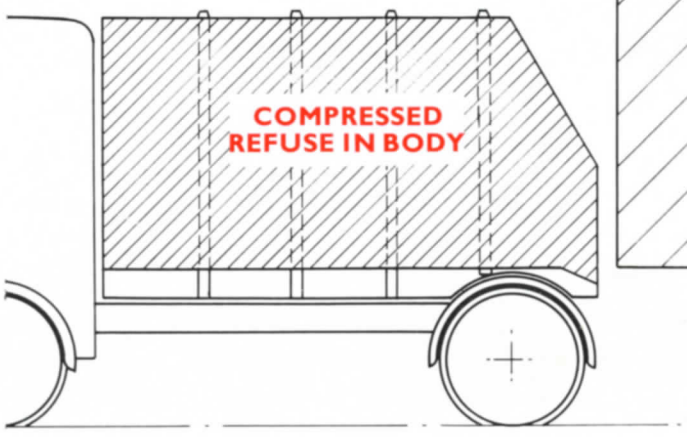
Refuse being continuously fed into the body in small quantities at high pressure is reduced in volume and is progressively compressed as it is forced in an upward and forward direction. Thus by virtue of the full force of the compressing ram being applied to a reciprocating motion at maximum thrust a pressure of 40 lb. per square inch is exerted by the loading face.

Bulky articles, consisting of cartons, etc., are crushed against the horizontal compression member of unique design before entering the mouth of the body.

With refuse of a density of 2·5 cwt. per cubic yard the ratio of compressed to uncompressed material is approximately 2·6 to 1 and with lighter refuse the volume loaded is proportionately increased due to greater compression.

These figures are based upon actual operational experience and can be be substantiated by working trial.





FAST AND EASY 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.

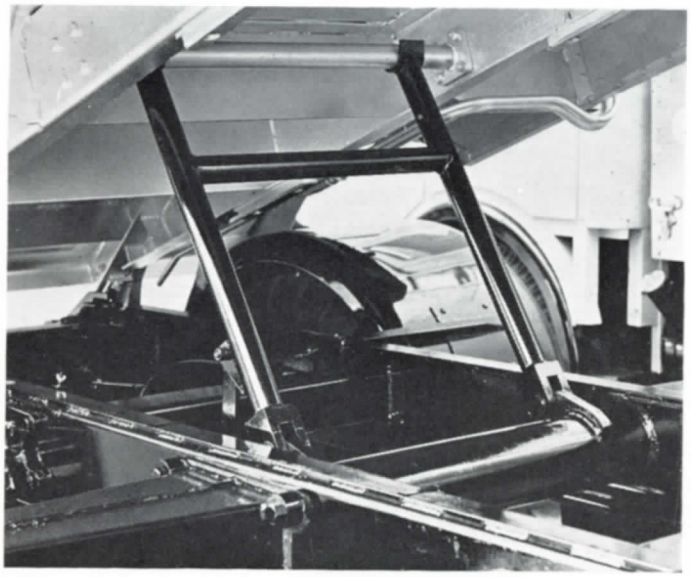
The large-capacity hopper is well enclosed, thus reducing dust emission to a minimum and ensuring a high standard of hygiene. A salvage rack mounted above the loading hopper is available as an optional extra.

DISCHARGING THE LOAD

The emptying of the body is achieved by rear tipping, the loading hopper being raised by means of powerful side arms, rigidly anchored to extremely robust outriggers, built on to the chassis mainframes, and by this exclusive method the rear of the body is left completely unobstructed for the refuse to fall clear. By this principle the hopper is raised to a maximum height thus ensuring that no dragging of the load occurs when the vehicle is moved forward at the tipping site.

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

The packing mechanism can be operated with the body elevated and any refuse remaining in the loading hopper after tipping can be cleared in this way, also a hinged trapdoor of ample dimensions is provided in the hopper base for the purpose of removal of fine dust.



STABILITY AND 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.

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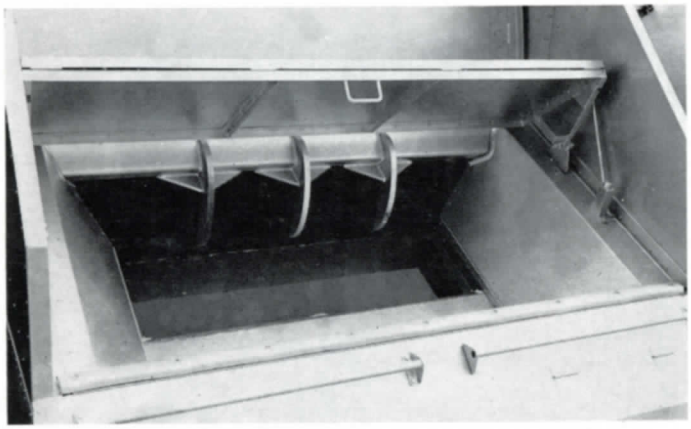
SIMPLICITY OF COMPRESSION MECHANISM WITH A SINGLE MOVING COMPONENT



Only the outer surfaces of the packer unit are in contact with the refuse. The loading cycle continues without interruption, being fully automatic and foolproof in operation.

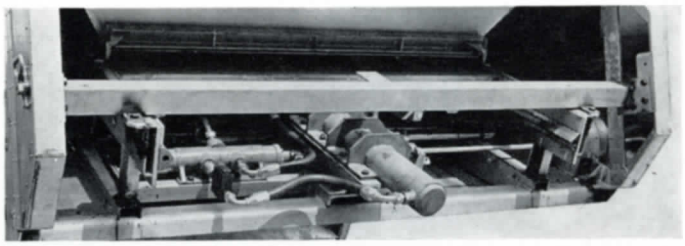
When travelling to the tip the rear aperture is completely closed down by a folding metal cover and very little refuse is presented to the view of the public at any time.

The loading floor of the hopper is constructed of $\frac{3}{8}$ in. thick manganese steel, and the packer unit is carried on heavy duty rollers incorporating taper-roller bearings.

The single hydraulic ram which powers the packer unit is mounted underneath, clear of all refuse and as the coupling to the forward and reverse control valve is mechanical, the system is entirely free of complicated synchronising or switching devices.

The hopper base construction is extremely robust, being constructed of heavy section welded members, thus ensuring freedom from distortion.

The whole of the packing mechanism is readily accessible for ease of maintenance.



SPECIFICATION

(subject to alteration without notice)

The body floor is of all-welded construction, made from heavy gauge rust-proof abrasion-resisting steel plate. Body superstructure is of fully heat-treated non-corrodible aluminium-alloy sheets, stiffened by extruded top-hat section of heat-treated aluminium alloy pressings. The complete body shell is of all-riveted construction with all overlapping joints running longitudinally to provide a smooth interior.

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 hopper frame is of all-welded construction and all components coming in contact with the refuse are made from heavy gauge abrasion-resisting rust-proof steel. 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.

A triple-expansion type hydraulic ram is mounted on the chassis frames at the front of the body to provide the high angle of tip for discharging and is neatly pocketed in the front bulkhead of the body.

The standard specification includes twin, folding rear steps of aluminium-alloy treadplate, built-in body safety supports, warning lamp in driver's cab. A high efficiency hydraulic pump of heavy duty construction provides the oil pressure supply for both compressing mechanism and body tipping gear.

All controls are mounted within the driver's cab, the oil supply tank is accessibly positioned and the entire hydraulic circuit is constructed with a minimum of components and pipework.

The double-acting compressing ram is controlled automatically at the maximum rate of six cycles per minute and manual control is provided at the hopper for use if demanded by loading conditions.

The entire system is protected by large capacity filters and a magnetic rod in the supply tank to collect metallic foreign matter and prevent their ingress into pump and valves.

Large bore weldless steel tubing and heavy duty flexible hoses are employed throughout, thus ensuring reliability and quietness in operation.

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