new series

REVOPAK

refuse collectors from SD

Shelvoke and Drewry Limited · Letchworth · Hertfordshire

the all new NN series

new cabs

Safety and comfort for crew members were prime considerations when the new NN series crew cabs were introduced. Specifically designed for Municipal operation they cater for rapid entry and exit of the loading crew, and for maximum safety this is from the nearside only.

The crew, driver and four loaders are accommodated; the driver with a full adjustable seat and the crew members on a full width bench seat, and forward-facing tip-up seat.

All round visibility is achieved by the use of maximum glazing in conjunction with slender pillars.

Also available is a single cab version, this providing accommodation for driver and two loaders.

new compact design

The new NN series chassis is designed to meet the unique and arduous stop and start low gear condition imposed on refuse collection vehicles.

The essential strength and reliability is incorporated together with the manoeuvrability necessary for operating in narrow and congested routes.

The NN series Revopak carries all the features of the larger Revopak models yet gives the operational advantages of a more compact machine.

A completely new chassis, cab and body design, together with careful component selection, all combine to give maximum performance.

new loading hopper

The new relationship of the loading hopper to the rear axle, coupled with weight saving achieved by the new design, allows greater payload in relation to gross vehicle weight.

Ejector Discharge has been retained, whilst the new positive hopper locks make discharge even faster.

All the advantages of speedy loading have been maintained by virtue of the full width hopper.

new compaction system

New simplified hydraulic circuitry and twin synchronised ram operated loading member maintains all Revopak compaction features, but with a reduction in moving parts.

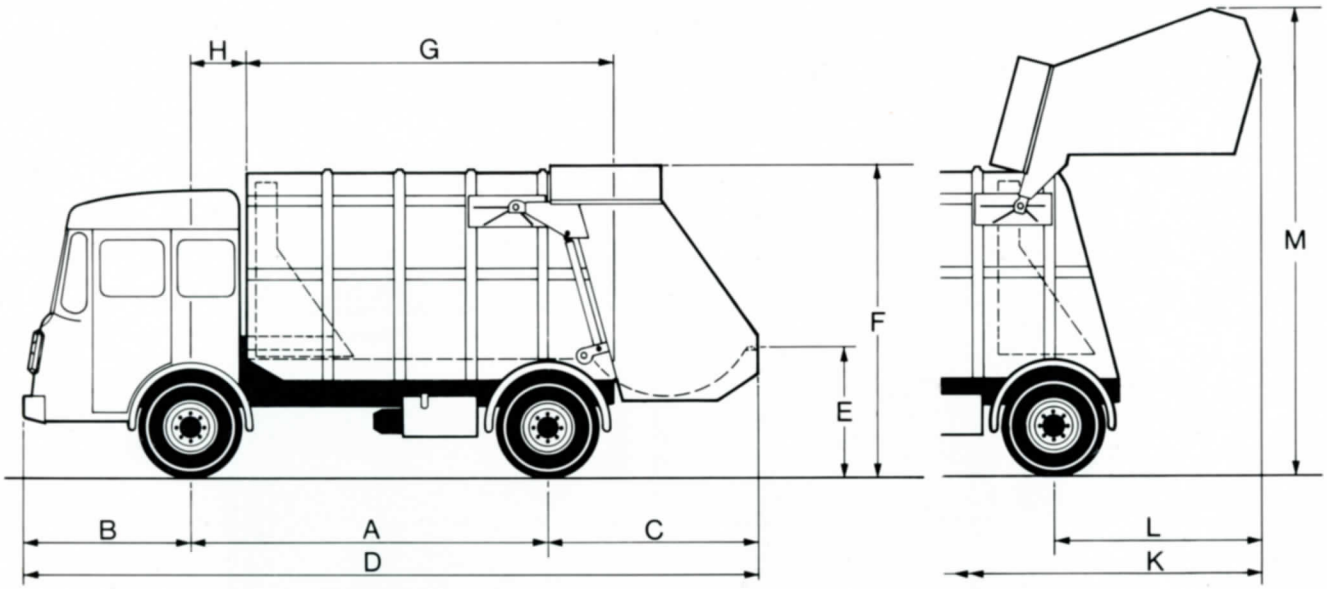
All systems are sealed from dirt and servicing is made easy via large side access doors.

Unique elliptical packing cycle ensures maximum refuse compression and rapid hopper clearance.

SD NN series a new Revopak

NN Series crew cab

General Data

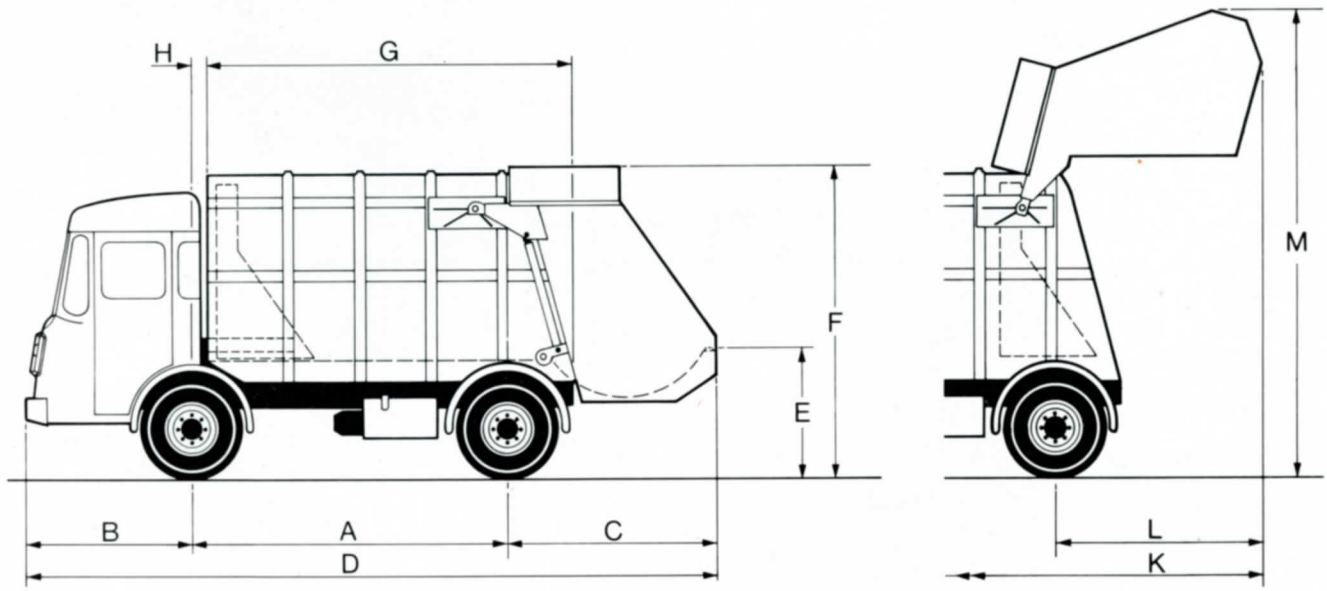


		ft	in	mm
A	Wheelbase	11	0	3353
B	Front overhang	5	2	1575
C	Rear overhang	6	6	1981
D	Overall length	22	8	6909
E	Rave height	4	0	1220
F	Overall height	9	8	2946
G	Body length	11	4	3454
H	Body front to front axle	1	9	533
K	Overall length	24	3	7391
L	Rear overhang	8	1	2463
M	Overall height	14	6	4420

Vehicle Data	ft	in	mm
Overall width	6	7	2007
Body inside width	5	6	1676
Body inside height	5	9	1753
Swept turning circle	43	0	13,106
Body air space	10.5 cu yds		8.02 c/m
Gross vehicle weight	11.5 tons		11 670 kg
Plated Loads			
Front axle	4.0 tons		4065kg
Rear axle	7.5 tons		7621kg
Ejection stroke	7ft	3in	2210mm

NN Series single cab

General Data



		ft	in	mm
A	Wheelbase	9	9	2972
B	Front overhang	5	2	1575
C	Rear overhang	6	6	1981
D	Overall length	21	5	6528
E	Rave height	4	0	1220
F	Overall height	9	8	2946
G	Body length	11	4	3454
H	Body front to front axle		6	152
K	Overall length	23	0	7010
L	Rear overhang	8	1	2463
M	Overall height	14	6	4420

Vehicle Data	ft	in	mm
Overall width	6	7	2007
Body inside width	5	6	1676
Body inside height	5	9	1753
Swept turning circle	42	0	12 802
Body air space	10.5 cu yds		8.02 c/m
Gross vehicle weight	11.5 tons		11 760 kg
Plated Loads			
Front axle	4.0 tons		4065kg
Rear axle	7.5 tons		7621kg
Ejection stroke	7ft	3in	2210mm

SD NN series
a new Revopak

specification

Engine NN Series (a) Perkins Six 354 diesel 6 cylinder, 4 stroke direct injection. Cubic capacity 354 cu in (5.8 litres). Develops 120 bhp at 2800 rpm governed speed.
(b) Leyland 6-98 diesel 6 cylinder, 4 stroke direct injection. Cubic capacity 345 cu in (5.6 litres). Develops 115 bhp at 2600 rpm. Air Cleaner: Oil-bath air cleaner is fitted on the induction manifold. Cold start (Perkins) A 'Thermostat' heater is fitted to the induction for easy starting. (Leyland) start retard unit fitted to injection pump.

Gear Box Assembled with engine and clutch in complete unit. Five forward speeds and one reverse. All gears are of case-hardened nickel-chrome steel and all forward gears are in constant mesh.

Ratios:	1st gear 7.67 to 1	2nd gear 4.30 to 1	3rd gear 2.51 to 1	The gear change lever
	4th gear 1.48 to 1	5th gear 1 to 1	Reverse 7.48 to 1	is remotely operated.

Clutch Dry-plate Borg & Beck with low unit pressure on linings, ball-bearing release, hydraulic operation and external lubrication. Clutch diameter 14″.

Radiator Flat-tube type with integral tanks and concealed filler. Pressurised water system. A water temperature gauge is provided in the instrument panel.

Cooling System A centrifugal water pump at front of engine is driven by a vee belt which also drives a 4-bladed fan and alternator.

Transmission Through balanced tubular propeller shafts supported by rubber mounted spherical centre bearing. Hardy Spicer heavy-duty needle-roller bearings are incorporated throughout with a sliding shaft in the rear section.

Rear Axle Spiral bevel wheel and pinion of heavy construction. Ratio 6.83 to 1. Load capacity 8 tons.

Front Axle Axle bed is 'I' section alloy-steel stamping carrying stub axles of highest grade steel stampings with hardened swivel pins.

Steering Recirculating Ball Type 26:1 ratio – manually operated – straight drag link.

Brakes Air/Hydraulic actuation, split front and rear to give secondary braking. Parking brake spring applied, air released mounted directly on rear axle. Front brakes – Girling $15\frac{1}{4} \times 5$ HLS/S. Rear brakes – Girling $15\frac{1}{4} \times 4\frac{1}{4}$ 2LS.

Chassis Manganese steel frame channel pressing $8\frac{1}{16}'' \times 2\frac{1}{2}'' \times \frac{1}{4}''$ with top hat and tubular cross members utilising an all bolted construction.

Road Springs Semi-elliptic front and rear – 48″ centres × 3″ wide, utilising anti-roll clip plates for stability. All leaves shot peened on tension side – telescopic shock absorbers fitted at front.

Fuel Tank 30 imperial gallons (136.4 litres) capacity on near or offside, depending on chassis options requested.

Wheels and Tyres 8.25 × 20 × 14 PR tubed tyre on pressed steel three-piece rim. Spare wheel mounted on offside of chassis.

Electrical System Negative earth with alternator. Two flat beam dipping headlamps recessed in front panel. Two side lamps, flashing indicators front and rear, twin rear stop/tail lamps and reflectors. Electric horn. Twin wipers and screen washers. Fuses and regulators mounted behind front panel readily removeable for access. 12 volt, two 6-volt batteries 120 amp/hr capacity.

Crew Cab Steel/wood integral construction with fibre glass roof canopy and engine cover. Cab designed for maximum comfort and visibility. Fitted with interior light, twin wipers and washers. Air flow heater and demister. Twin rear view mirrors. Heavy duty Front Bumper.

Instrument Panel Ergonomic design giving full range of instruments. Speedometer with mileage indicator or optional Tachograph, oil pressure gauge, air pressure gauge, battery indicator, fuel gauge. Horn, flashers and lights switch, column mounted. 'Hopper Raised' warning light. All controls positioned for ready access to reduce fatigue.

Chassis Lubrication Individual lubrication nipples. ACL or Airdromic lubrication systems optional.

Ancillary Equipment Spare wheel and tyre, number plates, licence holder, tool box and tools. Sack racks, towing brackets, rear steps etc. and other service options available.

Body and Hopper Construction Body of Heavy duty aluminium construction with all welded steel floor fabrication and reinforced ejector ram anchor points. Hopper of welded construction with aluminium cladding.

Hydraulic System An engine mounted high efficiency hydraulic pump provides the power for all services with dump valve to short circuit flow when vehicle is not compacting. Twin hydraulic rams, accurately controlled by a cam ring, rotate the moving teeth.
Full thrust from both rams is provided over the critical section of the packing path and a fast return is provided utilising the annulus side of the hydraulic rams.
A relief valve adjacent to the pump protects the complete hydraulic system against overloading.
A single acting hydraulic ram operates the ejector plate, which also serves as a compression barrier.
Twin double acting rams with hopper locks are employed for lifting the loading hopper.

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