



**They've arrived.
The range of municipal vehicles for the 1980's.
Here. Now.**



Shelvoke P Series, chassis across five GVW ranges, four cab versions, choice of two chassis widths



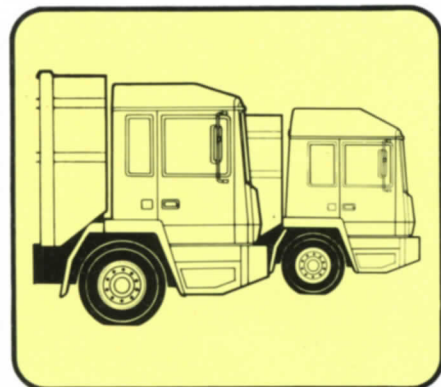
P series from Shelvoke and Drewry. A whole new generation of municipal vehicles.

The secret's out – Shelvoke's new municipal range for the 1980's is on the streets. Refuse collectors, like our Revopaks and Intapaks, from highly compact narrow access models, right up to six wheelers that can work all day without going to the tip. Container loaders to take just about every type and size of bulk refuse container in use – anywhere. Round, elliptical or rectangular, Shelvoke's rack and pinion or rectangular

bin lift systems have the answer. Municipal tankers, cesspool and gully emptiers and a whole number of export and special applications types, all built to the same high standards as our refuse collectors. In fact the new P series is a completely integrated municipal vehicle range, designed to meet the needs of the 1980's, but best of all it's available here and now from Shelvoke and Drewry.



(top) Shelvoke P Series cabs tilt to full 45° by quick action hydraulic pump (above) P Series, all built to customer order, to suit your operational requirements



P Series cabs are available in short (3 man) and crew versions

Purpose built for municipal operation. Because we didn't get where we are today by building mass produced chassis.

Any municipal vehicle is only as good as its chassis. So it's nice to know that's where we started. Shelvoke and Drewry have over fifty years experience in designing and producing purpose built chassis for municipal operation and while a great deal has changed in that time, virtues like strength, reliability and a long service life are just as worthy today as they ever were.

But the cold, hard realities of today's operating conditions also need the answers that only the latest automotive technology can give. So we've got one of the best engineering design teams in the business, evaluating new regulations, planning, checking and testing for the future, to keep us ahead.

With the P series we went back to square one and designed a completely new range of chassis layouts, combining both Shelvoke's traditional reserves of strength with new standards of suspension and steering, to match current and future operating conditions.

Frame section is top quality channel and

features all bolted cross member construction, so it's strong, yet flexible. Then we selected the best automotive components money can buy, because anything less, under arduous stop/start or tip site conditions, would be false economy. So axles, suspension, power units and drive trains are all built to take it, even under the worst conditions.

Only a purpose built municipal chassis can give you such a wide range of options and only Shelvoke's new P series can give you such a wide integrated range of models. From the narrow access PN series only 2 metres (6' 7") wide, right up to the big PT series 6 x 4, there are a total of five GVW ranges each with a choice of wheel-base.

Then there's the cab. It was time for a new look. Today, just like any other commercial vehicle, the cab is the cornerstone of productivity and good industrial relations. Yet the needs of a municipal cab are unique, the correct configuration and ergonomics are vital. So we put our heads together with



(left) This cut away view shows P Series strength of construction. Box section cantrails and side pillars give crew all round protection. Construction is all steel with certain non-structure panels in GRP for lightness. Power unit position allows obstruction free cross cab access with flat floor for fast crew entry/exit (below) P Series interior is fully trimmed with all driver's instruments easily visible through two spoke wheel. Additional controls are located in centrally mounted floor console. Fascia also contains fuse box access and storage space

some of the country's leading automotive designers to ensure we got the right answers. First we positioned the power unit lower and further back in the chassis to give less intrusion into the cab floorspace and improve cross cab access. That, combined with the adoption of a tilt cab concept, reduces interior noise and heat levels while improving maintenance access.

To meet forthcoming safety requirements and suitability for operation under all worldwide conditions, the cab had to be of all steel unit construction. P series cabs are designed to meet both EEC and Swedish regulations. Wide doors and easy entry steps lead to a spacious cab interior, with unobstructed flat floorspace for easy crew circulation. Large, deep windscreen and side glass area gives maximum vision for the tight situations refuse collectors get themselves into and flat styled front panel does more than just look good – it means even small children can be seen right up close.

The tough front bumper with recessed lights and flat section cab panels, not only looks good to start with, but has been designed to make repair or replacement a cheaper, simpler job. And because Shelvok chassis are designed to last longer than the average mass produced chassis, we naturally made sure the cab would too, so each P series is fully rustproofed inside and out.

At first glance, the fully trimmed interior and high level of seating comfort might be considered an extravagance. But there's more to it than that. Thick, hard wearing,

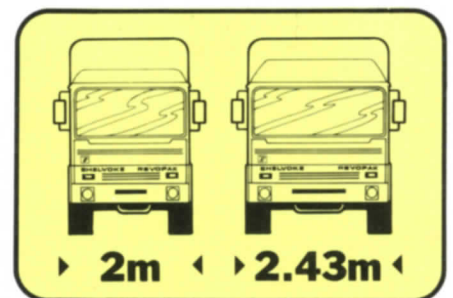
moulded floor matting insulates the interior from road and engine noise and heat. Trim and dash panels are made from easy to clean leather grain ABS, that does more than just look good, it's the toughest wearing material in the business. Seats, grabrails and driver's controls and instruments are all ergonomically designed for maximum safety and ease of use.

P series crew cab versions have walk in access with full width bench seat for crew. Short (3 man) cab is fitted with dual crew seat alongside driver.

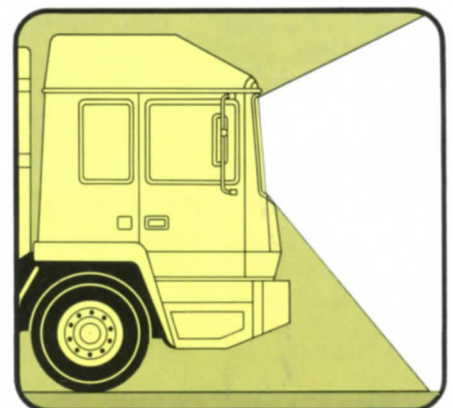
Precise power steering combined with excellent vision and fully adjustable driver's seat, give your drivers a head start against tight corners and heavy traffic, while big, well placed mirrors, tell them what's happening behind.

Modular design means P series cabs come in four basic versions. Narrow access PN and PNL series get a compact, five man crew cab (including driver) and short three man cab. PX, PY series both share wider six man crew and three man short cabs. (PT series 6 x 4 is normally specified with crew cab version.)

The new Shelvok P series – the best of our traditional virtues, combined with an integrated chassis range for every type of municipal operation. That's some combination.



(above) P Series chassis come in two overall widths – PN/PNL Series for narrow access operations and full width PX/PY Series. (Due to tyre/axle specifications PX Series are actually 2.38m wide)



Wide, deep screen gives exceptional all round vision



Revopak continuous Loading System. Model range and technical data.

All Revopak refuse collectors are now available on the new P series range of municipal tilt cab chassis. Four basic GVW brackets are available. These are: Narrow access PN/PNL series, Mid range PX series, Heavy duty PY series. 3 axle class PT series. Each chassis series is available in either short or crew cab versions and with optional power unit/driveline combinations. Manual or automatic transmission are now both standard options on all models. Revopak body sizes are matched to Shelvoke P series municipal chassis for maximum

space utilisation. A wide range of service options are available to suit operational requirements.

Then there's the choice of ancillary equipment. The Revopak system can take a wide range of container and bin lift equipment, including the highly successful Shelvoke rack and pinion system that takes just about every type of circular container going. For square or oblong containers like those used with Shelvoke Vertipak Compactor, you can specify our rectangular bin lift.

Principal Dimensions	Cab	Wheel-base	Length (overall)	Width	Height	Turning Circle (swept)	Front Overhang	Rear Overhang	Body Length	Height (hopper up)	Rave Height	Body Airspace
PN Series SWB Revopak	Short (3 man)	8' 0" 2438mm	19' 7" 5969mm	6' 8" 2032mm	9' 4" 2845mm	36' 10" 11227mm	5' 2" 1575mm	6' 6" 1981mm	9' 7" 2921mm	14' 6" 4420mm	4' 0" 1219mm	9.0 cu yds 6.8 cu metres
PN Series Revopak	Short (3 man)	10' 0" 3048mm	21' 8" 6604mm	6' 8" 2032mm	9' 4" 2845mm	40' 6" 12344mm	5' 2" 1575mm	6' 6" 1981mm	11' 4" 3454mm	14' 6" 4420mm	4' 0" 1219mm	10.25 cu yds 7.8 cu metres
PN Series Revopak	Crew (5 man)	11' 3" 3429mm	22' 11" 6985mm	6' 8" 2032mm	9' 4" 2845mm	44' 0" 13411mm	5' 2" 1575mm	6' 6" 1981mm	11' 4" 3454mm	14' 6" 4420mm	4' 0" 1219mm	10.25 cu yds 7.8 cu metres
PNL Series Revopak	Short (3 man)	11' 3" 3429mm	22' 11" 6985mm	6' 8" 2032mm	9' 4" 2845mm	44' 0" 13411mm	5' 2" 1575mm	6' 6" 1981mm	13' 1" 3988mm	14' 6" 4420mm	4' 0" 1219mm	11.8 cu yds 9.0 cu metres
PNL Series Revopak	Crew (5 man)	12' 6" 3810mm	24' 1" 7341mm	6' 8" 2032mm	9' 4" 2845mm	46' 10" 14275mm	5' 2" 1575mm	6' 6" 1981mm	13' 1" 3988mm	14' 6" 4420mm	4' 0" 1219mm	11.8 cu yds 9.0 cu metres
PX Series Revopak	Short (3 man)	11' 9" 3581mm	23' 11" 7290mm	7' 10" 2388mm	11' 0" 3353mm	47' 0" 14326mm	5' 2" 1575mm	7' 0" 2134mm	13' 3" 4039mm	16' 10" 5131mm	4' 4" 1321mm	15.0 cu yds 11.4 cu metres
PX Series Revopak	Crew (6 man)	13' 0" 3962mm	25' 2" 7671mm	7' 10" 2388mm	11' 0" 3353mm	51' 2" 15697mm	5' 2" 1575mm	7' 0" 2134mm	13' 3" 4039mm	16' 10" 5131mm	4' 4" 1321mm	15.0 cu yds 11.4 cu metres
PY Series Revopak	Short (3 man)	13' 0" 3962mm	25' 2" 7671mm	8' 0" 2438mm	11' 0" 3353mm	51' 6" 15697mm	5' 2" 1575mm	7' 0" 2134mm	14' 6" 4420mm	16' 10" 5131mm	4' 4" 1321mm	18.0 cu yds 13.7 cu metres
PY Series Revopak	Crew (6 man)	14' 3" 4343mm	26' 5" 8052mm	8' 0" 2438mm	11' 0" 3353mm	56' 0" 17069mm	5' 2" 1575mm	7' 0" 2134mm	14' 6" 4420mm	16' 10" 5131mm	4' 4" 1321mm	18.0 cu yds 13.7 cu metres
PT Series Revopak	Crew (6 man)	14' 6" 4420mm	28' 8" 8738mm	8' 0" 2438mm	11' 1" 3378mm	57' 0" 17374mm	5' 2" 1575mm	9' 0" 2743mm	16' 10" 5131mm	16' 11" 5156mm	4' 5" 1346mm	23.0 cu yds 17.6 cu metres



1. PN Series SWB Revopak short cab



6. PNL Series Revopak short cab



11. PX Series Revopak crew cab



16. PY Series Revopak Circular Bin Lift



2. PN Series Revopak short cab



7. PNL Series Revopak crew cab



12. PX Series Revopak Circular Bin Lift



17. PY Series Revopak Rectangular Bin Lift



3. PN Series Revopak crew cab



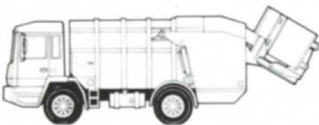
8. PNL Series Revopak Circular Bin Lift



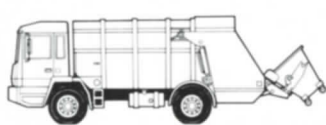
13. PX Series Revopak Rectangular Bin Lift



18. PT Series Revopak crew cab



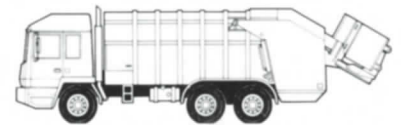
4. PN Series Revopak Circular Bin Lift



9. PNL Series Revopak Rectangular Bin Lift



14. PY Series Revopak short cab



19. PT Series Revopak Circular Bin Lift



5. PN Series Revopak Rectangular Bin Lift



10. PX Series Revopak short cab



15. PY Series Revopak crew cab



20. PT Series Revopak Rectangular Bin Lift



Revopak triple compaction cycle.

The loading member or rake, moves in an elliptical pattern clearing refuse from the loading hopper and forcing it forward through the fixed teeth. Refuse sacks and bulky objects are split up at this stage to improve compression. The moving bulkhead, the ejector plate is always automatically positioned at the rear of the body when the vehicle is empty.

Second stage of compression occurs when further quantity of refuse is compressed into material previously loaded. Revopak can also be used for intermittent loading if required and cycle can be reversed at any time to clear any obstructions. Third stage is achieved by moving bulkhead back

pressure against the refuse load. This is achieved automatically and is designed to give the maximum refuse density throughout the body. The bulkhead does not move back until a preset pressure has been achieved.

Body Specification

Body and Hopper Construction: Body of heavy duty aluminium construction with all welded floor fabrication and reinforced ejector ram anchor points. Hopper of welded construction and reinforced 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.

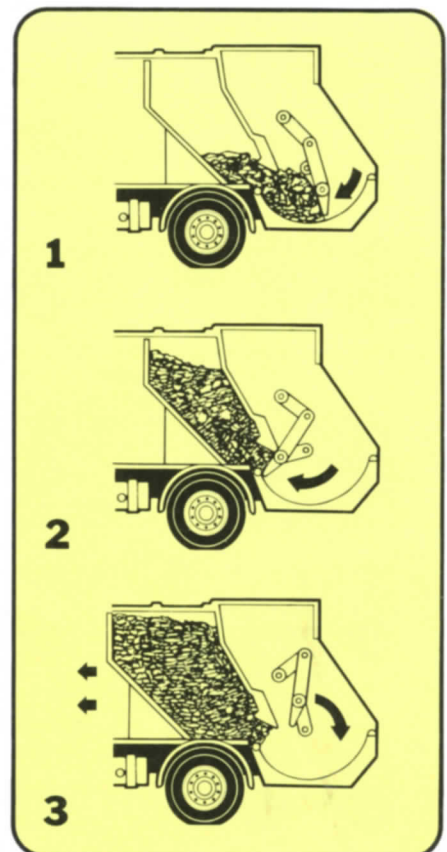
Full thrust from both rams is provided over the critical section of the packing path and a fast return is provided utilising the annulus side of the hydraulic rams.

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.

Plated Loads	Front	Rear	GVW
PN Series	4.0 tons 4.1 tonnes	7.5 tons 7.6 tonnes	11.5 tons 11.7 tonnes
PNL Series	4.0 tons 4.1 tonnes	8.5 tons 8.7 tonnes	12.5 tons 12.8 tonnes
PX Series	5.0 tons 5.1 tonnes	9.0 tons 9.2 tonnes	14.0 tons 14.3 tonnes
PY Series	6.0 tons 6.1 tonnes	10.0 tons 10.2 tonnes	16.0 tons 16.3 tonnes
PT Series	6.0 tons 6.1 tonnes	16.0 tons 16.3 tonnes	22.0 tons 22.4 tonnes



Maxipak intermittent loading system. Model range and technical data.



Different authorities have different needs, so it's highly likely that many fleets will consist of either continuous or intermittent loading refuse collectors. Or a mixture of both. Shelvoke's Maxipak intermittent loaders feature the same tough heavy duty steel and aluminium body construction as our Revopak's. They've still got the same fast action ejector discharge and come in the same wide range of capacities and sizes. The Maxipak hopper is just as compact as the Revopak's and unlike several other types of intermittent loaders, all moving and hydraulic parts are designed not to be in contact with refuse and dust.

All Maxipak refuse collectors are now available on the new P Series range of municipal tilt cab chassis. Four basic GVW brackets are available. These are narrow access PN/PNL Series, mid range PX Series, heavy duty PY Series and 3 axle class PT Series. Each chassis series is available in either short or crew cab versions and with optional power unit/driveline combinations. Manual or automatic transmission are now both standard options on all models. Maxipak body sizes are matched to Shelvoke P Series municipal chassis for maximum space utilisation. A wide range of service options are available to suit all operational requirements.

Principal Dimensions	Cab	Wheel-base	Length (overall)	Width	Height	Turning Circle (swept)	Front Overhang	Rear Overhang	Body Length	Height (hopper up)	Rave Height	Body Airspace
PN Series SWB Maxipak	Short (3 man)	8' 0" 2438mm	19' 7" 5969mm	6' 8" 2032mm	9' 4" 2845mm	36' 10" 11227mm	5' 2" 1575mm	6' 6" 1981mm	9' 7" 2921mm	14' 6" 4420mm	4' 0" 1219mm	9.0 cu yds 6.8 cu metres
PN Series Maxipak	Short (3 man)	10' 0" 3048mm	21' 11" 6689mm	6' 8" 2032mm	9' 4" 2845mm	40' 6" 12344mm	5' 2" 1575mm	6' 9" 2066mm	11' 4" 3454mm	15' 1" 4597mm	3' 1" 940mm	10.25 cu yds 6.8 cu metres
PN Series Maxipak	Crew (5 man)	11' 3" 3429mm	23' 3" 7095mm	6' 8" 2032mm	9' 4" 2845mm	44' 0" 13411mm	5' 2" 1575mm	6' 9" 2066mm	11' 4" 3454mm	15' 1" 4597mm	3' 1" 940mm	10.25 cu yds 6.8 cu metres
PNL Series Maxipak	Short (3 man)	11' 3" 3429mm	23' 3" 7095mm	6' 8" 2032mm	9' 4" 2845mm	44' 0" 13411mm	5' 2" 1575mm	6' 9" 2066mm	13' 1" 3988mm	15' 1" 4597mm	3' 1" 940mm	11.8 cu yds 9.0 cu metres
PNL Series Maxipak	Crew (5 man)	12' 6" 3810mm	24' 5" 7451mm	6' 8" 2032mm	9' 4" 2845mm	46' 10" 14275mm	5' 2" 1575mm	6' 9" 2066mm	13' 1" 3988mm	15' 1" 4597mm	3' 1" 940mm	11.8 cu yds 9.0 cu metres
PX Series Maxipak	Short (3 man)	11' 9" 3581mm	24' 2" 7374mm	7' 10" 2388mm	11' 0" 3353mm	47' 0" 14326mm	5' 2" 1575mm	7' 3" 2215mm	13' 3" 4039mm	17' 5" 5309mm	3' 4" 1016mm	15.0 cu yds 11.4 cu metres
PX Series Maxipak	Crew (5 man)	13' 0" 3962mm	25' 5" 7755mm	7' 10" 2388mm	11' 0" 3353mm	51' 6" 15697mm	5' 2" 1575mm	7' 3" 2215mm	13' 3" 4039mm	17' 5" 5309mm	3' 4" 1016mm	15.0 cu yds 11.4 cu metres
PY Series Maxipak	Short (3 man)	13' 0" 3962mm	25' 5" 7755mm	8' 0" 2438mm	11' 0" 3353mm	51' 6" 15697mm	5' 2" 1575mm	7' 3" 2215mm	14' 6" 4420mm	17' 5" 5309mm	3' 4" 1016mm	18.0 cu yds 13.7 cu metres
PY Series Maxipak	Crew (5 man)	14' 3" 4343mm	26' 8" 8133mm	8' 0" 2438mm	11' 0" 3353mm	56' 0" 17069mm	5' 2" 1575mm	7' 3" 2215mm	14' 6" 4420mm	17' 5" 5309mm	3' 4" 1016mm	18.0 cu yds 13.7 cu metres
PT Series Maxipak	Crew (5 man)	14' 6" 4420mm	28' 11" 8819mm	8' 0" 2438mm	11' 1" 3378mm	57' 0" 17374mm	5' 2" 1575mm	9' 3" 2825mm	16' 10" 5131mm	17' 5" 5309mm	3' 5" 1041mm	23.0 cu yds 17.6 cu metres



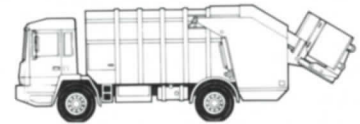
21. PN Series SWB Maxipak short cab



26. PNL Series Maxipak short cab



31. PX Series Maxipak crew cab



36. PY Series Maxipak Circular Bin Lift



22. PN Series Maxipak short cab



27. PNL Series Maxipak crew cab



32. PX Series Maxipak Circular Bin Lift



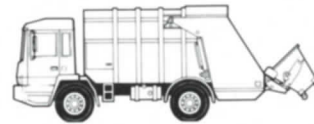
37. PY Series Maxipak Rectangular Bin Lift



23. PN Series Maxipak crew cab



28. PNL Series Maxipak Circular Bin Lift



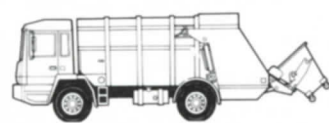
33. PX Series Maxipak Rectangular Bin Lift



38. PT Series Maxipak crew cab



24. PN Series Maxipak Circular Bin Lift



29. PNL Series Maxipak Rectangular Bin Lift



34. PY Series Maxipak short cab



39. PT Series Maxipak Circular Bin Lift



25. PN Series Maxipak Rectangular Bin Lift



30. PX Series Maxipak short cab



35. PY Series Maxipak crew cab



39A. PT Series Maxipak Rectangular Bin Lift



Maxipak loading cycle.

Valve 1 – Start/Stop revolution
 Valve 2 – Pack cylinder control
 Valve 3 – Sweep cylinder control
 Move valve (1) to forward position.
 Sweep cylinders retract fully, tripping valve (2) directing oil to the extend side of the packing cylinders.
 Pressure now on packing cylinder extend and sweep retract.
 As packing cylinder extends valve (3) returns to neutral.
 Packing rams extend until valve (1) is tripped to the neutral position.
 Valve (1) must now be manually moved to the forward position again. (This is a safety feature, alternative solutions are optional.)
 Packing rams now fully extend tripping valve (3) directing oil to extend sweep cylinders.
 Pressure available to both cylinders until sweep cylinder extends allowing valve (2) to return to neutral.
 Sweep cylinders fully extend trip valve (2) to direct pressure to retract pack cylinders.
 Pressure is applied to both until packing cylinder retract returning valve (3) to neutral.
 Packing cylinders retract almost completely tripping valve (3), directing oil to sweep cylinder retract side.
 During pressure overlap period valve (2) returns to neutral and the remaining stroke of the packing cylinder retraction is used to trip valve (1) to neutral.

Plated Loads	Front	Rear	GVW
PN Series	4.0 tons 4.1 tonnes	7.5 tons 7.6 tonnes	11.5 tons 11.7 tonnes
PNL Series	4.0 tons 4.1 tonnes	8.5 tons 8.7 tonnes	12.5 tons 12.8 tonnes
PX Series	5.0 tons 5.1 tonnes	9.0 tons 9.2 tonnes	14.0 tons 14.3 tonnes
PY Series	6.0 tons 6.1 tonnes	10.0 tons 10.2 tonnes	16.0 tons 16.3 tonnes
PT Series	6.0 tons 6.1 tonnes	16.0 tons 16.3 tonnes	22.0 tons 22.4 tonnes

Body Specification

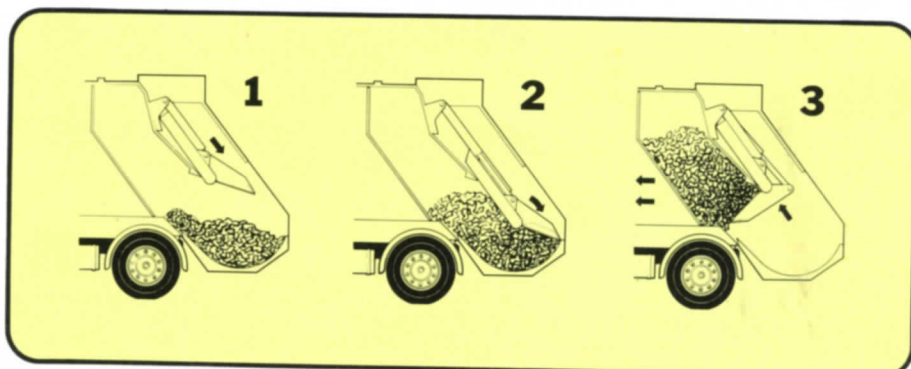
Body and Hopper Construction: Body of heavy duty aluminium construction with all welded steel floor fabrication and reinforced ejector ram anchor points. Hopper of welded construction with aluminium cladding.

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.

A relief valve adjacent to the pump protects the complete hydraulic system against over loading.

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.





Export and Special Applications. Model range and technical data.

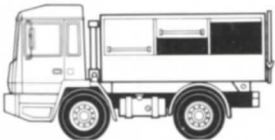
Shelvoke P series chassis are also suitable for all sorts of other tough municipal jobs – municipal tankers for cesspool and gully emptying and industrial sludge tankers from 1100 gallons to 2000 gallons capacity. Civic amenities and industrial skip loaders to lift or load just about any type of container or skip there is, including the rectangular types used in our highly successful Vertipak stationary compaction system. Ancillary vehicles like road sweepers, hydraulic tower platforms – you name it. They're all built to the same high standards as our refuse collectors, so you can run an integrated municipal fleet, with all the advantages that brings.

And for rural areas or developing countries, we still produce our robust Chelsea side loader and Fore and Aft tipper models. In fact we've a whole range of special vehicles for export markets, examples of which are already in service throughout the world, in some of the toughest conditions going.

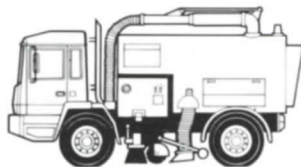
Specification variations may be made to suit local operating requirements and regulations such as left or right hand drive, tropical cab options, extreme hot or cold climatic conditions, etc; the Company provide a technical liaison service to assist and formulate such requirements as required.

Principal Dimensions	Cab	Wheel-base	Length (overall)	Width	Height	Turning Circle (swept)	Front Overhang	Rear Overhang	Body Length	Height (body tipped)	Body Capacity (airspace)
PN Series Chelsea	Crew (5 man)	11' 3" 3429mm	20' 2" 6146mm	6' 8" 2032mm	9' 7" 2918mm	44' 0" 13411mm	5' 2" 1575mm	4' 0" 1219mm	N.A	14' 11" 4552mm	12.8 cu yds 9.78 cu metres
PN Series Fore & Aft Tipper	Crew (5 man)	11' 3" 3429mm	22' 0" 6706mm	6' 8" 2032mm	10' 5" 3175mm	44' 0" 13411mm	5' 2" 1575mm	5' 8" 1727mm	N.A	17' 4" 5283mm	20.0 cu yds 18.4 cu metres
PN Series Skip Loader	Short (3 man)	10' 0" 3048mm	Dependent on Spec	6' 8" 2032mm	Dependent on Spec	40' 6" 12344mm	5' 2" 1575mm	Dependent on Spec	Dependent on Spec	Dependent on Spec	Dependent on Spec
PX Series Fore & Aft Tipper	Crew (6 man)	11' 9" 3581mm	23' 8" 7010mm	7' 10" 2388mm	11' 0" 3358mm	47' 0" 14326mm	5' 2" 1575mm	5' 4" 1626mm	N.A	10' 4 1/4" 3162mm	25 cu yds 19.0 cu metres
PN Series Gully Emptier	Short (3 man)	10' 0" 3048mm	20' 3" 6172mm	6' 8" 2032mm	11' 8" 3556mm	40' 6" 12344mm	5' 2" 1575mm	5' 10" 1778mm	N.A	N.A	1100 gallons 5000 litres
PN Series Cesspool Emptier	Short (3 man)	10' 0" 3048mm	20' 9" 6325mm	6' 8" 2032mm	9' 7" 2918mm	40' 6" 12344mm	5' 2" 1575mm	5' 10" 1778mm	N.A	N.A	1100 gallons 5000 litres
PX Series Cesspool Emptier	Short (3 man)	11' 9" 3581mm	22' 4" 6807mm	7' 10" 2388mm	9' 8" 2943mm	47' 0" 14326mm	5' 2" 1575mm	5' 10" 1778mm	N.A	N.A	1500 gallons 6818 litres
PX Series 'Molex'	Short (3 man)	11' 9" 3581mm	21' 9" 6629mm	7' 10" 2388mm	9' 8" 2943mm	47' 0" 14326mm	5' 2" 1575mm	4' 10" 1473mm	N.A	N.A	1500 gallons 6818 litres
PY Series 'Molex'	Short (3 man)	13' 0" 3962mm	23' 6" 7163mm	8' 0" 2438mm	9' 8" 2943mm	51' 6" 15697mm	5' 2" 1575mm	5' 4" 1626mm	N.A	N.A	2000 gallons 9041 litres

For Plated Loads see previous pages



40. PN/PNL Series Chelsea short/crew cab



43. PN/PNL Series Johnston Road Sweeper



46. PN Series Gully Emptier



50. PX Series Latrine Tanker/Loader



41. PX Series F&A Tipper crew cab



44. PX Series Cesspool Emptier



47. PX Series Molex Sludge Tanker



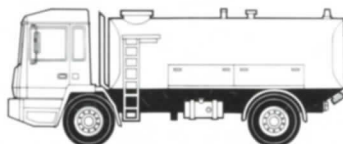
51. PY Series Simcn Service Platform



42. PN/PNL Series Skip Loader short cab



45. PN Series Cesspool Emptier



48. PY Series Molex Sludge Tanker

Limitations of space in this publication prevent the listing of every option and it is recommended that where further information of vehicle types or detailed specifications are required for special application or export markets, communication be made direct where appropriate, to Shelvoke and Drewry U.K. Sales or Export Municipal Sales departments.

Due to company policy for continuous product improvement, Shelvoke & Drewry Limited reserve the right to change specifications of the models shown without notice. The vehicle types shown in this publication are intended only as a guide and do not necessarily show a vehicle of standard specification.



49. PT Series Revopak Skip Loader



Shelvoke P Series Gully Emptier



Unique PNL Series Narrow Access Skip Loader



Chelsea Side Loader for rural/export use



**Shelvoke P series
refuse collectors, bulk loaders, municipal tankers-
In fact a completely integrated municipal vehicle range.
Here and Now.**



Behind every new Shelvoke Municipal- Fifty years' experience and the best after sales service network in the business.

Nationwide or worldwide, you can count on SD service being there to back you up. There's a comprehensive network of specially designed spares and service centres located in every key region throughout the U.K. They're all modern, fully equipped and near motorways for fast communications.

They run pre-delivery inspections for every newly delivered vehicle, service the not so new, on a contract basis if you wish, and can rebuild or up-date old or damaged vehicles so they're as good as new, under our 'Transform Plan'.

Overseas we've a network of service engineers and agents selected for their knowledge of local conditions and to back them up we run regular training courses to keep everyone up to date on latest developments. (That goes for U.K. service crews and customers' staff too).

Also, remember, Shelvoke After Sales Service covers the entire Shelvoke Municipal range and in most cases the whole vehicle as well - body, hopper, chassis and cab. Your Shelvoke Municipals are designed to work hard - we're working hard to keep things that way.



Shelvoke

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