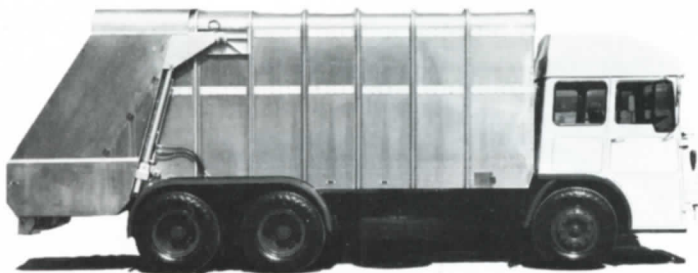


**new
series**

REVOPAK



refuse collectors from



Shelvoke and Drewry Limited · Letchworth · Hertfordshire

the all new NT tandem drive

new cabs

Safety and comfort for crew members were prime considerations when the new NT 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 five loaders are accommodated; the driver with a fully adjustable seat and the crew members on a full width bench seat.

An additional seat for a sixth loader is optional.

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



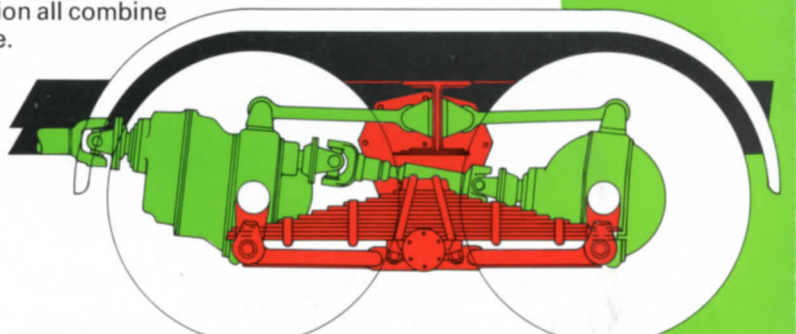
new chassis

The NT 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. In addition, stability and a good ride on disposal areas is equally catered for.

New suspension, heavy duty rear bogie, power steering and careful component selection all combine to give maximum performance.

Fifty years experience in the manufacture of Municipal Vehicles make the new heavy duty NT chassis a leader in its class.



ve series

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

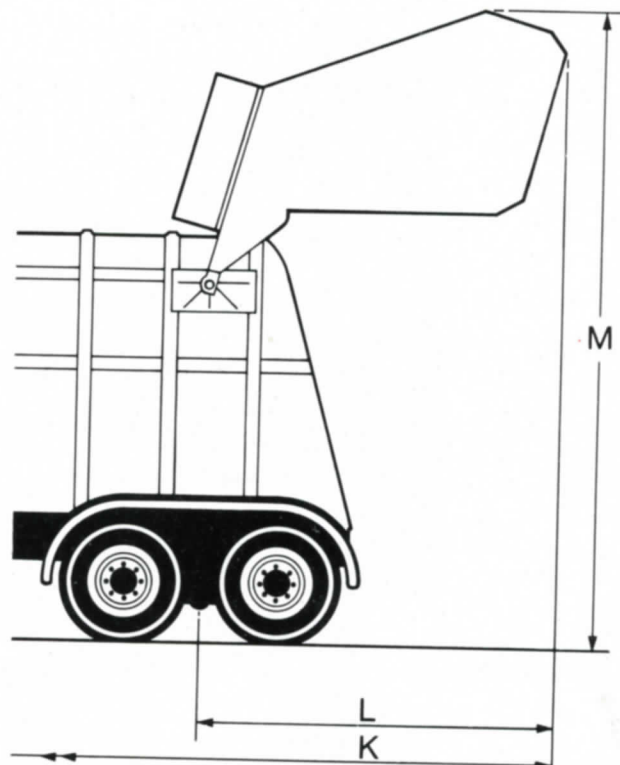
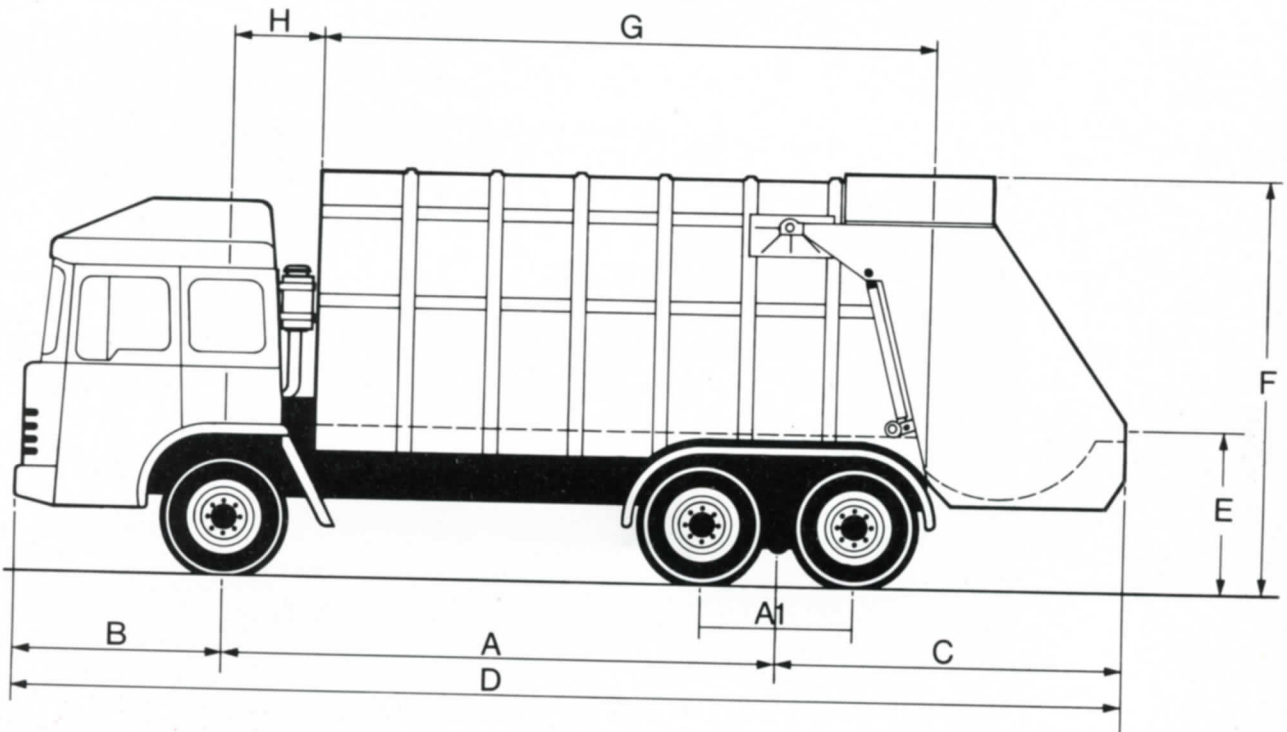
New simplified hydraulic circuitry and twin synchronised ram operated loading member maintains all Revopak compaction features, but with a reduction in moving parts.

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.



NTseries
a new Revopak



	ft	in	mm
A Wheelbase	14	6	4420
A1 Bogie centres	2	0	610
B Front overhang	5	5	1651
C Rear overhang	9	0	2743
D Overall length	28	11	8814
E Rave height	4	4	1321
F Overall height	11	1	3378
G Body length	15	11	4851
H Body front to front axle	2	5	739
K Overall length	29	3	8915
L Rear overhang	9	4	2845
M Overall height	16	11	5156

Vehicle Data	ft	in	mm
Overall width	8	0	2438
Body inside width	6	10	2083
Body inside height	6	8	2032
Body air space	22 cu yds		16.82 c/m
Gross vehicle weight	22 tons		2235 kg



 NTseries
a new Revopak

Engine Leyland 410 Turbo-charged engine. Direct injection, 4-stroke, 6-cylinder. Water cooled diesel. Swept volume, 399 cu ins (6.54 litres) developing 144 bhp at 2600 rpm (BSAU 141a 1971 net rating). Remote 10" diameter dry type air cleaner.

Gearbox 6 forward speeds – 1 reverse. All gears of case-hardened nickel/chrome steel. All forward gears constant mesh.

Ratios: 1st gear 7.013:1 2nd gear 4.304:1 3rd gear 2.544:1 4th gear 1.54:1 5th gear 1:1 6th gear 0.76:1 Reverse 6.6:1.

Clutch Single Dry plate Borg & Beck 'AS' 15" diameter. Ball-bearing release, hydraulic operation from pedal-mounted master cylinder.

Radiator Flat-tube type with integral tanks and concealed filler. Pressurised watersystem. 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 Axles Tandem rear axles Eaton type 30D with through drive. Total axle capacity 16 tons. Axle ratio: 7.2:1.

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

Steering (Power Assisted). Drag Link mounted power steer cylinder complete with reactive Power Steering Valve. Power Steer Pump engine driven.

Brakes Full air split system. Front axle using Double Diaphragm chamber and rear axles using Spring Brake chambers. Secondary systems use front axle and foremost rear axle, or front axle and rearmost rear axle. Parking brake spring applied, are released on both rear axles. Front brakes: Girling FCSS 15½" x 6" diameter. Rear brakes: Girling FCSS 15½" x 7" diameter.

Chassis Manganese steel frame channel pressing, 10" x 3½" x ⅜". Frame cross members top hat and tubular section. Bogie cross member all welded construction with detachable pivot tube. All bolted construction.

Front Suspension Semi-elliptic front springs at 54" centres x 4" wide controlled by telescopic shock absorbers.

Rear Suspension Two spring rear bogie suspension utilising 6 torque rods. Springs pivoted on trunnion bracket and located on axle for maximum cross articulation.

Fuel Tank 30 gallon (136.4 litres) capacity mounted on nearside of chassis.

Wheels and Tyres Pressed steel 3-piece rim. Heavy duty 6.3 offset 7.5 x 20 front. 6.0 offset 7.0 x 20 rear. Tyres unrestricted : 10.00 x 20 x 16 PR front. 9.00 x 20 x 14 PR rear.

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.

NT Series Leyland Engine 24 volt two 12 volt batteries 134 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. Container Bulk Loader 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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