

**new
series**

REVOPAK



refuse collectors from



Shelvoke and Drewry Limited · Letchworth · Hertfordshire

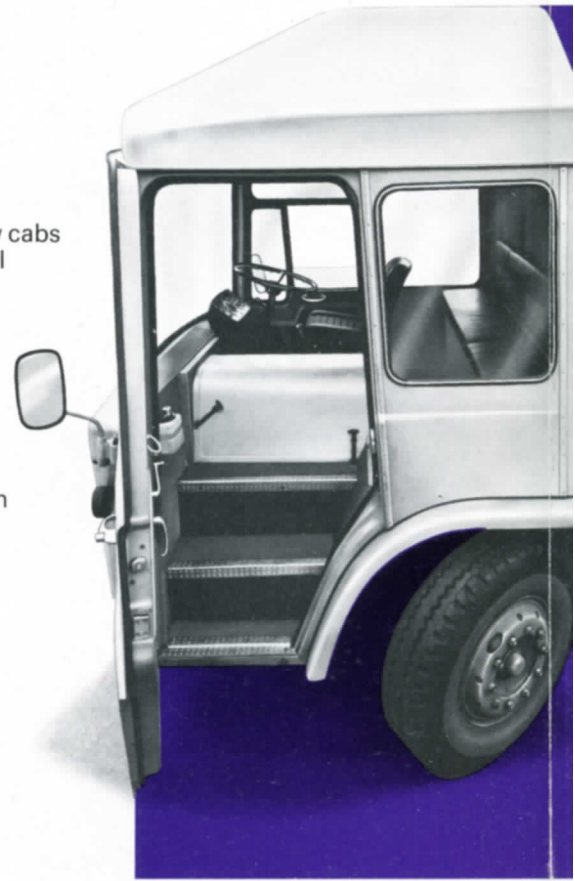
the all new NX and NY series

new cabs

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

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



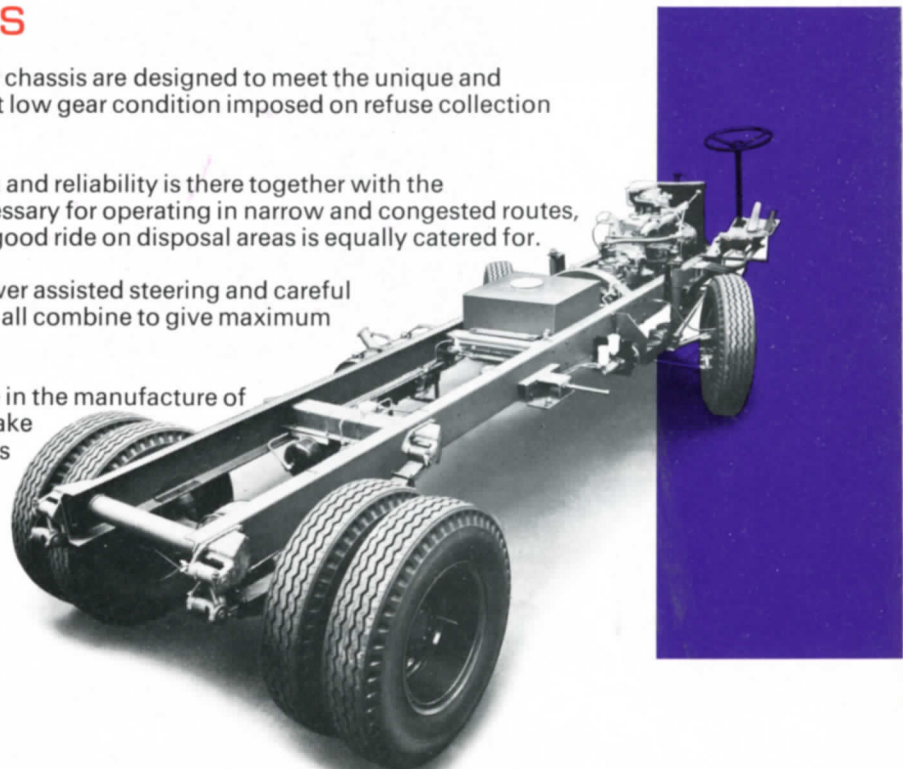
new chassis

The NX and NY series chassis are designed to meet the unique and arduous stop and start low gear condition imposed on refuse collection vehicles.

The essential strength and reliability is there together with the manoeuvrability necessary for operating in narrow and congested routes, whilst stability and a good ride on disposal areas is equally catered for.

New suspension, power assisted steering and careful component selection all combine to give maximum performance.

Fifty years experience in the manufacture of Munciple Vehicles make the NX and NY chassis leaders in this field of operation.



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.

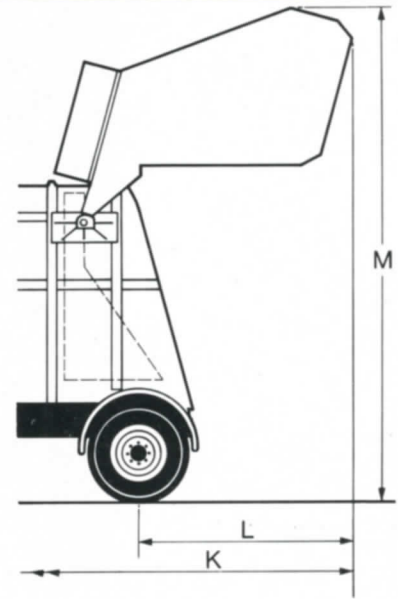
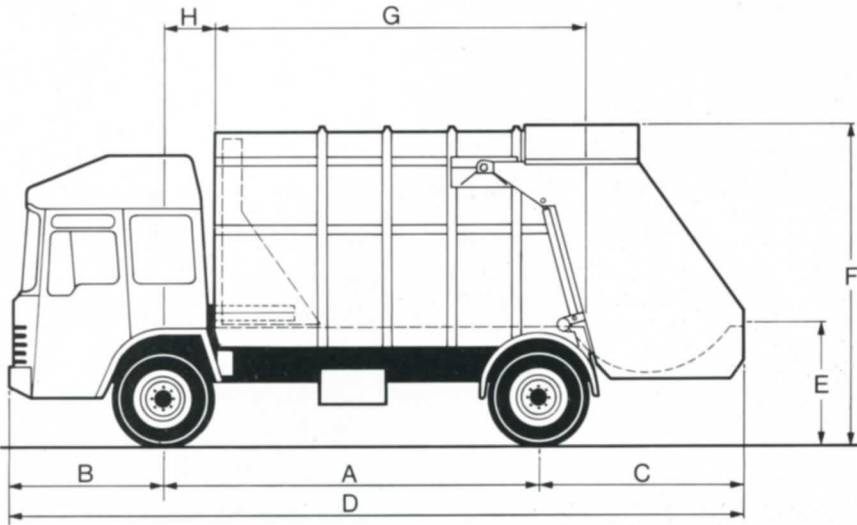
Unique elliptical packing cycle ensures maximum refuse compression and rapid hopper clearance.



 NX/NY series
the new Revopaks

NX Series

General Data

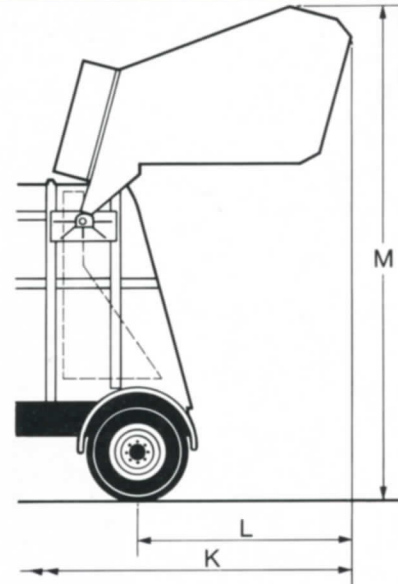
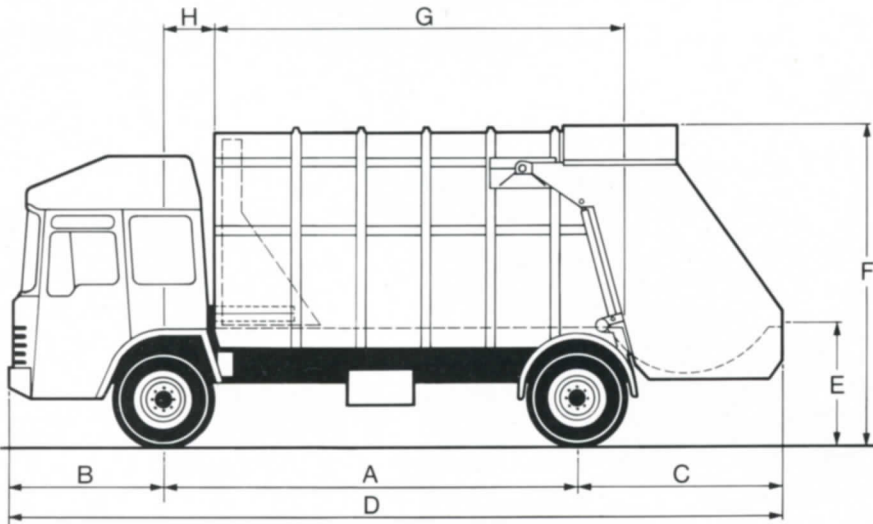


	ft	in	mm
A Wheelbase	12	9	3886
B Front overhang	5	2	1575
C Rear overhang	6	11	2108
D Overall length	24	11	7595
E Rave height	4	3	1295
F Overall height	11	0	3353
G Body length	12	10	3912
H Body front to front axle	1	8	508
K Overall length	25	3	7696
L Rear overhang	7	3	2210
M Overall height	16	10	5131

Overall width	7	10	2388
Body inside width	6	10	2083
Body inside height	6	8	2032
Body air space	15 cu yards	11.4 c/m	
Gross vehicle weight	14 tons	14,229 kg	

NY Series

General Data



	ft	in	mm
A Wheelbase	14	0	4267
B Front overhang	5	2	1575
C Rear overhang	7	0	2134
D Overall length	26	2	7976
E Rave height	4	3	1295
F Overall height	11	0	3353
G Body length	14	1	4293
H Body front to front axle	1	8	508
K Overall length	26	6	8077
L Rear overhang	7	3	2210
M Overall height	16	10	5131

Overall width	8	0	2438
Body inside width	6	10	2083
Body inside height	6	8	2032
Body air space	18 cu yards	13.7 cu/m	
Gross vehicle weight	16 tons	16,261 kg	

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 NX/NY series
the **new** Revopak

specification

Engine NX Series (a) Perkins Six 354 diesel 6 cylinder, 4 stroke direct injection. Cubic capacity 354 cu in (5.8 litres). Develops 108 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 Starting: A 'Thermostat' heater is fitted to the induction for easy starting.

Engine NY Series (a) Leyland 401. Direct injection 4 stroke, 6 cylinder water cooled diesel. Swept volume 399 cu ins (6.54 litres). Develops 129 bhp at 2600 rpm.

(b) Perkins Six 354.2 diesel 6 cylinder, 4 stroke direct injection. Cubic capacity 354 cu in (5.8 litres). Develops 120 bhp at 2800 rpm governed speed. Cold starting: A 'Thermostat' heater is fitted to the induction for easy starting.

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 except first, are in constant mesh.

Ratios: NX Series 1st gear 7.013 to 1 2nd gear 4.301 to 1 3rd gear 2.544 to 1 4th gear 1.540 to 1 5th gear Direct Reverse 6.600 to 1

Ratios: NY Series 1st gear 7.013 to 1 2nd gear 4.304 to 1 3rd gear 2.544 to 1 4th gear 1.540 to 1 5th gear Direct Reverse 6.600 to 1

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

NX Series Clutch diameter 14". **NY Series** Leyland engine 15" diameter. Perkins engine 14" diameter

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 (All models). Load capacity NX series 9 tons, NY series 10 tons.

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 NX Series. Air pressure hydraulic actuation. Girling wedge-type on all wheels. Front brake shoes 15½ in dia x 5 in wide. Rear brake shoes 15½ in x 6 in wide. Total lining area 660 sq in. Handbrake is spring operated with air release mounted on rear axle through compensator linkage. All brakes are independently adjustable, the system is split front/rear to provide secondary braking. Air pressure obtained by a single cylinder compressor fitted to engine.

NY Series. Girling full air cam brakes on all wheels. Front brake 15½ in dia x 6 in wide, rear brake 15½ in dia x 7 in wide. A dual air pressure system is employed with the compressor mechanically driven from the engine. The brake actuating system comprises spring brakes on front and rear axles. Each spring brake provides braking effort for the foot brake and gives an effective parking system when no air is supplied. A sensitive control lever in the cab provides air for releasing the spring parking brakes when moving away.

Chassis Manganese steel frame pressings 9 in deep x ½ in thick x 3 in flanges.

Frame and all cross-members of all bolted construction. Frame cross-members are top-hat or tubular section having a high torsional value (All models).

Road Springs Semi elliptic front and rear. Front springs at 54 in centres x 4 in wide controlled by heavy duty shock absorbers. Rear springs at 52 in centres x 3½ in wide. Rear spring deflection in conjunction with rubber spring aids to ensure a comfortable ride under all loading conditions with minimum roll. All Spring leaves slot peened on tension side.

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

Wheels and Tyres Pressed steel disc three piece type. Rim size 7.0 x 20 heavy duty, rim offset 6 in or 7.5 x 20 rim offset 6.3 in.

NX Series 9.00 x 20 x 14 ply **NY Series** 10.00 x 20 x 14 ply or 10.00 x 20 x 16 ply.

Spare wheel carrier 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.

NX Series. 12 volt, two 6-volt batteries 120 amp/hr capacity.

NY Series. Perkins Engine as above. 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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A Butterfield-Harvey Company

Specifications subject to alteration without notice.

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