

Technical Data Sheet



Specification

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.

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

NY Series Leyland engine 15in diameter, Perkins engine 14in 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 7.17:1 (All models). Load capacity 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 NY Series. Girling full air cam brakes on all wheels. Front brake 15½in dia × 6in wide, rear brake 15½in dia × 7in 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 9in deep × ¼in thick × 3in 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 54in centres × 4in wide controlled by heavy duty shock absorbers. Rear springs at 52in centres × 3½in 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.

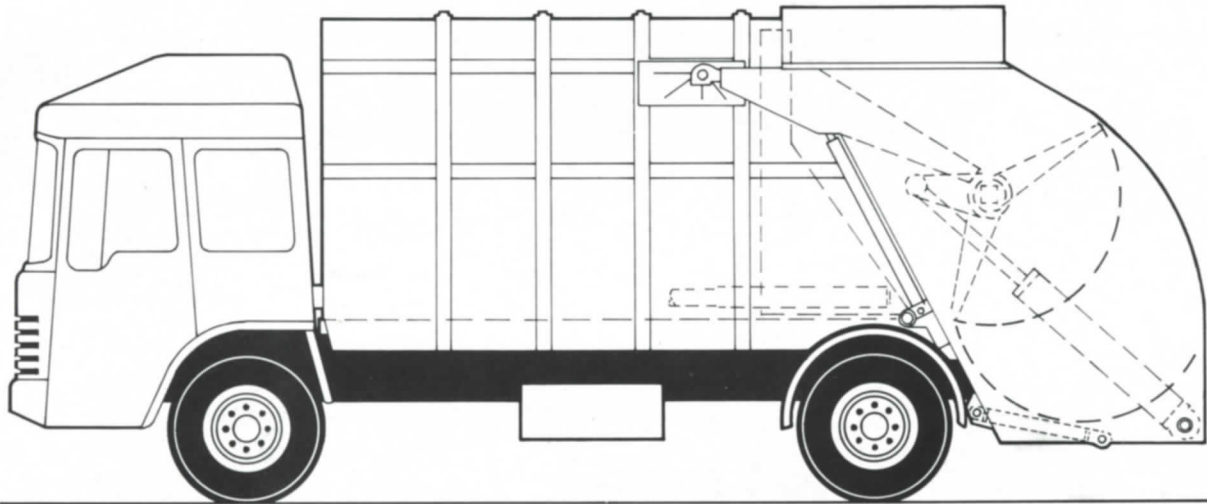
Fuel Tank 30 Imperial gallons (136.4 litres) capacity mounted on nearside of chassis.

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

Model: NYseries INTAPAK 14"0" wheelbase 16·0 tons GVW

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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.

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. Airflow 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.

Vehicle Data

Body air space
Body inside width
Overall width
Front track
Rear track
Tyres
Wheelbase
Front overhang

18 cu yds
6'10"
8'0"
6'8 $\frac{3}{4}$ "
5'11 $\frac{1}{2}$ "
10.00 x 20
14'0"
5'2 $\frac{3}{4}$ "

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 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.

Packing System Consists of pivoted loading hopper and hinged packing plate, both operated by twin double acting hydraulic cylinders. When the hopper is full the packing control is depressed, setting in operation the following cycle:

(1) Hopper is elevated and packing plate returns to the rear position.

(2) Hopper is held momentarily in the raised position and the packing plate sweeps refuse into the body against the ejector plate and stops in forward position. Hopper is then lowered allowing for refilling. This cycle is then repeated until vehicle is fully loaded. Complete cycle time approx. 30 secs.

Rear overhang

7'3 $\frac{1}{2}$ "

Overall length

26'6 $\frac{1}{4}$ "

Overall height

11'0"

Rave height

3'4"

Loading width

6'0"

Height tipped (hopper)

15'11"

Body inside height

6'8"

Ejector plate travel

9'5 $\frac{3}{4}$ "

Overall hopper swing clearance

28'11"



**MUNICIPAL
VEHICLE
range**

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