

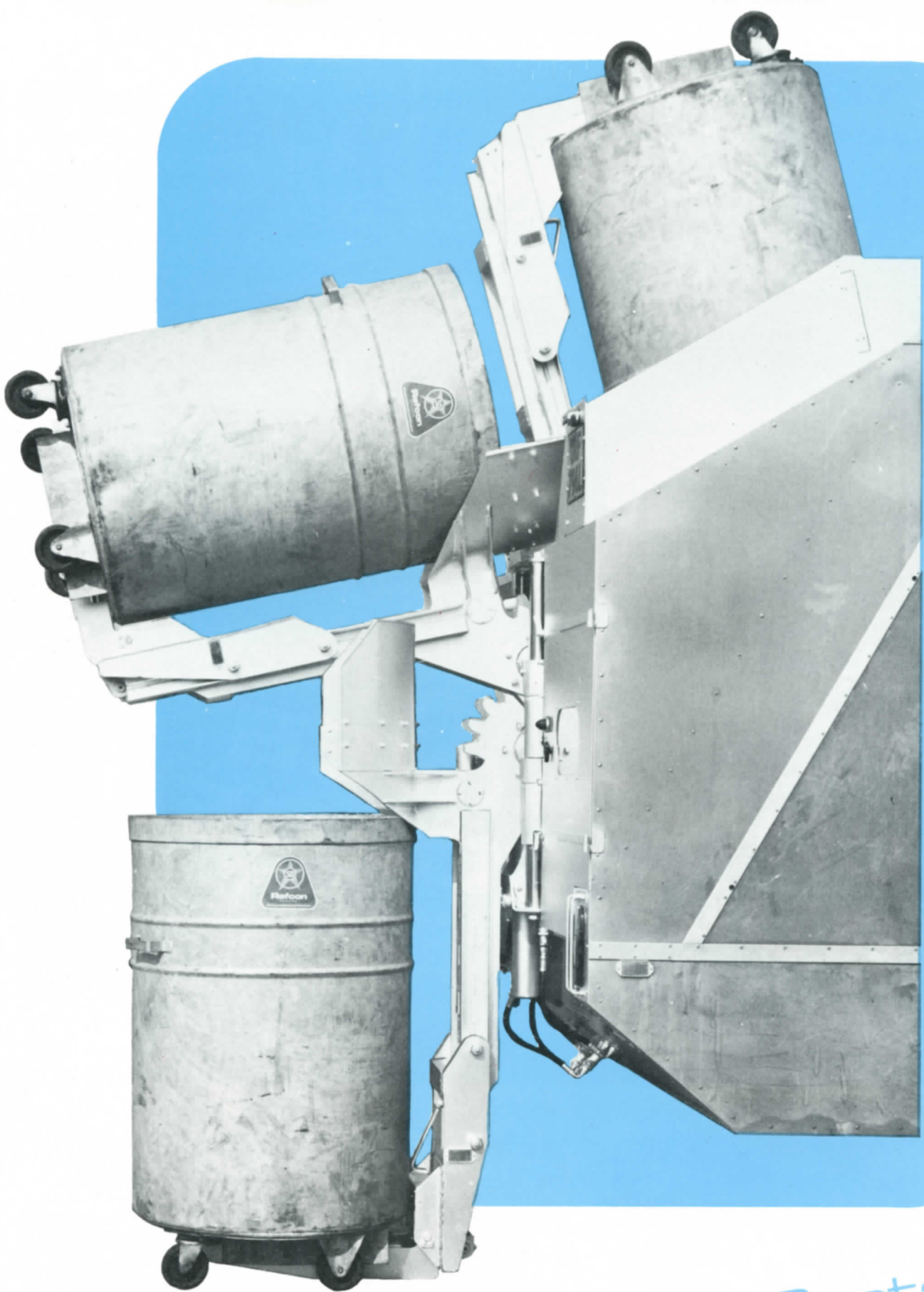
# CONTAINER BULK LOADERS



**Pakamatic &  
Revopak models from**



**Shelvoke and Drewry Limited · Letchworth · Hertfordshire**



Rack and Pinion Container Lifter

# The SD rack and pinion bulk loader; it fits a Pakamatic or Revopak as though they were made for each other..

... They were. The rack and pinion bulk loader has been specifically designed to match the speed and efficiency of these two high performance refuse collectors. That way you're sure to get a fast loading cycle without delays while hoppers unclog and the dust settles.

As the unit fits onto a basically standard loading hopper, you still get the large hopper capacity and low rave height of the manual loader. But that doesn't mean there's an awful lot of hardwear hanging out the back of the vehicle. In travelling trim the rack and pinion unit only adds another 11.5 ins (292mm) to the length of the vehicle.

It's equally compact heightwise too, requiring only another 22 ins\* (559 mm) approx above the height of the vehicle when lifting containers.

Due to the fact we took a little longer to think things out in the design stage, the unit can be adapted to take any standard 1.25 cubic yard container as well as some of the specials, elliptical or low height types for example. With a container lift/drop cycle time of only about 25 seconds and container sweep angle of 165°, there's no danger of fouling things up while containers are being unloaded.

Noise levels are particularly important especially where operations embrace flats, hospitals and schools.

The use of hydraulic circuits and the complete absence of mechanical clamps or linkages keeps things peaceful. Dust spillage and safety are also catered for by ample screening of the loading hopper.

\*Height dependant on type of container



## Bulk Loader...

### wide auxiliary loading doors

Due to compact dimensions of the rack and pinion unit, two wide loading doors are situated on either side. These are ideal for loading other refuse not loaded in containers and awkward items such as packing cases.



## easy to use controls

All container loading and compaction system controls are located at the rear of the vehicle (see illustration).

## quick unit removal

The complete unit is readily detachable, being mounted on a separate sub-frame with quick release hydraulic couplings.

## technical data

### Hydraulic Circuit

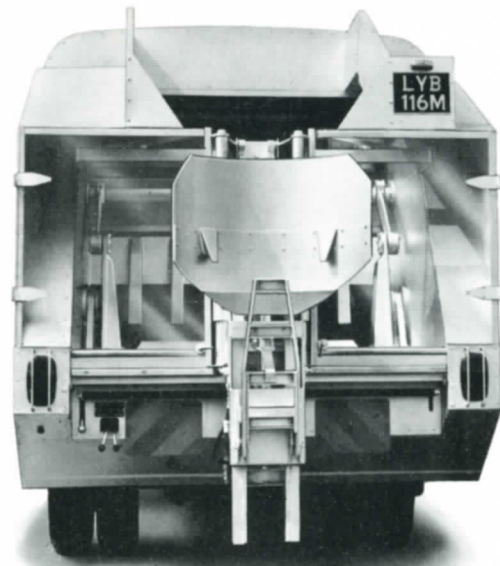
The rack and pinion unit is hydraulically powered by a separate circuit from the main vehicle packing unit. This circuit covers both the bin clamping and tipping operations. These operations are controlled by a double bank valve mounted at the rear of the hopper on the nearside.

### Container Clamping

Container clamp by retractable foot operated by 2" (51mm) bore double acting single extension ram.

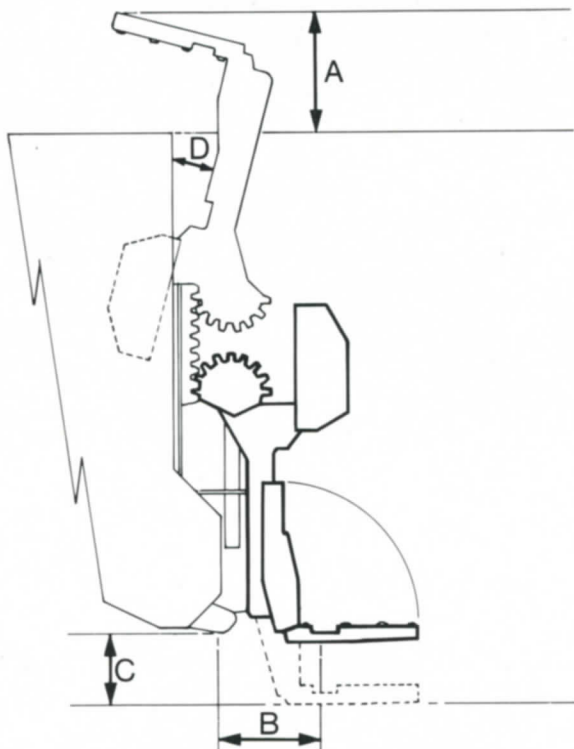
### Container Lifting

Double acting single extension ram of 3½" (82mm) bore,



operates rack and pinion lifting system. Rack is fixed vertically to rear of vehicle, pinion segment rotating as unit is lifted. This system gives 165° angle of tip to ensure clear container discharge.

Container Clamping Time	1 second
Container Release Time	2 seconds
Container Lifting Time	11 seconds
Container Lowering Time	10 seconds
Total Cycle Time	24 seconds



- A 22"–26"† (559mm–660mm)
- B 11½" (292mm)
- C 16½" (419mm)
- D 15° from vertical

†Dependant on vehicle type/capacity



## Shelvoke and Drewry Limited

Icknield Way, Letchworth, Hertfordshire Telephone: Letchworth 2234 Telex: 825556

A Butterfield-Harvey Company

Specifications subject to alteration without notice.

Form No. 656

Printed by Graphic/Welwyn Garden City/Hertfordshire