



The Correct Tool for the Job: Experiences in Vehicle Selection

By

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➤ **INTRODUCTION**

➤ **FACTORS TO BE CONSIDERED**

➤ **WASTE EXPERIENCES**

➤ **CLOSING**

➤ INTRODUCTION

FACTORS TO BE CONSIDERED

WASTE EXPERIENCES

CLOSING









ONLY IN TEXAS!

INTRODUCTION

➤ **FACTORS TO BE CONSIDERED**

WASTE EXPERIENCES

CLOSING

FACTORS TO BE CONSIDERED

- **TASK**
 - DEDICATED
 - MULTI-PURPOSE







FACTORS TO BE CONSIDERED

- **TASK**
 - DEDICATED
 - MULTI-PURPOSE
- **POWER**
 - VEHICLE MASS
 - TERRAIN
 - IN FIELD OPERATIONS
 - LONG / SHORT HAUL





FACTORS TO BE CONSIDERED

- **TASK**
 - DEDICATED
 - MULTI-PURPOSE
- **POWER**
 - VEHICLE MASS
 - TERRAIN
 - IN FIELD OPERATIONS
 - LONG / SHORT HAUL
- **TRANSMISSION**
 - MANUAL
 - AUTOMATIC

FACTORS TO BE CONSIDERED (cont.)

▪ AXLES / DIFFERENTIALS

- LONGHAUL (high speed, low torque)
- SHORTHHAUL (low speed, high torque)
- PLANETARY HUB REDUCTION
- HYPOID AXLE

▪ RETARDATION

- OIL BASED INTARDERS
- ELECTRO/MAGNETIC
- EXHAUST BRAKE
- VALVE BRAKE
- TURBO BRAKE



FACTORS TO BE CONSIDERED (cont.)

- **SUSPENSION**
 - LEAF SPRING
 - AIR
- **TYRES**
 - RADIAL vs CROSS PLY
 - TUBELESS vs TUBED
 - AFFECTS GVM
 - DUAL vs SINGLE
 - PRESSURE
 - INSURANCE

FACTORS TO BE CONSIDERED (cont.)

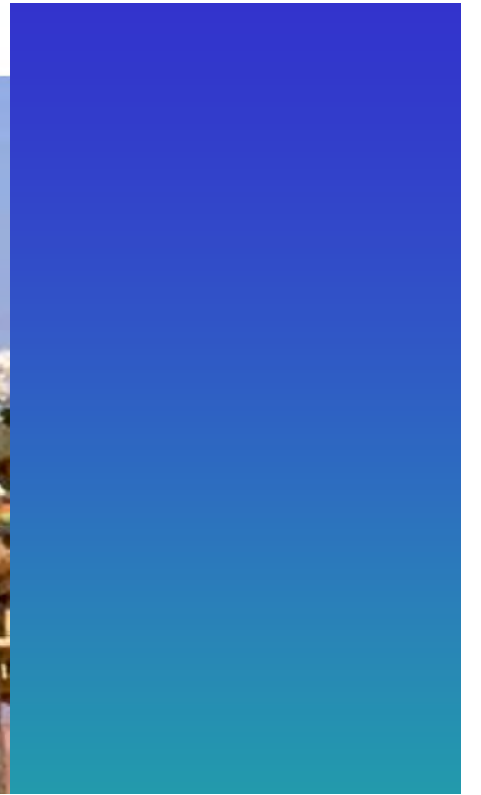
- **CHASSIS AND BODIES**
 - TYPE OF PAYLOAD
 - FLEXING
 - MATERIAL TYPES
 - MASS DISTRIBUTION
 - AXLE LOADING



Goat alerts cops
to packed taxi







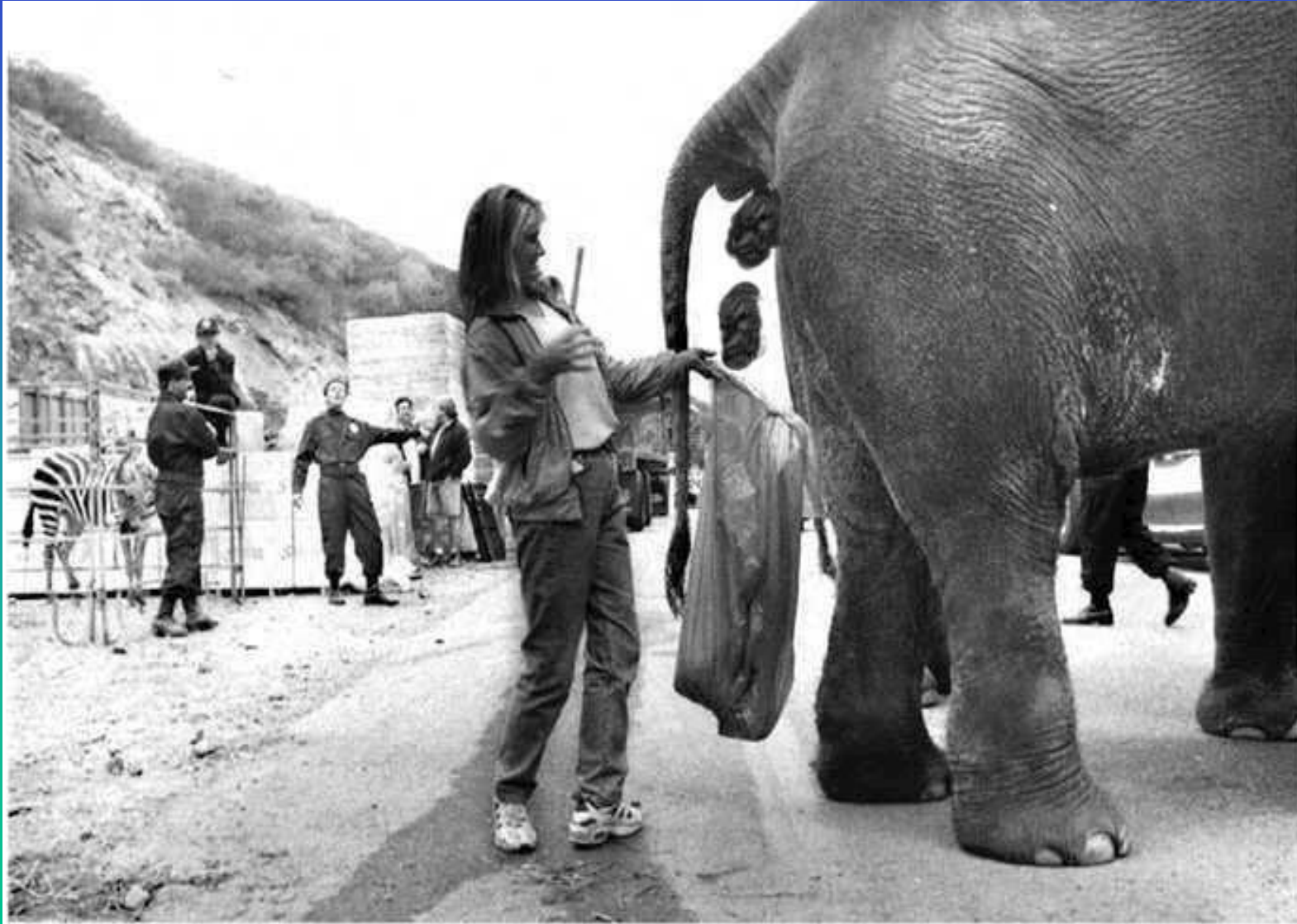
INTRODUCTION

FACTORS TO BE CONSIDERED

➤ **WASTE EXPERIENCES**

CLOSING

THE RIGHT TOOL FOR THE JOB !!





←1950's

←1970's

→2000's



CAGE TRUCK





TELEHOIST





6X4 20t HOOKLIFT





8x4 25t HOOKLIFT



↑ 6X4 HOOKLIFT

TRAILERS

→ 8X4 HOOKLIFT

↑ TELEHOIST



MECHANICAL SUCTION SWEEPER





**10,5m³ REL
COMPACTOR**





19m³ REL COMPACTOR





19m³ INDUSTRIAL COMPACTOR





21m³ ROTORPRESS





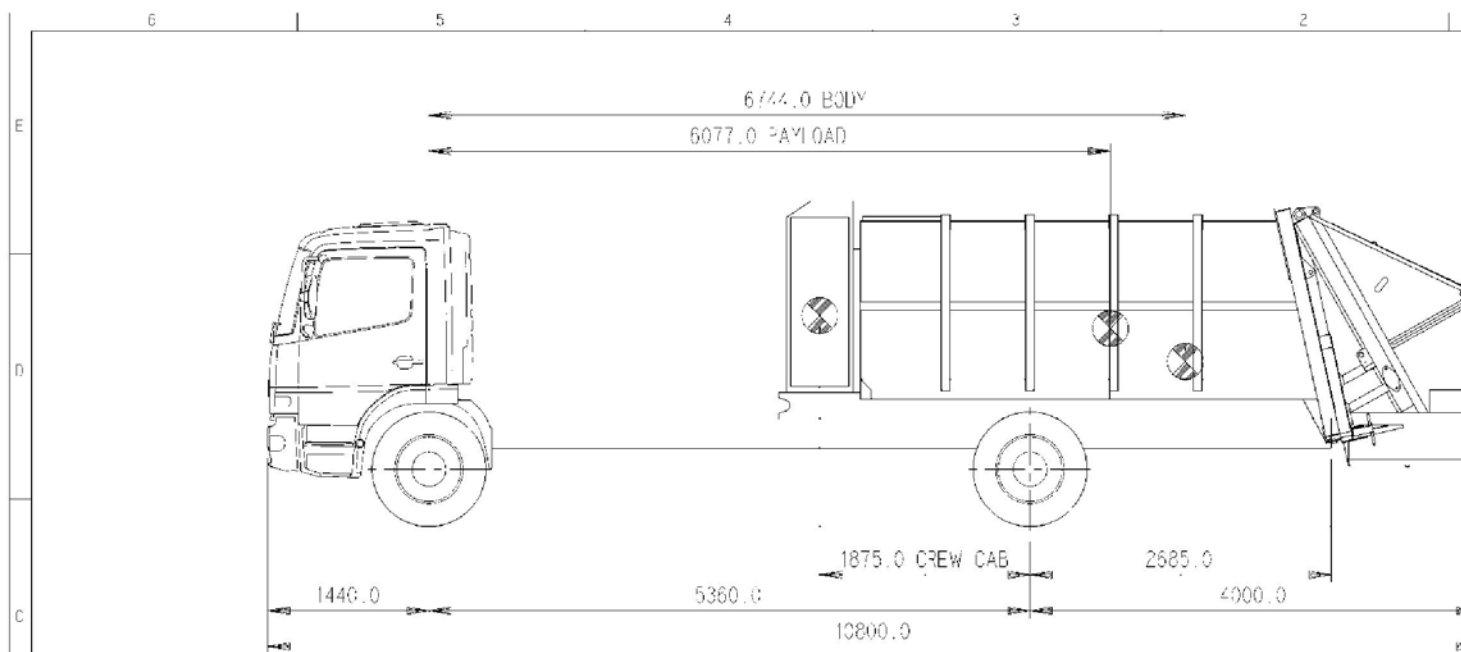












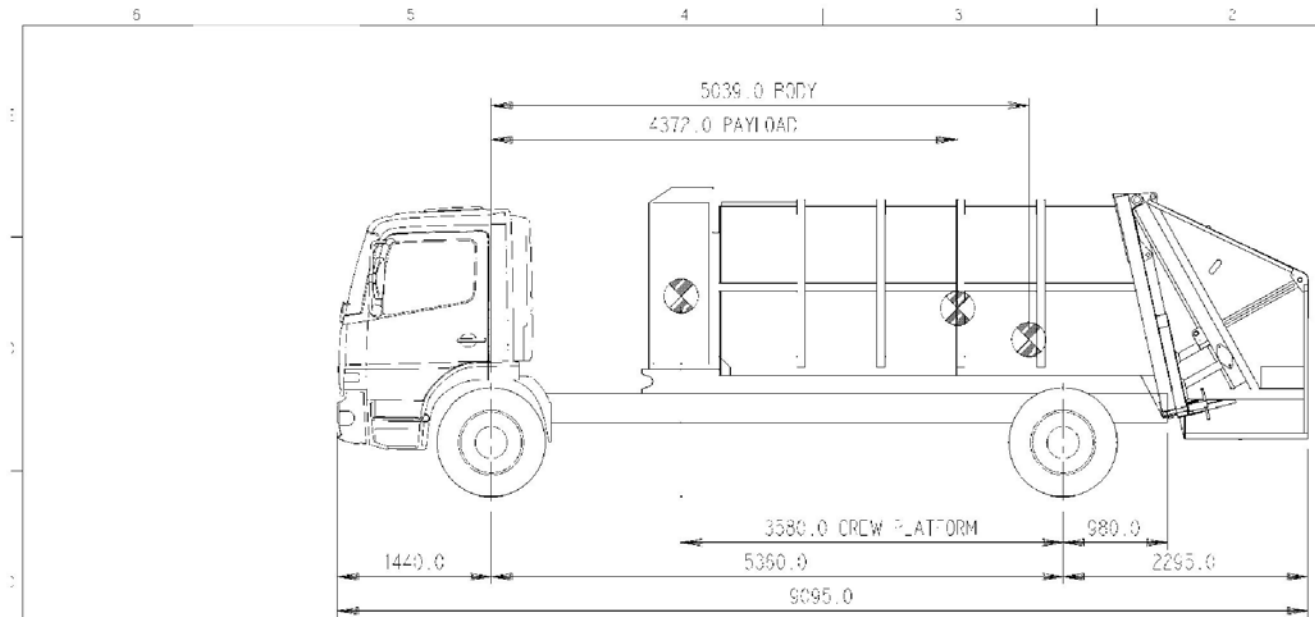
FRONT	
CHASSIS	2758 ⁴³
BODY	1115 ⁴³
CREW PLAT.	105 ⁴³
PAY_LOAD	-325 ⁴³
GROSS	1123 ⁴³
LEGAL MAX.	5700 ⁴³

TOTAL	
CHASSIS	4577 ⁴³
BODY	4320 ⁴³
CREW PLAT.	300 ⁴³
PAYLOAD	243 ⁴³
GROSS	11623 ⁴³
GVM	15000 ⁴³

REAR	
CHASSIS	1814 ⁴⁶
BODY	5435 ⁴⁶
CREW PLAT.	195 ⁴⁶
PAYLOAD	2756 ⁴⁶
GROSS	10200 ⁴⁶
LEGAL MAX	10200 ⁴⁶

SCALE 1:40
DRAWN

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411 JOUSTY ROAD, CLAYVILLE EXT 4
D. PANTSCOVICH, 1965, U.S.A.



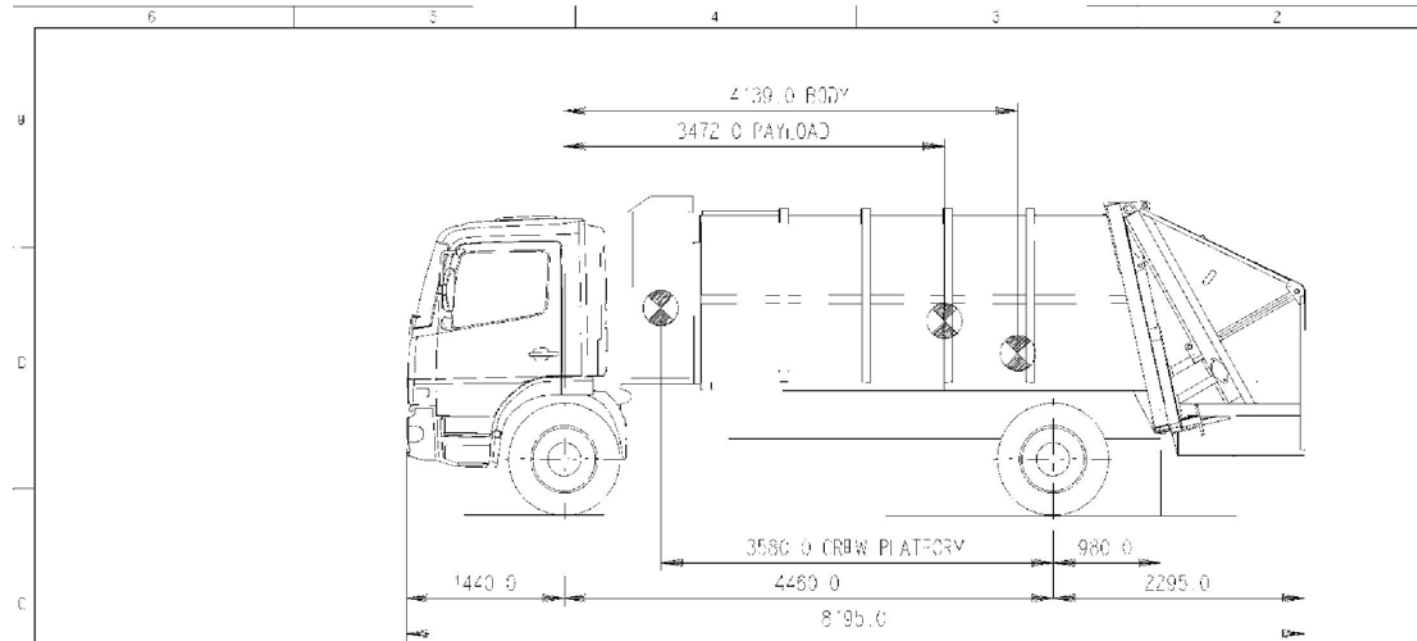
FRONT	
CHASSIS	2758 KG
BODY	259 KG
CREW PLAT.	200 KG
PAYLOAD	955 KG
GROSS	4172 KG
LEGAL MAX.	5700 KG

TOTAL	
CHASSIS	4572 KG
BODY	4320 KG
CREW PLAT.	300 KG
PAYLOAD	5180 KG
GROSS	14372 KG
SVM	15000 KG

REAR	
CHASSIS	1814 KG
BODY	406 KG
CREW PLAT.	100 KG
PAYLOAD	4225 KG
GROSS	10200 KG
LEGAL MAX.	10200 KG

SCALE 1:40





FRONT	
CHASSIS	2758 kg
BODY	311 kg
CREW PLAT	241 kg
PAYLOAD	1229 kg
GROSS	4539 kg
LEGAL MAX	5700 kg

TOTAL	
CHASSIS	4572 kg
BODY	4320 kg
CREW PLAT	300 kg
PAYLOAD	5547 kg
GROSS	14739 kg
GVM	15000 kg

REAR	
CHASSIS	1814 kg
BODY	4009 kg
CREW PLAT	59 kg
PAYLOAD	4318 kg
GROSS	10200 kg
LEGAL MAX	10200 kg

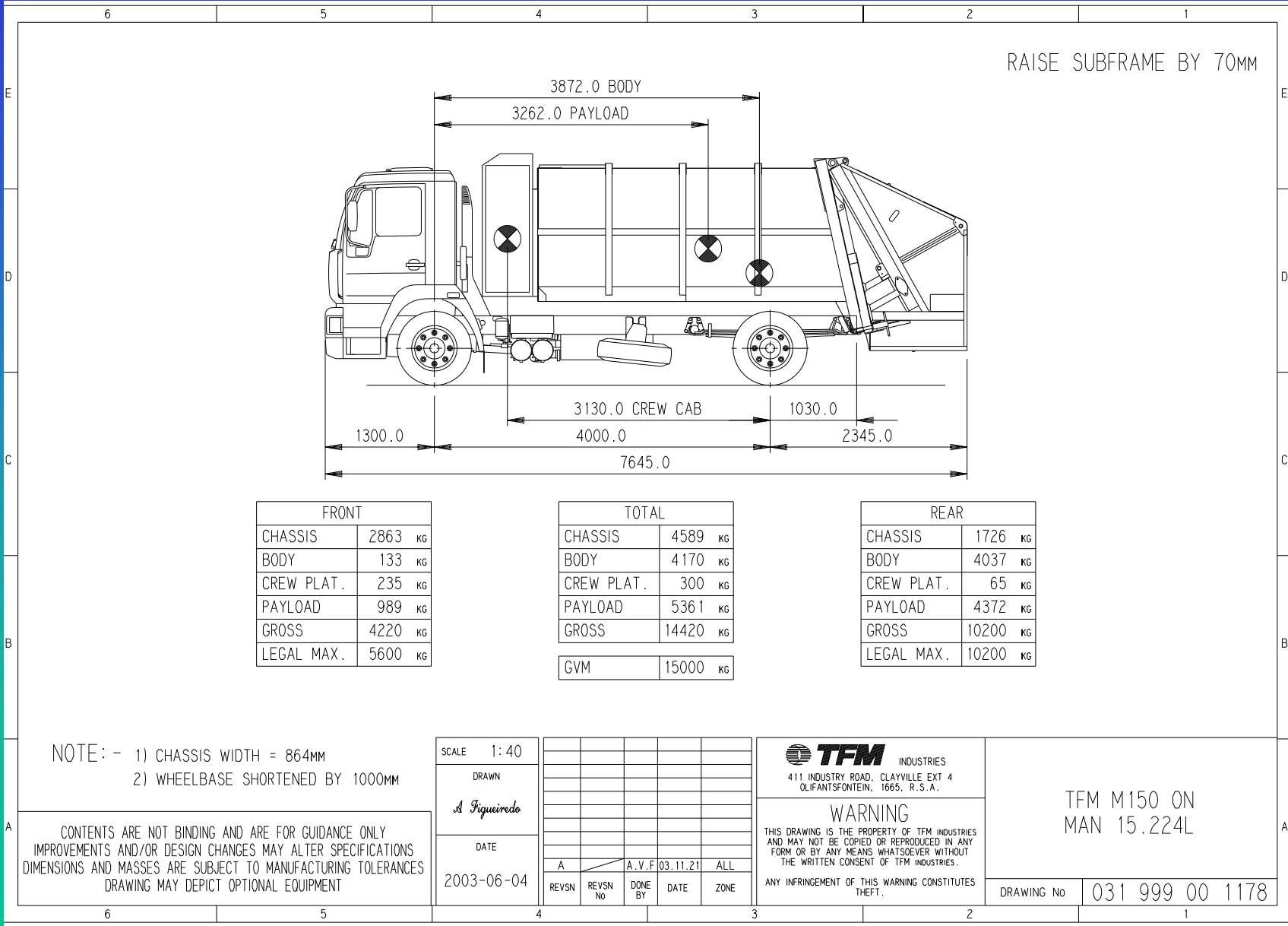
SCALE 1/40

DRAWN
A. Figueroa



INDUSTRIAS

411 INDUSTRY ROAD, CLAYVILLE, EXT 4
CLINTON, N. CAROLINA, U.S.A.



RAISE SUBFRAME BY 70MM

FRONT	
CHASSIS	2863 KG
BODY	133 KG
CREW PLAT.	235 KG
PAYLOAD	989 KG
GROSS	4220 KG
LEGAL MAX.	5600 KG

TOTAL	
CHASSIS	4589 KG
BODY	4170 KG
CREW PLAT.	300 KG
PAYLOAD	5361 KG
GROSS	14420 KG
GVM	15000 KG

REAR	
CHASSIS	1726 KG
BODY	4037 KG
CREW PLAT.	65 KG
PAYLOAD	4372 KG
GROSS	10200 KG
LEGAL MAX.	10200 KG

NOTE: - 1) CHASSIS WIDTH = 864MM
 2) WHEELBASE SHORTENED BY 1000MM

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DATE	2003-06-04				
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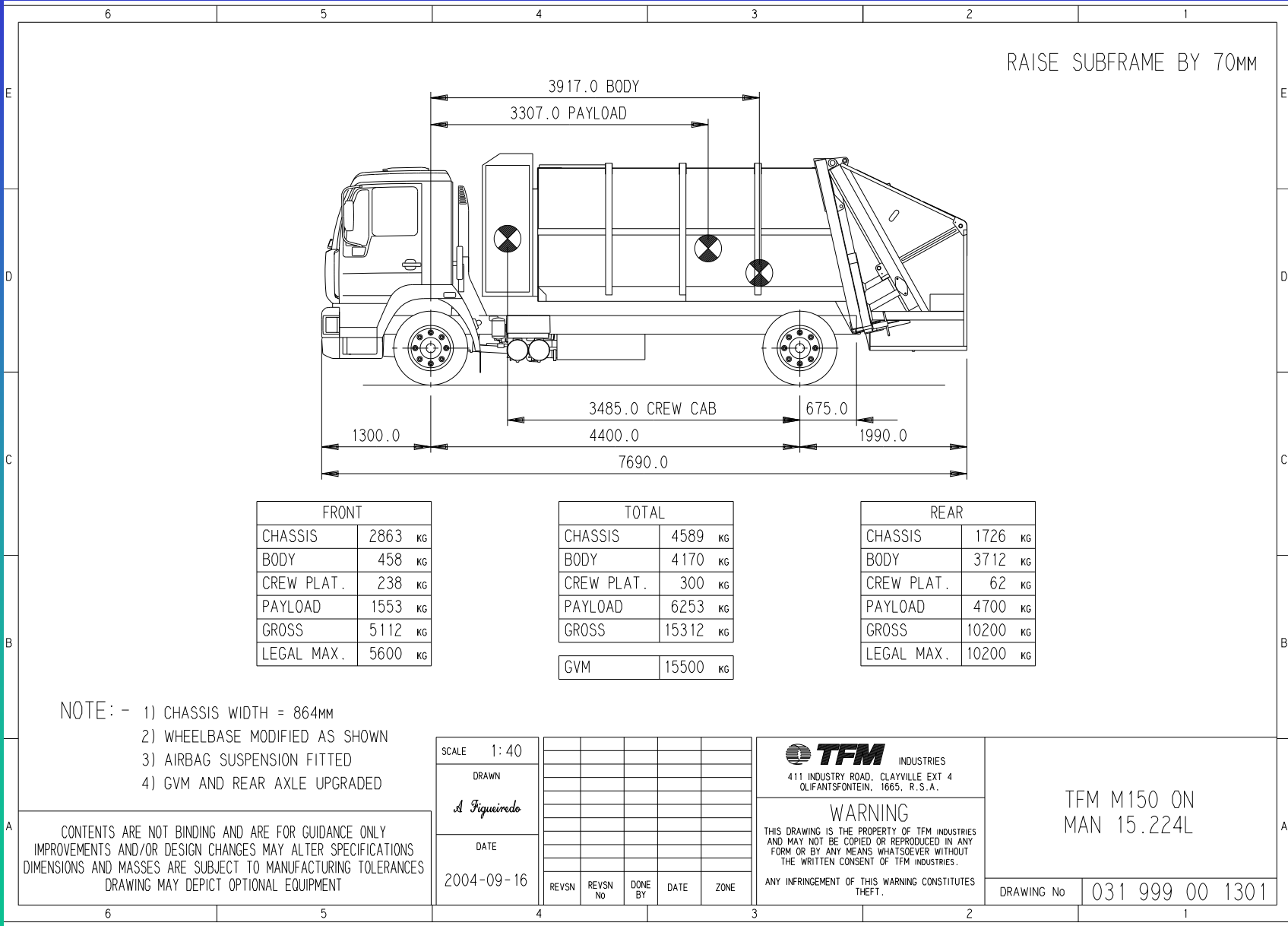
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INTRODUCTION

FACTORS TO BE CONSIDERED

WASTE EXPERIENCES

➤ CLOSING













HAVE WE GOT IT RIGHT?



THANK YOU