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## **Refurbishment of Refuse vehicle bodies**

Presented by Steve Hart

Faun Zoeller UK Business Manager

40 years experience within the transport industry, 33 of which having been extensively involved in numerous progressive capacities within the municipal sector.



## Why carry out refuse vehicle refurbishment ?

Enables the operator to maximise the asset over a much longer period

More cost effective option than new vehicle purchase or vehicle hire

Much quicker solution versus new vehicle lead times



## Refurbishment may be required due to a number of reasons.

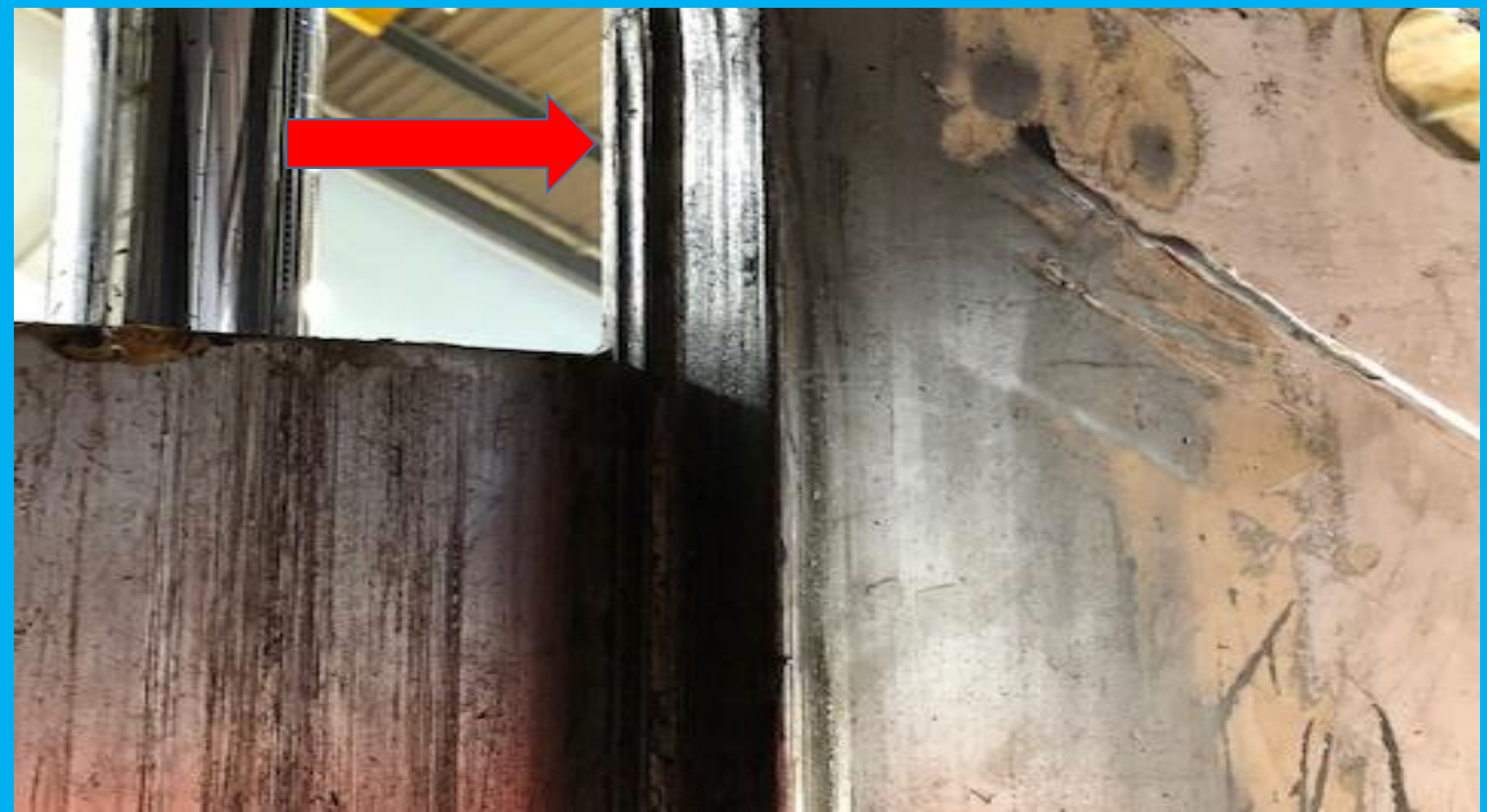
- Fare wear and tear.
- Poor maintenance and cleaning regimes
- Lack of resource.
- Continuous cycle on the move.
- Ramping up system pressure and cycle parameters above manufactures recommendations to gain extra weight.
- Particular waste streams, typically glass.
- Double shifting / operational demands.
- Contract stipulation.
- Budget constraints limiting new vehicle replacement.

## Poor maintenance

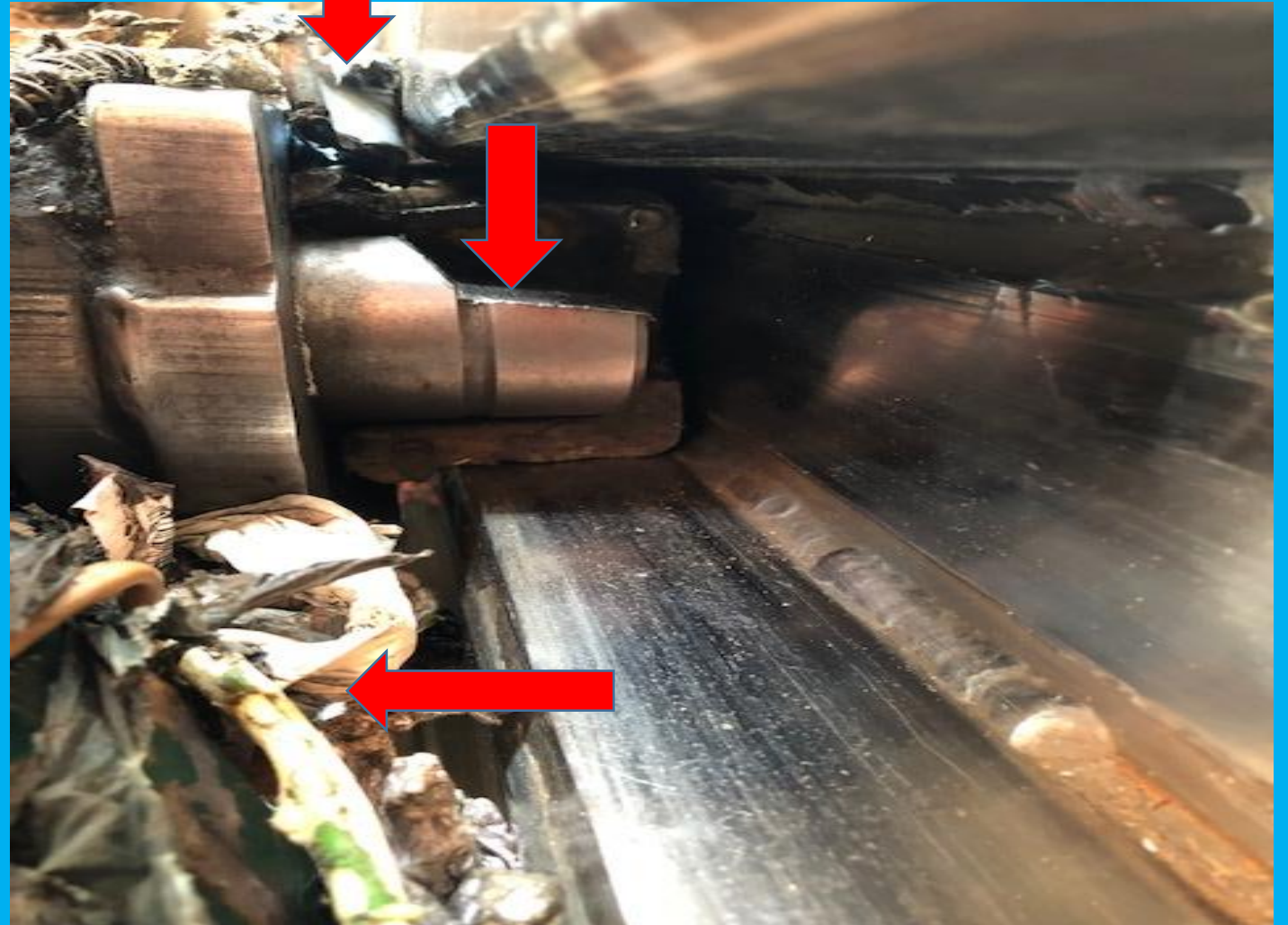
- Carriage plate guide blocks worn to excess.
- The example right is down to poor maintenance and lack of intention and vigilance during scheduled maintenance



- Excessive wear can be avoided with a more systematic approach when carrying out scheduled maintenance on refuse bodies.
- More emphasis appears to be directed towards ticking all the boxes from an Operator licence perspective. In a lot of cases, the ancillary equipment is largely ignored.



- Excess wear on the carriage plate bearing / slide block can result in extensive and costly damage to surrounding areas of the compaction mechanism.
- A common sight in most of these situations is the build up of waste around the carriage plate mechanism, which becomes compressed and difficult to remove if ignored and left for long periods. The build up of waste can obscure the true condition of these components.



- Excessive wear due to ground and compacted glass. The effects of this process can result in waste dropping onto the road surface through the eroded cheek plate.
- Continuous packing hastens the erosion process with the compacted glass acting like sandpaper with each cycle.
- The image also suggests a lack of vigilance during scheduled maintenance.





When the material reaches a critical wear point, is it time to patch and mend or replace with new?

Patch and mend in this case is false economy resulting in repeated defects and extended downtime. Costly to any business.

Not to mention the unwanted attention from the trailing traffic enforcing officer witnessing the waste spilling out onto the roadside. PG9 anybody?

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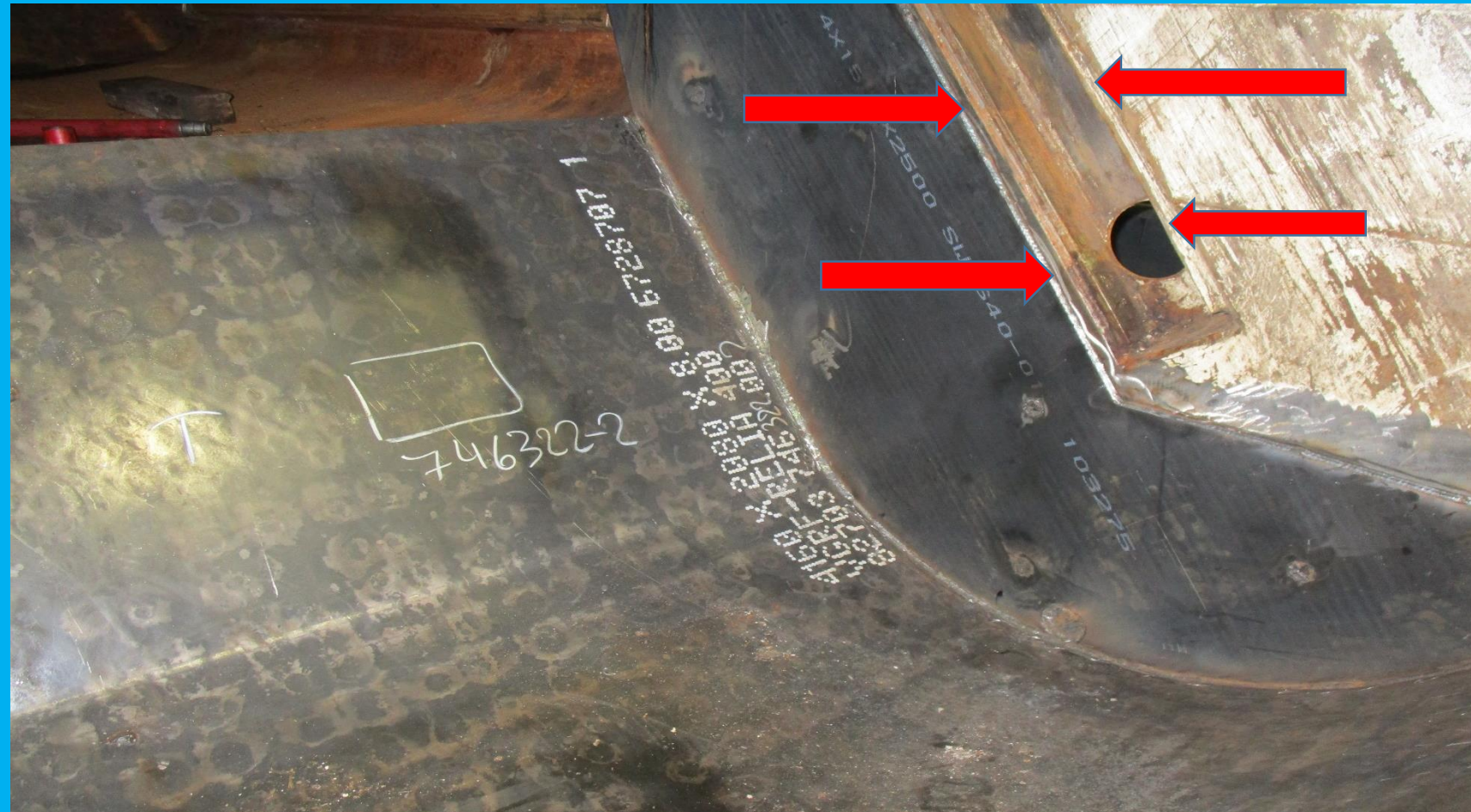
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- Replacing hopper floor and side cheeks with new Hardox 400 HBW grade steel will afford less down time and ultimately allow the vehicle to continue in service for another 4 or 5 years.

- The arrows right, indicate the position of the Faun Zoeller sacrificial carriage plate wear tracks which can be easily replaced when worn.





**Hardox<sup>®</sup> 400 is** an abrasion-resistant steel with a nominal hardness of 400 **HBW. Hardox<sup>®</sup> 400 is** an all-around wear resistant steel. Thanks to its high toughness, good bendability and weldability, this steel **can** be used in structures with moderate wear.

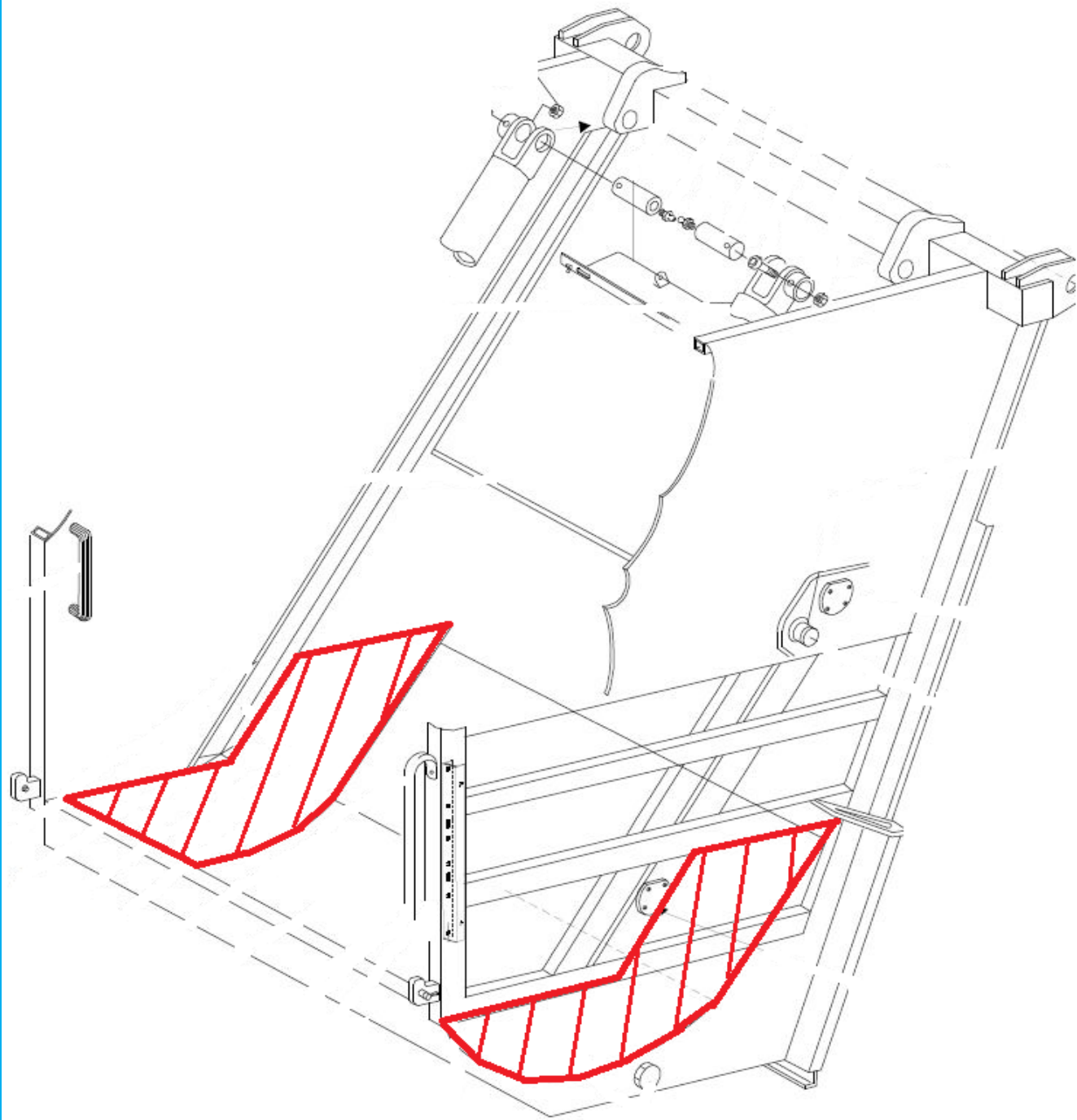
# Other refurbishment work includes:



- Replacement of hydraulic rams and hoses
- Replacement of hydraulic PTOs and pumps
- Full bodyshop preparation, priming and painting of body, chassis, cab and lifter
- Body floors
- Ejector blades
- Vehicle cab upholstery
- Full flush and replenishment of the hydraulic oil system

# Metal Inert Gas Welding





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# Facility, Equipment and Staff



- Faun Zoeller have invested over £150 000 in our Fabrication facility
- With new Local Exhaust Ventilation systems both static and mobile units for close quarter work.
- Our Welding / Fabrication Staff are competent and their skills, together with all the necessary equipment, are regularly tested via external professional bodies.
- All activities are risk assessed and backed up with method statements and regular toolbox talks. Safety is paramount in our business.

- Kemjet 13000  
Local Exhaust  
Ventilation (LEV)
- Providing regular  
air circulation  
which is filtered  
before  
redistribution





- Kemper mobile LEV unit for close quarter working in conjunction with full PPE, E.G. Fire proof coveralls, aprons, gauntlets, air filtered breathing apparatus etc.



A big thumbs up from the Mayor of Broxtowe



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Dear Chris

Many thanks for your kind gift of the "Bin horry".

I was very impressed with what you at FAUN were able to achieve. The two vehicles looked like new!

Thank you for taking the trouble to come to the Town Hall to deliver the model. Thankfully my grandchildren are now of an age that they will not want to take it out of the box to play with it! I'll have to risk the temptation too!

Best wishes

Graham Harvey  
Mayor of Broxtowe.

Broxtowe

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## How can Faun Zoeller help with your refurbishment needs?

- We can provide you with periodic fleet health checks detailing the decreasing material thickness of the hopper floor, body and cheeks, using a state of the art digital micrometer at various crucial points across the material surface.
- Provide you with a detailed and comprehensive condition report.
- Provide a competitive repair quotation for all makes.
- Faun Zoeller offer a free of charge replacement vehicle to cover your vehicle whilst it is VOR for refurbishment work. Therefore offsetting the need to bring in hire trucks at an additional expense.
- A dedicated account manager will manage the whole process from start to finish to ensure ultimate customer satisfaction.
- Only genuine OEM factory parts fitted to all makes.

## To sum up:

- Try to avoid unnecessary damage / wear and tear
- When repairs are required consider refurbishment to extend the life of the vehicle.
- When deciding on refurbishment be mindful of extensive health and safety requirements and consider de-risking your business by using a reputable company such as Faun Zoeller UK Ltd.

