

AINSWORTH RECOVERY



FULL REFURBISHMENT OF 1994 DYSON COMMANDER

FIRST BUILT IN 1994 FOR HARVEYS RECOVERY AND
OWNED FOR THE LAST 10 YEARS BY RICHARD
AINSWORTH THE EQUIPMENT FROM THIS LEFT HAND
DRIVE SCANIA 142 HAS BEEN FULLY RESTORED AND
FITTED TO A 2006 DAF CF 85 480 6X4 AND IS NOW
READY FOR THE NEXT SEVENTEEN YEARS OR MORE

THE JOURNEY IN BRIEF

Stage 1 – Testing & Inspection

The equipment is run up & load tested on the existing chassis allowing a thorough inspection & preparation of a list of all repairs necessary to restore it to its original working condition.

Stage 2 – Preparation & Removal

All the bodywork & the original flyer are removed to expose the equipment in preparation for removal. Repairs that can be undertaken whilst on the original chassis are completed. The old Underlift & then the neck are removed and finally the equipment is lifted off the old chassis & placed on stands in the workshop. Having been built around the chassis & fixed in place for seventeen years this process is not without its difficulties & requires extensive cutting before its finally free of the chassis. The main lift cylinders & the hinge cylinder are removed for repair, their retaining pins being so severely corroded into place that it becomes necessary to cut them out.



Stage 3 – Refurbishment of Sub-frame & Main Boom

All the remaining worn, damaged or faulty parts are taken off the equipment reducing it back to just the sub-frame & main boom. All the hoses & control valves are removed. All the original chassis mounting cleats are cut off & dressed back. The valve bank complete with its cradle is removed to protect it from damage during further work to the sub-frame & main boom section.

The main lift cylinder lower mountings which suffered collateral damage during removal of the leaking cylinders are replaced with the newest version. Old & redundant body out-riggers are cut off & new ones positioned to suit new bodywork. The O/S rear jack casing which had been twisted out of place is cut free from the frame & repositioned. Corroded cosmetic metal work to both the frame & jack casings is either patched or replaced with new. The main hinge pin bosses to the original boom were reinforced to support the new Underlift.

The winch head sheaves are dismantled & damage to the wheels carefully repaired. The cable tensioner is dismantled & inspected with a number of new parts being ordered.

During this process the new chassis which started life as a tractor has its wheel base extended to suit the performance of the new Underlift. Various redundant parts from its first life are removed & damage / modifications to the original air & electrical systems are carefully restored back to O.E.M standards.



Stage 4 – Upgrade & New Parts

The original neck assembly which had been removed earlier was fully shot blasted & inspected for fatigue damage. Several weld seams were ground out & re-welded. Worn pin bosses were cut out & replaced with current version. Following this a number of new plates are added to up-grade the fabrication in-line with a 2011 version. Finally a complete new Maxi-reach Underlift was produced & matched to this refurbished neck.

A new front towing bracket is manufactured to locate in the original towing jaws & bracketing added to carry a light rail with four spot lamps.



Stage 5 – Fitting to New Chassis

Once restored the sub-frame & boom are fitted onto the new chassis. The frame is extended at the front to match the new chassis. Particular attention is given to the rear chassis fixings around the jacks, this area being heavily reinforced to support the rear jacks.

The new chassis already has a PTO but this is not a suitable match for the existing pumps & drive splitter box so the PTO is replaced. Next the original drive splitter box is fitted to the new chassis together with a new drive shaft.



Stage 6 – New bodywork, flyer & ballast box

Four new modular body shells are produced, fitted to the frame & trimmed to suit the chassis. The new body system is then racked out to the customer's specification. A new 'X' type flyer & ballast box are also added to complete the restoration.



Stage 7 – Painting

As with all our products each section is fully prepared & painted separately before being passed on to the assembly building as a kit. By this time the two lift cylinders & hinge cylinder have returned from extensive renovation & are also painted ready for assembly. To complete the process fully the cab & chassis were also repainted to original factory standards in the customer's fleet colours. During this process a number of cab panels were replaced to help to restore the cab to a near showroom finish.





Stage 8 – Final Assembly

Here we find all the individual parts being assembled in to the new machine through the same process as if this had been a completely new build. New hoses are fitted together with the original control valves which have been cleaned, adjusted & repaired.

A complete new wiring harness is produced & installed to the current specification using the control panel you would see on a 2011 machine.



Stage 9 – Finishing

The completed vehicle is fully tested & re-certified. Next the customer's livery is put on, followed by a Roadworthiness inspection through V.O.S.A confirming the new vehicle is fully roadworthy & ready to work.

The net result is that with its new number plates you could be forgiven for assuming this is a brand new vehicle with brand new equipment, ready for another seventeen years working life.

