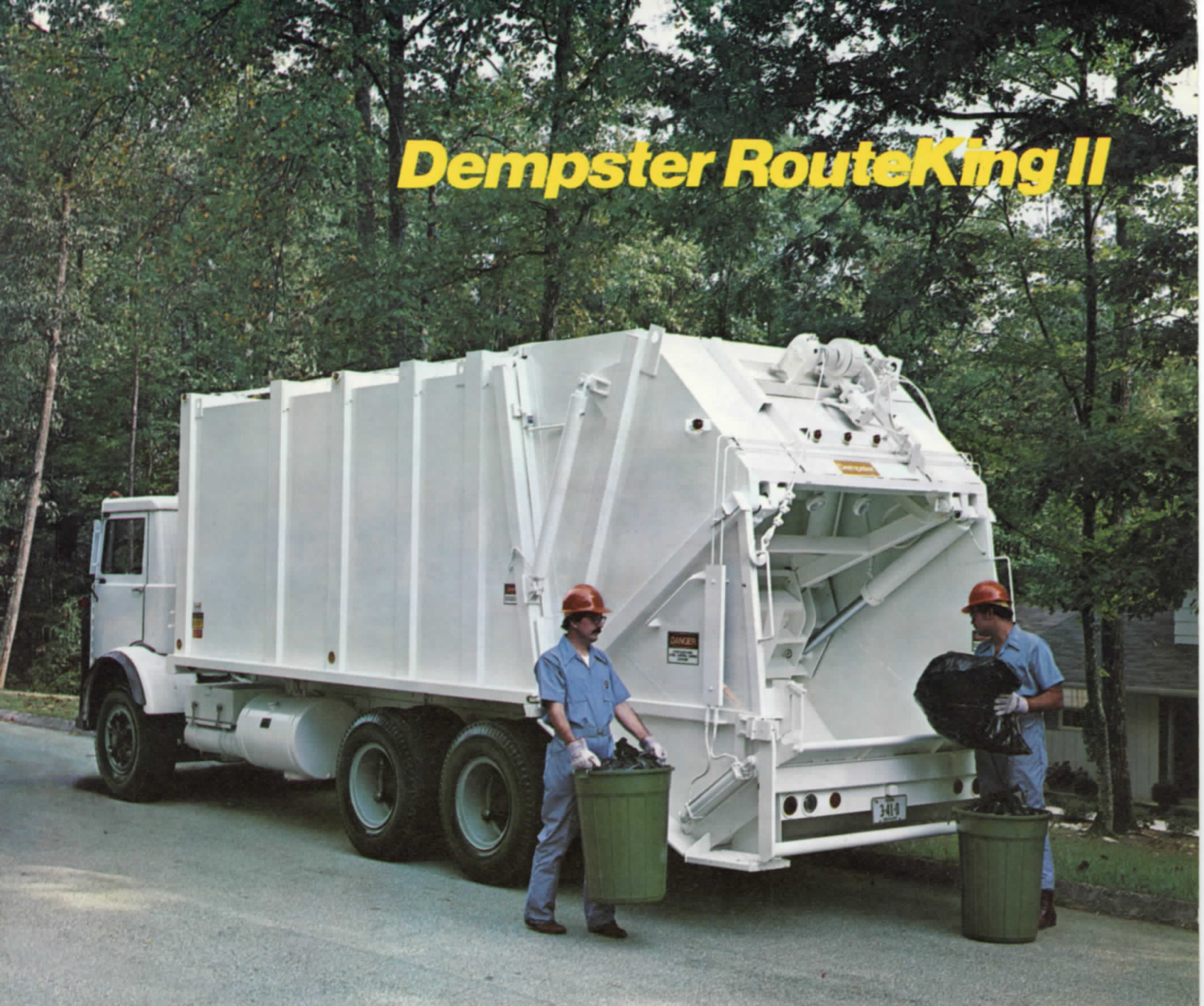


# *Dempster RouteKing II*

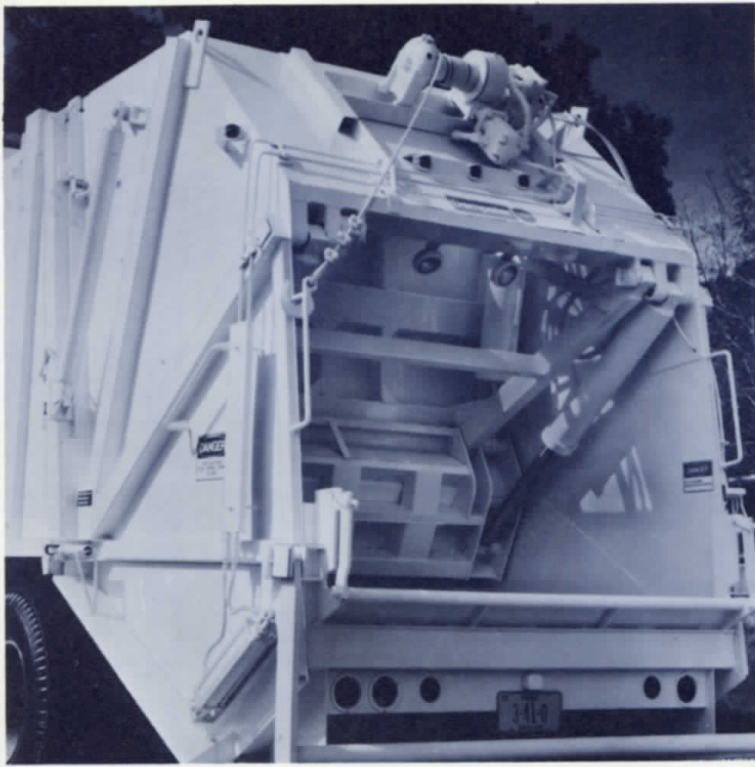


The RouteKing II will improve your fleet's efficiency while lowering operating costs. Because it's designed for higher payloads, it will spend more productive time on the route, and because it's built for low maintenance, you'll run it longer without repairs. Hundreds of owners have proven the RouteKing II will deliver the lowest cost over the long haul. It's the most efficient, dependable rear loader money can buy.



**Dempster Systems**

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## The RouteKing II saves you money many ways.

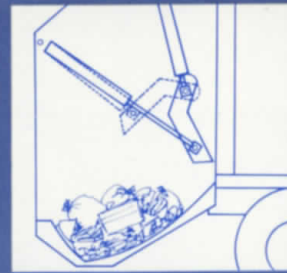
Your savings start at the tailgate. Fast cycle with pre-crushing in the hopper makes continuous loading possible while packing more load into the body. Stops per hour increase and your RouteKing II goes farther. And it's built to keep going, day after day without downtime. You save on operating and maintenance costs and by consolidating routes. One RouteKing II can do the work of several less efficient models. Inflation and resale value are also major considerations. With the RouteKing II, you will be buying a rear loader with the highest resale value in the industry. And today, that's worth considering.



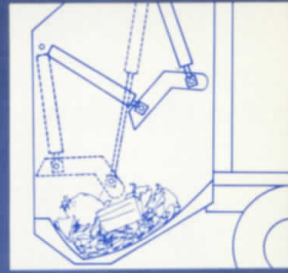
### Load ejection

Telescopic ejector cylinder moves ejector panel to the rear in one continuous stroke, easily unloading tightly compacted payload.

### Packing sequence



Start. Packer blade moves upward.



Mid-cycle. Blade moves to rear and down, stops automatically above loading sill.

# Dempster RouteKing

Winch container dumper mechanism (optional)

Material shield

Link cylinder

Blade cylinder

No slides, slide blocks or rollers to wear or jam

Hydraulic container dumper mechanism (optional)

Packer blade

Non-skid riding step

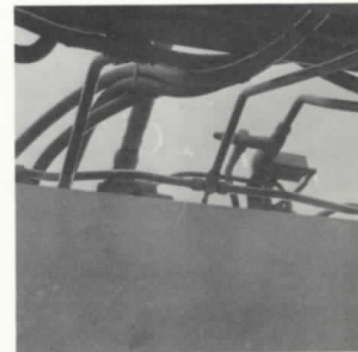
Reinforced hopper floor

Heavy duty tailgate seal



### Large deep hopper

Low loading height reduces crew fatigue. Large 3 cu. yds. capacity hopper (rated by industry standards) reduces number of packing cycles for faster loading. Even larger optional hoppers are available for special applications.

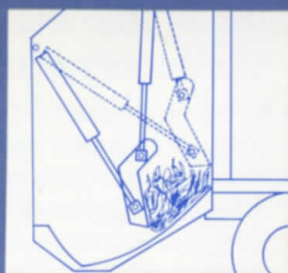


### Hydraulic control system

Ultra-simple hydraulic valves and linkage controls are mounted high in the tailgate to avoid damage, yet are readily accessible for easy service.



**Pre-pack.** Blade pre-crushes material against the reinforced hopper floor



**Pack.** Refuse is forced upward and packed into body.



**Single lever packing controls**

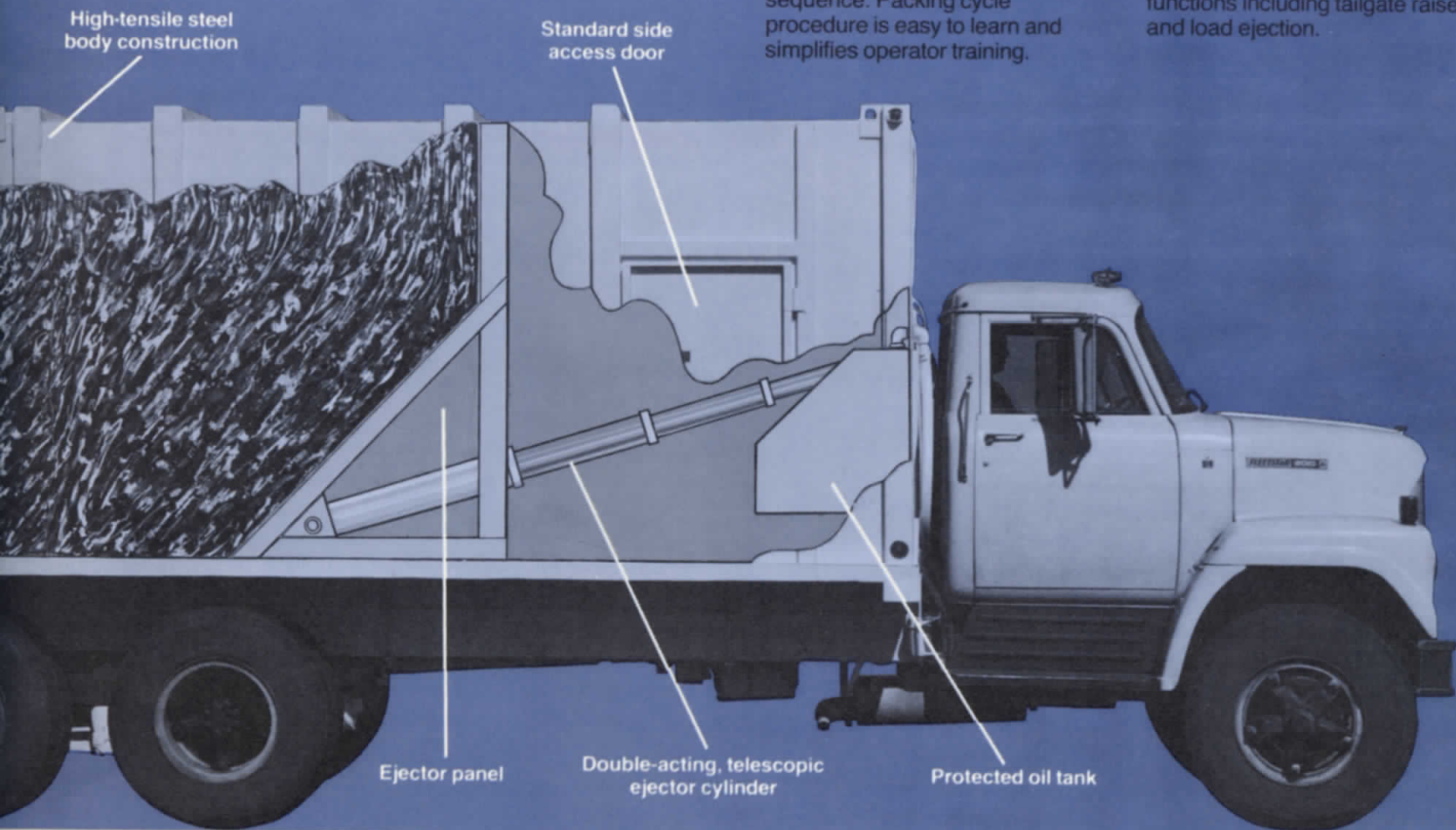
A single lever packing control, located on the right rear of the tailgate, activates packing sequence. Packing cycle procedure is easy to learn and simplifies operator training.



**Ejector controls**

Ejector controls, conveniently mounted behind the cab on the driver's side, handle all unloading functions including tailgate raise and load ejection.

**ing II features**



High-tensile steel body construction

Standard side access door

Ejector panel

Double-acting, telescopic ejector cylinder

Protected oil tank



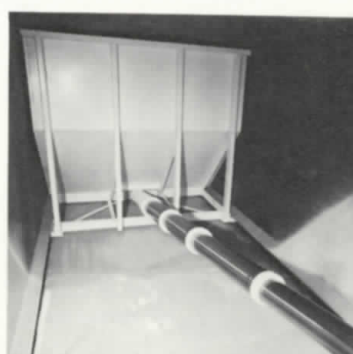
**Interrupted cycle**

In compliance with the ANSI safety standard, packer blade will automatically stop before reaching the loading sill. Operator must activate packing control to complete cycle.



**Reinforced hopper floor**

Hopper floor of 1/4" - 100,000 PSI steel is heavily reinforced with 6 channels to withstand years of use.



**Telescopic ejector cylinder**

The double acting telescopic cylinder serves two vital functions; it provides variable pressure against the refuse during loading for maximum payloads, and it allows the driver to eject the load in one smooth continuous operation.



**Heavy duty packer blade cylinders**

Cylinders are easily accessible. They are mounted to operate over the refuse, not in it, to prevent scarring and damage.



## Add versatility to your RouteKing II with container handling attachments.

Chain, hydraulic, winch or reeving cylinder attachments are available for handling a wide variety of container sizes and styles. With these optional attachments, your RouteKing II will be able to profitably service commercial and industrial container accounts. Ask your Dempster dealer for complete details.

# RouteKing II condensed specifications

### Body construction

Body and tailgate are constructed of high-tensile steel as follows:

### Body gauges

Floor — 16, 20, 25 cu. yd. bodies	10-gauge (50,000 PSI)
Floor — 32 cu. yd. body	7-gauge (50,000 PSI)
Floor members 3" hat sections	7-gauge (50,000 PSI)
Side walls	11-gauge (50,000 PSI)
Roof	12-gauge (50,000 PSI)
Ejector panel	10-gauge (50,000 PSI)

### Tailgate gauges

Side walls (top)	10-gauge (50,000 PSI)
Side walls (bottom)	1/4" (50,000 PSI)
Hopper floor	1/4" (100,000 PSI)
Packer blade	3/8" (50,000 PSI)
Shield	7-gauge (50,000 PSI)

### Tailgate features

Capacity, TBEA	3 cu. yds.
Hopper width	80"
Cycle time	27-30 sec.
Reload time	12-14 sec.
Loading height	2.5" below chassis frame
Hopper depth	18 1/2"

### Hydraulic system

**Telescopic ejector cylinder:** 16 and 20 cu. yd. bodies - 3-stage. 25 cu. yd. body - 4-stage. 32 cu. yd. body - 6-stage.

**Tailgate lift:** Two 3 1/2" single-acting cylinders

**Packing cylinders (4):** Two 5" x 27" and two, 6" x 34" double-acting cylinders

**Pump:** Gear, 32 GPM

**Oil reservoir:** Located inside body, 69 gal. capacity, 50 GPM strainer, oil diffuser and sight gauge.

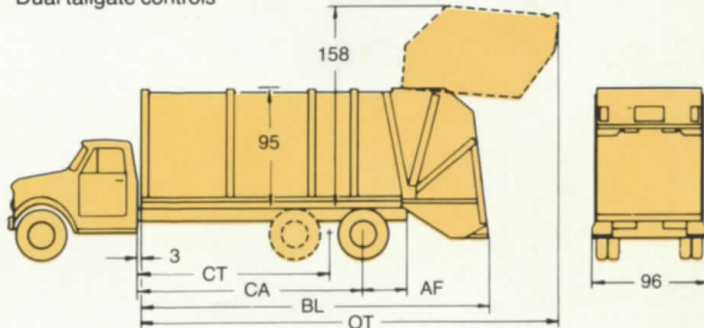
**Filter:** 10 Micron return line

### Controls

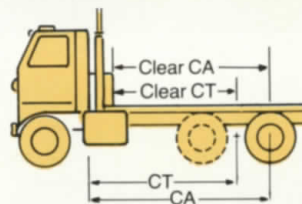
Packing cycle controls (single lever)	mechanical linkage—semiautomatic with interrupted cycle
Warning buzzer (push button)	right rear of tailgate
Winch dumper (single lever)	right rear of tailgate
Hydraulic dumper (single lever)	right rear of tailgate
Ejector panel (single lever)	left front of body
Tailgate lift (single lever)	left front of body

### Optional equipment

Hopper work lights • Baffle-18" Body front • Flashing lights • Torque converter lock-up • Pressure gauge kit • Electric backup alarm • Step @ access door • Spill apron • Container guides • Mudguard • High mounted taillights • Sign panel • Tool box • Dual backup lights • Oil tank suction shut-off • L.H. buzzer • Dual tailgate controls



Model	Net Body Capacity	CA* Min.	CT* Min.	AF Apx.	BL	OT	Apx. Weight
DRK II 160	16 cu. yd.	108		32	204	254	11,900 lbs.
DRK II 200	20 cu. yd.	135		32	232	282	12,500 lbs.
DRK II 200	20 cu. yd.		120	24	232	282	12,500 lbs.
DRK II 250	25 cu. yd.		156	24	268	318	13,400 lbs.
DRK II 320	32 cu. yd.		184	38	316	366	15,500 lbs.



### \*CLEAR C/A or C/T

Clear C/A or C/T is the dimension from any item (muffler, transmission shift housing, etc.) extending behind the cab and above the frame which will interfere with body mounting, to the center line of the rear axle (C/A) or trunion (C/T) of a tandem axle.

### Transmission

In most applications, a torque converter lock-up should be provided with the Allison Automatic Transmission. Failure to do so may adversely affect high compaction performance.

### Governors

MVS governors or low speed governors must be provided on all diesel engines.

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All specifications and equipment subject to change without notice.



## Dempster Systems

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