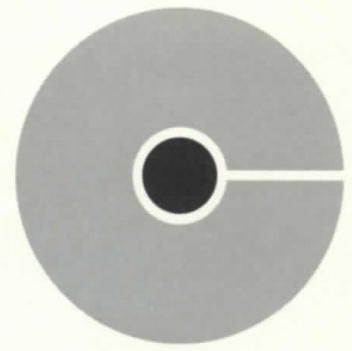
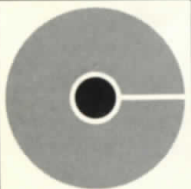


# Dempster RouteKing II



## High-Performance Features For Low Maintenance and Efficient Operation

• Residential • Commercial • Industrial



Division of  
Carrier Corporation

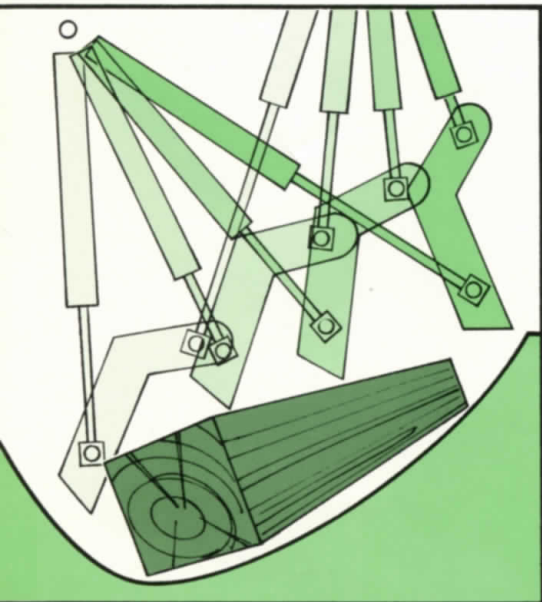
**Dempster  
Dumpster  
Systems**

# Dempster RouteKing II

## Lowers Your TOTAL Operating Costs

### Here's why:

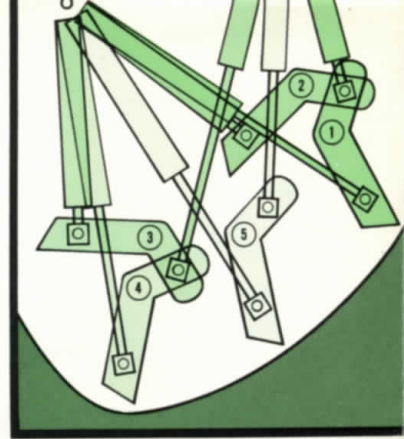
Look beyond the initial price tag. Consider: maintenance costs, downtime, re-sale value, longevity, operating features and much more. Look closely at these and other hidden factors and figure your TOTAL COSTS. You'll find the Dempster RouteKing II costs less to own and operate, requires less maintenance, experiences less downtime, and has greater re-sale value than any other rear loading packer on the market. Compare our hardware features with other rear loaders. The Dempster RouteKing II is far superior because of many high-performance features like: powerful Bi-directional Power-Plane Packing for high-density compaction . . . and ultra-simple hydraulic system for maximum packing pressure; three dumping attachments for fast and clean container handling; automatic variable packing resistance for higher compaction per cubic yard, and much more. Compare RouteKing II feature by feature against any other rear loader. With Dempster, your dollar goes farther.



### JAM-FREE, VARIABLE PATH PACKING

There are no channels, guides, chains, or tracks to bind, jam, or stall the packer blade. The packer blade rides over obstructions and solid objects without binding or stalling, preventing damage to packer blade or hopper floor. If desired, the packer blade can be stopped and retracted to repeat packing cycle.

## POWER PLANE PACKING



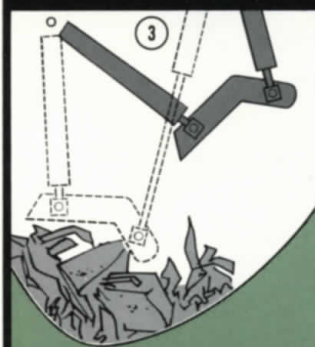
The RouteKing II operates on a powerful bi-directional packing principle that is virtually jam-free. The packer blade cups, rolls, retains, and pre-compacts material against the reinforced hopper floor for maximum compaction per cubic yard.

Here's how it works:



### START!

Packing cycle begins as packer blade moves upward.



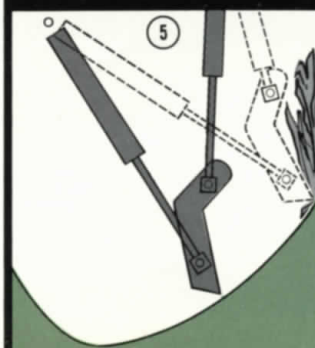
### MID-CYCLE!

Blade moves rearward and down, stops automatically a minimum of 10" above loading sill.



### PRE-PACK!

Packer blade action cups and rolls material against hopper floor for high-density compaction.



### PACK!

Refuse forced upward and packed tightly into body.



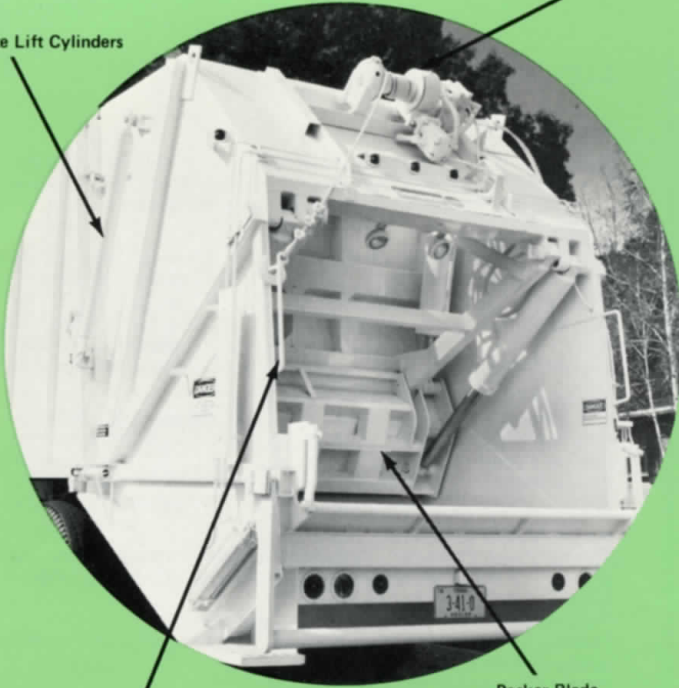
Tailgate Lift Cylinders

Winch Container Handling System (Optional)

Hydraulic Control Valve Location

Material Shield

Packing Cylinders



Grab Handle

Packer Blade

Large Hopper Capacity

Non Skid Riding Steps

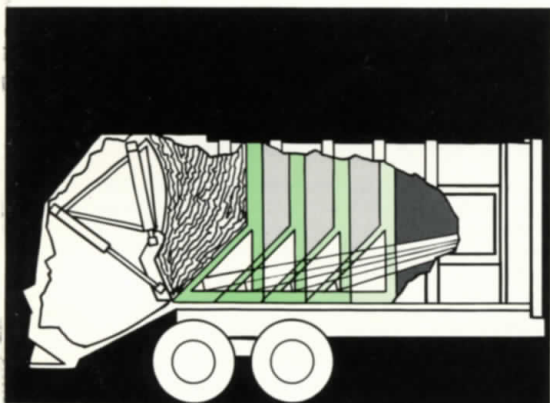
Reinforced Hopper Floor

Heavy-duty Tailgate Seal



# Dempster RouteKing II

## The tough performer



A variable pressure relief valve allows the ejector panel to move toward the front of the body under variable pressure to assure high density compaction during all phases of the packing cycle. Maximum resistance is against the load during the initial compaction stages to form a solid wall of compacted refuse. As body fills, the ejector panel gradually and automatically retracts, keeping pressure against the load to improve overall performance and greatly increase payloads.



### Large, Deep Hopper

The low-profile, deep hopper holds 3 cubic yards by swept volume. The low loading height and deep well hopper reduce loader fatigue and the number of packing cycles required.



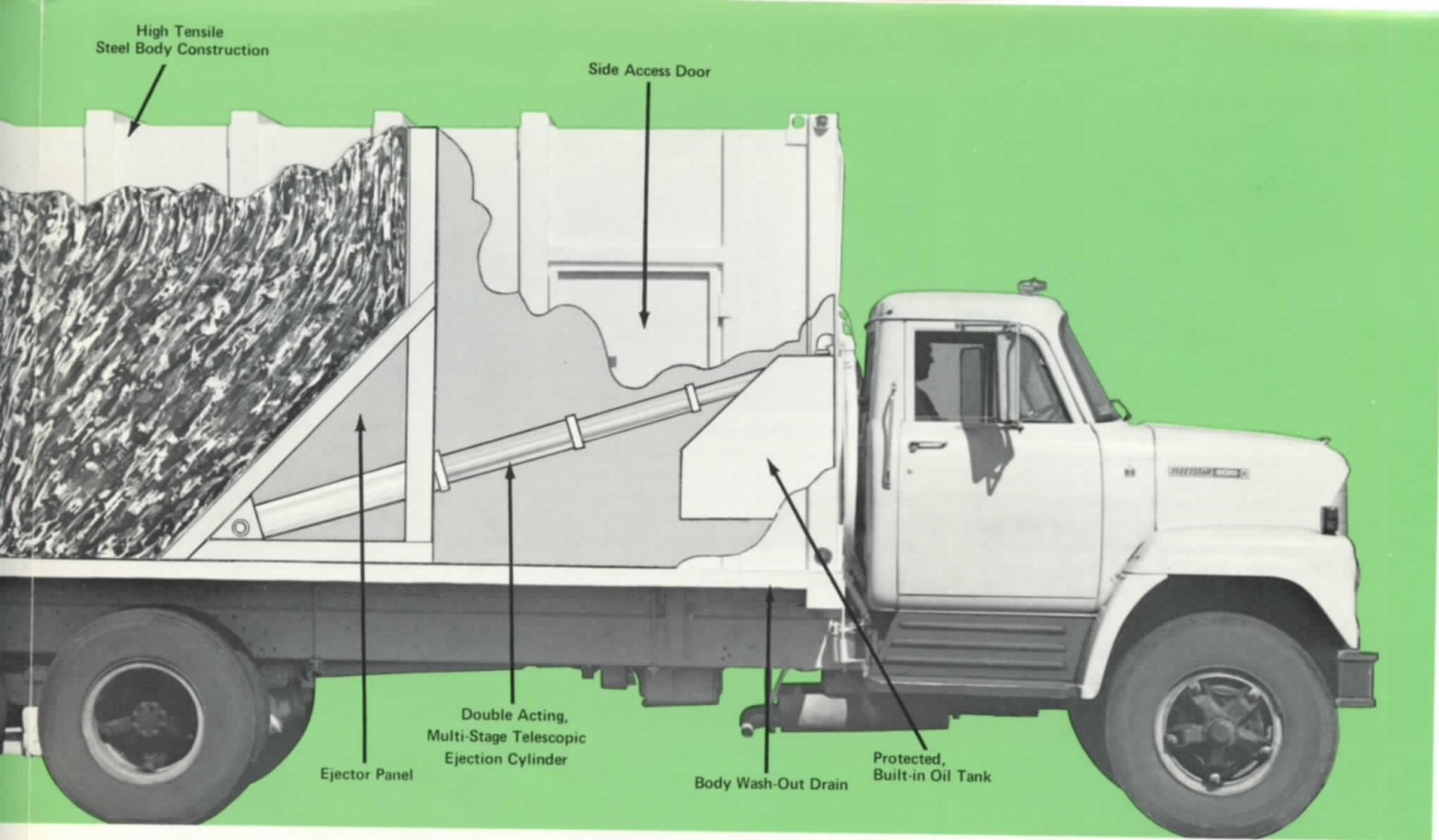
### Mid-Cycle Shut Down

As a safety precaution, the packer blade automatically stops at mid-cycle. Controls must be activated again to fully complete the packing cycle.



### Hydraulic Control System

The standardized, ultra-simple hydraulic system components are mounted high in the tailgate for easy and safe accessibility and service. The components consist of valves and direct linkage controls found on other Dempster products.



er that really packs it in.

## Five Optional Container Dumpers Available



**CONVENIENT CONTAINER HANDLING.** The contour of the RouteKing II tailgate allows a steep dumping angle for easy and efficient container handling. Five container handling attachments are available: the packer-blade-operated chain dumper, handles most 1 and 2-yard refuse containers; the winch dumper, either 8,000 or 12,000 lb. capacities, for handling 3 thru 10 cubic-yard-size containers; the hydraulic dumper, for handling 1 to 3 cubic-yard-size containers; and the reeve cylinder overhead mount for those super-heavy containers.





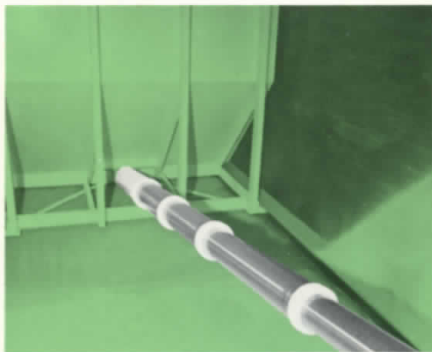
#### Single-Lever Packing Controls

The packing controls are on the right rear side of the tailgate. Controls provide reliable operation in all weather conditions; manual direct linkage controls will not "short-out" during wet, damp weather. Any crew member can quickly master the control system.



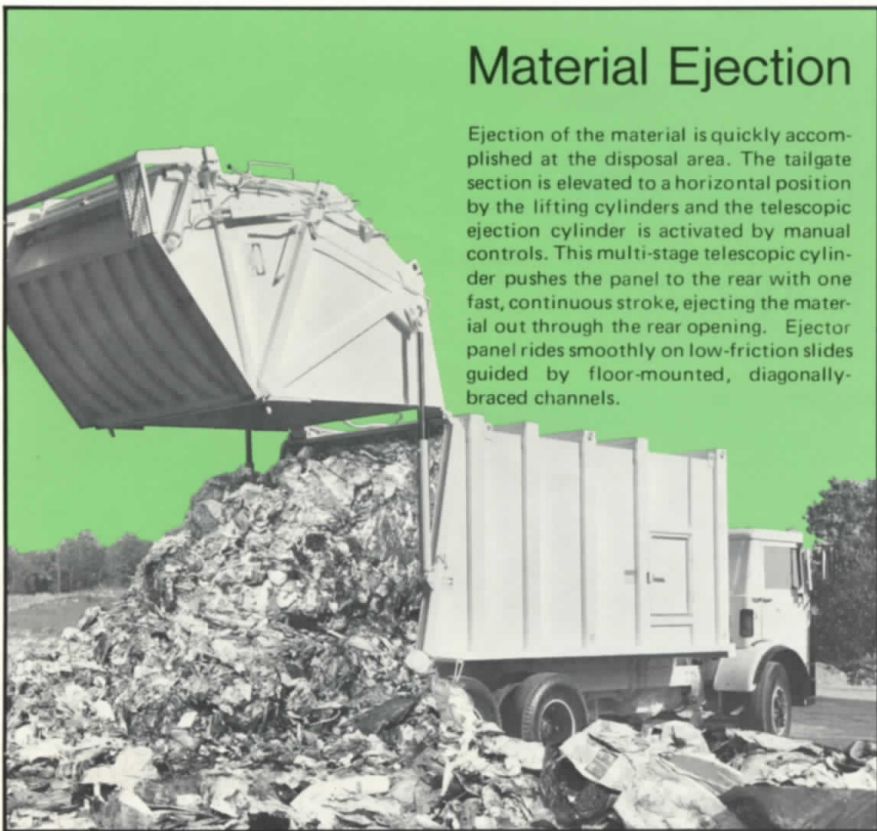
#### Heavy-Duty Packing Cylinder

Rugged heavy packing cylinders are designed to minimize leaks and lower maintenance costs. Cylinders are mounted to operate above the material, not in it. This prevents troublesome scarring and cylinder damage from dirt, grit, metal fragments and other materials.



#### Telescopic Ejection Cylinder

Double-acting, multi-stage telescopic cylinder serves to eject the payload and also provides resistance against the refuse being loaded and packed at the hopper. This ejector resistance contributes greatly to a high density payload.



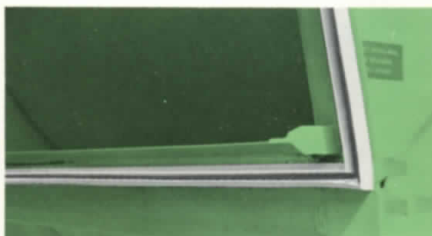
## Material Ejection

Ejection of the material is quickly accomplished at the disposal area. The tailgate section is elevated to a horizontal position by the lifting cylinders and the telescopic ejection cylinder is activated by manual controls. This multi-stage telescopic cylinder pushes the panel to the rear with one fast, continuous stroke, ejecting the material out through the rear opening. Ejector panel rides smoothly on low-friction slides guided by floor-mounted, diagonally-braced channels.



#### Reinforced Hopper Floor

To resist shock loads and high packing pressure, the hopper floor is formed with strong 1/4" steel plate and heavily reinforced with 6, pressed steel channels for additional support.



#### Tailgate Seal

Channel shaped seal attached to tailgate virtually eliminates liquid spilling.



#### Body Controls

Simple manual controls mounted conveniently behind the cab on the driver's side permit the operator to handle all ejection functions including tailgate lifting and lowering.



#### Lifting Cylinders

Two manually-controlled, single-acting, 3 1/2" hydraulic cylinders are mounted on brackets between the tailgate and body sections. When activated from driver-side controls, they quickly and smoothly raise the tailgate to ejection or discharge position.

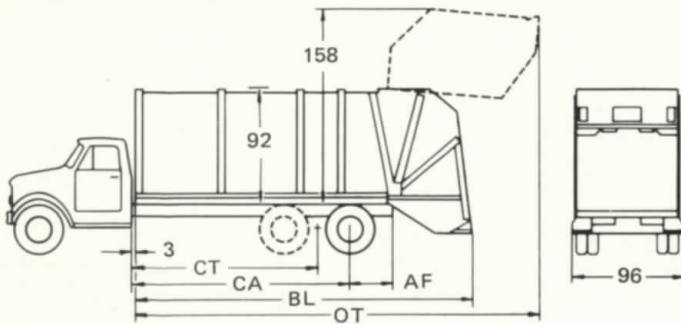


#### Rugged Construction

Body and tailgate are constructed of tough, high tensile steel and are reinforced at all points of strain and wear. Continuous seam welding on body channels distributes stress loads more evenly while also providing a rust-resistant sealed member.

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## DIMENSIONS



Model	Net Body Cap.	CA*	CT*	AF	BL	OT	Approx. Weight
DRK II 160	16 cu. yd.	108		32	204	254	11,900 lbs.
DRK II 200	20 cu. yd.	138		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.

## CONTAINER DUMPER OPTIONS:

- Chain
- Hydraulic
- Winch
- Reeve

## ACCESSORIES:

- 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

## CONDENSED SPECIFICATIONS

### BODY CONSTRUCTION

Body and tailgate sections are constructed of high-tensile steel, reinforced with angles, box members and pressed channels wherever required. High-tensile steel gauges are 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) . . . . . ¼" (50,000 PSI)  
 Hopper Floor . . . . . ¼" (100,000 PSI)  
 Packer Blade . . . . . 3/8" (50,000 PSI)  
 Shield . . . . . 7-gauge (50,000 PSI)

### HYDRAULIC SYSTEM

Ejector Panel Cylinder: Telescopic cylinder, 16 and 20 cu. yd. bodies — 3-stage. 25 cu. yd. body — 4-stage. 32 cu. yd. body — 6-stage.

Tailgate Lift: Two 3½" single-acting cylinders  
 Packing Cylinders (4): Two 5" x 27" and two, 6" x 34" double-acting cylinders

Pump: Gear pump, 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 — Semi-automatic with "Mid-cycle Shut Down"

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

### TAILGATE PACKER FEATURES

Capacity, TBEA . . . . . 3 cu. yds.  
 Hopper Width . . . . . 80"  
 Cycle Time . . . . . 27-30 Sec.  
 Hopper depth . . . . . 18½"

Note 1: In early 1978, Allison changed the design of their MT-600 Series Automatic Transmission and it will not accept the torque converter lock-up adaptation without modification (Ref. Detroit Diesel Allison Service Information 19-TR, 74, pages 1 through 9, dated August 7, 1974 — Rev. "A" 1/17/78).

This design change was to a modulated transmission where previously it was non-modulated.

All modulated transmissions will require the modification.

A torque converter lock-up should be provided on Allison Automatic Transmissions. Failure to do so may adversely affect high-compactness performance.

Note 2: MVS governors or low speed governors (example 3208 Cat.) should be provided on all diesel engines.

\* Clear CA or CT is the dimension from the center of the rear axle (single axle chassis) or the center of the trunnion (tandem axle chassis) measured forward at frame level to a vertical transverse surface at the point of interface with the muffler, cab, air intake, etc. which limits our ability to mount a body.

Dempster Dumpster Systems constantly seeks ways to improve and upgrade its products. For this reason, design changes are sometimes made to provide customers with the best possible equipment and offer the latest in product improvements. If any dimension or capacity is critical, check with the factory for current specifications.

**Dempster  
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