

Dempster RouteChief.™



***The highest performance
mid-range rear loader that
ever came down the street.***

Dempster combined proven packing principles with experience in low maintenance operation to bring you the industry's best mid-range rear loader. The Dempster RouteChief. Compare body construction, hopper size, packing performance, weight distribution and payload. In test after test, the RouteChief consistently outperformed other conventional units on all kinds of residential routes. RouteChief! The new mid-range leader for dependable low maintenance operation.

 **Dempster Systems**
A Subsidiary of Technology Incorporated

The Dempster RouteChief™ is built to reduce today's high cost of residential route collection.

The RouteChief™ is a totally new generation of rear loader, lightweight yet strong. Equally important, it is designed for weight distribution that allows for economies not found in competitive units. Rear axle loading and payloads will be equal to or better than that of competitive units. In fact, we may be able to show you how to use a 25 yard body on a single axle chassis.

The RouteChief has a 3 cubic yard hopper, the largest of any mid-range rear loader. Loading height is comfortably low and the packing cycle is fast. Normally, a complete cycle takes only 20 seconds, reload after 8 seconds.

Load more, pack faster and then eject the load in one continuous operation in only 18 seconds. The RouteChief has it all.







Face of ejector panel is completely smooth.
There are no obstructions or "dog house", entire load falls free.

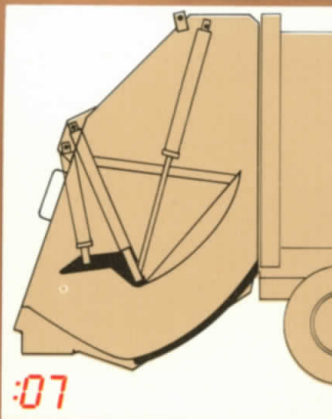
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Normal packing cycle completed in only 20 seconds, reload in 8 seconds.



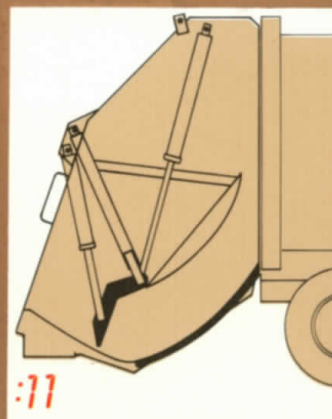
:03

Start. Packer blade moves upward.



:07

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



:11

Pre-pack. Blade moves refuse toward body, reload of hopper can begin.



:20

Pack. Refuse is swept upward and packed into body.

The RouteChief brings low maintenance design to the mid-range class.

The RouteChief packer mechanism is based on Dempster's exclusive, proven packing principles. There are less than half the wear parts found in conventional units, with no tracks, slides or rollers in the tailgate to wear, bind or jam.

Dempster makes it easy to keep your RouteChief operating, too. Use of common parts is one of our design criteria. For example, all bushed pivot points in the tailgate use the same bushing. We make repairs easier on your mechanics, too. Complete removal of the packer mechanism takes less than a single hour.



Large 3 cubic yard hopper increases loading efficiency. TBEA rated, largest on any mid-range. Full 80" wide, with low loading height.



Hopper floor is heavily reinforced.

Floor is 3/16" 100,000 PSI steel, reinforced with channels for extra life.



Load ejected in only 18 seconds.

Low maintenance, 2-stage, telescopic cylinder resists load force to provide extra compaction. Ejects load in one smooth continuous motion.



Long-life cylinders.

case-hardened and chrome plated to reduce wear and maintenance. Cylinders operate over refuse, not in it to prevent scoring. Located for easy removal and service.



Single lever packing controls.

Reliable, easy-to-use mechanical controls activate packing sequence. Mid-cycle shutdown is in compliance with ANSI standard.



Chain, hydraulic, winch or reeving cylinder attachments are available as options. Adds the versatility to service commercial locations.

RouteChief™ condensed specifications

Body construction

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

Body gauges

Floor	10-gauge (3.416 mm.)	50,000 PSI (3515 k/cm ²)
Side walls	11-gauge (3.038 mm.)	50,000 PSI (3515 k/cm ²)
Roof	12-gauge (2.657 mm.)	50,000 PSI (3515 k/cm ²)
Ejector panel	11-gauge (3.038 mm.)	50,000 PSI (3515 k/cm ²)

Tailgate gauges

Side walls	10-gauge (3.416 mm.)	50,000 PSI (3515 k/cm ²)
Hopper floor	3/16" (4.763 mm.)	100,000 PSI (7031 k/cm ²)
Packer blade	1/4" (6.35 mm.)	50,000 PSI (3515 k/cm ²)
Shield	10-gauge (3.416 mm.)	50,000 PSI (3515 k/cm ²)

Tailgate features

Capacity, TBEA rated	3 cu. yd. (2.29 m ³)
Hopper width	80" (2032 mm.)
Cycle time (normal)	20 sec.
Reload time (normal)	8 sec.
Loading height	6½" (165 mm.) below chassis frame
Hopper depth	17" (432 mm.)

Hydraulic system

Relief pressure: 2,500 PSI (17,237 kPa)

Telescopic ejector cylinder: 16 cu. yd. (12.2 m³) and 20 cu. yd. (15.3 m³) bodies - 2 stage, 25 cu. yd. (19.1 m³) body - 3 stage

Tailgate lift: Two 2½" (63.5 mm.) x 24" (610 mm.) single-acting cylinders

Blade cylinders: Two 3" (76 mm.) x 24" (610 mm.)

Link cylinders: Two 4" (102 mm.) x 36" (914 mm.)

Pump: Gear, 19.5 GPM (73.8 L/min.) @ 1,200 RPM

Oil reservoir: Inside body, 50 gal. (190 liters) capacity

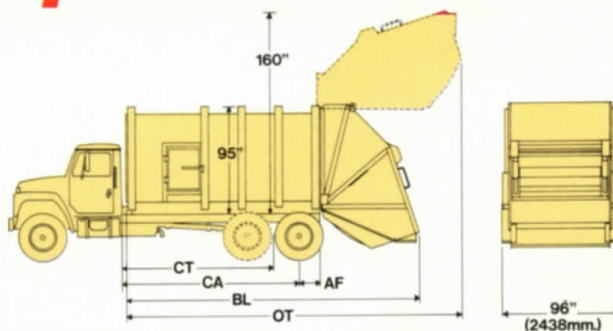
Filter: 10 Micron return line

Controls

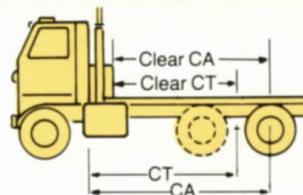
Packing cycle controls (single lever)	mechanical linkage with interrupted cycle
Warning buzzer (push button)	right rear of tailgate
Winch dumper (optional)	right rear of tailgate
Hydraulic dumper (optional)	right rear of tailgate
Ejector panel (single lever)	left front of body
Tailgate lift (single lever)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

Optional equipment

Hopper work lights • Flashing lights • Torque converter lock-up • Electric backup alarm • Container guides • High mounted tail lights • Oil tank suction shut-off • L.H. buzzer



Model	DRC 160	DRC 200	DRC 200	DRC 250	DRC 250
Net Body Capacity	16 cu. yds. (12.2 m ³)	20 cu. yds. (15.3 m ³)	20 cu. yds. (15.3 m ³)	25 cu. yds. (19.1 m ³)	25 cu. yds. (19.1 m ³)
CA* Min.	107" (2743 mm)	135" (3429 mm)			171" (4343 mm)
CT* Min.			116" (2946 mm)	146" (3708 mm)	
AF Approx.	32" (813 mm)	32" (813 mm)	24" (610 mm)	24" (610 mm)	32" (813 mm)
BL	214" (5436 mm)	242" (6147 mm)	242" (6147 mm)	278" (7061 mm)	278" (7061 mm)
OT	269" (6833 mm)	297" (7544 mm)	297" (7544 mm)	333" (8458 mm)	333" (8458 mm)
Approx. Weight	9,300 lbs. (4219 kilos)	9,800 lbs. (4445 kilos)	9,800 lbs. (4445 kilos)	10,800 lbs. (4899 kilos)	10,800 lbs. (4899 kilos)



*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 trunnion (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 packing 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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