



MINI-BULKMASTER

DENNIS

OPF 896R

Mini
Bulkmaster



The new Dennis Bulkmaster, a mere 2134 mm. (7') wide, was designed for passage down the many narrow streets and alleys in which city dustbins frequently lie. Its compact efficiency saves both time and fuel — benefits that are highly appreciated by economy-minded municipalities. Yet despite the Mini Bulkmaster's small size, it reflects the sophistication of the many highly praised (and bigger) refuse collectors made by Dennis. It offers a fast, quiet, economical and effective means of collecting, compacting, and discharging urban refuse and is made in the best traditions of Dennis's world renowned vehicles. Its load-bearing capacity brings considerable long term economy, since the Mini Bulkmaster's up to 5-ton payload reduces the

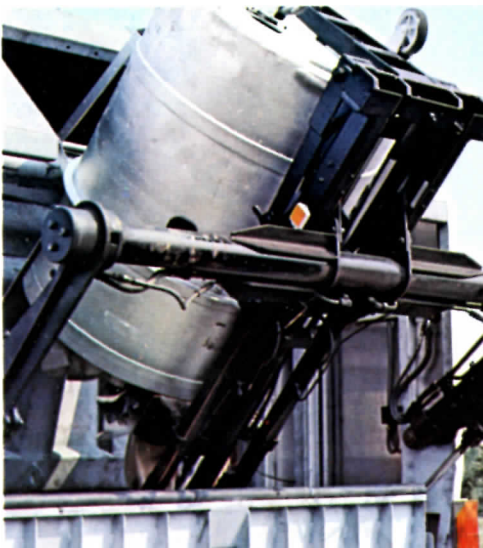


number of journeys necessary to clear a given volume of refuse.

Many optional extras are available — automatic transmission, hazard warning lights, spare wheel carrier, automatic chassis lubrication, fog lamp, fire extinguisher and first aid kit, hopper loading light, rear shock absorbers, towing attachment and light socket, twin sun visors, dual mates seat.

Bulk Container Lifting Equipment

The Mini Bulkmaster can be fitted with either manual girdle or hydraulic universal container lifting equipment.



This special Dennis system could crush your fuel and maintenance costs too!

(Cycle time approx. 15 secs.).

Apart from the Mini Bulkmaster's compactness another prime advantage is the intermittent loading action which allows the packing mechanism to be used only when necessary, thus reducing fuel and maintenance costs.

1 Refuse is loaded into hopper — low rave rail simplifies manual loading.



2 As loading cycle begins, packer plate is raised hydraulically.



3 Hopper is then automatically raised hydraulically; packer plate compresses contents.



4 Refuse is carried into body, further compressed and retained by packer plate as hopper is lowered.



5 With vehicle in position at disposal site, hopper locks are automatically released.



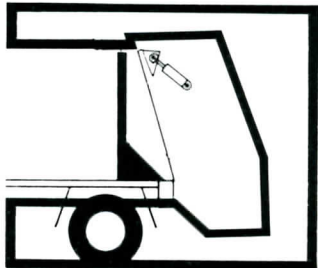
6 Complete tailgate assembly is then raised hydraulically.



7 Ejection ram displaces ejection plate to rear, completely discharging contents of body.



8 Tailgate assembly is lowered and hopper locks re-fastened automatically.



Dennis Automatic Tail Gate Lock



The Loading Hopper Unit is of typically meticulous Dennis design. It is a jig built all-welded framework of steel section, corrosion protected as is customary with Dennis vehicles.

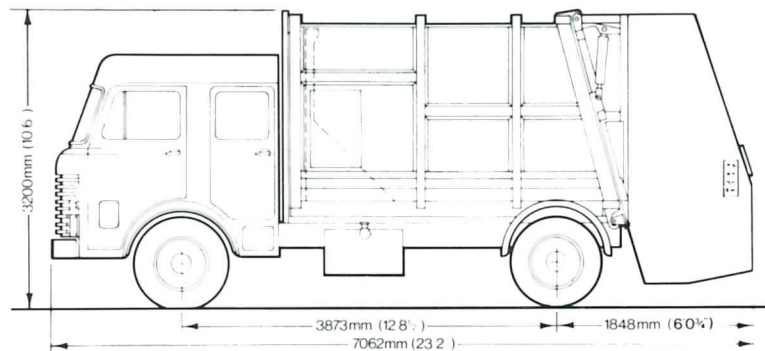
The Hopper is raised hydraulically, to enable the load to be discharged by an ejection plate operated by an hydraulic ram.

The discharge procedure can be carried out from the driving position. The tailgate raising, lowering and ejector plate controls being situated on the dashboard.

This relieves the driver from having to leave his cab to make a quick, effective discharge, appreciated by drivers on wet and windy days.

Dimensions and Weights

| Item | Mini Bulkmaster (Crew Cab) | Mini Bulkmaster (Single Cab) |
|-------------------------------|---------------------------------|---------------------------------|
| Wheelbase | 3873 mm. (12' 8 1/2") | 3187 mm. (10' 5 1/2") |
| Overall Length | 7062 mm. (23' 2") | 6375 mm. (20' 11") |
| Overall Width | 2134 mm. (7' 0") | 2134 mm. (7' 0") |
| Overall Height (over Exhaust) | 3200 mm. (10' 6") | 3200 mm. (10' 6") |
| Turning circle (approx.) | 15.25 m. (50') | 12.65 m. (41' 6") |
| Rear overhang (closed) | 1848 mm. (6' 0 3/4") | 1848 mm. (6' 0 3/4") |
| Tyre size (standard) | 900 x 20 (14 ply) | 900 x 20 (14 ply) |
| Front axle (plating weight) | 4581 kg. (4 1/2 tons) | 4582 kg. (4 1/2 tons) |
| Rear axle (plating weight) | 9500 kg. (9 1/2 tons) | 9500 kg. (9 1/2 tons) |
| Gross (plating weight) | 13,236 kg. (13 tons) | 13,236 kg. (13 tons) |
| Payload | Up to 5080 kg. (5 tons) | Up to 5080 kg. (5 tons) |
| Body air space | 9.3 cu. metres (12.16 cu. yds.) | 9.3 cu. metres (12.16 cu. yds.) |
| Rave railheight unladen | 1295 mm. (4' 3") | 1295 mm. (4' 3") |
| Hopper capacity | .75 cu. m. (1 cu. yd.) approx. | .75 cu. m. (1 cu. yd.) approx. |



SPECIFICATION

Chassis Engine

Perkins 6/354.2, 6-cylinder diesel, 120 b.h.p. at 2,800 r.p.m.

Clutch

35.5 cm. (14 in.) diameter single dry plate, heavy duty unit for stop/start work. Total lining area 1,177 sq. cm. (182.5 sq. in.).

Gearbox

A heavy duty constant mesh 5-speed ratio unit type EYT 475 CMA. Ratios 1:1, 1.469, 2.375, 3.983, 6.923. Reverse 6.8.

Propeller Shaft

Fully balanced with needle roller bearing universal joints and flexibly mounted centre bearing.

Front Axle

4581 kg. (4 1/2 tons) capacity forged '1' section alloy steel beam with low friction swivel thrust bearings.

Rear Axle

9500 kg. (9 1/2 tons) capacity. Single speed spiral bevel unit. Ratio: 6.14:1.

Fuel Tank

45.7 cm. (18 in.) diameter fuel tank capacity of 132 litre (29 gallons). An electric fuel gauge is fitted.

Braking System

Hydraulic brakes operated by tandem air actuator through twin master cylinders feeding front and rear axles separately. Hand brake operated on rear axle using air/spring actuator. Front and rear brakes 38.7 cm. x 12.7 cm. (15 1/2" x 6"). Total brake lining area 4,439 sq. cm. (688 sq. in.).

Frame

The frame is constructed from channel section pressed steel side-members. 634 cm. x 6.3 cm. x 22.9 cm. (1/4" x 2 1/2" x 9").

Crossmembers are of channel section for strength, fitted by high tensile bolts. Front tow loops are provided.

Suspension

Semi-elliptical leaf springs front and rear, with front shock absorbers fitted as standard.

Steering

Recirculatory ball type steering box. A 508 mm. (20") diameter 3-spoke steering wheel is fitted lock to lock 6 1/2 turns. Power assisted steering is standard.

Wheel and Tyres

Pressed steel disc wheels for 8 stud fixing. Single front, twin rear and spare. 900 x 20 (14 ply).

Cooling System

Pressurised system with 4 row flat tube radiator, water pump circulation controlled by thermostat and by-pass. External filler cap. Heater demister fitted as standard.

Electrical

12-volt A.C. negative earth return system. Panel on fascia fitted with: 12.06 cm. (4 3/4") diameter, 128.74 km./hr. (80 m.p.h.). Speedometer, 3 air gauges, fuel gauge, 'no charge' warning light, oil pressure warning light, key operated starter switch and screen washers. Alternator standard to ensure low engine speed charging. On steering column: switches for head, side and tail lamps, head lamp dip switch, horn switch button and direction indicator switch. Two head lamp system, front and rear flashing direction indicators.

Battery capacity 110 ampere/hour at 10 hour rate.

Available Extras

Automatic transmission. Spare wheel carrier. Automatic chassis lubrication. Sun visors. Fog lamps. Fire extinguisher and first aid kit. Hand washing unit. Towing attachment for salvage trailer. Body service light. Hopper loading light. Salvage rack on cab roof. Rear steps and grab handle.

Cab

Three door crew cab constructed of glass fibre reinforced plastic with one-piece windscreen. Seating for 5 men in addition to driver. Single two door cab alternative.

Body

All welded framework fabricated from steel sections, floor panels of corrosion and abrasion resistant steel, panelling in heat treated aluminium alloy.

Loading Hopper

All welded framework fabricated from steel sections, floor and side panels in heat treated aluminium alloy matching the bodywork. The unit is attached to the body by heavy-duty pivot pins. The two-stage intermittent loading mechanism employs a double-action hydraulic ram synchronised by a 4-spool directional valve that incorporates a cartridge-type overriding relief valve. The Bulkmaster can be quickly, thoroughly, and safely emptied by the single-action hydraulic ejection plate, the tailgate being automatically locked out of the way.

Hydraulics

Power for all hydraulic operations is supplied by a gear type hydraulic pump. A 159 litre (35 gallon) supply tank is mounted in the body, and is fitted with a filter and sight gauge. Controls for all operations are located in the cab within easy reach of the driver.



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