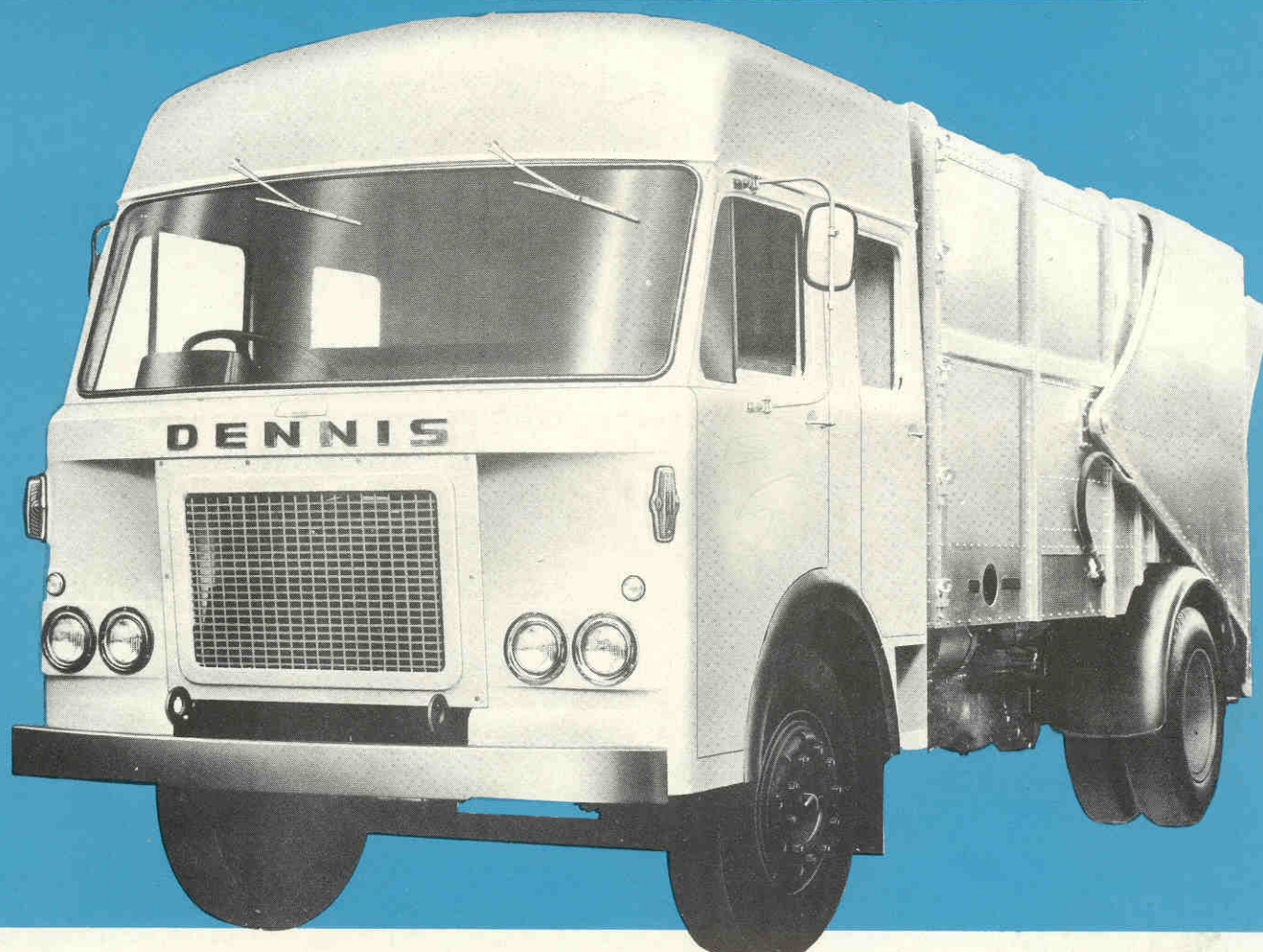


# DENNIS

## PAXIT IIc REFUSE COLLECTOR



**QUALITY · RELIABILITY · SIMPLICITY · DURABILITY**

- The simplest and most robust compression-type refuse collector.
- Result of over 20 years continuous development—thousands of vehicles in service in various territories and conditions.
- Payload about 24 cu.yards of loose refuse, depending on density and compressibility.
- Only one hydraulic ram plus tipping gear. Lowest possible first cost and maintenance.

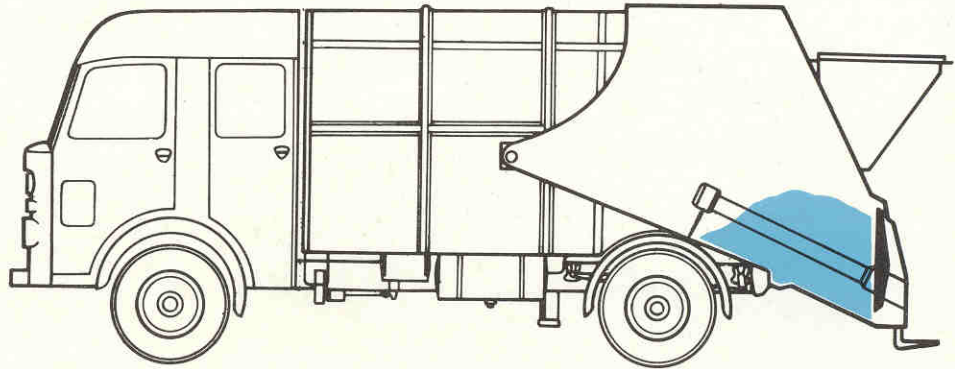
CAPACITY	24 cu. yds. (approx.)	18 cu. metres (approx.)
CAB SEATING	6	
WHEELBASE	12 ft. 10 ins.	391 cm.
OVERALL LENGTH	24 ft. 2 ins.	737 cm.
OVERALL WIDTH	7 ft. 8 ins.	233.6 cm.
OVERALL HEIGHT (unladen)	9 ft. 6 ins.	290 cm.
TURNING CIRCLE (approx.)	52 ft.	15.8 metres
MINIMUM GROUND CLEARANCE	9 in.	23 cm.
TYRES	8.25 x 20 14 ply.	
UNLADEN WEIGHT (approx.)	5 tons, 10 cwt.	5,588 kgs.
PLATING WEIGHTS	FRONT AXLE	4.5 tons, 4,572 kgs.
	REAR AXLE	8.5 tons, 8,636 kgs.
	GROSS	13 tons, 13,209 kgs.



## METHOD OF OPERATION

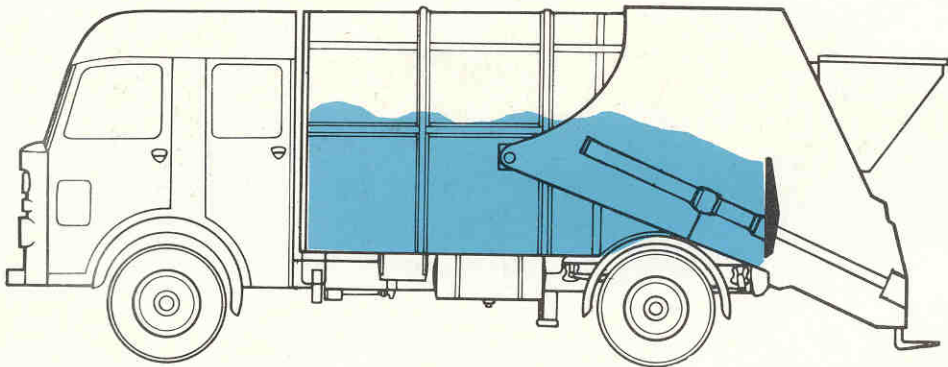
### LOADING

Loading takes place at the rear of the vehicle with adequate space for two men to work at the low rive rail. A canopy above and flaps at the side of the opening, shield the refuse from the wind during loading. The contents of the bins are deposited into a hopper. When the hopper is full, the loader plate is set in motion by the driver and the refuse is pushed into the vehicle body. Only 12-14 seconds are needed for the ram to complete its cycle.



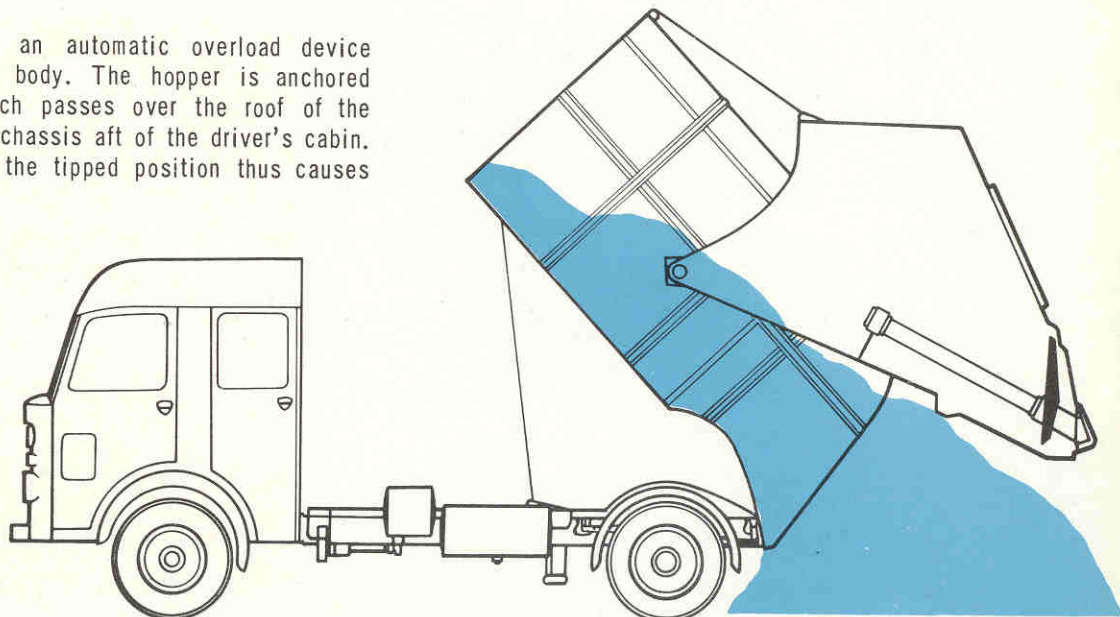
### COMPRESSING

Successive hopper loads of refuse fill the body to its normal volume. Further loading then compresses the contents until a maximum load of compressed refuse has been achieved and an automatic overload device renders the ram inoperative. The result is a load of compressed refuse much greater in free volume than the normal air space in the body. A saving in journeys to the tip is thus achieved, making a valuable contribution toward costs.



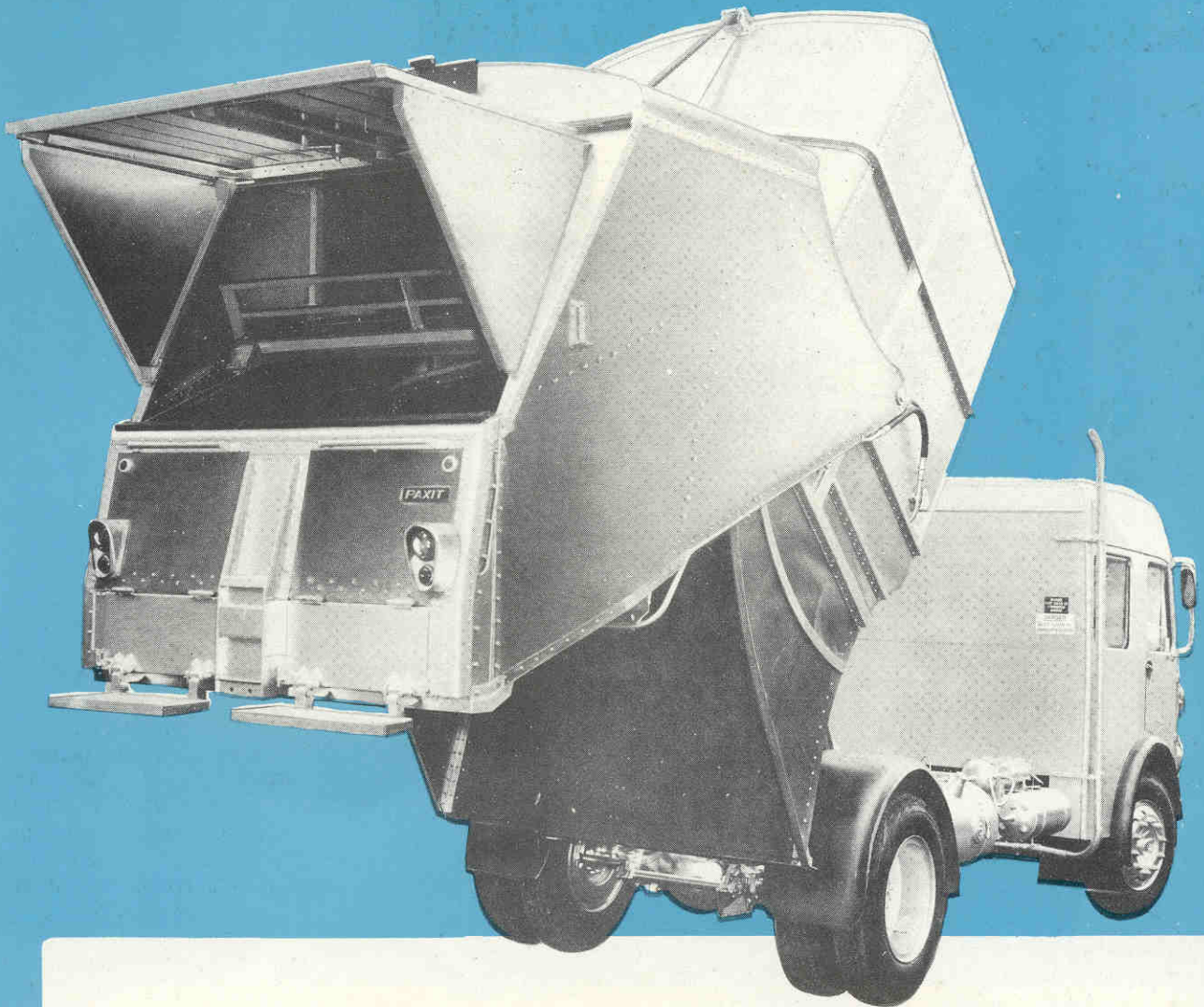
### TIPPING

Twin hydraulic rams with an automatic overload device operate the tipping of the body. The hopper is anchored by a restraining chain which passes over the roof of the body and is attached to the chassis aft of the driver's cabin. Movement of the body into the tipped position thus causes the hopper to lift clear of the body exit, leaving an unobstructed slipway. Should the hopper also be carrying a full load of refuse this can be discharged by action of the loader plate whilst the body is in the tipped position.





# HYGIENIC ECONOMICAL EFFICIENT



This latest model of the Paxit IIA is powered by the 120 b.h.p. Perkins 6.354 diesel engine directly coupled to the Dennis 5-speed constant mesh easy change gearbox. It is equipped with full air brakes with divided system giving complete safety and power assisted handbrake. The Paxit IIA uses heat treated corrosion resistant aluminium alloy body panels which do not require painting, and therefore reduces maintenance costs. The hydraulic controls for the compressing mechanism and the tipping gear are located in the driver's cab. This means that the driver does not have to leave his cab to discharge the load thereby saving turn-round time. From the illustration it should be noted that the hopper is lifted high above the discharged refuse and therefore reduces any spreading or drawing of the tipped load.

The three door crew cab which has a single piece curved panoramic windscreen and a salvage well incorporated in the roof, has seating accommodation for five loaders in addition to the driver. A heater/demister is fitted as standard and the doors have flush fitting handles.

## FREE OF CHARGE

Practical working tests can be carried out by arrangement (in U.K.) to check performance under local conditions.



# SPECIFICATION

## ENGINE

The Perkins 6.354 diesel is a six cylinder unit with a bore of 3.875 in. and a stroke of 5 in. giving a swept volume of 354 cu. ins. (5.8 litres) which develops 120 b.h.p. at 2,800 r.p.m. with a maximum torque of 260 lb./ft. at 1,275 r.p.m.

## CLUTCH

14 in. (35.6 cm.) diameter single dry plate, spring centre and ball bearing release mechanism. The lining area is 182.5 sq. ins. (1,177 sq. cm.).

## GEARBOX

Dennis UO five speed constant mesh gearbox. Ratios .745:1, 1:1, 1.729:1, 3.041:1, 6.000:1 and reverse 5.927:1.

## POWER TAKE OFF

A power take off on the left hand side of the gearbox drives the hydraulic pump for tipping and compressing rams.

## PROPELLOR SHAFT

Two piece propeller shaft with needle roller bearing universal joints, flexible centre bearing and vibration damper.

## REAR AXLE

A robust fully floating spiral bevel unit of Dennis design and manufacture. Axle shafts can be withdrawn and differential unit removed without disturbing road wheels.

## WHEELS & TYRES

8.25 x 20 (14 ply) tyres fitted to 10 stud steel wheels, single front, twin rears and spare.

## CAB

Three door crew cab with seating for driver and 5 loaders incorporates a salvage well. A single piece panoramic wind-screen with twin wipers, recessed door handles, twin rear view mirrors and heater demister are included.

## ELECTRICAL EQUIPMENT & INSTRUMENTS

12 volt alternator with negative earth return. Instrument panel fitted with:- speedometer, ammeter, air gauges for brakes, electric fuel gauge, key operated starter switch which also controls heat start, head lights, side lights, rear/stop lights and flashing direction indicators.

## BODY

Steel all welded understructure and body framework. Panels of heavy gauge corrosion resistant aluminium alloy. Strong rigid construction but lightweight.

## LOADING HOPPER

Framework fabricated from steel sections. All welded construction and jig built to ensure complete interchangeability. Panelled in fully heat-treated aluminium alloy. The compressing mechanism is manufactured from steel of all welded construction, the ram being mounted to the hopper floor supported by a steel cradle. Hydraulic compression plate moves refuse forward from the loading hopper to the body compressing the refuse. The compressing plate is then re-

turned to the original position at the rear. Loading of refuse from the hopper to the body continues until the body is full. Compression time cycle 12/14 seconds. For discharge the body is elevated to an angle of 49° and the hopper is opened automatically by a multi-link chain. The angle of tip and large hopper opening ensure rapid discharge.

## TIPPING GEAR

Twin telescopic underslung gear for extra stability on the tip.

## PAINTING

The body is left unpainted in its natural polished aluminium state. The colour of the cab and lettering is to customers specification.

## FRONT AXLE

'I' section alloy steel beam.

## SUSPENSION

Semi-elliptic leaf springs front and rear.

## FRAME

Channel section pressed steel sidemembers 9 in. x 2½ in. x ¼ in. (22.9 cm. x 6.3 cm. x .643 cm.) with 2½ in. x ¼ in. (6.3 cm. x .643 cm.) reinforcing strips on top and bottom flanges. Crossmembers of top hat section, spring brackets and other miscellaneous brackets are all bolted into position.

## BRAKES

Full air operation using diaphragm type brake chambers coupled to cam operated brakes. The handbrake operating on rear axle only is air assisted.

## STEERING

Recirculating ball type steering box coupled with a 20 in. (51 cm.) diameter steering wheel gives light steering. Lock to lock requires 6½ turns.

## FUEL TANK

30 gallon (136 litres) capacity with electrical fuel gauge.

## OPTIONAL EXTRAS

Spare wheel carrier, automatic chassis lubrication, fog lamp, handwashing unit, fire extinguisher and first aid kit.

□ WE RESERVE THE RIGHT TO AMEND THE DATA GIVEN IN THIS PUBLICATION WITHOUT NOTICE.

# DENNIS BROS. LTD.

GUILDFORD • SURREY • ENGLAND

Telephone: 5291 Telex: 85211 Publication No NS 1145 Code No K568/4d