

# DENNIS

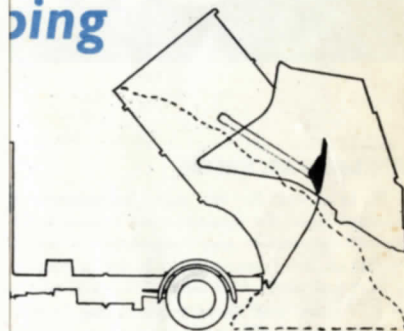
## 22 CUBIC YARD

# PAXIT MAJOR II

## REFUSE COLLECTOR



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draulic rams with an automatic device operate the tipping of the hopper is anchored by a chain which passes over the top of the body and is attached to the top of the driver's cabin.

ment of the body into the tipped position thus causes the hopper to lift the body exit, leaving an unobstructed slipway.

The hopper also be carrying a full load of refuse this can be discharged by the loader plate whilst the body is in the tipped position.

# EFFICIENT

# PAXIT MAJOR II

**22 CUBIC YARD**

**HYDRAULIC**

**SELF PACKING**

**REFUSE**

**COLLECTORS**

The DENNIS PAXIT MAJOR II hydraulic self-packing refuse collector, offers the most hygienic system with substantial economies in operation for a moderate initial outlay.

The chassis is a robust two axle unit especially designed and proved for municipal service. Built in composite structure with a framework of selected hardwood, the cab is roomy and comfortable with accommodation for up to five loaders.

The body is framed in steel with light alloy panels riveted into place and rendered inert to electrolytic effects. The hopper floor is double and replaceable wearing plates are fitted.

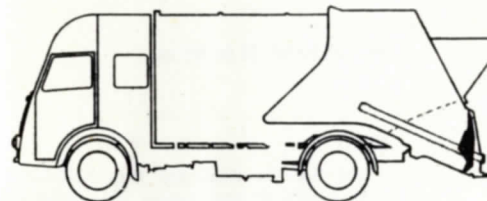
Control of all body movements is effected by single lever in the driver's cab and the hydraulic system is freely accessible.

The DENNIS PAXIT MAJOR II offers a bigger load carrying capacity than the open type machine yet remains safe to handle on the most difficult tip.

**DENNIS BROS LTD GUILDFORD**

**METH**

*Loading*



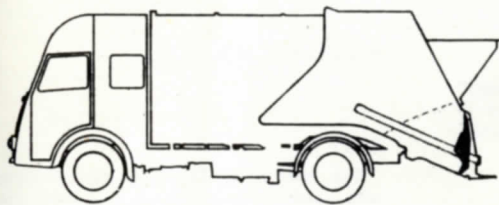
Loading takes place at the rear of the vehicle with adequate space for two men to work at the low rave rail. A canopy above and flaps at the side of the opening shield the refuse from the wind during loading.

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 18 seconds are needed for the ram to complete its cycle.

**HYGIENIC**

# METHOD OF OPERATION ★

## Loading



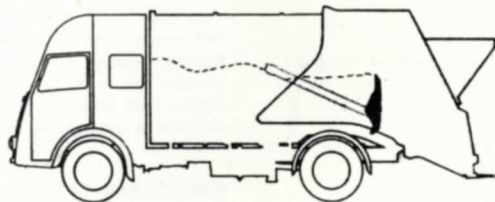
Loading takes place at the rear of the vehicle with adequate space for two men to work at the low rave rail. A canopy above and flaps at the side of the opening shield the refuse from the wind during loading.

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 18 seconds are needed for the ram to complete its cycle.

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.

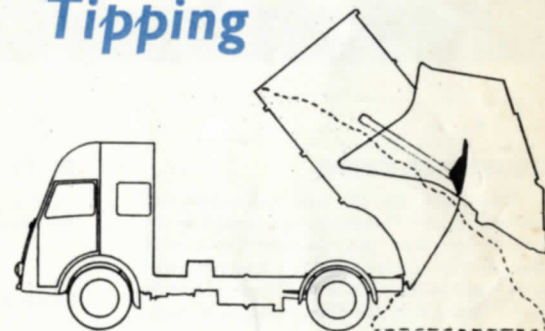
The result is a load of compressed refuse in quantity greater by approx. 20 per cent than the normal volume of the vehicle body.

A saving in journeys to the tip is thus achieved, making a valuable contribution toward lowered costs.



## Compressing

## 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**

# BRIEF SPECIFICATION

## PERKINS P.6V. ENGINE

It is noted for its high performance and minimum need for attention, and backed by the maker's guarantee and comprehensive service facilities. Brief technical details are as follows:-

Bore and stroke 88.9 mm. x 127 mm. 6 cylinder of 4.73 litres total capacity developing 83 brake horsepower at 2,400 r.p.m.

Cromard cylinder liners and thermostat are incorporated to ensure maximum bore life.

Crankshaft, big end and camshaft bearings are lubricated by pressure from a submerged oil pump.

The C.A.V. fuel injection pump is equipped with a pneumatic maximum speed governor, and fuel line has triple filtration.

## CLUTCH

The clutch is a Dennis 13¼ in. diameter single plate unit of 184 sq. inch frictional area. It is equipped with an adjustable clutch brake to facilitate gear changing under all conditions.

## GEARBOX

A heavy duty four-speed unit of Dennis design and manufacture, operating by direct tooth engagement. Ratios 4th 1:1, 3rd 1.74:1, 2nd 3.16:1, 1st 6.28:1, Reverse 8.14:1.

## PROPELLER SHAFT

Fully balanced and in two sections with needle roller bearing universal joints.

## REAR AXLE

A robust fully floating spiral bevel axle is adopted, designed to ensure low tooth loading on crown wheel and pinion. Driving and differential gears and half-shafts are replaceable without disturbance of the road wheels.

## RADIATOR

A highly efficient cooling unit of integral construction, employing "still" tube type element.

## STEERING

A fully oil submerged unit of the worm and nut type, combines ease of steering with minimum wear and maintenance.

## BRAKES

Two leading shoe brakes are fitted on all wheels hydraulically operated, giving adequate stopping power at low pedal pressure.

## FRAME

The frame is constructed on the "free flange" principle from alloy steel side members of robust proportions assembled by "hat" section crossmembers.

## FUEL TANK

Fabricated from lead coated sheet steel, the cylindrical fuel tank holds 20 gallons.

## ELECTRICAL EQUIPMENT

As standard the vehicle is fitted with a 12-volt compensated voltage charging, starting and lighting system; lead/acid battery. Equipment includes all legal lights externally with twin dipping head lamps. Dash lamp, dynamo warning and interior cabin lights are also supplied.

## WHEELS AND TYRES

Pressed steel wheels for eight stud fixing are fitted with 8.25 - 20 - 12 ply heavy duty tyres.

WHEELBASE 13 ft. 8½ in.

## BODY

The body is fabricated from steel section with panels of heat treated light alloy steel riveted into position, and presents a smooth internal surface without obstructions. All joints are protected by zinc chromate packing to prevent electrolytic erosion. The hopper mechanism is soundly constructed and all wearing surfaces are easily renewable. The loading rail is protected by heavy moulded rubber section. A canopy covers the rear opening and closes the body entirely for transit. Loaders' steps and cleaning doors are fitted to the rear of the hopper as standard. A ball towing hitch and trailer lighting connector can be fitted if required.

## TIPPING GEAR

Power operated unit with twin telescopic rams and fitted with automatic overload device.

The text and illustrations in this leaflet are intended as a guide to typical specifications and are not to be regarded as binding in whole or in part. Quotations based on individual requirements will be gladly submitted.

D E N N I S      B R O S      L T D      G U I L D F O R D