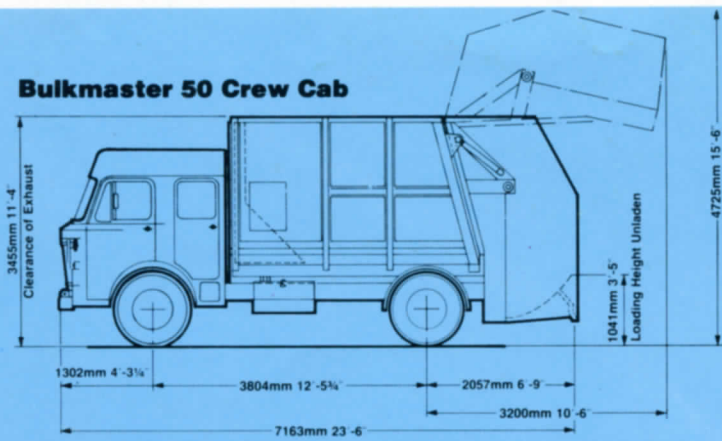


Bulkmaster 50/70

Bulkmaster 50 Crew Cab



Bulkmaster 50 Single Cab

Wheelbase 3250mm (10'8") Overall Length 6699mm (21'11 3/4")

Bulkmaster 70 Single Cab

Wheelbase 3804mm (12'5 3/4") Overall Length 7163mm (23'6")

Bulkmaster 70 Crew Cab

Wheelbase 4439mm (14'6 3/4") Overall Length 7798mm (25'7")



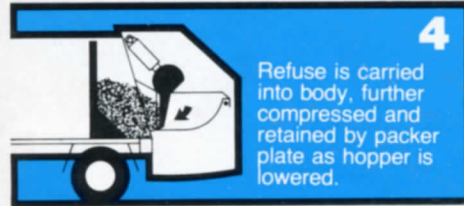
1
Refuse is loaded into hopper — low rake rail simplifies manual loading.



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



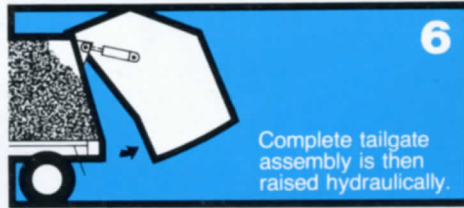
3
Hopper is then automatically raised hydraulically; packer plate compresses contents.



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 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.

Dimensions and Weights

| Item | Bulkmaster 50 (Sgl. Cab) | Bulkmaster 50 (Crew Cab) | Bulkmaster 70 (Crew Cab) | Bulkmaster 70 (Sgl. Cab) |
|-----------------------------------------|----------------------------------|----------------------------------|------------------------------------|------------------------------------|
| Wheelbase | 3250mm (10' 8") | 3804mm (12' 5 3/4") | 4439mm (14' 6 3/4") | 3804mm (12' 5 3/4") |
| Overall Length | 6699mm (21' 11 3/4") | 7163mm (23' 6") | 7798mm (25' 7") | 7163mm (23' 6") |
| Overall Width | 2426mm (7' 11 1/2") | 2426mm (7' 11 1/2") | 2426mm (7' 11 1/2") | 2426mm (7' 11 1/2") |
| Overall Height | 3455mm (11' 4") | 3455mm (11' 4") | 3455mm (11' 4") | 3455mm (11' 4") |
| Turning circle (approx.) | 14.3m (47') | 16.4m (54') | 19.5m (64') | 16.4m (54') |
| Rear overhang (closed) | 2057mm (6' 9") | 2057mm (6' 9") | 2057mm (6' 9") | 2057mm (6' 9") |
| Rear overhang (open) | 3200mm (10' 6") | 3200mm (10' 6") | 3200mm (10' 6") | 3200mm (10' 6") |
| Overall height (closed) | 3200mm (10' 6") | 3200mm (10' 6") | 3200mm (10' 6") | 3200mm (10' 6") |
| Overall height (open) | 4724mm (15' 6") | 4724mm (15' 6") | 4724mm (15' 6") | 4724mm (15' 6") |
| Tyre size (standard) | 10.00 x 20 (16ply) | (10.00 x 20 (16ply)) | 10.00 x 20 (16ply) | 10.00 x 20 (16ply) |
| Unladen Registration weight (Estimated) | 848kg (8tons 7cwt) | 8600kg (8tons 9cwt) | 8890kg (8tons 14cwt) | 8690kg (8tons 11cwt) |
| Front Axle (plating weight) | 5590kg (5tons 10cwt) | 5590kg (5tons 10cwt) | 5590kg (5tons 10cwt) | 5590kg (5tons 10cwt) |
| Rear Axle (plating weight) | 10170kg (10tons) | 10170kg (10tons) | 10170kg (10tons) | 10170kg (10tons) |
| Gross (plating weight) | 15750kg (15tons 10cwt) | 15750kg (15tons 10cwt) | 15750kg (15tons 10cwt) | 15750kg (15tons 10cwt) |
| Height of loading rail | 1041mm (3' 5") | 1041mm (3' 5") | 1041mm (3' 5") | 1041mm (3' 5 1/8") |
| Body Space | 11.1m ³ (14.5cu.yds.) | 11.1m ³ (14.5cu.yds.) | 13.2m ³ (17 1/4cu.yds.) | 13.2m ³ (17 1/4cu.yds.) |
| Carrying Capacity | 5080kg/5588kg (5/5 1/2 tons) | 5080kg/5588kg (5/5 1/2 tons) | 6096kg/6604kg (6/6 1/2 tons) | 6096kg/6604kg (6/6 1/2 tons) |

The dominating question for local authorities, has to be, how to squeeze money from an ever tightening budget.

Dennis have overcome the problem in Waste Disposal, with the Bulkmaster. It squeezes more from your budget, by cramming in more rubbish.

It's true, many modern machines have this facility, so what's so special about a Bulkmaster?

The big saving on fuel, and wear and tear, lies with an intermittent crushing action. The double hydraulic ram is only brought into operation at the drivers discretion.

So you're not crushing minimal amounts of rubbish, as with some systems. Working on this basis, with each crushing period lasting just 20 seconds, we've estimated that there's a good 60% saving on fuel bills, over conventional methods.



Economic Squeeze

A very large load entrance, overall capacity and the sheer power of the hydraulic ram, mean that the Bulkmaster can get through more work in one single journey. Another fuel saving.

These same advantages also give rise to the fact the Bulkmaster can be used for other types of waste disposal, other than domestic rubbish. And when you're considering what amounts to a fairly large capital outlay, you'd be wise to go for a unit that has many capabilities.

The building of a Bulkmaster

The Bulkmaster is not simply a slightly more advanced version of conventional machines. The entire construction process has been reversed, to ensure that all the remarkable possibilities of this new unit are covered.

We build chassis and body together — unlike the usual method of fitting the body to suit a standard frame.

Using this method, we are able to keep working parts to a minimum and maintain a high capacity load section.

Bulkmasters come in two sizes. The Standard Bulkmaster 50 or the larger model 70.

Both can be fitted with crew or single cabs, depending on customer's requirements.

The Bulkmaster at work

The intermittent crushing action has more than a few advantages. There seems little point, when endeavouring to keep a cleaner environment, we pollute it with noise, in clearing up.

This intermittent action, therefore, makes less noise allowing waste to be collected at unsociable hours, in urban areas.

When the Bulkmaster is full, it's emptied in a single move by a hydraulic ejection plate. It's quick, clean and safe.

This leaflet contains a complete specification list on the Bulkmaster range. It stands up well against any comparable machine in the same price bracket — but Dennis do more than talk about their machines. A demonstration run can be arranged in your area, as definite proof of the Bulkmasters ability to work well, yet save you money.

Also available with Universal Bulk-Bin Hoist Equipment suitable for all types of bin.



Specification

Chassis Engine

Perkins 6.354, 6-cylinder diesel, 120 B.H.P. at 2,800 r.p.m. Leyland 6.98 series or Ford 2714E.

Clutch

35.5 cm. (14 in.) diameter single dry plate. Total lining area 1,177 sq. cm. (182.5 sq. in.)

Gearbox

A heavy duty constant mesh 5-speed ratio unit type EYT542 CMJ. Ratios 1:1, 1.55:1, 2.633:1, 4.505:1, 8.19:1. Reverse 7.832:1.

Propeller Shaft

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

Front Axle

5590 kg. (5.5 tons) capacity forged 'I' section alloy steel beam with low friction swivel thrust bearings.

Rear Axle

10170 kg. (10 tons) capacity. Single speed spiral bevel unit. Ratio 6.14:1.

Fuel Tank

45.7 cm. *18 in.) diameter fuel tank capacity of 136 litres (30 gallons). An electric fuel gauge is fitted

Braking System

Full air operation.

With Parking

By lock actuators through cam levers on rear axle.

Frame

The frame is constructed from channel section pressed steel sidemembers.

.634 cm. x 6.3 cm. x 22.9 cm.

(¼ in. x 2½ in. x 9 in.) Crossmembers are of channel section for strength, fitted by high tensile bolts.

Reinforcing strips fitted to top and bottom flanges.

Front tow loops are provided.

Suspension

Semi-elliptical leaf springs front and rear, heavy duty springs on rear; front shock absorbers fitted as standard.

Steering

Power assisted steering standard, lock to lock 4½ turns approx.

Wheels and Tyres

Pressed steel disc wheels for 10 stud fixing. Single front, twin rear and spare, 10.00 x 20 tyres.

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 facia fitted with 12.06 cm.

(4¾ in.) diameter, speedometer, two air gauges, fuel gauge, "no charge" warning light, key operated starter switch and screen washers. Oil pressure warning light. 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 indicators switch. Two head lamp system, front and rear flashing direction indicators. Battery capacity 110 ampere/hour at 10 hour rate.

Available Extras

Spare wheel carrier. Automatic chassis lubrication. Rear shock absorbers. Sun visors. Fog lamps. Fire extinguisher and first aid kit. Hand washing unit. Towing attachment for salvage trailer. Body service light. Salvage rack on cab roof. Bulk bin hoist equipment.

Cab

Three door crew cab constructed of glass fibre reinforced plastic incorporating one-piece windscreen. Seating for 5 or 6 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.



DENNIS

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A HESTAIR COMPANY

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We reserve the right to amend the data
given in this publication without notice.