



# Bulkmaster II 50/70



**1**

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

**5**

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

**2**

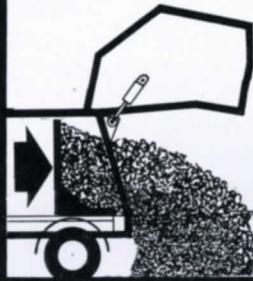
As loading cycle begins, packer plate is raised hydraulically.

**6**

Complete tailgate assembly is then raised hydraulically.

**3**

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

**7**

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

**4**

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

**8**

Tailgate assembly is lowered and hopper locks re-fastened.



# Econom

Now an everyday problem for local authorities is how to squeeze money from a tightening budget.

Dennis have overcome the problem of Waste Collection with the Bulkmaster II. Get more from your budget, by compacting your rubbish.

There are two body sizes available, being of 50 and 70 cubic yards. A wide low-rave rail ensures that operator effort is reduced to a minimum.

In addition to being ideal for domestic collections, the Bulkmaster II is equally suited to trade refuse, large bulky items or market refuse.

Being an intermittent loading vehicle, savings in fuel are made, together with large reductions in wear and tear of the packer plate mechanism. Reduced engine wear is also a consideration compared with continuous machines.





# nic Squeeze

cal  
n an ever

lem in  
It squeezes  
more

ple, these  
nding hopper  
fatigue is

estic  
uited to  
work.  
hicle, big  
ge

a big  
loading

Ejection discharge provides maximum stability on the tip. All steel parts in the body have the maximum protection possible — being shot-blasted and then metal sprayed before being finally painted.

Whichever body size or cab accommodation preferred, a specialist Dennis municipal chassis has been designed specifically for this application, unlike many bodies which have been modified to suit standard proprietary commercial chassis. Available with either single or crew cab.

## Bulk Container Lifting Equipment

The Bulkmaster II is available with Bulk Container Lifting equipment for round, square and rectangular bins.

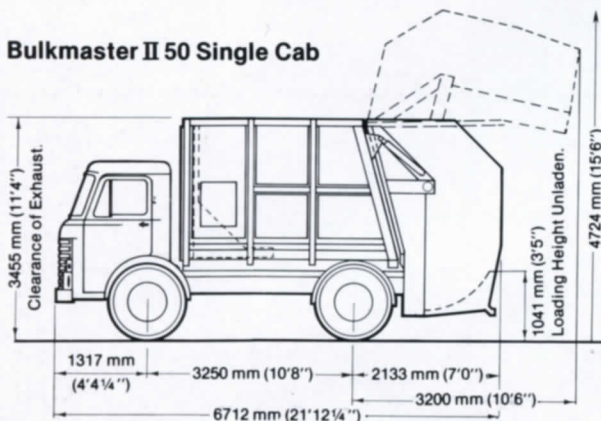




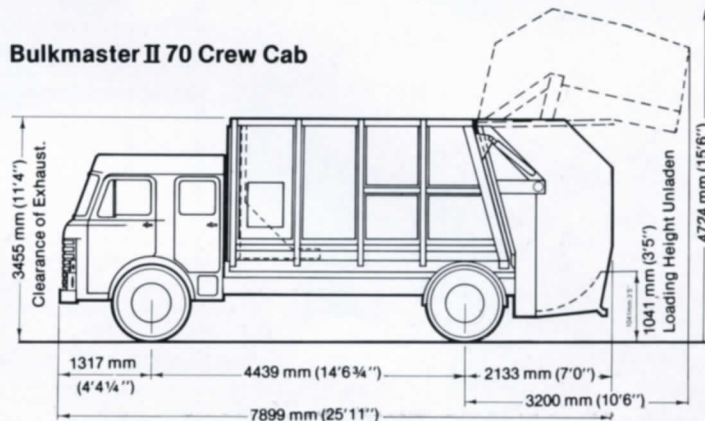
# Dimensions and Weights

Item	Bulkmaster II 50 (Sgl. Cab)	Bulkmaster II 50 (Crew Cab)	Bulkmaster II 70 (Crew Cab)	Bulkmaster II 70 (Sgl. Cab)
Wheelbase	3250mm (10'8")	3804mm (12'5 3/4")	4439mm (14'6 3/4")	3804mm (12'5 3/4")
Overall Length	6712 mm (21'12 1/4")	7264 mm (23'10")	7899 mm (25'11")	7264 mm (23'10")
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.)	12.9 m (42 1/2')	14.9 m (49')	17.6 m (58')	14.9 m (49')
Rear overhang (closed)	2133mm (7'0")	2133mm (7'0")	2133mm (7'0")	2133 mm (7'0")
Rear overhang (open)	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 (16 ply)	10.00 x 20 (16 ply)	10.00 x 20 (16 ply)	10.00 x 20 (16 ply)
Unladen Registration weight (Estimated)	848kg (8tons 7cwt)	8600kg (8tons 9cwt)	8890kg (8tons 14cwt)	8690kg (8tons 11cwt)
Front Axle (plating weight)	5583 kg (5 tons 10 cwt)	5583 kg (5 tons 10 cwt)	5583 kg (5 tons 10 cwt)	5583 kg (5 tons 10 cwt)
Rear Axle (plating weight)	10160 kg (10 tons)	10160 kg (10 tons)	10160 kg (10 tons)	10160 kg (10 tons)
Gross (plating weight)	15743 kg (15 tons 10 cwt)	15743 kg (15 tons 10 cwt)	15743 kg (15 tons 10 cwt)	15743 kg (15 tons 10 cwt)
Height of loading rail	1041mm (3'5")	1041mm (3'5")	1041mm (3'5")	1041mm (3'5")
Body Space	11.1m <sup>3</sup> (14.5cu.yds.)	11.1m <sup>3</sup> (14.5cu.yds.)	13.2m <sup>3</sup> (17 1/4 cu.yds.)	13.2m <sup>3</sup> (17 1/4 cu.yds.)
Payload	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)

**Bulkmaster II 50 Single Cab**



**Bulkmaster II 70 Crew Cab**



## SPECIFICATION

### Chassis Engine

Perkins 6/354, 6-cylinder diesel, 120 B.H.P. at 2,800 r.p.m.

### 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 EYT 542 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 Eaton single speed spiral bevel unit. Ratio 6.14:1.

### Frame

The frame is constructed from channel section pressed steel sidemembers .634 cm. x 6.3 cm. x 22.9 cm. (1/4 in. x 2 1/2 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.

### Braking System

Full air operation.

### Parking Brake

By lock actuators through cam levers on rear axle.

### Fuel Tank

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

### Suspension

Semi-elliptical leaf springs front and rear, 45" heavy duty springs on rear; front shock absorbers fitted as standard.

### Steering

Power assisted steering standard, lock to lock 4 1/2 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 fascia fitted with 12.06 cm. (4 3/4 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.

### 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 with dual mates seat.

### Body

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

### Optional Extras

Bulk Container Lifting Equipment, manual or hydraulic for round, square and rectangular bins, Hydraulic Jacking Trolley, Trolley Carrier — chassis mounted.

Body Service Lamp, Sack Carrier — chassis mounted, Salvage Rack, glass fibre reinforced plastic for cab roof, Tailgate Top Marker Lamps, Towing Attachment and Light Socket, Allison Automatic Transmission MT640, Airdromic Automatic Chassis Lubrication, Bonnet Muff, Additional Crew Cab Door, Dual Front Passenger Seat, Perkins T6/354, Perkins V.8, Leyland 6.98 series or Ford 2714E.

Fire Extinguisher and First Aid Kit, Hand Wash Unit, Hazard Warning Lights in conjunction with flashers, Rear Dampers lever type, Reversing Lamps, Rubber Rear Wings, Steel Rear Wings, Seat Belts (single seats only), Spare Wheel Carrier, Cab Stirrup Steps, Twin Sun Visors, Twin Fog Lamps, On/Off Road Tyres, Radial Tyres, Hydraulic Jack (for Tool Kit), Tachograph.



**Hestair  
Dennis**

Hestair Dennis Limited,  
Guildford, Surrey, GU2 5XP, England.  
Telephone: 0483 71271 Telex: 859211 and 859563