

FRUEHAUF PHOENIX

A New Generation in Refuse Collection





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|----------|--|-----------|--------------------------------------|-----------|--|
| 1 | Designed by Hestair Eagle – 70 years experience in vehicle manufacture and built under licence by Fruehauf Australia | 6 | Low Rave Rail | 11 | Automatic Body Locks |
| 2 | Heavy Duty Body in 12, 15 and 18 cubic metre capacities | 7 | Suitable for a Wide Range of Chassis | 12 | Automatic Reversing Lights |
| 3 | Intermittent Packing Mechanism | 8 | Low Rear Axle Loading | 13 | Safety Shield |
| 4 | Large 2.1 cubic metre Hopper | 9 | Emergency Stop Bar | 14 | Safety Cylinder Restrictors |
| 5 | Wide Loading Area | 10 | Shielded Start and Reverse Controls | 15 | Lockable Controls for Tailgate and Discharge Barrier |

FRUEHAUF**PHOENIX**

As the result of a two year research and development programme by Hestair Eagle Ltd., Fruehauf Phoenix introduce an all steel, rear loading refuse collector using an intermittent packing mechanism and suitable for mounting to a wide range of chassis in the 14 to 24 tonne gross vehicle weight range. The Fruehauf Phoenix design is guaranteed to give significant savings in operating and maintenance costs whilst increasing operator safety and loading efficiency.

Economy

The large hopper capacity means fewer packing cycles resulting in **Low Fuel Consumption** for high payloads.

Fixed Hopper Floor and Intermittent Packing means fewer moving parts than in most continuous loaders or moving hopper floor vehicles. **Superior Compacting Action** means refuse is compacted only against refuse not against hopper floor.

The Phoenix design **Minimises Rear Axle Loading** achieving maximum chassis life.

Angled Ejection Ram eliminates barrier nosecone preventing possible damage and giving a clean discharge. **Modular Hydraulic and Electrical Circuits** minimise maintenance down time. **Substantial Savings in Maintenance Costs** are a result of the reduced number of components and the low frequency of operation (as few as 35 packing cycles for a 7 tonne payload in the Fruehauf Phoenix 15).



FRUEHAUF PHOENIX CUTS COSTS

Safety

Special Packing Cycle Operation means moving parts do not come in close proximity to operators. **The Emergency Stop Bar** runs the full width of the vehicle and halts the packing mechanism instantly when operated. **System Controls are Shielded** and positive acting to prevent accidental operation. **Automatic Body Locks** as standard mean the operator need not approach the rear of the vehicle during the discharge operation. **Cylinder Restrictors** act as safety valves when the tailgate is raised. **The Low Rave Rail** eliminates the need for rear steps removing

a prime cause of operator accidents. **Automatic Reversing Lights** warn loaders of vehicle movement while working. **A Rubber Barrier Shield** prevents refuse being thrown from the hopper during compaction.

GIVES LOADERS MAXIMUM SAFETY AT WORK

Efficiency

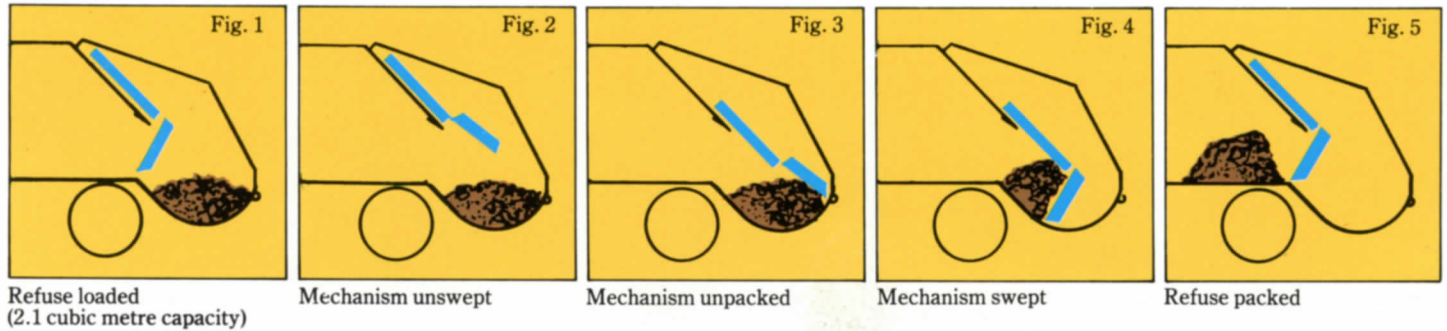
Large Hopper (2.1 cubic metres) is ideal for all types of refuse from sacks to refrigerators. **Loading Width of 2.14 metres** allows unimpeded loading by a full crew. **Low Rave Rail Height** of one metre cuts down lifting, speeds up loading and reduces operator fatigue. **Low Loading Interruption** time during packing (max. 7 secs.) can be reduced to nil if the facility for packing whilst on the move is used. **Quick and Easy Ejection System** means less time spent discharging payload.

MEANS FAST EASY LOADING

Fruehauf Phoenix makes no compromises but is outstanding in every aspect of its performance; it is economic, safe to operate, fast and easy to load, reliable, easy to service and maintain.



THE PACKING CYCLE



Body

Available in 12, 15 and 18 cubic metre nett useable capacities, the floor is constructed in high tensile steel braced by pressed steel channels for maximum strength and is mounted to the chassis on two rolled steel channels fitted below the body floor. A nett useable airspace of 15 cubic metres is achieved within a body length of only 4060mm.

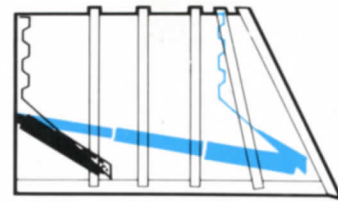
Hopper

The hopper has a loading capacity of 2.1 cubic metres, a loading width of 2.14 metres and a rave rail height of one metre. The static hopper floor is of 6mm abrasion resistant high tensile steel reinforced by rolled channel hoops and the hopper unit is attached to the refuse body by two hinges at the top and two automatic body locks at the bottom.

Packing Mechanism

The system consists of two plates, a sweeper plate which follows the radius of the hopper floor and a packer plate which slides in two channels in the hopper sides. The sequence of packing movements is illustrated above (Figs. 1-5). Total cycle time is 25 seconds and loading can recommence 7 seconds after the start of the cycle. The use of a direct driven hydraulic pump means the mechanism may be operated whilst the vehicle is moving between collection points.

Ejection Barrier



The use of an angled ejection ram eliminates the nosecone from the barrier. This ensures that a clean discharge is achieved and that there is no danger of dropping the tailgate onto the barrier after discharge.

Controls

The master control box in the drivers cabin activates all main circuits through a three position OFF-LOAD-DISCHARGE switch. During collection this is used in the LOAD position allowing the rear control panel to operate. This rear panel has three buttons to start, stop and reverse the packing mechanism, and a button to operate the bell in the drivers cabin. The DISCHARGE position activates the control levers at the side of the vehicle which are used to raise the tailgate, automatically freeing the body locks, and discharge the load. An auxiliary control may be used to operate the packing cycle to empty the hopper in the raised position.

Hydraulic System

The hydraulic pump is driven directly from the engine crankshaft eliminating the need for a power-take-off and allowing the packing mechanism to be operated with the vehicle moving. The system is of modular design, all components being readily accessible for maintenance purposes.

Electrical System

The electrical system is of modular design with full protection against water and corrosion.

Paint Finish

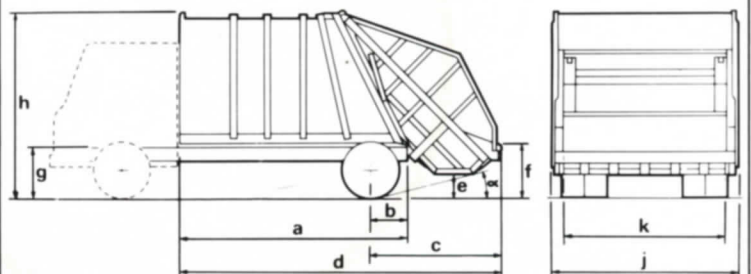
As standard the chassis cabin will remain as delivered from the manufacturer whilst the body will be cleaned down and sprayed with one coat of good quality prime paint. Any other finish must be specified at time of ordering.

Optional Extras include:

- Bin Lifting Equipment
- Hot Water Hand Wash Unit
- Flashing Beacons
- Reversing Bleeper
- Towing Hitch
- Finish Painting

A FULLY DETAILED LIST OF OPTIONS IS AVAILABLE ON REQUEST

FRUEHAUF MODEL	12	15	18
Nett useable body airspace	12.3 m ³	15.0 m ³	17.8 m ³
a	3460 mm	4060 mm	4662 mm
b	648 mm	648 mm	648 mm
c	2314 mm	2314 mm	2314 mm
d	5126 mm	5726 mm	6328 mm
e	410 mm	410 mm	410 mm
f	980 mm	980 mm	980 mm
g	914 mm	914 mm	914 mm
h	3330 mm	3330 mm	3330 mm
j	2450 mm	2450 mm	2450 mm
k	2138 mm	2138 mm	2138 mm
	15°	15°	15°
Total height - tailgate raised	4615 mm	4615 mm	4615 mm
Total equipment weight	4600 kg	4800 kg	5060 kg
Nominal payload capacity	5700 kg	7000 kg	8300 kg
Nett useable hopper capacity	2.1 m ³	2.1 m ³	2.1 m ³



APPROXIMATE DIMENSIONS

For further details contact:

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