



Pictured handing over the new Euro 5i powered RCV fleet to Teignbridge Executive Portfolio Holder for Environmental Services, Cllr Gordon Hook is Dave Sheppard, Fleet Manager of SFS.

Euro 5i has arrived

For a company that has a history of setting industry standards, you probably won't be surprised to hear that we've introduced Euro 5i engine technology one year ahead of its planned legislative introduction date of next October. Moreover, the RCV, powered by the cleaner and greener Volvo Penta engines began rolling off the production line exactly when expected. This coincided with the introduction of the latest upgrade of the Elite 2, which includes the latest technology of the CANbus on the chassis.

Extending to the two Volvo Penta engines that we offer – the 290/213 and 320/235hp/kW – the new engines see NOx levels reduced from 3.5g/km to 2.0g/km. OBD (On Board Diagnostics) for the monitoring of the engine exhaust gas process system has also been introduced. Used to monitor NOx levels in the exhaust gases, the levels of the urea tank and faults in the emission control system, the OBD capability serves to de-torque the engine to 60% of maximum until such a time as problems have been diagnosed and rectified.

As we are about to face the winter

months, a cold start option Euro 5i is available. The use of a heater for air intake on the engine will facilitate engine operation to temperatures as cold as -25°C.

First Euro 5i fleet enters service

But that's not all. Working in conjunction with leading contract hire and fleet management specialists, SFS, the first local authority fleet to be equipped with our latest emission compliant engines has recently entered service with Teignbridge District Council.

Indeed the new vehicles will help the Council reduce its carbon footprint by bringing into operation one of the cleanest and most environmentally friendly fleet of waste collection vehicles in the country.

Procured by the council's vehicle supply partners, SFS as part of a 31 new vehicle intake, the 12-strong replacement fleet of our RCVs are being powered by the Volvo Penta Euro 5i, 7 litre, in-line six diesel engine with its 290/213 hp/kW power rating.

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As Cllr Gordon Hook, Teignbridge Executive Spokesperson for Environmental Services states: "We were delighted to become the first Local Authority in the South West to reach 50% recycling rates, and now we've achieved another first by becoming the only local authority to deploy an RCV fleet that has the very latest engine technology when it comes to lowered emissions. We have a long-standing commitment to addressing climate change and reducing the council's carbon footprint; and deploying vehicles equipped with the Euro 5i engines will help contribute positively towards this.

"Having operated Dennis Eagle's RCVs for the last five years, we are delighted to be continuing our association with both them and SFS. We have found the Dennis vehicle to very reliable and have had excellent service from them. As such, we are confident that this latest generation of vehicle will prove instrumental in helping us deliver a better and greener waste collection service for our residents." he added.

Festive Wishes

As we find ourselves drawing to a close on yet another year, it is often a useful and hopefully pleasing exercise to look back and reflect on what has been achieved in a short period of time. It does, after all, seem like only yesterday we were talking about our hopes and aspirations for 2007? Well I'm pleased to be in a position to share with you that, from our standpoint, we've certainly got a lot to show for our efforts.

Indeed 2007 has been another very pleasing year for Dennis Eagle and our new partners, Ros Roca. So, what have the main highlights been? Well, it all started in April when we unveiled to the world our new Duo kitchen waste body option at the CV Show. From a product perspective, this year has seen the complete transformation of the world famous Elite 2 cab, the introduction of CANbus technology on our Elite chassis and, most recently, the delivery of the latest Euro 5i engine technology.

In September, the RWM saw Dennis Eagle entering into the new world of Anaerobic Digestion - a much talked about topic in waste management circles of late and an area that looks set to gain momentum here in the UK. Please thumb to page 8 for more information if you missed out on discovering what it is at the show.

Internationally our Export Division has excelled once again. Not only did they successfully sign a major manufacturing agreement with India and deliver twin steering RCVs chassis cabs to New Zealand, but also they delivered our first ever Elite 2s into South Africa successfully. But that's not all! Our position continues to develop across Europe, in particular within Scandinavia and France. It's a similar position here in the UK, where we continue to explore new contacts, whilst also strengthening relationships with many of our loyal customers.

Team Effort

So it is at this point that I would like to stress that none of the aforementioned would have been possible had it not been for each and everyone of you: the entire Dennis Eagle team, our customers, both UK-based and overseas, and the entire spectrum of our supplier base. We really do value and are eternally grateful for all the help, feedback and support that you continue to show on a daily basis. So leaving you with this last thought, I would like take this opportunity to wish you all a very Merry Christmas and a happy, prosperous and healthy new year. Enjoy the pages of Eagle Eye.

Norman Thoday
Managing Director -
Commercial
Operations



Putting a face to the name

For those of you who haven't had the pleasure of speaking to her on the telephone yet, we have a new face in our sales department in Lorna Knowles. Joining us from our aftermarket team, Lorna has assumed responsibility for driver and crew training, not to mention the coordination of our fleet of demonstration vehicles.

Lorna is currently occupying the position of another customer favourite - Adele Pearl. Indeed Adele is at present enjoying a well-deserved spell on maternity leave having recently given birth to her first child, a wonderful baby daughter named Lucy.

So how has Lorna found the transition from aftermarket parts and service to what many would term the sharp end of the business (well, that's according to the guys in sales anyway)? "Having spent

some six years at Dennis Eagle dealing with customers who obviously know a great deal when it comes to the workings of a refuse collection vehicle, it is extremely interesting to get involved in the intricacies of the sale process, whilst also ensuring customers get the best out of their vehicles.

"It is particularly pleasing to introduce new customers to our product range for the first time and through our very active demonstration programme," she adds.

Anyone interested in learning more about driver and crew training or, indeed, setting up a demonstration should contact Lorna on 01926 458507 (Direct Line) or email her on lorna.knowles@dennis-eagle.co.uk.



So come on all of you out there - what do you think the odds are on these two likely lads coming through the auditions for a new part in Emmerdale? Perhaps they'll be accused of talking 'garbage'??????

Personally, we think that they'll simply 'clean up'! What's more, it appears they've 'wasted' no time in hogging the limelight already....ha, ha.

One thing's for sure; the image is perfect material for this edition's caption competition. So come on, put on your thinking caps and forward your entries to roberta.manca@dennis-eagle.co.uk or post them to her at our head office address.

What do you think Terry Williams (left) might be saying to his colleague, Adrian Judd? Clean and printable answers only

CAPTION COMPETITION WINNER

Do you remember the image? Our very own Melvyn Davies looking resplendent before prising himself into a bright banana yellow Ferrari of all things and enjoying a great day out at the race circuit. Well the winning entry goes to Dave Tobutt, Fleet and Waste Operations Manager at Guildford Borough Council, and someone who obviously knows Melvyn only too well given that his suggestion was: "My golf driving is useless, so perhaps I can learn to drive this one!"

So, with the winter months now upon us, a His 'n' Hers Dennis Eagle fleece will be winging its way down to Guildford.

please. Up for grabs this time round is a rather attractive slimline pen.

Finally, you won't be surprised when we tell you that the RCV in question is due to make an appearance on Emmerdale in the future, but as for the storyline, then our hands are tied. What we suggest is that make sure you take time to adjust your sets.

New Chief Engineer to plough forward on NPD and technology front

It's a big welcome to our new Chief Engineer, Barrie Lindsay, who joined us recently from McCormick Tractors International of Doncaster.

With complete responsibility for the design, development and introduction of new products and technologies relating to our range of chassis, bodies and bin lifts, Barrie has some 24 years' experience in all aspects of the engineering field. With a 2.1 BEng (Hons) degree in Engineering from Coventry University, and an MBA from University of Warwick Business School, he is looking forward to developing a number of new ideas and concepts into successful and workable product solutions.

Prior to joining us, Barrie spent the last six years working for McCormick Tractors where he held the position of Engineering Manager. It is a role that

saw him oversee all aspects of product development and new product introduction, from concept, design, validation, testing and, of course, product roll out. As part of the senior management team and drawing on the depth of business knowledge he accrued when obtaining his MBA, Barrie also contributed to the future planning and strategic management at McCormick Tractors.

Additionally, Barrie also enjoyed some 16 years working in a number of engineering roles with Alvis Vehicles Limited of Coventry. It was here that he worked in a number of senior engineering positions that included Future Projects Manager, Chief Vehicles Engineer, Engineering Manager and Development Manager. He also spent an 18-month spell working as Senior Engineer Test and Development with TWR Engineering.



Originating from Coventry where he now lives with his wife and two young sons aged seven and three, Barrie tells us that in addition to having a keen interest in astronomy and photography, he spends the rest of his time assuming the role of father and husband, and we all know how demanding that can be!

As for his new position, Barrie said: "I am really looking forward to the interesting challenges that the position will undoubtedly present, and for being given the opportunity to play a major role in helping Dennis Eagle develop further what is already renowned as an excellent product range. I will look to introduce the technologies and systems that will be required to ensure that the new product development programme remains at the cutting edge, whilst also developing the engineering team managerially."

A day in the life of...

New to this edition of Eagle Eye, 'A Day In The Life Of' serves to do exactly what it says on the tin! So to start our new series off, we decided to focus on one of our frontline troops; our very own Knights in shining armour; our unsung heroes who are never afraid of going beyond the call of duty when it comes to keeping our pedigree RCVs in full flight.

It is at this point that we introduce Field Service Engineer, Paul Charles. Having been with us now for some four years, Paul operates out of our Leeds Service Centre. That said, Paul can often be called upon to a customer's premises as far afield as Chesterfield and Nottingham in the Midlands to Scotland in the north. It's all about rapid response.

What time does your day normally begin?

On average it's 7.00am, but that depends purely on the needs of the customer.

Typically how long is it?

In the main, it tends to be about 8 – 10 hours, but if duty calls this can escalate significantly.

What area are you responsible for?

Basically I cover what can be termed the northern region, but once again this depends on where resources need to be deployed.

What does your typical day involve?

A Service Engineer's job, as you might expect, is extremely varied which makes it very interesting and rewarding. In brief, a lot of my time is spent fault finding, troubleshooting and offering technical support to customers and most really appreciate the fact that there is always a friendly and hopefully knowledgeable person at the end of the line.

Obviously if a problem can't be solved remotely, with the support of the Leeds Service Centre, a visit to the customer's premises is arranged as quickly as possible. In essence, it's all about maximising vehicle uptime.

What are some of the most rewarding aspects of your job?

When a particularly difficult and thought provoking problem comes your way and

after carrying out the process of troubleshooting you are able to rectify it and get the vehicle back into operation as quickly and efficiently as possible.

How does your role benefit the customer?

I think we offer a valuable lifeline to the customer, as they know they can contact us anytime irrespective of the size of the problem. We're a reassuring ear and understand their position totally.

What's the most unusual call-out you've ever had to deal with?

I once got called to a customer where fire caused to a nearby building had spread and totally burnt out two of his RCVs, whilst badly damaging two others. The customer asked me if it was possible to make one good vehicle out of the four, so the others could then be scrapped. I couldn't let him down now, could I?

What's the most difficult job you've ever encountered?

A vehicle in Durham simply kept cutting out for no apparent reason, and on certain days could operate without the problem ever manifesting itself. No fault codes could be located diagnostically, so it was a painstaking process of

eliminating every possible cause. In the end I discovered a broken board stud, rectified this and the problem was solved. Fortunately for me it was during the summertime and happened on a nice day!

How many miles do you cover annually?

25 - 30,000 miles.

What do you do to relieve the pressures of work?

I'm not a person that easily gets stressed; however until recently when I moved into semi-retirement, I used to play a lot of ice hockey. I still play recreationally, however I spend most of my time with my wife and daughter doing family things.

What would you most like to do if you weren't a Service Engineer?

I'm a very hands on person, hence that is why I enjoy what I do now. That said, I would like to branch out more into the design and production engineering side of the business should the situation present itself. Other than that, a visit by Camelot wouldn't go amiss, but that's the same for almost all of us, isn't it?



Paul Keens (right) pictured with our very own Ian Hodgkin.

Do we really fit the part?

Individuals and companies sometimes fall foul of thinking that they are performing better than is often the case. Even though statistics may go a long way to support the healthier picture, we all know how figures can distort things.

Take our parts operation, for example. They're currently quoting a first pick parts availability figure of some 96%, however they are the first to admit that the introduction of both Euro 4 and the challenges they had to face following logistics provider, Multipart Supply Chain Solutions moving to a new purpose-built facility earlier this year impacted adversely on certain areas of the operation.

As Parts Manager, Robin Merriman states: "Despite these problems that we faced earlier this year, it is pleasing to report that the supply of parts is now back to the standards that we as the leading UK supplier of refuse vehicles aspire to meet consistently.

'I also took the decision in the summer to amend the service level that we were contracted to with Christian Salvesen, having become aware of delivery problems on some of our heavy/bulky items. In essence, these items are now guaranteed on a before noon delivery to give the customer the opportunity to repair his vehicle the same day, whereas previously in some instances the driver was delivering mid to late afternoon or failing to deliver at all when he ran out of hours," he added.

So what of the future? As Robin comments: "The key for us now is to continue working closely with our customers to provide a first class part support service, and it has to be said that



Paul Keens (right) pictured with our very own Ian Hodgkin.

our Electronics Parts Catalogue (EPC) is continuing to help in delivering this. We know from the increasing use of the EPC by our customer base that the system is helping significantly to reduce the number of parts that are incorrectly identified. Not only does this mean that customers increasingly get the correct part first time, it also reduces the incidence of costly returns and, more importantly, vehicle downtime."

But how has 2007 fared overall? As Robin concludes: "This year has been extremely busy for the Parts Department, and one in which we have seen the number of weekly items despatched increase by more than 12% when compared to 2006."

Grass Root comments

So with our Parts Department claiming not only a return to normality but having experienced an increase in activity and performance, just how do we fair at grass roots level? You know, with those who have to deal with us on a daily basis. Below are just a few comments that came as feedback when we asked two of our customers the catch 22

question: when it comes to parts, just how well do they think we stack-up?

Our first port of call is with Paul Keens, Workshop Supervisor at Guildford Borough Council. In addition to rating our parts operation as 'very, very good and very efficient', he is keen to praise the 24/7-support and assistance he receives from our very own Regional Parts Sales Representative, Ian Hodgkin. As Paul comments: "Whilst I've spent the last 35 years dealing with Dennis Eagle, I currently enjoy a great working relationship with the company and more specifically Ian. Never do I have an issue with his drive, commitment, enthusiasm and tenacity when it comes to helping us source the required parts in the shortest possible timescale. If need be, he will even go out and get the part for us himself."

Furthermore, as a frequent user of our EPC system, Paul is equally forthcoming with the positives that it brings when looking after the council's fleet of some 16 of our complete RCVs and a further 15 Elite chassis. "The EPC is a fantastic tool and one that I'm surprised a lot of other

manufacturers haven't followed. It is extremely user friendly when it comes to drilling down into the system to locate a correct vehicle specific part," adds Paul.

North/South Divide?

So when it comes to parts supply, is there such a thing as a North/South divide? Well it appears not, certainly if the comments that we received from Barnsley Metropolitan Borough Council's Parts Officer, John Davies are anything to go by! Although as you'll discover, he hasn't always been pro Dennis Eagle! "If we go back 15 years, I wouldn't have even looked at Dennis Eagle when it comes to parts and aftersales, however today it is a completely different picture and this comes largely as a result of the company having become very much more customer orientated," he says.

Shooting straight from the hip, what John likes best about us is the fact that we're a 'one stop shop.' "One of the main benefits of dealing with a manufacturer like Dennis Eagle comes from the fact that it is a purpose-built vehicle.



The Parts Team

Whether it's a parts, service or warranty issue, you are dealing with the same people, who are great to deal with and who are always prepared to pursue things on our behalf no matter how important it is." However it's probably

John's overall summation that best fits the part, if you'll excuse the pun: "When dealing with Dennis Eagle, it never feels like you're drawing teeth and this comes as a result of everything being under one umbrella."

Latest Elite 2 Cab Upgrade - What's new?

Just as with Euro 5i, our Elite 2 cab changes have now been implemented and production models are already finding their way into service. Below we supply a brief overview of the many changes that have been introduced to the cab's internal layout.

- Improved ergonomics of driver's seat and controls
- Installation of Isrunghausen NTS (or equivalent) air suspension seat
- One type of locker installation for more effective use of space
- Deployment of 'knock on' trim sheets
- Changes apply to all cabs excluding driver +5
- Introduction of independent seats for crew members with red seat belts
- Lower in-cab header to accommodate additional equipment
- Dedicated stowage for fire extinguisher, first aid kit and hand wipes
- Provision of coat hooks set above a self-draining drip tray
- Independent overhead crew lighting, integral clock and forward view monitor located in header panel
- Front and rear overhead lockers as standard, with vertical corner locker option
- Engineering of removable a-post cable runs

More to digest at this year's RWM!

When Dennis Eagle and Ros Roca came together in Europe exactly 12 months ago, many of you may recall that we told you there was more to the Ros Roca group than simply municipal manufacturing. This was shown by having a stand dedicated to the field of Anaerobic Digestion [AD] at this year's RWM show.

Indeed it all revolved around Ros Roca and ourselves serving to promote the potential of Anaerobic Digestion (AD) as an effective treatment process for biodegradable municipal waste (BMW) here in the UK. So in addition to using the RWM as a platform from which to detail the suitability and effectiveness of AD, we also set about driving home the pioneering role that Ros Roca is already playing within this field throughout Europe.

Our presence at the exhibition generated the response that both organisations were looking for. In just a period of three days, some 44 interesting enquiries were secured and these are in the process of being followed up.

In case you did not have the chance to visit us on the AD stand, please do read the section below in order to gain an insight into the reasons why this process is becoming increasingly interesting in the UK marketplace as an alternative to landfill.



An exterior view of one of Ros Roca's AD plants, some 30 of which are now in operation across Europe.

Anaerobic Digestion

Anaerobic Digestion – as its name implies – is a naturally occurring process involving little or no oxygen. Having been used in the farming community for some considerable time, AD breaks down organic materials within an in-vessel or controlled environment, normally called a digester.

Suitable for treating all types of biodegradable waste, including food waste, the AD process releases by-products in the form of biogases,

bio liquid or liquor digestate and fibre digestate. In addition to such by-products being useful, it is possible to easily capture them: one of the most important being biogases, which can be combusted when the AD plant is being used with a combined heat and power plant (CHP), providing electricity (which can power the AD process or be fed into the national grid) and heat for homes. Plus, methane can be further refined to produce fuel related products.



An internal view of one of Ros Roca's AD plants.

The future is here, the future is imagineering

UK suitability

Following the implementation of the EU Landfill Directive here in the UK, a significant percentage of the biodegradable waste stream which would have previously gone to landfill will need to be dealt with by other means, and given strong public objection to incineration, the process of Anaerobic Digestion is an effective means of tackling the UK's growing waste problem. AD is a very attractive waste treatment technique due to its scalability, plus it delivers the added benefit of being capable of generating its own energy form.

ROS ROCA

Since acquiring AD technology in the early 1990s, Ros Roca has grown to become one of Europe's, if not the world's, leading authorities in this field. Indeed since establishing its first AD facility in 1992, Ros Roca today has more than 30 AD and composting plants in operation throughout Europe.

With a combined AD capacity of approaching one million tonnes annually, the saleability of this process emanates from plants that range in size from 16K to 150K tonnes per annum. Using Ros Roca technology that is known as single stage wet mesophilic AD, all types of waste streams can be handled from the municipal, industrial and agricultural sectors, including: bio waste, food and kitchen waste, packaged food waste, residues from food and beverage processing industries, manure, sewage sludge and energy crops (silage).

Such technology is simple, robust, modular and extendable, and exhibits low maintenance. It is also ABPR Cat 2 and Cat 3 compliant (Animal By-Product Regulations).



Imagineering Fair 2007, as its name suggests, is all about inspiring young engineers of the future. With this in mind, we took the decision to attend the two-day fair held at Coventry's Ricoh Arena in November as a means of helping discover just what challenging and exciting career opportunities are available within our own industry sector.

Open to 8-16 year olds, the Fair was packed with fun and hands-on activities designed to keep them occupied for hours. Covering submarines to aerospace and everything in between, our own engineering team rose to their own challenge by producing a folding slotted card, three-dimensional Dennis Eagle RCV that those attending were encouraged to make up and then design their own vehicle livery. Flying off the stand, youngsters of all ages were only too eager to bring their very own RCV to life!

Comments the man behind the event, our very own Andy Graves: "The Fair

was a huge success. Despite having a fun side to it, it gave us the opportunity to meet with young people, engineers in fact, who might one day elect to steer a career path in our direction. As an organisation we employ two new apprentices each year, and it is their skills that will obviously play a part in ensuring Dennis Eagle remains at the forefront when it comes to engineering innovation. Overall, we were delighted with the response."



Swooping in on South Africa

Our Export Division continues to achieve the remarkable, this time having recently finalised a detailed homologation process that now sees our Elite 6 X 4 chassis set up and ready for demonstration in South Africa.

As you can see here, Derek Flynn, General Manager Export, is pictured alongside the vehicle in question at an exhibition called Wastecon. As Derek comments: "We are confident that the Elite chassis will generate a significant level of interest in South Africa and for two very important reasons. Firstly, with our chassis cab being designed over the front axle, this means that the bodywork can be brought further forward, which results in delivering a far better legal payload. Furthermore, it is not unusual in South Africa to see large crews accommodated on standard commercial chassis in a separate compartment provided by the bodybuilder, behind the cab and above the chassis frame, whereas the Elite 2 cab provides a safe travelling environment with integral belted seating for the driver and up to 5 crew."



As Derek informs us, demonstrations of the Elite 2 within South Africa is being coordinated via Volvo South Africa who are located in Witfield, Gauteng.

Their full address and contact details are as follows: Malcolm Gush, Volvo S.A., cnr. Jet Park Road & Saligna Ave., Tel. 011 842 5030.

Production set to roll in India

Front page news on the last edition of Eagle Eye was rightly reserved to announce the major manufacturing licence agreement that our Export Division had spent some five years bringing to fruition with Hyva (India) Pvt. Ltd – a wholly owned subsidiary of Netherlands-based Hyva Holding b.v.



Well you probably won't be surprised to discover that our man on the ground, globetrotting Derek Flynn, tells us that Hyva India have now installed a 'state of the art' laser cutting machine at their production facility in Mahape, Navi Mumbai. Production will centre on our industry leading Phoenix 2 refuse collection vehicle body range and bin lifts.

Also, on a final note, we have been reliably informed by Export that one of our P2 15 general compaction bodies fitted to a TATA chassis is currently on trial at Mumbai Municipal Council where it is producing exceptional results. Look out for a further news update in the next edition of Eagle Eye.



Jump on Board

In the last edition of Eagle Eye, we highlighted the production of a dual steer Elite 6 X 2 chassis, developed for Metrowaste in New Zealand.

Whilst the driving position on the right hand side is standard in New Zealand, the second steering wheel allows quick and easy access into and out of the cab kerbside. Complete with nearside folding door, the second steering station enables the vehicle to be driven to a speed of 30 km/h with a driver in a standing position. A single floor mounted foot peddle serves to control both speed and braking.

For those of you who may be intrigued to see the RCVs in operation, we have managed to get hold of a couple of in-action images. News from the frontline tells us that since going into service one of the main objectives of the whole exercise has been met, due to the fact that the dual steers have significantly increased speed of operation. Moreover, the two RCVs now enable predominantly household waste to be collected at the same time using both rubbish bags and mobile garbage bins. Metrowaste tell us that they're achieving 8 – 10 tonne payloads per run.



Staffordshire Moorlands roll out new recycling initiative using 50/50 twin packs

The popularity of our high capacity Twin Pack recycling RCV continues unabated, with Staffordshire Moorlands District Council being one of the latest local authorities to use the double compartment bodywork option to deliver a new recycling initiative that has recently been rolled out across the district.

Supplied by Northampton-based SFS – the council’s refuse and street cleansing vehicle supply and maintenance partners – it is the 50/50 Twin Pack that has been specified in this instance to help the council increase its recycling rates and follows the decision by Staffordshire Moorlands to move away from the kerbside collection of recyclables.

Replacing a recycling initiative that was previously implemented by third party contractors, the 50/50 equally split body compartments of the new Twin Packs are being used to collect dry recyclables using both 140 litre wheeled bins and bags. Cans, plastics and glass collected in wheeled bins are being deposited in one of the Twin Packs general compaction bodies, the other being used for paper.

Operating across some 38,000 properties within Staffordshire Moorlands, the Twin Packs have already begun to impact positively on the council’s recycling and composting rates. Comments the council’s Head of Environmental Services, Craig Hatton: “We are already achieving recycling and composting rates that are

in excess of 60%, whereas the previous figure was in the region of only 35%. We took the decision to switch from kerbside collection in light of the latest research that identified potentially serious health and safety issues involved in collecting recyclables in such a manner.

“Not only does the recycling figure that we are already achieving validate our decision to implement this change, we believe that we have also made it easier for our residents to collect recyclable materials,” he added.



On the prowl in Cheshire

Whilst recycling awareness campaigns are in plentiful abundance with councils the length and breadth of the country, none 'purr' quite as much as the one adopted by Crewe & Nantwich Borough Council. And given that it is our RCVs that are being used as the platform to drive home the message, it appears to be the 'purrfect' partnership!

As a way of highlighting the catastrophic impact that climate change is having on habitats, and as a means of promoting the need for recycling, the council has liveried the latest four RCVs to join its 20-strong frontline fleet as Tigers – one of the world's most endangered species.

Featuring our Phoenix 2-20 single compartment general compaction bodywork and the Elite 6 x 4 chassis, the Tiger livery serves to cloak the entire vehicles for maximum visual impact.

Commenting on behalf of Crewe & Nantwich Borough Council, Environmental Services Manager, Ron Clarke said: "Our Council Leader, Brian Silvester, like many of us, is a keen conservationist, so we took the decision to devise and develop an initiative that was both striking and relevant when it came to raising the awareness of the need for everyone across the borough to increase the amount they recycle."

He added: "As habitats across the globe are



being destroyed, we used this as our core focus and came up with both the Tiger and Polar Bear. Not only are they endangered species, they represent the devastating impact that global warming is having in opposite climatic extremes."

And whilst the Tiger won the day on this occasion, the Council is looking to unveil the Polar Bear livery to coincide with their next Dennis Eagle RCV intake in due course.

Combining the Tiger look RCVs with the slogan - 'When They're Gone, They're Gone!!! Recycle' - has already attracted many favourable comments and not just from residents within the borough. As Ron states: "The campaign has also attracted the attention of the Campaign for Rural England

and Friends of the Earth."

Prowling the streets of Crewe and Nantwich, the Dennis Eagle RCVs are being used to service some 50,000 rural and urban domestic properties across the borough. Equipped with driver plus 3 Elite 2 cab and Terberg bin lifts, the new vehicles are helping support the council's refuse and recycling scheme. In addition to the biweekly collection of non-recyclable household waste served by black wheeled bins and recyclables such as cans, plastics low grade paper and card in silver wheeled bins, they are also being deployed to support a fortnightly green waste collection initiative. Originally provided to urban residents on a cost basis, this scheme is now being rolled out across rural areas.

Dacorum maintains its decorum by continuing to specify our RCVs



West Hertfordshire-based Dacorum Borough Council has continued to show its faith in our RCVs, having recently taken delivery of four new complete RCVs and a further two Elite 4 x 2 chassis.

Joining an RCV fleet of some 40 vehicles, the fleet newcomers are being deployed to support and expand Dacorum Borough

Council's sustainable waste management practices that centre on a collection and recycling scheme and that has successfully positioned the council as one of the top 20 performing local authorities in the country. Indeed over the last five years, Dacorum has seen its recycling rates increase from 12 to 45%.

Joining a frontline fleet comprising some eleven rounds are four Phoenix 2-20 single compartment general compaction bodies; two being 2.2m narrow variants and two standard width. Whilst the standard bodywork option is equipped with the Elite 6 x 4 chassis, the P2-20Ns feature the Elite 6 x 2 mid steer chassis.

In order to accommodate the needs of Dacorum Borough Council's 58,000 domestic households, whilst also serving a number of bin stores and commercial outlets, the fleet newcomers feature a mix of our Beta 2 and

Terberg split bin lifts. Domestically, the RCVs will be used for the alternate weekly collection of residual waste and green waste. The two 4 x 2 Elite chassis, one of which features KS 33 Kerbsider bodywork and the other Top Loader TL28 serve as an additional RCV fleet resource that will drive home a further increase in the weekly recycling scheme deployed across the borough.

Commenting on the decision to specify the new RCVs, Operations Manager, Craig Thorpe said: "Our entire frontline RCV fleet is 100% Dennis Eagle in terms of the chassis. We know the product very well having operated it for many years now and we respect the fact that they are very good workhorses when it comes to helping sustain the reliability of our fleet. What's more, following a period of RCV driver evaluations, the Dennis Eagle was seen to be the most suitable for the service we provide."

Partnering with enterprise MRS on St Albans contract

Having recently been awarded the waste management, recycling and street cleansing contract for St Albans City & District Council for a further seven years, we are working in partnership with Enterprise MRS once again to help them deliver an enhanced service to residents.

To coincide with the contract start date of February 4th 2008, we will be supplying a total of nine new complete RCVs, together with an additional five Elite 4 x 2 chassis that are being equipped with Terberg Kerbsider recycling bodies. Serving to supplement Enterprise MRS's existing RCV fleet already in operation within St Albans, the fleet newcomers will be initially used to provide an interim waste and recycling collection service, before being deployed to roll out an alternate weekly collection that will be introduced later in the year.

Having operated the St Albans contract since 1992, Enterprise MRS will also once again call on our services to coordinate fleet servicing, repair and maintenance. In addition to extending purely to the RCV fleet, the contract renewal this time round will also see us assume responsibility for the council's remaining street cleansing and recycling vehicles.

Comments Dave McGill, Operations Director at Enterprise MRS: "We are understandably delighted to have secured the St Albans contract for an additional seven years, and we are equally pleased to be in a position where we can continue working in real partnership with Dennis Eagle when it comes not only to the supply of new vehicles, but also in tasking them with the job of maintaining the overall effectiveness of the entire St Albans fleet.



One of our existing RCVs in operation within St Albans that we also service and maintain as part of our partnership with Enterprise.

"Our decision to choose Dennis Eagle's RCVs this time around comes as a result of the excellent payloads that they provide, which will be particularly critical when we roll out the alternate weekly collection scheme at St Albans. We have also enjoyed very high levels of reliability from their RCVs in the past," he added.

The new vehicle provision specified by Enterprise MRS for this latest contract renewal centres on eight Phoenix 2-20 general compaction bodies equipped with the Elite 6 x 4 chassis and a P2 15 narrow bodied RCV fitted to the equivalent narrow variant Elite 6 x 2 chassis. Joining a frontline RCV fleet that covers some 55,000 domestic households within St Albans, and supplied with driver plus three Elite 2

cabs, with the bodies featuring Terberg Omni-Del bin lifts, the narrow bodied P2 15 will be used within rural and restricted access areas.

Additionally, Enterprise MRS will deploy the additional five Kerbsider RCVs to support a waste collection initiative that centres on the collection of dry recyclables, currently in the form of mixed plastics, cans, newspapers and pamphlets. Mixed glass will also be introduced to coincide with the switch to alternate weekly collection rounds. In order to maximise payloads of the Kerbsider bodies, which in effect are non-compaction vehicles, Enterprise MRS has specified them with a semi-compacting MVR (material volume reduction) system.

Go plant go with us and hit the spot

GPL Hire & Service - part of the GPL (Go Plant Limited) Group - is in the process of strengthening and diversifying its spot hire fleet of refuse collection and specialist recycling vehicles using our assistance.

Having recently taken delivery of four of our complete RCVs, GPL Hire & Service - one of the UK's market leaders in the supply of specialist vehicles to the local authority and term maintenance sectors - is committed to bolstering the size and depth of its current 110-strong RCV fleet in 2008. As GPL Hire & Service's Director, Malcolm Norton comments: "We aim to significantly increase the size of our RCV spot hire fleet over the next twelve months, whilst also developing the range in terms of the types of vehicles that we have available and which our expanding customer base is demanding. In order to achieve this, we will be looking to develop our association with Dennis Eagle still further."

Indeed the specification of their latest Dennis Eagle RCV newcomers reflects GPL Hire & Service's strategy of diversification by type. Joining Go Plant's 20-strong RCV and specialist recycling vehicle fleet are two Phoenix 2-20 standard width bodies on the Elite 6 x 4 chassis and two 2.2m narrow bodied P2-9n on the equivalent narrow variant 6 x 2 chassis. Featuring driver plus three Elite 2 cab, each of the Phoenix 2 bodies has been equipped with Terberg Omni-Del bin lifts.

Commenting on the specification, Malcolm Norton adds: "We know from our customers that 18 tonne RCVs, and in particular narrow bodied ones, are difficult to hire, so our decision to opt for the narrow P2-9N was an obvious one, plus we had a number of customers who were wanting access to the latest 26 tonne vehicles, so these first P2-20s have helped freshen the look of this part of our fleet."

Being responsible for operating a total spot hire fleet of some 200 vehicles, and which takes in not only RCVs and recycling vehicles, but a full range of sweepers, tippers, gritters and tankers, GPL Hire & Service only specifies capital machinery that quite literally ticks every box as a means of ensuring that its customers maximise the efficiency of their operation at all times. "Having operated Dennis Eagle's RCVs for quite some time now, we respect the product for its overall reliability, as do our customers, and the ease with which it can be maintained. What's more, Dennis Eagle's RCVs are the front runner when it comes to overall cost-effectiveness and residual value. They are also the best on the market in terms of construction and the low entry Elite 2 cab is a winner with almost everyone," concludes Malcolm.

DENNIS EAGLE



Pedal Power!

In fact you need that and more when some 997 miles are involved!

How do you do justice to an individual when you discover that they cycled solo, and during one of the wettest summers on record, all the way from Lands End to John O’Groats?

Step forward Mr Pedal Power himself, Mark Werrell, National Sales Manager for Translinc. Having thought about tackling the challenge for a few years, and being someone who ranks himself as being as generally fit, it was Mark’s lack of cycling that had initially put him off. However due to the fact that he and his wife had had to call on the skills and resources of the Special Care Baby Unit in Lincoln’s County Hospital some five years ago (his son Jack was born 10 weeks premature weighing just 3lb 4 oz), Mark sought inspiration by wanting to put something back into the system. His mind was made up and Lincoln Babies would be the benefactors of him throwing down the gauntlet and rising to the challenge.

Having started training between Christmas and the New Year, Mark had initially expected to complete the ride with a partner, however when the first partner pulled out to go travelling for six months and the second suffered an injury, it was a case of the writing being on the wall!

It is against this background that Mark actually set off from Lands End solo on June 23rd, arriving fatigued yet understandably elated some 12.5 days and 997 miles later in John O’Groats. That’s an average of just under 80 miles per day by the way. Mark did not only succeed in completing the challenge, he managed to raise a staggering £5,400 for Lincoln Babies in the process.

As Mark comments: “I was understandably delighted to raise such valuable funds for what is a very worthy cause and one which will always be close to my heart. With this in mind, I would like to thank all of those who supported me, both corporately as Dennis Eagle did and as individuals. I must also make a special mention to my ex-boss, Dick Oliver, who kindly drove his motorhome that was the roof over our heads each night during the challenge. Not only did this allow us to keep our overnight halts flexible,



I simply couldn’t have survived without his support.”

So would Mark like to repeat the exercise? “Would I do it again? I would have to say no, though there are other challenges out there that I’d like to do such as the Three Peaks, Kilimanjaro etc. Completing the ride solo was mentally very challenging, and doing it with a group would probably be easier and less lonely.”

“I don’t go in for saying things like I learnt a lot about myself, or it changed me as a person, but one thing I would say is that if you want to achieve something, with dedication, planning, training, advice, determination, support and luck, you can achieve it. Anyway if you don’t, what the hell; half the fun is trying isn’t it?”

SOME KEY FACTS

- Do you know that Mark didn’t experience one puncture in 997 miles, although he did have gear mis-alignment on day 4?
- He had no accidents, despite coming close the odd time or two.
- He cycled through the wettest day in 50 years on day three. His diary that day read: “What can I say? Hills, rain, hills, rain, rain, hills, rain, hills! Oh, and did I mention the hills and the rain!”

Retirement in service

Having put in 22 years loyal service, Julie Mason, Administrative Secretary at our Beckton Service Centre in London has not only recently retired, she’s also moved to sunnier climes. Best remembered by her colleagues and many of our customers for her friendly nature and do anything for anyone attitude, Julie has emigrated to her beloved country and regular holiday location of Cyprus.

Prior to departing for the sun, sea and sand, Julie was entertained to a retirement celebration that was attended by some 16 workmates and friends at a restaurant in London’s Canary Wharf. So from everyone who knew her, it’s a big we wish you a long, happy and healthy retirement and thank you for the support that you showed over the last 22 years at Dennis Eagle.



TOTAL MILES - 997
LARGEST DAILY MILES - 91.63
FASTEST SPEED - 42.5MPH! - (You don't half cling on at that speed!)
AVERAGE SPEED FOR FULL JOURNEY - 13.54MPH
AVERAGE DAILY CALORIE BURN - 4,000 to 4,500
TOTAL CALORIE BURN - 49,487
TOTAL LEG CYCLES - 378,241
TOTAL HEART BEATS - 552,341
TOTAL RIDING TIME - 69 HOURS

COMMENTS AND FEEDBACK

We hope you have enjoyed this edition of Eagle Eye, however should you have any comments please do not hesitate to contact:
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