



DENNIS EAGLE LTD
DESIGNED WITH YOU IN MIND

EAGLE EYE

PHOENIX



The 'Next Generation' of RCV

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Dennis Eagle Phoenix 2 - The 'Next Generation' of RCV

By developing Dennis Eagle's existing Phoenix range even further - the company has taken a product that has been synonymous with performance, durability, reliability and low life running costs for over two and a half decades. Dennis Eagle has engineered and manufactured the next generation of refuse vehicle: **Phoenix 2** is as innovative in its design as was its predecessor.

Developed by an in-house special projects team which takes in expertise from across Dennis Eagles' organisational structure, Phoenix 2 has been designed using detailed feedback from both Dennis Eagle's customer base and service department. The result is a high quality, durable and extremely efficient



Phoenix 2: smooth shaped body structure.

product which exhibits a high degree of component and assembly modularity.

The first thing that strikes home visually with Phoenix 2 is the radically different shape of the main body structure. Designed to take on a cylindrical appearance, Phoenix 2 is the first RCV to feature curved sides, top and bottom: design detailing not only introduced to increase the aesthetic appeal of the vehicle, but which contributes to increasing the refuse collection capacity by an impressive 1 - 1 1/2 m³, irrespective of body size.

In developing the curved body shape,



The tailgate design, now fixes to the main body in a 10 degree plane.

Dennis Eagle has deployed the use of single sheet, one piece pressed steel sides, thereby eliminating the need to use channel constructed upright sections.

Another contributing factor to increased capacity is the tailgate design, which now fixes to the main body in a 10 degree plane as opposed to 25 degrees on the original Phoenix.

Dennis Eagle has also paid attention to the back face of the Phoenix 2's hopper which, being set on a vertical plane, is now capable of accommodating any make or style of bin lift. For non-Dennis Eagle bin lifts, Phoenix 2 features a widening and narrowing framework on the hopper for fixing purposes.

Further design changes to the hopper sees the lifting mechanisms mounted on top of the body, with the pack rams being relocated to the outside and covered in an ABS moulded plastic protective shield. Whilst such design changes impact on aesthetics by enhancing the clean lines of Phoenix 2, they also make servicing and the replacement of hydraulic components far easier as there is no longer the necessity to gain access into the vehicle.

Another key design improvement on Phoenix 2 relates to the vehicle's electrical system which now benefits from optimum protection against water

ingress. From a centralised distribution area conveniently located behind the nearside of the cab, the electrical system offers a triple safeguard against water. In addition to the main controls being located within a sealed construction and lockable plastic housing (which features a further underside plastic shield designed to repel water when vehicles are washed), all wiring harnesses are fully protected.

Last but not least, Dennis Eagle has been successful in using the curved design principle deployed for the main body of Phoenix 2 to alleviate what has until now been a major problem facing the refuse collection industry - corrosion.

Whilst with the traditional flat floor construction liquids can collect and remain even after the contents of a vehicle are discharged, the design of the floor of Phoenix 2 eliminates the chances of this happening. The keel type floor of Phoenix 2 not only ensures that all liquids are drained off effectively, those which can run to the front of a vehicle (if off-loading takes place with the rear of the vehicle above horizontal), are discharged through two sump holes that lead into a sealed hose drain system.

Compatible with any chassis, not to



Design improvements make maintenance easier.

mention Dennis Eagle's renowned Elite chassis - a product which is now equipped with Euro 3 compliant Cummins engines - Phoenix 2 is available in two body widths - 2.2 and 2.5m.

The 2.2m version - suitable for overcoming access problems in both urban and rural environments - can be specified with any one of four body sizes, whilst the standard 2.5m model comes in one of five body sizes, all ranging from 9 to 25m³ capacities.

Commenting on the development of Phoenix 2, Norman Thoday, Dennis Eagle's Director of Sales and Marketing said: *"The design changes introduced to Phoenix 2 are as radical as they were when the original Phoenix range was introduced. Taking this on board, and based on the fact that our design and development team have used valuable customer feedback to create a product which maximises both operating efficiency and ease of maintenance, without*

compromising on safety, we are confident the Phoenix 2 will become the new benchmark for refuse collection vehicles both at home and over seas."

"A number of vehicles have already been on trial within the fleets of both public and private sector operators around the country and the reports we are receiving from the field are more than meeting our expectations. Phoenix 2 forms a major part of our plans for the future and we know that its official launch is eagerly awaited by the industry's leading players."



Electronic Parts Catalogue - Designed with you in mind

The launch of Phoenix 2 will also focus on the after-sales support of the new and current vehicle options offered by Dennis Eagle.

Following the success of our quick reference catalogue currently available in the 'Parts' section of our website www.dennis-eagle.com many of our customers have asked Dennis Eagle to place our illustrated parts catalogues on the web or a CD Rom.

To date, the electronic catalogues have been produced in generic form for the following Refuse Collection Bodies:

- Phoenix 2**
- Phoenix**
- High Capacity Twin Pack**
- ExCell**
- Beta Bin Lift**

The aim of the catalogues is to facilitate faster parts identification. Over the coming months, parts cataloguing in this format will also include Euro 2 and 3 chassis and all

variants along with identification of customer vehicles/bodies linked to the catalogue. This will enable our customers to save time and resource - improving the efficiency and effectiveness of their relationship with Dennis Eagle.

The user of the electronic catalogue can clearly identify the part number and quantity required from a pictogram. Using a facility known as 'hot spotting', (by clicking on the part as illustrated on the pictogram), the part number is automatically shown.

A word search, allows the user to type a generic name e.g. 'ram' and all the rams associated with the product will be listed. Operating in browser format allows for quick and easy use of the Dennis Eagle parts catalogue!

Progress of this initiative will be communicated to customers shortly. Dennis Eagle will strive to ensure all our customers not yet proficient regarding use of the internet are



encouraged and supported regardless of your level of IT literacy.

Keep logging on to www.dennis-eagle.com for further information!

Dennis Eagle Swinglinks swoop into South Derbyshire



Three of the first Swinglink refuse collection vehicles to enter service under the Dennis Eagle banner have recently joined the fleet of South Derbyshire District Council.

The former Jack Allen customer specified the Swinglink newcomers as part of the Council's five to seven year replacement programme; the vehicles serving to operate on joint domestic and trade refuse collection across the Borough.

Specified with standard width bodies, the new Swinglinks - designed to deliver high compaction, high legal payloads and low maintenance - have been fitted to Seddon Atkinson 6 x 4 M26 280 chassis with full crew cabs. Each vehicle also features Otto Continental bin lifts, and on-board weighing and Eminox systems; the latter serving to assist in the reduction of emissions whilst lowering taxation.

Forming part of the Council's nine vehicle RCV fleet, the new vehicles join three additional Swinglinks that were put into service by South Derbyshire District Council last year.

All six Swinglinks are covered by a comprehensive five year warranty scheme agreed with Dennis Eagle, which covers the body, chassis and bin lifts.

Faced with the rigours of having to visit some 5,000 domestic properties plus trade collection points per week, the Swinglinks patented packing geometry will be put to its test. Without the need for slide blocks and sliding surfaces, Swinglinks technology dramatically reduces friction and ensures significantly more upward compaction force is directed into the load.

Commenting on the specification, a spokesperson for South Derbyshire District Council said: *"Whilst the Swinglink is an ideal refuse collection vehicle, the quality of back-up and customer service which we look to receive is of equal importance. Despite historically having been a Jack Allen customer, Dennis Eagle has already shown a commitment to providing us with the levels of service to which we are accustomed"*.

"In addition to providing us with a comprehensive five year warranty package on the new Swinglinks and taking on the existing five year agreement which was put in place last year with Jack Allen, Dennis Eagle has also agreed to meeting a two hour response time should we experience any problems with the vehicles", he added.



It's all quiet on the Dennis Eagle front

As part of the recently introduced EC Directive 2000/14/EC relating to Noise Emission in the Environment by Equipment for Use Outdoors, the Quality Assurance Department has recently been actively involved in carrying out noise tests on every vehicle type produced by Dennis Eagle.

The directive - introduced to establish a CE Noise level limit for all equipment used outdoors - has involved implementing a three part calibration test.

Part 1 required noise tests to be carried out on a sample of vehicles from each type manufactured.

Under the testing procedure, having identified the 'Worst Case' vehicle for each type, these were then submitted to an approved authority (MIRA here in the

UK) for CE Noise Level evaluation.

Part 2 then set out to evaluate a reference noise level for each vehicle type, the base level RNL being the maximum noise level recorded in the Part 1 calibration test.

Part 3 - Conformity of Production Tests - is the ongoing element of the EC directive, established to ensure that individual vehicles remain within the CE Noise Level limit and that any agreed uncertainty standard deviation values remain valid.

Under this part of the test, at least five vehicles of each vehicle type have to be tested over a twelve month period, with at least one of the five vehicles being the same specification as the 'Worst Case' vehicles selected.

Furthermore, at least one of the vehicles from each vehicle type has to be tested five times during the twelve month period.

The test cycle consists of a series of noise measurements taken during three different modes of operation relating to the vehicle in question, and these have to be carried out on a test site where the conditions of a free sound field between the sound source and the microphone are attained to.

News from around the regions

For this issue of Eagle Eye we turn our attention to yet another historically important part of the country for Dennis Eagle - the Northern Region.

Across the territory, Dennis Eagle has an established presence in all of the important public and private sector refuse vehicle fleets.

ExCell slip perfectly into narrow streets of York

The City of York Council has recently added three new Dennis Eagle narrow track Ex-Cell 15s - complete with 23 tonne Elite chassis and full crew cabs - to its domestic and trade refuse collection fleet.

The Dennis Eagle newcomers were specified by the Council following extensive trials undertaken around the city's narrow streets, many of which present obvious access problems.

The City of York Council's Fleet Manager, Chris Slade comments: *"The outstanding manoeuvrability which the narrow track Elite 6 x 2 chassis provides, combined with the compact dimensions of the Ex-Cell body, go together perfectly to create an ideal vehicle solution for the Council's refuse collection requirements."*

"Given the infrastructure of York's road network, particularly within the main inner city areas, our vehicles and their crews have to be able to contend with operating in restricted environments. Since putting the Ex-Cell 15s into service we have been particularly pleased with the payloads that they are delivering, not to mention the ease with which they can be manoeuvred in and around some of the most inaccessible areas of the city."

Specified with Terberg TCA/DEL low level bin lifts, the new Dennis Eagle Ex-Cells are operating on domestic and trade wheeled bin and black sack refuse collection rounds. Forming part of the Council's 14 vehicle fleet, the new Ex-Cells join a further six Dennis Eagle RCVs, five standard Phoenix 6 x 4s and one 4 x 2 narrow track.

Mick Fowler • Chris Slade



'Easing' into Easington

Our next stop takes us to The District of Easington. Here we took time to catch up with Transport Manager, George Gray, and an association which started with Dennis Eagle some two years ago, following a 16 year break!

With Dennis Eagle now actively involved with The District of Easington in its 'Best Value Partnership' policy, the Council has once again turned to Dennis Eagle as its RCV provider.

"After purchasing our first Dennis Eagle vehicle

for 16 years some 24 months ago, we have gone on to add a further three vehicles to our fleet and have another one currently on order," states George Gray.

"We elected to specify Dennis Eagle for a number of reasons, however one of the main attractions was the fact that as both a chassis manufacturer and vehicle body builder they have the capacity to supply a complete vehicle solution, which in turn means as a Council we have one point of contact."

"Over the last two years we have had exceptional service from Dennis Eagle from the top of the organisation to the bottom. They have been extremely helpful, and the back-up service which we have received has been nothing short of excellent," continues George.

George also cites Dennis Eagle's three day training courses as being "exceptional".

The District of Easington's association with Dennis Eagle began with the specification of a 26 tonne Phoenix on the Elite 6 x 4 chassis. This was followed by three further vehicles in

the form of two 26 tonne Phoenix vehicles with Otto Continental bin lifts and an Ex-Cell 20 6 x 2. The vehicle currently on order is another Ex-Cell, this time based on the 6 x 2 rear steer which is being supplied with standard driver plus 2 cab and Terberg bin lifts.

The District of Easington operates a total fleet of 13 vehicles which, working on trade and domestic refuse rounds, collect up to 1600 bins per day.

Settling into South Yorkshire

Sheffield City Council are operators of an RCV fleet in excess of 50 plus vehicles, some 60% of which have been supplied by Dennis Eagle over the last five years.

The most recent additions to the Sheffield City Council fleet have been deployed to operate on front line domestic rounds which are all wheeled bin based. So far this year, Dennis Eagle has supplied a total of eight new Phoenix 25s fitted to Seddon Atkinson chassis. With a combination of low and high level cabs, the Phoenix 25s all feature Terberg bin lifts.

In addition to supplying mainstream RCV vehicles for both domestic and trade refuse collection purposes, Dennis Eagle has also supplied a number of specialist RCV vehicles. Following initial project work on recycling, Dennis Eagle supplied four narrow track 18 tonne XM9 recyclers into the Sheffield fleet,

together with two smaller special purpose vehicles which are used in rural parts of the Council's territory and which feature tank bodies with wheeled bin lifts.

And with responsibility for Sheffield City Council's refuse collection, waste disposal and recycling requirements now falling under the jurisdiction of one of the UK's leading waste management specialists - Onyx - for the next 30 years, (a major customer of Dennis Eagle across the country) the company is looking forward to working closely with Onyx in Sheffield in the future.

COMMENTS & FEEDBACK

In line with its philosophy of continuous improvement, Dennis Eagle welcomes feedback regarding Eagle Eye.

Please send any comments on the design & content to:

Elizabeth Cox

**Corporate Marketing Manager
Dennis Eagle Ltd, Heathcote Industrial Estate
Warwick CV34 6TE**

Tel: +44 (0)1926 458529 Fax: + 44 (0)1926 316550

Website: www.dennis-eagle.com

Email: elizabeth.cox@dennis-eagle.co.uk

WE AWAIT YOUR COMMENTS !