



AT YOUR DISPOSAL

One of the 25 Cummins ISLe5-powered Dennis Eagles in service with JJ Richards.

British brand Dennis Eagle has been making steady progress in the local waste collection market. Claims that the truck has been tailored specifically to Australia's severe service requirements seem well justified.

Cummins' ISLe5 rated at 280 hp is the standard engine offering in the 4x2 and 6x4 versions of the Dennis Eagle, while the 8x4 is offered at 320 hp.

Dennis Eagle is being handled by Penske Commercial Vehicles group in Australia which is also responsible for the Western Star and MAN brands. Western Star initiated the development project to bring the Dennis Eagle Elite 2 chassis to Australia in 2009.

Dennis Eagle is the UK's largest manufacturer of waste collection trucks, its history dating back to the early 1900s when Dennis Brothers bought Eagle Engineering.

The company was acquired by Spanish waste engineering group Ros Roca in 2007 and then early in 2016 Ros Roca merged with Terberg Environmental, a division of Netherlands-based materials equipment handling firm Terberg Group.

Australia's largest privately-owned waste management business, JJ Richards is operating 25 Dennis Eagles in its fleet of around 2000 trucks. Cummins-powered ACCOs dominate in the fleet and they have a minimum service life of 10 years.

Running costs to be judged.

No doubt the running costs of the Dennis Eagles, along with back-up support, will be judged against the long-standing record for the ACCO. One of the Dennis Eagles, a rear load compactor, is operating out of JJ Richards' Somerton depot in Melbourne on commercial waste collection work.

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JJ Richards' manager at Somerton, Chris Martin, is enthused about the operation of the Dennis Eagle which has been in service since May 2016. He describes the ergonomics of the Dennis Eagle as "fantastic", highlighting operator safety as a critical design element of the truck.

"We had a demo truck two years ago and obviously our feedback was flagged. All the changes we suggested have been implemented," he says. "The truck has fitted seamlessly into our operation."

The day we check the Dennis Eagle out, Mark Cattanach is behind the wheel. He doesn't pause when asked for comment about the truck. He appreciates the low entry cab, the "great visibility", and also the fact he can walk unimpeded from one side of the cab to the other so that he doesn't have to get out of the truck on the traffic side.

He says the Cummins ISLe5 does the job "effortlessly" and there's very little body roll when the truck's loaded to its 22.5 tonnes gross mass rating. The 8.9-litre Cummins is also equipped with a two-stage compression engine brake, a feature welcomed by the drivers.

JJ Richards' Dennis Eagles are fitted with UK Olympus rear loading bodies featuring the Terberg bin lifting system. Bin capacities range from 240 to 1100 litres. "The lifting gear is brilliant... it's like having another set of hands working for you," says Mark Cattanach.

Chris Martin points out the Terberg system is basically a oneman operation, eliminating the need for a 'runner' on a busy day. "The way it's designed, there's no wrestling with the bin to get it on to the lifter which is a big plus in terms of fatigue management," he asserts.

Joe Ivanko, workshop manager for JJ Richards at Somerton, says the people behind Dennis Eagle have "bent over backwards to meet our needs". He rates serviceability of the truck highly, especially the walk-in access to the engine.

Owen Burton is national fleet manager for JJ Richards. His expectation for engine life, based on JJ Richards' long experience with Cummins, is 20,000 plus hours. Anything less than that and he's known to express his disappointment fairly forcefully. The company has around 400 ISLe5 engines in service and they are performing reliably and very fuel efficiently. ■



From top: Terberg lifting system is impressive... a one-man operation.

JJ Richards Somerton manager Chris Martin (left) with workshop manager Joe Ivanko and Cumminsautomotive OEM business manager Col Baker.

Mark Cattanach... impressed with the Dennis Eagle and performance of the Cummins ISLe5.