

Fully Portable Trailer Tipper - Model LS

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Deck Structure
redesigned for increased stiffness, decreased deflection and longer life.

Telescopic Cylinders
manufactured/ designed by Phelps specifically for Landfill Tippers



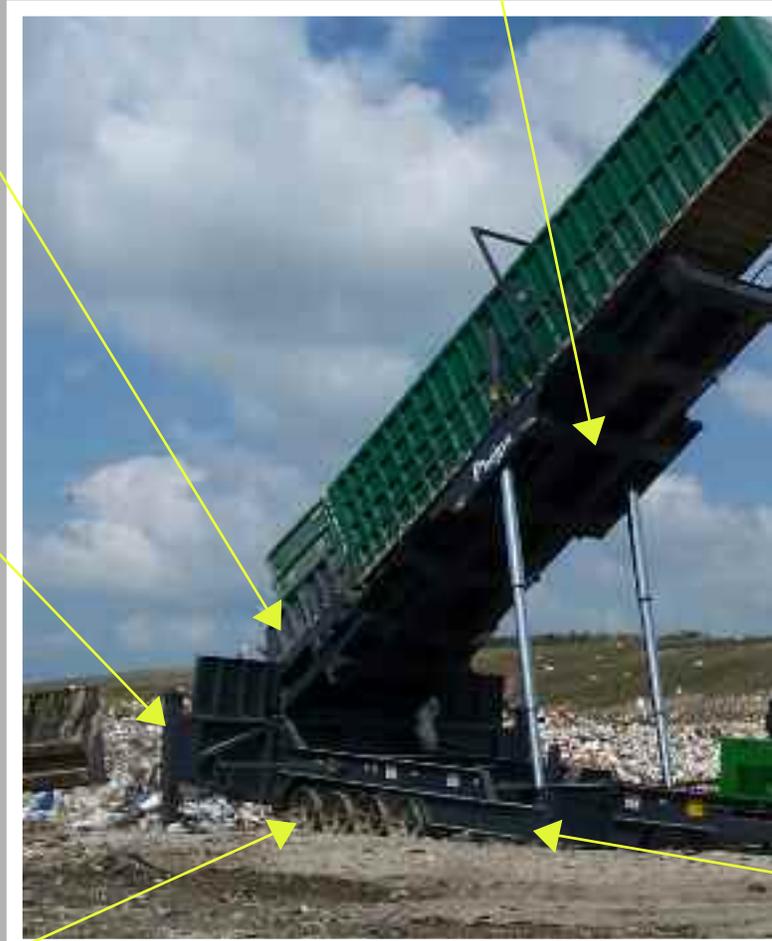
Material Slide to allow material spilled onto the tipper deck to slide under the backstop, over the rear wall and behind the pivot.



Outrigger Protector made of heavy square tubing to protect the rear outrigger cylinders. This prevents damage to the ram of the cylinder as material is pushed away from the rear of the tipper.



Steel Wheels in lieu of the standard rubber tires protect the tipper from fire and flats.





Control Panel that is simple to use and easy to maintain. Includes features such as engine auto-throttle and deck anti-jog. Operator's cab mounts to driver side of tipper frame.



Hydraulic Power Unit complete with John Deere engine with enclosure, hydraulic reservoir, pumps, valves and filters. Mounted to passenger side of tipper frame.



Cut-Out Grating allows dirt, snow and mud to pass-through the ramp areas of the tipper.

Reinforced Subframe with overlapping beams provides a heavy-duty rigid frame for the tipper.





Increase your daily landfill output. The Phelps Tipper only needs adequate time to set up and level, no foundation is required. The unit is then operated from the safety of an enclosed cab and has a quick cycle time of approximately three minutes

Specifications: Model L39FBS63 (39' + 42' deck lengths available)

Hydraulic and Mechanical

Capacity:	50 tons (nominal)	Main Cylinders:	Phelps Model 7100-380-T-C, two (2) telescopic hard chromed
Cycle Time:	Approximately 3.0 minutes	Power Unit:	Diesel engine, Deere 6068, double pump, solenoid controlled valve for deck lift, relief valve, return line filter. Engine skid mounted on side of tipper frame with controls. (Other engine brands are available.)
Hydraulic Reservoir:	400 gallon capacity reservoir, sandblasted and treated internally;		
Tilt Angle:	63 degrees maximum tilt from horizontal		
Main Cylinders:	Phelps Model 7100-380-T-C, two (2) telescopic hard chromed		

Construction

Main Subframe:	Reinforced 24" wide flange beam	Weight:	Est. shipping @ 113,000 lbs.
Tilting Platform:	10' width x 39' or 42' lengths, heavy floor checked plate, fabricated box beam supports, 8'- 8" wide between wheel guides.	Approach Ramps:	Hydraulically operated, 15'-6" long x 38" wide. Heavy floor deck plate, rect. tubing support, tire guides with traction bars.
Material Slide:	Integrated Material slide prevents the build-up of material in front of the backstop. This is supplied as a standard feature on every Phelps tipper. The slide is made of steel so there are no wear components and discharges material over the rear wall	Safety Hoop:	One (1) standard, collapsible.
		Suspension:	89,600 lbs, capacity, 4 axle spring suspension.
		Axels:	Four (4) 22,500 lbs. capacity axles, 120" track, 10 stud, 11¼ B.C. hubs.
		Tires:	Sixteen (16) 11R24.5 highway tread tires.
Outriggers:	All six (6) outriggers are actuated by double acting, hard chromed cylinders manufactured by Phelps. Each is controlled by manual hydraulic valves mounted on the power unit. Rear outriggers use 60" square floats with 31'-9 7/8" float centers. Center outriggers use 60" square floats with 20' float centers. Front outriggers use 36" square floats with 19' float centers.	Wheels:	Sixteen (16) 24.5 x 8.5, 10-hole, 11 ¼" B.C. wheels.
		Paint:	SSPC-SP3 power tool & SSPC-SP6 blast cleaning then painted with a direct-to-metal polyurethane.
		Shipping:	Transportation configuration 68' length, 13'-10" height, 13'-11" width.
		Back stop:	Top of backstop is 42" above deck plate. Material contact point is lined with abrasion resistant wear plate mounted on top chute.

Safety

Auto-Throttle Control:	Engine throttle is controlled automatically with the up/down of the tipper deck (manual override is also included). This benefit provides power only when it is required and as a result reduces fuel consumption, engine wear, and engine noise.	Anti-Jog Circuitry:	Electronic circuit included to limit ability to jog the deck preventing a hydraulic shock to the system and damage to the tipper, deck, and cylinders
Tie-Down Chains:	Two (2) safety chain tie-downs for securing front of trailer to the tipper deck	Operator's Cab:	Safely operate the tipper from inside of the insulated operator's cab mounted on the opposite side of the tipper as the power unit. Results in decreased engine noise for better communication between the operator and truck driver and better weight distribution for added stability.

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