

LCT650

Belt Driven Leaf Collector

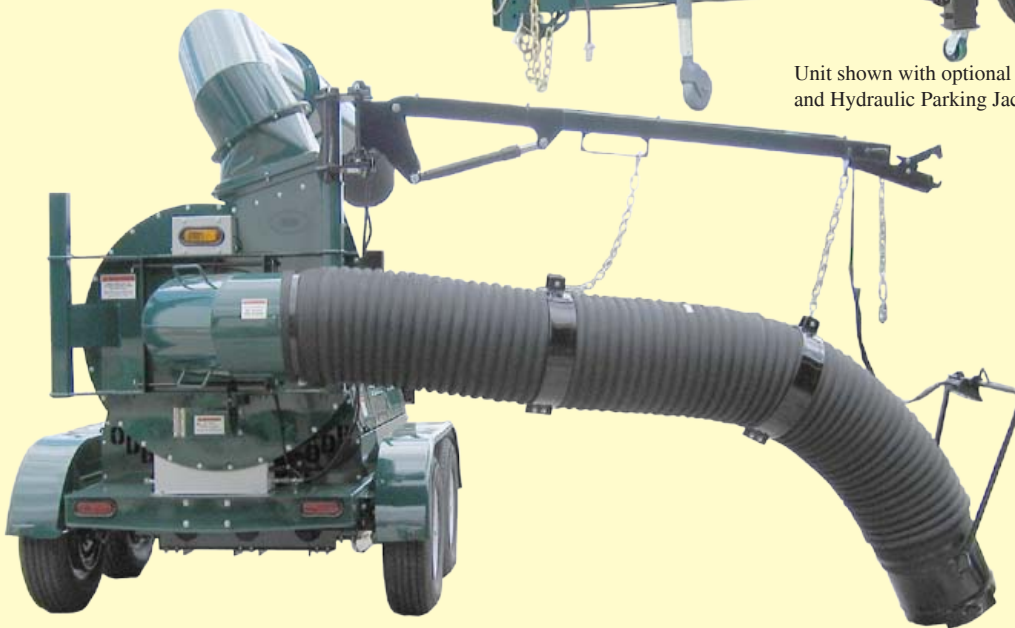


Municipal Products
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- **John Deere Diesel Engine**
74HP turbo diesel
- **Belt Driven**
prolongs engine and PTO life
- **Rear Suction Inlet**
able to pick up from left or right side
- **Accordion Style Sheet Metal Doors**
complete access to engine and drive



Unit shown with optional Rotary Air Screen and Hydraulic Parking Jack.



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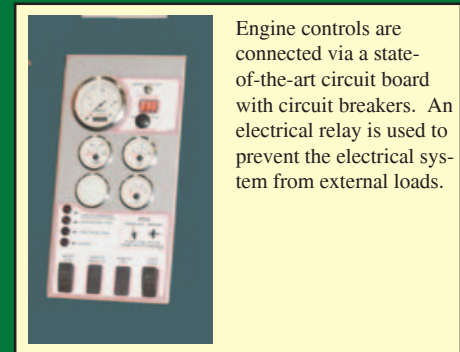
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Belt Driven Leaf Collector Basic Specifications

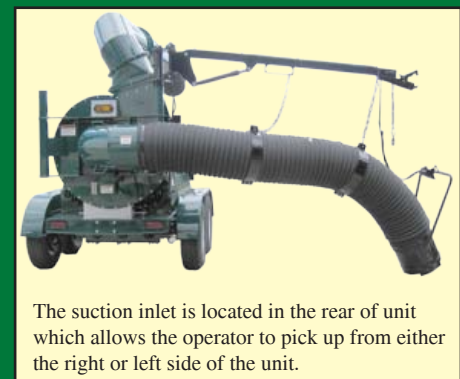
Engine	John Deere 4045T water cooled 4 cylinder turbo diesel engine; 74 HP; 4.5 Liter (276 CID) with wet-sleeve engine liners.
Air Cleaner	Dry element with pre-cleaner.
Radiator	Pressurized, heavy duty, trash style with 6-blade fan.
Radiator Screen	Constructed of 1/2" expanded flattened steel with steel mesh. Screen is bottom hinged to allow for cleaning without powering down the engine.
Engine Controls	Mounted in clear view and reachable with ease inside a hinged instrument panel. All gauges and engine wiring are connected to a state-of-the-art circuit board for easier and more reliable connections. Gauges include: Tachometer, hour meter, volt meter, fuel gauge and oil pressure gauge. All monitoring gauges have backlighting. Automatic safety shutdown for high temperature or low oil pressure with LED indicator lights.
Engine Enclosure	Special sheet metal enclosure fully encloses the engine, battery, hydraulic pump and drive belt to protect from debris. Enclosure is constructed of 16-gauge steel. It has left and right doors for complete access to the engine. The doors are louvered for proper air circulation. The side doors are accordion style and open with ease. Two doors are provided on top of enclosure for convenient access to the radiator cap and the bearing/drive belt assembly.
PTO	Heavy duty 13" automotive style PTO and clutch.
Drive Type	Belt drive with 4-groove power band.
Trailer	One-piece construction, 1/4" formed steel plate
Axle	Dual 2.5 inch Torflex axle rated at 4,500 pounds each with electric brakes.
Tires	ST 225/75R15 tires mounted on steel white spoke rims.
Tow Tongue	Telescoping tongue, adjustable from 48" to 84". Constructed of 4" x 5" x 1/4" thick steel tubing.
Pintle Hook	Heavy duty pintle eye that is height adjustable with out the use of tools.
Parking Jack	Heavy duty top wind jack with steel wheel.
Trailer Lighting	LED type stop/turn signals as well as clearance lights; rear of unit has an oval LED amber strobe light.
Fenders	Steel wrap around style that are bolted to the trailer frame.
Impeller	32" diameter with 6 gusseted blades constructed of 3/8" thick abrasive resistant T-1 steel with a Brinell hardness exceeding 400. Each blade is gusseted on the back side and welded to a 1/4" thick backing plate. Impeller blades are flat with serrated tips for increased wear. Impeller is secured to the shaft via a taper locking bushing. The impeller is completely stress relieved via Bonal stress relief technology to eliminate weld cracking and weld distortion for the highest structural integrity possible. This makes for the strongest and longest lasting impeller on the market.
Blower Housing	Gradual 90 degree exhaust. Outer housing is constructed of 10 gauge welded steel, front and back plates are 7-gauge steel. Inspection/clean out door is located on face to facilitate convenient inspection of internal contents or condition. A safety kill switch is located on the door to shut down the engine when the door is opened.
Liners	Slip-in style which require no bolts. Made of 1/4" abrasive resistant steel.
Suction Inlet	Located in the rear of the unit for right or left hand pickup.
Intake Hose	16" diameter x 120" long. Heavy duty wire reinforced 3/8" thick flexible rubber hose.
Exhaust Duct	90 degree bolt-on duct elbow constructed of 12 gauge steel and centered directly over the tongue for a balanced unit.
Exhaust Hose	16" diameter x 48" long heavy duty wire reinforced 3/8" thick flexible rubber hose is connected to the exhaust duct.
Hose Boom	Hydraulically controlled with an electric operated hydraulic pump. Boom pivots on two 1.5" diameter two-bolt flange bearings for effortless movement. The boom pivots forward to lock into travel position. The hydraulic cylinder is 1.5" in diameter, with a minimum stroke of 12 inches.
Boom Controls	Push button style switch located on the nozzle.
Intake Nozzle	16" diameter nozzle with handle constructed of 12 gauge steel.
Fuel Tank	45 gallon capacity fuel tank manufactured of 1/4" thick roto-molded polyethylene.
Paint	All metal parts are thoroughly cleaned, primed, painted and dried separately. Each part is primed with a rust inhibitor primer and is painted with two coats of automotive quality paint. The parts are then assembled on the unit so that bolts, nuts, cables and grease fittings are not painted.
Options	<ul style="list-style-type: none">● Hydraulic parking jack with caster wheel● Self-cleaning rotary radiator screen● Remote electric engine throttle with controls on the suction hose handle● Fluid drive coupler in lieu of clutch and PTO● 2 axis hydraulic hose boom● 3 axis hydraulic hose boom● 84 HP John Deere Diesel Engine



Maneuvering the hose boom is almost effortless because the boom is raised and lowered hydraulically using waterproof switches and the boom swivels side to side on two flange bearings.



Engine controls are connected via a state-of-the-art circuit board with circuit breakers. An electrical relay is used to prevent the electrical system from external loads.



The suction inlet is located in the rear of unit which allows the operator to pick up from either the right or left side of the unit.



Accordion style sheet metal doors, located on the left and right sides, fully enclose all the vital engine and power parts. The doors allow complete access to the engine and power assemblies.

*Specifications subject to change at any time without notice



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Manufactured by:

ODB COMPANY
5118 Glen Alden Drive
Richmond, VA 23231
www.leafcollector.com
800-446-9823