

LCT600

Belt Driven Leaf Collector



Municipal Products
Since 1910

- **John Deere Diesel Engine**
84HP turbo diesel
- **Belt Driven**
prolongs engine and PTO life
- **Forward Locking Hose Boom**
easier and safer transportation
- **Hydraulic Hose Boom**
easier leaf vacuuming



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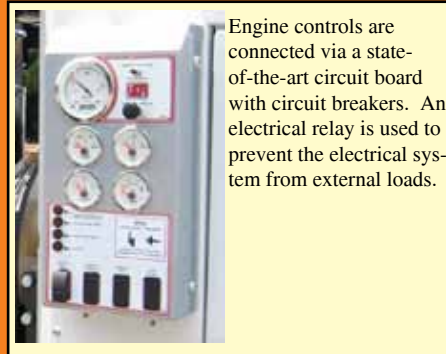
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Belt Driven Leaf Collector Basic Specifications

Engine	John Deere 4045T water cooled 4 cylinder turbo diesel engine; 84 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 ½" 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.
Sheet Metal	Engine is covered by a custom sheet metal enclosure with a removable top without tools. The enclosure has front and rear access doors, which are louvered for proper air circulation and twist and turn latches. Two doors are provided on top of the enclosure for convenient access to the radiator cap and oil fill cap.
PTO	Heavy duty 13" automotive style PTO and clutch.
Drive Type	4 -groove Kevlar power band with equal size pulleys.
Trailer	One-piece construction, 1/4" formed steel plate
Axle	2.5 inch Torflex axle rated at 6,000 pounds with electric brakes.
Tires	ST225-75R15 radials mounted on steel white spoke rims and EZ lube hubs.
Tow Tongue	Telescoping tongue, adjustable from 48" to 84". Constructed of 4" x 5 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.
Battery Box	Lockable, located below trailer bed. Easily accessible.
Fenders	Steel rap 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 ¼" 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.
Impeller Shaft	2.25" diameter x 26.5" long.
Blower Housing	40 degree style for minimal resistance. 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 ¼" abrasive resistant steel.
Suction Inlet	Located on curb side of unit.
Intake Hose	16" diameter x 120" long. Heavy duty wire reinforced 3/8" thick flexible rubber hose.
Exhaust Duct	Square duct extension of the 40 degree blower housing. 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	100% waterproof marine-style switch located on the intake hose nozzle.
Intake Nozzle	16" diameter nozzle with handle constructed of 12 gauge steel.
Fuel Tank	44 gallon capacity fuel tank manufactured of ¼" thick roto-molded polyethylene, located under the trailer bed. Electric fuel gauge located in the instrument panel.
Tool Rack	Rake and tool rack capable of holding 5 tools
Storage	Storage compartment with twist and turn latch.
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



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 drive bearings assembly consists of two heavy duty four bolt flange bearings with double row, precision spherical roller bearings.



The PTO/Clutch is a heavy duty 13" automotive style assembly with safety engagement system.

*Specifications subject to change at any time without notice



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