

# LCT60C

## Direct Driven Leaf Collector



Municipal Products  
Since 1910

- **John Deere Diesel Engine**  
84HP turbo diesel
- **Direct Driven**  
2-1/4" Drive Shaft
- **Rear Suction Inlet**  
able to pick up from left or right side
- **Hydraulic Hose Boom**  
easier leaf vacuuming



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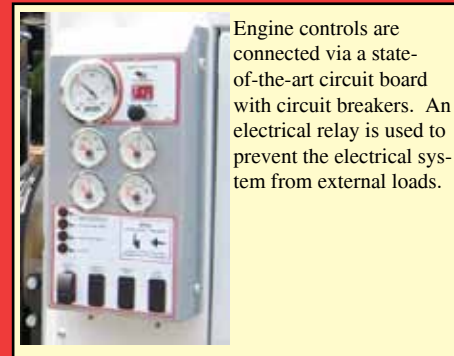
# LCT60C Direct Driven Leaf Collector Basic Specifications

<b>Engine</b>	John Deere 4045T water cooled turbo diesel engine; 84 HP; 276 CID. with wet sleeve engine liners.
<b>Air Cleaner</b>	Dry element with pre-cleaner.
<b>Radiator</b>	Pressurized, heavy duty.
<b>Radiator Screen</b>	Constructed of ½" expanded flattened steel with steel mesh. Screen is bottom hinged to allow for cleaning without powering down the engine.
<b>Engine Controls</b>	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.
<b>Sheet Metal</b>	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.
<b>PTO</b>	Heavy duty 13" automotive style PTO and clutch.
<b>Safety Engagement</b>	PTO is equipped with a safety engagement system which prevents abrupt engagement of the PTO at high RPM's.
<b>Drive Type</b>	Direct with 2-1/4" diameter shaft.
<b>Trailer</b>	One-piece construction, 1/4" formed steel plate
<b>Axle</b>	2.5 inch Torflex axle rated at 6,000 pounds with electric brakes.
<b>Tires</b>	ST 225/75R15 tires mounted on steel white spoke rims.
<b>Tow Tongue</b>	Telescoping tongue, adjustable from 48" to 84". Constructed of 4" x 5 x 1/4" thick steel tubing.
<b>Parking Jack</b>	Heavy duty top wind jack with steel wheel.
<b>Trailer Lighting</b>	LED type stop/turn signals as well as clearance lights; rear of unit has an oval LED amber strobe light.
<b>Battery Box</b>	Lockable, located below trailer bed. Easily accessible.
<b>Fenders</b>	Steel wrap around style that are bolted to the trailer frame.
<b>Impeller</b>	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.
<b>Blower Housing</b>	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.
<b>Liners</b>	Slip-in style which require no bolts. Made of ¼" abrasive resistant steel.
<b>Suction Inlet</b>	Located in the rear of the unit for right or left hand pickup.
<b>Intake Hose</b>	16" diameter x 120" long. Heavy duty wire reinforced 3/8" thick flexible rubber hose.
<b>Exhaust Duct</b>	90 degree bolt-on duct elbow constructed of 12 gauge steel and centered directly over the tongue for a balanced unit.
<b>Exhaust Hose</b>	16" diameter x 48" long heavy duty wire reinforced 3/8" thick flexible rubber hose is connected to the exhaust duct.
<b>Hose Boom</b>	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.
<b>Boom Controls</b>	100% waterproof marine-style switch located on the nozzle.
<b>Intake Nozzle</b>	16" diameter nozzle with handle constructed of 12 gauge steel.
<b>Fuel Tank</b>	44 gallon capacity fuel tank manufactured of ¼" thick roto-molded polyethylene.
<b>Paint</b>	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.
<b>Options</b>	<ul style="list-style-type: none"> <li>● Hydraulic parking jack with caster wheel</li> <li>● Self-cleaning rotary radiator screen</li> <li>● Remote electric engine throttle with controls on the suction hose handle</li> <li>● Fluid drive coupler in lieu of clutch and PTO</li> </ul>

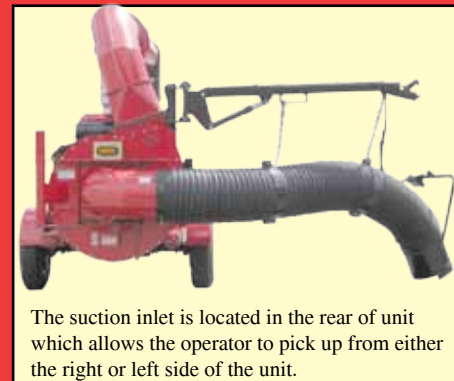
\*Specifications subject to change at any time without notice



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.



A 5 hole rake rack is conveniently located in the front of the unit for easy access.



Manufactured by:

**ODB COMPANY**

5118 Glen Alden Drive  
Richmond, VA 23231

[www.leafcollector.com](http://www.leafcollector.com)

800-446-9823