MB PACKER
GARBAGE BODY

THE PACKER BODY WITH THE MOST POWERFUL COMPACTION ACTION

HANDLES MORE TONNAGE PER CUBIC YARD OF CAPACITY

MB CORPORATION • New Holstein, Wis.

MANUFACTURERS OF QUALITY MUNICIPAL AND CONSTRUCTION EQUIPMENT SINCE 1907

EVERYONE FAVORS THIS SENSATIONAL UNIT

MR. CITY OFFICIAL
"The low original cost — the low operating cost — and the all-around versatility of the M-B Packer gives us more for our budget dollar than any other unit on the market."

MR. CITIZEN
"Our refuse collection service is clean and regular with an M-B Body. Its economy and low cost keeps down expenses — and my taxes."

MR. CONTRACTOR
"With my M-B I can make more stops in less time. Its features make for fast, safe loading and unloading — and I make less trips back and forth to the dump."

MR. OPERATOR
"When I work with the M-B Packer, I know I'm always safe and it's easy to load and unload and takes large bulky objects easily.

MR. MECHANIC
"The M-B is easy to service and maintain. Its mechanism is simple and readily accessible — no complicated hydraulic or chain system to fuss with."

Here is the complete answer to the refuse collection problem. The M-B Packer Body offers more superior features and more outstanding advantages than any other method of collection.

The M-B Packer is a big capacity, ruggedly constructed compactor body, mounted on a low-cost, popular size truck chassis. Refuse is dumped into the body through large safety doors on either side and through the rear doors, as in the case of large, bulky items.

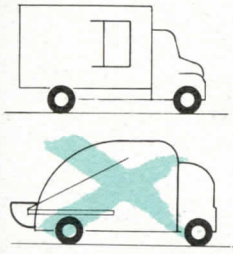
Each loading is then thoroughly compacted by the full size plate that travels the length of the body — controlled by a flick of the operator's finger. Every bit of garbage is completely compacted — not just once — but over and over again. In this way, every possible square foot of space is jam-packed with as much refuse as possible.

When the load is ready to be dumped — the back doors are opened and the packer plate travels back and ejects the entire load, quickly, safely — without tip-up of the body or danger to workers.

The M-B Packer Body is low in cost, within the price range of every community, yet it does more work, provides greater savings and economies than any other type of collection vehicle on the market today.

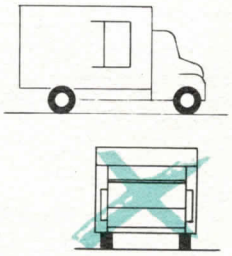
COMMUNITY CAN AFFORD TO BE WITHOUT AN M-B PACKER BODY!

COSTS LESS TO OWN!



REQUIRES A SMALLER TRUCK

Because of more thorough compaction, simple body design and elimination of dead weight in the body, a lower capacity truck will handle a larger payload. No costly modification or special chassis required.



SIMPLE DESIGN

The simple but effective design of the M-B Packer lowers your original cost. You get a bigger body at lower cost per cu. yd. of capacity. No costly hydraulic mechanism or complicated linkage — no top-heavy, massive super-structure — no "excess baggage.

AND YOU CAN OWN *SEVERAL* M-B UNITS FOR THE PRICE OF *ONE* COMPLICATED BODY

COSTS LESS TO OPERATE!

LOW OPERATING COST

Smaller truck chassis results in low fuel and oil consumption — gives you more mileage per gallon. Simple body design — no extensive greasing and expensive maintenance of hydraulic parts.

LESS DEPRECIATION

Low truck cost, low body cost and less wear and tear adds up to less depreciation of your initial investment in an M-B. Give your budget a break with this economical unit.

MORE BLOCK COVERAGE

Progressive compaction, easy loading means you can cover more blocks and collect more refuse before it's time to dump the load. With an M-B you make fewer trips to the dump.

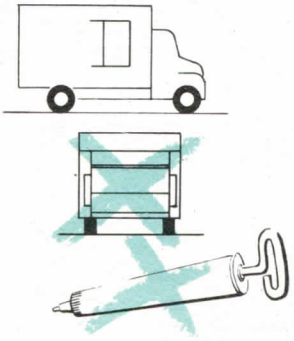
FEWER MANHOURS

The M-B Packer Body can be operated with fewer manhours of labor per ton of refuse collected.

LESS DOWN-TIME

Your M-B Packer has fewer wear points and requires less servicing — this means less down-time. No complicated hydraulic pumps or hoses — no expensive, hard to replace chains to break down when you need it most. Stays out of the garage — says on the route more days of the year.

COSTS LESS TO MAINTAIN!



NO CHAINS OR HYDRAULICS

Repairing chains or costly hydraulic systems means expensive refuse collection in the long run. M-B body design is simple — all operating mechanism is easily accessible — readily understood and serviced by *any* mechanic.

FEWER GREASE POINTS, EASIER TO CLEAN. Simple mechanism of the M-B results in far fewer grease fittings to be serviced — all within easy reach. Easy and safe to flush out and clean.

SMALL TRUCK MAINTENANCE

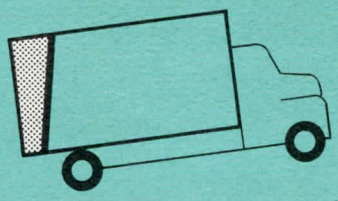
Because a smaller truck may be employed, parts and servicing are relatively inexpensive. Repairs or maintenance jobs can be completed quickly and at low "small truck" cost.

FEWER COMPACTION CYCLES

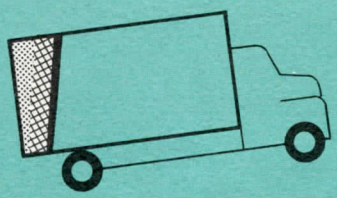
The thorough M-B compaction calls for fewer passes of the plate than required by less effective flippers on more costly refuse bodies. This means less wear, less service and fewer repair bills.

POWERFUL *BULLDOZER* COMPACTION

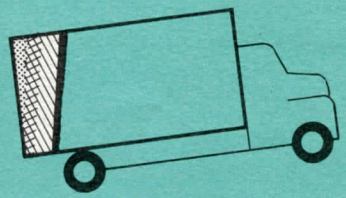
Here's why only the M-B PACKER gives you progressive compaction of the entire load



Loadings for the first packing cycle are compacted under a force of about 1,000 lbs. per sq. ft.



Loadings for the second cycle are compacted under the same force — and the refuse from cycle 1 gets another thorough compaction in the process.



Loadings for packing cycle 3 are then compacted, during which process, loadings from both cycle 1 and cycle 2 get another thorough squeezing from the powerful M-B Plate. This is how M-B's *progressive compaction* assures complete compaction of the *entire* load.

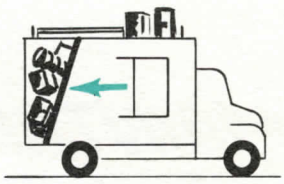
IT'S NOT THE SIZE OF THE BODY... BUT HOW MUCH YOU CAN PACK INTO IT THAT COUNTS

Every yard of refuse that goes into an M-B Packer Body is progressively compacted from the first yard to the last — over and over again with each successive cycle. That is why you can compact more pounds of garbage per cubic yard of capacity into an M-B than any other unit. There are no wasted corners or pockets. High packing pressure assures complete compaction of all types of refuse and fewer compaction cycles. Don't buy refuse collection vehicles by cubic yard of capacity — it's the weight you can pack in that pays off.

3-point power application on Packer plate assures even and complete compaction

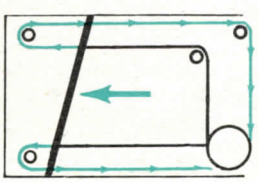
Power is applied to top center and to both lower corners of the plate, which rolls on four guide tracks, preventing twisting and uneven packing. This design assures full use of the available engine power for compaction.

Crushes boxes, crates, drums

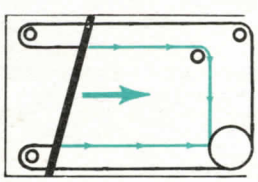


Powerful compression – thorough compaction enables you to compact boxes, crates and drums in the M-B Packer. It has enough pressure to flatten even large buckets and drums. Entire top of body has high retainer edge for carrying odd size items and salvageable objects.

The most simple, powerful compaction mechanism on any body

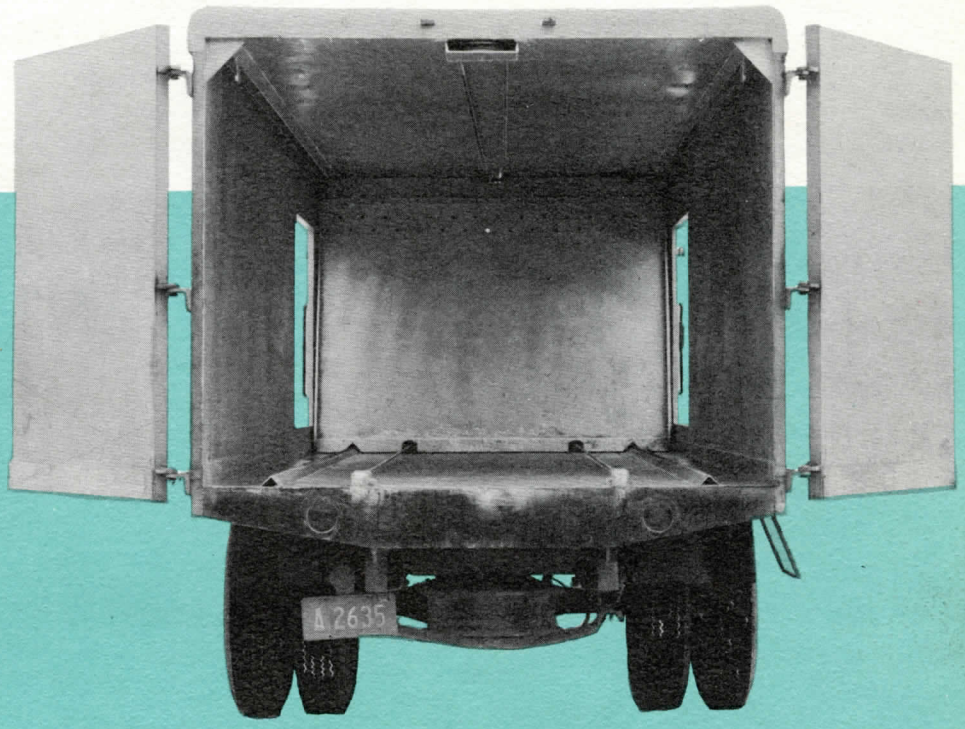


COMPACT — the three operating cables pull the packer plate the length of the body for even, effective compaction. These cables wind on grooved drums of the heavy duty winch assembly.



RETRACT — to bring the packer plate back to the "ready-to-compact" position, the motion is reversed. Return cables wind on the drums as the compacting cables unwind.

VERSATILITY THAT PAYS OFF IN GREATER UTILITY



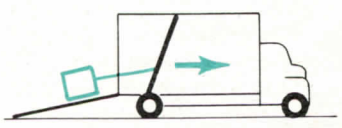
THE ONLY PACKER BODY THAT CAN BE USED AS A GENERAL PURPOSE TRUCK

The square, easy-to-clean, van-type design of the M-B Body makes it ideal for use as a general purpose truck when it is not busy collecting and hauling refuse. Smaller communities will especially find this M-B feature mighty attractive, with one investment giving them both a highly efficient refuse collection unit and a handy, versatile all-around, year 'round truck.

How you can keep your M-B PACKER BODY busy every day---every season

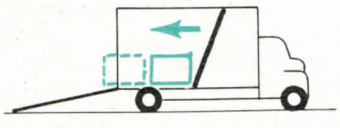
- Haul leaves
- Haul snow
- Haul ashes
- Carry shrubs, trees, nursery stock
- Haul park and playground equipment
- Haul traffic markers and barricades
- Carry tree trimmings, brush and bushes
- Haul Fertilizer, sand or cement—bagged or bulk
- Moving school and office furniture

Becomes a self-loading van-type truck



The large rear doors swing wide open, enabling you to carry large, heavy items. The plate can be employed to pull in the load as it is retracted, since it has full power in either direction.

Easy to unload, too



When you're ready to unload, the Packer plate can again be used. The Plate moves back and pushes out the load.

SAFEST

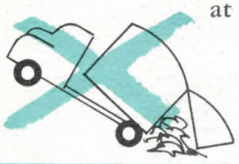
IN EVERY PHASE OF OPERATION

SAFE EASY SIDE LOADING

The M-B Packer Body can be safely loaded from the sidewalk side without danger to the worker from passing traffic or the possibility of being "pinched" between truck and carelessly driven cars. In addition, the loading opening is low, wide and free of complicated projections and mechanisms. Doors are large to accommodate bulky items. *Driver can always see* loaders while they are loading or riding.

SAFE POSITIVE EJECTION UNLOADING

One of the finest safety features of the M-B Packer Body is its method of unloading. Single rear door latch can be operated from the side. The entire load is then ejected completely and cleanly by the packer plate. The body need not be tilted, eliminating the constant danger of "up-ending", which frequently occurs with refuse bodies having a heavy, complicated compaction mechanism on the rear. There is no undue strain on the truck — there is no need for "dead" front end counterweight — no need to chain down truck. The M-B Body can be safely unloaded at any attitude of the truck without any danger of "up-ending." Ideal for unloading over embankments or into sanitary fills.



FOOL-PROOF SAFETY FOR OPERATOR

Every precaution has been taken to provide the utmost safety to the operator. All compaction mechanism is on the inside of the body where it cannot be reached or touched by the workmen. The Packer Plate will positively not operate with either loading door open. The packing cycle can be stopped, if necessary, at any point by opening the loading doors. Large, convenient running boards provide safe riding space for three workers on either side.

FOOL-PROOF SAFETY TO EQUIPMENT

An electric overload safety clutch and limit controls prevent damage to compacting mechanism through accidental overloading. Limit switches are built into the M-B power train to prevent the packer plate from being inadvertently run past the limits of its travel. Electrically operated clutch is pre-set to prevent transmission of excessive packing pressure.

FASTEST IN EVERY PHASE OF OPERATION

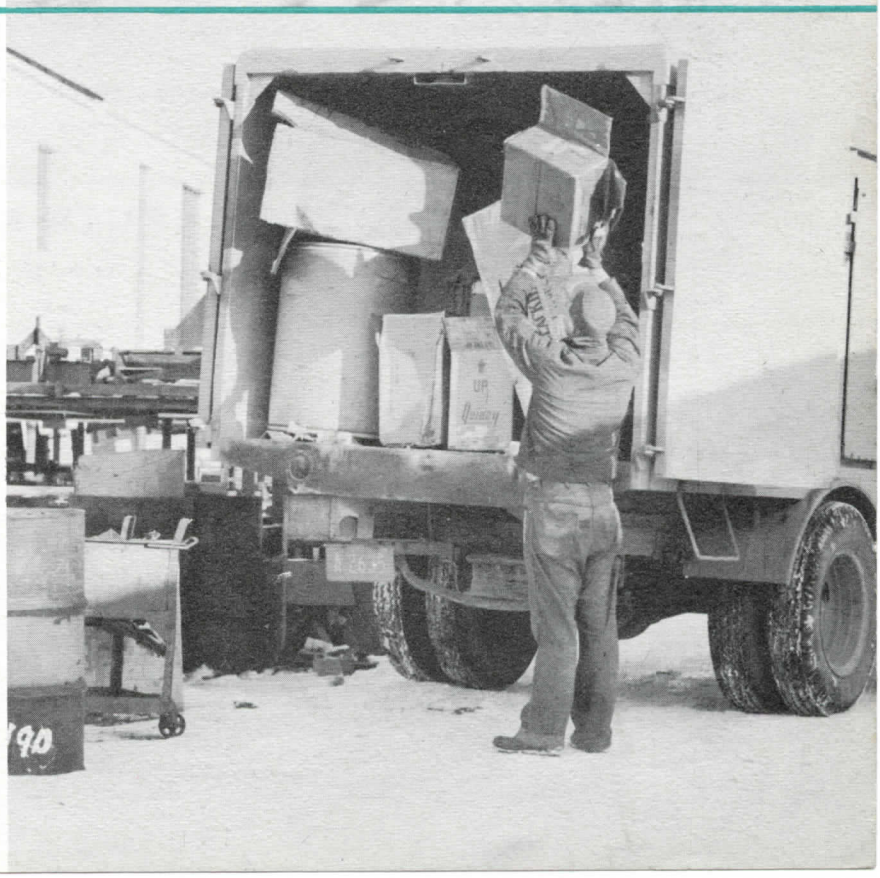
Speed means time saved — and dollars earned. With an M-B Packer Body every phase of collection, loading, compacting, hauling and dumping is faster, safer and more efficient.

With an M-B Packer Body there is no lost time — you cover more blocks, you reduce manhours of labor, you produce more per hour and you save in every phase of operation.

FAST LOADING OF LARGE BULKY ITEMS

Two large side loading doors enable you to throw in big bulky items such as crates, drums, boxes, cans, cartons, etc. without pre-crushing. Just throw them in, using both side doors, as fast as desired. Items too large or salvageable may be loaded on top of the truck. Nothing is left over — no "call-back" trips necessary.

- **FEWER COMPACTION CYCLES**
  More powerful compaction means fewer compaction cycles per load.
- **FASTER COMPACTION CYCLES**
  A complete cycle takes only 10 to 18 seconds — saves time.
- **FEWER TRIPS TO THE DUMP**
  Higher packing pressures and progressive compaction mean more tons of garbage to the load and fewer trips to the dump.
- **FASTER, CLEANER DUMPING**
  Saves time at the dump. Loads are forcibly ejected — quickly, cleanly and completely.
- **MORE MANEUVERABLE**
  Shorter wheelbase trucks enable you to maneuver more readily in narrow alleys and streets.
- **FEWER STEPS FROM CAB TO LOADING DOORS**
  Side loading doors save steps and time for the operator.



SPECIFICATIONS

12 TO 24 CUBIC YARDS AVAILABLE

POWER TAKE-OFF (Forward and Reverse)

POWER REDUCER UNIT (Tulsa Winch) or equal. (Has approximate Safety Factor against breakage of 100% of normal load).

CABLES — Steel. Independent Wire Rope Center. Breaking Point approximately 32 tons.

SHEAVE WHEELS — 1½" Shafts, case hardened. Shafts removed in a few minutes for replacing and locked against rotation.

5 SHEAVE WHEELS on each body.

ALL CABLES and power drive disassembled in approximately 1½ hours.

BODY FLOOR, Sides and Top, 10 and 12 Gauge Steel (Reinforced).

PACKER PLATE — Steel Plate heavily reinforced.

PACKER PLATE rides on wheels on angle track entire length of Body on Floor and Roof Side.

THE ENTIRE BODY is primed with aluminum to provide a protection against rust using special *"MBX"* formula.

FENDERS, RUNNING BOARDS, Steps and Safety Riding Platform are fabricated from heavy steel.

4 BUZZER SIGNALS, buttons front and rear to warn operators, etc.

CLEARANCE LIGHTS and turn signals, etc.

SUMP TANK and drain provided.

2 UNIVERSAL JOINTS on Power Drive Line.

AUTOMATIC ELECTRIC SWITCHES Control Packing and Safety to Operators.

POWER TAKE-OFF and PACKER CONTROL on dash of truck cab for reverse and forward.

TOP CARRYING RACK 6" high — with access ladder.

REAR DOOR Latches controlled from side of body.

ONE 36" WIDE SAFETY LOADING DOOR EACH SIDE OF BODY. Closes flush on inside of body.

	12 Cu. Yd.	14 Cu. Yd.	16 Cu. Yd.	20 Cu. Yd.	24 Cu. Yd.
Inside Clear Length	144 Inches	168 Inches	192 Inches	187 Inches	221 Inches
Useable Length Under Compression	104 Inches	128 Inches	152 Inches	167 Inches	203 Inches
Inside Clear Height	60 Inches	60 Inches	60 Inches	66 Inches	66 Inches
Inside Clear Width	78 Inches	78 Inches	78 Inches	84 Inches	84 Inches
Overall Outside Clear Width	92 Inches	92 Inches	92 Inches	95 Inches	95 Inches
Actual Volume of Compressed Mat'l.	12 Cu. Yds.	14 Cu. Yds.	16 Cu.Yds.	20 Cu. Yds.	24 Cu. Yds.
Approx. Loose Garbage Volume Based on 50% Compression Factor	24-26 Cu. Yd.	28-30 Cu. Yds.	32-34 Cu. Yds.	40-45 Cu. Yds.	48-54 Cu. Yds.
Number Lines of Cable	3	3	3	3	3
Compression Force	1000# Per Sq. Ft.	1000# Per Sq. Ft.	1000# Per Sq. Ft.	1000#/Sq. Ft.	1000#/Sq. Ft.
Approximate Body Weight	5600#	Apprx. 6000#	6400#	7000#	8000#

16·8 18·8

$ 3395.00

F.O.B +400.00 for mounting at factory

Freight 300.00

MINIMUM TRUCK REQUIREMENTS

	12 Cu. Yd.	14 Cu. Yd.	16 Cu. Yd.	20 Cu. Yd.	24 Cu. Yd.
Recommended Chassis Type	Std. or Cab-over Eng.	Std. or Cab-over Eng.	Std. or Cab-over Eng.	Std. or Cab-over Eng.	Std. or Cab-over Eng.
Recommended Chassis Type — Standard	15,000 GVW	16,000 GVW	18,000 GVW	30,000 GVW	35,000 GVW (Recommend Tandem)
Approx. Cab-to-Axle Dimen.	84"	102"	120"	128-130" (or over)	144" (or over)
Tires Recommended	700x20, 10 Ply	7.50x20,10 Ply or Larger	8.25x20, 10 Ply	Truck Mfgrs. Specifications	Truck Mfgrs. Specifications

About 192" W B

Form No. 80

M-B CORPORATION RESERVES THE RIGHT TO ALTER SPECIFICATIONS WITHOUT NOTICE

Patent Pending

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Litho in U.S.A. — M. P.