

CCC INTEGRATED FRONT LOADER (IFL)



*A New Concept in Refuse Vehicles — with
Inherent Advantages and Many Added Features.
Improves Productivity, Cost Less to Own and Operate.*



Crane Carrier Company

The CCC IFL

**The Concept is new
The Components are not!**

NEW CONCEPT

Although a new concept, the IFL is designed and constructed with components and systems already proven in heavy duty service.

PROVEN COMPONENTS

The engine, transmission, axles and rear suspension are industry standards. The advanced design front suspension, new in refuse service, has been used successfully for over 50 years in similar heavy duty service.

RELIABILITY SELF-EVIDENT

The huge packer body, incorporating an improved packing technique, and the simplified lift-mechanism are designed and built in a manner that makes reliability self-evident.

FRAME AND CROSSMEMBERS ELIMINATED

The unique IFL concept permits maximum effective use of space and weight. Frames, rails and cross members are eliminated. Drive components and running gear are attached directly to the packer body. Other components and accessories are located for best operation, load distribution and service.

INHERENT ADVANTAGES

The limitations and compromises imposed on vehicles with separate body and chassis are eliminated. This results in inherent advantages for the IFL . . . a larger body, less weight empty and better load distribution both empty and loaded.

ADDITIONAL FEATURES

In addition to the inherent advantages, the IFL incorporates other outstanding features:

- Better maneuverability
- Greater driver comfort and safety
- Improved container handling
- Advanced front suspension
- Longer body life —
floor replacement eliminated

EASIER MAINTENANCE SERVICE

And, the entire unit is designed with components and accessories located to assure easier maintenance service and repair.

The IFL is designed and built as one complete unit. Components and accessories are located where they are most effective . . . for best weight distribution and serviceability.

The cylindrical body, strategically reinforced, eliminates the need for frame rails and cross members reducing excess weight and obstructions that interfere with component placement.

The low-entry cab is positioned to provide for a horizontally mounted compaction cylinder . . . that packs into the *load* not into the floor. And the cab is ahead, not over the engine, away from the noise and heat.

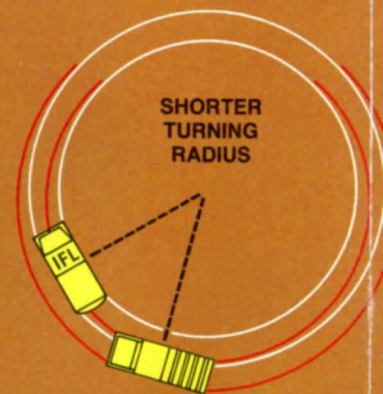
All systems are designed and installed by one manufacturer at one location . . . The CCC factory. This means no confusion between chassis and body company responsibility, no wasted time in shipment for mounting . . . and no pieced-together components or unauthorized modifications of your truck chassis.

35% TO 40% More Body Volume

Thirty-five to forty percent larger body volume means greater payloads on every haul to the landfill.

Better Maneuverability

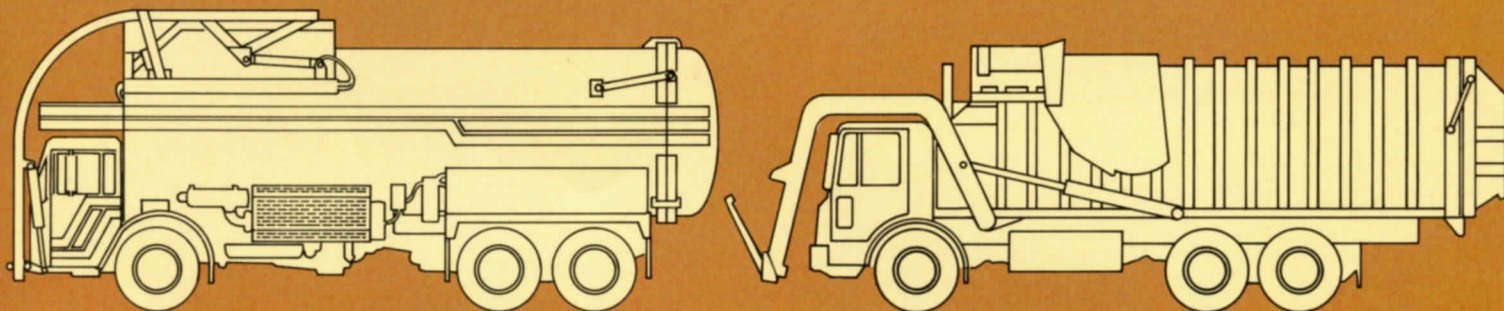
The IFL excels on the route. It easily outmaneuvers vehicles of less capacity. The shorter turning radius makes cornering easier and greatly reduces back-ups. With the powerful big bore engine and heavy duty automatic transmission, the IFL also minimizes waiting time at intersections.



Greater Productivity w

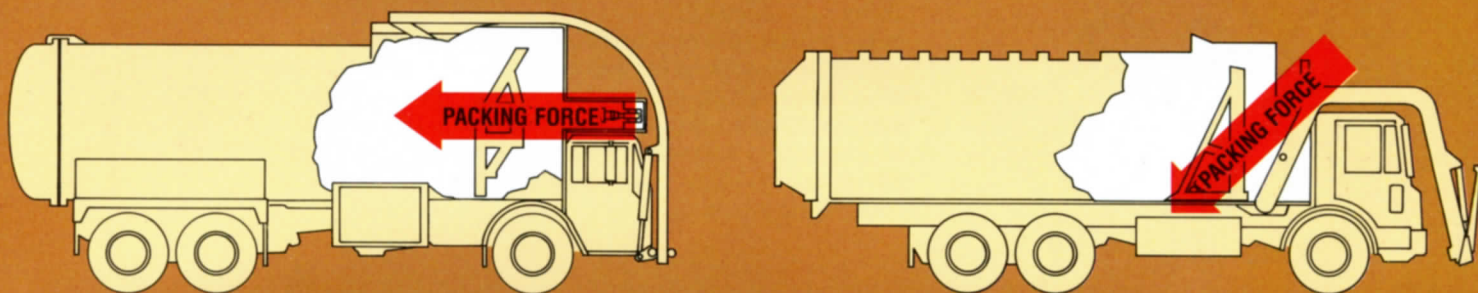
Greater capacity, higher compaction force, quicker route time, faster loading . . . *the result . . . greater productivity.* IFL customers claim they can handle three typical front loader routes with two IFL units!

Typical Body/Chassis Combination



THE IFL IS 5 FEET SHORTER THAN TYPICAL FRONT LOADERS.

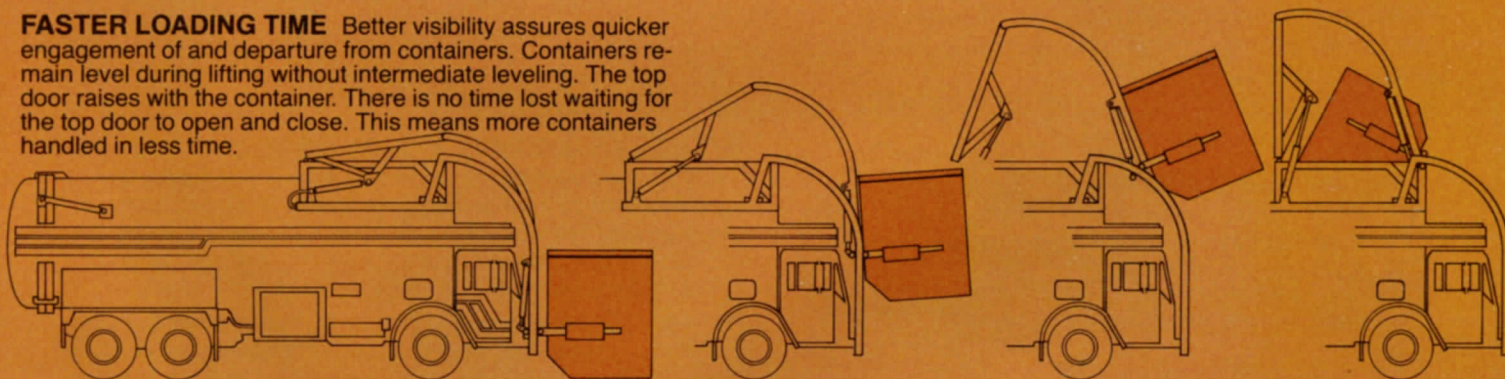
Larger Payloads



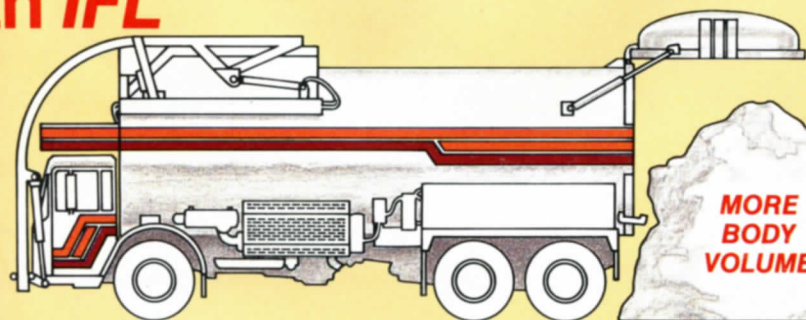
The IFL packing cylinder operates horizontally. All the force is directed into the load not into the floor as with other compaction systems. The result is a 15% increase in effective packing force. Payloads are increased and floor wear is reduced.

Quicker Route Time

FASTER LOADING TIME Better visibility assures quicker engagement of and departure from containers. Containers remain level during lifting without intermediate leveling. The top door raises with the container. There is no time lost waiting for the top door to open and close. This means more containers handled in less time.



with IFL



The IFL Offers . . .

**MORE
BODY
VOLUME**

**HIGHER
COMPACTION
FORCE**

**QUICKER
ROUTE
TIME**

**FASTER
LOADING
TIME**

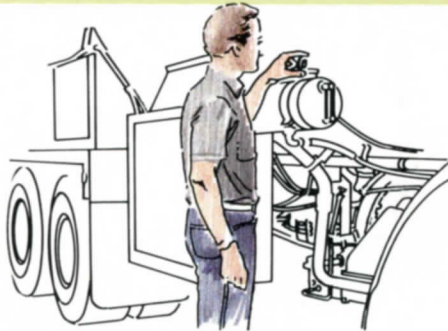
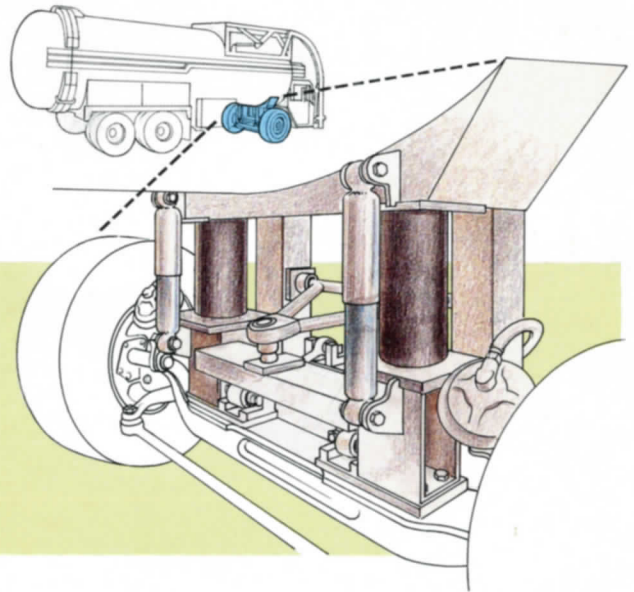
SOME IFL EXCLUSIVE FEATURES

The following are some of the many important features exclusive to the IFL. The unique integrated concept results in design flexibility not possible with other vehicles.

40,000 lb. Front Suspension

Only the IFL has space available for rugged rubber load cushion suspension. Springs and spring shackles are eliminated along with the costly repairs and down-time they cause.

The static load rating of 40,000 lb. is accomplished by a design that provides a smooth ride over the roughest terrain. "It rides like a pickup truck".

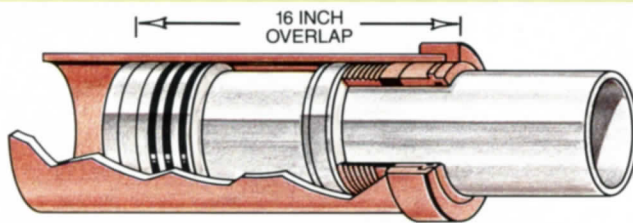
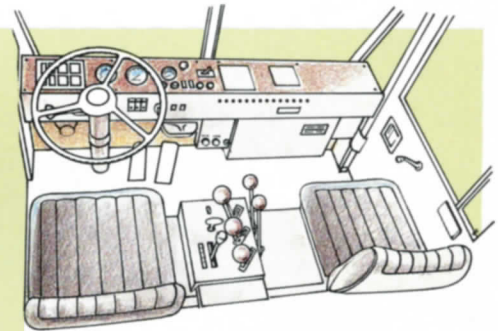


Walk-up Service

(easy component accessibility, quick diagnosis and repair). All components are located and positioned for easy maintenance and repair. Engine, transmission and accessories are readily accessible — routine checks and preventative maintenance schedules are easier to implement because of the convenience of "walk-up service."

Low Stress Operator Environment

(Quieter, cooler, easier to enter and exit) The IFL concept allows virtually unrestricted flexibility in cab design. The insulated cab is roomy and comfortable with controls located for driver convenience . . . not for design convenience. Since it is remote from engine heat and noise, the IFL cab provides a low stress, cool, operator environment. This, combined with excellent visibility, and a tight turning radius builds operator confidence . . . speeds collection and improves safety.



Horizontally Mounted Packer Cylinder

(16" average over-lap between stages). Since space is not a problem . . . the packing system is designed without compromise. The cylinder is positioned to pack directly into the load. This increases compaction and reduces wear on the body floor, guide rails and guide shoes.

Also, since the multi-stage cylinder does not have to fit into a confined space, it is designed with a 16" average over-lap between each stage. This adds greatly to the performance and life of the cylinder.

OTHER STANDARD FEATURES

- All Aluminum Cab
- Front Shock Absorbers
- Lateral Torque Rods
- Modular Instrument Panel
- Hydraulic Tailgate Latch
- Manual Reset Circuit Breakers
- Hydraulic Sight and Temperature Gauge
- Packer Flood Light
- Body Cleanout Hatch
- Windshield Guard
- Back-up Floodlight and Alarm
- Hydraulic Pressure and Return Line Filters
- Polyurethane Paint
- Hot Shift PTO



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