

If you designed
your own refuse
carrier . . .

You'd design
the Crane Carrier
Centurions.





Above: Dual controls allow driver to double as collector
Below: Low step height increases productivity



Above: Versatility of Low Entry is unexcelled
Below: Designed to withstand rough landfill terrain



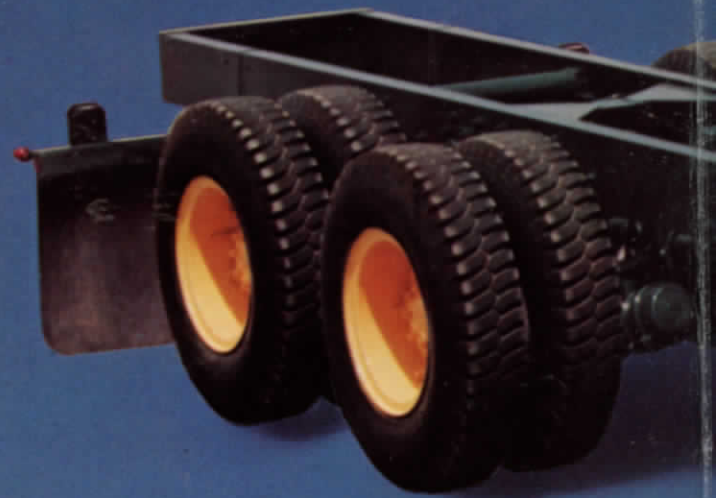
Low Entry Centurion

Just 18 in. from ground to

The Low Entry Centurion is the most manpower-minded built. With low entry access from both sides, and the optional dual controls, it permits the driver to function as a collector. Productivity and efficiency increase.

Dual controls

The Low Entry Centurion's optional dual-control drive controls allow the operator to fully handle all driving functions from either side of the truck. This is important in curbside residential collections. It also means faster scheduled routes resulting in fuel economy, reduced manpower requirements, greater collection, and greater efficiency.



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to cab floor on both sides.

airded refuse carrier ever
option of dual operator
Productivity and

combines driver and
operator. This allows the
operator to ride . . . especially
allows faster completion of
jobs and lower power requirements,



Centurion

Unsurpassed visibility

This Centurion cab with visibility in all directions helps cut down on costly accidents and greatly increases operational efficiency. It means better maneuverability, because drivers see more. That makes him a more confident driver and a more productive one.





Above: Centurion cab designed for refuse service
Below: Increases operational efficiency



Above: Excellent cab visibility
Below: Built-in value throughout





Above: Refuse service requires rugged equipment
Below: CCC frame designed for severe service



Above: Short step increases productivity
Below: Viewing ports eliminate blind spots



Nothing demands more of a vehicle than refuse service.

Refuse collection and hauling may be the toughest duty any vehicle ever encounters.

It's a rugged world of day-in and day-out service. In all types of weather, terrain and job conditions. Where you've got to have a vehicle that can do more than just carry the load. A vehicle that can stand the abuse of tough, demanding service. A world of high failure rates and maintenance costs that most haulers take for granted as part of the industry's high overhead.

When you're out there before dawn and after dusk, you encounter more types of problems than any other kind of service. Drivers back over mailboxes, knock down posts, dent fenders, jump curbs and damage tires. Frames constantly rack and twist. Springs bend, buckle and break. Shackles snap. Frequent front-end repairs and electrical problems are commonplace.

A refuse vehicle really encounters it all. From the muck, mire and ruts of landfills, to old narrow alleyways and busy, traffic-congested expressways.

This type of rugged, ever-changing service demands more from your equipment. Your men. And your budget.

Crane Carrier Company is committed to the refuse industry like no other equipment manufacturer. We believe the chassis should be just as specialized as the body. And that's what we provide.

It's not enough to just carry the load.

While other manufacturers take production trucks and "convert, adapt or modify" them, we start from scratch and totally design our carriers to tackle the abuses of refuse service. Vehicles designed for the men doing the job. Drivers. Collectors. And mechanics.

No matter where you look on a Crane Carrier, you'll find that no detail has been left to chance. Or compromised. From motor mounts to radiators, brakes, spring pins, hanger brackets, crossmembers, torque rods, control linkages, tow-pins, windows . . . you name it.

Refuse service is a tough job. It's the kind of a job for the Crane Carrier Centurions!

Easy to get in . . .

Crane Carrier's engineers, after exhaustive research and testing, designed the Centurions for the "man" in manpower. The Low Entry Centurion model has just a short 18" step into the cab on both sides. A driver can double as a collector . . . and drivers and collectors are less fatigued. This makes them more efficient. With low entry access, they spend more time collecting, less time and effort climbing in and out.

Easy to see out!

Both the Low Entry and standard Centurions feature excellent visibility in all directions. This means greater safety and operational efficiency. There's less chance of backing into autos, "Johnny's" bike or his dog. Blind spots normally encountered have been eliminated with low beltline window-glass and viewing ports in the vulnerable lower right side. Drivers don't dent so many fenders, or knock down fence posts. They see the objects that could cause problems . . . and slow collection.

Up to 1000 abrupt starts and stops per day in collection service.

No other vehicle has to stand up to the beating a refuse vehicle takes. Constant stop-and-go operation with repeated abrupt stops, causes extreme loading on every component. Right down to the bolts holding the driver's seat.

Constant slow speed operation, and powering of the body hydraulics system put severe stress on the engine and other components. Extra cooling must be provided for the engine and transmission to avoid damage from excessive heat.

The constant harsh stops mean the vehicle must have a brake system that goes beyond typical trucks. So each Centurion has increased air tank capacity. Spring parking brakes on all rear axles insure holding ability on hills, and provide extra stopping power in emergencies. And there's an anti-compound valve to guard against spring brake system damage.

This continual sudden start and stop movement means engine and transmission mounts must absorb severe shock loads, as does the drive line, rear axles and suspension. Hanger brackets and other mounts must be specially fabricated to take this punishment. The front suspension must withstand tight turns, quick stops and harsh bumps.

Crane Carrier makes sure each component can go that "extra" mile. The frame, brakes, hardware, suspension and all components must meet the demands of refuse service.

It's this kind of commitment the refuse industry needs. And CCC delivers!

The frame you need is the frame you get.

Each Centurion frame is built of ship channel structural steel to eliminate the severe racking and twisting common to other vehicles.

An all-welded tandem crossmember and special tubular crossmembers are bolted to the frame with high-strength bolts and self-locking nuts. These crossmembers, unlike "stamped" crossmembers that crack and rivets that can't be tightened, take the punishment of refuse service. For additional strength and stability, transverse torque rods are standard on all Centurions.

It's a frame designed for refuse applications, requiring little or no modification for different bodies.

The heavy-duty front bumper protects the cab, sheet metal and radiator. Plus . . . a heavy tow-pin is provided and mounted so you don't pull out the whole front end when stuck . . . a common occurrence for refuse vehicles.

Job-engineered specifically for refuse service.

Typical mass produced vehicles will deliver the load. But they also deliver tremendously high operating costs. The Centurions are designed with the refuse hauler in mind. There's no converting, modifying or "beefing up" process, because only appropriate components have been selected to stand the rigors of refuse service.

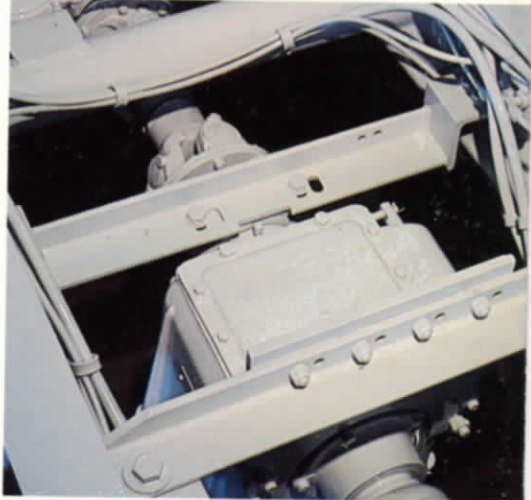
Less delay, less downtime, and less wasted motion result in more production time with more tons collected per man. The Crane Carrier Centurions reduce route times, fuel costs, maintenance and labor. It's this kind of built-in value that pays off in increased productivity, and gives you more for your equipment investment.

The Crane Carrier commitment. In the long haul, it's what makes the difference between a modified production truck and a job-engineered special purpose CCC refuse carrier.

Our coast-to-coast parts depots and dealers know the refuse business. Unlike others, they're prepared and want to service refuse vehicles! That's a big plus when you're trying to run a profitable operation on a tight schedule and budget.



Above: Built for constant stop and start operation
Below: Supports and brackets withstand shocks & stress



Above: Wide-flanged tandem crossmember
Below: Dual controls allow driver to double as collector



“We build carriers ... not trucks!”



Crane Carrier Company

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