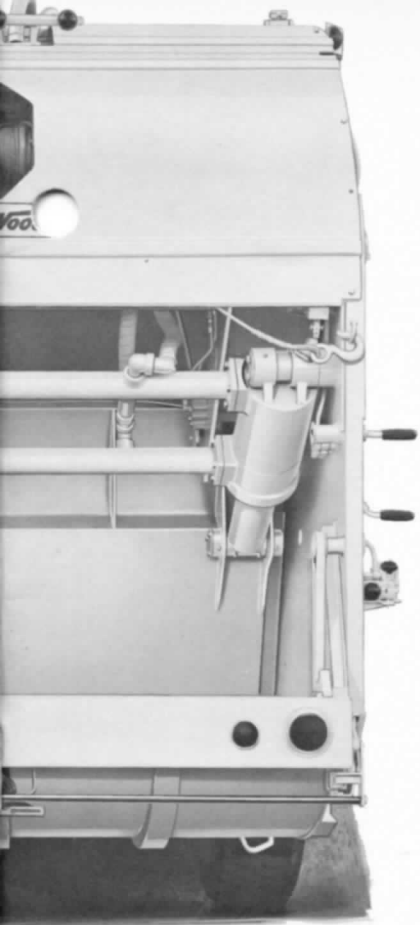




Presenting

THE BIG
BREAK-THROUGH
IN REFUSE
REMOVAL

THE
GarWood
T-100
UNITIZED REFUSE REMOVAL TRUCK



THE
GarWood
T-100
UNITIZED REFUSE REMOVAL TRUCK







Here is the Gar Wood T-100 Series Refuse Removal Truck . . . the big breakthrough, the revolutionary breakthrough in the refuse removal industry.

The T-100 Series offer you new standards in productivity in refuse collection; new standards in operational costs; new features designed to give you more efficient, more economical, and longer lasting vehicles to do your job more efficiently and at a greater profit.

REVOLUTIONARY IN EVERY WAY

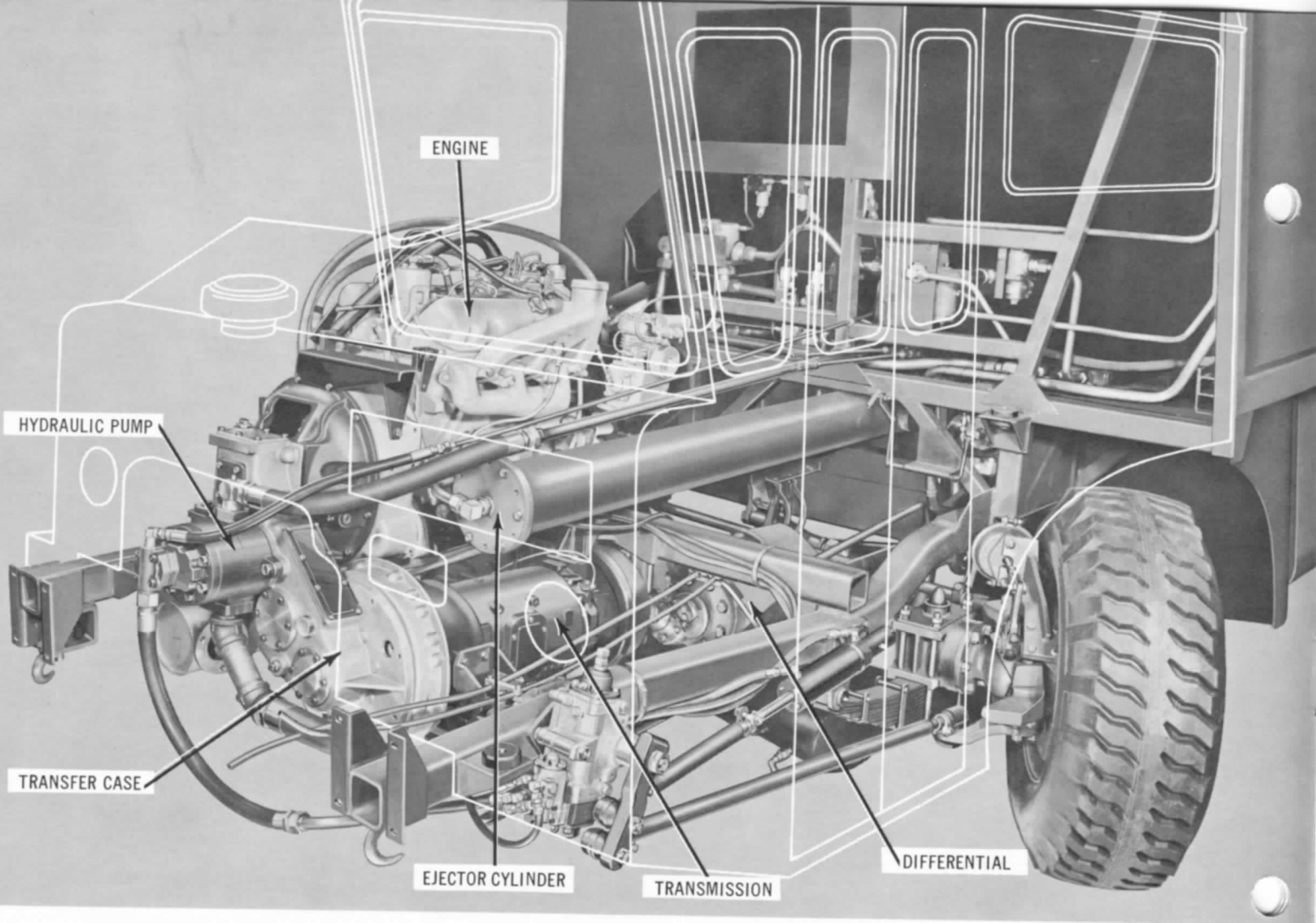
The Gar Wood T-100 is revolutionary in every way . . . in concept, in configuration, in design and performance. In designing the entire unit with an integral body and chassis, Gar Wood has been able to accomplish many things heretofore unattainable on conventional truck mounted units. For instance, the Gar Wood T-100 Series, in a 40 yd. capacity unit, has dimensions only slightly larger than a 25 yd. body on a conventional packer and truck combination. This is done by better utilization of space.

The engine is mounted alongside the driver, cutting down on the overall length of the unit.

The carrying capacity of the body extends down between the two rear wheels. This was accomplished by making the unit a front drive vehicle, thus eliminating the high frame of conventional type trucks that must keep the body above the drive lines, differentials and axles.

The telescopic hoist, which ejects the load, extends between the cab and the engine, again cutting down space and keeping the unit short.

But this configuration and arrangement of components is not the whole story of the T-100 Series. In operation during the past year, performance of the T-100 has been of revolutionary proportions. The big 3 yd. hopper means that it is not necessary to operate the packing mechanism as often. This coupled with the diesel engine and overall efficiency of the unit, has resulted in substantial fuel economy. In addition, as the packing mechanism works on a different principle, a principle which pushes the material straight into the body instead of raising it out of a hopper and then packing, as with conventional type rear loaders, the packing loads of the T-100 have been tremendous.

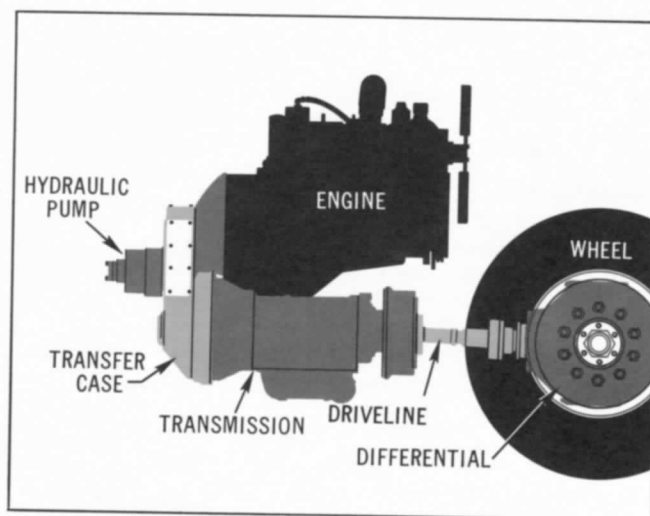


THE UNIQUE, PROVEN POWER TRAIN

The engine is mounted in reverse or backwards to the engine in the conventional truck. That is, the engine output shaft points toward the front. To this engine is attached a transfer case, which drops the power flow below and to the left of the engine. The transfer case connects to an Allison torque-matic transmission. This in turn drives a heavy-duty steering axle.

Every component in this drive system is a product of a reputable and proven manufacturer. Only the highest quality drive components have been utilized. The engine for instance is a GMC Diesel Model DH478. The Allison transmission has, of course, been proven on literally millions of trucks, and the axle is a heavy-duty 26,000 lb. steering axle manufactured by FWD Corporation, one of the world's leading manufacturers of heavy-duty four-wheel drive vehicles.

This revolutionary drive offers several advantages for a refuse removal truck. First of all, it conserves space. The driver sits right alongside the engine and the telescopic hoist too, fits snugly between the two, eliminating the necessary space for an ejection telescopic hoist within the body, as with conventional chassis.



In addition, the exclusive transfer case eliminates the requirement for a PTO, one of the biggest maintenance items on any packer. Power for the entire hydraulic system is taken directly off the transfer case. This feature alone is one of the most important maintenance saving items of the Gar Wood T-100.

This means that full engine horsepower for all hydraulic operations is taken off before the engine transmission. Not only does this mean that you can get full power into your hydraulic system, but it likewise means that there is less wear and tear on the transmission. There are no PTO gears to mesh with the gears of the transmission. There is no revving up of the transmission in order to get power for your packing cycle. It means there is no PTO to wear and no PTO to wear the transmission. It takes all the strain off the transmission during the packing cycle.

The Allison transmission also provides many advantages over conventional type packers. First of all, it means that one of the biggest maintenance items of conventional type packers, that of clutch wear, is completely eliminated. Perhaps no piece of equipment causes so much clutch wear as does a packer. Clutching and declutching is an operation that happens often every fifty feet. Operators are inclined to ride the clutch. In addition to clutch wear and replacement, there is also the item of constant clutch adjustment.

The Allison transmission eliminates all this, and also means greater productivity from your crew for it reduces operator fatigue. Heavy duty declutching is a tedious job in the larger packers.

The Allison transmission likewise means greater fuel economy for the engine is always operating in an optimum range.

From the Allison Transmission, a short driveline hitches directly into a 26,000 lb. steering axle. This extra heavy duty "live" steering axle was incorporated into the T-100 for longer differential life under the constant stop and go operations of refuse collection.

As standard equipment, Gar Wood's front axle drive has a differential lock. Here is another item that on conventional trucks is an optional item often at \$600 to \$700 additional.

Here is the best, finest power train that money can buy. Every major component is proven, every component is backed by a major manufacturer. Gar Wood engineers selected these well-known and reliable components, and with ingenuity, advanced engineering and long testing, arranged them into a unique and completely revolutionary flow of power compatible with the design of an overall vehicle intended solely for the job of refuse collection.

EXTRA POWER... EASY OPERATION

Full power steering is standard equipment on the T-100. Big, high flotation tires, coupled with the Gar Wood power train, provide exceptional traction for the Gar Wood T-100.

Because you are pulling rather than pushing a dead axle, you are able to get in and out of soft ground easier and faster. You are pulling the load out, rather than pushing the dead weight of a front axle which tends to mar down the front with the rear drive units.

Front wheel drive is the automotive concept of tomorrow. It is here today with the Gar Wood T-100.

Front wheel drive makes possible a more compact unit, a lighter weight unit. It provides better weight distribution, better traction. There is no high frame required that wastes valuable space beneath the truck for the driveline, differentials, and rear axles.

SPLIT BRAKE SYSTEM

The Gar Wood T-100 has exceptional braking capacity. It is an all wheel brake system, but more than that, it is a split system. This split brake system is furnished as standard equipment in all Gar Wood T-100 Series. The split system now required by law in many states, and often referred to as the fail-safe system, provides two separate air tanks and should there be a break in the system, there is always a reserve providing braking capacity to at least three wheels. This system is standard on the T-100.

The rear brakes in the Gar Wood T-100 are the self-adjusting type, still another example of the features offered at standard cost in the Gar Wood T-100.

REAR SUSPENSION

The rear suspension incorporates a cantilever spring for each wheel. This is fastened to the body. Mounted at the side is a suspension arm assembly. The left shaft connects the suspension arm to the body. The wheel is attached at the other end of the suspension arm. The spring fits into the system at the bottom. This provides an exceptionally rugged and stable suspension for the Gar Wood T-100. Each spring provides 12,000 lbs. spring capacity at each wheel. Almost 30% more spring capacity than is provided in most conventional truck mounted packers. Still another example of the ruggedness and quality built into Gar Wood T-100.

Here is a unique arrangement and revolutionary utilization of proven standard components. A front wheel drive that offers all the advantages of maximum utilization of space, greater traction, a unique and revolutionary rear suspension that provides greater stability not only from its design, but also because it makes possible a much lower center of gravity than conventional packers mounted several feet higher on the truck frame.

THE PACKING CYCLE

One control knob operates the entire cycle automatically. The panel raises, and swings back. It then drops to the loading level. Here there is enough force to crush two by fours or other large objects.

The packer then begins its direct compaction thrust. At this point it has taken only thirteen seconds. Your reloading time with the Gar Wood T-100 is just thirteen seconds. The packer makes its power thrust packing the material straight into the body. The entire cycle taking but twenty seconds.

This fast cycle, coupled with the big 3 yard hopper, which means it is necessary to operate this cycle less often, means greater fuel economy.

But there is still more to the packing cycle. The diagram shows the Gar Wood T-100 packing cycle.

The two large cylinders at the top raise the entire mechanism which, of course, moves the pivot point upward. These are 5 inch cylinders.

The packing cylinders then retract the packing panel.

The top cylinders then lower the pivot point down.

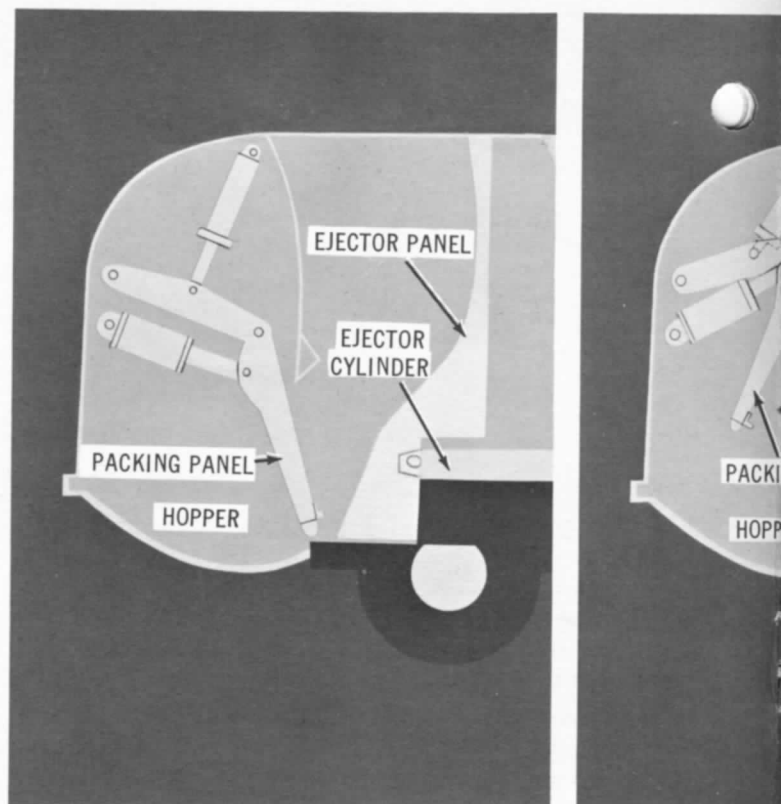
Powerful 8 inch packing cylinders then move the packer into a direct thrust, compacting the material into the body.

Another interesting and unique feature of the Gar Wood packer is that after the compaction stroke is complete, the panel moves upward. A small 3 inch ledge on the packing panel edge is one of the secrets that contributes to the tremendous loads it has been achieving in tests of the T-100 throughout the country. Actually, what this final, short upward thrust with this 3 inch ledge does is eliminate a column build-up during the entire loading of the packer.

In the conventional packer, the continual packing thrusts tend to build-up a column straight towards the front. Until this column is broken by continual packing pressure or sliding up the ejector panel, none of the load moves towards the top. With the Gar Wood cycle, this final lift at the end of the packing cycle, assists in packing the top part of the body right from the beginning by eliminating the column build-up.

FULL POWER CONTROLS

Another unique thing about the Gar Wood packing cycle is its control. The Gar Wood T-100 has full power control. However, instead of the troublesome electric systems which actuate some packers, Gar Wood's are full hydraulic power control, working much like power brakes or power steering. One control knob operates the entire packing cycle.



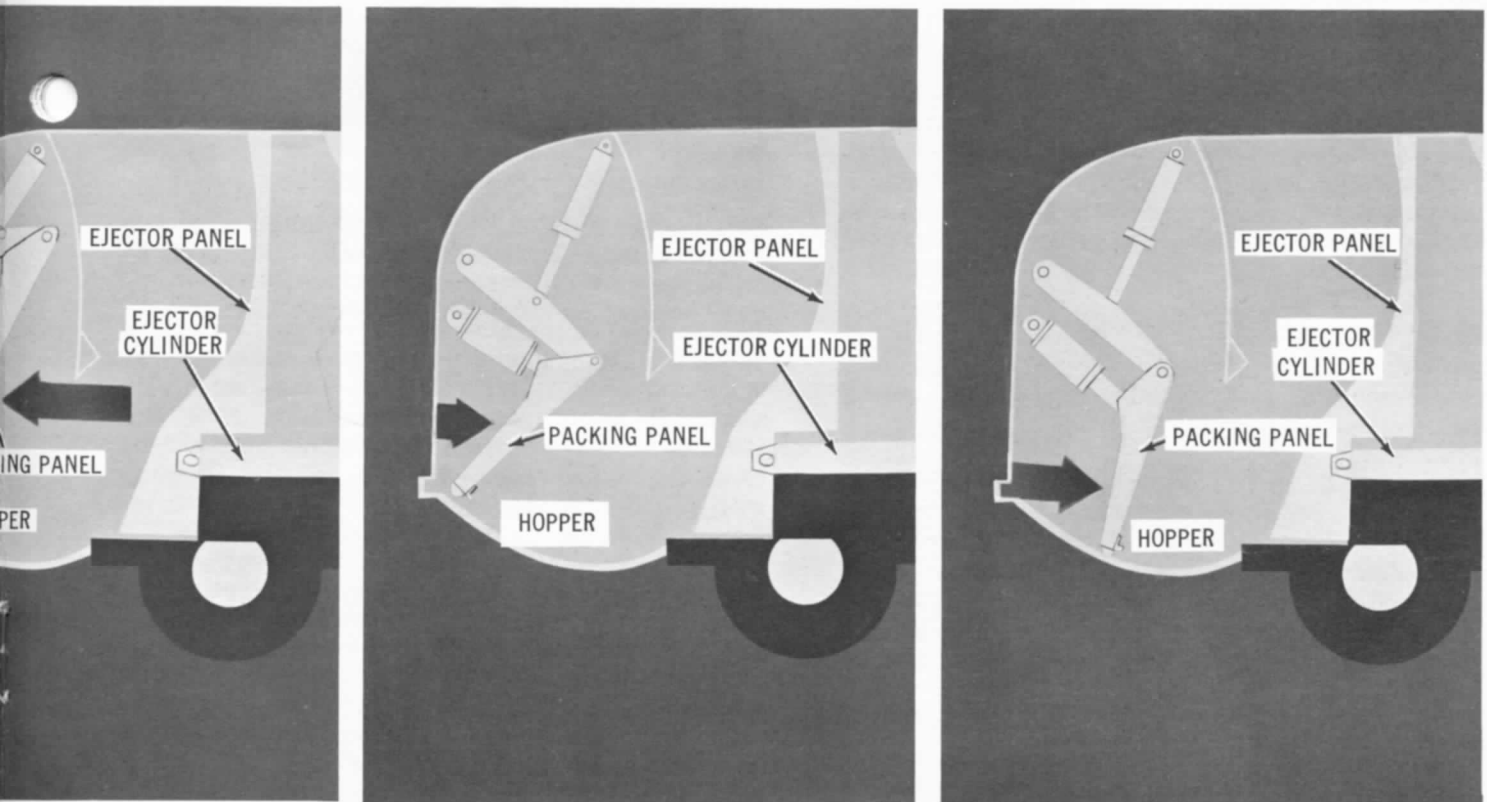
The power control system is operated by a separate hydraulic circuit from a pump mounted piggyback to the main pump on the transfer case.

There is another big feature of the Gar Wood packer. Because it is an integral designed chassis and body, Gar Wood was able to utilize the air supply required for the brakes to accelerate the engine for the packing cycle. By utilizing air the problem of troublesome engine speed control solenoids is eliminated.

In addition to the automatic cycle, Gar Wood has complete independent control of the entire cycle. The top cylinders can be operated independently, raising the panel. The panel packing cylinders, likewise, can be operated independently. This means that operators have full control over the packing panel, and can achieve any position in its cycle at any time desired. This is especially helpful when large objects are being loaded, as the panel can be controlled accurately to crush the objects before packing them into the body.

The Gar Wood packing cycle is absolutely jam-proof. There is no way that the packing cycle can jam. There is never any reason to have to reverse it to dislodge objects or to coordinate multiple panels or moveable hoppers.

Remember we stated before that the Gar Wood packer was achieving tremendous loads. Its packing efficiency is setting standards heretofore unattainable by any type of compaction unit. There



are several reasons for this. The efficiency of the packing cycle itself, the power of the packing cylinders, the final lift of the packing panel eliminating the build up of a packed column of material. But perhaps the biggest reason that the Gar Wood packing cycle achieves the biggest possible loads, is the general theory of the entire piece of equipment. Packing cycles on conventional trucks must serve two functions. First, they must lift the material from the hopper to the floor of the body. The floor, of course, being at the top of the truck frame. Only after this material is lifted, can the second step, that of applying packing force to the load, be achieved.

Because the Gar Wood packer's body extends almost to the bottom of the hopper extending down between the wheels, compaction is directly into the body. There is no loading action required of the packing cycle.

COMPLETE SANITATION

There is still another point we would like to bring out about the T-100 Series. It, like all Gar Wood packers, is completely enclosed and provides the greatest possible sanitation. There is a panel extending down to the radius point of the packing panel. The load is never exposed above the packing panel. This panel also protects the packing cylinders by keeping them from working in the refuse. The front, likewise, is fully enclosed with the Gar Wood T-100.

THREE YARD HOPPER

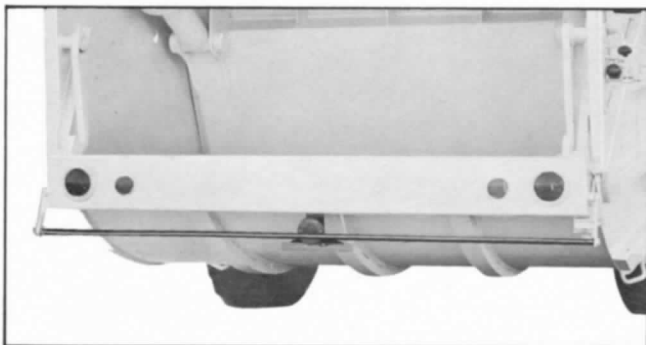
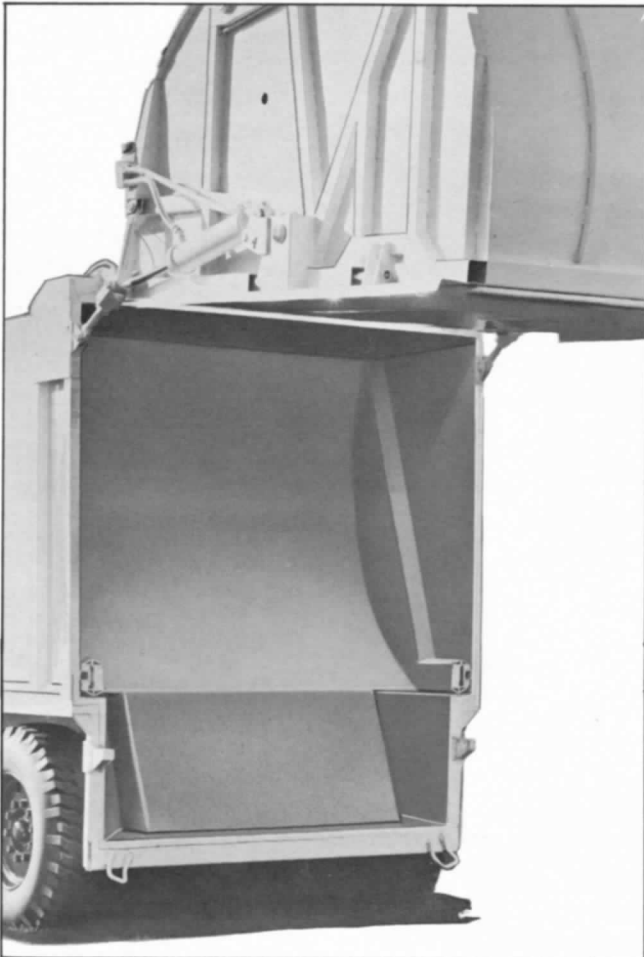
The Gar Wood hopper is the largest hopper on the market. 3 yards of material can be loaded into this hopper. It is 80" wide, and has a 38" clearance above the retract of the packing panel. Note too while we are discussing the back end of the T-100, the convenient optional riding steps. There is plenty of room for the crewmen to ride between stops.

Notice also the sturdy loading sill, and the recessed lights mounted in rubber to provide a neat appearance and less maintenance.



THE EJECTION PANEL FUNCTION

The ejection panel serves two purposes. It ejects the load, and assists in the compaction function. There is a mold board curvature designed into the T-100 ejection panel. This curvature tends to guide the material up to the top of the body assuring a full compacted load to every corner of the top of the body.



Another big feature of the Gar Wood packing cycle is the safety rod which extends the full width of the hopper. The cycle can be stopped at any point by merely applying pressure with the knee or hand to this rod. This provides the ultimate in safety of operation.

UNITIZED FRAME AND BODY DESIGN

The front frame for the Gar Wood unit is wide at the beginning, narrows down for the front wheels. This front frame is welded to a fabricated boxed support for the body.

The packer itself is of frameless design. The longitudinal strength is built-in to the body itself by its shape and built-in strength.

And remember, because of the design of the Gar Wood packer, the telescopic hoist is not contained within the body. There is no room lost. The telescopic hoist operating the ejection panel fits between the driver and the engine. This means that the entire cubic capacity of the body is available for carrying the load.

WHEEL ASSIST FOR ADVERSE OPERATIONS

For soft adverse land fill operations, Gar Wood provides an optional hydraulic assist for the rear wheels. This is a device of hydraulic motors for each wheel which operates a pinion on the gears attached to the brake drum of each rear wheel. This high-torque, low-speed system will pull you out of the roughest land fill operation. It is easily engaged and has a maximum speed of approximately two miles per hour.

GREATEST FUEL ECONOMY

Fuel economy is one of the big features of the Gar Wood T-100. In actual tests during an eight hour day in residential stop and go collection, the units in the field have been averaging between 7 and 10 gallons per day. There are six reasons for this efficiency, which on tests was $\frac{1}{2}$ to $\frac{1}{3}$ less fuel consumption than competitive gasoline type packers.

1. First of all is the efficiency of the modern diesel engine itself. The vast improvement in diesel engines over the past few years has made it feasible to utilize diesel engines in packers. The fuel consumption reduction is tremendous.
2. The second reason that Gar Wood uses less fuel is because of its larger hopper, a big 3 yards. In actual tests on residential routes, the Gar Wood 3 yard hopper averaged as much as 19 and 20 cans of refuse before it was necessary to compact.
Reducing the number of times you rev up the engine to compact, means big fuel economy savings over a day, week or year's operation.
3. The third reason that the Gar Wood T-100 utilizes less fuel is its speed. Its 20 second cycle is $\frac{1}{2}$ that of many competitive units. The faster cycle, of course, means that the engine is accel-

erated a shorter length of time. Add this to the fewer number of packing cycles necessary and it means big fuel economy.

4. A fourth reason that the Gar Wood unit uses less fuel is its overall kinematic efficiency and simplified packing operation.
5. A fifth reason, the T-100 operates at a lower pressure and utilizes less horsepower per cubic yard of compacted material, again providing big fuel economy over conventional type packers.
6. The sixth reason for fuel economy is that Gar Wood takes its hydraulic power off the transfer box before the Allison transmission. This means that when you are accelerating up for the packing cycle, you are not revving up the transmission. Not only does this save wear and tear on the transmission, but it means that less horsepower is required from the engine, as it is directly turning the pump, rather than powering a transmission, a power take-off, driveline, and probably hanger bearings and universal joints to power the pump.

SUPERIOR GAR WOOD HYDRAULIC SYSTEM

As you well know, the hydraulics are one of the most important functions in any packer. Hydraulics, likewise, can be one of the biggest maintenance items. But with the Gar Wood T-100, you are assured the finest hydraulic pump available today.

The Gar Wood three piece laminated housing assures positive accuracy in manufacture. This precision, together with full ball bearings on all shafts, makes the Gar Wood pump more efficient. The double race ball bearings insure longer life, less damage and wear from extreme pressure. The

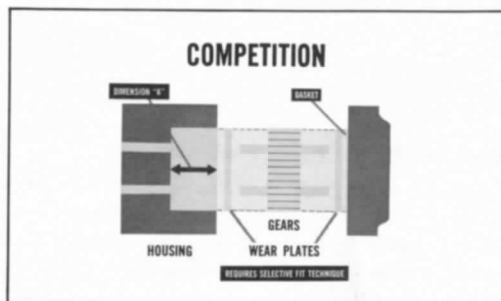
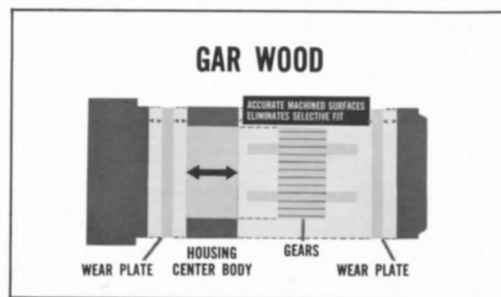
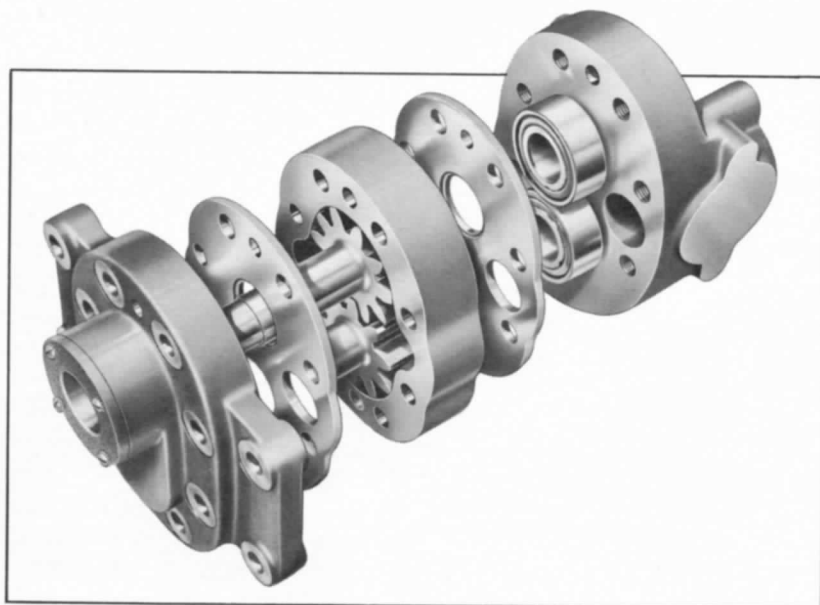
one piece gear and shaft means greater strength, reduces deflections due to pressure.

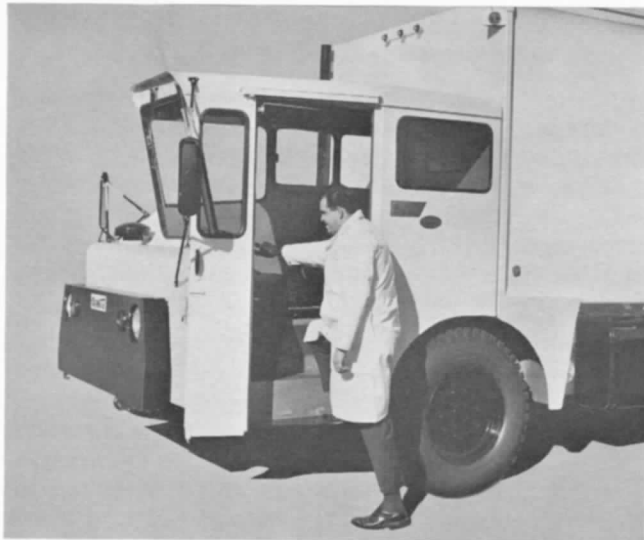
The Gar Wood pump is easy to maintain too. Wear plates are reversible and replaceable. They are sandwiched between the pump and the housing eliminating the need for gaskets or selective fit of the gears. There is no need to send the Gar Wood pump back to the factory. Most maintenance items such as wear plate changes or gear changes can be done in the field.

Let us show you with these two diagrams what we mean by the superiority of Gar Wood's three piece laminated design. This design guarantees precision in manufacturing and in reassembly after maintenance. All items are machined straight through, and by assembly in sandwich fashion, exact tolerances are assured in every pump. Most competitors bore the housing, an extremely difficult tolerance to maintain. As a result, gaskets must be used to assure correct clearances. Maintenance is also difficult, as selective fit of gaskets and gears is also required upon reassembly. Gar Wood's pump is better in all ways . . . in operation, in service, in maintenance, and in longer life.

And remember too, in talking hydraulics, that Gar Wood eliminates the power take-off, perhaps the most troublesome maintenance item in any piece of heavy hydraulically operated equipment. The elimination of the power take-off by taking the power directly from the transfer box, before the transmission, completely eliminates troublesome power take-off problems. It also means longer life for the transmission. Many times power take-off failure means damage to your expensive engine transmission. This is a problem completely eliminated by the Gar Wood T-100.

Another feature of the Gar Wood hydraulic system is that it operates at only 1000 psi. This, of course, means longer life for the hoses, pump, valves and all phases of the hydraulic system.





WALK-IN TYPE CAB

The cab of the T-100 Series packer leaves nothing to be desired in quality, comfort and efficiency. First of all, notice the complete visibility that is afforded the operator from his cab position. Drivers who have worked the T-140 say it compares favorably with the operation of an automobile, in comfort, visibility and ease of handling. It's hardly like driving a truck at all, they say.

A comfortable, fully adjustable bucket seat is available for the driver. Notice that the doors open easily and a step into type cab makes it easy for the driver to be a member of the loading crew, rather than only a driver.

Another reason that the drivers prefer the T-140 is, of course, its automatic transmission. Perhaps no unit on the road requires the clutching as does a packer unit. With the Gar Wood T-100, there is less operator fatigue. The operator can easily become part of the loading crew, speeding up the operation or reducing cost.

REAR CONTAINER SYSTEM

Both front and rear container systems are available with the Gar Wood T-100 Series. There is a rear hydraulic winch which will handle containers up to 10 yd. The containers are easily attached to the body. There are no extension panels necessary as the T-100 Series is factory designed to accommodate containers.

The hydraulic winch has infinite control in either direction, providing maximum safety in operation and control of the container during dumping.

And another feature of the Gar Wood container system is that the full load can be dumped at once. Unlike moveable hopper units, it is not necessary to dump part of the load, then lower the container while the moveable hopper raises to cycle its full hopper. Gar Wood speeds the operation up.

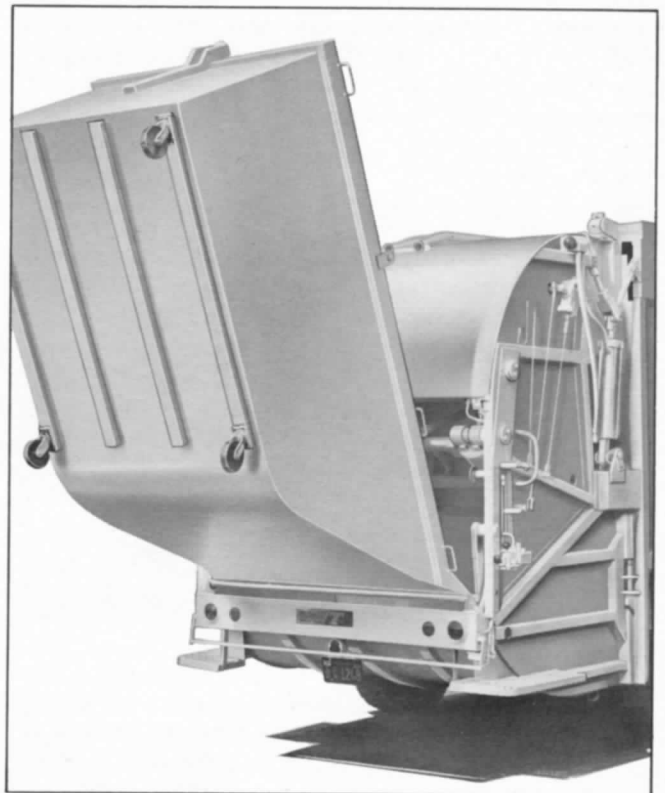
FRONT CONTAINER SYSTEM

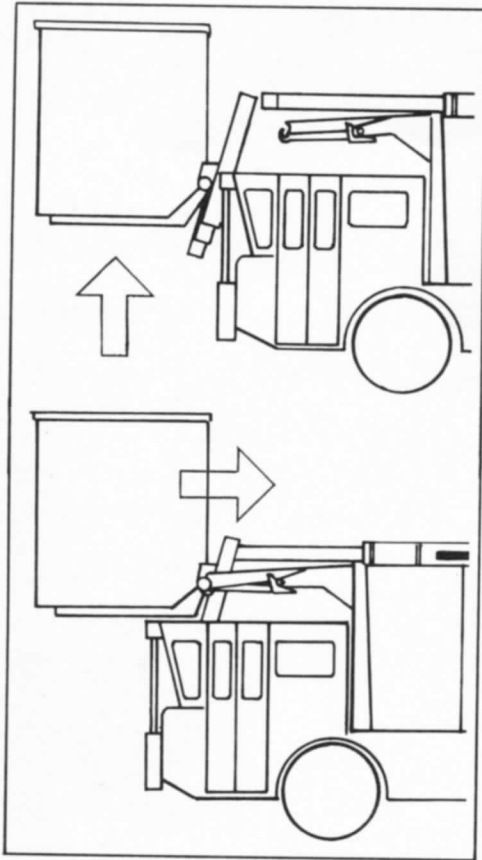
Here again Gar Wood engineers have developed a new, superior system of containers. Most containers swing up in an arc like motion. Gar Wood utilizes an action much like that of a fork lift truck. The load is lifted straight up with no tipping whatsoever. The container is then retracted back over the cab, and does not dump until it is at the opening of the top of the body.

This means greater safety and stability during the entire cycle. It is fast. An 8 yd. container can be raised, dumped and lowered in just 40 seconds. This system insures greater sanitation, as the container is not tipped until it reaches the opening.

The Gar Wood T-100 is available as a front loader only, providing the best front loading container collection unit on the market today. Better in all ways. Faster, bigger loads, greater fuel economy, in fact all the features which we have talked about make it the best front loader on the market. The unit is exactly as we have described, with the exception of instead of the rear loading mechanism and rear hopper, a big top hinged straight door retains the load. This door is hydraulically raised for dumping.

Containers are picked by the front loading mechanism from underneath the containers. This means that all containers, regardless of size can be adapted for the T-100 easily and at low cost. In addition Gar Wood exclusive front loaders are self aligning . . . there's no precision packaging of the truck to insert pick up arm in the container slots.





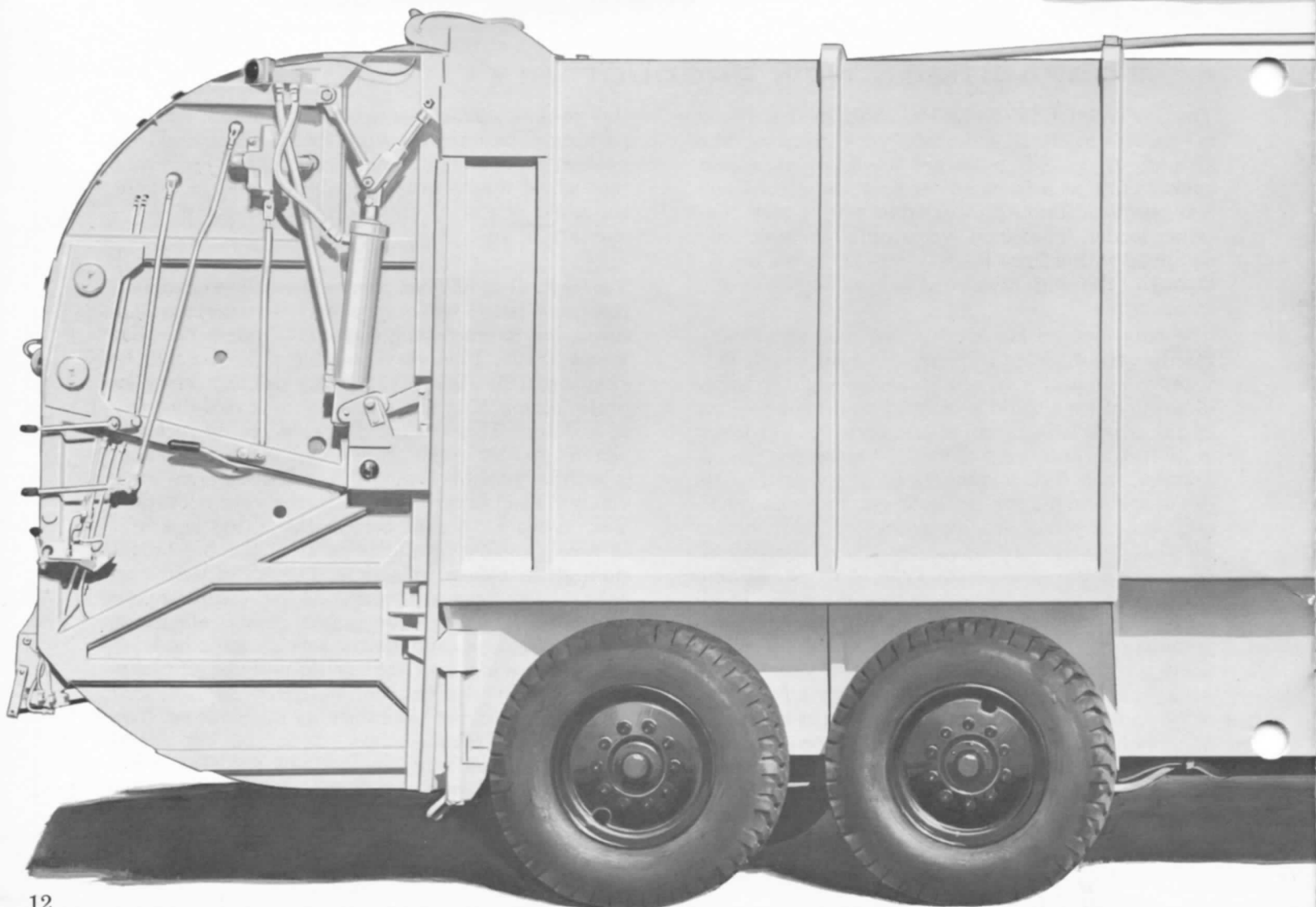
NEW CAPACITIES...NEW PRODUCTIVITY

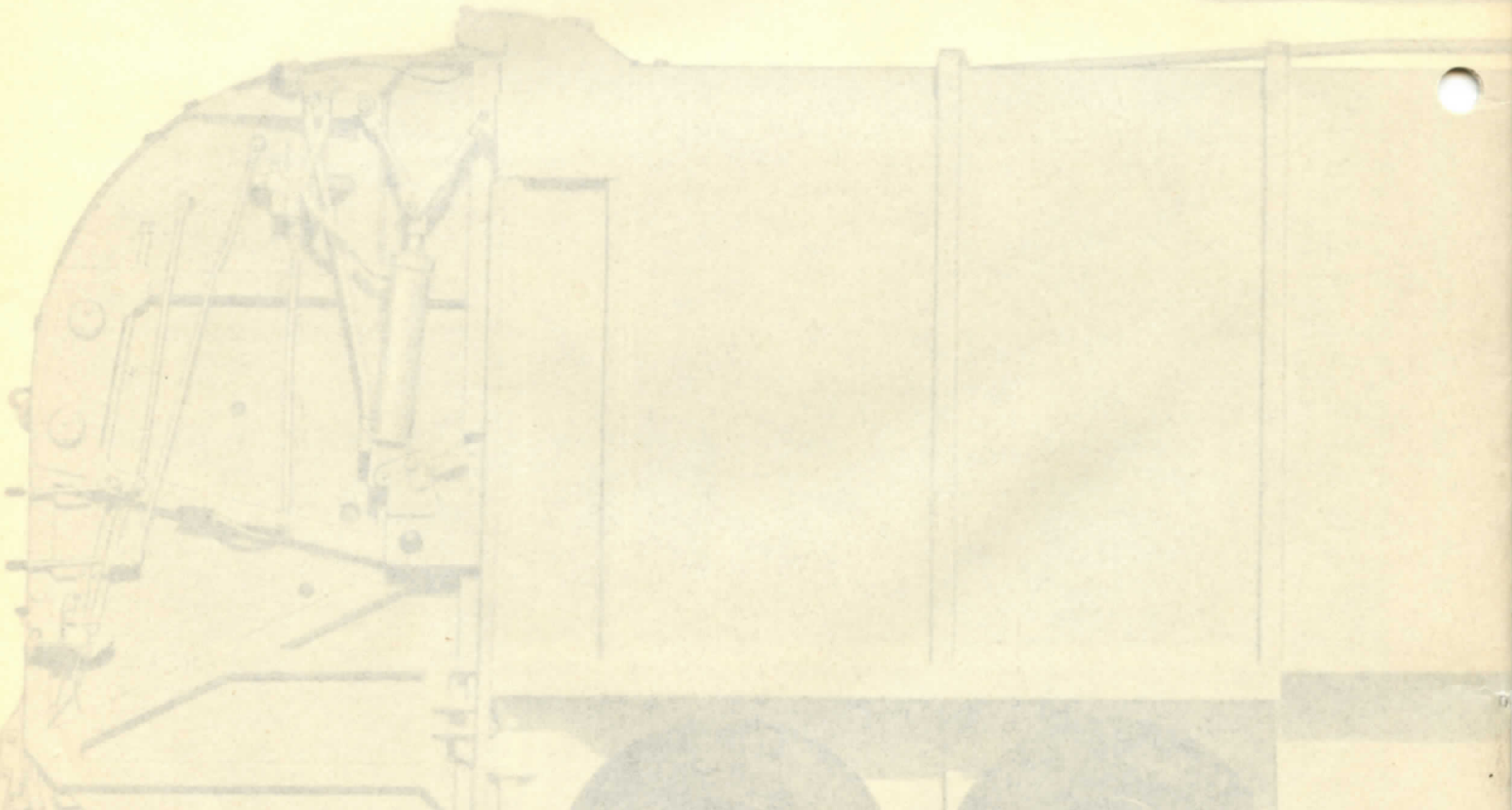
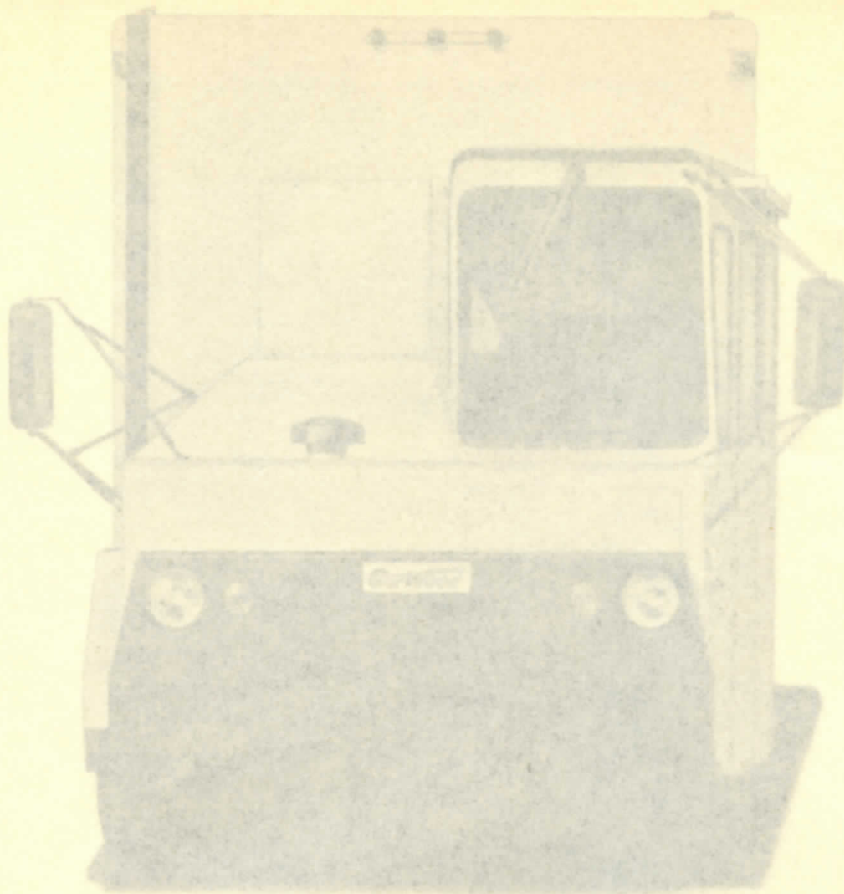
The Gar Wood T-100 Series Refuse Collection Truck is available in 30, 40 and 50 cu. yd. capacities. The 30 and 40 cu. yd. units are available as a rear packer only, as a front loader only, as a front and rear combination. Also available with a rear container loader. The 50 cu. yd. unit is available only equipped with a front loader. Here is the big breakthrough, the big revolution in refuse collection equipment.

The only unit on the market designed specifically for the job of refuse collection. A unit which provides you capacity in units of only slightly larger dimensions than today's conventional type packers of 25 cu. yd. It is a unit with superior power train, with the hydraulics taken off before the transmission. The transmission is fully automatic. Its drive components are so arranged to make maximum use of the space. Its front end drive brings for the first time to refuse collection equipment, the superiority of this new type of drive, gaining wide acceptance in the automobile industry. In all probability, two or three years from now perhaps your next car will be a front end drive. Here is a front end drive available today in your refuse collection truck. Gar Wood by making a front end drive unit, makes maximum utilization of the space, as there is no wasted space of a driveline extending to the rear requiring a high truck frame for body mounting. The Gar Wood T-100 obtains the biggest load because of its superior compaction and because

the packing panel serves one function, that of packing. The unique suspension of the Gar Wood packer, independent mounting of each individual rear wheel means greater stability, and of course, the lower center of gravity adds still more to the stability of your unit.

Yes, regardless of what your refuse collection operation may be, it will pay you to give serious consideration to employing the revolutionary new Gar Wood T-100. It is very possible that you will be able with the T-100 to collect all day on your route, eliminating the necessity of a mid-day trip to a dump. Think what this alone could mean to you in greater productivity and reduced cost. It is entirely possible that with the T-100 Series truck you will need fewer units to handle your operation. Yes, as we have said before, the T-100 is a unit of revolutionary proportions. It is the big breakthrough in refuse collection. The T-100 offers an entirely new concept of operation that means greater profits to the private contractor, greater efficiency, faster operation, and better service for a municipality. Here is a unit that could perhaps eliminate the necessity for transfer stations. A unit that could eliminate the need for area incinerators. Yes, the T-100 is revolutionary. It is the big breakthrough. Let us help you see how the Gar Wood T-100 unitized refuse removal truck will fit into your individual refuse collection operation.





GarWood INDUSTRIES, INC. WAYNE, MICH. • RICHMOND, CALIF.

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