



Gar Wood

T-100 SERIES REFUSE TRUCKS

The Gar Wood T-100 refuse truck is a new revolutionary self-contained unit unique in design, operation and appearance. By mounting the engine forward of the driving front axle, Gar Wood engineers were able to design and build a new type, unitized packer-truck capable of hauling 40 cubic yards of refuse in an overall length comparable to many conventional 25-yard truck-mounted packer bodies.

By designing an integral unit, Gar Wood was able to achieve better weight distribution, greater maneuverability, greater performance and capacity, in addition to lower total overall operating costs.

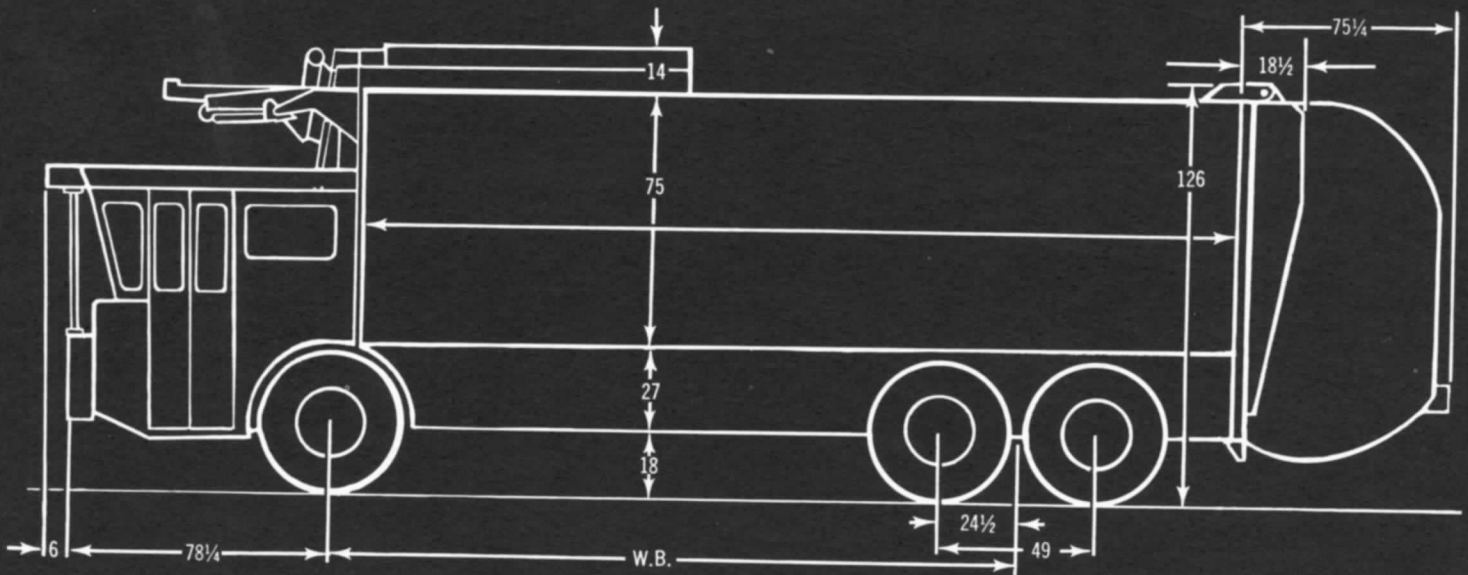
Vehicle Specifications

Maximum GVW rating	50,000 lbs.
Engine	Cummins Model V8-185, 185 hp @ 3300 rpm
Transmission	Allison automatic Model MT-41
Type of drive	Front wheel with traction lock
Track, front and rear	80 $\frac{3}{4}$ "
Maximum speed	55 mph

Truck pictured may be shown with other than standard equipment.

Packer Specifications

Hopper capacity	3 cubic yards
Loading height	35"
Hopper width	80"
Opening size, vertical clearance	38"
Packing cycle	20 seconds
Reloading cycle	7 seconds
Ejection cycle	13 seconds



Model	Description	Total Length	WB	Body Length	Tandem To Rear	Vehicle Weight		
						Total	Front	Rear
T-130L	With rear packer gate	330	136½	181½	115¼	22,900	9,700	13,200
T-140L	With rear packer gate	398	191½	236½	128	23,500	10,000	13,500
T-130LR	With rear packer gate and rear loader	330	136½	181½	115¼	23,050	9,775	13,275
T-140LR	With rear packer gate and rear loader	398	191½	236½	128	23,650	10,075	13,575
T-130F	With front loader and straight gate	292¼	136½	181½	71½	21,900	9,700	12,200
T-140F	With front loader and straight gate	347¼	180	236½	83	22,500	10,000	12,500
T-150F	With front loader and straight gate	402¼	191½	291½	126½	23,100	10,300	12,800
T-130FL	With front loader and rear packer gate	336	136½	181½	115¼	24,900	10,700	14,200
T-140FL	With front loader and rear packer gate	404	180	236½	139½	25,500	11,000	14,500
T-130FLR	With front loader, rear packer gate and rear loader	336	136½	181½	115¼	25,050	10,775	14,275
T-140FLR	With front loader, rear packer gate and rear loader	404	191½	236½	139½	25,650	11,075	14,575

Diesel Engine

Cummins diesel is of the V-8 configuration having a 470 cubic inch displacement. A diesel engine was selected to provide maximum economy especially under idle speeds as well as over the highway. The block is of 90° V-design, exceptionally strong to provide long life. The high pressure fuel injection system pressurizes, atomizes and injects the fuel into the cylinder.

In general, a diesel engine will reduce fuel consumption over a gasoline engine on like operations by approximately 50%. A high capacity cooling system keeps the engine cool during long idle periods. There is less than 4° variation in water temperature throughout the engine. A high output oil pump distributes 16 gallons of oil per minute providing extra circulation and protection to the engine during long idle periods.

Type and number of cylinders	90°, V-8
Displacement	470 cu. inch
Gross horsepower	170 @ 3100 rpm
Net horsepower	153 @ 3100 rpm
Gross torque	330 lbs.-ft. @ 1800 rpm
Net torque	315 lbs.-ft. @ 1800 rpm
Compression ratio	17.4 to 1
Air cleaner	Airmaze dry type, 390 cfm capacity
Fuel ejector and pump	Cummins PT
Governor	Mechanical centrifugal built-in unit set at 3300 rpm
Oil filter (two)	Cummins full flow & by pass with replaceable elements
Taxable horsepower	68.5
Oil capacity, quarts, without filter change	12
with filter change	18
Oil cooler	Standard equipment

Transmission

The Allison fully automatic transmission, Model MT 41, is designed for heavy-duty vehicles. It provides fully automatic drive to the differential . . . automatically balances engine torque to the speed and load demand. In addition, it provides a safe, effective hydraulic retarder for downgrade operation. Matched to the engine the transmission enables the engine to operate at its most effective output under all drive conditions. This permits the shift points to be established at the power peak for all speeds. The transmission has six forward speeds that range from 10.7 to 55 miles per hour, and one reverse. In addition, the Allison MT 41 provides greater driver comfort and safety, protects the engine against shock loads, reduces fuel consumption, and prolongs the life of brakes.

SPECIFICATIONS

SPEED	RATIO	MPH	REDUCTION
1st	5.296	10.7	32.65
2nd	3.810	14.4	23.50
3rd	2.690	20.3	16.60
4th	1.936	28.2	11.94
5th	1.390	39.3	8.57
6th	1.000	54.6	6.17

Front Driving Axle

The front axle is a heavy-duty 26,000 lb. capacity drive and steer axle with a 6.17 to 1 ratio. It is manufactured by the FWD Corporation. The rugged extra heavy-duty differential on this axle was selected for its exceptional long life in stop and go type applications. It comes equipped with a traction lock.

Front Springs

Heavy duty progressive type front springs, are anchored to the frame by large trunnion brackets.

Capacity	10,500 lbs. per wheel
Size	50" x 3" x .499"
Number of leaves	13

Rear Suspension

Each of the four wheels in the tandem axle has individual arm-type suspension with traverse cantilever spring mounted to the underside of the body. This permits individual oscillation of wheels over rough terrain and permits equal loading of wheels regardless whether one wheel is lower or higher than the other.

Capacity	48,000 lbs. Tandem
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Rear Springs

Heavy-duty rear spring attaches to the underside of the body extending the full width of the body to support the individual arms in the rear suspension system.

Capacity	12,000 lbs. per wheel
Size	65½" x 4" x .788"
Number of leaves	6

Brakes

A Bendix-Westinghouse split air system insures that there is always braking power to at least three wheels. The cross system means you always have at least two rear wheels on one side and a front wheel on the opposite side with braking power. There is a double chamber tank which provides reserve braking capacity at all times. The rear brakes are of the self-adjusting type.

Front lining	17¼" x 4" (front cam)
Rear lining	15" x 5" (Stopmaster with automatic adjustment)
Total lining area	934 sq. in.

Parking Brakes

A parking brake is provided on the transmission propeller shaft. A 12" x 4" heavy-duty drum with internal shoe provides 111.6 sq. in. of lining.

Stop & Go Brake

Hand actuated air brake for braking all six wheels in stop and go operation.

Compressor

A heavy-duty air compressor integral with engine provides air for brakes, the air operated engine throttle, and windshield wipers.

Capacity	12 cu. ft. per minute
Reservoir tank	Dual compartment—dry Single compartment—wet

Drive Line

A heavy-duty double universal slip type drive line with needle bearings connects directly from the transmission to the front wheel drive differential.

Frame

FRONT: Manufactured from a special hi-tensile 4" x 4" square tube. It is exceptionally strong and supports the engine, drive line components and cab.

REAR: The unitized body serves as the frame. Heavy-duty reinforcements on the underbody structure at the axle loading point are used to reinforce the bottom.

Electrical

A 12-volt electrical system provides power for lights, horn, heater, dome light, running lights, starting motor and instrument lights.

Alternator	12 volt, 42 amperes, Delcotron
Batteries	Two 12 volt, 150 plate, 172 amp./hr., each

Cooling System

Capacity	38½ quarts
Fan	Suction type, 5 blade, 21" diameter

Cab

The custom designed Step-in type half cab provides easy access with its 22" x 71" door with adjustable window on the driver's side. It incorporates a rear seat section that will seat two men.

CAB COMES EQUIPPED WITH:

Adjustable bucket type driver's seat	Ammeter
Laminated safety glass all around	Temperature gauge
Fresh air vent	Air Brake Pressure gauge
Air actuated windshield wipers	Horn
Windshield washers	Directional signals
Dome light	Emergency flasher switch
Speedometer	Front axle differential lockout switch
Fuel gauge	Hour meter
Oil pressure gauge	Tachometer
Heater and defroster—Fresh air type—23,500 BTU capacity	Seat belts

Power Steering

The heavy-duty truck type Ross gear and hydraulic power steering mechanism is provided as standard equipment. The power actuating mechanism is mounted on the axle providing a direct line movement to the steering knuckle on the axle.

Ratio	32-26-32 to 1
Steering wheel diameter	20"

Tires and Wheels

Front and rear tires	Goodyear Road Luger super single tubeless 15.00 x 22.5 16 ply
Front and rear wheels	Disc Type, 10 Stud, 11.25" bolt diameter
Front and rear rims	22.5" x 11.75", 15° D.C.

Front Container Loader

Load capacity .. 6000 lbs. including weight of container
Size of containers Up to 8 cu. yds., 84" high, 72" wide, 62" long

Operating cycle 45 seconds
Body opening 78" long x 78" wide
Height with container dumped 18'2" with 8 cu. yd. container

Controls location Door opening, raise and dump, load compaction and ejection, gate release and raise in cab

Rear Container Loader

Load capacity .. 6000 lbs. including weight of container
Size of containers Up to 10 cu. yds.
Size of cable 3/4" x 25 ft.
Speed 75 FPM

Options

REAR WHEEL POWER DRIVE ASSIST

Optional at extra cost.

For those operations requiring traction to the rear wheels, a hydraulic power assist mechanical drive on all four wheels is available. It provides each wheel with a hydraulic motor and gear train which may be engaged at driver's option at speeds of 2 and 4 mph.

Overall ratio, per wheel 71.3-1
Drawbar pull, per wheel 2470 lbs.
Speed 2 and 4 mph

REAR RIDING STEPS AND GRAB HANDLES

GarWood

TRUCK EQUIPMENT SALES OFFICES IN: WAYNE, MICH. AND RICHMOND, CALIF.

PLANTS IN: WAYNE, YPSILANTI AND HILLSDALE, MICH.; ENTERPRISE, ALA.; FINDLAY, OHIO; EXETER, PA.; AND MINDEN, LA.

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