

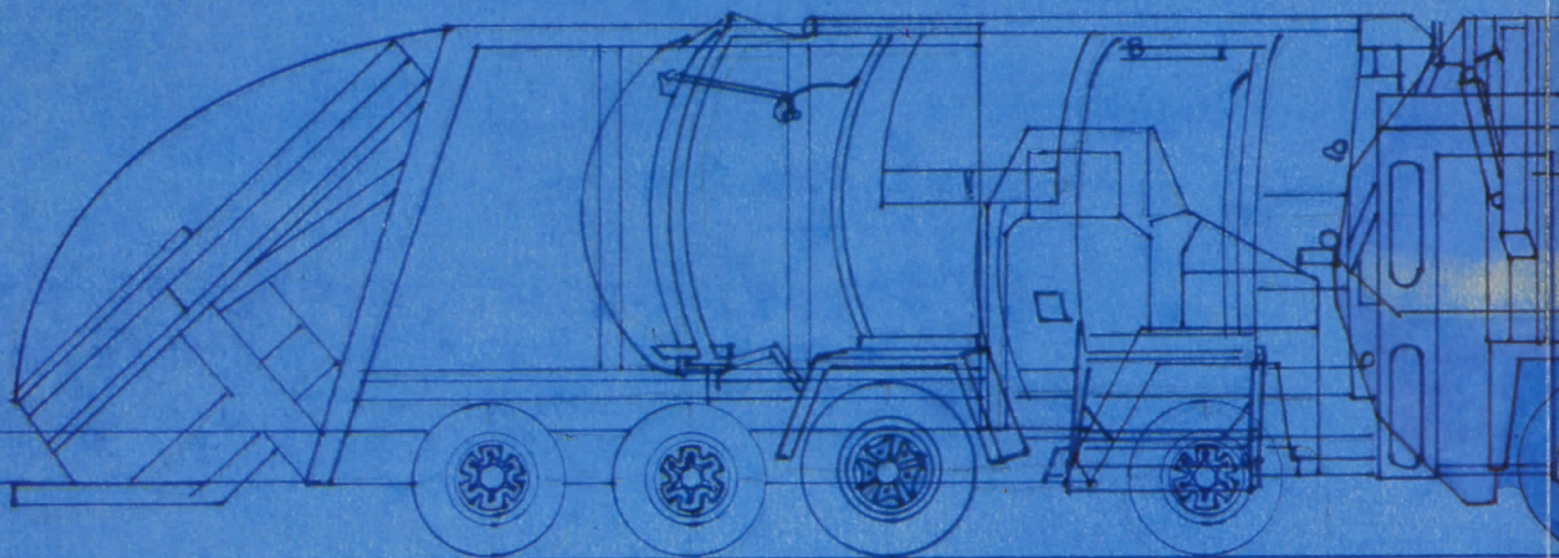
THE EVO-D SERIES

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LODAL INC.® AFTER 15 YEARS
OF DEVELOPMENT...

... THE
EVO-LUTION
IS NOW
COMPLETE.



THE AGE OF THE EVO-D

Rearloaders have long been the stalwart of the refuse collection industry. But evolution has come to this industry, making the rearloader a dinosaur in the modern world of economics and productivity. Increased labor costs, tighter budgets, and stiff competition have developed a need for more efficient and more productive methods of waste collection. From this need evolved the one-man side loaders pioneered by LoDaL.

ONE MAN IN AN EVO-D, on curbside collection, can service as many homes per day as three men usually do with a conventional rearloader. The savings in labor costs are exceptional! Each year a rearloader route, with three men, will cost approximately 30% to 40% more to operate than an EVO-D route with one man. Add these savings up over the lifetime of the equipment and see how quickly the EVO-D pays for itself and dramatically increases profits.

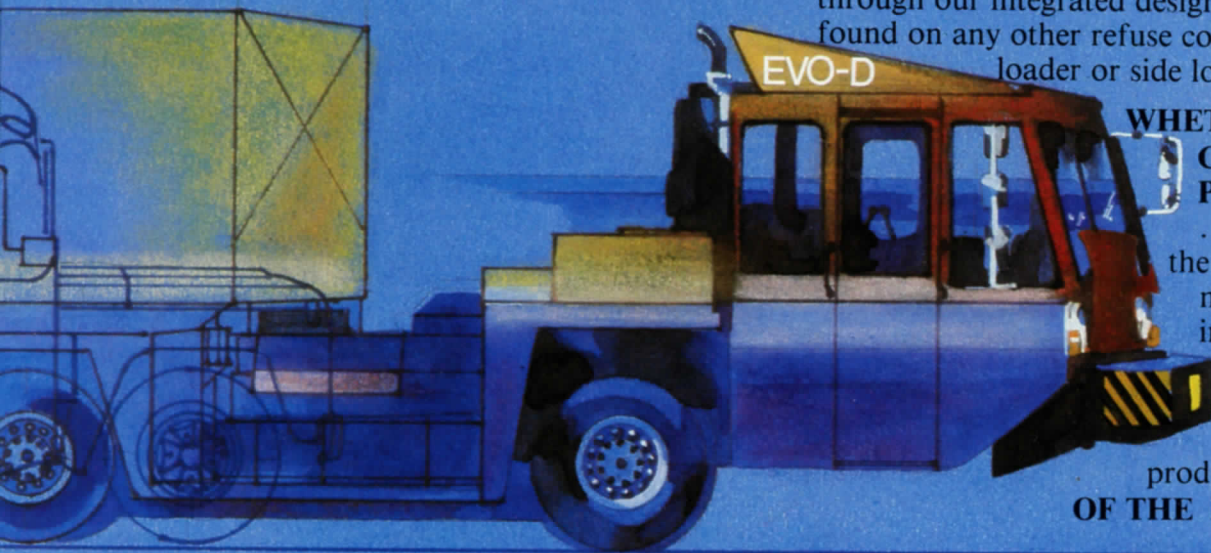
AND NOW THE EVO-LUTION IS COMPLETE. The new EVO-D series represents the most advanced state-of-the-art in one-man refuse collection vehicles. These are the **ONLY** refuse trucks that are fully integrated for the most efficient and productive collection of household refuse, yard trash, and white ware. Inside this brochure see the exclusive features made possible through our integrated design — features not found on any other refuse collection vehicle, rear loader or side loader.

WHETHER YOU ARE A CITY HAULER OR PRIVATE HAULER

... LoDaL makes the side loader that will meet your needs and increase your profits.

This is not the age of the dinosaur.

This is the age of productivity — **THE AGE OF THE EVO-D!**



LODAL^{INC.}®



ONE MAN OPERATION

Maximum effectiveness with ONE MAN **requires** a highly specialized vehicle — not a mass-produced highway truck chassis, even if this chassis is

modified by body builders. The EVO-D is the **ONLY** vehicle designed from the ground up to be a faster machine for house-to-house refuse collection with ONE MAN. On curbside collection, ONE MAN is able to service as many homes per day with an EVO-D as three men usually do with rear packers. This presents a greater cash savings than can be gained in any other way. That's why we call it **THE PRODUCTIVITY MACHINE**.

LARGE DEEP HOPPER

One of the unique advantages EVO-D has over other side loaders is its large deep hopper, coupled with a low loading height of 44 inches from ground level (32 inches when standing on the side loading platforms). The hopper has 1 ¼ cubic yards capacity. It also has 32 inches of depth.



This hopper depth allows refuse to flow **DOWNWARD** out of the can. . . rather than requiring the crewman to raise each can over his head to shake out the garbage, as he must do with shallow hopper side loaders. The sliding compactor plate has up to 23 inches penetration into the body load mass. This platen stroke **keeps** the deep hopper cleared, even when the body is fully loaded. These features, large deep hopper and low loading, make the EVO-Ds the

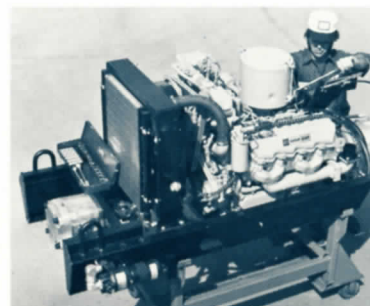
fastest ONE-MAN side loaders in the industry. They also make the job easier and less tiring for the workman. The many advantages of the deep hopper can only be achieved with EVO-D's exclusive front axle drive.

HIGH DENSITY COMPACTION

There are two ways to gain payload with a refuse truck. One way is with a large body with lesser compaction; the other is with a smaller body and greater



compaction. LoDaL chose the latter method. The bodies of all three EVO-D models are 17 cubic yards capacity. Each model has a compaction force that generates a payload capacity appropriate to the route requirements of differing communities. The highest capacity EVO-D generates payloads comparable to much larger competitive side loaders.



POWER MODULE

The EVO-D engine, transmission, and radiator are mounted on a sub frame for ease of service. The entire package drawers in and out of the

chassis in a few hours. Thus, a worn engine can be exchanged in less than 8 hours. . . and the EVO-D placed back on the route. The worn components are repaired without tying up the complete vehicle for days and weeks. There are many other maintenance features built into the EVO-D to improve ease of maintenance and reduce expensive downtime.



KART ADAPT-ABILITY

In recent years there has been a pronounced trend toward "cart systems" that MECHANIZE the loading of refuse on residential routes. The EVO-D has proven to be a highly productive machine with 80 and 90 gallon carts. Hydraulic

KART DUMPERS are optional equipment, available for all popular makes of carts. Here again, the large deep hopper, coupled with 23 inches of platen penetration into the body, gives the EVO-D premium performance on KART routes. This performance cannot be equalled by rear loading packers nor competitive shallow hopper side loaders, even with two- and three-man crews. EVO-D operators are experiencing route collections of 500 to 700 homes a day on once-a-week collections with mechanized cart systems. . . and higher house counts on twice a week collections.

EJECTION UNLOADING

The dense, highly compacted loads are ejected in a matter of moments. The operator hydraulically opens the top hinged tailgate from his control position forward of the hopper.



The material in the tailgate falls out by gravity. The operator then uses the compactor plate to eject all refuse from the body. The compactor plate moves to the end of the body by means of "indexing" the compaction cylinders. This simple ejection system gives a clean

empty body in moments. Ejection unloading is less hazardous than elevating a large body on soft terrain and requires less overhead clearance.



DUAL DRIVE

Driving controls are provided on each side of the cab. All control levers and switches are located on a console in the middle of the cab, where they are readily

accessible from either driving position. Both operator seats have flip-up bottoms with the underside padded for leaning against in stand-up driving position. The cab doors slide open or closed on the **inside** of the cab, where they are protected from damage.

GREENHOUSE EFFECT

The EVO-D is glass for 360 degrees around the driver from either side. The unusual rearward vision for backing up and seeing into the



hopper area is especially important in helping reduce accidents. The low-cut windshield and side windows give the operator improved close-in vision. All glass is flat for local replacement.

MANEUVERABILITY

EVO-D's short wheelbase and compact chassis affords excellent maneuverability in tight alleys, congested streets, and cul-de-sacs. This saves a great deal of route time. . . thus giving extra production. Better maneuverability also means the vehicle does not have to back up as frequently as larger less maneuverable refuse trucks.

LODAL INC.®

EVO-D

SPECIFICATIONS

MODEL 3800

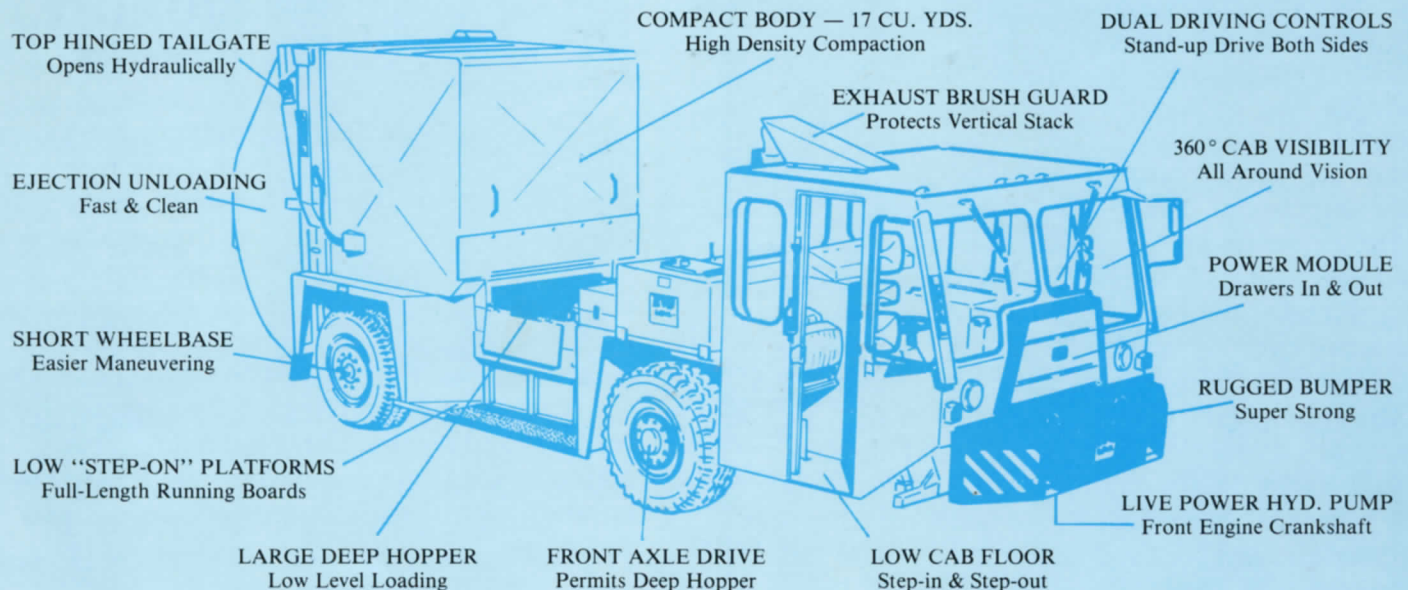
MODEL 3400

MODEL 3200

NOTICE: All specifications and vehicle components subject to change without notice.

Wheelbase	145"	145"	145"
Overall Length	28'-2"	28'-2"	28'-2"
Travel Height — Top of Body	10'-6"	10'-6"	10'-5"
Gross Vehicle Weight Rating (GVW)	36,000 lbs.	34,000 lbs.	32,000 lbs.
Engine (V-8 Diesel)	CAT-3208	Detroit 8.2 L	Detroit 8.2 L
(Horsepower @ RPM)	(210 @ 2,800)	(165 @ 3,000)	(165 @ 3,000)
Transmission (4-speed Allison)	MT-643	MT-643	AT-545
Front Drive Axle Rating	21,000 lbs.	21,000 lbs.	21,000 lbs.
Rear Suspension Rating	22,000 lbs.	22,000 lbs.	22,000 lbs.
Full Air Brakes (Front & Rear Drum)	17" x 6"	17" x 6"	17" x 6"
Std. Front Tires (Duplex — 14 Ply)	15 x 22.5	15 x 22.5	15 x 22.5
Std. Rear Tires (Duplex — 16 Ply)	16.5 x 22.5	16.5 x 22.5	15 x 22.5
Body Size	17 cu. yds.	17 cu. yds.	17 cu. yds.
Hopper Capacity (Midships)	1¼ cu. yds.	1¼ cu. yds.	1¼ cu. yds.
Hopper Loading Height:			
From Loading Platform	32 ins.	32 ins.	32 ins.
From Ground Level (Approx.)	44 ins.	44 ins.	43 ins.
Hopper Dimensions (Ins. L x W x D)	36 x 50 x 32	36 x 50 x 32	36 x 50 x 32
Platen Displacement Per Full Stroke	2.0 cu. yds.	2.0 cu. yds.	2.0 cu. yds.
Platen Penetration Into Body	23 ins.	23 ins.	23 ins.

FEATURES ...that cut route costs, increase collection efficiency.



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