

**ALONG THE BLUE RIDGE
MOUNTAINS OF VIRGINIA THE
SPARKS ARE FLYING TO TAKE
THE EXCITEMENT OUT OF
WASTE COLLECTION.**





A



B



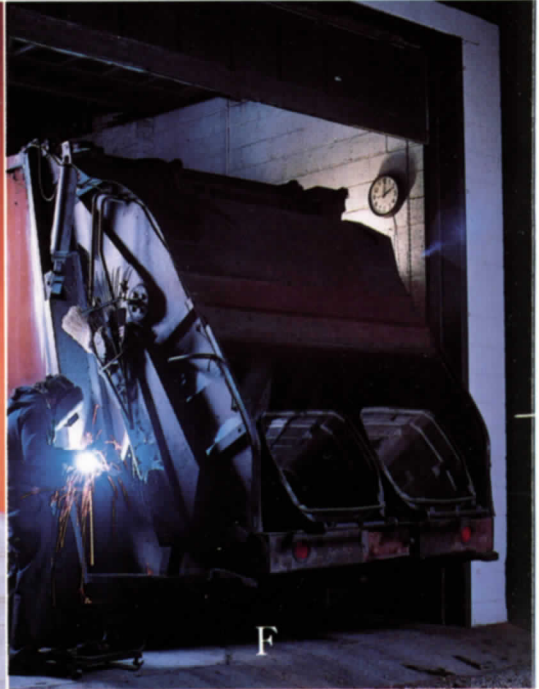
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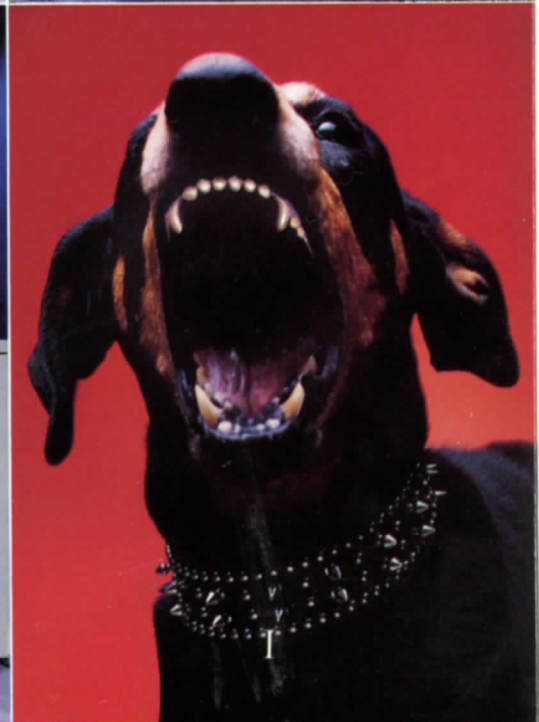
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I

HOW LOADMASTER CAN TAKE MOST OF THE EXCITEMENT OUT OF YOUR JOB.

It's not the kind of excitement you go looking for. It's the kind that just has a way of finding you.

And while LOADMASTER can't promise to get rid of all the hazards you face, we can go a long way toward helping you whip a lot of them.

For example, we manufacture more different models of rear loaders, to fit more different kinds of collection situations than anyone in the indus-



try. So when you run into those tight alleyways [A], you can avoid taking out utility poles and corners of buildings—and avoid adding a few unneeded dents to your own equipment—by choosing our 84-inch wide 200 series. They give you great maneuverability yet still pack a respectable average of 800 lbs. per cubic yard.

Or to keep you from wasting too much gas [B] and time by having to run to the landfill right in the middle of a rou...—go with our 400 series models. They're known affectionately as "The Ultimate Weapons" because they simply outpack every other rear loader on the market. For more normal routes, there's our rugged 100 series or the 100HC high compaction units. And for economy in residential

collection, choose our 300 series models.

To take a big weight off your mind, you can now specify the industry's first and only effective solution to costly overweight problems [C] with single axle rear loaders. It's LOADMASTER's new "tag axle" option on our 100 and 100HC series units. With the tag axle, you can reap the benefits of a single axle while getting all the load carrying capabilities of a tandem.

The tag axle rides in the raised position, tires off the pavement, until the driver decides it's needed. Then

he just lowers it from inside the cab, extending the unit's wheelbase and shifting more of the load forward, off the rear axle. It increases the legal load carrying capacity, so you can run your units at optimum efficiency and save thousands of dollars in overweight fines [D]. Plus the tag axle can be retrofitted to all existing 100 and 100HCs. And LOADMASTER is the only one who offers it to you.

More excitement LOADMASTER can help you avoid: Irate customers [E] created by missed pickups when one of your packers breaks down. That's because we don't build our units to be complicated, we just build them to keep on working. Stronger components, larger hydraulics, individual attention to details. The work we put into them at our factory means you put less time in on them at your place [F].

One thing is for sure: LOAD-

MASTER rear loaders devour white goods like refrigerators and stoves [H] that other equipment might have to pass on. That's because ours are built with body components strong enough and hydraulic systems powerful enough to handle just about anything you can feed them.

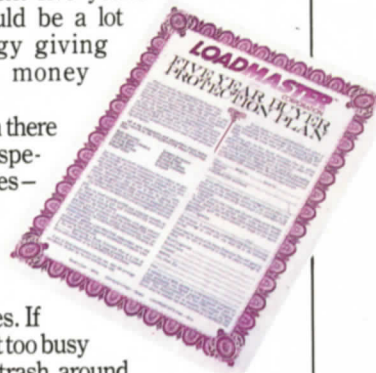
LOADMASTER can also help you work less on your banker or finance director, too [G]. Since our units traditionally have a longer working life, you'll have to check in with him less often. And when you show him LOADMASTER's Buyer Protection Plan, he knows you're not going to be getting tied up with any major repair bills for the next five years.

So he could be a lot less stingy giving you the money you need.

Then there are your special buddies—all those friendly dogs

[I] along your routes. If they're not too busy dragging trash around the neighborhood, they may get around to sinking their teeth into one of your crew's legs. Our rear loaders can't help you with them, but maybe we can: To everyone who inquires for more information, we'll send a free can of dog repellent. It may not solve things completely, but at least it can put a little distance between you and the problem.

At LOADMASTER, we know the toughest competitors you face are all those unexpected disruptions trying to interfere with you getting your job done. And we're doing our best to help you beat those competitors in as many ways as possible. Give your local LOADMASTER Distributor a call today. Let him show you how to take the excitement right out of your job.



LOADMASTER's new "tag axle."

The industry's first and only effective solution to overweight problems with single axle rearloaders.

LOADMASTER
CORPORATION

Committed To Excellence
P.O. Box 1006/Culpeper, Virginia 22701
703-825-3940

LOADMASTER'S NEW TAG AXLE OPTION CAN KEEP YOU FROM HAVING A "FINE" DAY.

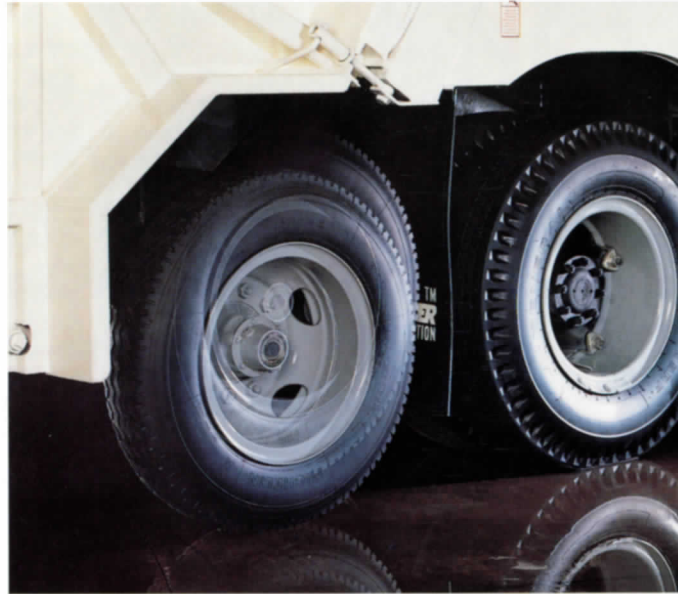
Overweight fines are more than just a nuisance. They can seriously damage the financial health of your collection operation. And while a lot of people are talking about doing something about it, only LOADMASTER offers you a practical measure to take, *right now*.

It's our new "tag axle" option for our 100 and 100HC rear loader models. It's the first and only one in the industry—and it really does help you avoid overweight fines.

How does the tag axle work? Well, you're probably already aware that a critical factor in keeping a refuse packer legal is proper load distribution. And for refuse packers that means shifting weight forward, off the rear axle. A lot of packer manufacturers are working on this, but LOADMASTER is the only one that's come up with a workable solution. Very simply, the tag axle is a second rear axle that is fitted *behind* the regular single rear axle of the 100 or 100HC units. When the body is empty, or in the earlier parts of routes, the truck can be driven with the tag axle raised off the pavement. Then, when it's needed, the driver can lower the tag axle from inside the cab with a simple flip of a switch.

SPECIAL AIR SUSPENSION SYSTEM

The special air suspension pneumatically lowers the axle into place, effectively turning a single rear axle unit into a tandem axle unit, on demand. It extends the unit's wheelbase and shifts more of the load to the front axle, increasing legal load carrying capabilities. Just like



that, overweight fines can become a thing of the past.

Some have tried using another type of raisable rear axle system known as a "pusher". But because of their hopper design, this extra axle has to go *in front* of the existing axle. It doesn't extend the unit's wheelbase or shift any weight to the front axle. So it does nothing for the unit's legal load carrying capabilities. The pusher solution is really no solution at all.

How does the tag axle pay off for you? First, it lets you avoid the damaging high costs of overweight fines—up to \$1,000 per 1,000 lbs. in some states. But it also lets you avoid the higher cost of a larger tandem axle unit. Plus your units run at their optimum efficiency, with fewer trips to the landfill. So you get a maximum return on your equipment investment.

RETROFIT YOUR PRESENT LOADMASTER

The beautiful part is, the tag axle can either be installed by us on new units, or *retrofitted to any existing 100 or 100HC with local installation*. And the air suspension even helps absorb more shock to give the unit a softer ride.

Two air pressure capacities, both fully adjustable up to the maximum, are available: a 9,000 lb. capacity for 96" wide units and 14,000 lb. capacity for 102" wide units.

Find out what the industry's first and only "tag axle" option can do for your overweight problems. Give us a call today for more information.

LOADMASTER
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500 Hackney Avenue/P.O. Box 1006/Culpeper Air Park/Culpeper, Virginia 22701/703-825-3940

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