



The
EAGLE
has landed

MAXON

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EAGLE SL

Introducing . . .
The First Integrated Vehicle Ever Built for Refuse Collection

Now, for the first time – a vehicle engineered without compromise for the sole purpose of efficient, reliable refuse collection. It's called the Maxon Eagle SL – side loader body, refuse cab and chassis designed and built as a single unit system – the complete vehicle, ready now for delivery.

Every feature – suspension, braking, cooling, sound suppression, frame reinforcement, weight distribution, built-in dual drive, oversized window area, low 41" hopper, 11-second compaction cycle, instrumentation, service center, diagnostic test center – everything to the last detail specified to meet the rigorous demands of refuse service are included as standard equipment. There's never been a vehicle like it before. And no hybrid body/chassis combination even comes close.

REFUSE CAB, CHASSIS AND SIDE LOADER BODY ENGINEERED & BUILT AS AN INTEGRATED SYSTEM

Low 41" Pitch-In Height

The lowest side-loading hopper in the industry. Made possible by the Eagle's integrated design, computer matching the packer body to the super-strong double-channel low frame.



Quiet Continuous Loading Compaction with Front-Mounted Crankshaft Driven Pump

Everything about the Eagle is quiet. Sound suppression material in key areas of cab and body produce dBA readings even lower than future DOT standards.

Driver/operator can pack while loading, pack while moving to the next stop, without an auxiliary engine, without a noisy conventional PTO. The Eagle's 50,000 lb. packing ram and 17,000 lb. crusher panel are powered by an exclusive crankshaft driven pump at a low 800 RPM.



All Weldable 80,000 PSI Frame

The Eagle SL frame is structurally reinforced at all critical load points with double channels under the packer body, extra cross members between the rails, and an extra tension member under the frame, increasing the RBM (Resistance to the Bending Moment) to 2,000,000 in./lbs. per rail.

Maximum Maneuverability Top Operator Efficiency with Fully Integrated Dual Drive

The Maxon Eagle SL is much more than a "low cab forward truck," it's a side loader refuse truck with every component, every design feature matched to its total vehicle function.

Complete integration of right/left steering geometry provides maximum maneuverability and ease of operation with power steering cylinders on both sides of the front axle.

Step up is just 18" on the right for easy entry and exit. The right side driving position is built-in as part of the overall Eagle SL design, not "add-on" equipment. The operator remains completely inside the cab for maximum visibility and protection from passing objects.



The Eagle SL operator, working alone, can consistently collect routes of 500-800 homes per day in less time than 2- or 3-man rearloader crews.

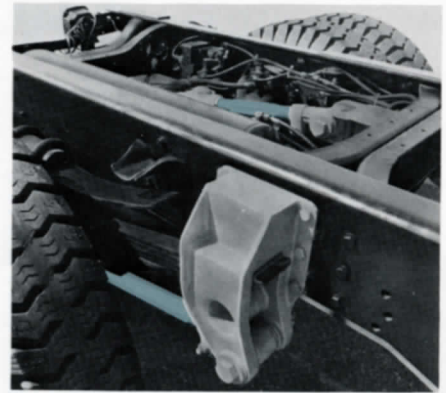
Cab, hopper and containers are within a few steps of one another at every stop. Pick up time per stop ranges from 15-30 seconds.

**Rustproof Cab
6 Times Stronger
than All Steel Cabs**

That's right, it's fiberglass – all fiberglass, not just doors or roof. Molded over a steel frame in 2 complete fiberglass shells with 1" of high absorption insulation material between. The entire structure is equal in strength to 3/16" steel (that's 6x stronger than any of today's all-steel cabs). It won't rust, is completely fire retardant, won't resonate sound as steel cabs do. It is easily repaired without losing structural integrity.

**Unobstructed
7,000 Square Inch Window Area**

Full width front windows, roll-down door window, auxiliary windows front and door – all completely unobstructed by dashboard, dog house, or any other interior equipment. The Eagle SL operator can see children, pets, traffic in places where even "city trucks" have blind spots.



Unequaled Cooling Efficiency

The Eagle SL's remarkable cooling system keeps it operating normally under start/stop conditions in ambient temperatures as high as 115 °F. The 1200 sq. in. cross flow radiator has twice the core volume, double the water flow of other trucks in its class. A marine water pump, high efficiency fan and fan shrouding are built into the system as standard equipment.

**MAXON
Triple Torque Rod Suspension**

4 Times Stronger than Flat Leaf Systems. Solid hexagonal torque rods absorb the shocks of load shift during constant start/stop operation and eliminate spring wrap and shear forces on U-bolts. It's standard equipment on all single rear axle Eagle SL models.

NEW!

Write for **FREE** Brochure

and we'll send you a comprehensive guide to side loading refuse trucks and an informative EPA Study on one-man collection productivity, plus complete specifications on standard models of the Eagle SL.



The Eagle is also available with automated residential pickup systems and front loaders for commercial pickup.

5750 S. Eastern Ave., City of Commerce, CA 90040 (213) 725-0200

**MAXON
INDUSTRIES, INC.**

Att: Larry Newman

EAGLE SL SPECIFICATIONS

SIDE-LOADER BODY, REFUSE CAB & CHASSIS ENGINEERED & BUILT BY MAXON

Heavy-duty, refuse-rated components are standard on all models of the Maxon Eagle SL. In many instances, complete vehicles equipped as listed here are in inventory, ready for immediate delivery.

STANDARD CHASSIS/ALL MODELS

	Single rear axle	Tandem rear axle
Engine	Model E-SL-21 (21 cu. yds.) Model E-SL-25 (25 cu. yds.) Model E-SL-29 (29 cu. yds.)	Model E-SL-33 (33 cu. yds.) Model E-SL-37 (37 cu. yds.)
Engine Type	4 cycle diesel/naturally aspirated	
Cylinders	8	8
horsepower	(200 California certified)	210
Cooling	Cross-flow radiator	
frontal area	1200 sq. in.	
Transmission	Allison MT653 Automatic	
speeds	5	
Front Axle rating	Rockwell-Standard FL-931 20,000 lbs.	
Rear Axle rating	Eaton 23121 23,000 lbs.	
Wheels	20" Cast or Disc	
Steering	Built-in dual drive Power assist both sides Saginaw Integral	
gear		
Frame	Van steel/80,000 PSI 25" per rail	
section modulus	2,000,000 in./lb. per rail	
RBM		
Cab Model		Steel reinforced fiberglass 90" maximum 18" 24"
width		7,000 sq. in.
entry height (right)		
entry height (left)		
window area		
Electrical		color coded/heat resistant/ modular construction
Instruments		Waterproof seal in dash, speedometer, tachometer, clock, air press., water temp., oil press., volt meter, fuel,
Brakes		Air front rear
Batteries		2/12 volt, maintenance-free
Tires		13/80 R20 18 ply E-20 Pilot 10,000 x 20 14 ply
front		Cam 16 1/2" x 5"
rear		Cam 16 1/2" x 7" self-adjusting

STANDARD/SINGLE REAR AXLE

Wheelbase	203"
Rear Suspension	Maxon triple torque rod

STANDARD/TANDEM REAR AXLE

Wheelbase	231"
Rear Suspension	Hendrickson U-340

Many custom components are available on the Eagle SL chassis. Delivery of custom equipped vehicles is quoted on an appropriate lead-time schedule.

For complete details on all Eagle SL models write:

STANDARD PACKER/ALL MODELS

Pitch-in Height	41"
Crankshaft Driven Pump (Provides Continuous Compaction)	
output	30 GPM
RPM	800
PSI	1800
Hopper	1/4" Hi-tensile
Packing Ram	1/4" Hi-tensile
support guide roll - 1 1/2" x 2" cold rolled steel	
riding in replaceable bronze guides	
Packing Cylinders	Two 4" rod diameter
Hydraulic Reservoir	2 1/2" (chrome plated)
Filter	60 gals.
Packer Controls	10 Micron Push Button
located both sides of hopper & inside cab	

STANDARD BODY/ALL MODELS

All Welded Construction	with body & floor liner
Material	12-14 gauge steel crossbars 4" structural channel front sloping floor 3/16" Hi-tensile longitudinal 5" structural channel
Body Hoist	45°



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