
SPECIFICATIONS GIANT-VAC™ MODEL TM 6500-HW MUNICIPAL LEAF LOADER

ENGINE: An 65 hp 4-cylinder 177 cubic inch air-cooled engine shall be supplied. It shall be equipped with safety cut off switches for over heating, as well as, low oil pressure. Also, a 35-AMP alternator, 12-volt mechanical starter, and an oil bath air cleaner with a visual type pre-cleaner shall be incorporated. The exhaust valves are to have a stellite face with stellite valve seat and positive type valve rotors. The crankshaft is to be drop forged, dynamically balanced and heat-treated.

ENGINE INSTRUMENT PANEL: Includes key type ignition switch, ammeter, and oil pressure gauges and locking T-type throttle handle plus a choke handle.

ENGINE BASE: Shall be box type (unitized design) 9-gauge steel specifically designed to above engine.

FUEL TANK: Shall be located under the main engine base and be protected on all four sides for safety and shall have a 30-gallon capacity. It shall be all steel (12-gauge) construction and have two internal baffles.

BLOWER IMPELLER HOUSING: To the above engine base is bolted the blower housing. Provisions shall be made so the blower housing can be bolted with exhaust in several positions as follows: In a vertical position for trailer mounted operations; at a 30° angle when front mounted. The blower housing shall be a minimum 33" high - 31" across and 12" wide, made of ¼" steel plate and equipped with a two piece replaceable liner of ¼" thick steel. The wear liners shall be secured by (12) heat treated alloy steel flat head socket cap screws and lock washers with nuts to provide wear resistance against abrasive materials and for safety reasons.

IMPELLER: Shall be 29½" in diameter and will have four blades, not less than ¾" thick steel. It shall be of welded construction with a back gusset plate not less than 3/16" thick steel and a hub of not less than 4" in diameter. Impeller shall be mounted on the engine crankshaft. Suction capability shall be not less than 22,000 C.F.M.

IMPELLER-TO-IMPELLER EFFICIENCY: For the above high efficient impeller housing - shall be designed with no less than ½" clearance from the tip of the impeller to the inside of housing. This will prevent excessive material build-up in the impeller housing and to help reduce impeller and impeller housing damage from foreign objects. **IMPELLER AND IMPELLER HOUSING THAT DO NOT MEET THE ABOVE RATIO WILL NOT BE ACCEPTED.**

INTAKE HOSE AND BOOM SUPPORT: The intake hose shall be 8 feet long. It shall be 18" in diameter. It shall be fabricated of thermoplastic urethane and reinforced by a heat-treated steel coil and outer polyethylene wear strip. (Hose weighing not more than 4.5 pounds per foot.) The pick up end of hose shall be fitted with an 18" round intake nozzle constructed of 16-gauge steel. Nozzle shall have a semi-circular 1" O.D. tube handle grip. This nozzle shall be able to pivot over a 10-foot wide path. The hose support boom is spring loaded with its pivot position over the center of the intake hose for optimum ease in operation. Boom to be 1¼" x 4" tubular construction with a 1/8" wall thickness and shall be not more than 6 feet in length capable of supporting a weight of 175 pounds. The front of the trailer frame shall have provisions to hold the intake hose and nozzle for safe transportation.

THE INTAKE SECTION: The suction unit shall be rear mounted with a 90° intake flange so that the intake hose and boom support is in the rear of the unit allowing the intake hose to be moved forward for safe transportation.

THE DISCHARGE SECTION: Shall be 12" square. It shall be telescopic in design so that additional sections may be added. A straight section and curved right angle section shall be supplied. At the end of the curved section there shall be a square to round. A 5-foot length of 12" flexible metal hose shall be supplied to enter the truck box. Standard discharge height is 108" to center of the discharge rube. (Custom heights are also available.)

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TRAILER SECTION: The box type engine base shall be designed to support the trailer axle. Axle to be no less than 3,500-pound capacity and 2¼" square Torflex with steel hubs. Tires shall be F-78-15. (Load range B.) The A-frame type hitch shall be unitized design throughout with the outer frame channels formed. 3" x 7½" 9-gauge steel. The center channel is formed 5" x 7" 9-gauge steel. The A-frame tongue apron shall be continuously welded and gusseted to the engine base. Tow bar to be a 4" channel ¼" thick adjustable from 24" to 34" in height, with a 3" lunette eye hitch. This A-frame hitch shall also have a front adjustable jack with a 5" caster wheel. And the rear of the unit shall have a drop stand to support the unit when it is not coupled to the tow truck. It shall also have fenders, safety chains, and stop & taillights and front nozzle holder.

PAINT: The unit shall be thoroughly cleaned and given two coats of rust inhibitor primer and two coats of Giant-Vac Red finish. The axle and rims shall be painted black and the engine (power unit) shall be painted engine manufacturer standard color.

The following is a list of OPTIONAL accessories that can be added to the above Giant-Vac Loader.

6-ply rated tires in lieu of 4-ply	Amber strobe light
16" Metal Discharge Hose in lieu of 12"	Spare Tire and Rim
Safety reflectors	Heavy Duty Pintle Ring
Fuel Gauge	Paint - Custom Color
Hydraulic Boom	Electrical Connector