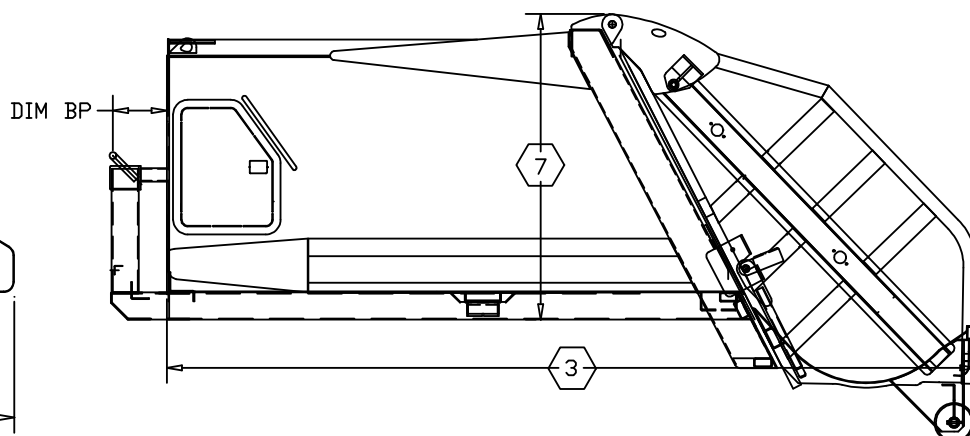
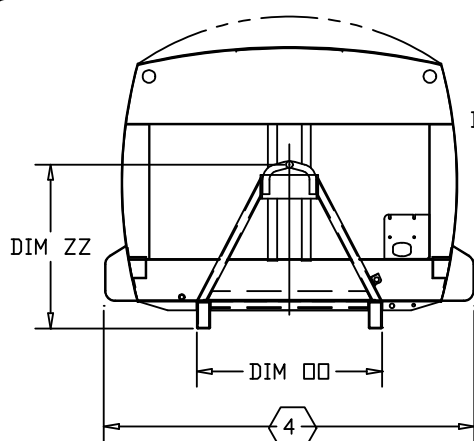
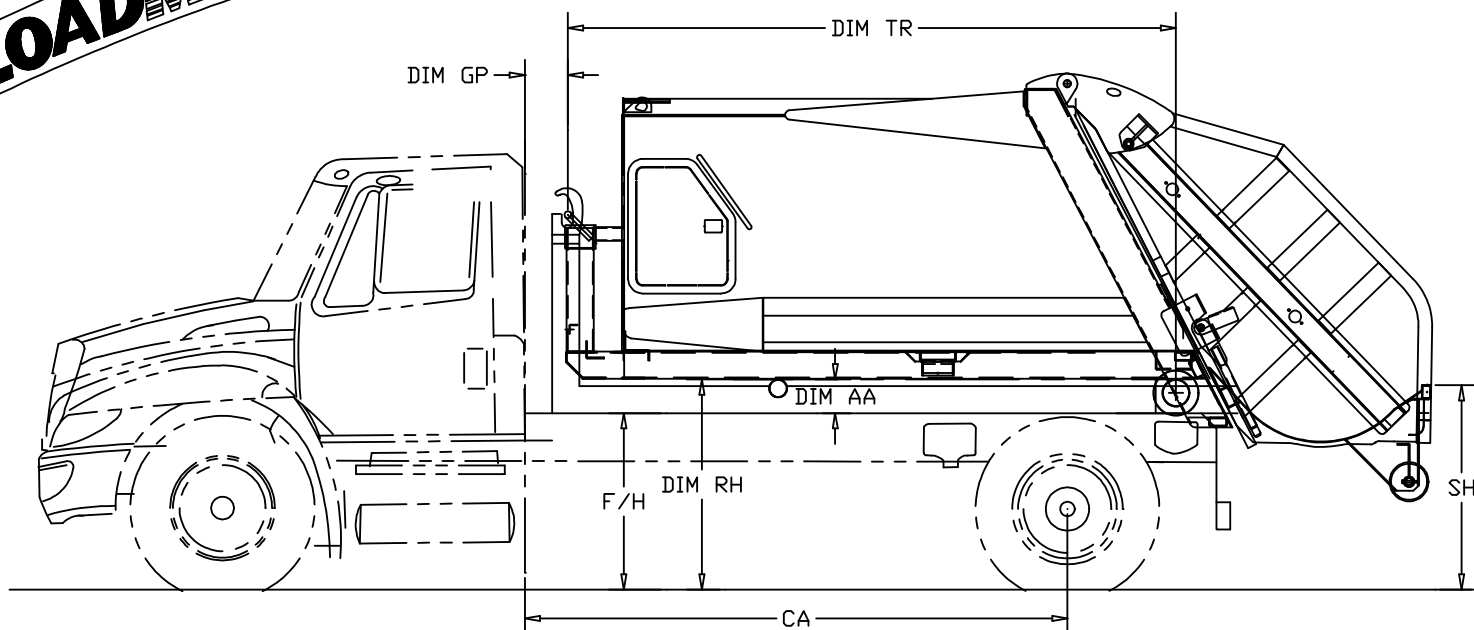


LOADMASTER

Hook -Lifted ELITE SERIES

lift-adapted "Small" Rearloader



DIMENSIONAL SPECIFICATIONS

AVAILABLE BODY VOLUMES→	6 YARD ³	8 YARD ³	10 YARD ³	11 YARD ³
1 HOPPER INSIDE WIDTH	66	66	66	66
2 HOPPER OPENING HEIGHT	41	41	41	41
3 OVERALL LENGTH BODY'S "FACE" TO SILL	156 1/4	178 3/4	204 1/4	204 1/4
4 OVERALL WIDTH OF ELITE	85 1/2	85 1/2	85 1/2	85 1/2
5 APPROX BODY WEIGHT	7,400 LBS	7,900 LBS	8,400 LBS	8,700 LBS
6 HOPPER CAPACITY	1.0 YD ³	1.0 YD ³	1.0 YD ³	1.0 YD ³
7 HEIGHT...ROLLER'S TOP (GATE LOWER'D)	67 3/4	67 3/4	67 3/4	71 3/8
HEIGHT...HL'S ROLLER'S TOP (GATE RAISED)	116	116	116	116

HEIGHT/ALTITUDE DIMS WILL VARY SIGNIFICANTLY WITH VARIOUS CHASSIS/ HOOKLIFT COMBINATIONS...
THE HOOK-LIFTED "PRE-REVIEW" WILL REVEAL THESE DIMENSIONS (SUCH AS "SH" DIM)

CHASSIS RECOMMENDATIONS

BODY SIZE	MINIMUM GVWR	CA
HOOKLIFT'D 6 YD ³	21,000	100"
HOOKLIFT'D 8 YD ³	23,000	124"
HOOKLIFT'D 10 YD ³	25,500	150"
HOOKLIFT'D 11 YD ³	25,900	150"

These HOOK LIFT ELITE "charted" recommendations are "best" thought of as "PRELIMINARY/ BALL-PARK".
For any HOOK LIFT application... consult with Dealer & Factory for REVIEW process.

This published information is "informational" only and shall not be construed to warrant suitability of the product
for any particular purpose, as performance may vary with conditions encountered.

Consult with your dealer and/or LOADMASTER, at the time of order creation, for final "ordered" specifications.

LOADMASTER reserves the right to revise
product specifications.

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AUG 16, 2010

"HOOK-LIFTED " ELITE (HL-E) ... "Base Product" Specifications

(Aug 16, 2010)

Description of **BASE PRODUCT Hook-Lifted ELITE 6 ,8,10 or 11 Yard**
(See Images here...these images reflect **HL-E** "Base Product Standard")

Material Specifications-

See the "everyday" ELITE Product Data Sheet for material specs for Body, tailgate, blades,etc...the base-product Hook-Lifted ELITE (HL-E) is basically the same materials. Except that...

the Under-Floor Structures of the HL-E's are setup to suit a specific Hook-Lift. The HL-E's Main Longitudinals are "shallowed" to 6" deep tubular (in lieu of 8" deep) which "helps" reduce the Height increase. The HL-E main longs are spaced Laterally (DIM **OO**) to suit the specific model of the HL customer is selecting (varying...thus Pre-Review). The cross-members under-the-floor are "shallowed & thickened" ...to create needed clearances for hook-lift's mechanism. The rearmost under-floor Beam is specialized to allow the Hook-Lift's Tail Roller To "tuck into" this region...helping assure the C.G. is as far Forward as possible.

Hydraulic Specifications-

See "everyday" ELITE data sheet...the HL-E will be same components.

The Oil Tank Is NOT supplied by Loadmaster...the Tank is "a part of" the Hook-Lift itself. This Oil Tank "should be" 15 or more gallons capacity. The Pump/PTO is not a part of the HL-E's Base Product...again this is "a part of" the Hook Lift itself. Ideally, the "Flow" would be approx 15 GPM @ thrtl-adv. Loadmaster simply Caps-Off the Pressure & the Return ports at the Body's Face region. The "Patch-In" kit is not supplied by Loadmaster (again either "already exists" on the HookLift itself or will need to be "field-added" to the Hook-Lift...which often is "already" customer owned)

Electrical Specifications-

See again the "everyday" Elite product data sheet. But...the HL-E is similar to a "shipper" body. The in-the-cab electrical components will be "boxed-up and shipped-loose" ...then later Field-Installed. Assure the completed unit complies with all Wastec's ANSI standards!! Loadmaster will have installed, as usual, all the Street Lightings AND will have a Dust Capped (with Laynard) multi-pin Deutsch connector....mounted to the BentPin A-frame (see image to the right here).

Bent-Pin/ A-frame (& Landing Rollers)-

Included and integrally-welded as Base Product Standard. There are a few different Industry PIN HEIGHTS that the End Customer can choose...it is thus important that the Dealer supply the Correct Dimensional information (per the specific order/ application) > Loadmaster then will "match" Bent-Pin Height to Dealer-supplied Dimensions Per Order (DIM **ZZ** will VARY).

The Safety-Critical "Body Hold Downs" are NOT pre-welded to Underfloor...varying app locations.

CHASSIS SPEC- Accounting for the Hook Lift itself...

See previous page...the Hook Lift itself ADDS deadweight (typically approx 3K)...this extra Deadweight has been added to the charted MIN recmn'ds on this data sheets previous page. Also Important >the recmn'd **CA's** are extended 12"-16" (versus the Everyday non-HL Elites) to help in increasing the likelihood that the ELITE C.G. can be as far FWD as possible (The Hook-itself consumes about 10" -12" of frame -rail...so to speak). Read the related Paragraph...just below here **V**

IMPORTANT >>> **early REVIEW** required !! ... for each and every possible Hook Lifted ELITE "new" Application

Due to "dimensional variability" of the many & varied Hook Lift mechanisms (AND also varying CHASSIS dimensions)> each application/ order must be **REVIEWED with LoadMaster before** the final order/ final build-documents are created. There are at least 2 Key & Fundamental topics for pre-REVIEW (if these "2 fundamentals" do not come out well...the End Customer will most likely be DIS-satisfied with his Hook-Lift ELITE)

- a) Assure the CG (Center of Gravity) of the Hook-Lifted Elite is "far enough" FORWARD to have a "workable" weight distribution
- b) If there are Cart Tippers and/or container handling "options" desired...the LoadSill ALTITUDE must be pre-REVIEWED (DIM SH). Any Hook-Lift, by it's nature, will RAISE the Body and it's LoadSill (by 7" to 10", typically). Cart and/or "can" coupling/uncoupling may (or may not) become a Issue due to this Hook-Lift increased LoadSill Height (DIM **SH**) (thus...the need to be REVIEWED early-on)

The pre-REVIEW process is simply that > early on...with any customer's interest/ initial Inquiry for a Hook-Lifted ELITE application...

1) the Dealer supplies to Loadmaster, on the pre-printed Loadmaster FORM, the (mostly) DIMENSIONAL information about the CHASSIS and the Hook Lift itself (per SPECIFIC Hook-Lift brand and model for EACH "varying" application), and then >>

2) Loadmaster Engineering will then take the Dealer-supplied Info >create a "true-scaled" CAD side-view, searching this CAD "layout" then for any "topics" and/or "issues". Loadmaster then shares/sends a PDF copy of CAD layout with the Dealer for the Decision Point (workable app or "not").

