

THE MOST INDUSTRY FIRSTS. THE MOST INDUSTRY FAVORITES.

We call it the Guzzler® CL®. As in Guzzler Classic.

As in the very model of what an industrial

vacuum loader truck should be. Durable.

Dependable. And, of course, easy to operate.

They're qualities that made the Guzzler CL an

industry innovator – and made industry followers

out of the competition. The Guzzler CL is as

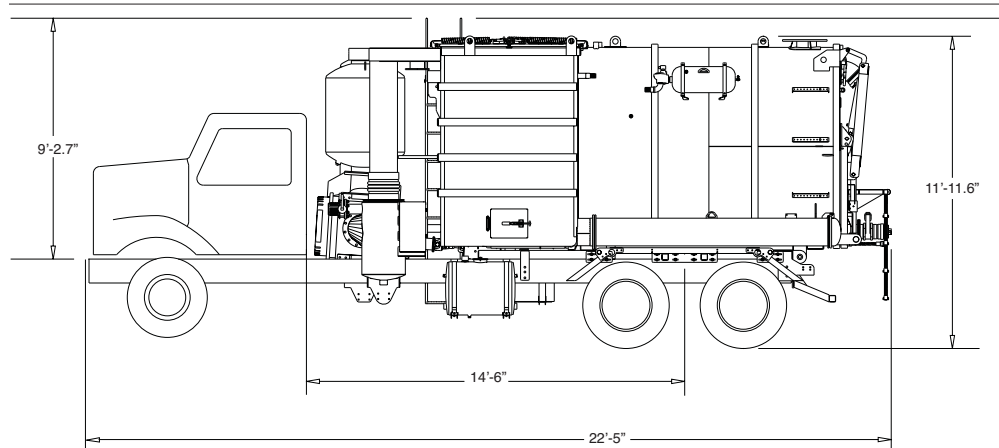
reliable as ever. But, thanks to a host of new

features, it's even better than you remember.



Guzzler CL Industrial Vacuum Loader

### Specifications and Options



Overall Length	CA	Height	Width	Weight Empty
296" (6.83 m)	174" (4.42 m)	143.6" (3.65 m)	102" (2.59 m)	36,000 lb (16,330 kg)

- Blower: Positive Displacement Dual-Lobe or Tri-Lobe Available
- Bolt-On Dumptubes
- Maximum Vacuum Range: 16-28.5 Hg (0.93 kg/cm<sup>2</sup>)
- Customized Ultra-Quiet Silencer
- Maximum Airflow Range: 5,089-6,000 cfm (8,647 cm<sup>3</sup>/hr)
- Bag Cleaning: Baghouse Is Equipped with a 120 psi Bag-Cleaning Pulsation System
- Drive: Air-Shifted Transfer Case with Manual Override
- Liquid Level Float Ball Shut-Off
- Color-Coded, Function-Stamped, Wiring Harness
- Controls: Tachometer, Blower Hourmeter, Pulsation System Air Pressure Gauge, Hydraulic System Pressure Gauge, Blower Vacuum Gauge, Blower Temperature Gauge
- Hydraulic Rear Door: Single-Lever Unlock/Open and Close/Lock
- Hydraulics: Hydraulic Pump Driven by PTO; Hydraulic System Plumbing Assembled Using JIC Fittings and Hydraulic Tubing; 50-Gallon (189.25-Liter) Hydraulic Tank
- 6" Air-Operated Relief Valve
- Heavy-Duty Subframe
- Inline Vacuum Relief Valve
- Payload Capacity: 18 yd<sup>3</sup>-21 yd<sup>3</sup>
- Rear Door Prop
- Collector Body: 3/4" (16.35 mm) Thick Construction; Rear Bulkhead Is 1/2" (9.525 mm) Thick Plate with Lower-Edge Reinforcement; Tailgate Is 1/2" (12.7 mm) Thick, Supported by Two Heavy-Duty Hinges; 50" Dump Height and 15" (38.1 cm) Rear Overhang
- Debris Body Prop
- Back-Up Alarm
- Roadside Emergency Kit and Fire Extinguisher
- Single-Mode Filtration System
  - First Stage: Radial Deflection Wing
  - Second Stage: Cyclone Centrifugal Separator
  - Third Stage: Sixty 70" Dacron Filter Bags (5 Micron); 10.72:1 Air-to-Cloth Ratio
  - Fourth Stage: Microstrainer Final Filter

Your Guzzler representative is:



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 Specifications subject to change without notice.  
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## PROVEN PERFORMANCE IN:

- Steel mills • Railroads • Oil refineries • Chemical plants
- Cement plants • Foundries • Shipyards and docks
- Power generating stations • Metal mining • Phosphate plants
- Bridge painting • Grain elevators • Aluminum plants
- Glass manufacturing • Waste-to-energy plants
- Pulp and paper mills • Material processing plants
- Lime and coal plants • Water and sewage treatment plants

## Guzzler CL Vacuum Loaders

## Superior Design from the World Leader in Vacuum Solutions

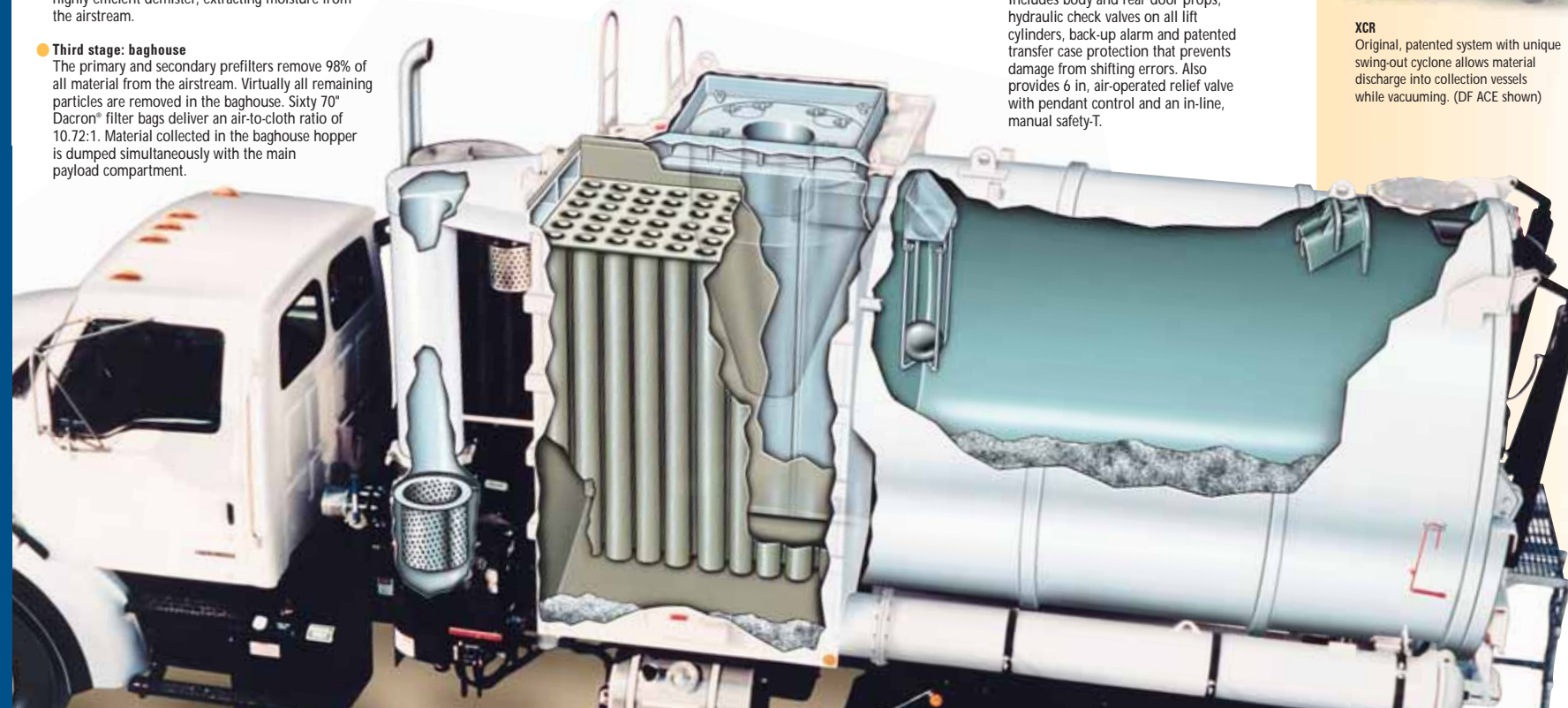
### Advanced Guzzler CL Filtration Process

Finding the ideal balance between filtration and productivity is what the Guzzler CL is all about. And, with improved air-routing features, the Guzzler CL delivers even more air where you need it, at the working end of the hose, while maintaining the lowest pressure drop of any machine in its class.

- **First stage: debris tank**  
As vacuumed material enters the 18-cubic-yard debris tank, air speed slows. This allows gravity to help the prefilter radial diversion wing remove the bulk of material by deflecting particles to the bottom of the tank.
- **Second stage: cyclone chamber**  
From the debris tank, the air flows to the secondary prefilter — the cyclone chamber — where centrifugal force hurls the denser particles to the cyclone wall and spirals them downward into the collection hopper. Material collected in this chamber is dumped simultaneously when the debris tank is discharged. During wet vacuuming, this prefilter serves as a highly efficient demister, extracting moisture from the airstream.
- **Third stage: baghouse**  
The primary and secondary prefilters remove 98% of all material from the airstream. Virtually all remaining particles are removed in the baghouse. Sixty 70" Dacron® filter bags deliver an air-to-cloth ratio of 10.72:1. Material collected in the baghouse hopper is dumped simultaneously with the main payload compartment.

- **Final stage: microstrainer**  
Final vacuum pump protection is provided by the microstrainer. This is the safety drop-out point for any items that may have entered the system during servicing. A fine mesh screen prevents foreign objects from entering the blower.
- **Easy cleaning and decontamination**  
All filter components are 100% accessible. There are no material bridge-points in baghouse and cyclone hoppers, as in other brands.
- **Top access**  
Baghouse and cyclone top inspection doors with spring-assist are easily accessed via heavy-duty ladder and platform. No disconnecting of the pulsation hoses required.
- **Direct drive transfer case or International**  
Factory-installed at Sterling to ensure correct alignment of all drive-line components. Directly couples vacuum pump to chassis engine. Mounted on vibration isolators to accommodate truck frame movement. Vulcan coupler or pulsation dampener not required, as on other brands.
- **Severe-duty chassis**  
Designed specifically for the Guzzler CL. Factory-installed transfer case. Factory-installed, dash-mounted blower and PTO controls for greater reliability and ease of use. Jump-start studs provided for remote equipment power supply.
- **Isolated strainer and silencers**  
Independently mounted to prevent vacuum pump case distortion.

- **Advanced rear door design**  
½ in (12.7 mm) steel-plate construction prevents deflection and warping. Tapered, locking, over-center chocks and three top-mounting brackets ensure a positive, leak-proof seal. Central hydraulic manifold provides single access point for adjustments. Two double-acting, hydraulic cylinders (versus up to four on other brands) for less maintenance. Hinge blocks are shimmed to allow adjustment.
- **State-of-the-art instrumentation**  
Controls mounted in a single, fully sealed panel for easy monitoring. Includes tachometer; blower temperature, hydraulic pressure, vacuum and air pressure gauges; and hourmeter. Each circuit clearly identified and individually grounded.
- **Standard operator safety features**  
Includes body and rear door props, hydraulic check valves on all lift cylinders, back-up alarm and patented transfer case protection that prevents damage from shifting errors. Also provides 6 in, air-operated relief valve with pendant control and an in-line, manual safety-T.



## The Choice Is Yours.

The Guzzler CL modular design allows you to select the offloading solution that meets your specific needs, so you get minimal downtime and maximum productivity. Guzzler offers the widest selection of configurations of any manufacturer.

## Offloading Options

**Cycrane with stand-alone cyclone**  
Designed for maximum flexibility. Ideal for loading rail cars, dump trucks, elevated bins and silos. Heavy-duty crane with 1,400 lb (636 kg) capacity and 31 ft (9,449 mm) horizontal reach. Can be suspended over vessels up to 14 ft (4,267 mm) in height.



**XCR**  
Original, patented system with unique swing-out cyclone allows material discharge into collection vessels while vacuuming. (DF ACE shown)

**Tailgate-mounted sludge pump (not shown)**  
4 in (101.6 mm) removable, hydraulically driven pumphead is ideal for unloading sludges from the debris body and may be used during vacuuming.

**High-rail system (shown on page two)**  
No one provides a more complete high-rail system than Guzzler. Available in three configurations, this option can be as simple as adding high-rail gear to a standard Guzzler. Or choose a fully equipped high-rail cleaning system that features a loading boom, cycrane, hydraulic creep drive and rear-mounted operator chair, where complete operation can be achieved from a single position while loading or driving over the rails.

**Vane pump (not shown)**  
Ideal for fast vacuuming and pressure offloading of liquid material. The system features a 250 cfm, 27 in Hg vane pump, as well as all options required for pressurizing the non-ASME debris tank up to 6 psi.