

XV600

Belt Driven Leaf Collector

XTREME
VAC



- **John Deere Diesel Engine**
74HP turbo diesel
- **Belt Driven**
prolongs engine and PTO life
- **32" Diameter Impeller**
unsurpassed suction
- **Hydraulic Hose Boom**
easier leaf vacuuming

74 HP
John Deere
Diesel Engine

XTREME
VAC

*The Xtreme choice of professional
landscapers and municipalities*



*Specifications subject to change at any time
without notice, units may be shown with
optional equipment and/or colors

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Engine	John Deere 4045T turbo diesel 4 cylinders rated for 74 HP @ 2600 RPM, certified for Interim Tier 4 emissions	
Air Cleaner	Dry element with pre-cleaner.	
Radiator	Constructed of ½" expanded flattened steel with steel mesh. Screen is bottom hinged to allow for cleaning without powering down the engine.	
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Engine Controls	Mounted in a hinged instrument panel. Gauges include: Tachometer, hour meter, volt meter, fuel gauge and oil pressure gauge. All monitoring gauges have backlighting. Automatic safety shutdown for high temperature or low oil pressure with LED indicator lights.	
Engine Sheet Metal	Engine is covered by a custom sheet metal enclosure with a removable top without tools. The enclosure has front and rear access doors, which are louvered for proper air circulation and twist and turn latches. Two doors are provided on top of the enclosure for convenient access to the radiator cap and oil fill cap.	
PTO	Heavy duty 13" automotive style PTO with 2.25" diameter shaft.	
Drive Type	4 -groove power band.	
Trailer	One-piece construction, 1/4" formed steel plate.	
Axle	Rubber Torflex axle rated at 6,000 pounds with electric brakes.	
Tires	ST225-75R15 radial tires mounted on steel white spoke rims and EZ lube hubs.	
Tow Tongue	Telescoping tongue, adjustable. Constructed of 4" x 5" steel tubing.	
Pintle Hook	Heavy duty pintle eye that is height adjustable without the use of tools.	
Parking Jack	Heavy duty top wind jack with steel wheel.	
Trailer Lighting	LED type stop and turn signals with turn signal indicators. LED amber flashing light in the rear.	
Impeller	32" diameter with 6 gusseted blades constructed of 3/8" thick abrasive resistant T-1 steel with a Brinell hardness exceeding 400. Each blade is gusseted on the back side and welded to a 1/4" thick backing plate. Impeller blades are flat with serrated tips for increased wear. Impeller is secured to the shaft via a taper locking bushing.	
Impeller Bearings	Two 2-1/4" diameter double roller 4 bolt flange type bearings. The bearings have a dynamic load rating of 27,280 lbs and a static load rating of 31,920 lbs. Bearings are mounted on plates that allow them to be removed along with the impeller and shaft by removing only eight bolts.	
Impeller Shaft	2-1/4" diameter precision machined steel.	
Blower Housing	40° degree style for minimal resistance. Outer housing is constructed of 10 gauge welded steel, front and back plates are 7-gauge steel. Inspection/clean out door is located on face to facilitate convenient inspection of internal contents or condition. A safety kill switch is located on the door to shut down the engine when the door is opened.	
Liners	Slip-in style which require no bolts. Made of 1/4" abrasive resistant steel.	
Suction Inlet	Located on the curb side and incorporates quick access via removable rods.	
Intake Hose	16" diameter x 120" long. Heavy duty wire reinforced .060" thick flexible urethane hose.	
Exhaust Duct	Rectangular duct extension of the 40° blower housing. Constructed of 12-gauge steel and entered directly over the tongue for a balanced unit.	
Exhaust Hose	16" diameter x 48" long heavy duty wire reinforced 3/8" thick flexible rubber hose.	
Hose Boom	Hydraulically controlled with an electric operated hydraulic pump. Boom pivots on two 1.5" diameter two-bolt flange bearings for effortless movement. The boom pivots forward to lock into travel position. Hydraulic cylinder is 1.5" diameter, with a minimum stroke length of 12 inches.	
Boom Controls	Push button style switch located on the intake hose nozzle.	
Intake Nozzle	16" diameter nozzle with handle constructed of 12 gauge steel.	
Fuel Tank	44 gallon capacity fuel tank manufactured of 1/4" thick roto-molded polyethylene, located under the trailer bed.	
Tool Rack	Rake and tool rack capable of holding 5 tools.	
Storage	Storage compartment with twist and turn latch.	
Paint	All metal parts are thoroughly cleaned, primed, painted and dried before assembly. Each part is primed with a rust inhibitor primer and is painted with two coats of automotive quality paint. The parts are then assembled on the unit so that bolts, nuts, cables and grease fittings are not painted. Standard color is White.	
Options	Hydraulic parking jack with caster wheel	2 axis (up/dn & left/right) hydraulic hose boom with central hydraulic system
	PTO safety engagement system	Heavy Duty rubber suction hose
	Remote electric engine throttle with controls on the suction hose handle.	Hydraulic curb nozzle attachment in lieu of suction hose
	Fluid drive coupler in lieu of clutch and PTO.	Consult factory for other engine options.



Maneuvering the hose boom is almost effortless because the boom is raised and lowered hydraulically using push button switches and the boom swivels side to side on two flange bearings.



Engine controls are connected via a state-of-the-art circuit board with circuit breakers. An electrical relay is used to prevent the electrical system from external loads. Gauges include: tachometer, hour meter, volt meter, oil pressure gauge and fuel gauge. All monitoring gauges are back lit.



The drive bearings assembly consists of two heavy duty four bolt flange bearings with double row, precision spherical roller bearings. (shown with optional color)



The PTO/Clutch is a heavy duty 13" automotive style assembly. (shown with optional color)

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