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American LaFrance, LLC Unveils 2008 Condor Refuse Line at Waste Expo

LADSON, SC – On May 8th-10th at Waste Expo at the Georgia World Congress Center in Atlanta, Ga., American LaFrance will showcase its answer to the 2007 engine emission standards by unveiling its 2008 Condor refuse line-up.

On display will be the current Condor model 880S. Known as the original Condor model, the 880S offers the largest cab space in the industry with a 68” BBC and optional side and rear windows that allow for 270 degrees of visibility. The 880S gained popularity with automated users and attained a #1 market share position with municipal automated users in just seven years after its introduction. Cummins ISL and ISM engines will be available immediately with a Caterpillar engine release scheduled for later in the year. The 880S also offers a third-man cab option that is targeted at rear load haulers that encourages safety by providing a jump seat for the third worker for long hauls.

A new product to the Condor platform is the 830S. Similar to the 880S, the 830S is designed specifically for the front load refuse application. With a reduced BBC to 63”, the 830S offers the trademark Condor roomy interior and great visibility, but allowing front loader body manufactures to install their standard forks to pick up commercial containers. The 830S will be offered in multiple engine/HP configurations, but is expected to be popular in the ISM 350 HP engine selection. The 830S offers the tilt steering column that is standard in all Condors and re-enforces Condor’s goal of providing driver comfort.

The Condor 780S is Condor’s first venture into the class 7 market. Designed for single axle rear and automated loaders, the 780S offers 33,000 GVW making it FET exempt and the lone cab-over in the refuse industry to support such body configurations. The 780S offers all the steering configurations of the class 8 series including dual drive and right hand drive. All steering configurations are factory installed resulting in one warranty and avoiding high expense modifications at secondary vendors. The 780S will be offered initially with the Cummins ISB engine with up to 270 HP and with an Allison 3000 series transmission.

Mark Gobessi, Vice-President of Engineering for American LaFrance, LLC comments on the new Condor line-up. “The 2008 Condor line-up is based on one platform allowing for compatible parts which will greatly benefit our customers. We are able to keep all the preferred features known in the 880S, great visibility, spacious interior, driver comfort, and carry them over to all new models built on this platform.”

While most manufacturers reduce customization with growth, Gobessi reinforces the Condor platform objective. “We have to be flexible, especially in the refuse market where we see tremendous growth with our products. Because the entire cab and chassis is built in one plant, we can offer more options than our competitors and have more control over quality.”

What about the future for American LaFrance products? “We are going to be an aggressive company. We are already working on meeting our new product launches for 2008, and who knows, there may be a few more surprises in 2007.”

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