

815/1015/1215 HYDROSTATIC TRUCK MOUNT SPECIFICATIONS



FORMULA III

MIXER MODEL	AXLE TYPE	MINIMUM GVWR	MINIMUM FRAME SECTION MODULUS*	MINIMUM AXLE FRONT/ REAR	MINIMUM ENGINE HP	MINIMUM ENGINE DISPLACEMENT
F815 FRONT/SIDE DOOR	TANDEM	59,000#	23	16,000# / 43,000#	325 HP	10 LITER
F1015 FRONT/SIDE DOOR	TANDEM	64,000#	23	18,000# / 46,000#	350 HP	12 LITER
F1215 FRONT/SIDE DOOR	TANDEM	72,000#	23	20,000# / 52,000#	400 HP	12 LITER

Truck Specification Questions?

Contact the Meyer Service Department
 (800) 325-9103
 sales@meyermfg.com



* MIN FRAME SECTION MODULUS refers to strength of frame based on 110,000 PSI yield strength

** No braces, exhaust pipes, brackets, hardware, etc. behind cab and above frame rails, unless cab to axle dimension is taken from behind these features

Note: If truck is supplied by the customer, it is the responsibility of the customer to work with a knowledgeable truck dealer to ensure all local and state transportation laws will be met where the truck is to be operated. If truck is supplied by a truck dealer, it is their responsibility to make the truck legal for road use by all state and local laws affecting the customer. Always follow federal, state and local laws for lighting, mud flaps, height, width, weight and operation. Over-width permits may be necessary in certain areas of the country.

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FEPTO and REPTO drives are high-horsepower accessory drives that receive power directly from the engine crankshaft. It is an integral part of a unique flywheel housing, rotating the same direction as the engine, gear driven off the front or rear of the crankshaft, and providing continuous power any time the engine is operating.

A REPTO is NOT a transmission mounted PTO, and it cannot be engaged / disengaged.

REPTO drives offer several advantages over FEPTO drives:

- There is no need for frame extensions or special bumpers
- There is no need to raise or modify the radiator for PTO shaft clearance
- Eliminates possibility of pump damage due to front - end collision
- Increased maneuverability and visibility because of the shorter overall truck length
- Simplified hydraulic system with shorter hydraulic hoses that are better protected

Mandatory Truck Requirements:

- Cab should have bucket seats with space between seats open and available for mounting the mixer control console.
- REPTO output flange / FEPTO Crankshaft PTO adapter must have bolt pattern and pilot to accept a 1410 series driveline, SPICER# 3-2-159.

FEPTO-Front Engine PTO/Hydrostatic Drive

- Truck radiator must not block access to the crankshaft; an area of at least 8" X 8" must be left open between the crankshaft adaptor bolt face and the front bumper.
- Truck must have frame extensions protruding forward of the radiator / grill area at a minimum of 30" from the grill, with the centerline of the frame rails at the same height as the crankshaft.
- When the hood is opened, the grill must remain stationary so as not to interfere with FEPTO drive components.

REPTO-Rear Engine PTO/Hydrostatic Drive

- The area between the REPTO output flange and the rear of the cab must be left open to allow space for the pump driveline to pass through.

Truck Recommendations:

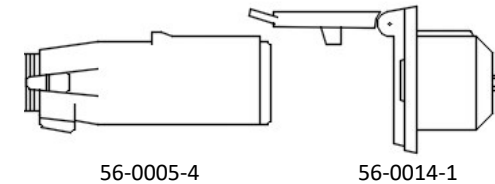
- REPTO-Exhaust heat shield
- Ground speed of 2- 3mph at 1800 engine RPM is desired for feeding
- Radiator Options: Feedlot, Reverse Fan, Prescreen, Auxiliary Condenser etc.
- Throttle lock / cruise control at engine speed incremental up to 1800 RPM
- Wide mirrors
- Frame Splicing tapered and staggered (Talk to your truck shop)



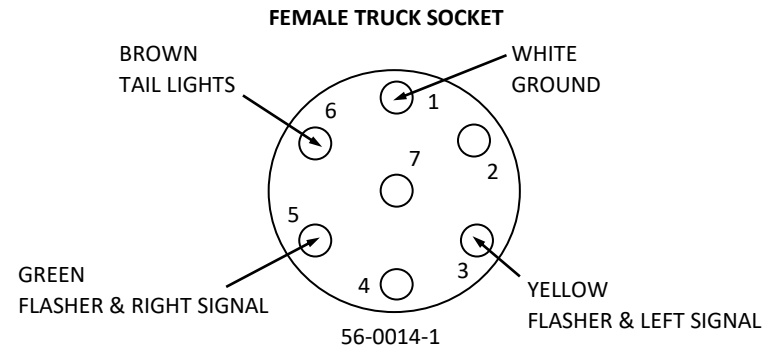
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Supply a 7-Pin male and female plug off the rear of the cab for light hook-up to implement, located centrally behind the cab.
Order from Meyer# 56-0005-4 & 56-0014-1.



Tail Light Converter

Depending on make and model of truck, it may be necessary to install a light converter, Meyer# 56-0028. Converter allows signal lights and brake lights to operate according to DOT regulations.