

815/1015/1215 HYDROSTATIC TRUCK MOUNT SPECIFICATIONS

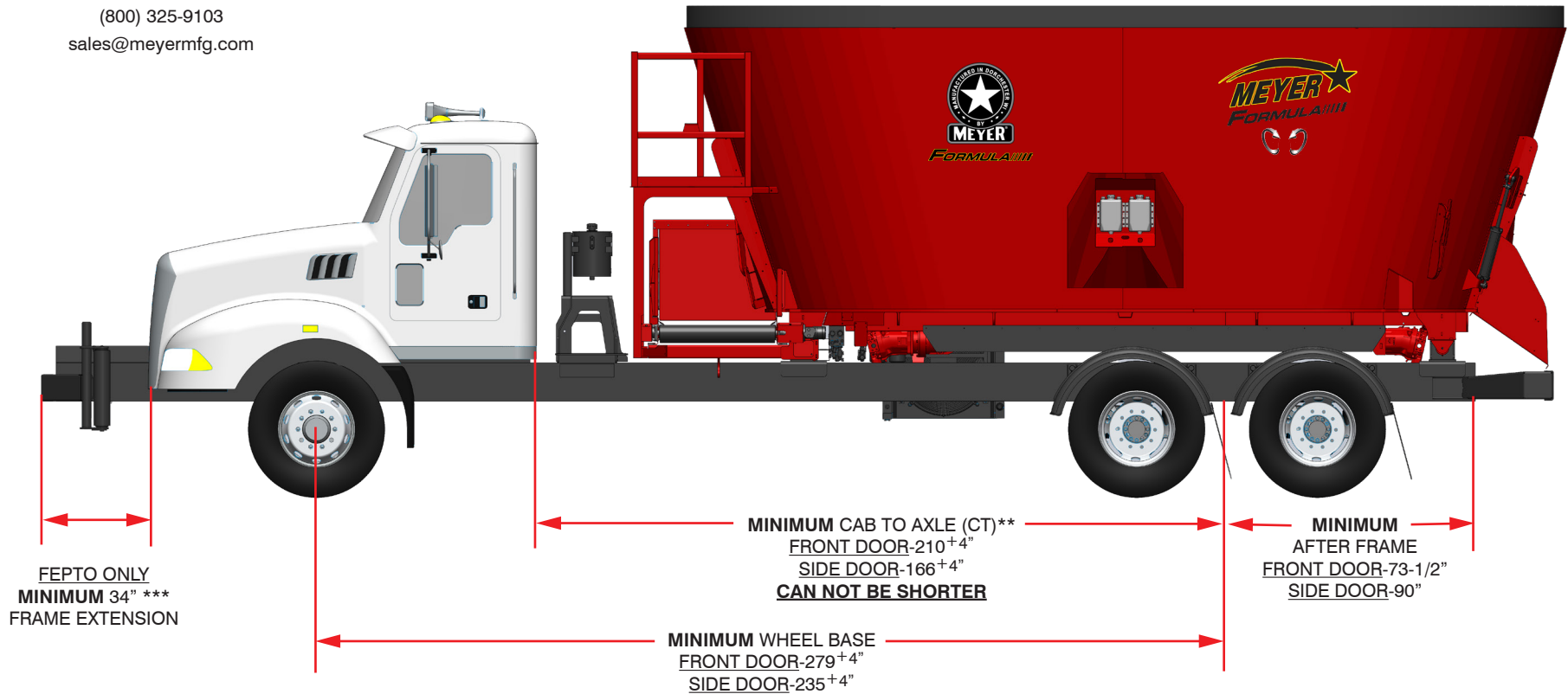


FORMULA IIII

Truck Specification Questions?

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

MIXER MODEL	AXLE TYPE	MINIMUM GVWR	MINIMUM FRAME SECTION MODULUS*	MINIMUM FRONT/REAR	MINIMUM ENGINE HP	MINIMUM ENGINE DISPLACEMENT
F815 FRONT/SIDE DOOR	TANDEM	59,000#	23	16,000# / 43,000#	350 HP	10 LITER
F1015 FRONT/SIDE DOOR	TANDEM	64,000#	23	18,000# / 46,000#	370 HP	12 LITER
F1215 FRONT/SIDE DOOR	TANDEM	72,000#	23	20,000# / 52,000#	400 HP	12 LITER



- * 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 (CT) dimension is taken from behind these features
- *** No coolers, brackets, hardware, etc. in front of the hood and above or between front frame rails, unless FEPTO frame extension dimension is taken from the front of these features

THE LISTED DIMENSIONS REPRESENT OPTIMAL CONFIGURATIONS. INCREASING THE WHEEL BASE MAY NEGATIVELY IMPACT MANEUVERABILITY, INCREASE THE TURNING RADIUS, AND RESULT IN IMPROPER AXLE LOADING. MEYER MANUFACTURING ASSUMES NO RESPONSIBILITY FOR UNITS THAT ARE NOT CONFIGURED IN ACCORDANCE WITH THESE SPECIFICATIONS.

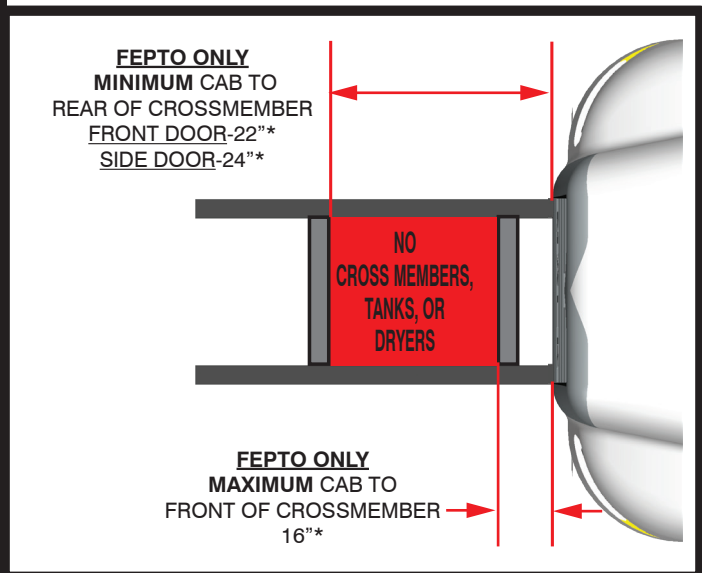
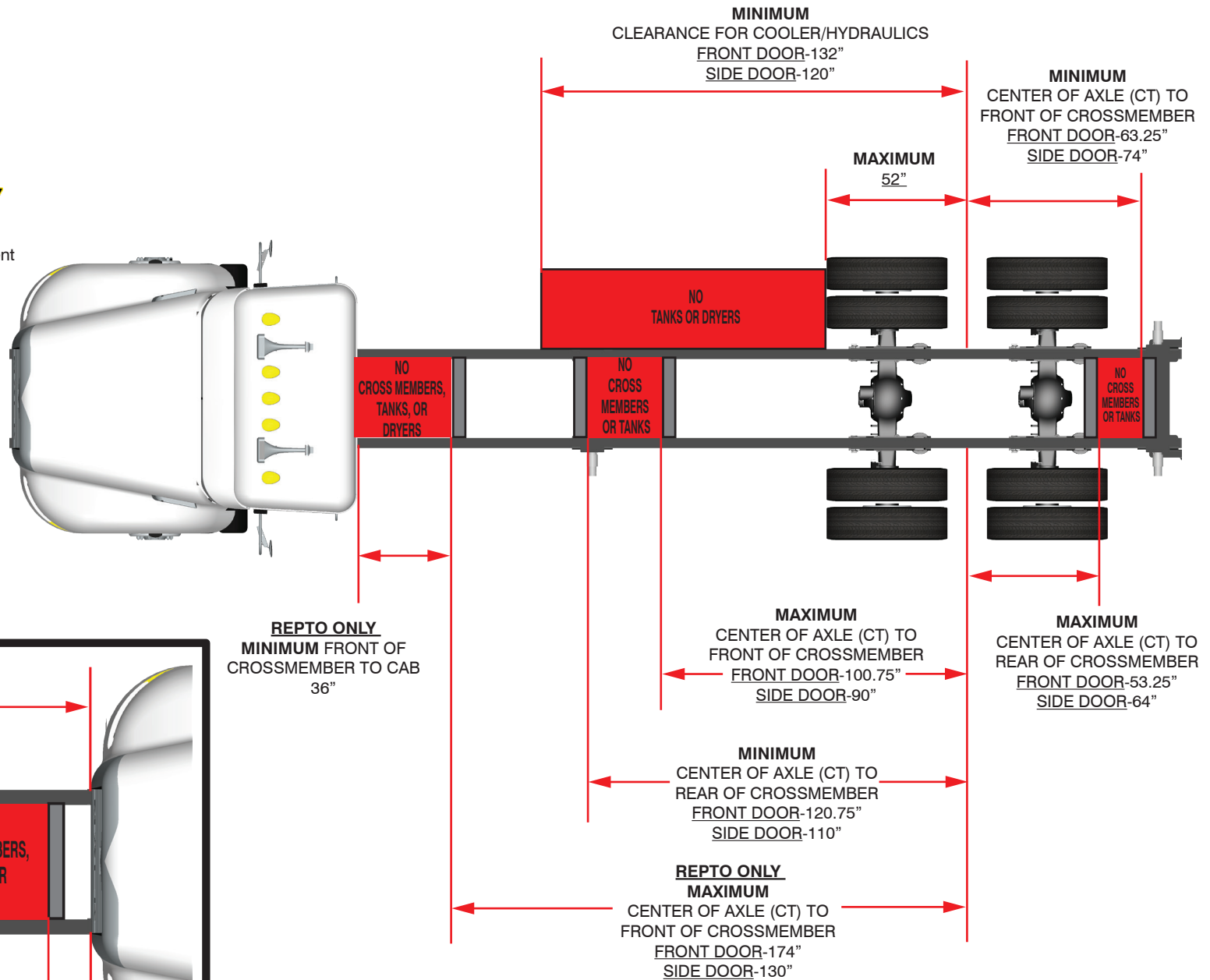
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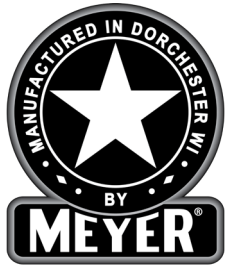
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FEPTO and REPTO drives are high-horsepower accessory drives that receives power directly from the engine crankshaft.

REPTO drives are an integral part of a unique flywheel housing, rotating the same direction as the engine, gear driven off the rear of the crankshaft, and providing continuous power any time the engine is operating. (Reference rotation drawing below)

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.
- Tail light 6-wire connection at the rear of drivers side frame using 6-pin weather-pack connector APTIV #12015799.

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 adapter bolt face and the front bumper.
- Truck must have frame extensions protruding forward of the radiator / grill area at a minimum of 34" 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.

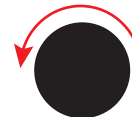
REPTO-Rear Engine PTO/Hydrostatic Drive

- The area between the REPTO output flange and the rear of the cab must be left open to allow space for the 4" pump driveline to pass through.
- REPTO PTO must have counter-clockwise rotation (Viewed from rear of cab)

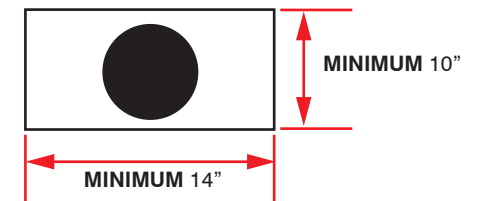
Truck Recommendations:

- REPTO-Exhaust heat shield
- REPTO-1:1 to 1:1.12 Engine PTO Speed Ratio
- Ground speed of 2- 3 mph at 1800 engine RPM is desired for feeding
 - Auxiliary Transmission recommended for trucks equipped with Allison automatic transmissions
- 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)

**REPTO PTO ROTATION
(VIEW FROM REAR OF CAB)**



REPTO DRIVELINE CLEARANCE



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.