

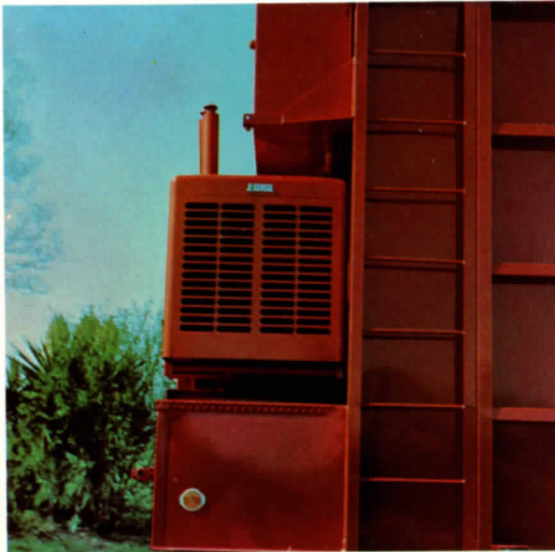
# **Pak-Mor.** **The Quality Standard** **for Transfer Trailers.**



# Quality. It's built into every

## 1. Gooseneck engine mounting increases payloads.

We mount the engine over the kingpin to enable the body to be extended farther forward. This imposes more load on the kingpin, improves weight distribution, which allows higher legal payloads.



## 2. Sturdy top door opens quickly—glides smoothly.

Pak-Mor's heavily reinforced box section door is mounted on steel rollers. It opens and closes by means of a rugged, smooth-gliding double action cylinder. The inner surface becomes flush with interior of body via patented door action.



## 3. Our hydraulic system lasts longer because of a specially designed reservoir.

The baffling in the system is designed to keep the oil from short circuiting. It is also equipped with a magnetic trap to collect metal particles suspended in the system. Other features designed to increase longevity include a filler breather that provides 35 cu. ft. of air breathing capacity, a sight level gauge that allows the oil level to be checked at a glance, inlet and outlet lines with shut-off valves, and a large 50 GPM inline filter with a reusable element that further controls oil contamination.



## 4. "Finger-tip controls" with spool type valve allow easy control of entire operation.

The controls are strategically located so that the total operation of the packer can be easily observed. A heavy duty gear pump has a maximum of 48 GPM at 1800 RPM with a relief valve setting of 1650 PSI provides a maximum level of operation.

## 5. Packing cylinder support resists sag, eliminates packing and seal damage.

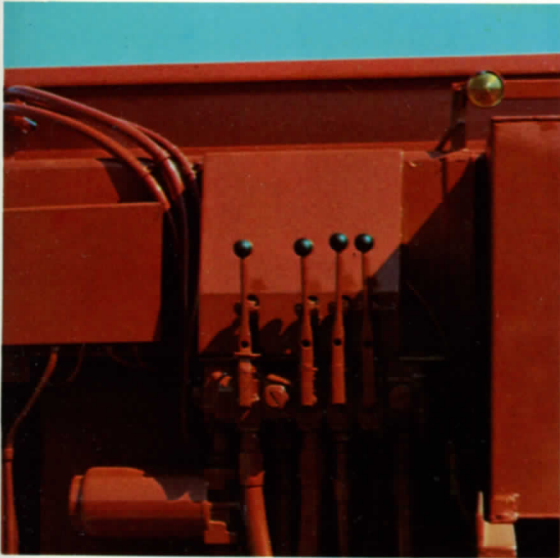
Pak-Mor's multi-staged, heavy chrome-plated packer cylinder has a maximum bore of 8 7/16" with an 18" to 22" overlap per stage. This provides the proper internal support to prevent cylinder sag and eliminate packing and seal damage. A center guide member insures additional support to the cylinder when extended.

## 6. Landing and running gear offer maximum load and lift capacity.

Our two-stage crank telescopic landing gear has a load capacity of 120,000 lbs. and a lift capacity of 60,000 lbs. Our four-spring suspension running gear, with a 4" wide 9-leaf and tandem axle, has a capacity of 44,000 lbs.—a more than ample operating margin.

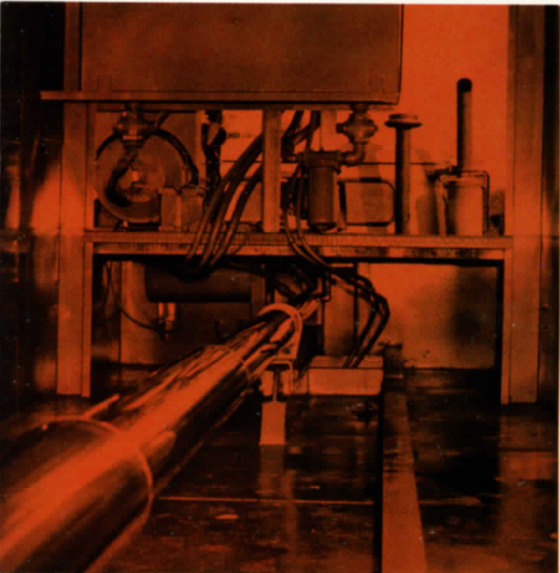


# Pak-Mor trailer. Here's how.



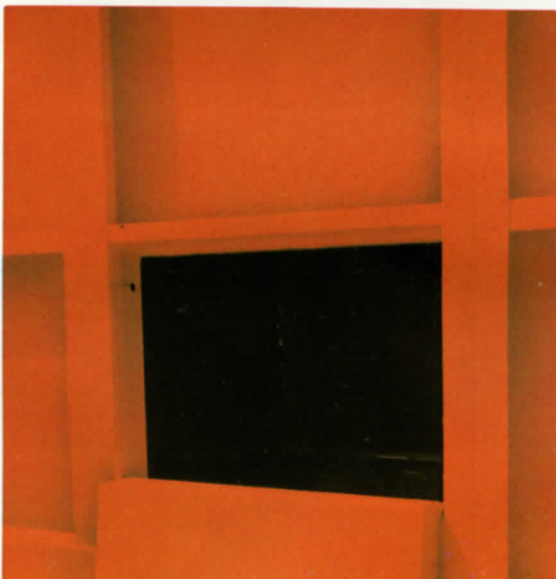
## 7. RAPID TRAVERSE sweeps heavy duty packer plate through loading area quickly—efficiently.

This feature allows faster loading of the trailer. The plate travels the full body distance in one smooth, continuous motion. Pak-Mor's heavy 3/16" steel plate exerts a minimum force of 90,000 lbs. and is designed to stop automatically prior to making contact with the rear door.



## 8. Rugged, solidly reinforced rear door takes on high compaction forces in stride.

Pak-Mor's durable box section construction protects the rear door against the high forces imposed by packing pressures. A hydraulically operated one-piece top hinged door is standard. Dutch doors for stationary compactors are optional. Watertight gaskets on each side and across the bottom prevent fluid leakage on either door assembly.

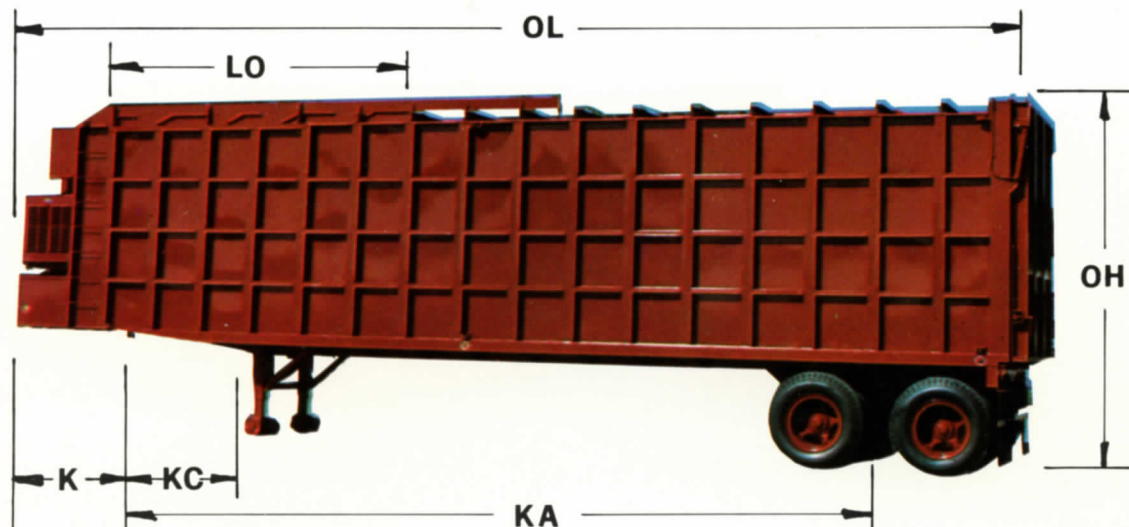


## 9. Pak-Mor's exclusive welded "I" beam wall construction assures greater overall body strength.

Rigid, deep drawn body construction with continuous welded seams of high tensile steel insures resistance to body bulge. The bed section is made of formed 10 gauge high tensile steel. Two 5 inch VANADIUM 50 "I" beams support and guide the packer.



# SPECIFICATIONS



All PAK-MOR transfer trailers comply with standards set up by American National Standards Institute (ANSI Z 245.1-1975)

Rated Capacity (cu. yds.)	50	60	65	75	Features
(OL) Overall Length	35'-0"	40'-0"	40'-0"	40'-0"	<ul style="list-style-type: none"> <li>• Trailer Axle Capacity—22,000 lbs.</li> <li>• Tire Size—10: 00-20 12 Ply</li> <li>• Packing Force—90,000 lbs.</li> <li>• Top Loading—Type Trailers</li> <li>• Dynamic Sweep Action—for fast Clearing Loading Area</li> <li>• Hydraulically Actuated Top Door</li> <li>• Automatic Termination of Packer in Compaction Stroke</li> <li>• Single Piece, Hydraulically Actuated Rear Door</li> </ul> <p style="text-align: center;"><b>Optional Features</b></p> <ul style="list-style-type: none"> <li>• Power—Gasoline, Diesel or Electric Motor</li> <li>• Side Access Door</li> <li>• Side Hopper Doors</li> <li>• Remote Controls—Air or Electric</li> <li>• Wet Line Kit</li> <li>• Auxiliary Hydraulic Power Pack</li> </ul>
(LO) Load Opening	87" x 100"	87" x 100"	87" x 100"	87" x 100"	
(K) Kingpin Setting	36"	36"	36"	36"	
(KC) Kingpin/Clearance	80"	80"	80"	80"	
(KA) Kingpin To Axle	30'-7"	35'-7"	35'-7"	35'-7"	
(OH) Overall Height	12'-6"	12'-6"	13'-1"	13'-1"	
(OW) Overall Width	96"	96"	96"	96"	
Empty Weight (est.)	26,000#	27,000#	28,500#	29,600#	



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