



The high volume front loader that delivers higher net payloads with increased speed, reliability and the proven performance of a Pak-Mor.

FPE800 Pack/Eject Front Loader

PAK-MOR[®]
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BEAM TRUCK & BODY, INC.
433 CUMBERLAND HILL ROAD (RTE 122)
WOONSOCKET, R.I. 02896
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PAK-MOR[®]
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DOING A BETTER JOB THROUGH BETTER DESIGN



The FPE800: Longer In the long run, it w



Easy accessibility to components.

The main control valve and much of the hydraulic circuitry is located on the front of the body. Other hydraulic components, such as the reservoir with the suction line filter and return line filter are mounted on the chassis frame. The pump, cylinders and hoses are readily accessible. This makes it easier to spot and repair component problems, thus eliminating down time and cutting repair costs. An access door, located on the streetside of the body, facilitates service and repair of the body.

Hinged Full Cab Cover.

The cover that extends over the roof of the cab is standard equipment. The hinged flap on the front of the cover is raised by air cylinders to permit tilting of the cab of the chassis. The cylinders are actuated by a switch located on the front of the body that can be operated from ground level.

Tilt Fork Construction.

The tilt fork, actuated by chrome plated rod cylinders, is mounted to the lift arms in two bolted pillow blocks and rotates in replaceable split bushings. The tilt fork assembly's cross tube is constructed from 4-inch round steel tubing with a 1-inch wall thickness. The cross tube itself rotates within the split bushings. The tilt fork cylinders' hydraulic circuit is predominately located on the underside of the lift arms, substantially removed from the potential of damage.

Windscreen. (optional)

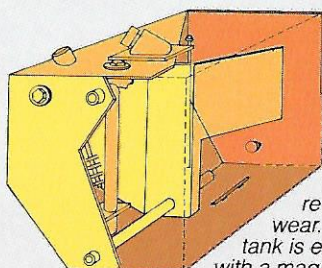
The hopper windscreen extends an additional 12 inches above the hopper opening's rear and side perimeters. The top hopper cover slides under the rear windscreen. The stationary windscreen eliminates reliance on maintenance headaches such as multipiece top hopper doors or other moving parts used to impede trash that might be blown from the hopper when dumping containers.

Lift Arm Construction.

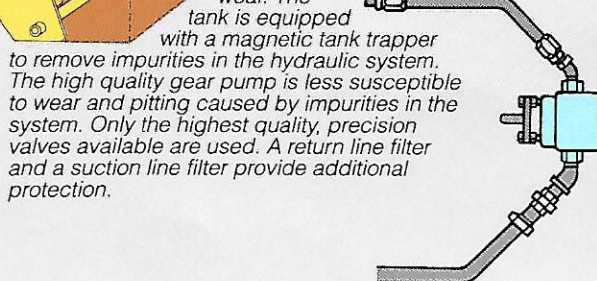
PAK-MOR's solid, one-piece lift arms are constructed with strength that exceeds their 8,000 lb. rated lifting capacity. Computer modeled stress analysis and electronic strain gauge testing assure the structural integrity of their design. The arms, actuated by chrome plated rod cylinders, can complete their lift cycle in approximately 16 seconds. The arms are bolted to the torque tube located on the front of the body. The torque tube is mounted to the body in bolted pillow blocks and rotates in replaceable split bushings. The body and its lift arms are an integral unit, readily allowing transfer of the body from one chassis to another. The lift arms are designed so that when the arms and tilt fork tines are in the full dump position they do not exceed maximum legal road height on most chassis.

Quality construction to keep you running longer...

Long Life Hydraulic System.

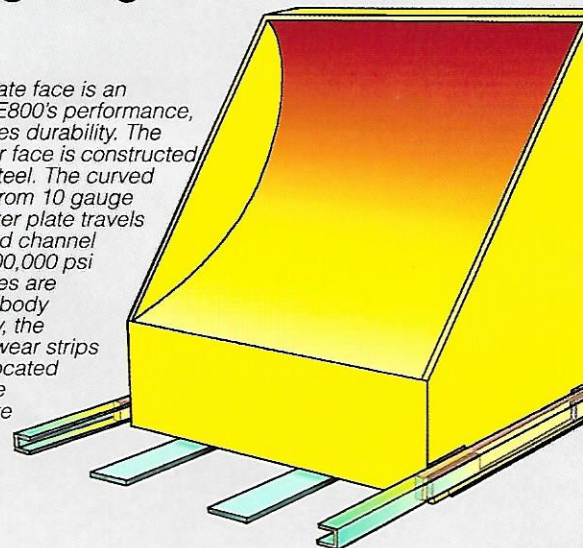


Pak-Mor's reservoir is mounted on the chassis frame and assures a positive flow of oil to the pump and prevents "air bubbling"—a troublesome wear factor. Baffling within the tank enhances oil circulation and reduces heat—a major cause of wear. The tank is equipped with a magnetic tank trapper to remove impurities in the hydraulic system. The high quality gear pump is less susceptible to wear and pitting caused by impurities in the system. Only the highest quality, precision valves available are used. A return line filter and a suction line filter provide additional protection.

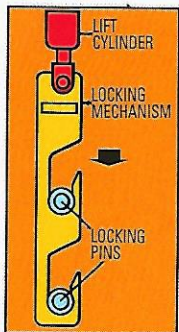


Packer Plate.

The shape of the packer plate face is an important contributor to FPE800's performance, while its construction assures durability. The packer plate's vertical lower face is constructed from 1/4-inch high tensile steel. The curved upper face is constructed from 10 gauge high tensile steel. The packer plate travels on steel shoes within formed channel guides constructed from 100,000 psi high tensile steel. The guides are located on the sides of the body above the floor. Additionally, the hopper floor has two steel wear strips (optional in the FPE800L) located over the floor's center frame upon which the packer plate rides. This gives even greater service life to the packer plate, its guides, and the hopper floor.



on payload, shorter on weight. n't leave your bottom line short.



Automatic Rear Door Locks.

One lever hydraulically actuates the single-piece, top-hinged rear door and its locks. The locks firmly secure the door at four points on its side perimeters. The operator can unlock, raise, lower, and relock the rear door without leaving the cab of the chassis. This allows a faster and more convenient operation.

Packer Lock-Out System. (optional)

The packer lock-out system renders the container handling device inoperative when the packer plate is not fully retracted to the front of the body. This prevents the inadvertent dumping of a container's load behind the packer plate of the body.

Cab controls.

Positive lever cable-actuated controls are located in the cab for operation of the packer, rear door and lift arms. Available as an option are air-actuated cab controls for operation of the packer and rear door, and an air-actuated 4-way joystick for operation of the lift arms. Indicator lights located in the cab of the chassis tell the operator when: the lift arms are raised, the rear door is open, the packer plate is not fully retracted, or the top hopper cover is open.

Sliding Top Hopper Cover.

The single-piece top hopper cover is actuated by a chrome plated rod cylinder. The cover opens automatically upon actuation of the lift arms or the pack cycle. The cover will remain open until the operator actuates the cab control to close the cover.

Automatic Pack. (optional)

With the automatic pack two-position on/off cab control activated, the operator needs only to initiate the pack cycle. The packer plate will clear the hopper, pack, and automatically retract. The operator can immediately stop the automatic pack cycle at any point by pushing the cab control to the off position.

Sump.

A sump, located at the front of the hopper is standard equipment on Pak-Mor front loaders. The sump has water-tight clean-out doors on both sides of the body, allowing easy clean-out of waste that may have collected inside the body.



Packer Cylinders.

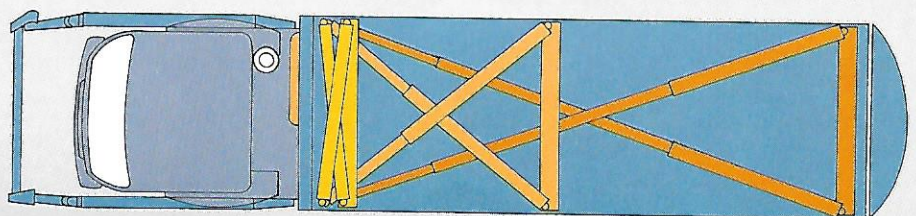
The FPE800's pack cylinders are chrome plated, 3-stage double-acting cylinders. Both ends of the cylinders are equipped with self-aligning, spherical bearings to assure cylinder alignment and to provide protection from sideload damage. The cylinders' "scissor-mounted" attitude creates a pack cycle with unsurpassed speed that generates in excess of 118,000 pounds of output force into the load.



Pack And Eject Cycles.

The FPE800's pack cycle automatically terminates 12 inches in front of the rear hopper opening. The complete cycle requires approximately 20 seconds. The eject cycle can only be actuated when the rear door is unlocked and raised. The FPE800's full-eject design requires no tilting of the body to discharge the load.

If a full-eject front loader is not required or desired, Pak-Mor has a similar front loader model that dumps to discharge the load — the FPD800 Pack/Dump Front Loader.



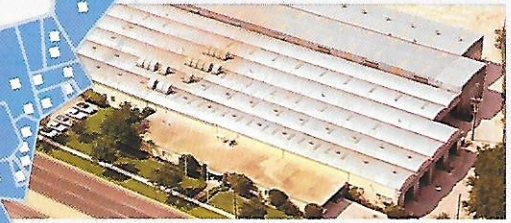
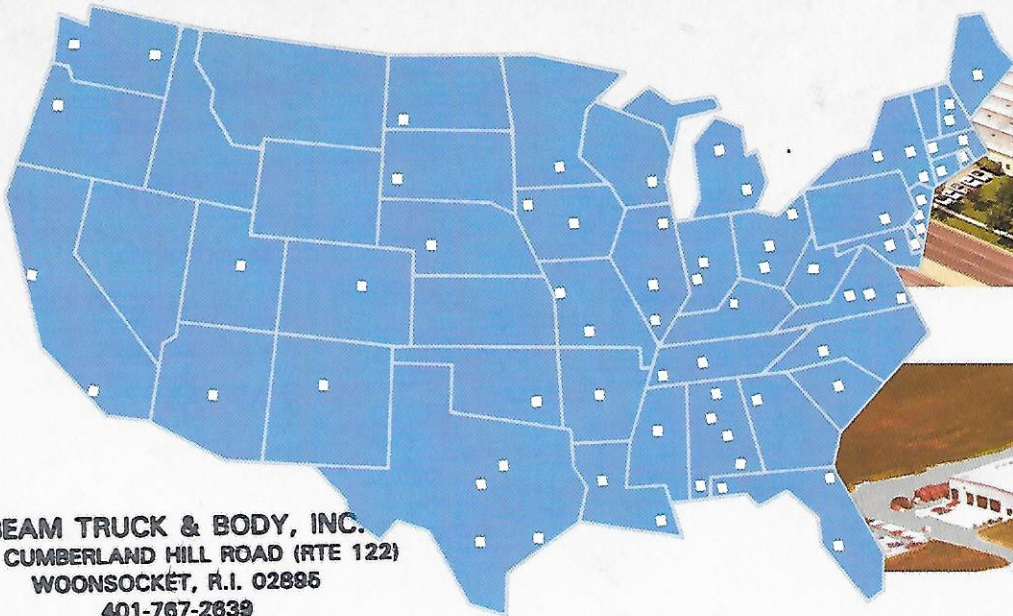
Body Construction.

The FPE800 is a high volume front loader. It is available in 35 and 40 cubic yard sizes. This total volume includes its 12 cubic yard hopper that can handle up to 10 cubic yard containers. The body's width is tapered for ease in discharging the load. By design, the FPE800's body is longer than similar makes of front loaders. The additional length allows for longer multi-axle chassis configurations that can carry larger legal payloads under the Federal Bridge Law formula.

The FPE800's body avoids undue weight, but is built to bear heavy loads and to last. The body sidewalls, roof, and their formed channel braces are constructed from 80,000 psi high tensile steel. To further enhance structural integrity, the body's sidewall, roof, and floor braces create continuous ribs around the body, and join to the floor's full length center frame.

For conditions where vehicle weight limitations are an utmost concern, Pak-Mor offers a lighter-weight version of this front loader — the FPE800L.

2 Manufacturing Plants in the U.S. Over 100 Worldwide Distributor Locations.

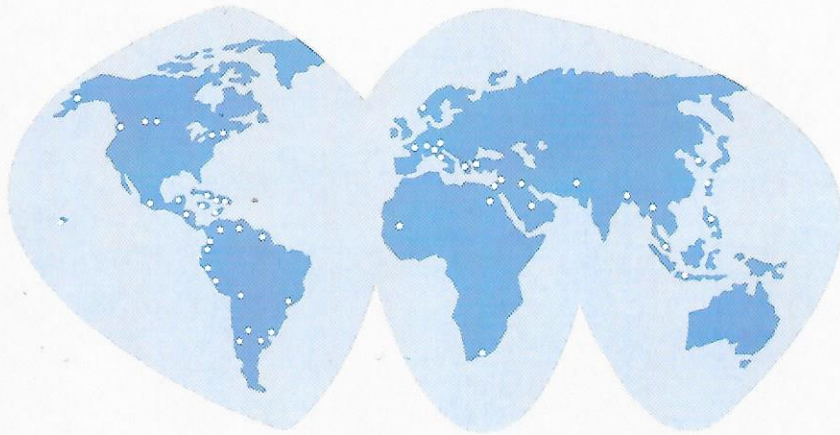


San Antonio, Texas Plant



Duffield, Virginia Plant

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THE PRESIDENT'S E
CERTIFICATE FOR EXPORTS



Side Loaders



Rear Loaders



Front Loaders



Leaf Loaders



Lo Boyes



Dual Chamber Rear Loaders

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