



Lightweight, cylindrical design and high density compaction give you increased payload capacity with Pak-Mor's proven performance.

FRC800 HIGH-COMPACTION Front Loader

PAK-MOR[®]
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The
Front Loader
Redefined...



PAK-MOR[®]
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DOING A BETTER JOB THROUGH BETTER DESIGN



The FRC800, unlike the weight where



Easy accessibility to components.

The main control valve and much of the hydraulic circuitry are 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.

Cab Cover.

The cover that extends over the roof of the cab is standard equipment. This assembly is actually a part of the FRC800's unique pack system — it serves as the track for the follower plate that is hinged to the top of the packer plate. When the packer plate retracts, the follower plate is guided into a sloped attitude within the cover assembly.

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.

Lift Arm Construction.

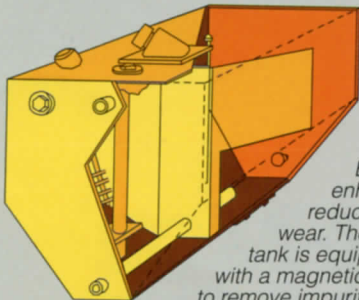
PAK-MOR's solid, one-piece lift arms are constructed with strength that exceeds their 8,000 lb. rated lifting capacity. Computer modeled stress analysis and electronic strain gauge testing assure the structural integrity of their design. The arms, actuated by chrome plated rod cylinders, can complete 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.

Windscreen.

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.

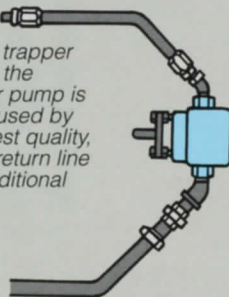
What makes this Front Loader different...

Long Life Hydraulic System.



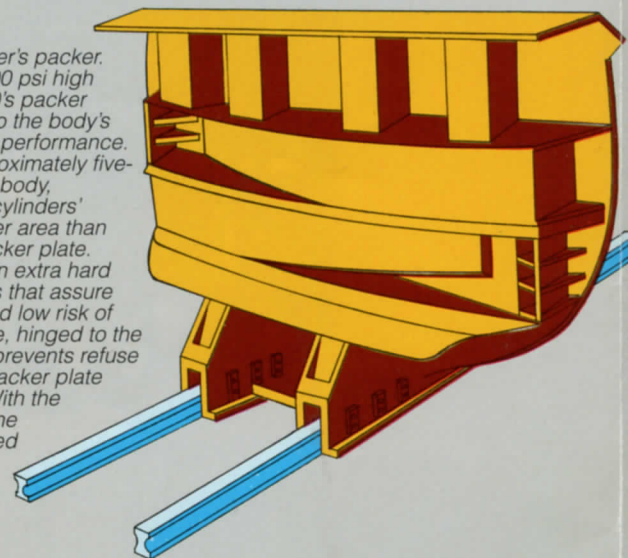
PAK-MOR's reservoir is mounted on the chassis frame and assures a positive flow of oil to the pump and prevents "air bubbling"—a troublesome wear factor. Baffling within the tank enhances oil circulation and reduces heat—a major cause of wear. The tank is equipped

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.

Like no other Front Loader's packer. Constructed from 100,000 psi high tensile steel, the FRC800's packer plate is one of the keys to the body's low-volume/high-density performance. The packer plate is approximately five-eighths the height of the body, concentrating the pack cylinders' output force into a smaller area than the typical full height packer plate. The packer plate rides on extra hard vanadium I-beam guides that assure its alignment, stability and low risk of jamming. A follower plate, hinged to the top of the packer plate, prevents refuse from falling behind the packer plate during the pack cycle. With the packer plate retracted, the follower plate is positioned in a sloped attitude to shed any liquids back into the body.



Like any other Front Loader, puts it belongs...in your bottom line.

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 three points on its perimeter. 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.

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.

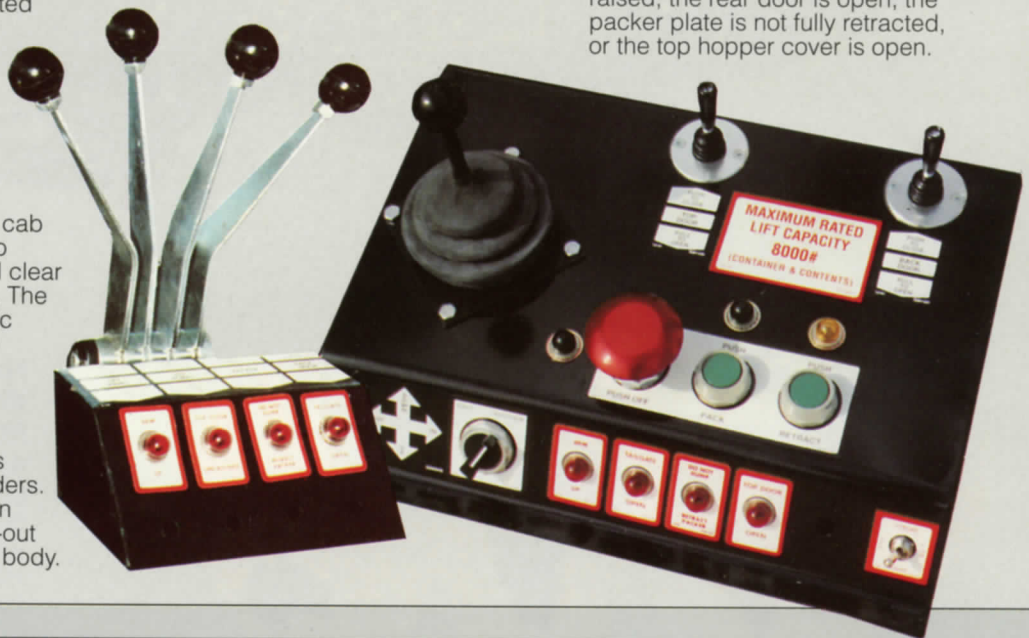
A sump, located at the front of the hopper is standard equipment on PAK-MOR front loaders. The sump has water-tight clean-out doors on both sides of the body, allowing easy clean-out of waste that may have collected inside the body.

Packer 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.

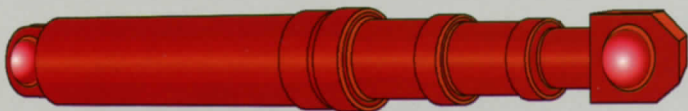
Cab controls.

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.



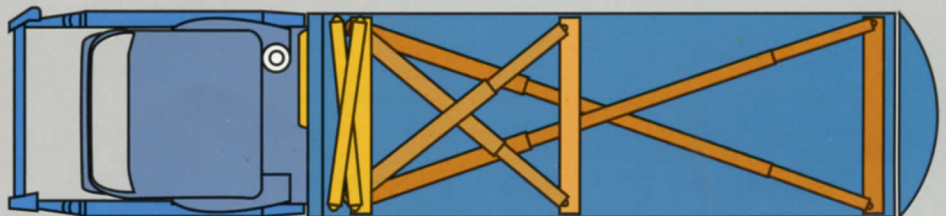
Packer Cylinders.

PAK-MOR's advanced 3-stage cylinders are "base-fed" double acting cylinders equipped with self-aligning, spherical bearings. They differ significantly from typical multi-stage cylinders. The oil inlet and outlet ports are on the main body of the cylinder — not on the plunger. "Base-fed" cylinders have the advantage of more efficient oil flow and less heat generation. The cylinders are installed with their base-ends attached to the body — the inverse of the typical multi-stage cylinder installation. This concept, in concert with the regenerative rapid pack circuit and the cylinders' "scissor-mounted" attitude, creates a pack cycle with unsurpassed speed and unparalleled compaction force.



Lightweight Cylindrical Body.

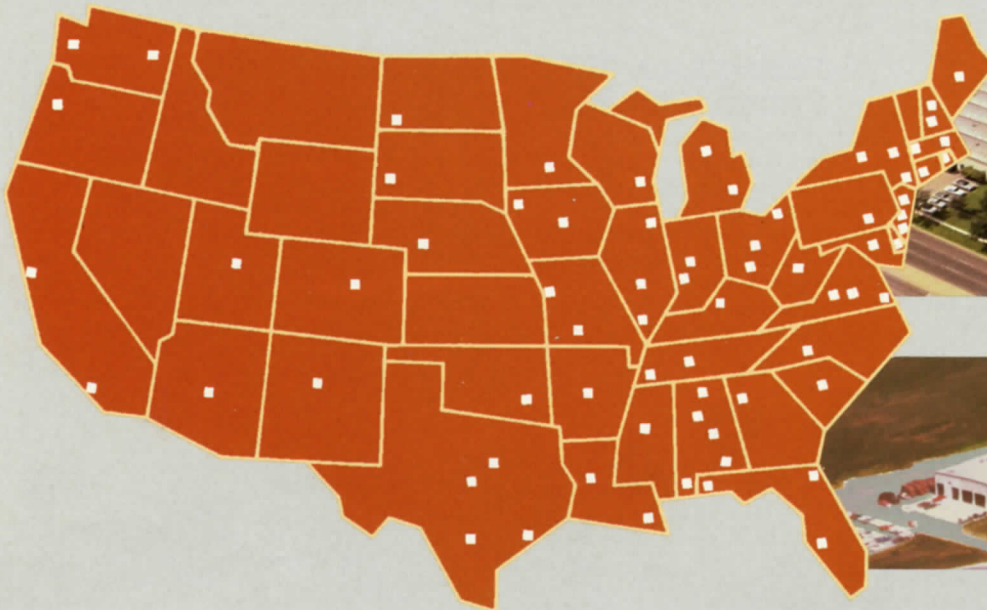
The most obvious difference between the FRC800 and other front loaders is its shape. But the differences do not end with the obvious. The cylindrical body is made from 80,000 and 100,000 psi high tensile steel, enabling it to be lightweight yet still withstand tremendous compaction force. Its short body length combined with the lift arm design produce a unit shorter in overall length, making it easier to maneuver. Its low-volume/high-density design provides a low center of gravity, improved operator visibility, and optimizes weight distribution on the chassis axles—a critical point in an environment of restrictive legally mandated vehicle weight limits.



Rapid Pack Cycle.

The FRC800's pack cycle is unique and advanced. The complete cycle requires approximately 20 seconds. The packer plate clears the hopper, and extends only 14 inches into the body to pack. The hydraulic circuit has a pressure sensitive regenerative circuit that provides speed to the pack cycle. As the body is loaded, resistance to the pack cycles reaches a level that the regenerative circuit causes the pack cylinders to produce their full 192,400 lbs. of output force. This translates into 42 psi across the face of the packer plate—no other front loader approaches this level of compaction performance. The FRC800's full-eject design means no tilting of the body is required to discharge the load.

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



San Antonio, Texas Plant



Duffield, Virginia Plant



National and Worldwide distributors to serve you no matter where you are.

A global distributorship network brings PAK-MOR within easy reach of any user anywhere in the world. Information on new product additions and the ability to order parts through this distribution system makes PAK-MOR internationally recognized in the solid waste disposal industry.



THE PRESIDENT'S E
CERTIFICATE FOR EXPORTS



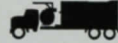
Side Loaders



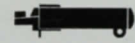
Rear Loaders



Front Loaders



Leaf Loaders



Lo Boyes



Dual Chamber Rear Loaders

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