



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

# FRHC800 HIGH-COMPACTION Front Loader

**PAK-MOR<sup>®</sup>**  
**PAK-MOR<sup>®</sup>**  
**PAK-MOR<sup>®</sup>**

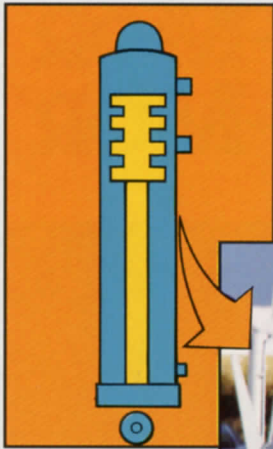
The  
Front Loader  
Redefined....



**PAK-MOR<sup>®</sup>**  
**PAK-MOR<sup>®</sup>**  
**PAK-MOR<sup>®</sup>**  
DOING A BETTER JOB THROUGH BETTER DESIGN



# The FRHC800, unli the weight where i



## Vertically Stowed Tilt Fork Tines.

The tilt fork, actuated by chrome plated cylinders, is mounted to the lift arms in two bolted pillow blocks and rotates in replaceable split bushings. The totally hydraulic operation of the tilt system stops the rotation of the tilt fork tines at the correct attitude for discharging containers when the lift arms are raised to the dump position. Permitting the tilt fork tines to fold to a near-vertical attitude when the lift arms are lowered for travel shortens the overall length of the unit. This capability improves maneuverability and thereby reduces the risk of damage due to inadvertent collision. The tilt fork cylinders' hydraulic circuit is predominately located inside 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 cylinder, 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.

## Easy accessibility to components.

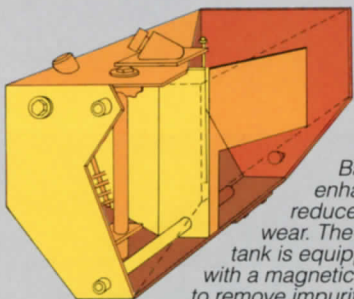
The main control valve, the pack circuit's regenerative valve, the return line filter and much of the hydraulic circuitry is located on the front of the body. Other hydraulic components, such as the reservoir with the suction line filter are mounted on the chassis frame. The pump, cylinders and hoses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

## Automatic Pack. (optional)

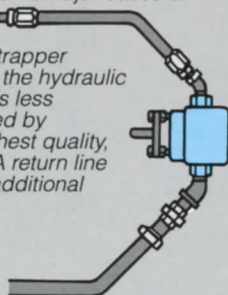
With the automatic pack two-position on/off cab control activated, the operator needs only to initiate the pack cycle. The packer plate will clear the hopper, pack, and automatically retract. The operator can immediately stop the automatic pack cycle at any point by pushing the cab control to the off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

## What makes this Front Loader different...

### Long Life Hydraulic System.

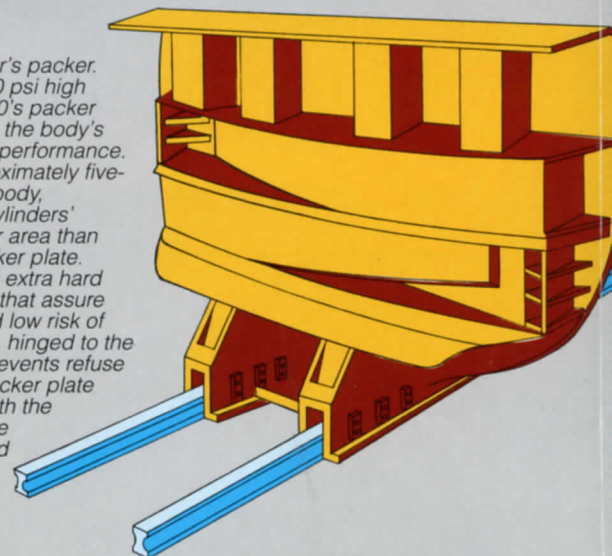


Pak-Mor's reservoir is mounted on the chassis frame and assures a positive flow of oil to the pump and prevents "air bubbling"—a troublesome wear factor. Baffling within the tank enhances oil circulation and reduces heat—a major cause of wear. The tank is equipped with a magnetic tank trapper to remove 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 FRHC800'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.

## Cab controls.

Positive lever controls are located in the cab for operation of the packer, rear door and lift arms. Available as options 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. An indicator light located in the cab of the chassis tells the operator when the rear door is open.

## 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 hydraulic cylinder. The cover opens automatically upon actuation of the lift arms. The cover will remain open until the operator actuates the cab control to close the cover.

## Windscreen.

The hopper windscreen, extending above the hopper opening's front and side perimeters, is standard equipment on Pak-Mor front loaders. The windscreen is stationary, eliminating reliance on maintenance headaches such as multi-piece top hopper doors or other moving parts to impede trash that might be blown from the hopper when dumping containers.

## 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.

Pak-Mor's advanced pack cylinders are 3-stage double acting cylinders. The stages' outer surfaces are nitride impregnated—a process far superior to chrome plating for a hard surface resistant to wear and external damage. The cylinders' "skip-a-stage" design was pioneered and perfected in the FRHC800. This concept, in concert with the regenerative rapid pack circuit, and the cylinders' "scissor-mounted" attitude creates a pack cycle with unsurpassed speed, yet still capable of unparalleled compaction force.

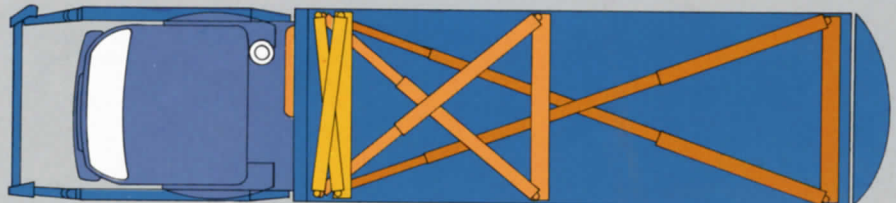


## Lightweight Cylindrical Body.

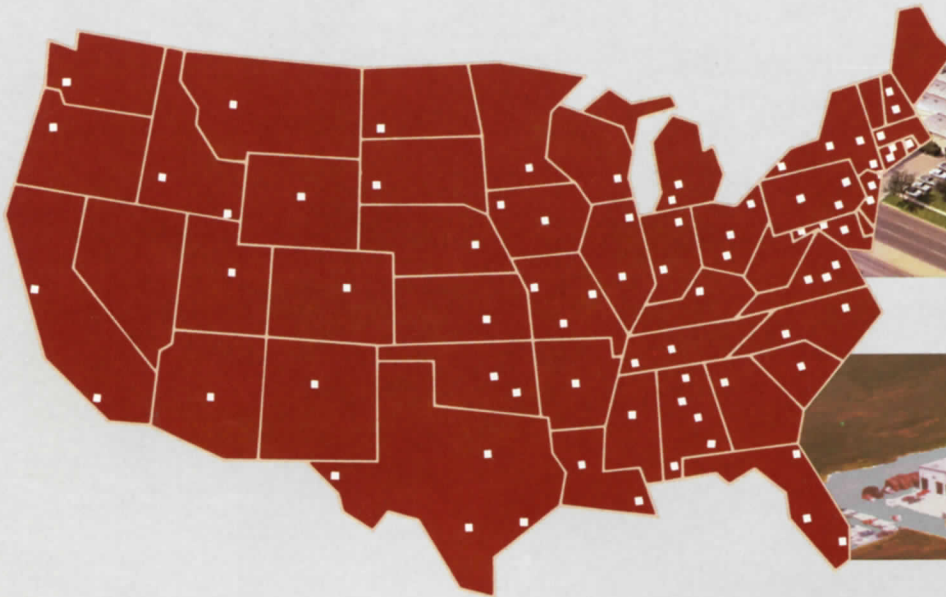
The most visibly obvious difference between the FRHC800 and other front loaders is its shape. But the differences do not end with the obvious. It is the body's cylindrical shape made from 80,000 and 100,000 psi high tensile steel that enables it to be lightweight, yet still be able to withstand tremendous compaction force. The FRHC800 body design translates into other distinct advantages. Its short body length combined with the vertically stowed tilt fork tines 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 FRHC800'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 206,400 lbs. of output force. This translates into 45 psi across the face of the packer plate—no other front loader approaches this level of compaction performance. Another positive benefit—unlike many "half-packs," the FRHC800's full-eject design means no tilting of the body is required to discharge the load.



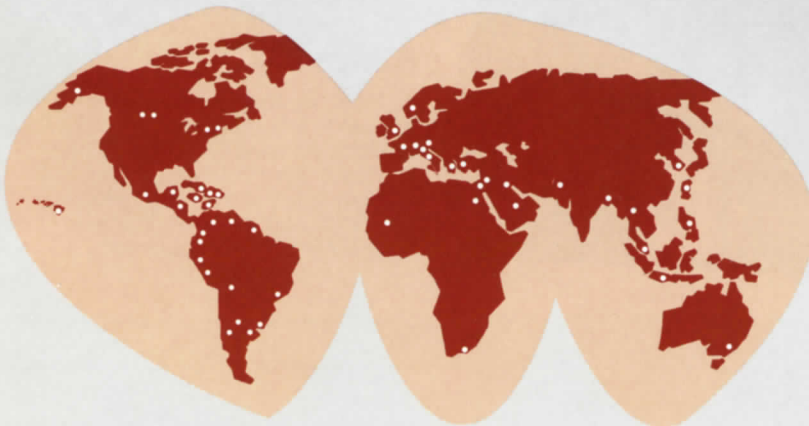
# 2 Manufacturing Plants in the U.S. 150 Worldwide Distributors.



San Antonio, Texas Plant



Duffield, Virginia Plant

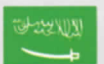


## National and Worldwide distributors to serve you no matter where you are.

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



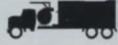
Side Loaders



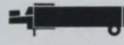
Rear Loaders



Front Loaders



Leaf Loaders



Lo Boyes



Dual Chamber Rear Loaders

The products illustrated in this catalog are protected by United States and Foreign patents, patents pending and applied for. Illustrations and specifications are not binding as detailed as Pak-Mor reserves the right under the company's product development program to change design or construction details and to furnish equipment when thus altered without reference to illustrations or specifications presented herein, and supersedes all previously published information.

1123 S.E. Military Dr. P.O. Box 14147 San Antonio, Texas 78214  
1-512-923-4317 Telex: 767429 FAX: 1-512-922-7782

Pak-Mor Worldwide, Inc. P.O. Box 79 9548 Matzingen, Switzerland  
41-54-53.18.94 Telex: 897335 FAX: 41-54-53.14.27

**PAK-MOR**<sup>®</sup>  
**PAK-MOR**<sup>®</sup>  
**PAK-MOR**<sup>®</sup>  
DOING A BETTER JOB THROUGH BETTER DESIGN

All PAK-MOR models have been certified as complying with standards established by the American National Standards Institute (ANSI) Z 245.1-1984  
PMFRHC800-910401