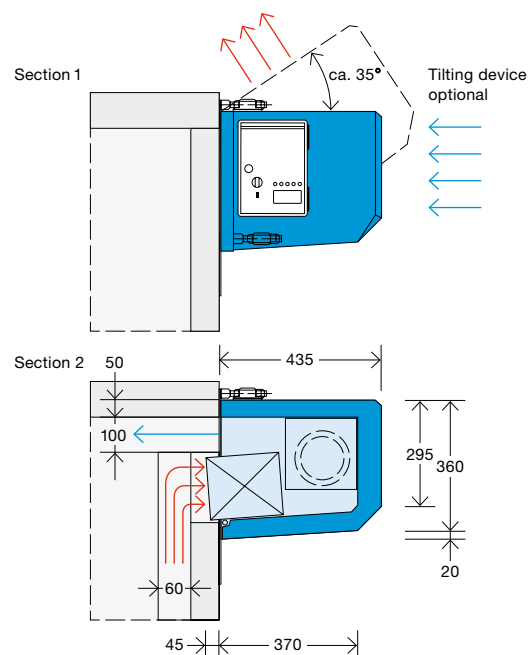
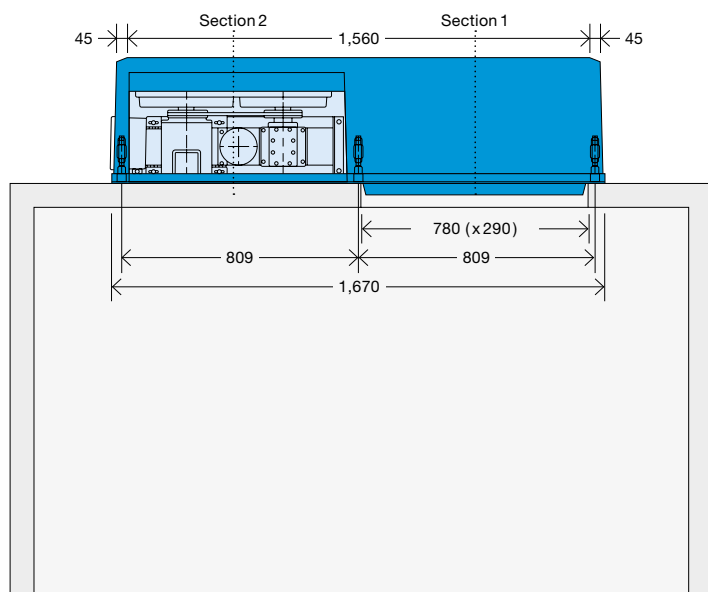


- 1 No diesel engine in the refrigeration unit:** Thereby space for extremely large heat exchanger surfaces with low-pressure levels. Increased life-time of the refrigeration compressor with considerably lower energy consumption, exhaust and noise emissions.
- 2 GRP plastic housing:** Extremely robust, noise absorbing and lightweight. No diesel engine in the refrigeration unit, therefore very low height. Patented tilting device, only 30 mm gap to driver's cabin required, saves up to 300 mm total height.
- 3 Two low speed, low noise fans:** Further speed and noise level reduction with L-speed option.
- 4 Loss-free electrical control** for alternator and mains operation using reliable electric relays. Easy thermostatic stop/start of the compressor with continuously running evaporator fan. Fuel consumption and wear reduced by up to 50%, also when compared to the start/stop operation of a diesel engine; remote control from driver's cabin.
- 5 Quick release fasteners:** Only one electrical plug-in connection. Automatically closing refrigerant couplings, also for additional connections for multi-temperature systems or additional cold holdover system with eutectic beams. Unit exchange within minutes, thus increasing the operational readiness of the refrigeration machine to up to 100%.
- 6 Special FRIGOBLOCK designed electric motor with high capacity reserves:** Safe running over whole speed range of the alternator. Large ball bearings regreasable for extremely long life-time.
- 7 Frames made of special high-strength aluminium sections with stainless steel bolts:** Maintenance-friendly also after many years of operation on dirty roads and of exposure to de-icing salt.
- 8 Only one low-wear, short, direct V-belt drive:** Straight belt runs use of standard V-belts.
- 9 High capacity refrigerant R410A:** 20% less energy consumption and 80% less global warming potential. Highest refrigeration capacities, box temperatures down to -40°C, no reduced capacity with mains operation.
- 10 No failure-prone flexible refrigerant hoses:** Vibration-free alternator drive system.
- 11 Robust, long-life refrigeration compressor with oil pump:** Designed for the high capacity refrigerant R410A. High operational reliability and efficiency, speed range between 500 and 3,000 rpm. Unsurpassed volumetric efficiency, low energy consumption. No increase of the critical discharge temperature by the waste heat of a diesel engine.
- 12 Reliable electric heating:** Maximum heating capacity also with lowest ambient temperatures.
- 13 Evaporator completely outside the vehicle box:** No risk of damage of fridge unit/goods inside the vehicle box. Robust fan drive by directly coupled 3-phase motors, no carbon brush or V-belt wear. Large evaporator with doubled fin spacing, high efficiency, delayed icing.
- 14 Crossflow fan with longest air throw:** Constant maximum air volume, uniform through-flow of the total vehicle box. Air discharge height only 100 mm, thus allowing double deck loading up to the bulkhead without any loss of loading height.



**TECHNICAL SPECIFICATIONS FK 8**

<b>FRIGOBLOCK Type</b>	<b>FK 8</b>	<b>DIM.</b>
<b>Refrigeration capacity at +30°C ambient temperature</b>		
box temperature at 0°C	5,200	<b>W</b>
box temperature at -20°C	3,000	<b>W</b>
box temperature at -30°C	2,000	<b>W</b>
<b>Heating capacity</b>		
electric heaters	3,800	<b>W</b>
<b>Refrigerant</b>		
HFC	R410A	
<b>Compressor</b>		
cylinders	2	
piston displacement	12.5	<b>m³/h</b>
rpm	1,450	<b>1/min</b>
<b>Electric motor</b>		
capacity	3.7	<b>kW</b>
rpm	1,450	<b>1/min</b>
<b>Evaporator</b>		
surface area	14.8	<b>m²</b>
crossflow fan Ø x L	160 x 620	<b>mm</b>
motor capacity	700	<b>W</b>
air capacity	2,000	<b>m³/h</b>
air velocity	9–13	<b>m/sec</b>
air throw, without duct	5–6	<b>m</b>
<b>Condenser</b>		
surface area	14.6	<b>m²</b>
axial fans Ø	2 x 282	<b>mm</b>
<b>3-phase alternator</b>		
capacity	6	<b>kVA</b>
<b>Mains</b>		
fuse protection (slow)	20 (10)	<b>A</b>
<b>Weight</b>		
refrigeration unit	102	<b>kg</b>
alternator	38	<b>kg</b>

Capacities at 60% of the rated vehicle engine speed or on mains operation, 400/415 V, 50 Hz.

Subject to technical changes without prior notice.