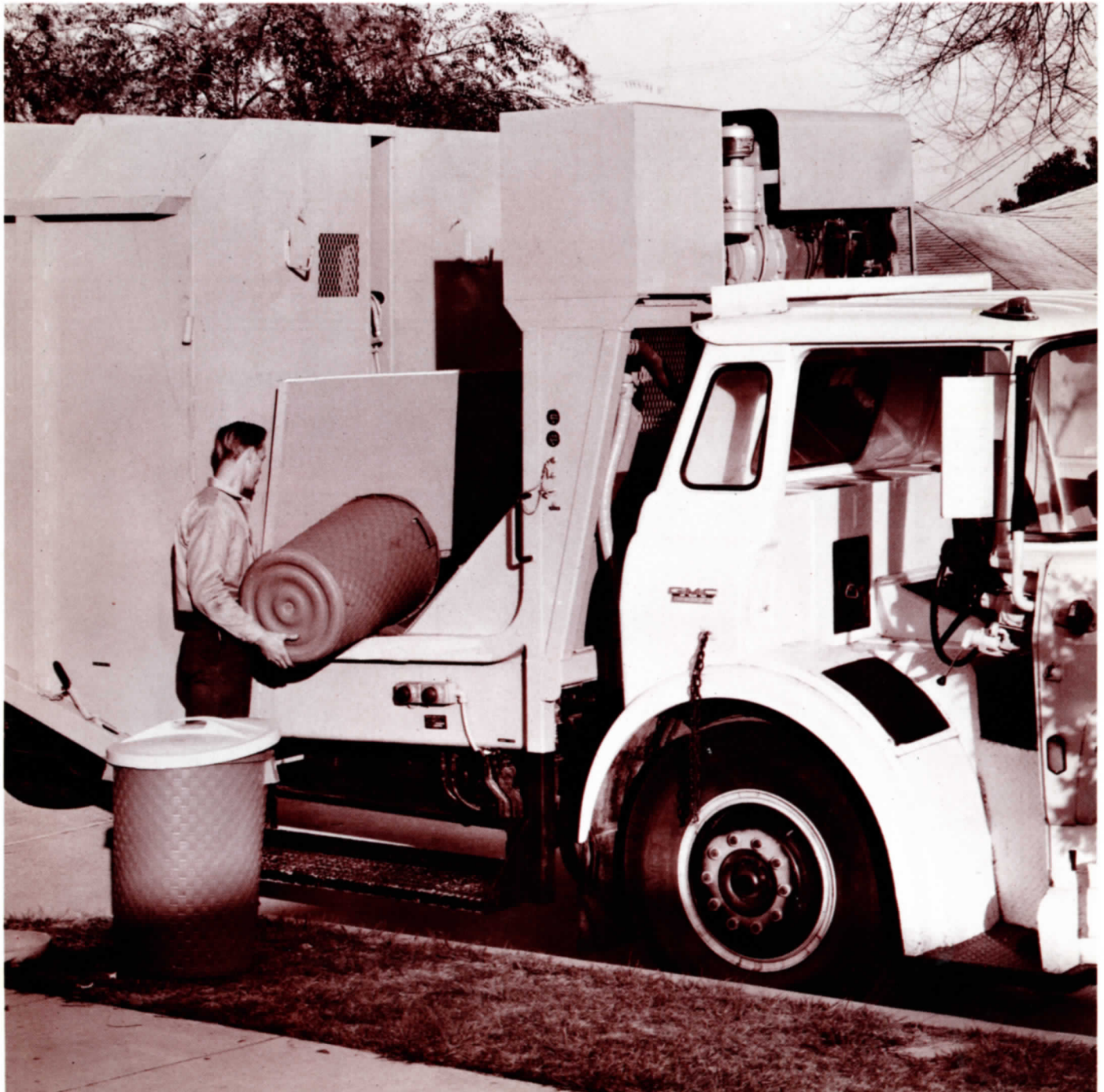


MAXON SHU-PAK 1 MAN DRIVE AND PITCH



1 MAN OPERATION

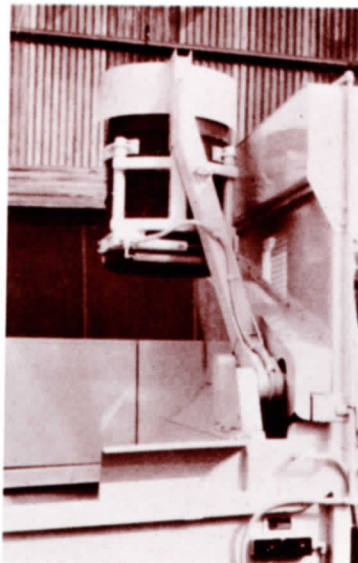
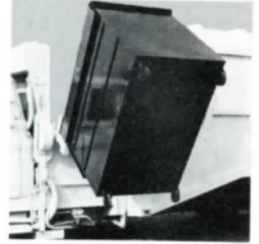
Low pitch in height and continuous loading during packing cycle permit one man collection crews. The Shu-Pak mobile refuse compactor was developed to provide the refuse hauling industry with a maximum payload vehicle which also allowed for one man operation. A Shu-Pak side loader consists of a hydraulically powered packer blade located directly behind the truck's cab to permit easy loading from either side, and a **light weight compactor body** where refuse is compacted by pressures of over 6000 pounds per square foot. Shu-Pak side loaders are built to provide continuous, dependable service under severe operating conditions. Standard Shu-Paks are furnished with power take off units for hydraulic drive. Truck chassis is modified to insure lowest possible pitch in height. **Electric controls on both sides of the packer** accelerate the engine and actuate the packer blade simultaneously to insure maximum packing force.



Optional right hand drive assembly includes steering wheel, accelerator pedal, brake valve, directional turn signals and gear shift controls . . . reduces walking by placing driver near point of pickup.

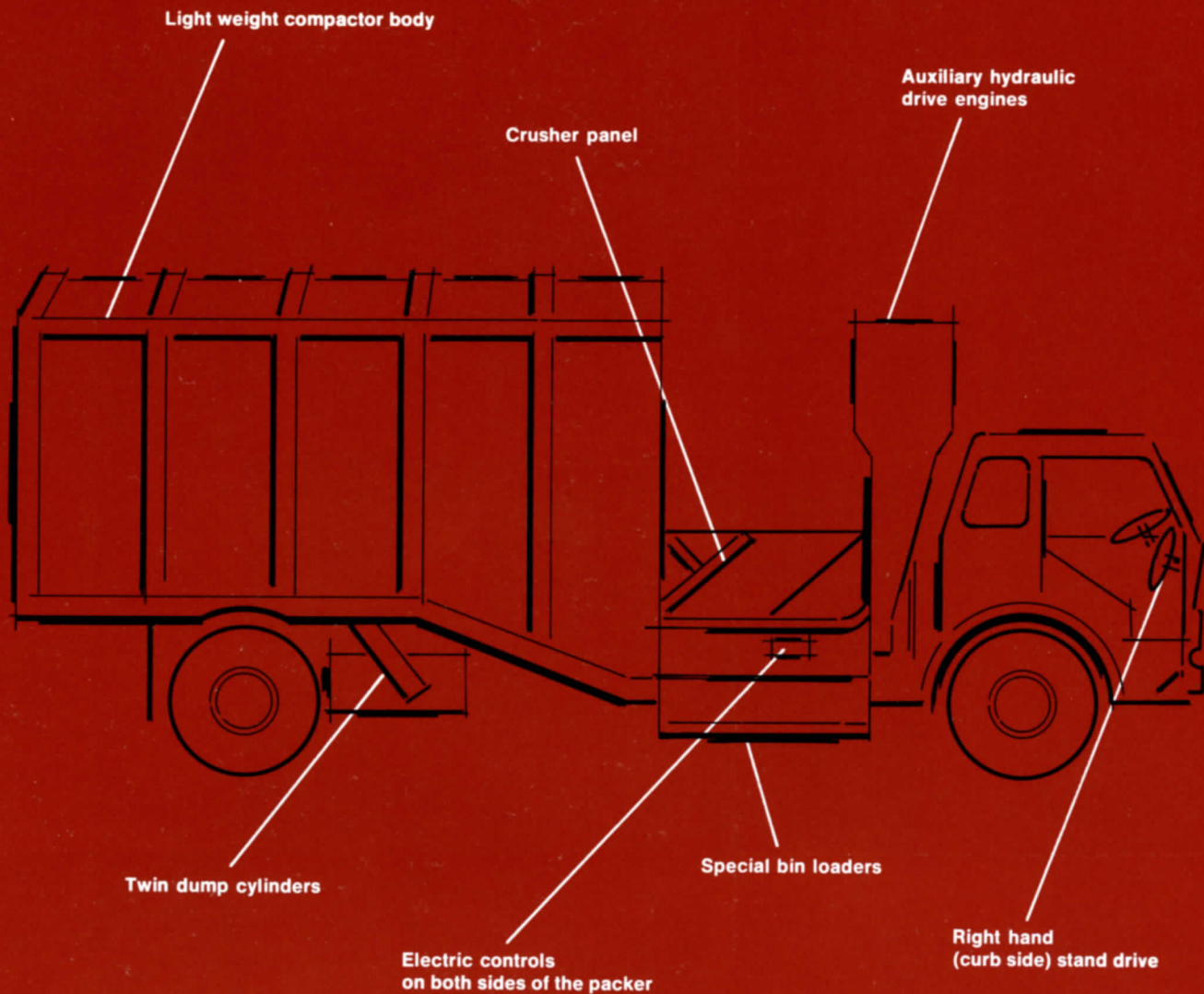
Refuse hopper directly behind cab features low pitch in height and continuous cycling, for one man drive and pitch.

Based upon a broad selection of optional equipment, Shu-Pak permits a hauler to design his equipment to suit his specific requirements. Either gasoline or diesel, **auxiliary hydraulic drive engines** mounted on the compactor bulkhead are designed for continuous operation. Each time the packer blade begins its cycle, the auxiliary engine accelerates simultaneously to insure maximum packing force. Where bin loading is a requirement, **special bin loaders** can be furnished to hydraulically lift containers of up to 2 cubic yard capacity and dump their contents in compaction hopper.



Special loaders can be provided for dumping 55 gallon barrels into compaction hopper, single lever controls both clamping and litting.





Right hand (curb side) stand drive assembly adds valuable minutes to the efficiency of a one man operation. Factory controls for left hand drive are retained to insure standard safety during normal highway travel. **Crusher panel** crushes material into hopper before packer blade pushes it into body; speeds compaction of items such as tree trimmings, wooden crates and boxes.

Twin Dump cylinders raise body to 46 degrees for easy unloading. Hopper and packer are mounted on chassis frame so only body raises during dump cycle.

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REDUCE PER UNIT COST

More Legal Loads Per Day

The speed at which a refuse truck pays for itself is directly proportionate to the number of trips it makes to the dump. Let's say you are a hauler, municipal or private, who is investigating equipment needed for a bid on a route consisting of 400 curbside pickups per day, 5 days per week. That's approximately 2 two axle truck loads per day.



Specifications

Model	103-25	103-29	103-33	103-37
Pay load	6 Ton	7 Ton	9 Ton	10 Ton
Rated Capacity	25.4 cu. yd.	28.9 cu. yd.	33.2 cu. yd.	37.2 cu. yd.
Packer and Body Weight	7150 lb.	7400 lb.	7700 lb.	8000 lb.
Inside Body Length	14'	14'	16'	18'
Inside Body Width	7'4"	7'4"	7'4"	7'4"
Inside Body Height	6'6"	7'6"	7'6"	7'6"

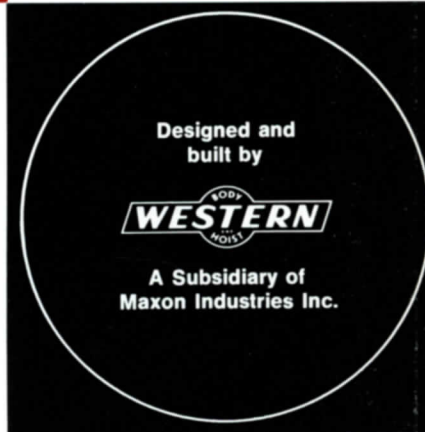
50% Less Per Ton Per Manhour Cost

A normal crew on a rear loader consists of one man driving and one man pitching and in many cases 2 men pitch while the 3rd man drives.

The same amount of pickups per day can and are being made by one man using a Shu-Pak with optional right hand drive, producing man hour savings of 50% and more.

20% Less Per Ton Per Mile Cost

A 2 axle rear-end hauler will haul 5 tons legal payload or 10 tons per day to the dump site. A 2-axle side loading Shu-Pak will haul 6 tons legal payload or 12 tons per day to the dump site. That's 20% more from Shu-Pak. A significant improvement in per ton per mile cost.



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SHU-PAK
PAT. NO. 2,961,105

Classic Refuse Trucks Library; www.classicrefusetrucks.com

M101

Drivers prefer Shu-Pak

9 out of 10 Shu-Pak drivers questioned prefer Shu-Pak to other types of equipment.

One reason . . . they can make more money. A hauler who hires one man instead of a team can afford to pay him the little extra it takes to keep a good man working.

Another reason drivers like Shu-Pak is because in a sense he is his own boss, which means he takes more pride in his equipment and job. He never feels he is doing more work than the other man because there is no other man.

When your driver starts up a Shu-Pak, he's putting you on the road to profit!



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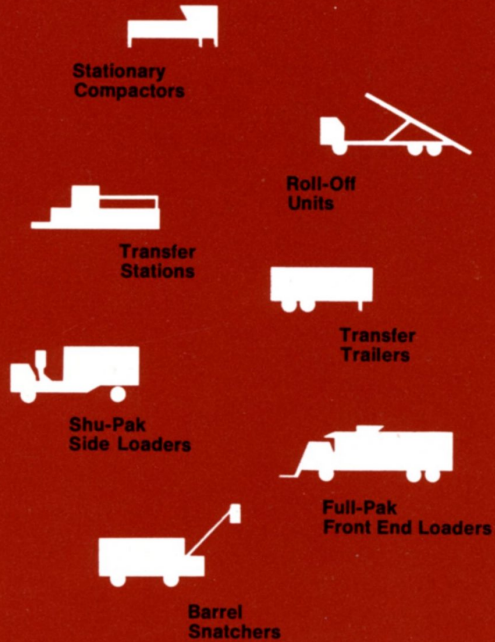
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- Full-Pak Front End Loaders
- Barrel Snatchers

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