

# SHU-PAK®

# S109

SEPARATE BODY & HOPPER

***SIDE LOADING REFUSE COLLECTION VEHICLES  
WITH SEPARATE HOPPER & BODY  
FOR UNPARALLELED UNLOADING STABILITY  
AND REDUCED OVERHEAD CLEARANCE***



SHU-PAK , the original one man side loader has been servicing municipalities and contractors for over 40 years. Since it was first introduced in the early 60's, we have constantly improved and developed this vehicle with a commitment to producing a product that will exceed your expectations while providing continuous service under the most severe operating conditions.

We realize there are many variables to refuse collection and flexibility is important, which is why the SHU-PAK side loader can be configured to best suit your particular application.

**MANUFACTURED BY  
SHU-PAK EQUIPMENT INC.**

**176 McGOVERN DR., Rr32., CAMBRIDGE, ONTARIO, CANADA N3H 4R7  
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# SHU-PAK's

## SPLIT BODY S109



The S109 is engineered to perform in the most extreme of environments. When it comes to the un-level ground of landfills, the S109 is amongst the most stable side-loaders on the market. It accomplishes this by having a separate hopper and body. During unloading only the body is raised leaving the hopper attached to the frame greatly improving the weight transfer and maintaining the center of gravity. As an added bonus with only the body raising, the overall height of the unit is reduced by an average of 20% over unitized Pac-Kings.

### FEATURES:

- ▣ Capacities from 13 to 40 cu. yd.
- ▣ Split body and hopper or unitized
- ▣ Various tailgate arrangements
- ▣ Dual under body hoist cylinders
- ▣ 12" deep packer with 4" ram cylinders and full width crusher panel
- ▣ Front or transmission mounted pump with hydraulic over speed control
- ▣ Electronic packer control with multi-cycle capability
- ▣ R.H. work brake with auto-neutral feature available for chassis equipped with Allison MD transmission
- ▣ Cab modifications available for stand up operation R.H. and /or L.H. side
- ▣ Top hinged hydraulic tailgate with 2 1/2" bore cylinders equipped with throttle valves to prevent sudden descent in the event of hydraulic failure.
- ▣ Installation to conventional or cab forward chassis

Wide range of optional equipment available

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