

UP Time



Service Inspections:

All suggestions made in this area of the publication can be found in the Owner / Service Manuals.

Points of interest:

- * THE FIRST 10 YEARS "JUST THE BEGINNING"
- * PTO SHAFTS
- * COOLER MAINTENANCE
- * LIFTER MAINTENANCE
- * SHREDDER "GUY"
- * USED TRUCK LISTING

PTO Shafts: (Service Weekly)

The PTO shaft or shafts depending on the unit you own need to be checked for ujoint wear and wear in the slip and spline area. It is also important to ensure there is no physical damage to the tube of the shaft. The set screws that hold the PTO shaft onto the pump and PTO box on the transmission also need to be checked on a weekly basis to make sure they are tight. Any worn parts need to be replace and the drive shaft needs to be rebalanced and lubricated once reinstalled.

Cooler Maintenance - Front Mounted: (Spring & Fall)

Front mounted coolers need to be first blown out with compressed air, make sure you blow out the entire cooler (pay attention to the corners) if you live in an area where there are a lot of bugs or if the cooler is very dirty use an engine degreaser to soften up heavy dirt and grime then wash out with a pressure washer. Make sure not to damage the fins with the pressure washer. Once everything is cleaned out it is important to ensure both fans are operating.

Cooler Maintenance - Side Mounted: (Spring & Fall)

Side mounted coolers need to first have the fans removed from cooler on the inside of the box then blown out with compressed air. Make sure you blow out the entire cooler (pay attention to the corners) if the cooler is very dirty use an engine degreaser to soften up heavy dirt and grime then wash out with a pressure washer. Make sure not to damage the fins with the pressure washer. Once everything is cleaned out it is important to ensure both fans are operating.

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We at Alpine Shredders have over the years used three manufactures, Mahaffy Lifter. After Mahaffy went out of business Alpine built a Mahaffy clone and Gingras Lifter which we are presently using in current production. The three styles comprised of the euro, two and three finger styles. Each of these lifters need to be serviced on a regular basis and checked for wear and or damage. It is highly recommended that you go through the manuals that came with your truck and check to ensure that you are performing the recommended weekly, monthly, yearly inspections and service required by the manufacturer. The major components all the lifters have in common are the chain that carries the carriage up and down, the carriage that engages the totes, the main beam or mast, the motor that powers the chain, the hydraulic hoses that provide the oil to the motor to do the work and the electrical system. This is not to say that these are the only areas that should be checked. All areas of potential wear and possibly failure should be inspected regularly as required by the manufacturer.

Alpine Shredders has **RETRO FITTED** several older units using the **new style 3 finger** lifter reducing the need for the transfer belt. Customers that have had this change made report it has greatly improve efficiency.

For more information and or a quote call the factory.

FREE
USED TRUCK
ADVERTIZING

To help service our customers Alpine Shredders has a section on our website dedicated to resale vehicles, where you can list your used shredding trucks for FREE. Please visit us at www.alpineshredders.com and click on the **USED TRUCKS** tab for more information.

**The first
10 YEARS**

**“Just the
beginning”**

The first 10 YEARS

NAID 2014 will mark Alpine Shredders 10th anniversary. Back in 2004 we shredded our first piece of paper and from that day on we made an impact in the market place. Going forward Alpine Shredders is committed to continue driving the evolution of the shredding truck. We would like to take this opportunity to blow our own horn and revisit what we have accomplished. You may notice many of our innovations are now standard in the industry.

2005

1st shred truck with Shred Load Detection (AKA: Predictive Idle)

1st shred truck with a grip type lift we now call “Shur Grip”

1st shred truck with CAN BUS controlled shredder and diagnostics

1st shred truck with aerodynamic body

1st shred truck with Stainless Steel door frames offered as a standard

1st shred truck with the shredder mounted perpendicular to chassis rails over a compactor mounted on an incline (a layout now adopted by our pierce & tear competitors)

2006

1st non CDL 19500 GVWR shred truck

1st shred truck with PTO driven generator , electric shredder drives and shore power

2007

1st pierce & tear shred truck able to change shred size with the push of a button

Our 1st production Shredder Block engineered and fully produced in North America

Our 1st STAK model, now our #1 seller, built on the “Simple-Solid-Reliable” platform (a slogan now adopted by our competition)

2008

1st non CDL 26000 GVWR with an attractive payload

1st 9000 lb/hr shred truck, that’s right 9000 lb/hr!

2009

Alpine moves to 16000 sq ft production facility

2010

AXO Shredders Corp. is absorbed by Alpine Shredders Limited (same people, same product, same manufacturing facility, new name)

2011

1st Rotary Feed Hopper for small shredding blocks (Patent Pending)

2012

1st shred truck able to switch on the fly from a 3/16” screened shred to a 5/8” pierce & tear shred, we call it “Dual Shred” (Patent Pending)

2013

Our smaller version of the 2012 Dual Shred truck (Patent Pending)

Alpine adds a second final assembly line to meet production demands

In 2014 we will be releasing our latest innovations, once again changing what you expect from a mobile shred truck without compromise. Our new 2014 models will be built on our same STAK platform but with performance and features you just can’t ignore. You are always welcome to come visit our factory or if you are at NAID come see us for a 2014 truck tour.

ENGINEERED TO LAST ON ANY CHASSIS



PLC vs. RELAY LOGIC

With many of the shred truck manufacturers moving to a "CAN bus / PLC" operating system to control their equipment, you may wonder why Alpine primarily uses Relay Logic. Alpine Shreders was actually the first shredding truck manufacturer to use CAN bus /PLC technology back in 2004 and still uses CAN bus / PLC in two of their models: **720 V-Max** and the **512D Dual Shred**. They both use CAN bus / PLC technology because of their many inter-dependent functions. The **STAK** and **V-Series** models, like many of the shred trucks sold today have very little inter-dependent functions, therefore not requiring complex CAN bus / PLC systems. The three main reasons relay logic benefits you the customer are serviceability, up time and inexpensive replacement cost.

CAN bus / PLC systems still require relays to do the work. These systems can range in cost from \$1500 and upwards of as much as \$3000 on competitors units with replacements often requiring a factory trained technician. Meaning once it is out of warranty the customer will be paying the labour and travel expenses on top of the parts to have a technician come in to work on replacing the system. To replace a relay however will cost approximately \$30 — \$40 which just about anyone with a little bit of mechanical skill can troubleshoot and replace in the field saving you down time and money.

When you are considering purchasing a new truck with PLC / CAN bus system, ask yourself and your service provider whether your new truck will need the complex system or will a simple relay logic system be perfectly adequate.

**PLC
vs.
RELAY
LOGIC**

In truck emergency "SERVICE" tool list.

Basic Truck Tool & Supply List

(To be used by the driver when in the field)

Tools

- Test light 12 volt with 36" ground wire
- Adjustable wrenches 1 - 8" long
1 - 12" long
- Multi bit screw driver
- Slot screw driver 1/8" wide blade 4" long
- Metric and Imperial allen wrench set
- Vice grips 6"
- 14ga jumper wire with alligator clips installed
(2 @ 36" long)
- Wire stripper / Wire end crimper
- Utility knife
- Flash light or head light
- 6mm allen wrench (for Keith Walking Floor **ONLY**)

Supplies

- Zip ties 12 - 6" long
12 - 12" long
- 14ga wire 20 feet long
- Electrical tape 1 roll
- Assortment of wire ends
 - 10 - 14ga butt connectors
 - 10 - 14ga spade connectors
 - 10 - 14ga eyelets 3/16" holes
 - 10 - 14ga eyelets 1/4" holes
- Fuses (5 per package)
 - 1 - 7.5 amp
 - 1 - 10 amp
 - 1 - 25 amp
- Spill Kit - legal requirement in some states.

**In truck
"service" tools.**

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UP Time

Shredder "Guy" -

We are pleased to announce that Scott Fasken has taken delivery of his 5th Alpine shred truck – a STAK-26. (The attached picture shows our crew just prior to his truck leaving our facility) Scott's success is accentuated by his positive attitude and continually striving to achieve customer service excellence. The NAID Past President has mentored many start-up companies with his expertise and advice on equipment, acquisition and customer retention along with overall industry knowledge. The entire Alpine team wishes Scott and his team continued success and we look forward to delivering truck #6 in the near future.



The 2013 Secure Shredding and Medical Waste Conference is coming up November 10 2012 in Orlando Florida. This event will include an exceptional line up of educational sessions designed to help business owners generate new revenue streams and increase profitability. We will be in attendance highlighting our Alpine products and hope to see some familiar faces there as well.

Finally... "It's easier to explain price once than to apologize for quality forever". We believe value is more important than price and this is one of the principals we implement when we engineer, build and design our products. This business is a marathon not a sprint so if you're considering another shredder unit, trust our Alpine value for the long haul.

Enjoy the fall season and Happy Shredding!

Guy Wakutz



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