

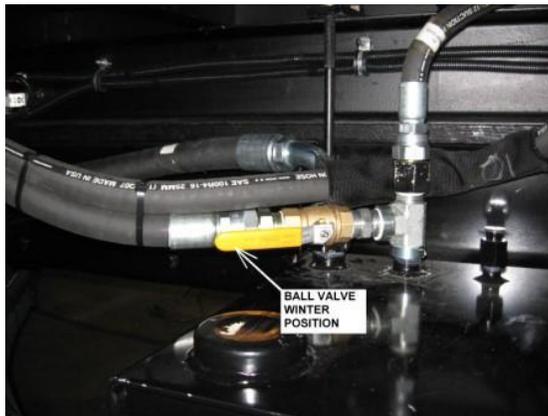


This Issue:

SEASONAL MAINTENANCE

SEASONAL MAINTENANCE
 FLUID WARMING
 OIL CHANGES
 SHREDDER "GUY"
 10,000 LB/HR!

- 1 Another Summer has come and gone, Fall is here and Winter is soon to follow. **ARE YOU READY?** None of us want to remember last years Winter but remembering it will help us get a jump on some of the problems most of us north of Georgia faced. Based on last year we all need to make sure we are ready. Last winter was one of the coldest on record for most of the country and according to those that are suppose to be in the know this coming one is going to be very much the same. The heavy snow fall and extreme cold has been tough on all equipment. Those that work in the elements appreciate how difficult it can be to do planned work outdoors let alone trying to do repairs that should have been looked after before the truck was put into service. From a service standpoint not much changes from winter to summer and vice versa. These service reminders are all things that veteran equipment operators take for granted, however they are still worth going over with new employees and a good refresher for long term people.
 - 2
 - 3
 - 3
- If equipped on your shred truck the cooler bypass valve should be **OPEN** yes **"OPEN FOR THE WINTER" (REF. PHOTO'S BELOW)**. If forgotten or ignored you will join the rank of some of our customers that have had to change the blown off filters and do a clean up in the cold weather—not a fun job.



WINTER — IN LINE WITH HOSE



SUMMER — 90 DEG TO HOSE

- If equipped, check to ensure your tank and panel heaters are operating properly and are turned on when needed.
- Make sure your receptacle (ground fault is recommended) and extension cords are heavy enough and are in good repair.
- If necessary replace the gearbox oil in the shredder and compactor with the correct factory approved gear oil which is listed in the manual that came with your truck.
- Ensure your hydraulic oil and filters are climate appropriate.
- Have your anti freeze checked to ensure it is of sufficient strength for the region the truck will be operating in. Those in the warmer climates should also use anti freeze in their vehicles, anti freeze is formulated to help dissipate engine heat quicker, has rust inhibitors and water pump lubricants.
- Ensure you have windshield washer fluid (again climate specific) in the vehicle along with good wiper blades. There is nothing worse than having the wipers smear to the point where you can not see.

WHY INSTALL FLUID WARMING DEVICES

**EVEN A TRUCK AT
75°F AMBIENT
TEMPERATURE CAN
BENEFIT FROM
WARMING DEVICES**



**YOUR TRUCK MAY
ALLREADY BE
EQUIPED WITH A
ENGINE BLOCK
HEATER**

Hydraulic fluid warmers and diesel fired coolant preheaters have long been used by equipment owners in cold climates to help maintain their vehicles and reduce unnecessary idling times, resulting in lower operating costs. However even trucks in moderate climates can share in some of the same benefits. All machinery that uses a fluid has an ideal fluid temperature that provides peak performance and efficiently. When a fluid is cool, it is more viscous and dense causing the equipment to work harder, which shortens the equipment's life cycle and decreases its productivity. Also waiting around for the fluid to warm up keeps the equipment and workers from doing what makes the money, which is shredding paper. The following are two products that Alpine's engineering team recommends to help increase the life of the shredding truck equipment and increase productivity, no matter the climate:

Arctic Fox Hydraulic Fluid Warmer - This style of hydraulic fluid heater consists of a heating element that is installed into fluid reservoirs to help maintain the ideal fluid temperature. The heater is equipped with an inlet and outlet port that circulates heated engine coolant through the heating element. The warmer hydraulic oil flows freely preventing sluggish performance of the hydraulic equipment, lowering the chance of the pumps cavitating and increasing the life cycles of the hydraulic pumps, motors and hoses. So what does this mean to a shred truck owner – more throughput, lower maintenance costs, more uptime and lower idling times.

Webasto Diesel Fired Coolant Preheater - This product is connected to the engine's coolant system and preheats the engine coolant to an ideal temperature. A small electric pump circulates the engine coolant over a diesel fired heat exchanger to heat the coolant. The hot coolant is then circulated through the engine block. Modern truck engines rely on diesel particulate filters (DPFs) to clean the exhaust gas when the engine reaches a high enough temperature to oxidize and burn the trapped particulate matter. If an engine can reach optimum operating temperature quickly the amount of particulate matter built up is significantly reduced which will extend the life of the DPF filter and the truck will require less regenerations. An independent study has concluded that even a truck at ambient temperature of 75°F with a preheater can reduce emission levels by 27% compared to those without. So what does this mean to a shred truck owner – less chassis DPF regenerations, less idling, lower maintenance costs and more time spent shredding rather than at a garage.

Also note that 90% of all Alpine trucks sold have an engine block heater. This heater can be plugged in using an extension cord and like the Webasto, preheat the engine block to a more optimum temperature.

Shane Simpson

REPLACE ENGINE OIL 4 TIMES PER YEAR!

In most operations a shredding truck chassis runs at least 8 hours per day. What is shocking to a lot of people is the frequency of oil changes. Maintaining the correct oil change interval is a vital factor in preserving the integrity of an engine and transmission. Your filters must also be changed when oil is changed.

**CORRECT OIL
CHANGE INTERVALS
PRESERVES THE
INTEGRITY OF AN
ENGINE**

Below is an example of how often you should change your engine and transmission oil based on 8 hour days 5 days per week (always consult your owners manual for recommended intervals)

Cummins ISB & ISL engine
500 engine hours
12 ½ weeks (less than 3 months) based on 8 hrs/day, 5 days/week

Allison 2000 & 3000 Series Transmission
500 engine hours (Non-TES 295 Fluid)
12 ½ weeks (less than 3 months) based on 8 hrs/day, 5 days/week



Allison 2000 & 3000 Series Transmission
3000 engine hours (TES 295 Fluid)
75 weeks (1 year 5 months) based on 8 hrs/day, 5 days/week

If you are not changing your oil at least 4 times per year you should seriously consider reviewing your duty cycle and preventative maintenance program.

Peter Viveen

A brief sales moment.....10,000 lb/hr shred truck

As typical Canadians, we don't brag or boast about our achievements too much (unless it's hockey) but when there is something special it needs some attention.



Back in late 2007, Pete and the other smart guys in engineering developed a product for the busy operators and shredding throughout junkies. The resulting product our VMAX was and still is the worlds fastest shredding truck. In fact the current model has some refinements that increase the throughput up to 10,000 lb/hr.

In a recent test of the VMAX while shredding glossy real estate books (easiest material to shred), we achieved an incredible shred speed rate of 12800 lb/hr for 3,000 lbs of material. Just think about that for a moment—a 96 gallon tote with 300 lbs of these books took only one minute twenty five seconds!!! Do you think this could substantially generate more revenue in less time for your operation? As Rick Weekly at Affordable Shred stated about his VMAX "its like 1 1/2 trucks.....we increased our daily route stops by 1.5 times over our older Alpine shred truck shredding at 6,000 lb/hr!"

I know there is not a "one size fits all" piece of equipment out there, but if your operation is expanding on in a dense market, this could be the right truck to accommodate all your needs.

Take care and remember to ensure your piece of equipment is prepared for the winter

gwakutz@alpineshredders.com

