

UP Time

SPRING 2019



ALPINE ACQUISITION

Guy Wakutz



We are excited to announce the acquisition of Alpine Shredders Limited by Lynx Equity Limited effective February 2019. Lynx Equity is a good fit for Alpine as their “buy and hold” strategy will allow for more growth opportunities as well as consistency with our quality build principals for many years to come.

Our President, George Doerr, who will remain with the Company, echoed the statement of excitement. “The Alpine team is looking forward to being part of the Lynx family and continuing their quest to lead the industry for mobile shredding equipment.”

In this new chapter of our company, all employees will stay on as well we are adding more to increase production capacity. Quality of people has always been paramount to us and we believe that shows with our exceptional service, engineering, equipment and even sales resulting in our high percentage of repeat customers.

“Simple-Solid-Reliable” design continues. So, moving forward...same but different but same...I think you get it!

On another note, this is a banner year for us as sales are up and production is busy. One thing to consider if you are thinking of adding another shred unit is that some chassis manufacture’s builds are way out into the fall of 2019 and some into January 2020...crazy! Our standard chassis offering is Freightliner and we have good inventory with our dealer but that could change in the fall. We know it’s not always easy to plan your growth needs but the earlier you start thinking about new equipment acquisitions the better.

As always, we are here to answer your questions and help keep your Alpine equipment running smoothly.



THE CASE FOR REAR FENDERS & GALVANIZING

DEREK SITTLER

You spent a lot of money to purchase your shredding truck and want to get maximum life from your equipment. Doing regular maintenance like fluid and filter changes, greasing help increase the longevity of the shredding equipment. What can you do to increase the life of the body that protects the equipment from the outside elements? How can you make the body last longer? Regular washing and cleaning to rinse away the salt residue and dirt that increases the corrosion process is good regular maintenance. Undercoating/rustproofing and caulking also help protect the body. The important floor and frame structure on Alpine trucks are hot dipped galvanized as a complete structure, with today's super light cross members galvanizing is a must, this ensures the metal and welds are properly coated before it is installed on the chassis. Galvanizing is much more robust then powder coating or just painting.

Another way you can increase the life of the body is install fenders over the rear wheels. These fenders deflect the water and debris kicked up by the tires back down to the road surface. They also protect from impacts of rocks and other debris that can cause damage to the galvanized coating. Fenders can be made from steel, aluminum, stainless steel and plastic materials. Plastic or poly fenders are economical, light, very tough and not affected by temperature. They also shed water and ice easily due to their smooth surface. Easy installation can be done before the body goes on the chassis.

As our trucks are get older some customers are now removing the body equipment and installing it on a new chassis. They know the Alpine shredder still has lots of life left in it however the chassis is worn out and no longer cost effective. Adding fenders to the chassis will lengthen the life of the body by protecting it from the ravages of the road. Shredding trucks are tools that you want to keep working as long as possible and still be cost effective. When you are ready to order your next shred truck, swap your shredder equipment to a new chassis or just wanting to make the body last longer or give your truck a different look I would recommend getting some rear fenders for your truck.

COMPETITORS TRUCK WITH NO GALVANIZING



OUT OF THE ELEMENTS

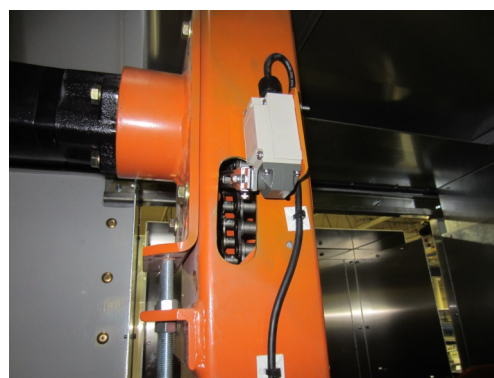
Peter Viveen

At Alpine Shredders we review our fleet performance weekly with Service, Sales, Production and Engineering. When we recognize a common complaint or failure with a component we drill down and figure out the cause and what action needs to be taken to eliminate the cause. If the cause can't be eliminated than we do what we can to mitigate the issue.

We have found over the years that most electrical failures are caused by exposure to the elements such as road salt, water and cold temperatures. Relocating electrical components to the inside of the truck body eliminates the exposure. The first items we relocated were the oil temperature switches. It was common for us to get service calls from customers requiring replacement switches. After relocating the switches to inside the truck body the failure rates dropped dramatically. In 2018 we relocated our ignition solenoid and we expect the same dramatic results.

There are however components that can't be relocated such as the air pressure switches located on the fire wall. To mitigate the issues seen with these components we have sourced switches with sealed connectors rather than the common spade connector.

Our most recent relocation effort is the lower limit switch on our Cart Lift. We have two prototypes currently being field tested. You can also see the prototype switch set up at NAID this year.



The PTO solenoids are the only remaining items that can't be relocated. They come with a sealed connector that we suggest repacking with dielectric grease from time to time. If you own an older Alpine that was built prior to any of these relocation we also suggest repacking connectors and housings with dielectric grease from time to time as a preventative measure.

These may seem like minor changes but when you consider down time they are a huge deal. The less hydraulic and electrical components we expose to the elements the more reliable your truck becomes.

IMPORTANT SEASONAL REMINDER

If your Alpine truck is **NON CDL** and was delivered before **FEB 2013** it is equipped with a cooler bypass valve don't forget to "**CLOSE IT FOR THE SUMMER**"



WINTER — IN LINE WITH HOSE



SUMMER — 90 DEG TO HOSE