

UP Time

ALPINE SHREDDERS
SIMPLE ♦ SOLID ♦ RELIABLE

Special points of interest:

- * SEASONAL MAINTENANCE SERVICE SUGGESTIONS
- * YOUR NEEDS
- * ENGINEERING UPDATE
- * 2010 EPA
- * SHREDDER "GUY"
- * USED TRUCK LISTING

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Seasonal Maintenance / Service Suggestions:

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

There is a crispness in the air and morning dew settles heavy on your vehicle when you get into it. All signs that the season is changing, it is again time to prepare your shred trucks for the coming, dare I say it, winter as some on the eastern seaboard have already experienced. Most of the same items need to be checked as suggested in the Spring / Summer newsletter. The following suggestions, some which are model specific and may not apply to your truck but if equipped should be checked.

- Ensure the hydraulic oil in your system is seasonally appropriate.
- Change the hydraulic oil and the filter if necessary.
- If equipped, check to ensure your tank and panel heaters are operating properly.
- Make sure your receptacle (ground fault are recommended) and extension cords are heavy enough and are in good repair.
- Cooling fans should pull air through the cooler not push air.
- If necessary replace the gearbox oil in the shredders and compactor with the correct factory approved gear oil which is listed in the manual that came with your truck. The cooler bypass

USED TRUCK LISTING

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. Visit www.alpineshredders.com and click on the "USED TRUCKS" tab for more information.



**WE HAVE A
TRUCK THAT FITS YOUR NEEDS**

The entire vehicle needs to be Maintained.

Service / Maintenance

CONTINUED

- The links from the transmission to the pumps also need to be maintained not only in the spring and fall but throughout the year. The PTO shafts need to be inspected to ensure there is no excessive play in the slip and spline area. Also ensure the lock bolts on the yokes at the PTO and pump end are tight (this was suggested by a customer that had one come loose). The u-joints should have no perceivable play in them when checked. Finally all three grease fittings on each shaft should be greased to the point that fresh grease is seen to be purged out from all four seals on the cross of the u-joints and out of the slip.
- The truck chassis or power unit also needs to be serviced on a regular basis. If you look after this yourself or depend on a dealership or independent repair facility it is important to do the maintenance on a regular basis. Most dealers and independent repair facilities will be able to advise you on what needs to be done regularly and what should be done seasonally.
- 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 if formulated to help dissipate engine heat quicker, has rust inhibitors and water pump lubricants.
- Ensure you have windshield washer (again climate specific) in the vehicle along with good wiper blades.
- Another climate specific item is the engine block heater. Make sure they are in good working condition and all cords are in good shape. One thing we suggest is to loop the extension cord over the driver's mirror so you see it as you climb into the cab. If you missed it then, you will see it when you look out to your mirrors before you move the truck. If you still miss seeing the cord then maybe you shouldn't be driving that day, just suggesting.

Mike Ulakovic

The only 2010 "emissions solution" that puts the customer first.

MaxxForce® Advanced EGR means less hassle.

We pursued Advanced EGR because we believe it's the right thing to do for customers, for the industry and for the environment. So why choose MaxxForce Advanced EGR? Simple: it doesn't require you to operate or maintain your trucks any differently than you do today.

The Advantages of Advanced EGR:

SMARTER

- No additional costs due to purchase of liquid urea
- Increased payload capacity due to lighter weight
- Our integrated-chassis-and-engine approach improves efficiency

EASIER

- No liquid urea fill-ups
- No significant change to driver behaviour from today
- No driver-interface changes (such as new gauges and warning lights)
- Lack of additional equipment means no body mounting issues
- No new training for technicians
- No risk of engine de-rates because of liquid urea issues

CLEANER

- The cleanest engines we've ever built
- 2010 EPA certification means compliance today and in the future
- Turn the key and drive—no gaps in NOx reduction

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Advanced EGR "the right thing to do"

FAQs

Q: *What is MaxxForce Advanced EGR?*

A: MaxxForce Advanced EGR is Navistar's no-hassle solution to 2010 emissions standards. It's built into every MaxxForce engine we make.

Q: *What do you mean by "no-hassle"?*

A: When it came to choosing a technology for meeting the 2010 EPA emissions requirements, we made our decision with our no hassle philosophy in mind. For us that meant choosing a technology that doesn't add operational costs for customers so it's smarter for their business. It also meant choosing an option that doesn't create operational changes for customers making it easier on them. And, of course, a technology that meets the EPA regulations so it's cleaner than any engine we've ever built.

Q: *What's the biggest difference between MaxxForce Advanced EGR and other 2010 emissions solutions?*

A: The biggest difference is, we don't make our customers shoulder the responsibility of compliance. We do it for you.

Q: *Why is Navistar the only OEM offering an in-cylinder solution?*

A: We pursued Advanced EGR because when it comes to our customers, we have a philosophy to deliver them a vehicle that is no hassle. When we looked at emissions from a customer standpoint, Advanced EGR was the only no hassle option. We developed a high-pressure fuel injection system years ago, knowing that this technology would allow us—and only us—to deliver a superior emissions solution.

Q: *What does EGR mean?*

A: EGR stands for Exhaust Gas Recirculation. In a nutshell, cooled diesel exhaust is recirculated back into the engine, reducing emissions in cylinder before it comes back out.

Q: *How will MaxxForce Advanced EGR affect my bottom line?*

A: Because there is no added equipment (in other words, added weight) you'll benefit from higher payloads.

Q: *How will it affect my operating costs?*

A: With Advanced EGR, you don't have to add costs for buying, handling and maintaining liquid urea, or training drivers and technicians on how to handle liquid urea.

Q: *Will it affect engine reliability and durability?*

A: No. The MaxxForce Advanced EGR is based upon the technology solution we brought to market in 2007. This approach means customers do not have to rely on unproven technology.

Q: *What are the 2010 EPA emissions requirements?*

A: Since January 2010, the EPA requires new vehicles to achieve a diesel exhaust emissions regulations limit, which is 0.50 NOx (g/hp-hr), down from 2.0 in 2007.

Joe Mitchell
Truck Sales

**EPA requires
new vehicles
to achieve**

SIMPLE ❖ **SOLID** ❖ **RELIABLE... ON ANY CHASSIS**



In truck emergency "service" tool list.

Having been involved as the Service Manager at Alpine Shredders since Feb of 2011, I have noticed that there are many of you that may benefit from the following tool list. These would be helpful should your truck go out of service on the road. The following tools list is suggested, these very basic tools can greatly help diagnose most electrical and hydraulic problems while the truck is out in the field. They include and are not limited to the following.

In truck

"service" tools.

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

Supplies

Zip ties 10 - 6" long
10 - 12" long
14ga wire 20 feet long
Electrical tape 1 role
Assortment of wire ends
10 - 14ga butt connectors
10 - 14ga spade connectors
10 - 14ga eyelets 3/16" holes
10 - 14ga eyelets 1/4" holes

Shredder "Guy" - with a brief sales moment!

Safety & Maintenance

With the high capital costs of shredding equipment, an unpredictable economy and increased competition, your bottom line is becoming harder to control. Business is all about the bottom line. Maximum production must also mean maximum safety. Safe operation and increased productivity are very tightly related. It's a proven fact that increases in safe operation generate a corresponding increase in productivity. We have engineered mechanical safety features into every Alpine shredding unit...please ensure you follow the safety protocols.

When your machines go down, so does your bottom line. To reduce your shred truck downtime, and help maximize return on investment, proper maintenance techniques must be carried out and **sustained throughout your operation**. It reduces costs through scheduled and preventive maintenance, and increases equipment availability and reliability. Correct operating techniques, proper preventive maintenance and good recordkeeping (required by due diligence) can make a significant impact on your heavy equipment's operating lifetime and value.

Talking about value, we are continually asked about prices for used shred trucks. Since no one can guarantee the value of any piece of used equipment, it really boils down to what the current market will bear. When the time comes to upgrade to a new shred truck, we offer a section on our website to list your used truck to help you move that "Old Iron", visit us at www.alpineshredders.com

Happy Shredding, Safe Shredding



SIMPLE ❖ **SOLID** ❖ **RELIABLE... ON ANY CHASSIS**





512V Series Rotary Feed Hopper – Tried and Proven

In Nov 2007 Alpine's Engineering Team set out to develop a hopper for the 512 shredder with the objective to eliminate bridging completely. After several re-designs and many hours of testing we had a "eureka moment" with the prototype Rotary Feed Hopper design. Although the prototype did not eliminate the bridging completely, we could see that we were on the right track. With some changes made to the hopper shape and assembly, the second generation version appeared on the scene. This second version was extensively field tested and far exceeded all of our expectations. Not only did the new design eliminate bridging it actually **increased throughput and reduced reversals**. The reversals are reduced due to the simple fact that the action of the Rotary Feed Hopper separates and reduces the thickness of bound and stacked paper prior to reaching the shredder knives. In Feb 2011, we put the hopper into production and the results have been outstanding. We were so certain we had a winning design in the testing stage that we wasted no time submitting a Patent Application.

**Increased
throughput
and reduced
reversals**

Pete Viveen

www.alpineshredders.com

