

UP Time



Special points of interest:

- * SHREDDER BLOCKS
- * USED TRUCK LISTING
- * SEASONAL MAINTENANCE SERVICE SUGGESTIONS
- * CHASSIS SELECTION
- * YOUR NEEDS

ALPINE SHREDDER BLOCKS

Now available "GLOBALLY"

The Alpine 720 and 512 shredder blocks are now available globally. The 720 and 512 shredder blocks developed at Alpine Shredders have been engineered to allow the older 608 and 408 shredder blocks to be upgraded to this new generation. Contact us at info@alpineshredders.com or 866-246-5634 to find out more.



USED TRUCK LISTING

To help service our customers Alpine Shredders has part of our website dedicated to resale vehicles, where you can list your used shredding trucks. Visit www.alpineshredders.com and click on the "USED TRUCKS" for more information.



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



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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.

In most parts of the country Mother Nature has released her winter's grip on us. This is the time when we all need to think about preparing our vehicles for the hot weather and all that brings with it. 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.
- Clean out the entire oil cooler fin area, on older units where the cooler is located inside the truck remove the fan to clean out the fins. Ensure the cooler fans are both working. Tying a ribbon onto each cage of both fans will give you a visual indicator when the fans are running. 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 manuals that came with your truck. The cooler by-pass valve should be closed for the summer and opened for the winter. Yes that is correct "open for the winter" and "closed for the summer".

Maintaining the truck or power unit is also needed.

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. 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.
- In some areas of the country where salt and other harsh chemicals are used to control ice and snow, washing not only the visible areas but also the underside of the entire truck should be considered.

Mike Ulakovic

CHASSIS SELECTION

What brand should I use?

This is a question we often get asked by our customers. Our answer is simple it all boils down to preventative maintenance and a good service provider. Let's look at this a little closer. The chassis offered in medium duty conventional truck market today all use common suppliers for axles, springs, brakes, tires, rims and transmissions as well as a lot of the smaller components. Even common engines are used between different chassis brands. For example CAT and VW use the International engine, Freightliner, Peterbilt and Kenworth use Cummins while Hino uses its own. Watch for Peterbilt and Kenworth manufacturing engines in the near future.

What new emissions technology is best?

Basically there are only two technologies offered. EGR (Exhaust Gas Recirculation) & SCR (Selective Catalytic Reduction). SCR technology uses a combination of EGR and DEF (Diesel Exhaust Fluid) while EGR technology relies solely on Exhaust Gas Recirculation. There are good arguments for both technologies, until recently the Europeans have been leading the emissions race and still have not settled on EGR or SCR. European truck manufacturers such as Scania and Mann currently offer both technologies with a goal towards the elimination of DEF. International and CAT both use EGR, Peterbilt, Kenworth, Freightliner and Hino have chosen SCR.

What should I do to maximize my chassis up time?

Build a relationship with your local dealership. Meet with your dealership Service Manager before you require emergency service. Explain the nature of your business to the Service Manager and how critical it is to have your truck running. (In most areas of the country you can not rent a shred truck like you can a straight truck)

- Ask your dealership for the manufacturer service representative contact information.
- Ask your dealership for the proper procedure that will ensure our down time is minimized.
- Give the dealership / service manager our contact information should they need to contact us for some reason. Alpine Shredders 1-866-246-5634 or service@alpineshredders.com
- Ask your dealership if they have a preventative maintenance program.

Remember your truck will require more frequent maintenance than your car. Your car gets you to and from work while your truck works hard for you all day long and sometimes into the evening.

What key features should I look for in a chassis?

The most important features on a shredding truck chassis are engine size / torque (ft-lbs) and axle ratings (lbs). Selecting a shred truck with low torque ratings can cost you money. A smaller engine does not always equal fuel savings. As your load increases throughout the day or you have large hills to climb the larger engines often require less fuel to get the job done. In the long run a larger engine will outlast the smaller engine thus saving repair costs and down time. Axle ratings are also very important, lighter axles and GVWR (gross vehicle weight rating) may save you money initially but long term for a demanding application such as shredding heavier axles are a wise choice.

Peter Viven

What should I do to maximize my chassis up time?

Stop breaking my arm.

Many of you will recognize this situation, you have a new driver on the truck and all of a sudden he/she reports the lifter park arm is bent. Remember to train him/her to make sure they move the lifter "UP" rather than down prior to pulling out the cart guard. This will avoid bending the cart lift support parking arm.

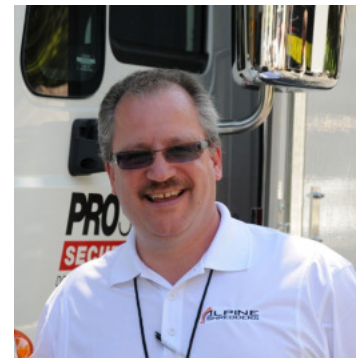


This picture was sent to us by a customer.

**Stop breaking
my arm.**

Shredder "Guy" - with a brief sales moment!

Yes I know this is about service but the "sales department" always has something to say...we're full of it (knowledge that is what did you think I meant)? With Alpine heading into the 8th year of business we are offering new products and are positioned with a global perspective on growth. With growing numbers of existing clients ordering new equipment and new clients committing to both V and Pro Series equipment, we are looking forward to a busy year. Our production sheet is filling fast as more companies look to the Alpine advantages for the simplicity and reliability it delivers to the mobile shredding equipment market. In concert with the additional orders and the new clients, we are building on a growing list of chassis options. While the market has always favoured the International branded chassis we have in fact continued our policy of letting the client select what brand suits their needs. The truth be told, we have more experience building on a variety of chassis than anyone else in the business. The bulk of shred trucks we produced from 2004 — 2006 were built on Kenworth chassis. We added International and Freightliner in 2007 and have built on Peterbilt as well. Hino has become popular and of course, we have added that brand as well, giving our clients the opportunity to choose all along the way. The commitment from an engineering stand point to simplifying the truck and equipment interface moving forward still remains the same. When you are looking for your next shred truck, know that you have choices with Alpine and we can assist you to get all the facts and the right truck for your needs.



Guy Wakutz

SIMPLE ❖ SOLID ❖ RELIABLE... ON ANY CHASSIS



ALPINE SHREDDERS

SIMPLE ♦ SOLID ♦ RELIABLE

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Alpine Shredders Inc. was started in 2004 with the intent of improving the shred trucks that were available in the market place. As part of that commitment the ownership group decided to control the end product by producing as many of the components in house which translates to about 80% of the unit. This allows us to keep an eye on quality and also gives us the ability to quickly react to the changing market place. We are able to put the shredder body on many different power units to better fit the market place where the truck is shipped. The Alpine Shredder team is eager to ensure customer satisfaction and provide excellent quality. We will work with you from first contact to well after the truck is in the field.

www.alpineshredders.com

