



Reduce Emissions & Fuel Costs \$\$\$\$

THIS ISSUE IS A MUST READ

LEARN HOW ALPINE CAN SAVE YOU MONEY AND REDUCE EMISSIONS LIKE NO OTHER SHREDDING COMPANY CAN

CNG SHRED TRUCK

Alpine Shredders is proud to announce the successful completion of the industries first CNG shredding truck. Where others have tried and failed Alpine has managed to exceed expectations. The new CNG shredding truck is based on the 720 STAK platform and shreds an impressive 7000 lb/hr with a payload of 10000 lbs (Payload based on new "Low Profile Body Design"). The chassis holds 80 DGE (diesel gallon equivalent) CNG cylinders and is powered by a Cummins ISL-G 320 HP engine. Although maintenance costs and initial capital costs are higher the payback estimates are impressive. Additional benefits include quieter engines, simplified emission systems and green marketing. For more information on this product contact Guy Wakutz 866-246-5634



LOW PROFILE BODY

When it comes to maximizing fuel economy and drag reduction Alpine's new 2014 low profile body design combined with the aerodynamic front leads the way in the shredding industry. Alpine recognizes that aerodynamic drag is a non recoverable loss of energy and is one of the most important factors for reducing fuel consumption and emissions. When a vehicle travels through still air, doubling vehicle speed approximately quadruples the aerodynamic drag. Alpine's drag is 30-35% less when compared directly to the tall square cornered bodies currently used by another leading shred truck manufacturer. Alpine's drag reduction results in an estimated ~20% fuel savings while traveling at highway speeds (details on page 4). For more information on this product contact Guy Wakutz 866-246-5634



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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.

The entire vehicle needs to be Maintained.

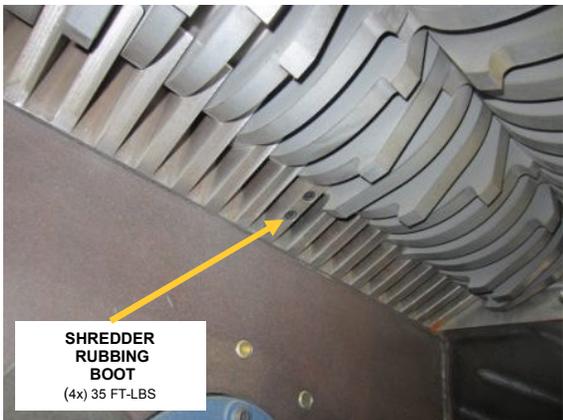
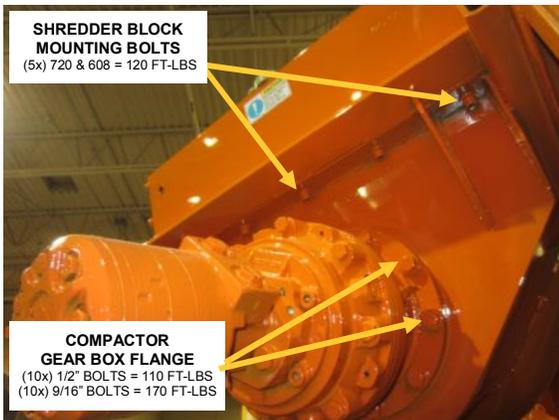
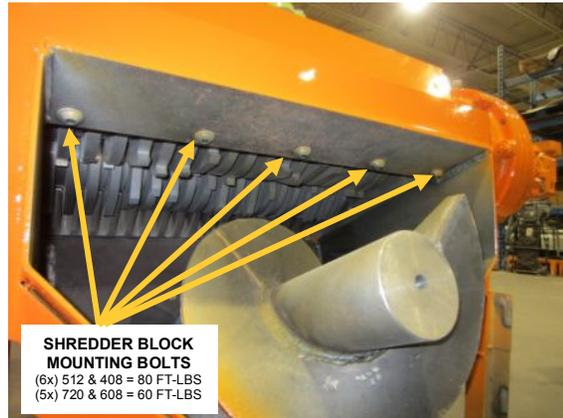
This winter has been one of the coldest on record for most of the country. Those that work in the elements appreciate that spring has finally arrived. The heavy snow fall and extreme cold has been tough on all equipment. From a service standpoint not much changes from winter to summer and vice versa. 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.

- If equipped on your shred truck the cooler bypass valve should be CLOSED yes "CLOSED FOR THE SUMMER".
- 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 and or shut off.
- Make sure your receptacle (ground fault is recommended) and extension cords are heavy enough and are in good repair. Put the extension cord away in good shape and it will save time in the fall. Tagging them is also a good idea.
- Cooling fans should pull air through the cooler not push air. Blow out with compressed air or power wash the cooler fins to ensure they are clean.
- 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.
- 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 engine and transmission also need 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. Filter and oil changes give you the best maintenance bang for your buck.
- 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 the bugs to the point where you can not see.

Mike Ulakovic

"DIY" Fastener Tightness

More often than not owners and operators that do their own maintenance ignore the quarterly fastener inspection on the shredder and compactor. The shredder and compactor are subject to extremely high and rapid load cycles. This type of load cycling can result in the fasteners loosening off. When a fastener loosens off the remaining tight fasteners have to carry the load and can become loaded beyond the design limits. This quick inspection can pay dividends long term. If a fastener is loose re-torque to the value shown below.



Hard Drive Shredding - Now available on all Alpine trucks

As the demand for onsite Hard Drive Destruction increases the need to shred hard drives with the same vehicle that shreds your paper has become necessary. The Alpine solution is now available on all new truck builds. The Alpine HDS (Hard Drive Shredder) has a curb side feed with the collected shreds also managed from the curb side.

Watch it shred Hard Drives on YouTube:

www.youtube.com/watch?v=1UJYESBVQ24

Check out more Alpine videos on YouTube:

www.youtube.com/user/AlpineShreddersLtd



Engineering the Modern Shred Truck

They are all white and they shred paper. As the mobile document shredding industry matures, the performance and reliability of the actual shredder has become very sound. The engineering of the components surrounding the shredder has become the new focus. Throughout our history Alpine has lead through innovation and 2014 is no exception. Fuel economy has become one of our top engineering priorities and a recent study has revealed some interesting numbers. Although our calculations are based on government and truck body builder studies we can say with confidence that the Alpine Design will save you fuel when compared to Shred-Tech's tall square cornered body design. When travelling at highway speeds (65 mph) the new Alpine low profile truck body will create an estimated 30-35% less drag force when compared to the taller square bodied "Shred-Tech MDS" series (dimensions taken from Shred-Tech website). This translates to roughly **20% fuel savings when travelling at highway speeds**. In addition to saving money on the highway, Alpine truck owners will also save an estimated **10% when travelling at city speeds** (33 mph) compared to the "Shred-Tech MDS" series body. Developing a body that creates significantly less drag also helps the truck owner save with chassis wear and tear. Less drag force will extend the life of the chassis motor and decrease those pesky repair bills. With chassis manufacturers moving towards a more sleek and aerodynamic design to decrease fuel consumption, it is a no brainer that modern Shredding trucks should be following suit.

Shane Simpson

**20% FUEL SAVINGS
WHEN COMPARED
TO SHRED-TECH**

Shredder "Guy" - How Many \$\$\$ Can You Save?

So now that we illustrated the "Alpine better built body" advantages that the low profile, aerodynamic design offers, lets see the results on your bottom line. Conservatively, if you "blend" city and highway driving (one hour at highway speed, one hour at city speed) a day, at 20 days a month that totals 480 driving hours a year. At 8 miles per gallon, your truck will burn 5.6 gallons of diesel an hour totalling 2,688 gallons per year. At a 15% reduction, that equates to 403 gallons diesel fuel savings per year—**conservatively!** Do you have your fuel records over the past few years with average driving speed to see the additional savings we can offer with this new design...perhaps a nice vacation could be in the near future paid in full with these savings.

But if you still think the earth is flat and don't believe there are any fuel savings in our body design, consider another advantage. Why do all Penske and Ryder rental trucks (the largest truck fleets in North America) have radius aerodynamic front fascias when the renter has to pay for fuel? The answer simply is less stress on the engine/transmission pushing this large brick on wheels down the road. In 4-5 years when you don't have to replace your \$8,000 turbo charger or \$14,000 engine rebuild, you'll thank us for that extra year or two of service.

And for this extra engineering, design and associated increase in production costs that save you the customer money, we offer this as standard in all the STAK series models. Further proof the Alpine shred trucks always cost less.

We are in the process of updating our website and once completed, it will highlight the positive changes we have incorporated into our shred trucks moving forward.

Enjoy a prosperous spring/summer season and as always if there is anything I can do please don't hesitate to contact me.

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