



THIS ISSUE

IMPORTANT SEASONAL REMINDER

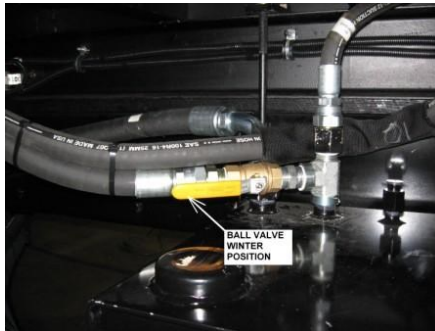
SEASONAL REMINDER 1

ONLINE SHRED TRUCK TRAINING 1

PREPARE YOUR TRUCK FOR WINTER 2

CDL vs. NON-CDL 3

If your Alpine truck is equipped with a cooler bypass valve don't forget to **"OPEN IT FOR THE WINTER"**



WINTER — IN LINE WITH HOSE



SUMMER — 90 DEG TO HOSE

INTERACTIVE ONLINE SAFETY TRAINING

Peter Viveen



Over the past few months the team at Alpine Shredders has been working hard to develop online training through the Safety-TV platform. We have created 3 customized training sessions focused on Safety, Operation & Maintenance of the STAK 720 shredding truck. The training sessions can be assigned to individuals of your choice within your organization. The individual assigned to the training session will sit down for 20-60 minutes online while going through a series of 50 training slides followed by 20 question. Training sessions can be ended at any time and continued on a later date or time. A Certificate of Completion is provided with each successfully completed session. More importantly a record of the training session and trainee are stored online adding another piece to your safety management strategy.

A RECORD OF THE TRAINING SESSION & TRAINEE STORED ON LINE

Alpine's subscription to the Safety-TV online platform is not free but we have made every effort to keep your training expenses to an absolute minimum. The cost for 3 one time use sessions is \$100.00 total that includes one Safety, one Operation & one Maintenance session.

We hope you will take advantage of this new safety training tool. Feel free to contact us should you have any question regarding Safety-TV.



PREPARE YOUR SHRED TRUCK FOR WINTER

Mike Ulakovic

All signs that the season are changing is in the air, it is again time to prepare your shred trucks for the coming winter. 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 rated for the load and are in good repair.
 - Coolers should be cleaned and ensure fans are working properly.
 - If necessary replace the gearbox oil for the shredder and compactor with the correct factory approved gear oil which is listed in the manual that came with your truck.
- Ensure there are no loose, broken or missing fastener.
 - The cooler bypass valve (**only on specific models**) should be opened for the winter and closed for the summer, yes that is correct open for the winter.
 - 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. The u-joints should have no perceivable play in them when checked. Finally on a weekly basis, all three grease fittings on each PTO shaft should be greased to the point that fresh grease is seen to be purged 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 batteries load tested and ensure all connections are clean – corrosion free.
 - 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 an observation.

CDL vs. NON-CDL

Guy Wakutz



Shred trucks have changed over the years and what was once only 33,000 GVWR (gross vehicle weight rating) units has changed to many options. As shred speed (throughput) has increased we now see NON-CDL (26,000 GVWR and under) units shredding as fast or faster than older CDL trucks.

That being said there is still the right tool for the job and it needs your attention to find which one suits your business best. There are a lot of factors to consider including payload, fuel economy, crossing state lines taxation, insurance and CDL driver availability. The latter seems to be the biggest factor for choosing NON-CDL as drivers or more importantly quality service representatives are the face of your company and very few have commercial licenses. But if you have a high percentage of purge jobs and high volume dense routes, then bigger/faster is better. Consider windshield time or long distance routes...will you have enough payload capacity or recyclers to offload your shredded paper when your 2-4 hours away?

The size of the chassis, engine power and transmission will determine throughput and payload capabilities so if you want big payload and throughput you'll need a big truck. Conversely if the majority of your business is in an urban city environment, a smaller footprint will be easier to maneuver and get in tighter streets or residential areas.

So bottom line – no one truck fits all solutions but we at Alpine Shredders have many choices to fit your specific needs. Next time you're looking for a new shred truck, let's have a chat and figure out what's best. Keep the tires on the road and stay safe this winter!



720 STAK 26 (26000 GVWR) NON-CDL



720 STAK 33 (33000 GVWR) CDL