

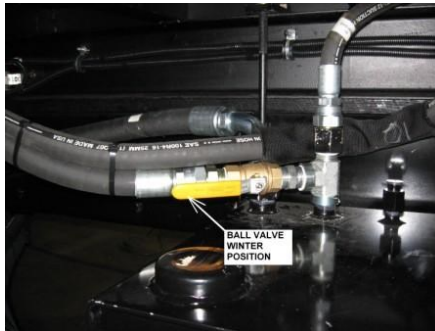


THIS ISSUE

IMPORTANT SEASONAL REMINDER

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If your Alpine truck 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

STAK - 10 YEARS OF HISTORY



In 2006 we built our first STAK model shred truck. When we designed this model our objectives were simplicity, reliability with a throughput and payload above anything in its class. Little did we know it would turn out to be our number one selling truck. Ten years later we are still building the STAK and thanks to customer feedback we have done nothing but make it better. The changes we have made over time are usually subtle but to the veteran operator they are positive. From an engineering point of view it is very refreshing to be a part of a stable product line such as the STAK and I am confident this product will continue to be successful for many many years to come. Please feel free to contact us at any time with your suggestion to improve our products and service. We do consider all suggestions and often implement them.

If you are at NAID come visit us and we will gladly go over some of this year's subtle improvements.

STAK designed & built 2006

STAK product launch in New Jersey 2007

STAK put into service Feb 2007



With the Spring like weather in the air now is time to look after some of the items that may have been neglected over the Winter months. I have two items I would like to point out to you. First the Lifter Limit Switches which when are not working properly can cause endless amount of frustration to the operator, customers and the owner of the equipment. There are three Limit Switches on all our post type lifters, one at the top which controls the upward travel, the lowest (figure 1) which controls the downward travel and the middle one (figure 2) which is about twelve inches above the lowest one which prevents the operator from opening the Grip Arms while the lifter is up in the Cart Guard.



(figure 1)



(figure 2)

If the switches do not move freely then a WD40 type product can be used to free up the pivot shaft and or roller as indicated by the arrows in figure 1 of all three switches. Once the switch moves freely or in other words goes back to the center or neutral position then an LPS white lithium type grease can be used to lubricate those areas.

The second area I want to address are the Ujoints on the 1350 Series PTO drive shafts which can be challenging to grease. Neapco has a Ujoint available which has a grease fitting on the end of the cap indicated by the red arrow on figure 3 that makes greasing it much easier. The parts number is 2-0053. Look for this feature on future Alpine trucks



SHRED SIZE NEWS

Guy Wakutz



Alpine Shredders have now incorporated small shred size options in the world's fastest shred truck – the **720 VMAX**.

- Three shred sizes available with one piece of equipment
- Simple push of a button activation in seconds
- Pierce & tear technology with **NO** addition reduction equipment or moving parts

Simply push **VS1** or **VS2** on the operators control panel and within seconds it is shredding at reduced shred size. The end result is a reduction in shred size to mirror some of the current trends requested by service providers and their customers.

- Standard 5/8" commercial shredding at an **impressive 10,000 lbs./hr.**
- VS1 setting reduces throughput to approximately 1,200 lbs./hr. with the shred size averaging 1 square inch
- VS2 setting resulting in slightly smaller particles than VS1 decreases throughput to 750 lbs./hr. with size averaging 3/4 of a square inch



While these sizes are smaller than standard 5/8" pierce & tear shreds, if you are looking for specific particle size to meet DOD, NSA or other government specs, you should be looking at our 720 DualShred model. Removable screen sizes result in shreds all the way down to near dust that will meet **any** customer's needs.