



PREPARE FOR THE HOT DAYS

Mike Ulakovic



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.

- 1) Ensure the hydraulic oil in your system is seasonally appropriate.
- 2) Change the hydraulic oil and the filter if necessary.
- 3) 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 or loosely attaching a zip tie 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.
- 4) 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 ([an updated emailed list is available by contacting the factory](#)).
- 5) 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".
- 6) The links (PTO shafts) from the transmission to the pumps also need to be maintained not only in the spring and fall but throughout the year.
- 7) 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.

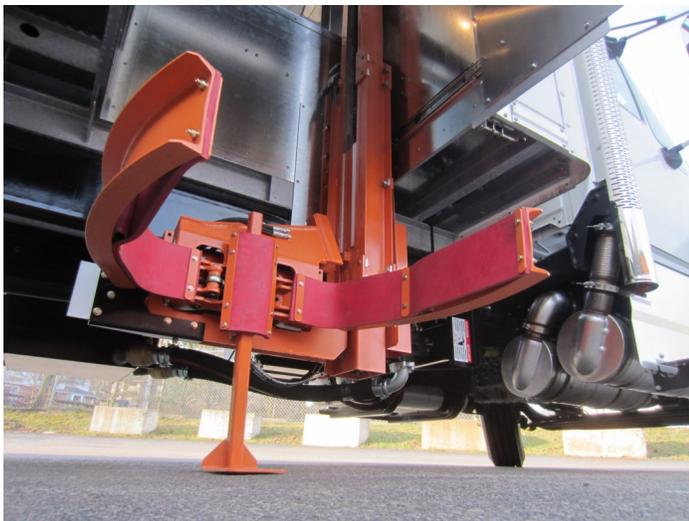
In some areas of the country where salt and other harsh chemicals are used to control ice and snow, washing not only the visible areas but also the underside of the entire truck should be considered.

In 2016 we talked about our product reaching a refined level that demands only small changes to the design. Our most recent “small change” was released at the 2017 NAID show. We engineered and produced a new Cart Lift Carriage that offers some superior features when compared to the older models.

Our first objective with the new design was serviceability. The new carriage now has easier grease point access to the main pivot pins. The pivot, cylinder and linkage pins are all now standard pins available from Fastenal. The standard pins are stronger and make for easier removal and assembly of parts. We have also improved linkage and cylinder pins access for inspection and replacement. The design of the new carriage has the same amount of moving components but is less complex, has less parts and is physically lighter.

The operation design features we addressed included changing the double leg “D” plate (Ground Plate) to a single leg to eliminate binding. The “D” plate has also been made narrower to eliminate interference with the front two wheels on four wheeled carts. The single leg has adjustable ground height length for fine tuning the grip height relative to the predominate cart design in your fleet. The new grip arms provide better cart protection and multiple contact points.

Happy Shredding!



IMPORTANT SAFETY REMINDER

Since all shred trucks are equipped with a cart lift, a lifting device safety program must be implemented within your organization to comply with OSHA lifting device requirements. A lifting device safety program is the responsibility of the employer, all workplaces that operate lifting devices, may expose workers and pedestrians to potentially serious physical hazards.

Refer to your “CART LIFT SAFETY PROGRAM GUIDE” for more details. If you can not locate your program guide please contact us for a free replacement copy.

K.I.S.S.**Guy Wakutz**

Why does Alpine build with the motto...Keep it simple is smart - KISS

The KISS principle states that most systems work best if they are kept simple rather than made complicated; therefore simplicity should be a key goal in design and unnecessary complexity should be avoided. This is how the U.S. Navy built their fleet.

Benefits of the KISS methodology;

- able to solve problems faster
- able to produce higher quality
- able to build robust systems
- easier to maintain with lower maintenance
- local repair with common components

Where we are trying to use the principle on behalf of users, design time may take longer and cost more, but the net effect will be beneficial since easy-to-learn-and-use products tend to be more efficient and easy to service in the long run.

"Simplicity is the ultimate sophistication." – Leonardo da Vinci

Albert Einstein succinctly put it "Everything should be made as simple as possible, but not simpler".

One more thing...

Just to clarify recent news from the shredding world...ALPINE Shredders is not the AXO Shredders that partnered with Vecoplan and recently acquired by Shred-Tech. Prior to 2009, Alpine Shredders partnered with the principals of AXO Shredders New Zealand to purchase the solid shaft shredder block but ended that relationship in 2009. Alpine manufactured all AXO branded shred trucks in North America from 2004 through early 2010 and continue to fully support parts and service for these units. If you require further information, please feel free to contact us anytime.

IMPORTANT SEASONAL REMINDER

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