

UP Time
FALL 2024



Engineering

Peter Viveen

NEW! Operator Acknowledgement System

Alpine understands that older equipment wears out, fails or gets modified by repair shops. Factory safeguards could be affected by transmissions getting reprogrammed, transmission control units being replaced, wires wearing / grounding on chassis frames, switches failing or even relays getting stuck. All these scenarios can happen and possibly not be detected by an operator.

We asked ourselves what if a failure is undetected because systems are not regularly tested, and an operator makes an error setting up the chassis properly before exiting the cab? We believe operator error combined with an undetected safeguard failure due to poor maintenance or regular system testing could create a hazardous situation.

We have implemented a system on all new production trucks and over the next 2 years this system will also be added to most existing field trucks. The new system is not an additional safeguard but simply a device that provides operators with the ability to acknowledge proper in-cab pre-shred setup & post-shred shutdown and provides a method of detecting any single or multiple safeguard system failure. We call the new system O.A.T.S., short for **Operator Acknowledgment & Test System.**

Training is still the key to the safe operation of all equipment. With proper training, the new O.A.T.S. box provides operators with a visual aid for safe set up and operation of their shred truck. We cannot control how owners, operators and repair shops manage the equipment, but we can provide better tools to help our industry operate safely.

Go to YouTube to watch a short video on how it works:

<https://www.youtube.com/watch?v=AqjDQC9um9Y>

Shred till ya puke!

Pete Viveen—Technical Director



Winter is Coming!

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.

Inspect hydraulic oil level and change filters if necessary

Inspect gearbox fluid levels including the compactor gearbox

Check Arctic Fox hydraulic oil heater if equipped

Clean and lubricate lower limit switches mounted on cart lifter post.

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 de-pend 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.

Derek Sittler—Alpine Service Department.





The State of Our Industry

Since our entire Alpine team work together in the same location every day, we have a unique opportunity to understand the industry as we discuss both our equipment and business challenges with our many “shredder guys”. Is the industry changing, adjusting to new business practices, finally normalizing, sales up/down? At the recent iSIGMA Shred School, I was fortunate to talk with over 60 owners/managers and other vendors to get a sense of where and how this industry is now and possible trends moving forward. Extremely insightful conversations and although the companies differ in size and location, some things are common.

The general consensus is reoccurring scheduled business hasn’t changed much with the exception of slightly lower paper volumes. Purges have been down but recently improving as more workers are coming back to the office and we believe that will continue to grow close to pre-Covid levels. Most companies have increased service prices tracking increased expenses with little resistance. I heard from many that it is a good opportunity to “purge” those little to zero profit accounts and focus on route density and developing new clients in those routes. This is nothing new but re-investing time and resources in sales/marketing activity seems to be more important to keep and improve market share.

In regards to shred trucks, all of the 4 manufacturers are very busy. We all continue to sell about 75% NON-CDL options as commercial license driver/operators are becoming a bit scarce. With that being said, you still need the right tool for the job so be cautious not to jump on the “trendy wagon” and ensure your equipment fits your needs as closely as possible. Our STAK26 remains our standout with high shredding performance, good payload and low height of 11’11”. As the truck manufactures add more emission requirements and safety features, be assured that the Alpine shredder assembly will continue to avoid PLCs and utilize timers/relays/fuses and retain the SIMPLE-SOLID-RELIABLE build that is easy to diagnose/fix/repair.

Enjoy the fall season and Happy Shredding

Guy Wakutz
President/Sales Manager