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SHERPA, THE LEGEND GOES ON

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Alpina SNOWMOBILES



Sherpa 1.6 L VCT 16 VALVE

The legend goes on.

Sherpa: same name and same meaning, for the second generation of a machine that has revolutionized snow work during the last 10 years. The word Sherpa identifies the strong Himalayan race that originally came from Tibet: peaceful mountain people with a strong physique adapted to the mountain hardness. In over 20 countries, Sherpa means also the Italian dual-track machine that has filled the gap between the conventional snowmobiles and the big snow-groomers. Who has never seen the typical Sherpa's blue silhouette, dealing with the most difficult tasks on snowy lands? Now it's time to discover the new Sherpa: stronger, more powerful, advanced, comfortable and attractive. If you really believe that snowmobiles are all the same, stop reading and get back to your herd. But if you believe that different ideas and experiences can create new and better machines, let us show you the new Sherpa 1.6L VCT 16V.

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Gentle giant and wild beast.

The new Sherpa engine is really the most advanced powertrain ever installed on a snowmobile. With its 1.6L displacement and 115 hp in a compact light block, it has a proven technology derived from the automotive segment. Since 2002, Alpina has been the only manufacturer using the state-of-art technology available to minimize the exhaust emissions, like the catalyst with twin oxygen sensor. The new engine is automotive Euro-5 and EPA compliant, with emission levels a great length lower than the ones achieved by any other snow-vehicle. There is also an electric engine block pre-heater, that shortens your warm-up time and reduces pollution. The 4 cylinders with 16-valve and VCT system (Variable Camshafts Timing) delivers a smooth power and plenty of torque at every engine speed. You will enjoy the quiet and steady power while pulling a heavy trailer or compacting the snow with a wide track-setter; but you will love to try its scorching acceleration and speed when the job is done and the "gentle giant" will suddenly turn into a "wild beast". Just twist your right-hand grip, and the drive-by-wire electronic throttle valve will boost you ahead. Don't forget to wear a helmet!



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Make a choice: a snowmobile or a SHERPA?

Did someone tell you that you can buy a snowmobile with the same features for less money? Did someone promise you that another snowmobile can make the same work as a Sherpa? Sorry, but you have been deceived. A Sherpa is not just a snowmobile, and we would like you to check every single detail and every technical specification before you trust fairy tales. There are many words that they will not mention when they try to compare a snowmobile with a Sherpa, such as: "technology, standard equipment, performance and towing capability, stability and safety, reliability and lifespan, fuel consumption and emissions-control, operation and maintenance costs, etc." They will not mention these words, because they know they can't stand comparison. Would you compare a pair of tennis-shoes with a pair of mountain-boots, even if the former are cheaper?

The unsurpassed dual-track design.

Twenty years ago we decided to re-invent the dual-track design. We understood that the twin-track models existing up to the '80s- were a good idea, yet some radical changes were needed to make some real "work-horses". We took this challenge and we invented a totally new layout for the progenitor model of a large snowmobile family. Today, with our dual-track measuring 20"x156"x1.25" (500x3968x32 mm) we have a tracks surface almost double of any existing snowmobile. This means our machines do float over the snow like a boat gliding on a lake, and keep a stability unknown to the others. Our ATSS tracks suspensions are articulated, so they can adapt to the terrain's profile and keep an extraordinary grip and stability on all kinds of snow. The two front skis and the ideally placed centre of gravity allow easy and precision steering in the tightest of turns. Take a test drive and amaze yourself; facts are better than words.

All the components are up to a big machine.

If you are going to buy a new machine, we do suggest you to dwell upon the machine's components: each component must be up to the work the machine will make, otherwise you are wasting your money. If you take a look at the new Sherpa, you will not see any component borrowed from light scooters or similar toys: everything is made for a heavy duty machine as the Sherpa is. From the engine to the chassis, from the high capacity battery to the powerful cooling radiator, from the massive gears transmission and brakes to the efficient pulleys of the CVT system, the Sherpa has the muscles and the frame of a big snow-cat, and you will hardly identify it as a simple snowmobile. Yet it looks just like a snowmobile, and some say it's a very beautiful snowmobile: but design is a matter of taste, while solidity is an actual fact.





Priceless comfort and functionality.

On the new Sherpa, the low-noise engine and the cooling fans with "silent-mode" are immediately appreciable also by the neighbouring people and the wildlife; but there are many values that will remain unnoticed until you will spend some hours driving on the snow. The new driver's position - for example - is comfortable for any size from S to XXXXL, with a soft heated saddle and more room for your knees. All the controls are easy to reach on the hand-bar with heated grips, and the extra-large instrument cluster is a fancy interface between the machine and the driver, with TCMS (Torque Converter Monitoring System) like on the former Sherpa models. The new "diamond-design" of the fiberglass panels is made to provide a perfect engine cooling and a perfect driver heating. The tall windshield and the aerodynamics create a warm-air cushion around the driver, protecting him from the snow and the wind-chill. Steering is easy, and the legendary Sherpa stability will not require you to change position on the foot-rests in order to keep straight the machine. With the new Sherpa, we have doubled the head-lights power, and the 4 halogen lamps deliver a 240W bright beam, turning your night into full day. Functionality means also a wider range of additional equipments specially designed for the Sherpa and for your work. Work-lights, special towing hitches, ROPS guard and extra seats for 3 people, are just a few among many options available. By the way, the anti-theft / immobilizer system is standard: thus the comfort is only for you!

A lesson in economics.

Today's lesson is that you cannot reckon the costs before the period's end. When you buy a new snowmobile you know how much you pay for it: but that's not all. You will pay for fuel, maintenance, spare-parts, insurance... sometimes you will need to pay drivers too. And when the snowmobile will be too worn to repair it, you will scrap it and buy a new one. The balance of all these costs is often higher than the initial cost of the snowmobile, so it is not true that a cheap snowmobile is necessarily a good deal. And sometimes your work needs more than one snowmobile, so the costs are doubled, tripled, etc. So make your reckoning, but based upon some real facts on the new Sherpa, when compared to a conventional snowmobile: It can transport from 2 to 3 times material / persons - It can easily handle track-makers that others can't move at all - It can make many different tasks, without needing more machines for each specific task - The drive-belt will last many hundred hours - It has a very low fuel consumption - It is extremely solid and it will last at least twice as long as other snowmobiles - The maintenance needed versus working-hours is very low - The spare-parts are worldwide readily available. Rely on your common sense: work better and save money.

SRK SAFE RESCUE KIT

The new SRK (Safe Rescue Kit) introduces a whole new safety-standard for rescue-equipment. The Sherpa dual-track snowmobile is recognized everywhere as the safest and most stable snowmobile on the market and, thanks to these features, the SRK has been specially designed to take advantage of this unsurpassed stability. The special stretcher is installed cross-ways over the rear cargo-platform. It can accommodate the injured patient on either a vacuum-mattress or a backboard, and it is provided with a special shock absorbing system to prevent vibrations and shocks to the patient even in cases of severe spinal-trauma (which is the typical injury that in the past required helicopter support). The SRK has an electronic leveling system which keeps the stretcher in a horizontal position throughout the complete hill descent, independent of the pitch of the snowmobile, increasing the comfort and the safety of the patient. The stretcher is protected by a roll-over guard (ROPS) and a sturdy perimeter frame integrated with the stretcher. The SRK has a dual ski-rack able to carry the patient's and the rescue-team's skis, and is supplied complete with warning signals (optical and acoustic) to increase visibility on the slopes throughout the whole rescue operation. The kit can easily and quickly be installed and removed from the Sherpa, allowing the use of the Sherpa for other purpose (grooming, transporting people and cargo, etc) when rescue operations are not needed. Thanks to the SRK, any rescue-team will finally have a safe, quick and effective rescue machine specially designed for this purpose. According to several tests made in cooperation with professional rescue-teams, the SRK's performance exceeds any other rescue-device (i.e.: the traditional toboggans behind skier or behind snowmobile).

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F-ONE TRACK MAKER SYSTEM

The F-one track maker system is the best snowmobile equipment for the global management of the modern cross-country ski area. The highest "state of the art" design and the specific know-how that Alpina has gained from many years of developing snowmobiles and snowmobile utility equipment, make it possible today to prepare perfect cross-country ski tracks with minimum effort and the best cost/result ratio. The F-one is specifically designed for the Sherpa snowmobile and has become a "must" for many cross-country ski areas all over the world.

The main features of the F-one are:

- 4 stroke OHV V-Twin engine, with electric starter;
- heavy duty hydraulic transmission;
- skating-lane renovator with spring-mounted knives; electric control for raising / lowering;
- skating-lane finisher with 2.5 mt. (98-1/2") comb;
- classic track-setter with gas-spring pre-load; electric control for raising / lowering;
- track-setter arm with elastic rubber mounts;
- track-setter arm that can be shifted to set tracks from left to right on the trail;
- track-shoes with a progressive compaction profile and with an electrically variable ski-stance;
- on-board hydraulic tiller with special "fast-shred" rotor blades; engagement electrically controlled;
- control keyboard for installation on the Sherpa-dashboard, with can-bus technology;
- control keyboard can activate up to 4 auxiliary devices (work-lights, stroboscopic beacon, etc.).

The main advantages of preparing tracks with a Sherpa equipped with the new F-one are:

- high-quality track in the most difficult snow conditions;
- prepares the skating-lane and sets classic-tracks at the same time;
- easily sets classic-tracks following the "ideal-line";
- capability of preparing the track in low snow conditions without damaging the ground;
- smooth operation, no sudden changes of the track-line on curves, no torn or ripped tracks when steering;
- no need to first prepare the trails with a snowcat;
- no traces of the snowmobile remain over the trail; perfect "corduroy" finishing over 2.5 mt. (98-1/2") width;
- user-friendly controls, with the new can-bus dashboard control-keyboard for great driver-comfort;
- low cost of purchase - great operation economy - easy maintenance.



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Transalp **TOWING-SLED**

The Transalp is a towing-sled platform system that can be configured in many different ways. The base platform is made with a sturdy steel chassis measuring mm. 1236x2393 (48-1/3"x94-1/4") and an aluminum antiskid diamond-plate floorboard. The skis are made with zinc-coated steel; they have HD-PE skins for better gliding, carbide-steel wear-bars to prevent sideways sliding, and a comfortable progressive rubber suspension which acts like an "air-cushion" even on bumpy trails. The drawbar coupling system will fit over an automotive 50 mm ball-hitch installed on the Sherpa. Thanks to its large payload capacity (830 kgs/ 1830 lbs.) and its modular construction, the Transalp system is a very flexible piece of equipment for transportation, and can be configured as: **1) flatbed trailer** without side rails, for wide cargoes exceeding the platform size, or any other customization; **2) trailer with perimeter rails** (150 mm./5.90" height) to contain and fasten any cargo; **3) bus trailer** with R.O.P.S. and 3+3 (or 3+3+3 as option) comfortable foam-seats, safety belts and luggage rack. Available on request a transparent wind-protection kit, including windscreen and hard-top.

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Sherpa 16 L VCT 16 VALVE

Engine emissions conformity	automotive EURO-5 and EPA
Type	4 Cylinders in-line DOHC with dual VCT (Variable Camshaft Timing)
Cycle	4-stroke
Displacement	1596 cc.
Number of valves	16
Cylinders block	aluminum
Cylinder head	aluminum
Fuel delivery system	Electronic Multipoint Fuel Injection System with Electronic Throttle Control (DbW)
Ignition system	electronic
Cooling system	liquid with front radiator and dual electric-fan
Engine pre-heater (electric)	standard
Recommended fuel type	unleaded gasoline (RON/MON 95/85)
Lubrication	forced
Electric starter	standard
Exhaust system	3-way exhaust converter with dual lambda-probe and remote muffler
Max. power @ 6000 rpm	115 Hp
Max. torque @ 4150 rpm	114 lb-ft (155 Nm)
Drive pulley	3-arms centrifugal clutch
Driven pulley	torque-sensing with rollers and variable-angle helix
Gear transmission	Alpina Power-plus with direct drive system (chainless)
Forward-gears	2 (Low range / Over-drive)
Reverse plus neutral gear	standard
Tracks	hi-traction profile
Number of tracks	2-Twin
Track carrying structure	polyester fabric and cord
Track-length (in./mm.)	156 / 3968
Track-width (in./mm.)	20+20 / 500+500 Twin
Lug-height (in./mm.)	1.25 / 32
Tracks suspension	self-leveling ATSS-Evo
Steering	composite plastic skis with extra-wide HD-PE skin
Wear bars	carbide / Koromant
Front-suspensions type (in./mm.)	telescopic suspensions (travel 5-6/8 / 145)
Handlebar	adjustable steel handlebar
Brake system (in./mm.)	disc brake Ø 10-1/2 / 266
Service brake	hydraulic caliper self adjusting
Parking / Emergency brake	mechanical caliper self adjusting
Electric system	12 V. with hi-output alternator (1350 Watts)
Battery	62 Amp/h with enhanced start-power
Headlight	dual headlight with 4 halogen bulbs 55 W. (H11) and 2 parking-lights W5W
Tail-light / Stop light	mini led 0.19/1.38 W
Engine temperature gauge	standard
Electronic engine hourmeter	standard
Electronic tachometer	standard
Electronic speedometer with total and trip odometer	standard
Fuel-level gauge	standard
Check panel	standard
Electric controls on the handlebar	standard
Electric grips heater	standard
Immobilizer anti-theft system	standard
Materials: frame	steel frame MIG welded with anticorrosion Epox-Acrylic coating and polyester paint
hood	fiberglass
Approx. overall length (in./mm.)	137 / 3480
Approx. max. width (in./mm.)	57 / 1446
Load platform capacity (in./mm.)	50x26-1/2 / 1270x680
Estimated dry-weight (lbs./kg.)	1300 / 590
Fuel tank capacity (US-Gallons/Liters)	12 / 45
Saddle with electric heater	standard
Backrest	on request
Big-size windshield	standard
Pintle-hitch	standard
2"x2" receiver-bar	standard

Alpina reserves the right to change specifications at any time without incurring obligations.

