

**HERE'S THE FAMOUS
ALPINA SHERPA 4-STROKE,
THE WORK-SLED YOU'VE BEEN
ALWAYS LOOKING FOR!**



Alpina SNOWMOBILES

SHERPA CONCEPT FOUR STROKE

A LEGENDARY NAME FOR A SPECIAL SNOWMOBILE.

When we think of a Sherpa we surely imagine a strong man carrying a big load on his back, climbing the sacred heights of the Himalayas step by step, side by side with famous mountaineers to conquer the top of those mysterious and impressive mountains.

As a tribute to those legendary men we named our top-machine "Sherpa", a utility-snowmobile designed and manufactured while keeping in mind the fundamental qualities that a real Sherpa must have: work hard, in the hardest conditions, at a low cost, in a reliable way. Since the first Sherpa was delivered in 2002, having inherited the strength from our former "Superclass" series, our path has always been to climb toward the top of the mountain. Quality and performance are at the peak we climb towards, and we never rest along the ascent and daily challenge of that climb. Today you will discover the new Sherpa and its incredible features, and you will realize how important the small details are. Your new Sherpa is ready: be prepared for today's ascent.

PROTECTING THE ENVIRONMENT AND SAVING YOUR MONEY.

Alpina Sherpa is the world's only utility snowmobile equipped with EFI, a catalytic converter and dual oxygen probes; this advanced emissions control technology gives Sherpa both Euro-automotive and EPA conformity: truly a worldwide leader in clean air on the snow! Forget about exhaust smell, no more pollution, no more noise and no more carrying extra fuel for your thirsty snowmobile. However, you'll get much more than ever with 75 real hp, a very-high peak torque of 82 lb-ft (111 Nm) at only 3400 rpm, and a savings of up to 50% fuel consumption. The TCMS (Torque Converter Monitoring System) together with the high-efficiency variable transmission, will make your v-belt last much longer, leave less rubber-powder along the trails, and will again save you money in operating costs.

THE WINNING DESIGN HAS TWO TRACKS AND TWO SKIS.

The "shoes" of your Sherpa are still the best ever built, for traction, flotation, and stability. A dual wide-track measuring 20"x156"x1.25" (500x3968x32 mm.) with superior traction capabilities, provides an extra wide footprint on the snow. The two "second generation" ATSS articulated suspensions, with 58 wheels and waterproof-bearings, have a very low specific ground pressure (0,38 psi - 27 gr/sq.cm) and the new anti-dive system allows you to carry many hundreds of kilos on the cargo platform without any loss of control. But don't be fooled by its imposing size: the Sherpa is extremely handy and agile. The special steering system and the ideally placed center of gravity allows precision steering in the tightest of turns: you will be amazed to see your Sherpa steering even better than a single track snowmobile.



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ATSS

SHERPA

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POWER UNDER CONTROL.

If the Sherpa gives you 1365 lb-ft (1850 Nm) of torque at the drive axles for your work, it doesn't mean it only has muscles. The Sherpa's engine is assisted by a reliable brain or ECU (electronic control unit). The ECU makes the engine run smoothly with power at every temperature and every altitude, adjusting to the emission parameters and saving fuel. Last but not least, the ECU monitors all the engine running parameters, informs you of any potential problems, and stores the history of the engine in its memory. The transmission has its own brain too, which is a simple and reliable micro-computer (TCMS) that reads and processes information about the entire transmission, helping you to choose the right speed for your work, or alerting you in case of inefficient operations. No more burned belts or wasted power since your dual-track receives all the power generated by the engine. A professional instrument panel is the "interface" between the machine and the driver, with 13 alarm lights plus a temperature and fuel gauge, hour meter, tachometer, speedometer and a digital odometer. On request, all the controls for the grooming equipment and work-lights are now operated through an electronic keyboard with can-bus connection; until now, similar instrumentation was an exclusive privilege of the big snow-cats.

MAKE YOUR LIFE EASIER.

You are the one who works, the one who spends the time grooming in the midnight darkness, transporting people or cargo in a blizzard, or rescuing injured skiers in -20 Celsius degree temperatures. The Sherpa is well engineered to work hard for you, to make your job easier, to make your riding comfortable, and to be dependable for a long time without asking you for anything extra. It will protect you from the cold with efficient electric warmers on the handle-bars and on the seat, and it has a big windshield. With a dual halogen highlight unit and an optional work light kit, your midnight efforts will be easier. An extra efficient exhaust system keeps the noise level as low as a modern car. Self-adjusting valves, self-adjusting brakes, a silent, chain-less transmission, and a long-life drive belt are only some of the qualities of your Sherpa that will allow you to save time and money. It will be a dependable partner for your work, making your life easier.



TOMORROW'S TECHNOLOGY ON TODAY'S MACHINES.

This is the type of technology you would expect on a sophisticated snowcat and not on a snowmobile. The Sherpa's engine is one of the most reliable light-alloy 4-stroke engines on the market. Its warm-up time is shortened thanks to the electric engine-heater: just plug-in to a 110/220 VAC outlet and wake-up to find a warm-engine. The engine is coupled to the CVT (variable transmission) through an electro-activated clutch. Just press the switch under the transmission shift lever and the "Easy-Shift System" will give you smooth shifting in every condition. The CVT transmission has a 4-arm primary pulley working together with a roller-secondary pulley, with dual-angle helix and an efficient cooling system. The gear-box is a 2-speed (Hi and Lo) with neutral and reverse. It has heavy-duty gears running in-oil and a direct-drive final transmission without chains and sprockets. The engine, the variable transmission and the gear-box are controlled by the Alpina Drive Assistant Module (which includes the Torque Converter Monitoring System), a simple and reliable electronic unit interfaced to the instrument panel which will keep all the main parameters under your control.

ONE MACHINE FOR MANY TASKS.

Our customers say a Sherpa can do almost everything, but we believe you will always find something more to do with it. This means you will now have just one machine for many different jobs, instead of 3 or 4 machines each dedicated to a specific job. The Sherpa is a very "flexible" vehicle with a line-up of accessories and implements expressly designed and built for it. Here are just a few of the most important:

Transporting persons: the 3-seats kit and the Trans-Alp Bus towing sled will expand the cargo capacity up to 13 persons. A quick and cheap way to transport people in the ski areas, and up to the mountain resorts.

Trail-grooming: with the F-One track-maker system you will groom the snow and set perfect ski tracks in every snow condition. But if you just need to groom and compact the snow (small alpine ski slopes, sled-dog, fun-parks, pedestrian trails, snowmobile trails, etc) the D-25 groomer is a simpler and cheaper solution.

Rescue: the new SRK system (Safe Rescue Kit) is the best solution for the rescue of injured persons in the mountain, with the special "on-board" self leveling stretcher.

Ski-area works: the Sherpa allows you to do a lot of tasks impossible for any other snowmobile. Moving snowguns and snow-making equipment, transporting ski-poles, transporting persons, chair-lifts maintenance, transporting food and beverages for restaurants, etc.

Ski-lift: Sherpa can work as a good hauling vehicle for skiers, where lift-systems are not yet installed, and where the heli-ski is still too much expensive.

Polar expeditions: many Sherpas are treading the polar ices in important projects, beside of international scientific research teams. What's the next task?



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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).

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.



TRANS-ALP BUS

The Trans-Alp is a towing-sled platform system which 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 two 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 (over 650 kgs/ 1430 lbs.) and its modular construction, the Trans-Alp 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 dual 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.



Engine	4-stroke with EURO-Automotive and EPA conformity
Displacement	1360 cc. / 4 cylinders in-line
Cylinders block / Head	aluminium / light alloy
Camshaft	overhead with timing-belt
Fuel delivery system	Electronic Multi-point Fuel Injection System
Ignition system	Electronic CDI solid state
Cooling system	liquid / integrated dual-radiator with fans
Engine electric pre-heater	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@5500 rpm	75 hp
Max. torque@3400 rpm	82 lb-ft (111 Nm)
Drive pulley	4-arms centrifugal clutch
Driven pulley	torque-sensing with rollers and variable-angle helix
Final transmission	Alpina Power-plus with direct drive system (chainless) and ESS
Gears	2 forward gears (Low range / Over-drive) + Reverse
Torque Converter Monitoring System	standard
Tracks	2 rubber tracks with hi-traction profile
Track-length x width x lug-height (in./mm.)	156x20x1.25 / 3968x500x32
Tracks suspension	self-leveling ATSS-Evo
Steering	composite plastic skis with HD-PE skin and carbide wear-bars
Front-suspensions type (in./mm.)	telescopic suspensions (travel 5-6/8 / 145)
Handlebar	adjustable steel handlebar
Brake calipers / Disc (in./mm.)	hydraulic self adjusting plus mechanical (parking) / disc Ø10-1/2 / 266
Electric system	12 V. with hi-output alternator (1000 W) / battery 45 Amp./h
Headlight	dual elliptical projectors 55+55 W. halogen (H3) and parking-light 5 W.
Tail-light / Stop-light	mini led 0.19/1.38 W
Engine temperature gauge / Hourmeter	standard / standard
Electronic tachometer / Speedometer	standard / standard with total and trip odometer
Fuel-level gauge	standard
Check panel with ADAM computer	standard
Electric controls on the handle-bars / Grip heaters	standard / standard
Big-size windshield	standard
Pintle-hitch / 2"x2" receiver-bar	standard / standard
Materials: chassis / hood / floorboard	steel MIG welded / fiberglass / aluminium
Approx. overall length x width (in./mm.)	137x57 / 3480x1446
Load platform capacity (in./mm.)	50x26-1/2 / 1270x680
Estimated dry-weight (lbs./kg.)	1180 / 535
Fuel tank capacity (US-Gallons/Liters)	14.5 / 55
Seat with electric heater / Backrest	standard / on request

Alpina reserves the right to change specifications at any time without incurring obligations. For more information visit www.alpina-snowmobiles.com