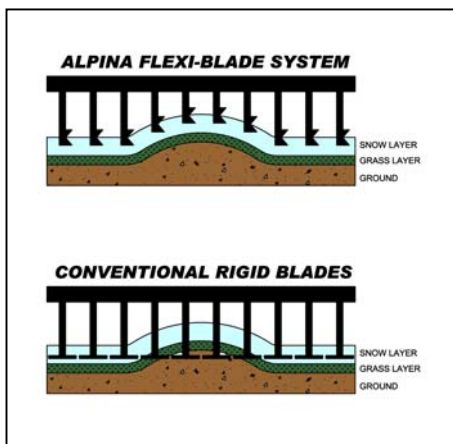


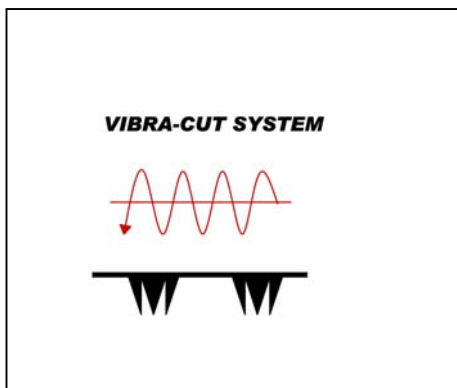
When Alpina releases a new machine, you can bet it's something innovative and never imagined before. The new F-250 system is designed for professional users, and currently no snowcats, nor groomers for snowmobile, can boast the same features. Look at details, and compare performances. Don't be surprised to see, in the next years, a radical change in snow-grooming technologies. Just don't forget that this change has already started yesterday with Alpina.

Alpina creates and leads the trend, the others just follow, or simply try to imitate.



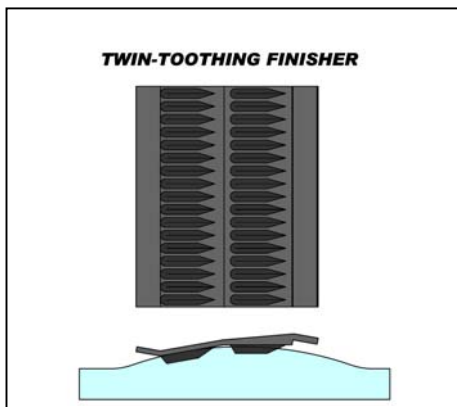
GROOMER WITH ALPINA FLEXI-BLADE SYSTEM

The innovative Alpina Flexi-Blade System is much more effective than the conventional rigid blades. The conventional groomers have blades installed all on the same shaft, that can be fixed or either movable, but anyway all bound each other. When it happens to meet a convexity on the trail surface, specially with low snow depth, the blades will act like a "potato-peeler" damaging the grass layer and the ground. With the Alpina Flexi-Blade System, each blade is spring mounted, and can adapt to the trail surface without getting into contact with the layers below the snow.



TRACK-MAKER WITH VIBRA-CUT SYSTEM

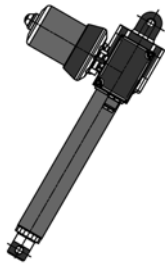
For its track-makers Alpina has designed the exclusive Vibra-Cut TM system, which converts high-frequency vibrations into cutting power, applied to the special hardened steel blades tilling the snow. The result is a much more precise track on the snow, and an excellent compacting effect thanks to the pulsations.



TWIN-TOOTHING FINISHER

The new F-250 sets a perfect skating lane with a precise and smooth corduroy finishing. The new finishers are made of flexible compound which resists to abrasion. While many other manufacturers are looking for fashionable colorations, we have chosen the black color thought it offers a greater protection against the aging caused by UV-rays. Mother nature teaches very much!

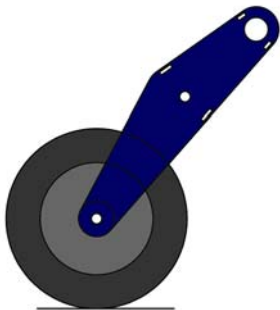
HI-TECH ACTUATORS



HI-TECH ACTUATORS

The F-250 is operated through electric actuators, without the need of oil, pumps, valves, etc. It's remarkable how our electric actuators, compared to other electric actuators on the market, have some relevant features which make a great difference. They have a high precision full gears reductor (no belt reductor), the whole construction has rain-proof and winter-proof seals, the end-of-stroke position is electrically controlled by microswitches (not through a drill-type clutch). They are made to last longtime. Just check the shaft's play on our actuators and compare with others, you'll see the difference.

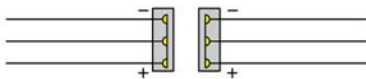
PARKING WHEELS



PARKING WHEELS

A wheels system to move the groomer in and out of the garage, or to cross roads with no snow, may not be your first priority. But while some producers have neglected this feature, or they offers this just as an accessory, the F-250 has it as a standard. The practical rubber wheels can be lifted, lowered, or completely removed, with a simple rotation. You can use them when moving the F-250 by hands, or either connected to the towing hitch of your Sherpa.

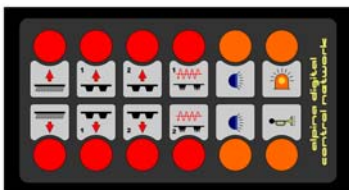
ALL-IN-3 WIRING



ALL-IN-3 WIRING SYSTEM

On any snowmobile using a tow-behind groomer, the installation of the wires and switches necessary to control work-lights, stroboscopic beacon, groomer actuators etc. is a complicated task which takes many hours, and a skein of over 10-wires and connectors. NOT if you have a Sherpa with the F-250. With 3 wires only (+12V – Minus – Signal) our Digital Control Network uses the serial-bus technology to operate up to 5 electric devices on the F-250 and up to 4 electric devices (worklights and others) on the roll-over protection.

ALPINA DIGITAL CONTROL NETWORK



ALPINA DIGITAL CONTROL NETWORK

The A.D.C.N. System, similarly to a Can-Bus system, uses a net of just 3-wires to activate many devices. It is a proven technology developed and already used since 2007 on our F-One track-makers series, and it is still an exclusive feature of Alpina. The led-illuminated keyboard installed on the Sherpa cockpit is easy to use, and a tidy solution compared to the old standard rocker-switches. The interconnection with the F-250 is made through a compact 3-ways socket installed on the tail of the Sherpa, right beside the towing hitch.