

## **#0017-JOHN DEERE FRONT ENDLOADER**

During the 2010 budget hearings #0017, the 1992 John Deere front end loader was scheduled for replacement. After much debate the purchase was delayed. The scheduling of equipment replacement is integral to keeping service functions cost efficient, timely and technologically up to date.

The city of Menasha operates with three (3) loaders in the fleet. To aid in coordinating and tracking, the fleet is broken down by vehicle types. The optimal average age of an entire fleet is in the range of nine (9) to eleven (11) years old. The end loader vehicle type average age stands at 15.33 years old, with the most recent installation being seven (7) years old already. Even by injecting a replacement the average age only comes down to 9.33 years old.

When #0012 was replaced in 2003, the machine was made more versatile with the attachments that were part of the request for proposals. Along with the normal 3cu.yd. bucket the purchase included:

1. Front plow & wing, this attachment was originally designated to reduce the time spent clearing city owned/operated parking lots. The results were as anticipated, reducing lot clearing by roughly two (2) hours. After this task was completed the operator could get out and help plow streets as well.
2. Logging type grapple attachment, with the June 11, 2001 still fresh, this attachment was included to again aid in the timely and efficient storm clean up along with yard waste handling. The results of this purchase again have proved positive as well by reducing our yard waste grinding/blending from 50-60 hours to roughly 24-32 hours. There have also been numerous occasions that we have that the loader with this attachment could be called out at night for a tree down. Instead of calling in a minimum of two employees and having them take the time to cut up the tree to load it in a dump truck, one operator with the grapple attachment can grab the tree and haul it back to the compound alone.

Since the 2003 replacement of #0012 the City of Menasha expanded and developed the land east of Oneida Street. Do to the type of construction such as cul-de-sacs and narrow round bouts, the truck assigned to plow that area can not complete this task in a timely manner. This is not caused by street mileage, but essentially the street design adds extraordinary maneuvering. Not long after acknowledging this activity it was decided to send the more maneuverable front end loader with the plow and wing to assist with the general plowing operations in that area.

The detriment to this assignment is that an older loader is then sent back into the lots adding the two (2) hours once removed by technology. Now because this loader is "bucket only" it is restricted to how much help it can provide elsewhere.

As I stated earlier, #0017 is eighteen (18) years old. Several items must be taken into consideration if the recommendation to replace is disregarded:

1. The loader definitely needs tires; this would be an immediate cost to the taxpayers of approximately \$6,000.00 and more if rims are needed too.
2. Parts acquisition, at this point in the life of heavy equipment the search for parts can be nationwide with additional shipping costs.
3. A catastrophic component failure should not be a surprise and probably can be expected. We have recently experienced this type of event in 2008. A single axle dump truck (#0004) which was delayed one year required a \$3,200.00 transmission to be replaced virtually two (2) weeks before the new one was delivered. There are several other episodes like this that have happened in the past, but they happen because we are very conservative in our management of the fleet and frugal with the taxpayers money.