

## MINUTES

### City of Lake Maintenance Advisory Committee Wednesday September 25<sup>th</sup>, 2013

**Members Present:** R. Gustafson, S. Gurney, D. Moore, and Ziertman  
**Members Absent:** Dege  
**Others Present:** Hydraulic specialist Steve Chlebeck (Force America), Diesel engine and truck mechanic Daniel Larson (Larson Diesel), PWS Bouthilet, MO Duddeck, MO Gustafson

The meeting was called to order by S. Gurney at 6:05 PM

#### A. 2013 Single Axel Dump/Plow Truck Specifications Review

Bouthilet gave a brief review and synopsis of State Contract Cooperative Purchasing Venture equipment and specifications provided to the MAC in their packet:

- Itemized specifications and pricing for a Mack GRU 432 (dealer suggested)
- Itemized specifications and pricing for a Mack GRU 712 (dealer suggested)
- Specifications and prices for a Freightliner 114SD (not itemized)
- Specifications and prices for a Kenworth T470 (dealer suggested snow plow set-up)
- Recent truck specs and prices for a GRU 812 purchased by Inver Grove Heights (Specs. by IGH)
- Recent truck specs and prices for a GRU 712 purchased by Maplewood (Dealer built demo.)
- Specifications and pricing for all truck components from Towmaster
- An international truck is also on the state contract, but was not recommended for review.

To help answer questions and provide clarification during the hydraulics and truck components specification review, Bouthilet introduced Steve Chlebeck a 20+ year Lake Elmo resident who has 25+ years working in hydraulics, valves and truck controls. Steve is employed by Force America the company which has supplied hydraulic components for the Lake Elmo and the majority of the municipal trucks in the twin cities.

Steve gave the Commission a brief overview of his company, products, and his experience. He next reviewed the hydraulic and control specifications proposed to the MAC by Bouthilet. Notable comments included:

- 30% Salt savings documented by Dakota County when utilizing the salt controller specified.
- Recommended utilizing the next size up hydraulic pump. It will provide the flow needed under high demand and reduce overall wear. Larson concurred with the recommendation.
- The stainless steel hydraulic tank an oil level warning were noted and accepted by the MAC.
- Chlebeck suggested saving cost by installing the "Road Watch" in the controls, as opposed to the truck console.
- Bouthilet reported he would have to verify the availability of salt brine before the tanks would be added to the truck body.

For the truck motor chassis specification review, Bouthilet introduced Lake Elmo resident Dan Larson from Larson Diesel. Larson has been the department's contract mechanic for DOT inspections and any major truck or diesel engine repairs. Notable comments included:

- Larson- Spec. at least 350 H.P. and Allison 4000 Rugged duty transmission.
- Ziertman/Larson- utilize synthetic fluid in transmission.
- Moore/Larson- Mack truck should have Mack engine.

- Duddeck- Higher trade value with a Mack truck.
- Larson- Highly recommends extended warranty with any truck. Engine, EAF, Harness.
- Larson-Recommended Cumming vs. Detroit Diesel engine.
- Spec the front axle in a set back position-tighter turn radius.

All other specifications on the truck chassis and box & plows were reviewed, deemed appropriate and matched specification/requirements of previously purchased trucks

Consensus of the MAC was to get pricing on the trucks with an upgraded engine, transmission, hyd. motor, set back axle and salt brine availability, and provide quotes at a follow up meeting.

**Meeting Adjourned: 7:40 PM**

Prepared and Submitted By: Mike Bouthilet