

**CITY OF ROCHESTER HILLS  
FLEET SERVICES DIVISION**

**2021 VEHICLE PURCHASES  
THROUGH THE  
OAKLAND COUNTY COOPERATIVE PURCHASE PROGRAM**

**2021 BUDGETED REPLACEMENTS:**

<b>New Vehicle Make/Model Type</b>	<b>User Dept.</b>	<b>Replaces Vehicle #</b>	<b>Replaced Vehicle Year/Make/Model</b>	<b>Mileage on Vehicle</b>	<b>Status</b>
GMC Sierra 4x4 Pickup	DPS	39-536	12 GMC 4x4 Pickup	28,700	Auction
GMC Sierra 4x4 Pickup	DPS	39-531	11 GMC 4x4 Pickup	42,000	Auction
GMC Terrain SUV	DPS	39-525	11 Chevy Cruze	31,000	Auction
GMC Terrain SUV	DPS	39-526	11 Chevy Cruze	24,000	Auction
GMC Terrain SUV	Assessing	39-551	14 Chevy Malibu	30,000	Bump older car
Chevrolet Traverse SUV	DPS	39-550	14 Jeep Patriot	62,000	Auction

Mileage as of 12/29/2020

39-536 is 4x4 pickups with snowplows used by DPS personnel for plowing pathways (bike paths), parking lots, and road intersections in winter, and for road maintenance and repairs, water & sewer maintenance and repairs, and various other DPS operations throughout the year. The conditions these 4x4 pickup trucks encounter while plowing snow are extreme. The snowplows attached to these vehicles are heavy duty units, but are designed to be used for plowing driveways and small parking lots. DPS uses 4x4 pickup trucks to plow roads where our dump trucks are too large to operate (cul-de-sacs, eyebrows, dead-end streets). This type of plowing takes its toll on the trucks & plowing equipment. We have found that after 5-6 years of extreme service these units begin to become unreliable and often require excessive repair and maintenance to keep them in a safe, reliable condition resulting in an unacceptable amount of down time and repair costs.

39-531 is a pickup that serves the same uses as 39-536 above, additionally this truck also gets a 2 yard dump box to assist with moving smaller amounts of material for small jobs and can access areas our larger dump trucks cannot without causing damage.

39-525, 526, and 551 are daily use vehicles for department to conduct City business, they spend much of their time at City Hall away outside of the covered DPS garage and we find that the undersides of the body, brake lines, and exhaust degrade over time and these vehicles are at the age they should be replaced to for the City to see it's best return on investment and before requiring major repairs.

39-550 is used by the meter department to perform repairs and contains a specialized computer system for reading the residential electronic water meters. This vehicle is at the end of its anticipated replacement life and the current chassis is too small to safely house all of the equipment needed, it's being replaced with a larger vehicle.

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Vehicle odometer readings cannot be the only criteria used to determine if a vehicle should be replaced. Extreme conditions such as snow plowing, pulling heavily loaded trailers, construction site conditions, stop and go driving, extended idling and the vehicle's general condition are also important considerations.

The city's fleet vehicle & equipment policy, which includes a replacement timetable, was created in 1988 to provide a responsible program and process for the practical maintenance and replacement of the City's vehicles and equipment. One of Fleet Services Division's goals is to: "Maintain the fleet in a safe, useful condition through proactive, preventive maintenance and scheduled replacement". Proactive and Scheduled replacement both address the issue of replacing a vehicle having relatively low miles, but it may have seen severe service and or high engine run hours. We strive to maximize the vehicle's life cycle while maintaining the lowest possible cost.

The 7-year replacement schedule for cars and light trucks is a guideline, not a rigid requirement. Often, vehicle replacements are postponed for extended utilization periods. To optimize lifecycle each vehicle that is fully depreciated is evaluated, and if criteria for replacement is not met, replacement is postponed for 1 year and then vehicle condition is re-evaluated.

In most cases, we have found that after 7 years, or about 40,000 miles, frequency of vehicle maintenance and repairs significantly increases driving up overall operating costs. It is in the best interest of the City to replace, rather than to repair these vehicles.

The City purchases cars and light trucks through the Oakland and Macomb County Cooperative Purchase programs, and the State of Michigan Extended purchase program. Vehicles are purchased through these programs at a cost significantly lower than retail, and surplus vehicles are disposed of via public auction. Purchasing the vehicles at a discount, and selling them at public auction (where we have been getting excellent returns) before they incur significant maintenance costs results in a relatively low total cost of ownership or life cycle cost for the City.

Vehicle manufacturers allot a very small percentage of their order schedules for fleet vehicles. Order cut-off is usually in the first quarter of the model year. Therefore, it is important that the City expedite the purchase process to avoid missing the order cut-off date. If the cut-off date is missed, the vehicles would either have to be purchased retail, or replacement deferred to the next model year, and may incur additional repair and or maintenance costs and down-time issues.