

**CITY OF ROCHESTER HILLS
FLEET SERVICES DIVISION**

**2007 VEHICLE PURCHASES
THROUGH THE
OAKLAND COUNTY COOPERATIVE PURCHASE PROGRAM**

SCHEDULED REPLACEMENTS:

New Vehicle Make/Model	Vehicle Type	User Dept.	Replaces Vehicle #	Replaced Vehicle Year/Make/Model	Mileage on Vehicle	Disposition of Replaced Vehicle
GMC Sierra 4x4	Pickup	DPS	39--03	01 GMC 4x4 Pickup	22,473	Bump Older Spare
GMC Sierra 4x4	Pickup	DPS	39--11	01 GMC 4x4 Pickup	65,560	Auction
GMC Sierra 4x4	Pickup	DPS	39--16	01 GMC 4x4 Pickup	115,877	Auction
GMC Canyon 4x2	Pickup	DPS	39--20	97 GMC 4x2 Pickup	34,588	Auction
GMC Sierra 4x4	Pickup	DPS	39--26	01 GMC Sierra Pickup	51,523	Auction
GMC Savanna	Van	DPS	39--76	00 GMC Sonoma	67,140	Auction
GMC Canyon 4x2	Pickup	Building	39-110	00 GMC Sonoma Pickup	55,035	Auction
GMC Savanna	Van	DPS	39-131	00 GMC Sonoma	33,751	Auction

Mileage as of 3-15-07

39-03 & 39-26 are 4x4 pickup trucks with snowplows used for plowing parking lots, cul-de-sacs and Intersections in winter, and used by DPS personnel 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 become unsafe, unreliable, and require excessive repair and maintenance resulting in an unacceptable amount of down time and repair costs.

39-11 & 39-16 are 4x4 pickup trucks used by the DPS Roads division General Foreman and the DPS General Superintendent. The trucks are used daily for transportation to various jobsites to supervise work crews, investigate complaints, and other supervisory tasks. The foreman & superintendent spend the better part of their days driving from site to site and are required to carry a variety of sensitive equipment, tools and records requiring the space provided in an extended cab pickup truck. These vehicles see mostly stop & go driving, and extended engine idling periods.

39-20 is assigned to the City Hall vehicle pool and used by City employees for a variety of tasks, duties and trips out of town to meetings, training and seminars.

39-76 & 39-131 are used by water department personnel for water meter service, installation and repairs and MXU radio read equipment installs. Meter vans are usually heavily loaded with meters, tools and equipment, and see 100% stop and go driving 8 hours a day, which is hard on brakes, tires, suspensions, and transmissions.

39--110 is a small pickup truck used daily by Building Department Ordinance Enforcement personnel for routine and special inspections, surveillance, site reviews, and frequent trips to meetings, training, and seminars outside the City. The vehicle replacing 39-110 will be a GMC Canyon 4x2 extended cab pickup truck.

Vehicle odometer readings cannot be the only criteria used to determine vehicle replacement. Extreme conditions (Snow plowing, pulling heavily loaded trailers, construction site conditions, etc), 100% stop and go driving and extended idling periods are also important considerations.

The city's fleet 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 the written 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 may have high engine run hours) even though a private owner may postpone replacement.

The 7-year replacement schedule for cars and light trucks (6 for trucks with snowplows) is a guideline, not a rigid requirement. Often, vehicle disposals are postponed for extended utilization periods. 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 6-7 years, or 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) results in a relatively low life cost to 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 have to be purchased retail, or the vehicles in need of replacement would have to be repaired at significant cost.