

**CITY OF ROCHESTER HILLS  
FLEET SERVICES DIVISION**

**2017 VEHICLE PURCHASES  
THROUGH THE  
OAKLAND COUNTY COOPERATIVE PURCHASE PROGRAM**

**2017 BUDGETED REPLACEMENTS:**

<b>New Vehicle Make/Model</b>	<b>Vehicle 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 3500	Utility	Roads	39-053	96 GMC 1 Ton Utility	69,600	Auction
GMC Sierra 4x4	Pickup	Cemetery	39-154	08 GMC 4x4 Pickup	42,600	Repl. Laborer Truck
GMC Savana	Cargo Van	Meters	39-278	09 GMC Van	70,750	Auction
GMC Savana	Cargo Van	Bldg/Facil	39-279	09 GMC Van	22,200	Bump older Facil Van
GMC Sierra 4x4	Pickup	Eng/Insp	39-280	09 GMC 4x4 Pickup	55,000	Auction
Chev Equinox	Suv	Parks	39-285	09 GMC 4x4 Pickup	53,300	Auction
GMC Sierra 4x4	Pickup	Building	39-288	10 GMC 4x2 Pickup	69,200	Bump older Insp. P/U
GMC Sierra 4x4	Pickup	Parks	39-290	10 GMC 4x4 Pickup/Plow	23,000	Repl. Older Pickup
GMC Sierra 4x4	Pickup	Parks	39-291	10 GMC 4x4 Pickup/Plow	25,700	Repl. Older Pickup

Mileage as of 11-10-2016

39-053 is a one-ton utility truck used by the Roads Division asphalt crew. The truck is used to carry tools and equipment used by the crew for repairs and maintenance of asphalt roads and pathways, and tows a trailer carrying vibratory roller.

39-154 is a 4x4 pickup truck used by the Clerks Department Cemetery Division Sexton and Laborer. The truck is used for and routine maintenance operations, plowing snow, and for towing a hydraulic dump trailer used for opening & closing graves.

39-278 is 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.

39-279 is a full sized van used by the Building/Facilities division for transportation of custodial and maintenance supplies, tools and equipment to and from all city facilities including 52-3 District Court, the OCSD Rochester Hills Station, precinct buildings, and the 5 Fire Stations.

39-280 is a 4x4 extended cab pickup truck used by a DPS engineering inspector. Engineering inspectors are routinely assigned to numerous projects and spend most of the day at and or driving between various jobsites around the city. Inspectors spend considerable time inside their vehicles doing paperwork, reviewing plans etc. The vehicles see considerable idle time during harsh temperature conditions in order to run the heater or air conditioner to keep the inspector from freezing or overheating.

39-285 is used by the Parks Operations Manager for daily transportation within the city, and for frequent trips to meetings and seminars outside the City. Parks staff uses this vehicle nights and weekends for patrol and maintenance tasks. 39-285 is an extended cab pickup, and will be replaced by a crossover SUV to better serve the needs of parks staff.

39-288 is used daily by Building Department Inspectors for transportation to and from job and inspection sites and often encounter severe conditions such as unimproved roads, vacant undeveloped land, mud and loose soil conditions. These trucks are also used to transport a variety of Building Department personnel to training and

seminars that are held outside of the city. Building Department personnel carry a variety of emergency response equipment, plans, drawings, tools and equipment that need to be kept in a dry secure area inside the vehicle.

39-290 & 39-291 Parks uses 4x4 pickups to plow parking lots and roads at all of the city park sites, and for trailer towing lawn mowers, tractors, utility vehicles and other parks vehicles and equipment. The conditions these 4x4 pickup trucks encounter while plowing snow are extreme. 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.

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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, 100% stop and go driving and the vehicle's general condition 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 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 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 have to be purchased retail, or the vehicles in need of replacement deferred to the next model year would incur additional repair and or maintenance costs.