

**CITY OF ROCHESTER HILLS
FLEET SERVICES DIVISION
2005 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--22	00 GMC Sonoma 4x4	13,818*	Auction
GMC Sierra 4x4	Pickup	DPS	39--23	00 GMC Sonoma 4x4	18,705*	Auction
GMC Sierra 4x4	Pickup	DPS	39--25	00 GMC Sonoma 4x4	15,139*	Auction
GMC Sierra 4x4	Pickup	DPS	39--30	99 GMC Sierra 4x4	36,377*	Auction
GMC Sierra 4x4	Pickup	DPS	39--33	99 GMC Sierra 4x4	57,193*	Auction
GMC Sierra 4x4	Pickup	DPS	39--56	98 GMC Sierra 4x4	77,582*	Auction
GMC Sierra 4x2	Platform	DPS	39--62	98 GMC Sierra 4x4	23,170*	To DPS Fleet
GMC Sierra 4x4	Pickup	DPS	39--97	99 GMC Sierra	38,662*	To 2nd PRV Crew
GMC Sierra 4x4	Pickup	Forestry	39-107	96 GMC Jimmy 4x4	37,593*	To DPS Pool
GMC Sierra 4x4	Pickup	Parks	39-117	99 GMC Sierra 4x4 w/plow	70,497*	Auction

Mileage as of 1-26-05

39-22, 39--23, 39-25 are small 4x4 pickup trucks with snowplows, used primarily during the winter for snow plowing bike paths, and occasionally to plow cul-de-sacs and intersections. In warmer weather, these trucks are used by the water department for fire hydrant service & maintenance operations (flushing & painting). Bike path plowing operations expose these trucks to innumerable obstacles & severe conditions which are very hard on the trucks. We have found after 4-5 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. These vehicles are on a 4 year replacement schedule and were due for replacement in 2004. We were able to postpone replacement until 2005 because of the relatively mild winters the last two years. These three trucks will be replaced with full size 4x4 pickups which hold up better under extreme conditions and should reduce repair costs and down time.

39--30 & 33 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. Optional equipment added includes an auxiliary transmission cooling system, which while snowplowing, keeps the transmission and it's drive and lubricating oil at a lower temperature, extending transmission life.

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--56 is a pickup truck used by the DPS water & sewer division General Foreman. The truck is used daily for transportation to various jobsites to supervise work crews, investigate complaints, and other supervisory tasks. The foreman spends the better part of the day going from site to site and is required to carry a variety of sensitive equipment, tools and records requiring the space provided in an extended cab pickup truck. This vehicle sees mostly stop & go driving, and extended engine idling periods.

Due to the amount of time the foreman spends in this vehicle daily, he has requested the following optional equipment: Power windows - this vehicle is equipped with a large desk type console mounted in the center of the bench seat. This "desk" is used by the foreman to store various equipment and records, and as a work surface for paperwork. It is almost impossible for the operator to lean over this console and manually roll down the passenger side window while on the shoulder of a busy road to speak with residents, contractors or work crews.

The foreman currently has to open the driver's door and exit the vehicle inches from passing traffic many times per day. Power windows alone are not available this year on light trucks from GMC, but are included in a option package along with power mirrors and an interior trim upgrade. Cloth seating - again, the foreman spends many hours in the truck per day, and cloth seating is cooler in the summer, and warmer in the winter making the vehicle much more comfortable. Options such as these makes the vehicle much more marketable and valuable at auction when the city's surplus vehicles are sold.

39-62 is a pickup truck chassis with a utility "flatbed" body used by the water tap crew to transport tools and equipment for making water taps and main break & service lead repairs. The tap crew has recently acquired additional equipment required for their operations

and a longer chassis is required which will facilitate a cross-body tool box to house this additional tooling. This vehicle sees mostly stop & go driving, and extended engine idling periods. Optional equipment added includes west coast type mirrors, which are needed to see rearward past the platform body and its cargo.

39--97 is a pickup truck chassis with a snowplow and a utility "flatbed" body used by the water department fire hydrant crew for the maintenance and repair of the city's fire hydrants. This truck is also used for snowplowing operations in the winter. 39--97 will be replaced with the same type of vehicle, and 39--97 will be utilized by the second PRV maintenance crew assembled for 2005.

39-107 is a compact sport utility utilized by the Forestry Operations Manager. This vehicle was due for replacement in 2003, but replacement has been deferred because the truck up until now has been in relatively good condition. This vehicle will be replaced with a full size pickup truck which will better suit the needs of Forestry Operations. Due to the amount of time the manager spends in this vehicle daily, he has requested the following optional equipment: Power windows - this vehicle is equipped with a large desk type console mounted in the center of the bench seat. This "desk" is used by the manager to store various equipment and records, and as a work surface for paperwork. It is almost impossible for the operator to lean over this console and manually roll down the passenger side window while on the shoulder of a busy road to speak with residents, contractors or work crews. The manager currently has to open the driver's door and exit the vehicle inches from passing traffic many times per day. Power windows alone are not available this year on light trucks from GMC, but are included in a option package along with power mirrors and an interior trim upgrade. Cloth seating - again, the manager spends many hours in the truck per day, and cloth seating is cooler in the summer, and warmer in the winter making the vehicle much more comfortable. Options such as these makes the vehicle much more marketable and valuable at auction when the city's surplus vehicles are sold.

39-107 will be placed into the DPS City Hall vehicle pool replacing 39--04, a 1992 Chevrolet Caprice. 39--04 will be sold at auction.

39-117 is a full size 4x4 pickup with snowplow used by the Parks Department. Parks uses their 4x4 pickup to plow parking lots and roads at all of the city park sites. This vehicle is exposed to similar conditions as vehicles 39--30 & 33 described above.

Vehicle odometer readings cannot be the only criteria used to determine vehicle replacement. Extreme conditions (which City vehicles, especially with snowplows are routinely exposed to), 100% stop and go driving and extended idling periods are also important considerations.

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 even though a private owner may postpone replacement.

The 7-year replacement schedule for cars and light trucks 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 about 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 at a local auction house. Purchasing the vehicles at a discount, and selling them at public auction 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.