

UNIT #	Year	Manufacturer	Model	Current Mileage	Description	VIN	Department
2131571	2012	Ford	Explorer	34074	S.U.V./4DR	1FM5K8B87DGA09062	ENGINEERING
2160871	2016	Ford	F150	66210	EXTENDED CAB	1FTEX1EP2GFB37543	ENGINEERING
2160971	2016	Ford	F150	52312	EXTENDED CAB	1FTEX1EP4GFB37544	ENGINEERING
2131984	2013	Ford	Explorer	53857	S.U.V./4DR	1FM5K8B84DGC15911	PARKS OPERATIONS
2173084	2017	Ford	F150	94703	Crew Cab	1FTEW1CP1HKD12525	PARKS OPERATIONS
2173284	2017	Chevrolet	C2500	73073	Crew Cab Utility bed	1GB1CUEY3HF161747	PARKS OPERATIONS
2171680	2017	Chevrolet	C2500	67376	Crew Cab Utility bed	1GB1CUEGXHF109295	TRAFFIC

## VEHICLE REPLACEMENT

It is the expectation of Fleet Services to maintain a right-sized fleet of vehicles and equipment that meet the needs and match the intended application for each department to perform efficiently and effectively. Fleet Services will utilize cooperative purchasing programs, review purchase/bid specifications, and evaluate life cycle cost to ensure best value for procurement.

Each vehicle/equipment is given an initial useful life and then evaluated on an annual basis as part of the five-year forecast. Based on this analysis, replacement recommendations for the CRF such as replacement date and vehicle or equipment type may be modified to fully realize each unit's useful life.

The Fleet is evaluated using the following criteria:

- **Mileage** (100,00mi is top end for most. Take home vehicles can accrue higher mileage)
- **Hours** (Engine run hours)
- **Life Cycle Cost Analysis** (fuel cost, maintenance cost, depreciation, resale value)
- **Conditional suitability** (Is it suitable for the conditions, environment, and purpose the department needs)
- **Downtime** (affects dependability and reliability)
- **Obsolescence** (parts and service availability)
- **Safety** (does it meet proper safety criteria for its intended use)
- **Overall condition** (interior and exterior wear)
- **Available Grants/Incentives** (Federal or State grants and incentives)

Casey McCaughan  
Fleet Services Manager

City miles are harder on vehicles than highway miles because they create more mechanical stress, and wear in a shorter distance due to stop-and-go driving, frequent idling, and road conditions.

### 1. Stop-and-Go Driving

City driving involves constant:

- Braking
- Accelerating
- Idling

Each time you accelerate from a stop, the engine, transmission, and drivetrain work much harder than they do maintaining steady speed on the highway.

On highways, you typically cruise at a steady speed with minimal braking or gear changes.

### 2. More Wear on the Engine

In city traffic:

- Engines rarely stay at optimal operating temperature for long.
- Short trips don't allow full warm-up.
- Cold starts happen more often.

Cold starts are especially hard on engines. Most engine wear occurs during startup.

Highway driving keeps the engine:

- Warm
- Properly lubricated
- Running efficiently at steady RPM

### 3. Transmission Stress

Automatic transmissions shift constantly in city driving. This leads to:

- More transmission heat (automatics)

Highway driving usually keeps the vehicle in top gear for long periods.

### 4. Interior and Exterior Wear

City driving results in higher physical wear due to more frequent use and environmental conditions.

- Seating and upholstery,
- Controls and touchpoints,
- Dents, dings and scratches.

### 5. Suspension & Steering Strain

City roads often mean:

- Potholes
- Speed bumps
- Tight turns
- Curbs

This increases wear on shocks, struts, bushings, and steering components.

### 6. Fuel Efficiency & Carbon Buildup

Stop-and-go driving:

- Burns more fuel
- Can increase carbon buildup in engines

Highway driving tends to:

- Improve fuel economy
- Keep engines cleaner due to sustained operating temperatures