
1 **Q. Volume III, Tab 30 – Replace Vehicles and Aerial Devices**

2 Comparing Table 1 and Table 2 on page 2, does Hydro have an explanation as to
3 why its criteria assessment for kilometers in heavy duty vehicles are less than all
4 three of the other Atlantic utilities surveyed?

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7 A. Hydro notes that while the age and kilometer criteria exist to consider a heavy duty
8 vehicle for replacement, vehicles are not necessarily replaced when they reach a
9 certain age or kilometre value. This is evidenced by the three heavy duty vehicles
10 planned for replacement in the 2016 project: all three vehicles will be over 12 years
11 old when they are retired.

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13 The heavy duty vehicles in other utilities are assessed for replacement using
14 kilometers or age, and while Hydro uses these criteria as well, it also applies a
15 condition/maintenance cost criteria for consideration when a unit should be
16 replaced.

17
18 The heavy duty vehicles in Hydro are not driven as many kilometers as its Atlantic
19 Canadian comparators. Generally, the condition of a unit will be the deciding
20 factor, due to its operating regime, and not age or kilometres. Factors affecting the
21 decision to replace are noted as follows.

- 22 • The majority of Hydro's heavy duty vehicles have high engine idle hours,
23 which can impact engine maintenance and cause increased wear.
- 24 • The condition of the vehicle due to rust is the most significant factor when
25 considering the replacement criteria.
- 26 • The majority of our heavy duty vehicles do not reach 250,000 kilometers
27 before the body and attachments are rusted to the extent where they will

1 not pass a commercial vehicle inspection, despite the application of rust
2 inhibitors.

- 3 • The significant corrosion is a safety hazard and an environmental risk to the
4 environment, should an oil or hydraulic oil spill occur due to rust on a piece
5 of equipment.