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

2 At Appendix A Hydro outlines the vehicles to be replaced with the current proposal.

3 Can Hydro explain why some vehicles did not reach both the age and kilometer
4 criteria for replacement?

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7 **A.** Hydro notes vehicles are replaced using a combination of age, mileage and/or
8 maintenance condition, as is outlined in Table 1: Replacement Criteria – Hydro
9 (page 2, Volume III, Tab 30). Therefore, in all instances where vehicles are being
10 proposed for replacement in this project, a combination of the criteria resulted in
11 the recommendation to replace. Some specific details of the consideration that
12 resulted in the recommendation to replace are included in the following examples:

13 a. At the proposed time of replacement, V2649, a 2009 pickup will be 7.8 years
14 old, have a mileage of 110,000 kilometers and current maintenance costs of
15 \$13,376. The high maintenance costs for low mileage and the age are the
16 main drivers to replace this vehicle.

17 b. V4483 and V4486 are 2004 Sterling boom trucks with low kilometers.
18 However, as they are boom trucks, the engines have many hours of idling
19 with the power take off engaged for boom operation, and this does not
20 reflect on the odometer. During idling, the effect of idling is such that 100
21 engine hours equates to 1000 kilometers. These two vehicles will be 13.5
22 years old by the time the replacements are put in service. The units are
23 badly corroded and are an environmental spill risk because of the corrosion.
24 Hydro treats all heavy duty vehicles with a rust control product to gain as
25 much service life as possible.