

1 Q. Further to the response to PUB-NLH-015, if the detailed condition assessment completed as the
2 heavy-duty vehicle approaches the replacement criteria determines that the vehicle still has
3 useful life remaining, what happens to the heavy-duty vehicle ordered 3 years prior?

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6 A. Vehicle condition assessments are completed multiple times throughout a vehicle's life cycle.
7 Part of that assessment is to look at the physical condition of the unit along with the mileage
8 and power take-off hours, review the maintenance cost, and downtime hours of each unit,
9 which provides a good snapshot of the vehicle's health. Assessments are strategically scheduled
10 ahead of forecasted replacement dates so vehicles can be added to budget applications and
11 subsequently ordered and delivered in time to coincide with replacement criteria. If a condition
12 assessment suggests the vehicle will not reach replacement criteria as forecasted, then that
13 vehicle will be moved farther out in the five-year replacement plan and be added to future
14 applications. Most heavy-duty vehicles are at the end of their life cycle and require immediate
15 retirement as soon as a replacement vehicle is available for service. As part of Newfoundland
16 and Labrador Hydro's ("Hydro") long-term asset planning strategy, a plan is in place to keep a
17 very limited number of spare line trucks that still have useful life remaining to help offset
18 downtime of critical units, such as downtime related to the loss a major component of the cab
19 and chassis or aerial device and a return to service is delayed significantly. These spares are
20 meant for very short-term use and are retired immediately upon significant mechanical failure.
21 Based on the approach above, the likelihood of Hydro ordering a vehicle prematurely is low.