

## APPENDIX 2

AGE - Point Determination						Maintenance and Repair Cost - Point Determination						Condition Factor - Point Determination					
Points	% of remaining service life	Definition				Points	% of remaining service life	Definition				Points	Definition				
1	81%-100%	Very Good - Very good condition				1	91-100%	Maintenance and repair cost less than 10% of original acquisition cost				-2	Excellent condition, body and drivetrain in excellent condition				
2	61%-80%	Good - General signs of deterioration				2	81-90%	Maintenance and repair cost are 10-20% of original acquisition cost				-1	No visual damage rust, good drivetrain & engine				
3	41%-60%	Fair - General signs of accelerated deterioration				3	71-80%	Maintenance and repair cost are 20-30% of original acquisition cost				0	Wear and tear as expected for age/use				
4	21%-40%	At Risk - Poor condition, significant deterioration				4	61-70%	Maintenance and repair cost are 30-40% of original acquisition cost				1	Minor imperfections in body/paint, interior fair, good drivetrain				
5	<20%	High Risk - Imminent failure likely				5	51-60%	Maintenance and repair cost are 40-50% of original acquisition cost				2	Visibly deterioration in body/paint and general condition, drivetrain showing significant signs of imminent failure				
						6	41-50%	Maintenance and repair cost are 50-60% of original acquisition cost									
Meter - KM/Hours - Point Determination						7	31-40%	Maintenance and repair cost are 60-70% of original acquisition cost									
Points	% of remaining service life	Definition				8	21-30%	Maintenance and repair cost are 70-80% of original acquisition cost									
1	81%-100%	KM/Hours are less than 20% of estimate useful life				9	11-20%	Maintenance and repair cost are 80-90% of original acquisition cost									
2	61%-80%	KM/Hours are less than 20-40% of estimate useful life				10	<10%	Maintenance and repair cost greater than are 90% of original acquisition cost									
3	41%-60%	KM/Hours are less than 40-60% of estimate useful life															
4	21%-40%	KM/Hours are less than 80% of estimate useful life															
5	<20%	KM/Hours are greater than 20% of estimate useful life															
Vehicle is considered Critical if total point score is 15																	
Sample of how Life Cycle Analysis is performed (Actual Data)																	
Unit	Class	Year	Model	Life Exp	Age	Acq Cost	M&R Cost	Life Exp Meter	Meter	Life Point	M&R Point	Meter Point	*Condition	Total	Replacment Priority	Original Replacement Date	Adjusted Replacement Date
575	233	2004	E450	120	144	\$44,368.00	\$35,260.64	175,000	136,427	5	7.9	3.9		15	Critical	09-Feb-14	30-May-17
502	212	2006	F350XL	120	120	\$44,450.00	\$27,149.14	175,000	69,138	5	6.1	2		13.1	Defer	01-Feb-16	30-Feb-18
21205	213	2010	F350	120	72	\$39,198.00	\$13,546.35	175,000	56,755	3.7	3.5	1.6		8.7	Maintain	08-Aug-19	30-Dec-20
* Condition assessment is in the process of being introduced through our preventative maintenance inspection process																	