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|--|----------------------------|--|----------------------|----------------------|---------------|---------------------------|----|
| Vehicle # | # 2017 | Year | 2017 | VILLAGE OF WINNEBAGO | | | |
| Make | Ford | Model | F-350 XL Flatbed DRW | | | | |
| Miles | 45,000 | Hours | 3,889 | | | | |
| Original \$ | 57,000 upfitted | in (date) | 7/9/1905 | | | | |
| Budgeted Replacement | | | | 140,000 | | Replacement Point Range | |
| Sale/ Auction/ Estimated Trade-in \$ | | | 25,000.00 | Under 18 points | Condition I | Excellent | |
| Life Expectancy | 5-7 years | | | 18 -22 points | Condition II | Good | |
| Type of Service | Utility and Street Service | | | 23 - 27 points | Condition III | Qualifies for replacement | |
| Department | O/M and Streets | | | 28+ points | Condition IV | High priority replacement | |
| | | | | | | | |
| FACTOR | POINTS | DESCRIPTION | | | | VEHICLE SCORE | |
| AGE | 1 | Each year of chronological age | | | | 8 | |
| MILES / HOURS | 1 | Each 10,000 miles of usage | | | | 0 | |
| | 1 | Each 700 hours of usage (priority over miles on heavy duty and off road equipment) | | | | 5 | |
| TYPE OF SERVICE | 1 | Standard sedans and light pickups | | | | 0 | |
| | 2 | Standard vehicles with the occasional off-road usage | | | | 0 | |
| | 3 | Vehicles that pull trailers, haul heavy loads, has continued off-road usage, and police administration | | | | 0 | |
| | 4 | Any vehicle involved in snow removal | | | | 4 | |
| | 5 | Police emergency response vehicles | | | | 0 | |
| RELIABILITY (PM work not included) | 1 | In shop one time within a three month time period, no major breakdowns or road calls | | | | 0 | |
| | 2 | In shop one time within a three month time period, one breakdown or road call within a three month period | | | | 2 | |
| | 3 | In shop more than twice within a one month time period, no major breakdowns or road calls | | | | 0 | |
| | 4 | In shop more than once within a one month time period, two or more breakdowns/road calls within the same time period | | | | 0 | |
| | 5 | In shop more than twice monthly, two or more breakdowns within one month time period | | | | 0 | |
| MAINTENANCE AND REPAIR (Accident Repairs not included) | 1 | Maintenance costs (cumulative total) are ≤ 10% of purchase cost | | | | 1 | |
| | 2 | Maintenance costs (cumulative total) are ≤ 25% of purchase cost | | | | 0 | |
| | 3 | Maintenance costs (cumulative total) are ≤ 45% of purchase cost | | | | 0 | |
| | 4 | Maintenance costs (cumulative total) are ≤ 60% of purchase cost | | | | 0 | |
| | 5 | Maintenance costs (cumulative total) are ≥ 61% of purchase cost | | | | 0 | |
| CONDITION | 1 | Good drive train and minor body imperfections (road chips, scratches) | | | | 0 | |
| | 2 | Imperfections in body & paint, paint fading & dents, interior fair (no rips, tears, burns), and a good drive train | | | | 0 | |
| | 3 | Noticeable imperfections in body and paint surface, some minor rust, minor damage from add-on equipment, worn interior (one or more rips, tears, burns), and a weak or noisy drive train | | | | 3 | |
| | 4 | Previous accident damage, poor paint and body condition (rust, holes), bad interior (tears, rips, cracked cash), major damage from add-on equipment, and one drive train component bad | | | | 0 | |
| | 5 | Previous accident damage, poor paint, bad interior, drive train that is damaged or inoperative, major damage from add-on equipment | | | | 0 | |
| | | | | | | Total | 23 |