2023 YLW FLEET PLAN UPDATE

May 2023

Revised 2024-07-30

Prepared for:
Mark Stella
Manager
Operations & Emergency Services
Kelowna Interational Airport

YLW
Kelowna International Airport

TABLE OF CONTENTS

1. Background

Kelowna International Airport (YLW) is a valuable asset for the City of Kelowna and the Okanagan Valley. The airport generates important benefits for the City and region by supporting business activities, increased tourism, and air access for its residents. In 2019, YLW handled over 2 million passengers and became the 10th busiest airport in Canada.

In the spring of 2020, the global aviation industry was crippled by a global pandemic – COVID 19. Airports saw a sharp decline in all traffic and as a result, with decreased passengers and revenue, forecasted capital planning was trimmed to the bare essentials. Procurement of major equipment was deferred.

Since 2020, YLW has rebounded and has led Canada in aviation recovery. November 2022 proved to be the busiest November on record. With traffic recovery well on its way and confidence in the industry and in YLW, the Airport has embarked to re-visit the 2018 Fleet Plan to assess and prioritize procurement of critical equipment for operations and to support capital planning.

A significant change since 2018, Kelowna International Airport (YLW) has made a commitment to the protection of the environment and to continually improve environmental performance. While always stressing the importance of sustainability, YLW has advanced this mandate by making the commitment to achieving carbon neutrality by 2030 with a plan to achieve net zero by 2040. This important philosophy will inform the requirements around adopting zero and low emission equipment and development of clean infrastructure to support it.

The scope of the 2022 Fleet Review included the following:

- Review and update of the current fleet plan (2018 report)
- Review and update of challenges and recommendations.
- Capital Budget planning for the next 10 years.
- Data base development of existing fleet to provide a tool for asset management and tracking.

2. 2015 /2018 Fleet Plan Summary

The 2015 and 2018 Fleet Plan provided a well-defined set of recommendations and philosophy to manage the fleet of vehicles and equipment safely, effectively, and efficiently at YLW. It included a list of capital expenditure priorities until 2025 as well as recommendations for the fleet related to standardization, flexibility, sustainability, and selection of the right types of vehicles and equipment.

The plan review conducted was based on industry best practices and included both a qualitative assessment (YLW departmental interviews and similar sized airports interviews/benchmarking) and quantitative assessment (life cycle analysis and fleet inspection/review).

The review conducted found that the YLW fleet was efficient and comparable to the fleets of other similar sized airport operations in similar climates. A number of mission critical pieces of equipment were identified as needing replacement, which included ARFF vehicles and snow removal equipment. A list was provided in the report of near-term requirements and priorities.

3. Progress Post 2018 Report

Since the approval and adoption of the 2018 Fleet Enhancement Program, YLW put some of the prioritized items on hold. The planned capital acquisitions that were allocated for 2020 and 2021 were delayed due to uncertainty brought on by COVID-19. With the beginning of a strong recovery, YLW has re-initiated its plans and has since procured, or is in the process of obtaining, the following:

ID	VIN	Make	Model	Year	Description
S21	V6978	Toyota	Highlander XLE	2018	SUV
T150	V5693	Bobcat	Toolcat 5600 T4	2019	Multi-use
T81 Plow	V5695	Frink	5022	2019	Plow
T83 Plow	V5699	Frink	5022	2020	Plow
T86 Water Tank	V210501	Randco	6--20	2020	Water Tank
T87	V200501	Western Star	W4800SB	2021	Dump Truck
Pending					
S22 4 X 4 Pickup				2023	Pickup
Multiuse Truck				2023	Multi-use
T81 4 x 4 Truck				2023*	Truck
T83 4 x 4 Truck				2023*	Truck
S1 Sweeper				2023*	Sweeper
S2 Sweeper				2023*	Sweeper
S4 Sweeper				2023*	Sweeper

4. Current Challenges

1. COVID 19 Recovery

YLW was hit hard by COVID-19. In April and May 2020, passenger numbers dropped by 96 per cent. COVID-19 altered the course of the Fleet Capital plan as budgetary constraints were necessary that required the postponement of major capital expenditures.

As travel restrictions have been removed, YLW recovery has exceeded expectations. This was predicted to take up to 5 years for aviation to rebound. YLW has been one of Canada's fastest recovering airports and was amongst Canada's busiest airports. It is set to resume and maintain its position amongst Canada's top 10. A refocus on the fleet is needed to catch up with time lost due to COVID.

2. Supply Chain Constraints

A fundamental concern for fleet acquisition is continuous supply chain disruption. Current global conditions have affected the components within most equipment and vehicles. While these difficulties are likely to continue in the future, these impacts can be mitigated by planning and advancing procurement. Due to long lead times, planning will be important to manage risks associated with delayed production and long waits for delivery.

3. Cost

Due to the factors noted above, there have also been cost impacts for the supply of equipment and materials.

Costs have been impacted for a variety of reasons:

- Inflation due to delays.
- Reduced workforce: Reduced productivity and supplier limitations have caused manufacturing backlogs.
- Reduced supply availability have increased prices given due to specific requirements of airport equipment.
- Limited number of suppliers: Given the specific requirements of airport requirements, alternative suppliers are not always an option.

The long-term impacts of these factors should be reevaluated at regular intervals to ensure that estimated capital costs are reflective of the current market.

4. Environmental Mitigation

YLW has committed to be carbon neutrality by 2030 on Scope 1 & 2 (direct control) emission sources. The YLW Fleet will evolve to support this goal. While some fleet vehicles will be available as electric or hybrid, some of the larger vehicles will still be reliant on fuel. The YLW commitment to these environmental targets will be an essential driver in the selection of vehicles and equipment.

This commitment reflects YLWs plan to reduce the emissions produced and are responsible for in the operation of the airport. It has already been stated that where possible, this includes investing in electric vehicles while also right sizing them to match operational requirements. Going further, to ensure that targets for neutrality are met in the prescribed timeline, it will be imperative to switch to renewable fuels for heavier equipment. Infrastructure plans are underway to understand how to support the changing fuel source needs such as electrical service upgrades and decarbonization strategies.

5. Winter Operations Challenges

Major storms and extreme weather activity have been happening at five times the rate of the previous five years. Storms during the 'holiday season' timeframe of mid-December to mid-January are steadily getting stronger and more frequent in B.C.[1] This coincides with YLW peak periods for holiday travel with significant potential to impact operations, airlines, and travelers.

Winter weather has the potential to create major upheaval and disruption at YLW. Increased severity of

[1] Storms actually: How BC Hydro is preparing for increasing holiday storms Dec 2022

weather conditions necessitates the importance of preparing for, operating during, and recovering from winter events.

This requires responsiveness and reliability in the fleet. This equipment is responsible to service all runways, taxiways, aprons, and airside roads to ensure safe and continuous operation of the airport during winter.

6. Limited snow stockpiling locations

During snow events YLW must collect the snow and remove it to designated snow storage. With limited areas available, remote locations are required. This increases the time required for clearing and trucking snow after a storm. Additionally, ground side impacts include loss of parking stalls for snow storage resulting in decreased parking capacity and loss of revenue.

7. Pink snow

De-icing aircraft occurs at the gates at YLW. The control of contaminated snow and run-off must be dealt with and cannot become an environmental contaminant. In 2018, YLW contracted a supplier to operate Glycol Recovery Vehicles (GRV). The GRV's have managed chemical exceedances and mitigated environmental impacts and contaminated runoff. Recovering glycol fluids not only prevents contamination of the drainage system at YLW but also allows the fluid to be recycled, reducing costs, and protects the environment. The long-term plans for a centralized de-icing facility have been pushed outside of the immediate capital plan but may be revisited in the future.

8. Continued Growth

YLW is expanding the airport to better meet the needs of our growing region. The multi-year expansion plans include the largest terminal expansion to date, fully serviced building lots for light industrial and commercial business, new parking options, airfield improvements, and sustainability upgrades, and much more.

As YLW continues to grow and expand its air service traffic, there is an increased demand to reduce the time to complete work such as snow clearing. The window of opportunity to clear runways and operational surfaces reduces to maintain schedules. This means less working time on runways, aprons, and taxiways. Reliability and redundancy are imperative.

Furthermore, planned developments at YLW continue to expand the areas that require servicing. Apron One Expansion is scheduled to occur within the next 3 years. Additional airfield expansions will be requiring servicing include:

- Taxiway stubs at both the north and south
- New road at RESA on the south end of the airfield
- Plans for commercial development in the Eastlands with associated taxiway stub.

Right sizing the fleet to ensure there is sufficient redundancy will be required to support and sustain growth without compromising operations.

9. Staffing

With greater urgency due to challenging weather conditions, additional equipment can facilitate efficient and expedited operations. Deployment of more equipment, however, requires the trained staff to operate the machinery. Operating additional equipment and human resources! Consideration should be made for additional crew members, especially during critical times and winter operations.

5. Recommendations

1. Standardization

Lower operating costs can be achieved by standardizing equipment configuration, crew training, and maintenance procedures. Major equipment manufacturers frequently build a variety of vehicles on a single chassis. The same operator can drive a plough, sweeper, rotary snow blower, or multi-function vehicle. These require only minor changes to the functions of the operating controls. Operator training, maintenance, and part inventory costs are all reduced.

It is recommended that this strategy of fleet standardization, both light and heavy, be maintained where possible and practicable. Replacing an entire fleet with standard models can take years, particularly for larger vehicles and highly specialized equipment with longer life cycles.

2. Multi-purpose equipment

Similar to standardization of the airport fleet, the vehicles and equipment acquired in recent years has been multi-purpose and multi-seasonal. This allows for reduced capital expenditure. By avoiding the purchase of seasonal specific equipment, that then sits idle for many months of the year, this equipment can perform yearlong of for multiple tasks. This strategy is a highly recommended practice to continue in the coming years.

Examples in the existing fleet include:

- Multi – use – H series sweepers - 2 front mount broom which can be interchanged.
- Tractor 154 multiuse tractor – 12-month functionality as a mower and sweeper
- And the pending acquisition of a new multipurpose truck in 2023 with a hook lift system that allows different pods that can be used on variously functional implements such as chemical spreading, garbage body, flat deck, and multi-sized dump boxes.

It is recommended that this strategy is expanded to capitalizes on efficiency by allowing the main body of equipment to provide a variety of functionality.

3. Snow Melters

With the limitations on storage for stockpiled snow, portable snow melters could help the reduce the need to haul snow and reduces potential conflicts between aircraft and the vehicles used in hauling or trucking operations and reduce impacts on parking area loss and revenue. While snow melting requires the use of limited vehicles and requires a very small footprint. YLW has investigated these in the past, but it should be noted that the fuel used to melt a dump truck worth of snow is comparable to that same truck traveling approximately 50km! This would be contrary with the environmental stewardship goals that have been set.

4. Redundancy

The need for greater redundancy for critical pieces of equipment (heavy) is becoming of greater importance as the airport grows. Equipment breakdowns of these units can lead to the inability to maintain airside surfaces or even provide required emergency responses. Critical equipment breakdown can take equipment out of service for extended periods of time given their specialty. Recent issues with Red 1 (ARFF Truck) have taken this out of service for months and exposed a vulnerability.

Equipment used for snow operations also require a level of redundancy to reliably maintain the runway, taxiways and apron areas to the high safety standards established by Kelowna International Airport. The multi-purpose equipment provides a level of redundancy while also functioning for other operational needs.

YLW continues to build on fleet redundancy. The recent purchase of a new ARFF truck has resolved a major safety issue for YLW by removing an aging, unreliable piece of equipment from the fleet. Additionally, there is added redundancy in snow removal equipment. Currently there are 5 snow removal pieces; 2 new sweepers which will replace 2 truck/sweepers providing 2 dedicated front mounted sweepers, 2 tow behind sweeper combos, and a tow behind utilizing an aging Transport Canada gravel truck.

Further supplementation of the fleet should consider the acquisition of an additional two-wheel loader. This would serve as more redundancies in the fleet and help with efficiency and capacity needed during peak demand periods.

In general, the capital expenditure plan set out for the next twelve (12) years will move YLW to a higher level of equipment redundancy and multi-use equipment.

5. Staffing

During winter operations there is an urgency to deal with weather conditions. Providing additional equipment can facilitate efficient and expedited operations and reduce the time to clear runways. Deployment of more equipment, however, requires the trained staff to operate the machinery. The human resource plan should consider what additional crew members may be required to operate, especially during critical times and winter operations.

6. Fleet maintenance tracking

Vortex was deployed and adopted in 2020 and has been utilized for scheduling and tracking fleet maintenance. This will continue to provide an improved overview/status of the fleet and assist with future planning and maintenance. It can also provide a deep understanding of total cost of ownership, predict operational costs based on equipment age, and tracked historical data can help to inform capital needs.

Vortex can benefit the fleet by tracking the following:

- Scheduled maintenance.
- Preventative maintenance
- Annually maintenance
- Ad hoc repairs as needed.
- Cost associated related to O+M per vehicle.

Input from maintenance can assist by providing guidance, equipment performance reliability, actual maintenance costs, and other data (e.g., airline delay costs) that could be used to conduct more thorough analyses when considering the type and number of vehicles required to meet operational goals and objectives.

Long term tracking of maintenance cost and labor will help establish a cost trend for each vehicle type and determine the optimal economic life of each vehicle class.

7. Sustainability

YLW is progressing towards carbon neutrality and looking ahead to net zero and, eventually, net negative. With this goal, YLW is committed to climate preservation and air pollution management and has included it into their fundamental business plan. To attain this objective, a holistic strategy to climate protection is required, and the steps outlined below outline how the fleet can support these objectives.

Efficiency

One of the most effective ways to build a sustainable fleet and reduce emissions is to focus on your fleet efficiency.

YLW can achieve this can do this by:

- Paying attention to unnecessary idling
- Reduce kilometers by using software like GPS tracking.
- Replacing inefficient vehicles with fuel-efficient ones
- Technology for vehicle tracking (Matrix)
    - Distance tracking, runtime, location, hard breaking
    - Investigate breakdowns or an incident.
    - Utilization
    - Promote safety – monitoring and measurements to make improvements.

Fuel Source

Equipment emission requirements should evolve and explore the advancements of green technologies and fuel sources. There are many different types of alternative fuel vehicles for light-duty, medium-duty, and heavy-duty work, such as:

- Biofuels
- Plug-in hybrid
- Full-electric
- Natural Gas
- Carbon-Neutral & Carbon-Negative
- Hydrogen Fuel Cells

The majority of North American engine manufacturers now endorse up to a B5 biodiesel blend (5% with 95% diesel). As biodiesel is more widely tested and used, manufacturers will be in a better position to support the use of higher blends. Warranty coverage of B20 and higher is offered by select manufacturers under specific conditions and is.

Consideration towards renewable diesel should also be made. While similar to biodiesel, it has some significant differences. Both biodiesel and renewable diesel can be produced from waste organic feedstock such as waste fats and used vegetable oils. Renewable diesel refines the organic feedstock into an end product that is certified to the same standard as petroleum diesel. This allows renewable diesel to be used in blends of up to 100% without any issues.

Similar to using regular diesel, some manufacturers may limit the scope of their warranties by stating that failures from the use of any fuel cannot be attributed to a factory defect. Therefore, the cost of repair under

these circumstances (if any) would not be covered by certain warranties. It will be important to identify and clarify during the procurement process what warranty limitations of alternative fuel use may be.

Electric vehicles are likely suitable for single shift use, such that mileage is under 200km, and ample time is available for charging (typically easiest to use a Level 2 charger at night). If electric vehicles are used in an operational role, then a Level 3 fast charger should be available near worker rest areas to allow for quick refills over lunch breaks.

Demand for electric vehicles is high and orders may need to be placed several years in advance. Electric options are not readily available for heavy fleet vehicles yet. Full electric may not be suitable for ARFF trucks. Emergencies might not allow for long charging windows or extended pumping operations. Diesel can also run out, but re-filling a truck with diesel takes minutes, while charging takes hours. A hybrid option would allow for the benefits of an EV vehicle, but the safety net of diesel support will also act to charge the battery cells.

Winter operations may limit the suitability for snow chassis use of batteries, as energy storage is significantly impacted by cold, precisely when these vehicles see their heaviest use.

When reviewing electric vehicles for suitability, note that the regular usable capacity is around 60% of the total capacity. Running below 20% brings anxiety: users won't know if the vehicle will last through the next task. Charging up to 80% is the faster portion of the curve, but charging then slows down as batteries fill up beyond that.

Availability

There is a global shift towards electrification and carbon neutrality pledges made by both corporations and government entities. This has impacted supply chain issues and wait times for these vehicles. In time, it is anticipated that lead time will regulate as the entire market changes technology due to increased demand.

At this time there are limited zero emission vehicles (ZEV) options for the larger equipment that make up a significant amount of YLW's fleet. By performing regular updates to the YLW Fleet plan, the life cycle of each vehicle or piece of equipment has been defined.

These requirements have to be compared against what is available that is fit for purpose. The introduction of Red 4 into the fleet presents an opportunity to introduce a hybrid ARFF truck as these have been introduced to the market. Oshkosh's Striker Volterra has now expanded its offering to a 4x4 and 6x6 model. These performance hybrid models are engineered with mechanical power and battery power to maximize driving and pumping performance while reducing fuel consumption and emissions. It maintains many of the features on the Striker ARFF vehicle while gaining the benefits of hybrid technology. Operation of the vehicle is consistent with current ARFF models requiring no significant amount of training for operation simplifying fleet integration.

It is recommended that bi-annual reviews of sustainable options is conducted to review newly available options as technology evolves and new commercial sustainable fuel options enter the market. This evolution will offer fleets an increasingly wider selection to suit their operations. This review should also assess which equipment deliver the best return. These are typically units with higher utilization and fuel consumption.

Transition

While a full transition to electric/green fleet vehicles may take years action. Steps can begin today to head off the negative effects of climate change and meet the declared goals of YLW. Cost-effective and proven low-carbon, green fleet interim solutions will support a path of environmental leadership. Both optimizing

efficiency and increasing the use of alternative/renewable fuels will evolve the fleet in the right direction and environmental soundness.

Infrastructure Requirements

In parallel with the assessment of alternative fuel sourced vehicles and equipment, capital planning must consider the requirements to charge or fuel these vehicles. EV chargers, bio-diesel storage and eventually hydrogen options may have impacts on available infrastructure. The infrastructure requirements for this transition must be planned well in advance to ensure that the supporting facilities are in place. These options require supporting systems to operate flawlessly, which complicate and add cost to the switch.

It is recommended that an audit be performed to define the current supporting infrastructure against the fleet goals to ensure timing and required capacity is in alignment with the needs of the fleet.

Grants

The switch to electrify vehicles can carry a substantial capital cost. Currently there are programs that exist to incentivize and support these efforts. Locally in BC, the CleanBC Go Electric Fleets Program is one of a suite of programs offered under the Province's CleanBC Go Electric Programs. The CleanBC Go Electric Programs are designed to reduce barriers to the adoption of zero-emission vehicles to realize both their environmental and economic benefits. The programs have been highly successful in starting the transition to a transportation system that is powered by clean energy. Electric Fleets Program provides rebates to support public and private fleets transition to ZEVs, and support services for organizations seeking help financially support this ZEV solutions for their fleet needs.

www.pluginbc.ca

Opportunities for funding and providing rebates for charging can assist in funding this important initiative.

8. Procurement

As noted previously, global supply issues have had a significant time on the lead time for the delivery of a variety of equipment and services. Experience in procurement and receiving quality bids are key to securing trusted suppliers that will stand beside the airport for service and training.

YLW and the City of Kelowna have moved towards nationally leveraged products through Canoe/Sourewell. Canoe provides a unified identity for all Canadian municipal, public sector, and not-for-profit organizations to participate in collectively. This capitalizes on cooperative purchasing to enhance the procurement process. Vendors are already vetted through a competitive solicitation process which awards only to the most responsive and responsible vendors while satisfying the requirements of the Canadian Free Trade Agreement. This service allows for a single source solution and promotes standardization and access to preferred pricing without taxing the resources of the organization and can accelerate the process.

Within the process, further considerations should include initial and ongoing training costs and specific warranty considerations be written into equipment specifications and into purchase agreements. Clauses should be added during the procurement process to ensure the right individuals are sent by the vendor to provide training and YLW should also consider negotiating warranties based on operating hours vs. duration from date of purchase.

It is recommended that the procurement and RFP process is advanced as much as possible to run in parallel with budget approval process of the City of Kelowna. Within the fiscal year, if RFP's do not go out until the spring or summer, it is not likely that some of the equipment will be received within that year. If this process

can run in parallel with approvals, this would allow RFP's to be issued early in the year secure the equipment within that same year.

9. Fleet Risk Management

Creating a fleet risk management plan can help to ensure that operations continue to running safely and efficiently. Any fleet risk management plan should consider the physical and regulatory risks for fleets and then create a fleet safety program to reduce those risks.

Risks include meeting regulatory requirements, but also include fleet maintenance and driver safety on the road. While it's difficult to make a plan that accounts for all the risks a fleet faces, doing so makes drivers safer and fleets more efficient.

Technology can play a key role in fleet risk management. Innovations have led to systems that can help fleets better mitigate risk and should be considered in the specifications during procurement. Many of the current innovations in winter operations identified through the research represent improvements to equipment and technology rather than procedures[2]

It is important to examine and revisit risks at scheduled intervals:

- Monthly at Captains meetings
- Quarterly/seasonally into their correlated risks.
- Revisit priorities and needs at annual budget meetings and capital planning.

6. Conclusion

A budget of $21.3 mil for capital expenditures on vehicles and equipment for the next ten (10) years has been developed as shown in the following Table 1. The amounts shown for each calendar year are based on the following assumptions:

- YLW continues with fleet standardization and multi-purpose philosophy allowing for improved redundancy.
- YLW moves forward with the life cycle recommendation for the light and heavy fleet.
- YLW moves forward with the recommendation on sustainability for the fleet. Sustainability and evolving technologies will require revisiting available sustainable options as they become available to the market.
- Values presented are based on 2023 prices and should be escalated within the YFW Financial Model and assessed annual against the Consumer Price Index (CPI)
- Bi-Yearly evaluation of GHG reducing equipment and vehicle models should be performed to determine if new options that are "fit for purpose" are available.
- Where EV or Hybrid options were available, those prices were included.

[2] ACRP: Guidebook for Airport Winter Operations

7. CAPITAL PLAN

Online worksheet can be found at https://ylw.coniferous.ca/fleet_totals

This page left intentionally Blank

2024 BUDGET 10YCP

Figures have been escalated to 2024 dollars

Project #	Name	Comments	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total 10 yrs
327417	**Airside Equipment**		**3,462,020**	**465,000**	**2,958,000**	**3,697,000**	**1,317,000**	**917,000**	**233,000**	**5,594,000**	**2,390,000**	**223,000**	**125,000**	**21,381,020**
	Dump truck	re allocating budget see below	-	-	*834,000*	-	-	-	-	-	-	-	-	*834,000*
	Light EV Vehicle - Electric	***Replace S25***	*150,000*	*165,000*	165,000	-	*334,000*	-	*233,000*	-	-	*223,000*	-	*1,105,000*
	Wheel Loader Flail		-	-	-	-	-	-	-	-	-	-	-	-
	Loader		-	-	-	-	-	*917,000*	-	-	-	-	-	*917,000*
	ARFF small truck		-	-	*2,124,000*	-	-	-	-	-	-	-	-	*2,124,000*
	Multi Purpose Vehicle - Electric alternative if available	Original Budget $750,000. allocating $450,000 to Multi Purpose vehicle and $150,000 to purchase EV light vehicle. (Lightning) Replacing S25	*450,000*											
	Heavy duty trucks		-	-	-	-	-	-	-	-	-	-	-	*450,000*
	Red 3 Replacement (electric)		-	-	-	-	-	-	-	-	-	-	-	-
	Chipper				100,000									-
	Grass cutter Toolcat & Attacment		*167,000*	-	-	-	-	-	-	-	-	-	-	*167,000*
	ATV Electric X 2		-	*176,000*	-	-	-	-	-	-	-	-	-	*88,000*
	Chemical spreader and truck		-		-	-	*983,000*	-	-	-	-	-	-	*983,000*
	ARFF response truck	R2 replacement	-	-	-	*3,697,000*	-	-	-	*3,290,000*	-	-	-	*6,987,000*
	Multi Hog Tractor	removed in 2024 budget: 290k	-	-	-	-	-	-	-	-	-	-	-	-
	Chemical spreader		-	*212,000*	-	-	-	-	-	-	-	-	*125,000*	*337,000*
	CCU Trailer		-	-	100,000	-	-	-	-	*2,304,000*	*2,390,000*	-	-	*4,694,000*
327417N	ARFF Response Truck (third)	carryover for delivery in 2025	2,695,020	-		-	-	-	-	-	-	-	-	*2,695,020*

Airside Equipment Attachments

budget amendment for these as needs are identified

Re allocating Dump Truck budget to purchasing, Chipper, Ford Lightning, CCU trailer $350,000 total. remaing $450,000 TBD

APPENDIX

Fleet Data

Fleet Pricing

Area and Sizes

Fleet Data

All YLW fleet equipment can be found at the below link which includes specifics on all fleet equipment and dealer contact information.

https://ylw.coniferous.ca/fleet_equipment_summary

Fleet by Asset Class

4x4 Pick Up

CAR15
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2024
From: Bannister Kelowna
Original Purchase Price: $120,000

CAR15
YLW# V5624
Model Year: 2009
City #: V6505
Make: GMC
Model: Sierra
VIN: 2GTFK135191126113

Purchased: 2009
From: Bannister Kelowna
Original Purchase Price: $40,791

S22
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Bannister Kelowna
Original Purchase Price: $120,000

S22
YLW# New 2
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2028
From: Bannister Kelowna
Original Purchase Price: $120,000

S22
YLW# New 3
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2033
From: Bannister Kelowna
Original Purchase Price: $120,000

S22
YLW# V6899
Model Year: 2016
City #: V6899
Make: GMC
Model: Sierra 1500
VIN: 1GTV2MECCXGZ134207

Purchased: 2016
From: Bannister Kelowna
Original Purchase Price: $37,087

S23
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2026
From: Orchard Ford
Original Purchase Price: $130,000

S23
YLW# V5626
Model Year: 2012
City #: V6629
Make: Ford
Model: F250
VIN: 1FTBF2B62CEA84592

Purchased: 2011
From: Orchard Ford
Original Purchase Price: $28,491

S25
YLW# V6345
Model Year: 2006
City #: V6345
Make: Chevrolet
Model: Silverado
VIN: 1GCEK19V96E242317

Purchased: 2006
From: Bannister Kelowna
Original Purchase Price: $30,059

4x4 Truck

T81
YLW# V5631
Model Year: 2004
City #: V6218
Make: IHC
Model:
VIN: 1HTXEAHR54J094808

T81n
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

T83
YLW# V5634
Model Year: 2002
City #: V6079
Make: IHC
Model:
VIN: 1HTXEAHR92J042028

Purchased: 2003
From: IRL Trucks
Original Purchase Price: $235,210

Purchased: 2023
From: IRL Trucks
Original Purchase Price: $210,000

Purchased: 2002
From: IRL Trucks
Original Purchase Price: $210,408

T83n

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: IRL Trucks
Original Purchase Price: $210,000

6x6 Hook Lift Truck

T86

YLW# V6849

Model Year: 2016
City #: V6849
Make: Western Star
Model: W4800SB
VIN: 5KKKBBDV9GPHN5770

Purchased: 2016
From: R James Western Star
Original Purchase Price: $554,505

T86n

YLW# None

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2031
From: R James Western Star
Original Purchase Price: $653,000

ARFF Truck

Red1

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2032
From: Commercial Truck
Original Purchase Price: $1,600,000

Red1

YLW# V6909

Model Year: 2017
City #: V6909
Make: Oshkosh
Model: Global Striker 3000
VIN: 10TADLJF5HA779362

Purchased: 2017
From: Commercial Truck
Original Purchase Price: $1,348,678

Red2

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2027
From: Commercial Truck
Original Purchase Price: $940,000

Red2

YLW# V5676

Model Year: 2012
City #: V6630
Make: Oshkosh
Model: Legacy Striker 3000
VIN: 10TADLJFXCS739040

Red4

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2012
From: Commercial Truck
Original Purchase Price: $749,037

Purchased: 2024
From: Commercial Truck
Original Purchase Price: $1,600,000

Broom

T154 MB Broom
YLW# V5687
Model Year: None
City #:
Make: MB Broom
Model: RWY-00607
VIN: 15-1099

Purchased: 2011
From: MB Broom
Original Purchase Price: $1

T154n MB Broom
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2026
From: MB Broom
Original Purchase Price: $1

Dump Box

T86x Dump box
YLW# V5680
Model Year: 2016
City #:
Make: Beauroc
Model: HLDL-17'0"x42"x48"
VIN: HLDL368912

Purchased: 2016
From: Beauroc
Original Purchase Price: $20,000

Dump Truck

T82
YLW# V5632
Model Year: 1984
City #: V56-8407
Make: IHC
Model:
VIN: 2HTTGL6T4ECA12072

Purchased: 2021
From: IRL Trucks
Original Purchase Price: $339,275

T87
YLW# V200501
Model Year: 2021
City #: V200501
Make: Western Star
Model: W4800SB
VIN: 5KKCBBDV3MPMN7969

Purchased: 2020
From: R James Western Star
Original Purchase Price: $355,128

Flat Deck

T86x Flat Deck
YLW# V5681
Model Year: 2016
City #:
Make: SCS

Model:
VIN: G13725

Purchased: 2016
From: SCS Inc.
Original Purchase Price: $1

Forklift

Forklift
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2034
From: Williams Mach.
Original Purchase Price: $40,000

Forklift
YLW# V6747
Model Year: 2014
City #: V6747
Make: Doosan
Model:
VIN: FGA09-1790-02758

Purchased: 2014
From: Williams Mach.
Original Purchase Price: $33,063

H Blower

T80 OSK Blower
YLW# V5692
Model Year: None
City #:
Make:
Model:
VIN:

Purchased: 2018
From: Commercial Truck
Original Purchase Price: $1

H Broom

T84 Broom
YLW# V5690
Model Year: None
City #:
Make: MB Broom
Model: 4600 OTC
VIN: 15-1110

Purchased: 2012
From: MB Broom
Original Purchase Price: $1

T84n Broom
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2027
From: Commercial Truck
Original Purchase Price: $1

T85 Broom
YLW# V5691
Model Year: None
City #:
Make: MB Broom
Model: 4600 OTC
VIN: 15-1111

Purchased: 2012
From: MB Broom
Original Purchase Price: $1

T85n Broom
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2027
From: Commercial Truck
Original Purchase Price: $1

Light Plant

LP1

YLW# V5682

Model Year: 2008
City #:
Make: Magnum
Model: MLT4060
VIN: 89782

Purchased: 2008
From: Falcon Equip.
Original Purchase Price: $22,000

LP2

YLW# V5683

Model Year: 2008
City #:
Make: Magnum
Model: MLT4060
VIN: 89781

Purchased: 2008
From: Falcon Equip.
Original Purchase Price: $22,000

LP3

YLW# V5684

Model Year: None
City #:
Make: Chicago Pneumatic
Model: CPLT M10
VIN:

Purchased: 1950
From: Falcon Equip.
Original Purchase Price: $22,000

LP4

YLW# V5685

Model Year: None
City #:
Make: Chicago Pneumatic
Model: CPLT M10
VIN:

Purchased: 1950
From: Falcon Equip.
Original Purchase Price: $22,000

Loader

L226

YLW# V5643

Model Year: 1998
City #: V6074
Make: Komatsu
Model: WA250
VIN: 50226

Purchased: 1999
From: SMS Equip.
Original Purchase Price: $178,115

L226n

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2031
From: SMS Equip.
Original Purchase Price: $480,000

L227

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2024
From: SMS Equip.
Original Purchase Price: $480,000

L228

YLW# V5688

Model Year: 2016
City #: V6900
Make: Volvo
Model: L120H
VIN: VCEL120HK0S632126

Purchased: 2016
From: Great West Equip.
Original Purchase Price: $406,560

L228 Metal Pless

YLW# V5686

Model Year: None
City #:
Make: Metal Pless
Model: Maxxpro
VIN: PRO1648-30LE-1604-8638

Purchased: 2016
From: Team Eagle
Original Purchase Price: $1

Mower

T151 Mower
YLW# V6743
Model Year: 2014
City #: V6743
Make: Toro
Model: Groundmaster 4010
VIN: 314000102

Purchased: 2014
From: Oak Creek
Original Purchase Price: $67,966

T151n Mower
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2024
From: Oak Creek
Original Purchase Price: $170,000

T153 Mower 15'
YLW# V5657
Model Year: None
City #:
Make: Schulte
Model: XH1500 15' Mower
VIN: C30101404006

Purchased: 2004
From: Prairie Coast Equip.
Original Purchase Price: $40,000

T153n Mower 15'
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2025
From: Rollins Machinery
Original Purchase Price: $78,000

T154 Mower 26'
YLW# V5674
Model Year: None
City #:
Make: Schulte
Model: 5026 26' Mower
VIN: C50211403106

Purchased: 2011
From: Prairie Coast Equip.
Original Purchase Price: $40,000

T154n Mower 26'
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2026
From: Rollins Machinery
Original Purchase Price: $122,000

Multi-use

S25
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Williams Mach.
Original Purchase Price: $100,000

T150
YLW# V5693
Model Year: 2019
City #: V190501
Make: Bobcat
Model: Toolcat 5600 T4
VIN: AHG817780

Purchased: 2019
From: Williams Mach.
Original Purchase Price: $89,337

T150n
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $120,000

One Way Plow

L226 1Way Plow
YLW# V5649
Model Year: None
City #:
Make:
Model:
VIN:

Purchased: 1999
From: No dealer on file
Original Purchase Price: $1

L226n 1Way Plow
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2031
From: SMS Equip.
Original Purchase Price: $1

L227 1Way Plow
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2024
From: SMS Equip.
Original Purchase Price: $1

Other

Ramp Equipment
YLW# V5700

Model Year: None
City #:
Make:
Model:
VIN:

Purchased: 1950
From: No dealer on file
Original Purchase Price: $1

Small Engines
YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2022
From: No dealer on file
Original Purchase Price: $1

Small Engines
YLW# New 2

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2026
From: No dealer on file
Original Purchase Price: $1

Small Engines
YLW# New 3

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2030
From: No dealer on file
Original Purchase Price: $1

Small Engines
YLW# V5604

Model Year: None
City #:
Make:
Model:
VIN:

Purchased: 1950
From: Okanagan Power Equip.
Original Purchase Price: $1

Plow

T81 Plow
YLW# V5695

Model Year: 2019
City #:
Make: Frink
Model: 5022
VIN: E012259

Purchased: 2019
From: Viking Cive
Original Purchase Price: $1

T81n Plow
YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Viking Cive
Original Purchase Price: $40,000

T82 Plow
YLW# V5665

Model Year: None
City #:
Make: Frink
Model: 19' Plow
VIN:

Purchased: 2021
From: Everest Equip.
Original Purchase Price: $1

T83 Plow
YLW# V5699

Model Year: 2020
City #:
Make: Frink
Model: 5022
VIN: CR20-003

Purchased: 2020
From: Viking Cive
Original Purchase Price: $1

T83n Plow
YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Viking Cive
Original Purchase Price: $40,000

Ramp hog

L226 Ramp Hog
YLW# V5650
Model Year: None
City #:
Make:
Model:
VIN:

Purchased: 1999
From: No dealer on file
Original Purchase Price: $1

L226n Ramp Hog
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2031
From: Weldco-Beales Mfg
Original Purchase Price: $43,000

L227 Ramp Hog
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2024
From: Weldco-Beales Mfg
Original Purchase Price: $43,000

RIV

Red3
YLW# V6641
Model Year: 2008
City #: V6641
Make: Ford/Pierce
Model: F550
VIN: FDAW57R68EB74847

Purchased: 2012
From: Orchard Ford/Commercial Truck
Original Purchase Price: $137,362

Robot

Rex
YLW# V5689
Model Year: None
City #:
Make: RPHS
Model:
VIN: G7-1F2-0DE-825F

Purchased: 2016
From: Provectus Robotics
Original Purchase Price: $1

Runway Closure Marker

RCM1
YLW# V5698
Model Year: 2010
City #:
Make: Sherwin
Model:
VIN: 16918-2

RCM2
YLW# V5696
Model Year: 2010
City #:
Make: Sherwin
Model:
VIN: 16918-1

Purchased: 2010
From: Sherwin industries
Original Purchase Price: $1

Purchased: 2010
From: Sherwin industries
Original Purchase Price: $1

Side x Side

T152
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2028
From: M & M Performance
Original Purchase Price: $26,000

T152
YLW# V6685
Model Year: 2013
City #: V6685
Make: Polaris
Model: Ranger 500
VIN: 4XARH50A6DE228879

Purchased: 2013
From: M & M Performance
Original Purchase Price: $13,756

Snow Blower

L228 Snow Blower
YLW# V6970
Model Year: 2017
City #:
Make: RPM Tech
Model: RPM227M
VIN: 3392RPM

Purchased: 2017
From: Industrial Mach.
Original Purchase Price: $1

Snow Chassis

T80
YLW# V6982
Model Year: 2014
City #: V6982
Make: Oshkosh
Model: H Series
VIN: 10TAHLGFXES769170

Purchased: 2018
From: Commercial Truck
Original Purchase Price: $1,085,000

T84
YLW# V5677
Model Year: 2012
City #: V6634
Make: Oshkosh
Model: H Series
VIN: 10TAHLGF9CS739090

Purchased: 2012
From: Commercial Truck
Original Purchase Price: $984,201

T84n
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2027
From: Commercial Truck
Original Purchase Price: $1,300,000

T85
YLW# V5678
Model Year: 2012
City #: V6635
Make: Oshkosh
Model: H Series
VIN: 10TAHLGF0CS739091

T85n
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2012
From: Commercial Truck
Original Purchase Price: $984,201

Purchased: 2027
From: Commercial Truck
Original Purchase Price: $1,300,000

Spreader

T153 Spreader Wilmar
YLW# V5654
Model Year: 1990
City #:
Make: Wilmar
Model:
VIN:

Purchased: 1990
From: Vanderwall Equip.
Original Purchase Price: $70,000

T86 Spreader
YLW# V5679
Model Year: 2016
City #:
Make: Schmidt
Model: STRATOS B40C-30 VCLN-2S
VIN: S2B38759

Purchased: 2016
From: Aebi Schmidt
Original Purchase Price: $70,000

T86n Spreader
YLW# None
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2031
From: Great West Equip.
Original Purchase Price: $83,000

SUV

S21
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2033
From: Kelowna Toyota
Original Purchase Price: $61,000

S21
YLW# V6978
Model Year: 2018
City #: V6978
Make: Toyota
Model: Highlander XLE
VIN: 5TDJGRFH8JS041153

Purchased: 2018
From: Kelowna Toyota
Original Purchase Price: $52,467

S26
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2028
From: Kelowna Toyota
Original Purchase Price: $61,000

S26
YLW# V6687
Model Year: 2013
City #: V6687
Make: Toyota
Model: Highlander
VIN: JTEBC3EH1D2017394

Purchased: 2013
From: Kelowna Toyota
Original Purchase Price: $41,527

Toolcat Attachments

T150 Angle Broom
YLW# V5697
Model Year: 2008
City #: None
Make: Bobcat
Model: 68 Angle Broom
VIN: 231316831

T150 Brushcat Rotary Cutter
YLW# V5697
Model Year: 2009
City #: None
Make: Bobcat
Model: Brushcat 60HF
VIN: A01A00301

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

Purchased: 2009
From: Williams Mach.
Original Purchase Price: $1

T150 Bucket

YLW# V5697

Model Year: None
City #: None
Make:
Model: None
VIN: None

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150 Finish Mower

YLW# V5697

Model Year: 2008
City #: None
Make: Bobcat
Model: ML Finish Mower 72
VIN: A8WB00105

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150 Forks

YLW# V5697

Model Year: None
City #: None
Make: Bobcat?
Model: None
VIN: None

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150 Snow Blade

YLW# V5697

Model Year: 2008
City #: None
Make: Bobcat
Model: 84 Snow Blade
VIN: 683606254

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150 Snow Blower

YLW# V5697

Model Year: 2008
City #: None
Make: Bobcat
Model: SB 200x66
VIN: 712801827

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150 Snow Bucket

YLW# V5697

Model Year: None
City #: None
Make: Bobcat
Model: None
VIN: 6727568

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150 Sweeper

YLW# V5697

Model Year: 2008
City #: None
Make: Bobcat
Model: 60 Sweeper
VIN: 714419236

Purchased: 2008
From: Williams Mach.
Original Purchase Price: $1

T150n Angle Broom

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: 68 Angle Broom
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Brushcat Rotary Cutter

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: Brushcat 60HF
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Bucket

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Finish Mower

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: ML Finish Mower 72
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Forks

YLW# New

Model Year: None
City #: None
Make: Bobcat?
Model: None
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Snow Blade

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: 84 Snow Blade
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Snow Blower

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: SB 200x66
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Snow Bucket

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: None
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

T150n Sweeper

YLW# New

Model Year: None
City #: None
Make: Bobcat
Model: 60 Sweeper
VIN: None

Purchased: 2029
From: Williams Mach.
Original Purchase Price: $1

Tow Behind Sweeper

S1

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Tenco
Original Purchase Price: $380,000

S1

YLW# V5669

Model Year: 2003
City #:
Make: SMI
Model: 425HF
VIN: 26165

Purchased: 2003
From: Tenco
Original Purchase Price: $600,000

S2

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Tenco
Original Purchase Price: $380,000

S2

YLW# V5609

Model Year: 2002
City #:
Make: SMI
Model: 425H
VIN: 22178

Purchased: 2002
From: Tenco
Original Purchase Price: $600,000

S4

YLW# New

Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2023
From: Tenco
Original Purchase Price: $370,000

S4

YLW# V6595

Model Year: 1989
City #:
Make: SMI
Model: SW324D
VIN: 5092-D

Purchased: 1989
From: Tenco
Original Purchase Price: $600,000

Tractor

T153
YLW# V5642
Model Year: 2004
City #: V6222
Make: New Holland
Model: TM140
VIN: ACM200460

Purchased: 2004
From: Rollins Machinery
Original Purchase Price: $0

T153n
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2025
From: Rollins Machinery
Original Purchase Price: $190,000

T154
YLW# V5675
Model Year: 2011
City #: V6610
Make: New Holland
Model: TV6070
VIN: RVS059195

Purchased: 2011
From: Rollins Machinery
Original Purchase Price: $145,053

T154n
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2026
From: Rollins Machinery
Original Purchase Price: $190,000

Trailer

CCU Trailer
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2031
From: Work Fleets Canada
Original Purchase Price: $11,000

CCU Trailer
YLW# V5655
Model Year: 2000
City #: V9050
Make: Argo
Model: CHT35-716-72
VIN: 2AABDF643Y1000933

Purchased: 2021
From: No dealer on file
Original Purchase Price: $13,497

Landscape Trailer
YLW# New
Model Year: None
City #: None
Make: None
Model: None
VIN: None

Purchased: 2028
From: Sunrise Trailers
Original Purchase Price: $6,000

Landscape Trailer
YLW# V6726
Model Year: 2013
City #: V6726
Make: Eagle
Model: Sunrise 7x12
VIN: 184BU1221DC013683

Purchased: 2014
From: No dealer on file
Original Purchase Price: $4,603

Water Trailer
YLW# V5653
Model Year: None
City #: V9038
Make: Shorridor
Model:
VIN: 2C9CD1216JK027002

Purchased: 1950
From: No dealer on file
Original Purchase Price: $1

Water Tank

T86x Water Tank

YLW# V210501

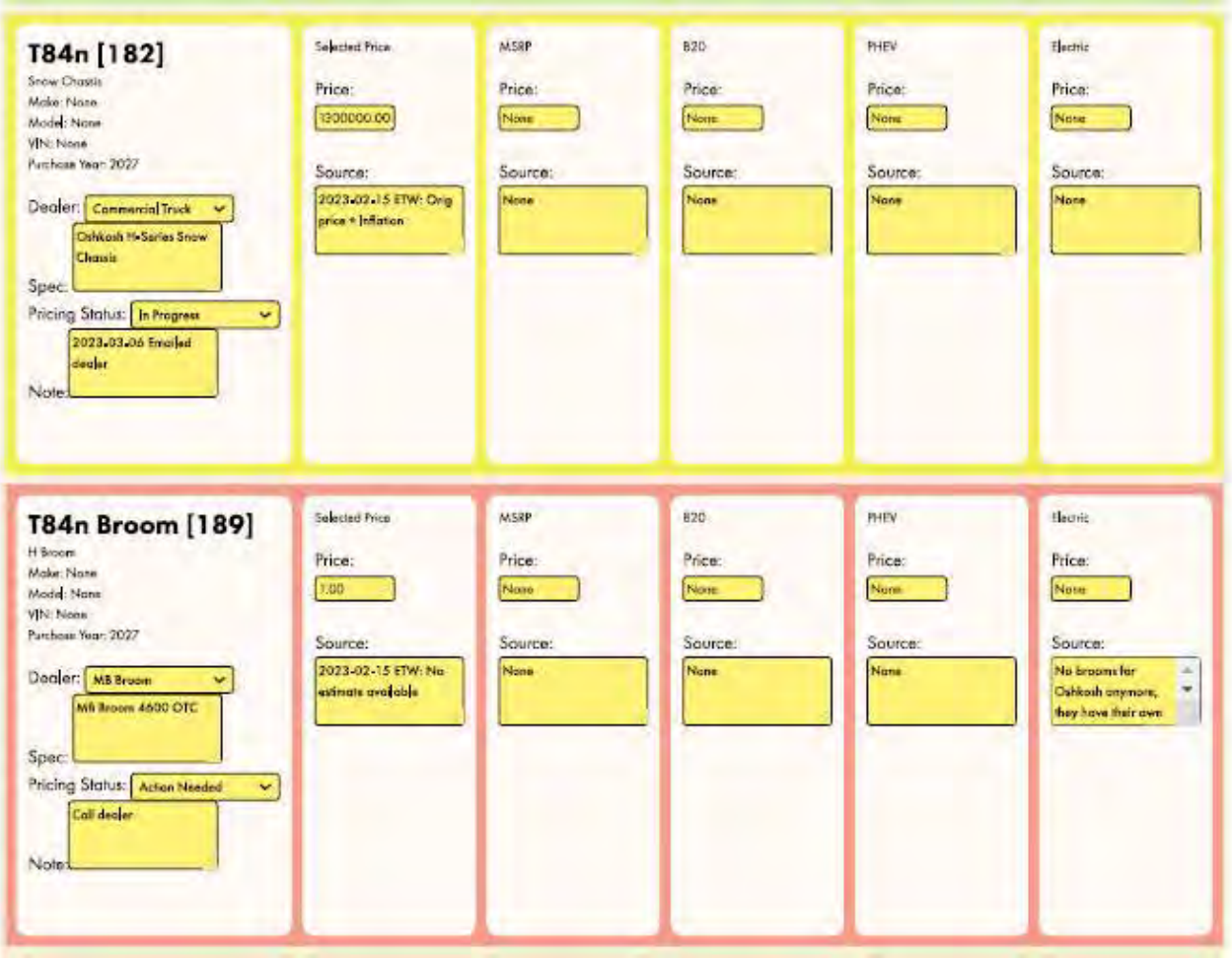
Model Year: 2020
City #:
Make: Randco
Model: 6--20
VIN: 20-OL-01

Purchased: 2020
From: Randco
Original Purchase Price: $96,692

Fleet Pricing

The following is representative of the information included within the Fleet Data base for Fleet Pricing. All YLW fleet equipment can be found at the below link which includes specifics on the status of all vehicle costing, assumptions made, and Dealer.

https://ylw.coniferous.ca/fleet_pricing



Fleet Area and Equipment Sizes

The following information is included within the Fleet Data base for Fleet Sizing. All YLW fleet equipment sizes and locations can be found at the below link.

https://ylw.coniferous.ca/fleet_area

Fleet Areas

Location				L (mm)	W 9mm)	H (mm)	Note
Admin Parking Lot							
Admin Parking Lot	SUV	102	S21	5200	2600	1900	2023-03-31 couldn't locate, didn't measure exact unit, using S26 dimensions.
Apron							
Apron	None	286	L226 Air Compressor	1300	1400	991	2023-03-21
Apron	None	282	L226 Bucket	1270	2700	1257	2023-03-21
Apron	None	279	L226 Forks	1900	1930	1144	2023-03-21
Apron	None	281	L226 Large Bucket	1830	3010	1726	2023-03-21
Apron	None	285	L226 Metal Pless	1550	5700	1382	2023-03-21
Apron	None	280	L226 Snow Bucket	1530	3010	1556	2023-03-21
Apron	None	283	L226 Tow Bar	2880	1170	959	2023-03-21
Apron	None	284	L228 Tow Bar	2700	1270	929	2023-03-21
Apron	Dump Box	129	T86x Dump box	5490	2650	2247	2023-03-21
Apron	Light Plant	92	LP1	4330	1600	1780	https://www.generacmobileproducts.com/GeneracMobile/media/library/Downloads/Light%20Towers/Generac-Magnum-MLT3000-4000-Series-SS_1.pdf?ext=.pdf
Apron	Light Plant	93	LP2	4330	1600	1780	https://www.generacmobileproducts.com/GeneracMobile/media/library/Downloads/Light%20Towers/Generac-Magnum-MLT3000-4000-Series-SS_1.pdf?ext=.pdf
Apron	Light Plant	94	LP3	4620	1220	1670	https://pdf.directindustry.com/pdf/chicago-pneumatic/cplt-m10/14315-500081.html
Apron	Light Plant	95	LP4	4620	1220	1670	https://pdf.directindustry.com/pdf/chicago-pneumatic/cplt-m10/14315-500081.html
Apron	One Way Plow	87	L226 1Way Plow	3710	3510	2117	2023-03-21
Apron	Other	144	Ramp Equipment	None	None	None	mobile stairs, gantries, steps, MBAs (jet connectors), 9 or 10 things, mobile ramp
Apron	Plow	122	T82 Plow	2130	6000	2000	2023-03-21
Apron	Ramp hog	88	L226 Ramp Hog	1830	5540	1897	2023-03-21
Apron	Toolcat Attachments	260	T150 Brushcat Rotary Cutter	2130	1680	830	2023-03-21
Apron	Toolcat Attachments	261	T150 Finish Mower	1830	1850	600	2023-03-21
Apron	Tow Behind Sweeper	100	S2	10380	5110	3550	Needs one 120v 15a outlet to use with extension cord, split head, to charge battery and heater
Apron	Trailer	139	Water Trailer	3780	1850	2200	2023-03-21
Assorted							
Assorted	Other	138	Small Engines	None	None	None	Leaf blowers, weed wackers, hand mowers
Beside Quonset							
Beside Quonset	Trailer	141	Landscape Trailer	5200	2900	2200	2023-03-31: length 5200, add 1800 L for ramp)
COB A							
COB A	4x4 Pick Up	107	CAR15	6100	2700	3000	2023-03-31 needs 120v putlet on left side to charge devices in trunk COB A4
COB A	4x4 Pick Up	103	S22	6200	2800	2900	2023-03-31 COB A3
COB A	4x4 Pick Up	105	S25	6500	2500	2300	223-03-31 COB A6
COB A	ARFF Truck	97	Red2	14414	3800	4100	2023-03-31: length includes ladder swing and turret. Height: 3834+8in more height if no water loaded. 13ft, 3960 ladder on roof. Manually tilts up. Length doesn't include roof ladder length. COB A1. Add 1200 width for both doors open.
COB A	Dump Truck	121	T82	8270	3210	3550	2023-03-21 COB A5
COB A	RIV	98	Red3	11100	4120	2940	2023-03-31 width incl open doors. 8100 L incl turret and tilt step, add 3000 for ladder slide at roof COB A6
COB A	SUV	106	S26	5200	2600	1900	2023-03-31 COB A5
COB C							
COB C	4x4 Pick Up	104	S23	7400	3000	2200	2023-03-31 width and length include plow. Plow is Western Wideout Ultra Finish nominal 8ft wide with UltraMount COB C4
COB C	Loader	86	L226	6200	2600	4048	2023-03-31 COB C5
COB C	Side x Side	111	T152	2900	1837	2540	2023-03-31 COB C1
COB C	Trailer	140	CCU Trailer	8800	5000	2700	2023-03-31 5000 with doors and awning open. 2700 tight width. 6400 tight length, add 2400 for ramp tilt COB C3

Location				L (mm)	W 9mm)	H (mm)	Note
HESB							
HESB	None	278	T150 Front Spreader	768	1410	1050	2023-03-21
HESB	6x6 Hook Lift Truck	127	T86	8677	2649	4508	2023-03-21 L 10,000 with spreader 3689H with spreader (excl ant)
HESB	ARFF Truck	96	Red1	14410	3800	4100	2023-03-21, 2023-03-31 Length includes 1200 for access ladder, 700 for turret, width includes open doors. Height 3850 ht + 8in if no water loaded. Add additional height of 5ft to allow for ladder to tilt up for maintenance. This might be rare though and maybe could be done outside, 5ft therefore no included. Width: Add 1200 width for both doors open.
HESB	Forklift	142	Forklift	3879	1240	2558	2023-03-21
HESB	H Blower	135	T80 OSK Blower	2687	2705	2796	2023-03-21
HESB	H Broom	133	T84 Broom	2853	7267	2100	2023-03-21
HESB	H Broom	134	T85 Broom	3155	7320	1774	2023-03-21
HESB	Loader	89	L228	7148	2721	4100	2023-03-21 8867L with metal pless (id 90)
HESB	Loader	90	L228 Metal Pless	2532	5111	1350	2023-03-21
HESB	Multi-use	108	T150	3930	2100	2873	2023-03-21
HESB	Snow Blower	91	L228 Snow Blower	2764	3048	3800	2023-03-21
HESB	Snow Chassis	118	T80	8220	2980	3756	2023-03-21 10,630 with blower 135
HESB	Snow Chassis	125	T84	8220	3062	3650	2023-03-21 10,780L with broom 113
HESB	Snow Chassis	126	T85	8150	3210	3681	2023-03-21 11,210 with broom 134
HESB	Spreader	128	T86 Spreader	6800	2200	2700	2023-03-21
HESB	Tractor	115	T154	4836	2790	3700	2023-03-21
Quonset							
Quonset	None	287	L226 Split Bucket	1480	2440	1020	2023-03-21 name assumed
Quonset	4x4 Truck	119	T81	6790	2977	3520	2023-03-21 20,700 L with plow and sweeper4
Quonset	4x4 Truck	123	T83	6590	3210	4115	2023-03-21. 11,000L with plow
Quonset	Broom	117	T154 MB Broom	4180	5600	1567	2023-03-21
Quonset	Dump Truck	132	T87	10400	3010	4880	2023-03-21
Quonset	Plow	120	T81 Plow	4250	6800	2245	L when diag, w max 2600L approx when square
Quonset	Plow	124	T83 Plow	3980	6800	2200	2023-03-21. 2600L when square. 6220w when diagonal
Quonset	Tow Behind Sweeper	99	S1	10630	4860	3550	2023-03-21 Needs one 120v 15a outlet to use with extension cord, split head, to charge battery and heater
Quonset	Tow Behind Sweeper	101	S4	10138	4780	3550	2023-03-21 Needs one 120v 15a outlet to use with extension cord, split head, to charge battery and heater
Side of Bldg							
Side of Bldg	Toolcat Attachments	265	T150 Angle Broom	1530	2080	1175	2023-03-21
Side of Bldg	Toolcat Attachments	262	T150 Bucket	800	1530	557	2023-03-21
Side of Bldg	Toolcat Attachments	267	T150 Forks	1450	1200	993	2023-03-21
Side of Bldg	Toolcat Attachments	266	T150 Snow Blade	1450	2230	1272	2023-03-21
Side of Bldg	Toolcat Attachments	264	T150 Snow Blower	970	1780	1506	2023-03-21
Side of Bldg	Toolcat Attachments	263	T150 Snow Bucket	1050	1980	700	2023-03-21
Side of Bldg	Toolcat Attachments	268	T150 Sweeper	1650	1850	2060	2023-03-21
Terminal							
Terminal	Robot	143	Rex	None	None	None	None
	T85n Broom	New	2027	5	15	15	2042