

Notes for Ag van return and truck purchase January 2016.

Our new vans arrived concerns were brought forward that we may not be able to pull the new Ag trailer. After these concerns were voiced in an email, we investigated the information that we based the original purchase on, and the vans ability to perform the tasks needed within the Ag department. With the help of Ron Rogers we were able to gather the information and arrange for the vans return. This outlines the decision process.

The Purchase:

When we knew we were getting vehicles the Ag department requested a large tow vehicle like a Ford Excursion capable of hauling students and pulling a heavy stock trailer. At the same time we were looking at vans to replace our old District minivans. The salesman we were dealing with directed us toward transit vans. Because Excursions were no longer made he recommended we add a tow package to one of the transit vans, explaining they have the same chassis for the ½ & the ¾ ton transits. We did confirm with the salesman that the transit van could handle our stock trailer with 4 steers, gear and Students.

Our investigation:

With internet research we were able to find a "list of disclosures" on ford.com outlining capacities and capabilities of the transit vans. In that disclosure list it showed maximum payload of our van to be 8,750 lbs. We found this was considerably less than the weight of the trailer, 4 steers, gear, students and a driver.

Checked on factory upgrades and alternatives:

I contacted an outside Ford dealership (Geweke in YC) to see if the van chassis could be upgraded to handle the added payload but there was nothing available through the dealership. Les Schwab has chassis towing upgrades, bag kit. This would help but; in event of a van loaded over the factory disclosed load limits being involved in an accident, liabilities would all fall to the District. I talked to other district leadership members who thought I should talk to the dealership to see if they would consider us returning the van. I made an appointment and we met.

The return:

On 1-27-2016 I met with Graham Enos at Downtown Ford in Sacramento. He was quick to agree that our van was undersized and would not meet our needs. Graham also reviewed all the transit vans and because they all have the same chassis felt we should be looking at a different vehicle. The dealership agreed to refund the District \$30,587.15 the entire purchase price of the transit van. I requested information for the F-250 crew cab 4x4 4 door truck as our alternative. Graham agreed that this would much better fit our needs, he cautioned me cost of the truck will go up Feb 2nd, that we need to act fast.

Needs of Ag and the new order:

I met with the Ag department Jan 28 and put together an F-250 package that will fit their needs. Then contacted 3 dealerships (Hoblit Motors (\$30,761.25), Geweke (\$29,473.43) and Downtown Ford

(\$30,512.98). If the paperwork is not processed at the dealership by Feb. 2 the pricing changes increasing \$4,444.00. Processing the purchase after the 2nd will needlessly cost taxpayer dollars and eliminate the \$1,100.00 refund currently coming to the general fund or the Ag. Department. (it will end up costing the district an additional \$2,900.00.)

Findings:

To avoid unnecessary added liability and risk to our students; I recommend we process the PO, buy from Geweke in Yuba City, and move on this right away.

Terry Biladeau, MOT Director

CHS Ag Ed Program Information:

Current Trips:

State Fair

Cow Palace

2 – 3 jackpots yearly - usually with 3 steers/heifers.

Planned Trips:

Take all members with steers to a jackpot in Plymouth

Take all members with steers to a jackpot in Roseville

Take goat and sheep members to a jackpot in Yuba City

Fitting camps in Potterville

Additional jackpots for sheep, pig and goat members

Other Uses:

Use the new popper to haul lambs, goats or hogs