



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Office of the
Commissioner

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Public Hearing – March 12, 2012
Transportation Committee

Testimony Submitted by Commissioner James P. Redeker
Department of Transportation

S.B. 387 – An Act Concerning the Use of Remanufactured Parts for the Maintenance and Repair of the State's Motor Vehicle Fleet.

The Department of Transportation (ConnDOT) supports the stated purpose and intent of S.B. 387, AAC the Use of Remanufactured Parts for the Maintenance and Repair of the State's Motor Vehicle Fleet and offers the following information on ConnDOT vehicle fleet maintenance.

ConnDOT has a variety of vehicles in its fleet – passenger cars and vans, light duty trucks, snow plows, bucket trucks, loaders, roadway related equipment, heavy-duty buses, light-duty buses, vans and body on chassis vehicles. Most of the repairs to these vehicles are completed in-house at one of our 14 Highway Operation Repair facilities or 17 Transit/Para transit Contractor Repair Facilities across the state.

On both the highway and transit side, lifecycle costs are considered in order to manage our vehicle maintenance expenses. We assess life cycle costs when purchasing replacement parts and factor in material and labor costs. A used or re-manufactured part may cost less, but it may only last half as long as a new part and require additional labor to install the second replacement. The labor cost almost always trumps the part cost.

Our experience on the transit side is that used and rebuilt parts can be less predictable and failures result in more road calls and a degradation in service for our customers. We do require original equipment manufacturer (OEM) new parts for safety related areas such as brakes.

On the highway operations side, ConnDOT uses aftermarket, remanufactured and recycled (rebuilt) parts for the majority of all fleet vehicle repairs, with the exception of our safety-related equipment (bucket trucks, etc.) The only time that OEM factory parts are used is when aftermarket, remanufactured or recycled parts are not available. Most of these repairs fall into specialty type of equipment that is required by ConnDOT to complete various functions of highway maintenance. Some examples would be bucket trucks, catch basin cleaners and cranes. These units carry high levels of liability and OEM parts are used to complete any repairs.

To address the situations noted above, the Department suggests substitute language as follows:

“(j) In performing the requirements of this section, the Commissioners of Administrative Services, Motor Vehicles and Transportation [shall] are encouraged to use recycled, remanufactured or aftermarket parts as the primary means of maintenance and repair of the state fleet when available and where there is a demonstrated cost saving over the life of the vehicle, provided the requirements of this subsection shall not apply to any fleet vehicle under the management of the Department of Emergency Services and Public Protection.”

The Department would also recommend a waiver for vehicles under warranty. There is concern we could void warranties in many cases so that whatever savings we might make could be offset by one major failure that would have been covered by the warranty.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for ConnDOT at (860) 594-3013.