

# TEMC

# SHOP TALK

*A Transportation Newsletter Presented by The Transportation Equipment Management Center,  
Atlantic Division, Naval Facilities Engineering Command*

Phone (757) 322-4000 or DSN 262-4000

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Winter/Spring 2000

## HOT! HOT! HOT!

### USE THE GOVERNMENT CREDIT CARD FOR GSA FEDFLEET 2000 REGISTRATION

*(Dianne Courtney)*

**G**SA recommends that everyone registering for the FEDFLEET 2000 Conference 30 July – 2 August 2000 use their government credit card. They agreed NOT to process the registration fee against the government credit card until 15 July 2000 provided a registration form has been provided to the TEMC no later than 24 March 2000.

The TEMC will prepare a list of attendees from the registration forms and will forward the list to GSA: only the names that appear on the list will be eligible for the registration payment deferral.

GSA has suggested everyone register on their web site at [www.fedfleet2000.com](http://www.fedfleet2000.com) beginning 15 April

2000. If you register on the GSA web site prior to 15 April your government credit card will be charged the registration fee.

If you register 15 April or later, and your name has been provided by the TEMC, your government credit card will not be charged until 15 July 2000. If you are unable to use the web site or have any questions contact Ms. Dianne Courtney. She can be reached at DSN 262-4009 or commercial (757) 322-4009.

## Summarized Timeline

- 24 Mar TEMC Conference registration form due to TEMC.
- 27 Mar TEMC forwards list of attendees to GSA.
- 15 Apr Begin on line registration for GSA conference.
- 15 Jul Registration charges for GSA conference applied.
- 30 Jul GSA conference begins.
- 03 Aug TEMC conference.

## FLEET MANAGER OF THE YEAR NOMINATION

*(Dianne Courtney)*

**T**he Navy Fleet Manager of the Year Award is intended to recognize individual accomplishments and excellence in the area of Navy Civil Engineering Support Equipment (CESE) fleet management. The three categories to acknowledge these individuals are:

- Category I** Managers with inventories of 1 - 50
- Category II** Managers with inventories of 51 - 500
- Category III** Managers with inventories over 500

Selection for the awards will be based on the information provided by our letter 11240 165H/cmc 00Dist02 of 1 Feb 00. Nominations must be submitted to LANTDIV TEMC by COB **Friday, 26 May 2000**. Facsimile transmissions of nomination forms should be forwarded to Code 165 at (757) 322-4020 or DSN 262-4020. A nomination form can also be downloaded and submitted via our web site at [http://www.efdlant.navfac.navy.mil/lantops\\_16/temc.htm](http://www.efdlant.navfac.navy.mil/lantops_16/temc.htm).

Individuals selected as Fleet Manager of the Year in each of the categories will be announced at the Navy's Fleet Management conference. In addition, the recipients will be the Navy's nomination for GSA's Federal Fleet Manager of the Year Award.

Contact Dianne Courtney for information or assistance at DSN 262-4009 or (757) 322-4009.

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## THE VOYAGER CREDIT CARD

(Al Lundy)

The Naval Facilities Engineering Command periodically receives an Agency Report citing how the Federal Government offices have utilized the Voyager Credit Card. The number of transactions reflected on the report, along with units purchased, and the dollar amount purchased, indicates the card is well used for a variety of fuel product types. For example, the 12 December 1999 cumulative report shows that about 74 percent of all fuel purchases were for unleaded fuel. Approximately 10 percent were attributed to what the report calls super unleaded, followed by about 10 percent for diesel fuel purchases. The remaining purchases were a combination of kerosene, unleaded plus, gasohol, methanol, propane and a few others.

In the area of non-fuel products, as of this report, there had been 15,524 transactions. These included wash jobs, oil, labor, batteries, tire and tube repair, maintenance, state inspections, wash and polish, tires, lube, oil and filter service, anti-freeze, air filters, radiator service, wiper blades, automotive glass and food purchases.

Transportation Managers should reemphasize to its customers that this card should only be used to conduct official Navy business. Transportation Managers may also want to make the users aware that disciplinary action can result from illegal use of the card. For example, using the card to purchase food items is not considered "official use" of the card. Should you need more details on this report, phone Al Lundy at DSN 262-4016 or commercial (757) 322-4016. Email [lundyal@efdlant.navfac.navy.mil](mailto:lundyal@efdlant.navfac.navy.mil).

Please note that the Navy is currently working with other Federal agencies to review present practices and come up with ideas to curb fuel costs and non-fuel transactions listed on the periodic report obtained from Voyager. One idea tabled already is to ensure that customers recoup the federal excise tax, where applicable; we feel the best solution, at this point, is for transportation managers to educate the users of the card and make them aware of what they should and should not do with the card. We encourage you to use these tools until we discover additional ways to curb the cost of operating our transportation fleet.

## NAVFAC VEHICLE LEASE CONTRACTS

We currently have three lease/lease-purchase contracts available for ordering vehicles. The lease purchase contract has recently been awarded and the lease contracts (Automobiles and Lights and Surveillance) are in the process of being renewed. When a new contract is awarded, we will mail a synopsis to all activities who are eligible to use the contracts. They will also be posted on our web site at [www.efdlant.navfac.navy.mil/lantops\\_16/temc.htm](http://www.efdlant.navfac.navy.mil/lantops_16/temc.htm).

### Automobiles and Light Trucks Closed-End Lease (Without Maintenance)

- **Schedules I and III** - Sedans and Light Trucks (4x4) - N00187-98-D-6908
- **Schedule II** - Light Trucks (4x2) - N00187-99-D-7597
- **Schedule IV** - Alternative Fuel Vehicles (AFVs) N00187-99-D-7598

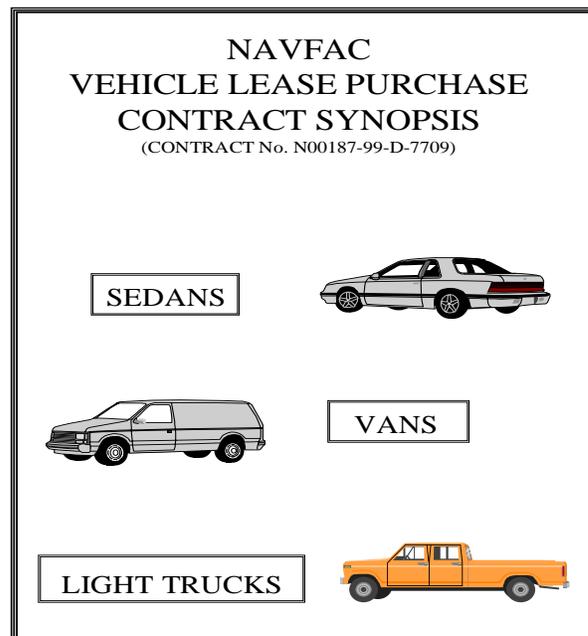
### Surveillance Vehicles Automobiles and Light Trucks Closed-End Lease (Without Maintenance)

- N00187-98-D-6918

### Vehicle Lease-Purchase

- N00187-99-D-7709

If you have not received a copy of the synopsis for any of these contracts, please contact your activity representative at the TEMC.



## CESE FLEET DATA INDEX

*(Trish Johnson)*

Fleet Managers need more, and better, methods of analyzing information and benchmarking with similar fleets. With that in mind, we've started a regular feature called the CESE Fleet Data Index. This index is compiled from a random selection of ten different fleets with information from the most recent Transportation Cost Reports (TCR). The activity names are anonymous, but the type of activity is identified for better comparison. **The intent of providing this index is to give you a tool for measuring your fleet operation with similar fleets, and to offer a snapshot of operating trends.** We hope this information is useful to you and that you can use it to make improvements to your own fleet and perhaps inspire you to take a second look at the data being submitted on your TCRs!

## CESE FLEET DATA INDEX

Type of Organization	A-N Fleet Profile	Avg Util	Ops Cost Per Mile	Maint Cost Per Mile	Avg Downtime	Over Age Percent
PWC	Sedans 8; Buses 10; 4X2 444; 4X4 54; Light Trks 24; Heavy Trks 15	3972	0.06	0.19	3%	6%
NSWC	Sedans 14; Buses 3; 4X2 126; 4X4 6; Light Trks 50; Heavy Trks 23	4478	0.07	0.11	2%	6%
NSA	Sedans 20; Buses 13; Stationwagons 5; 4X2 87; Light Trks 5; Heavy Trks 7	3725	0.08	0.20	5%	10%
*CINCUSNAVEUR	Sedans 22; Buses 15; 4X2 287; Light Trks 12; Heavy Trks 19	5938	0.05	0.07	4%	4%
Naval Air Station	Sedans 14; Stationwagons 5; 4X2 98; 4X4 24; Light Trks 14; Heavy Trks 13	5832	0.05	0.18	6%	5%
PWC N68925	Sedans 62; Buses 21; 4X2 458; 4X4 57; Light Trks 39; Heavy Trks 39	5608	0.09	0.45	3%	8%
Naval Air Station	Sedans 10; Buses 2; Stationwagons 1; 4X2 84; 4X4 4; Light Trks 5; Heavy Trks 7	6345	0.05	0.15	3%	12%
NSWC	Sedans 7; Buses 2; 4X2 71; 4X4 6; Light Trks 7; Heavy Trks 7	5290	0.06	0.35	1%	3%
*Naval Station	Sedans 22; Buses 15; 4X2 195; 4X4 92; Light Trks 24; Heavy Trks 19	5559	0.04	0.13	1%	61%
NSA	Sedans 14; Buses 6; Stationwagons 1; 4X2 109; Light Trks 4; Heavy Trks 9	4336	0.03	0.23	5%	14%
*Europe						

**Source: 1999 TCRs**

## THANKS FOR THE TCR

(By Kathy Tagawa, PACDIV TEMC)

After all the dust has settled on the TCR submissions/reviews for FY99, it was apparent that some activities really made an effort to submit the best TCR that they have ever done. Based on all the telephone calls and e-mails that was received here at the TEMC prior to submission, it was obvious that activities wanted to clarify certain things before preparing their TCR submissions to insure a credible report. By doing this, the activities really helped to make our review and analysis easier. If the data makes sense, we don't have to call the activities to clarify or revise the data (or worse yet, leave the activity's TCR completely out of the wrap-up to Headquarters and other higher echelons). This defeats the purpose of activities taking the time and effort to submit the TCR only to have the whole thing thrown out because of bad data.

To all the activities that submitted their TCR on time, **THANK YOU!**

To the activities that submitted their TCR too late to be included in the wrap-up, **THANK YOU** for submitting the TCR because we do use it for other purposes. However, please try to get it in closer to the due date this fiscal year so your CESE equipment can be counted in the wrap-up.

To the activities that didn't submit their TCR for FY99, please try to submit one for FY00. With activity resources dwindling, the TCR data not only helps the TEMC but can be a vital management tool for the Transportation Director to effectively manage their CESE equipment.

Common mistakes that surfaced during our review/analysis of the TCRs are provided below:

- Vehicles listed in inventory with maintenance costs had no corresponding data for gallons of fuel/fuel costs (operation costs)
- Cost of fuel per gallon was too high
- Miles per gallon of fuel was too high or low
- Leased equipment being reported in wrong cost accounts

Most of these errors can be easily identified with simple analysis based on data input before submission to the TEMC. If possible, run a report at mid-year and check to see if the data makes sense.

Keep up the good work and we'll see you next **TCR TIME (November 6).**

## Auto Air Conditioning, A Great Invention

(By Milton Smith, PACDIV TEMC)

Remember those long trips in the middle of summer, when you packed the car to the roof with luggage, kids and the family pet? Before you could get out of the neighborhood, everyone would start to get cranky and would sweat like pigs because the family vehicle wasn't equipped with air conditioning. Do you look back on those days and wonder how on earth the family survived those rides without that pleasing feel of cold air that is now blowing in the new family vehicle?

I assume that the early automobiles were not very comfortable compared with the autos of today, with their rugged construction and skinny tires, they provided a very rough ride at best. Back then air conditioning was the result of a breeze that was created when driving at a top speed of 15 mph. When car companies decided to start closing up the cabs on cars, vents were put in the floorboards to bring in air, but instead, it brought in more dirt and dust than cool air.

In 1884, a man by the name of William Whiteley had a great idea of placing blocks of ice in a holder under horse carriages and blowing air inside by means of a fan attached to the axle. A bucket of ice near a floor vent was the automotive equivalent. The first car with an actual refrigeration system was the 1939 Packard; Cadillac followed in 1941 with 300 air-conditioned cars.

Since the advent of the automotive air conditioning system in the 1940's, many things have undergone extensive change. For instance, improvements such as computerized automatic temperature control (which allow you to set the desired temperature and have the system adjust automatically) and improvements to overall durability, have added complexity to today's modern air conditioning system. Consequently, the days of "do-it-yourself" repair to these systems are almost a thing of the past. We now have tough environmental regulations that govern the simplest of tasks, such as recharging the system with refrigerant R12 commonly referred to as Freon, also known as CFC's or (chloro-fluro-carbons). Because of the damaging effects of this refrigerant to our ozone layer, (proven by extensive scientific studies), the U.S. and many other coun-



## AMBULANCES

(John Bennett)

Numerous questions have arisen about Navy ambulances and patient transport vans in light of (a) the conversion to GSA support and (b) the trend at hospitals and clinics to get out of the ambulance business. It may be beneficial to look at what's happening at various activities to see what the future holds for ambulances.

First of all, ambulances are included in the conversion to GSA support. In spite of what you may have heard, ambulances are treated just like any other alpha A-N (light duty) vehicle under terms of the Inter-service Support Agreement between GSA and the Navy. All of the CONUS BUMED activities are scheduled to convert and some have converted already. Prior to the scheduled conversion date, a TEMC representative will meet with personnel from the hospital/clinic for a zero base review of ambulance requirements. This meeting should determine the minimum number of ambulances the hospital's mission/staffing and GSA lease costs. The past practice of keeping "spare" ambulances cannot be justified in a GSA scenario because of the high monthly rate. Based on the results of the zero base review, GSA orders license plates and fuel cards. Navy ambulances will then be re-tagged with GSA plates and either leased from GSA or sold by GSA. Under the ISSA, ambulance replacement provisions are also the same as the other A-N vehicles. Except for overseas activities, GSA is required to provide all replacements at the rate of 20% per year.



Other questions have arisen about ambulances in light of the increasing number of hospitals/clinics that are transferring their ambulance function to the base fire department. Actually the result of a Department of Defense initiative, BUMED's unwritten policy is to encourage, wherever possible, the Emergency Medical Services (EMS) function be transferred to the base fire department or as an option, the local community. Several BUMED hospitals/clinics have transferred EMS to their host installation. In most cases, the base fire department has assumed responsibility for providing EMS by means of a Memorandum of Understanding (MOU) or a Support Agreement with the hospital or clinic. Some other activities are in the process of negotiating a transfer of the function. The TEMC has assisted in

transferring ownership of Navy ambulances in these cases.

Some information on implementing these transfers is also provided in BUMED's regionalization guidance. In light of the GSA conversion however, both parties involved in a transfer of the ambulance function should keep in mind: (a) although the ambulance(s) may currently be Navy owned, at some point in the near future this type vehicle will be provided by GSA and (b) the MOU should clearly spell out who how many ambulances are involved and who will pay the GSA lease cost. The current GSA rate for a Type III modular ambulance (4x2) is \$526 per month and .285 cents per mile. Settling this issue during the MOU process will save some headaches down the road.

If you have any questions or need copies of some MOUs, please feel free to contact me at DSN 262-4004 or (757) 322-4004 or e-mail at [bennettjb@efdlant.navy.mil](mailto:bennettjb@efdlant.navy.mil)

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## AUTO AIR CONDITIONING *(continued from page 4)*

tries have banned it. Even so, the future of automotive air conditioning is changing for the better. Most cars today use a new refrigerant called R-134A, which contains no chlorine.

Without a doubt, automobile air conditioning has come a long way since the days of Mr. Whiteley. We can now get that cold air blowing with a push of a button conveniently located within arms reach on the dash.

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## People At The TEMC

The TEMC has had some people on the go since our last newsletter. **Robert Ronick** has left for PWC Yokosuka in Japan to work as the Code 700A. **Hal Driver** retired at the end of December and returned to Pensacola, Florida. (We have heard from both of them and they are enjoying their new endeavors.) This month, **Trish Johnson** has left for NAVPHIBASE Little Creek to return to manpower studies.

And finally, we are welcoming (back) **David Moore**. Many of you will remember David, especially those in the Northeast and Texas. David will return in March.

Best wishes to all!!!

## TIPS....

### Responsible Recycling of Motor Vehicle Fluids

*(Reprint from Car Care Council web site)*

*(Sigrid Daniel)*

### Reducing, Reusing, and Recycling Motor Vehicle Fluid

The popular slogan “Reduce, Reuse, and Recycle” can also apply to certain vehicle components. Several foreign auto manufacturers are building plants where cars will be taken apart and reusable materials will be salvaged. By the year 2000, one foreign manufacturer plans to be able to recycle all the scrap from an old car. Unfortunately, U.S. manufacturers have no such plans at this time, so the responsibility to recycle still rests with the consumer.



### Motor Oil and Transmission Fluid

According to EPA, “the oil from just one oil change is enough to contaminate a million gallons of fresh water.” Motor oil and transmission fluids are toxic substances. Toxic substances may cause injury or death when ingested, inhaled, or touched, depending on dose and length of exposure.

Oil can and should be recycled and reused as fuel. Two gallons of used oil can provide a utility boiler with enough fuel to run the average household’s electricity for about 24 hours. By recycling, you can prevent soil and water contamination, as well as damage to septic systems and wastewater treatment facilities. Keep all automotive fluids separate from each other.

### Gasoline, Power Steering Fluid, and Windshield Wiper Fluid

Gasoline, power steering fluid, and wiper fluid should be completely used up. Gasoline and wiper fluids are toxic and flammable. Power steering fluid is toxic. If it is not completely used, be sure to store it safely and take it to a household hazardous waste collection location. Keep all automotive fluids separate from each other. Recycling gasoline, power steering fluid, and wiper fluid prevents soil and water contamination and reduces the risk of exposure to benzene and fire.

### Antifreeze and Brake Fluid

Always take antifreeze and brake fluid to a service station, or household hazardous waste location for recycling. Never pour them down the sink, into septic tanks or storm drain, or on the ground. Keep all automotive fluids separate from each other. Recycling antifreeze and brake fluid prevents children and animals from being poisoned (they are attracted to the sweet taste) and prevents soil and water contamination. Antifreeze is toxic but can still be regenerated and reused. Brake fluid is toxic and corrosive and can sometimes be regenerated.

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### THE NAVFAC P-300 IS BEING REVISED!

*(Al Lundy)*

The Transportation Equipment Management Center is currently in the process of revising the NAVFAC P-300. The latest edition is a May 1997 release. This particular release was a team effort to combine both the NAVFAC P-300 with the NAVFAC P-404, Naval Construction Force Equipment Manual. Now that that is accomplished, our aim now is to “take a walk” through the entire manual and fine-tune all of the general and specific procedures that pertain to management of your transportation fleet. In particular, we will take a hard look at the section on driver’s license and try to clarify questionable areas, in light of all the questions that have arisen on this subject. Moreover, as a result of state-side activities being converted to the General Services Administration, we feel compelled to address the subject in the manual. Also, where applicable, we will delete redundancy as well as delete material that does not fit with our current management philosophy.

We want to target August 2000 as the completion date for this manual although we have asked for input from all concerned by April. Various offices are working with us to complete this endeavor; however, should you, our customer, have an area you believe should be deleted, clarified, or addressed in the manual, please contact Al Lundy at the TEMC at 757-322-4016 or DSN 262-4016 or drop him an email at [lundyal@efdlant.navy.mil](mailto:lundyal@efdlant.navy.mil). Note that several of our customers have already provided input for the new manual and we appreciate the feedback and assure you that your recommendations will be incorporated as much as possible.

## PRODUCT INFORMATION

(Al Lundy)

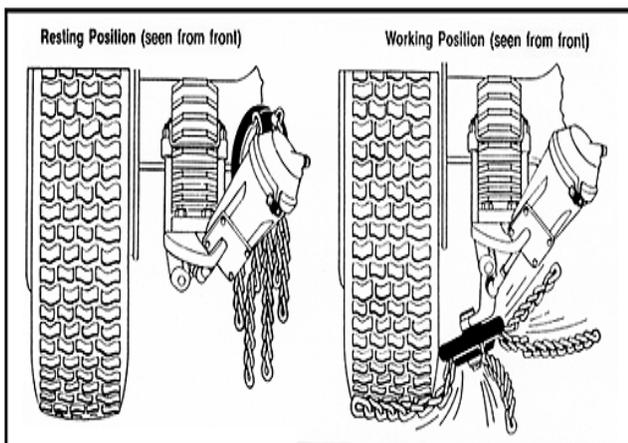
The **ONSPOT** Automatic Tire chain offers the traction of a single set of conventional snow chains at the flip of a switch, without having to stop the vehicle.

An electric switch mounted in the cab provides 12 volts to an air solenoid mounted on the vehicle's frame rail. Compressed air to the solenoid is supplied from either the vehicle's onboard air system or a 12-volt compressed air kit.

When the dashboard switch is activated, the solenoid opens allowing compressed air to enter the air chamber and lower the chainwheel so it contacts the inside of the tire. The friction between the tire and the rubber-covered chainwheel causes the chainwheel to rotate, creating enough centrifugal force to flail the chains out in front of the tire. (The principle of the system is similar to a small generator driven by a bicycle tire to operate a headlight.)

Six lengths of chain spaced at 60-degree intervals on the chainwheel ensure that there are always two (2) chains between the tire and road surface whether you are accelerating, braking or are in a wheel lockup condition. The traction from the chainwheel is obtained in forward OR reverse.

When the dashboard switch is turned off, the solenoid exhausts the air provided to the chain units and return springs in the air chambers bring the chainwheels back to their resting position.



## WHY ARE SAFETY STANDARDS NEEDED FOR SERVICING SINGLE-PIECE AND MULTI-PIECE RIM WHEELS?

(Excerpt from OSHA Publication 3086)

Approximately 322,000 employees in more than 100,000 work-places service large vehicle tires that are mounted on either multi-piece or single-piece wheels. In 1984, OSHA amended the safety standard for servicing multi-piece rim wheels (*29 Code of Federal Regulations 1910.177*) to include requirements for the safe servicing of single-piece rim wheels used on large trucks, trailers, buses, and off-road machines. OSHA's standard does not apply to the servicing of rim wheels utilizing automobile tires or to trucks designated "LT" (light trucks).

The amended safety standard for servicing single-piece and multi-piece rim wheels has four major requirements: (1) training for all tire servicing employees; (2) the use of industry-accepted procedures that minimize the potential for employee injury; (3) the use of proper equipment such as clip-on chucks, restraining devices or barriers to retain the wheel components in the event of an incident during the inflation of tires; and (4) the use of compatible components.

There has been a more than 70-percent reduction in multi-piece rim wheel servicing injuries since the original standard was issued in 1980—based on a review of the record of multi-piece rim wheel accidents investigated by OSHA. Similar results have been experienced with the regulation of single-piece rim wheel servicing where workers also face a significant risk of serious injury or death.

(This is an excerpt from OSHA Publication 3086, *Subj: Servicing Single-Piece and Multi-Piece Rim Wheels*. The entire publication can be found at [www.osha-slc.gov/publications/osha3086.pdf](http://www.osha-slc.gov/publications/osha3086.pdf).)



## HAVING TROUBLE LOCATING PARTS ?

(By John Aracich, PACDIV TEMC)

The International Merchant Purchase Authorization Card (IMPAC) has opened up an unlimited source of vendors who all seem more than willing to do business with the government. Here are some URL's and E-mail addresses for vendors/manufacturers for some of the vehicles in the inventory:

Company	URL	e-mail	Type Of Parts
Altec Inc. Trailers		John.Richey@altec.com	Altec Cable Reel Trucks,
ATAP Firetrucks		larryd@atap.com	Military Vehicles, Refuelers
Bill Pierre Dodge	<a href="http://www.pierredodge.com/parts">www.pierredodge.com/parts</a>	parts@pierredodge.com	Dodge Parts
Bill Pierre Ford	<a href="http://www.pierreford.com/parts/">www.pierreford.com/parts/</a>		Ford Parts
Chuck Hutton Proshop		gmpart@earthlink.net	
Detroit Forklift	<a href="http://www.brockmanequipment.com">www.brockmanequipment.com</a>	brockman@glblnet.com	Forklift Parts
DitchWitch		dwsparts@fidmail.com	DitchWitch Parts
DTL	<a href="http://www.webcom.com/partsnet/">www.webcom.com/partsnet/</a>		
DTL Oklahoma City	<a href="http://www.Dtlsupply.com">www.Dtlsupply.com</a>	Dtl@webcom.com	
Emergency One		jmclain@e-one.com	P-23 Firetruck Parts
Fluid Dynamics Inc.	<a href="http://www.fluidynamics.net">www.fluidynamics.net</a>	kinterdl@alltel.net	All Refuelers (R-9/11/14/22, C-300/1) + FMSE
FMC Corp		andrea_mchenry@fmc.com	FMC Parts
Grainger	<a href="http://www.grainger.com">www.grainger.com</a>	postoffice@grainger.com	Maint. Repairs and operating supplies
Grove Worldwide Harlan Corp.		jebbersol@groveworldwide.com	Grove Cranes
Heavy Equipment		JBW@Harlan-Corp.com	Harlan Tug Parts
Hi-Tech Firetruck		pat@heavy.com	Heavy Equipment Parts
Jay Automotive		Jetta20@aol.com	Firetruck Parts (Structural)
Jenner Equipment		jauto01@shol.com	All types of parts
KCR International		jennereq@jennerequip.com	Case Tractor/Loader Parts
Koller Dodge		CHaas83065@aol.com	International Truck Parts
Lustine Chevy		KLRDODGE@aol.com	Dodge Parts
		gmparts@lustine.com	GM Parts – Has many hard to get parts in stock
Mattys Discount Auto Parts	<a href="http://www.discountautoparts.com">www.discountautoparts.com</a>	<a href="mailto:info@discountautoparts.com">info@discountautoparts.com</a>	
NAPA Alaska		napaak@gci.net	Automobile Parts
Newbegin Enterprises, Inc.	<a href="http://www.NEI2000.com">www.NEI2000.com</a>	Newbegin@shol.com	
ODB Company		odb@theodbco.com	Tymco Sweeper Parts
Oshkosh Trucks, Germany		todd@lets-truck.de	Oshkosh Parts
P&G Chevy		marko@pulsenet.com	Parts for GP type vehicles
Pacific tires		ttim@ite.net	Tires
RDO Equipment		evans@enetis.net	John Deere Parts
T&M Distributors		tmgarync@janrix.com	
Tymco	<a href="http://www.tymco.com/">www.tymco.com/</a>	info@tymco.com	Sweepers
Tymco Inc.		Dbtymco@aol.com	Tymco Sweeper Parts
Vanguard Sales		mikemcswain@iolalaska.net	Automobile Parts
Wheeled Coach	<a href="http://www.wheeledcoach.com/">www.wheeledcoach.com/</a>	info@wheeledcoach.com	Ambulance
Wrench-Head	<a href="http://www.wrenthead.com">www.wrenthead.com</a>	<a href="mailto:ddellavechia@wrenthead.com">ddellavechia@wrenthead.com</a>	

## WEB SITES OF INTEREST.....

[www.nhtsa.dot.gov/](http://www.nhtsa.dot.gov/) - The National Highway Traffic Safety Administration (NHTSA) was established by the Highway Safety Act of 1970 to carry out safety programs under the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966. The Vehicle Safety Act has subsequently been recodified under Title 49 of the U.S. Code in Chapter 301. NHTSA also carries out consumer programs established by the Motor Vehicle Information and Cost Savings Act of 1972 which has been recodified in various Chapters under Title 49. NHTSA sets and enforces safety performance standards for motor vehicles and motor vehicle equipment; investigates safety defects in motor vehicles; sets and enforces fuel economy standards; helps states and local communities reduce the threat of drunk drivers; promotes the use of safety belts, child safety seats and air bags; investigates odometer fraud; establishes and enforces vehicle anti-theft regulations; and provides consumer information on motor vehicle safety topics. Their web site provides lots of information on these topics and much more. You'll find information on recalls and safety bulletins as well. Check it out!!!

Don't forget to check out the TEMC web page at: [www.efdlant.navfac.navy.mil/lantops\\_16/temc.htm](http://www.efdlant.navfac.navy.mil/lantops_16/temc.htm).



## SWEET TRANSITION

(By Mavis Oshiro, PACDIV TEMC)

If you haven't heard of the term "GSA Conversion", you probably haven't been in the Navy Transportation business for very long. This is a topic that has been written about in previous issues of LANTDIV TEMC's Shop Talk and PACDIV TEMC's The Rainbow Connection. It has also been a focal point of past Navy-wide Transportation Conferences. You could say it is an issue that started in the last millennium and will continue to be an issue for years to come.

Information has already been relayed on the signing of the MOA between GSA and the Navy, the CNO mandated 27% reduction of light fleet CESE, and in all likelihood, you already deal with the reduced availability of funding. In case you have not, check out prior issues of the two newsletters or contact your appropriate TEMC.

I have had the opportunity to participate in actual GSA conversions in southern California and Washington state. By "actual" GSA conversion I do not mean the preliminary zero base study (although I have participated on some of those); I am referring to the visit where GSA and TEMC representatives converge on an activity and in assembly-line fashion strip vehicles of their Navy identities (i.e., scrape off USN numbers, "US NAVY", and "FOR OFFICIAL USE ONLY" decals and remove Navy license plates) and slap on GSA paraphernalia (GSA license plates and sometimes GSA stickers). Then voila—that same Navy bus, sedan, van, or truck is now a GSA bus, sedan, van, or truck!

So far each conversion has provided some "lessons learned." I would like to share some suggestions with activities that will be converting to GSA to ease the process:

- For starters, provide your TEMC with accurate data. GSA requires data on each Navy asset prior to conversion. This includes USN number, Navy EC, VIN, GVW, make, model, year, acquisition cost, and replacement GSA EC. The TEMC downloads the data from the CASEMIS database. If the GVW was not provided at the time the USN number was originally registered into CASEMIS, the TEMC uses the GVW provided in the CASEMIS Descriptive Reference Table. As you might imagine, the GVW could and oftentimes is quite different. GSA ECs consist of four digits.

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The first two basically indicates the GVW range and the last two digits refer to the type of vehicle. It has happened where we provided GVWs that were either too high or too low than the actual GVW listed on the vehicle itself. Consequently, GSA may run out of a particular series of license plates by expecting the vehicles to be in another GVW range. Another instance where incorrect data throws a monkey wrench into the conversion process is when vehicles are reported on CASEMIS as 4x2s when they are actually four-wheel drive. A whole different series of GSA numbers and license plates are required for 4x4 vehicles. The monthly and mileage charges are based on the prefix of the GSA number. This may result in not being able to convert that vehicle at that time.

- Inform your end users about the conversion process. Notice I wrote **end users** and not *customers* or *customer points of contact*. End users are the ones that actually use the vehicles. They are the ones that bring it in to be converted and are usually the ones responsible for refueling the vehicle and the upkeep of maintenance on the vehicle. If the information is not passed down to the actual users, GSA representatives spend time answering the same questions; thus, slowing down the conversion process. By informing end users of the GSA conversion and what it will mean to them, you can greatly reduce their anxiety. In the past, some end users have been reluctant to bring in their vehicle out of fear they would not get their vehicle back or that the conversion process would be lengthy and leave them without transportation to commute or have their necessary tools and/or equipment (as in the case of maintenance/utility trucks and vans, etc.). The average conversion time per vehicle is between three and five minutes. Occasionally brackets are missing or the license plates are bolted on, or the person bringing in the vehicle has many questions, which adds to the time required to convert that particular vehicle.
- The importance of bringing the vehicle in to the designated location on the designated day and time is crucial. Steve Mortimer and Laurie Wilson, our PACDIV TEMC managers, are the only ones with authority to sign the document that transfers ownership of CESE from the Navy over to

GSA. Therefore, conversion of the USN number to the GSA number must be validated by someone from the TEMC. GSA and TEMC representatives have to cut TDY orders if your activity is out of driving range. GSA representatives are federal employees just like TEMC representatives. So plane fare, per diem, etc. are involved if additional trips are required to convert your light fleet. As hardworking taxpayers, none of us wants to see government employees making two trips to accomplish what should and could be completed in one.

In addition to providing your end users with the correct date, time, and place to bring in their vehicles, it would be beneficial to inform them that a packet will be provided for each vehicle converted. It will contain information on where to buy fuel, where to get preventive maintenance work done, telephone numbers to call in case they have further questions and finally, a new fuel card will be administered at the time of the conversion for each vehicle.

Being aware of these points will speed up your activity's GSA conversion process—making it sweeter than the smell of any diesel truck in your fleet.

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### **Attention PC Transport Users:**

*(Trish Johnson)*

Effective 10 March, the LANTDIV TEMC will no longer have a PCTransport advlsor. Trish Johnson has been our point of contact on this program and she has accepted a position at another Command. If you have questions on PCTransport, you can call your activity rep or Cathy McCowan at the Seabee Logistics Center in Port Hueneme. She can be reached at (805) 982-2089 or DSN 551-2089. Her email address is [mccowancm@nitc.navfac.navy.mil](mailto:mccowancm@nitc.navfac.navy.mil).



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**PLEASE PASS TO PUBLIC WORKS TRANSPORTATION**