

Vehicle Views

<http://www.gsa.gov/vehiclepolicy>

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Immigration & Customs Enforcement, Office of Detention & Removal takes a Global Position

*By Charles R. Welke
Fleet & Property Management Section, Office of Detention and Removal*

The Office of Detention and Removal Operations (DRO) is responsible for promoting public safety and national security through the enforcement of U.S. immigration laws that all removable aliens depart the United States. DRO makes use of its resources and expertise to transport aliens, to manage them while in custody and waiting for their cases to be processed, and to remove unauthorized aliens from the United States when so ordered. Meeting this mission requires a unique fleet of various vehicle types with specially designed modifications or retrofits to safely and securely transport these aliens. Accurate and timely accountability, and optimum operational status of the DRO, 3000 vehicle fleet, is crucial to the overall success of our mission.

Within DRO, the **Fleet and Property Management Section (F&PM)** implemented a plan to improve vehicle tracking and operational data gathering through a real-time system. This plan is based on a Global Positioning System (GPS) being added to our current vehicle modifications program. The GPS is a satellite-based navigation system made up of a network of 24 satellites placed into orbit by the U.S. Department of

Defense. GPS was originally intended for military applications, but in the 1980s, the government made the system available for civilian use. GPS works in any weather conditions, anywhere in the world, 24 hours a day.

Our partner in vehicle modification and fleet management services, Federal Prison Industries, UNICOR, has worked side-by-side with DRO to make this happen. They order the systems, oversee equipment installations to the existing fleet, and are enhancing DRO specialized vehicle production to include GPS. In addition, the Department of Homeland Security’s mandated Vehicle Management Information System (VMIS), is supplying monitoring capabilities. These monitoring capabilities will allow for accuracy in meeting the Fleet Automotive Statistical Tool (FAST) report required annually. Each member of the F&PM team will be instrumental in ensuring the effectiveness and success of this project. This is truly a giant step to enhancing the DRO fleet management program.

Our personal property management program will realize tremendous benefits with a reduction in man-hours required to conduct annual

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reconciliations. DRO vehicles are deployed nationwide to 24 Field Offices and multiple sub-offices and comprise 25% of our accountable personal property inventory. Property custodians (PCs) in each of these locations are required to participate in the annual property reconciliation. Currently, bar-coding is used, which require staff to physically see the property, find the barcode tag, scan the tag, download the data, compile the data and generate a consolidated report. This process is time consuming and only effective with full cooperation from the PCs and availability of the property. Because vehicles are mobile, this is extremely difficult. Through the use of the GPS technology, the vehicle reconciliation can be routinely conducted from a central location with accuracy to meet our Agency's reporting requirements.

Inspired by the plan, and to avoid

duplication of effort, other programs in DRO embraced the concept and discovered that the GPS tool could be used to improve their operational planning:

Detention Management Division maintains custody of one of the most highly transient and diverse populations of any correctional or detention system in the world. This administrative custody environment presents significant management challenges compared to the static prison environment. GPS, with radio frequency identification (RFID), interface will be invaluable in monitoring detention facility capacities and population diversity. This will allow for efficient management adjustments and cost effective removals of many of the over 200,000 detainees.

Centralized Ticketing Unit (CTU) functions as the coordinator for airline ticketing and country

clearance support for DRO Headquarter and DRO Field Offices in support of the alien removal process. GPS will allow this operational program to schedule and track secure transport buses and vans before and during the removal process. Future plans include adding RFID to the alien processing procedure, and enhancing the vehicle GPS with RFID interface. Then we will not only track the vehicle but also the passengers. With the removal of over 150,000 unauthorized aliens in 2006, this number will only increase. and this will be a cost effective and efficient improvement to our mission.

The sheer increase in volume of the DRO mission has made it necessary to incorporate electronic technologies into our daily processes and procedures. We embrace these technologies and plan to implement them to their fullest capabilities to protect our homeland. ■

Immigration & Customs Enforcement Office of Detention & Removal's Fleet & Property Management Team



Charles R. Welke
Team Leader



General D. Womack
Inventory/Acquisition



Karen Brock
Maintenance/Disposal



Phyllis Shaw
Fleet Credit Cards



Billie Youngblood
Personal Property



Floyd Gibson Jr.
Fleet & Property
Coordinator

GovSales.gov Web Portal Solution

Each year the Federal government sells billions of dollars of surplus, seized, forfeited and exchange/sale assets. In September 2006, GovSales.gov was launched to create a secure, efficient, and effective online e-marketplace that will serve as a single-point for the public to find and buy Federal assets. As a result, GovSales.gov has effectively simplified the way citizens and businesses locate and buy Federal government property.

GovSales.gov is a product of the Federal Asset Sales initiative, which is one of the President's twenty three (23) Electronic Government initiatives, and it is one of the five E-Government Initiatives managed by GSA.

Prior to GovSales.gov, Federal agencies sold government property via numerous and disparate online and offline methods; however, through the creation of a centralized portal, GovSales.gov has effectively improved Federal real estate and personal property sales channels. By simplifying the processes of searching, bidding, and buying items both offline and online, the public has gained greater access to Federal property for sale.

In turn, agencies can benefit from GovSales.gov in numerous ways. GovSales.gov will increase agencies' net proceeds from asset sales while decreasing their expenses related to asset sales. Agencies can also benefit from accelerated asset sales time, leveraged economies of scale, reaching a broader customer base, and by taking advantage of market driven "best in class" practices and solutions.

To learn more about GovSales.gov, e-mail GovSales@gsa.gov or visit us online at <http://www.GovSales.gov>. ■

National AFVi Conference: Top Ten Reasons to Attend

Top Ten Reasons to Attend the Largest Alternative Fuels Conference in the World

- Gain a full understanding of the many cost saving provisions of the 2005 Energy Bill
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- Decide what's best for your company as you hear information representing all alternative fuel & technology solutions
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- Prepare for the future. You'll hear it here first at The Alternative Fuels & Vehicles Conference + Expo, now in its 13th year.

Won't you join us April 1-4, 2007 in Anaheim, California? Find out more about what's in store and then sign up for your early registration discount today! www.afvi.org/

About AFVi: AFVi is the education provider and information link between the alternative fuels and vehicles industry and public/private fleets. The primary business of the company is to advance the interests of OEMs, fuel providers, and their associated business partners through education, outreach, and deployment. AFVi is fuel and technology neutral. ■

Cairo US Embassy Training Center

By Tarek Nour, Transportation and Vehicle Operations Specialist:

In the late 1980s and early 1990s, as American vehicles manufacturers introduced the second generation of on board diagnostic computers (OBDII), I developed a technical assistance program for other U.S. Embassy motor pools facing diagnostic problems. In most cases, smaller embassy fleets are maintained with fewer mechanics who often lack the training, diagnostic tools and repair manuals necessary for these more sophisticated engines.

Sensing that Cairo's large operation could provide assistance to other posts, I proposed to the U.S. Department of State's Logistics Management (LM) branch that we start a technical training center in Cairo. The LM branch provided start-up funding to purchase new diagnostic tools and training materials, which I have now developed into an ongoing help center, by e-mail, and a series of annual workshops for U.S. Embassy mechanics from around the world.

From the beginning, I established some basic goals for the program:

1. Train State Department overseas automotive technicians on the sophisticated vehicles technology and the new computerized diagnostic tools;
2. Provide on-line technical support, vehicle service manuals, and updated vehicle diagnostics bulletins for dozens of posts;
3. Provide a list of tools and workshop equipment that meet manufacturers' standards to perform repairs on given vehicles; and
4. Offer advanced defensive driving and accident prevention training.

To date, I have trained more than 56 technicians from 24 different countries. Mechanics, dispatchers and motor pool supervisors have come from as far away as Port-au-Prince, Haiti; Kabul, Afghanistan; Bujumbura, Burundi; Kiev, Ukraine; Antananarivo, Madagascar; Moscow, Russia; and Rangoon, Burma.

The technical training program has had an enormous impact on the ability of embassy technicians to maintain American manufactured vehicles overseas. Vehicle breakdown times were reduced significantly, vehicle utilization time was increased and vehicle safety was improved after the technicians learned how to manage the vehicle technology. We have received many e-mails from the trained technicians to explain the difference that it has made when they returned home from the training and applied the new

technology at their posts.

The mechanic foreman at the U.S. Embassy in Lusaka, Zambia wrote: "It has been so beneficial. At the time I came for that training, we had two Chevys parked in our workshop. It was like a miracle when I returned. In fifteen minutes, the work of one vehicle was done, and the vehicle was ready for the road test. The other one, we had to drop the tank to replace the pump. We are now enjoying handling puzzles. My work was made much simpler by the diagnostic code reader Tarek gave me."

Mechanic Joy Maliakkal from the U.S. Embassy in New Delhi, India, said "Cairo was an excellent experience that I'll never forget. I've never had an opportunity to learn how to work on high technology vehicles in the past. This training has provided me with several answers to problems we currently face. First, New Delhi had received the Tech 2 diagnostic equipment that none of us in the shop knew how to operate. After this training, I learned the basic knowledge on operating the Tech 2 and I am now able to operate and diagnose the vehicle problems and reset after repairing the particular warning information. Second, I learned how to identify vehicles' year and model with the vehicle identification number (VIN). Before this training, no one in New Delhi knew how to find the manufacturing year, the vehicle make and the engine code. Finally, we had a better understanding of the SI2000 web site, which is useful to us for referring to

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FedFleet 2007

The 7th National Federal Fleet Management Workshop and Information Fair will be held in Orlando, Florida July 24-36. FedFleet 2007 will include Aviation workshops. The event will take place at the Rosen Shingle Creek, a new facility that just opened in September of 2006. All events will take place at that facility. An optional fleet class will be offered on Sunday, July 22. For more information, visit the FedFleet web site at www.fedfleet.org. ■

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service manuals, parts locations, troubleshooting, and new information as it comes available.”

Mechanic Foreman Andrey Kostin from the U.S. Embassy in Moscow said: “I started using SI2000 sometimes even more than ALLDATA.² Also, it’s much easier now to read the scanner data to find a problem or make a periodic change to a part.”

In addition to the training, we have developed on-line technical support for all State Department missions around the world. They provide electronic bulletins, electronic vehicles’ service manuals and updated software for the diagnostic tools, all on request.

One satisfied colleague in Chennai, India wrote: “Our fully-armored vehicle (FAV) had been nothing but a paper weight for the last 6-9 months. The PCM (internal computer) on our FAV burned out and rendered it useless for 6-9 months. I found it this way when I arrived at the post. The mechanic in New Delhi said a replacement part would have to be programmed, but he didn’t have the expertise or the equipment to do so. Enter Tarek Nour. He suggested that we purchase the part and ship it directly to him and he would program it and send it to Chennai. After about 2 months of back and forth with the vendor in the States, the part was shipped to Cairo, programmed and forwarded to Chennai. The mechanic returned to Chennai yesterday, installed the new part and after about 2 hours repaired our \$50,000 paper weight. While it still requires some minor maintenance after sitting idle for so long, it is useable. I wanted to point this out because too often the hard work and dedication of our staff go unnoticed and unappreciated. Thank you very much for a job well done!”

Our future plans include:

1. Do a training program for

alternative fuels and hybrid vehicles, as U.S. Embassy in Cairo will be one of the first U.S. Embassies overseas to use alternative fuel vehicles overseas;

2. Develop a web-based self-training program to be available to all State Department technicians around the world;
3. Sharing technical information and vehicle maintenance and repair instructions to a wider audience;

and

4. Broaden coverage of our advanced defensive driving and accident prevention training courses.

For more information contact Tarek Nour, email: nourtm@state.gov ■

1. SI2000 is the General Motors tool for information on operating and maintenance, bulletins, and warranties
2. ALLDATA is a provider of electronic diagnostic and repair information and services for the automotive service industry.

Small Fuel Cells for Portable Applications

March 7-9, 2007

Marriott Miami Hotel, Miami, FL USA

In its 9th year, Small Fuel Cells for Portable Applications is the primary source of information for end users, developers and manufacturers of portable power devices. With a special pre-conference workshop on degradation and durability of DMFC systems, an impressive lineup of speakers from around the world, and industry leaders exhibiting the latest technologies, this year’s conference is not to be missed.

Special Session Topics:

- From System Design & Integration to Application & Commercialization
- DMFC: Components, MEAs and Fuel
- Ceramic Technologies Across Different Fuel Systems
- Hydride & Borohydride Technologies
- SOFC
- Advances in Fuel and System Design

Contact: The Knowledge Foundation, Telephone: 617-232-7400

Web: <http://www.knowledgefoundation.com>

Email: custserv@knowledgefoundation.com. ■

OMB, Capital Programming, and Motor Vehicles - What does this have to do with managing my agency's fleet?

In June 2006, the Office of Management and Budget (OMB) published a revision to the *Capital Programming Guide*, a supplement to OMB Circular No. A-11 Part 7- Planning, Budgeting, Acquisition, And Management of Capital Assets.

The revised Guide expands upon the original concepts from 1997 that were not fully developed in the first Guide. One of the most important items of interest to fleet managers is the new language specifically including motor vehicles and aircraft as capital assets requiring a formal capital programming process.

What is capital programming? Capital programming, as defined in the OMB Circular A-11, is an integrated process within an agency

for planning, budgeting, procurement, and management of the agency's capital assets to achieve agency strategic goals and objectives with the lowest life-cycle cost and least risk.

What does this have to do with managing your fleet? The capital programming requirement governing the acquisition and management of your fleet means you will be required to complete an OMB Circular A-11, Exhibit 300- a Capital Asset Plan and Business Case. Historically, Exhibit 300's have been used for major Information Technology (IT) investments. Agency Fleet Managers will need to work closely with their Agency Budget offices and their OMB Budget Examiners to determine

how and when this requirement must be completed. Exhibit 300's are sent to OMB in your agency's annual budget submission and updated by your agency as needed to reflect funding decisions by OMB or requests for additional resources.

GSA is working to develop a guide to help facilitate your agency's completion of Exhibit 300's for motor vehicles and aircraft. The GSA guide will help simplify the Exhibit 300 process and highlight only the areas required for motor vehicles and aircraft. If you would like to participate in this activity or have any questions, please contact Connie Aaron at 202-208-7634 or email connie.aaron@gsa.gov. ■

Circular No. A-11 Part 7 Planning, Budgeting, Acquisition, and Management of Capital Assets

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Agencies must develop, implement, and use a capital programming process to develop their capital asset portfolio, and must:

- Evaluate and select capital asset investments that will support core mission functions performed by the Federal Government, and demonstrate projected returns on investment that are clearly equal to or better than alternative uses of available public resources;
- Initiate improvements to existing assets or acquisitions of new assets only when no alternative private sector or governmental source can more efficiently meet the need;
- Simplify or otherwise redesign work processes to reduce costs, improve effectiveness, and make maximum use of commercial services and off-the-shelf technology;
- Reduce project risk by avoiding or isolating custom designed components, using components that can be fully tested or prototyped prior to full implementation or

production, and ensuring involvement and support of users in the design and testing of the asset;

- Structure major acquisitions into useful segments with a narrow scope and brief duration, make adequate use of competition and appropriately allocate risk between Government and contractor. The Agency Head must approve or define the cost, schedule, and performance goals for major acquisitions, and the agency's Chief Financial Officer must evaluate the proposed cost goals;
- Ensure consistency with Federal, agency, and bureau Enterprise Architectures (EAs), demonstrating such consistency through compliance with agency business requirements and standards, as well as identification of milestones, as defined in the EA transition strategy;
- Institute performance measures and management processes monitoring and comparing actual performance to planned results. Agencies must use a performance-based acquisition management or earned value management system, based on the ANSI/EIA Standard 748, to obtain timely information regarding the progress of capital investments. The system must also measure progress towards milestones in an independently verifiable basis, in terms of cost, capability of the

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investment to meet specified requirements, timeliness, and quality. Agencies are expected to achieve, on average, 90 percent of the cost, schedule and performance goals for major acquisitions. Agency Heads must review major acquisitions not achieving 90 percent of the goals to determine whether there is a continuing need and what corrective action, including termination, should be taken;

- Ensure IT systems conform to the requirements of OMB Circular No. A-130, "Management of Federal Information Resources;"
- Ensure financial management systems conform to the

requirements of OMB Circular No. A-127, "Financial Management Systems;"

- Conduct post-implementation or post-occupancy reviews of capital programming and acquisition processes, and projects to validate estimated benefits and costs, and document effective management practices, i.e., lessons learned, for broader use; and
- Establish oversight mechanisms requiring periodic review of operational capital assets to determine how mission requirements might have changed, and whether the asset continues to fulfill ongoing and anticipated mission requirements, deliver intended benefits to the agency and customers, and meet user requirements. ■

Capital Programming Guide OMB Circular No. A-11 (2006)

Pages 67 -68

DEFINITION OF CAPITAL ASSETS

Capital assets are land, structures, equipment (including motor and aircraft fleets), and intellectual property (including software), which are used by the Federal Government and that have an estimated useful life of two years or more. Capital assets exclude items acquired for resale in the ordinary course of operations or held for the purpose of physical consumption such as operating materials and supplies. The cost of a capital asset is its full life-cycle costs, including all direct and indirect costs for planning, procurement (purchase price and all other costs incurred to bring it to a form and location suitable for its intended use), operations and maintenance (including service contracts), and disposal.

Capital assets may be acquired in different ways: through purchase, construction, or manufacture; through a lease-purchase or other capital lease, regardless of whether title has passed to the Federal Government; through an operating lease for an asset with an estimated useful life of two years or more; or through exchange. Capital assets include the environmental remediation of land to make it useful, leasehold improvements and land rights; assets owned by the Federal Government but located in a foreign country or held by others (such as federal contractors, state and local governments, or colleges and universities); and assets whose ownership is shared by the Federal Government with other entities. Capital assets include not only the assets as initially acquired but also additions,

improvements, modifications, replacements, rearrangements and reinstallations, and major improvements (but not ordinary repairs and maintenance). Examples of capital assets include the following, but are not limited to them:

- Office buildings, hospitals, laboratories, schools, and prisons;
- Dams, power plants, and water resources projects;
- Motor vehicles, airplanes, and ships;
- Satellites and space exploration equipment;
- Information technology hardware, software and modifications;
- Department of Defense (DOD) weapons systems; and
- Environmental restoration (decontamination and decommissioning efforts).

Capital assets may or may not be capitalized (i.e., recorded on an entity's balance sheet) under Federal accounting standards. Examples of capital assets not capitalized are DOD weapons systems, heritage assets, stewardship land, certain assets acquired for environmental cleanup efforts, and some software.

Capital assets do not include grants for acquiring capital assets made to state and local governments or other entities (such as National Science Foundation grants to universities). Capital assets also do not include intangible assets such as the knowledge resulting from research and development (R&D) or the human capital resulting from education and training, although capital assets do include land, structures, equipment (including fleet), and intellectual property (including software) that the Federal Government uses in R&D and education and training. Agencies are encouraged to use the capital programming process or elements thereof, in planning for expenditures not covered by this definition, to the extent that they find it useful. ■

Capital Programming Guide OMB Circular No. A-11 (2006)

Pages ii- iii

KEY INTERNET ADDRESSES

The Capital Programming Guide and OMB Circular A-11, Part 7
<http://www.whitehouse.gov/omb/circulars/a11/cpgtoc.html>

The Federal Acquisition Reform Act and the FAR Implementation of the Federal Acquisition Streamlining Act can be found at the reference library for Acquisition Reform (ARNET) at: <http://www.arnet.gov>

The Information Technology Management Reform Act (now known as the Clinger-Cohen Act), can be found on the Chief Information Council Working Group web site at: http://www.cio.gov/Documents/it_management_reform_act_Feb_1996.html

Office of Information and Regulatory Affairs—*Evaluating Information Technology Investments, (November 1995)* can be found at:
<http://www.whitehouse.gov/omb/inforeg/infopoltech.html>

GAO—*Assessing Risk and Returns: A Guide for Evaluating Federal Agencies IT Investment Decision Making, February 1997* can be found at:
<http://www.gao.gov/archive/1998/ai98110.pdf>

GSA—*Performance Based Management—Eight Steps to Develop and Use Information Technology Performance*

Measures Effectively, (December 1996) can be found at:
<http://www.itpolicy.gsa.gov/mkm/pathways/pathways.htm>

OMB Circulars, can be found on the OMB Homepage at:
<http://www.whitehouse.gov/OMB/circulars/index.html>

Chief Financial Officers Council guidance documents can be found at: <http://www.cfoc.gov/>

Federal Real Property Council guidance documents can be found on the OMB Asset Management website at:
http://www.whitehouse.gov/omb/financial/fia_asset.html

The Government Accountability Office's (GAO) *Information Technology Investment Management (ITIM) Stages of Maturity*, as described in GAO's May 2000 Version 1 of the ITIM can be found at <http://www.gao.gov/>

Chief Information Officers Council Value Measuring Methodology: How-to-Guide Issued By: CIO Council, Best Practices Committee—Posted: 04.15.2003
<http://www.cio.gov/index.cfm?function=specdoc&id=416>

Value Measuring Methodology: Highlights Issued By: CIO Council, Best Practices Committee—Posted: 04.15.2003
<http://www.cio.gov/index.cfm?function=specdoc&id=415>

Framework for Developing EVMS Policy Issued By: Best Practices Committee—Posted: 12.05.2005
<http://www.cio.gov/index.cfm?function=specdoc&id=664>

Clinger-Cohen Act, February 10, 1996 Issued By: Congress—Posted: 02.10.1996
<http://www.cio.gov/index.cfm?function=specdoc&id=319>

Responsibilities and Information and Technology Governance at Leading Private Sector Companies Issued By: GAO—Posted: 09.09.2005
<http://www.cio.gov/index.cfm?function=specdoc&id=647>.

Exchange/Sale of Motor Vehicles

Exchange/Sale is an authority provided by Section 503 of Title 40, United States Code, under which executive agencies, when acquiring replacement property, may exchange or sell similar items, applying the exchange allowance or proceeds of sale in whole or in part toward the property acquired. When replacing agency-owned motor vehicles under the Exchange/Sale

provisions of the Federal Management Regulation, motor vehicle sale proceeds are retainable for use toward the purchase of replacement motor vehicles. 41CFR102-39 provides the regulatory guidance. As a source of funding for replacement motor vehicles additional to other fleet program funding, the availability of sale proceeds should not be overlooked.

Each federal agency's fleet and finance programs need to work together to establish a specific account to collect and disburse sale proceeds.

Contact: Jacquie Perry at (202) 501-3347 or jacquie.perry@gsa.gov. ■



NHTSA Policy and FAQs on Cellular Phone Use While Driving Policy Statement

Provided by the National Highway Traffic Safety Administration (NHTSA)

The primary responsibility of the driver is to operate a motor vehicle safely. The task of driving requires full attention and focus. Cell phone use can distract drivers from this task, risking harm to themselves and others. Therefore, the safest course of action is to refrain from using a cell phone while driving.

Frequently Asked Questions

Q. Does cell phone use while driving cause traffic crashes?

A. Research shows that driving while using a cell phone can pose a serious cognitive distraction and degrade driver performance. The data are insufficient to quantify crashes caused by cell phone use specifically, but NHTSA estimates that driver distraction from all sources contributes to 25 percent of all police-reported traffic crashes.

Q. Is it safe to use hands-free (headset, speakerphone, or other device) cell phones while driving?

A. The available research indicates

that whether it is a hands-free or hand-held cell phone, the cognitive distraction is significant enough to degrade a driver's performance. This can cause a driver to miss key visual and audio cues needed to avoid a crash.

Q. In an emergency should I use my cell phone while driving?

A. As a general rule, drivers should make every effort to move to a safe place off of the road before using a cell phone. However, in emergency

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situations a driver must use their judgment regarding the urgency of the situation and the necessity to use a cell phone while driving.

Q. Is NHTSA conducting further research to better quantify the safety impact of using cell phones while driving?

A. NHTSA is conducting research projects on driver cell phone use and will continue to monitor the research of others on this subject. As we learn more about the impact of cell phone use on driver performance and crash risk, and as wireless technologies evolve and expand, NHTSA will make its findings public.

Q. Is talking on a cell phone any worse than having a conversation with someone in the car?

A. Any activity a driver engages while driving has the potential to distract the driver from the primary task of driving. Some research findings comparing cell phone use to passenger conversations while driving, show each to be

equally risky, while others show cell phone use to be more risky. A significant difference between the two is the fact that a passenger can monitor the driving situation along with the driver and pause for, or alert the driver to, potential hazards, whereas a person on the other end of the phone line is unaware of the roadway situation.

Q. What do the studies say about the relative risk of cell phone use when compared to other tasks like eating or drinking?

A. The current research does not provide a definitive answer as to which behavior is riskier. In a controlled study, comparing eating and operating a voice-activated cell phone to continuously operating a CD player, it was found that the CD player operation was more distracting than the other activities. In a test track study conducted by NHTSA, the results showed that manual dialing was about as distracting as grooming/eating, but less distracting than reading or changing CDs. It is also important to keep in mind that some activities are carried out more frequently and for longer periods of time and may result in greater risk. ■

Global Road Safety

Provided by
the U.S. Department of State

Global Road Safety – Did you know that more than 3000 people are killed each day in road traffic accidents around the world? That equates to 1.2 million traffic deaths a year and one traffic death every 30 seconds. The human toll and economic burden from road traffic deaths and injuries, especially in developing countries, is enormous and expected to increase. There is a move afoot, within the United States Government (USG), among private organizations, and on the international stage, to intervene and reverse this trend.

Why is the Global Road Safety focus important to you? Traffic accidents are the number one cause of non-natural death of American citizens abroad, including Federal employees working in many locations around the globe. The U.S. Department of State, under



the Bureau of Oceans and International Environmental and Scientific Affairs (OES) now chairs a USG interagency working group on Global Road Safety. Other agencies involved in spearheading the USG Global Road Safety interagency working group effort include the

Department of Transportation's National Highway Transportation Safety Administration (NHTSA) and the Department of Health and Human Services' Centers for Disease Control (CDC). The interagency working group will coordinate the USG's activities on international Global Road Safety to ensure a cohesive USG foreign policy agenda.

The United Nations has declared the week of April 23-29, 2007, as Global Road Safety Week, with a focus on vulnerable young road users. In the United States, the focus will be on young drivers. As the lead for the Global Road Safety interagency working group, the Departments of State, Transportation and Health and Human Services will be involved in a number of awareness programs to get the word out on the importance of Global Road Safety. Stay tuned! Interested in learning more? View the Department of State website link at: http://travel.state.gov/travel/tips/safety/safety_1179.html; the NHTSA website at: www.nhtsa.dot.gov; and the CDC Center for Injury Prevention and Control at www.cdc.gov/health/motor.htm ■

Seat Belt Use in 2006 Overall Results

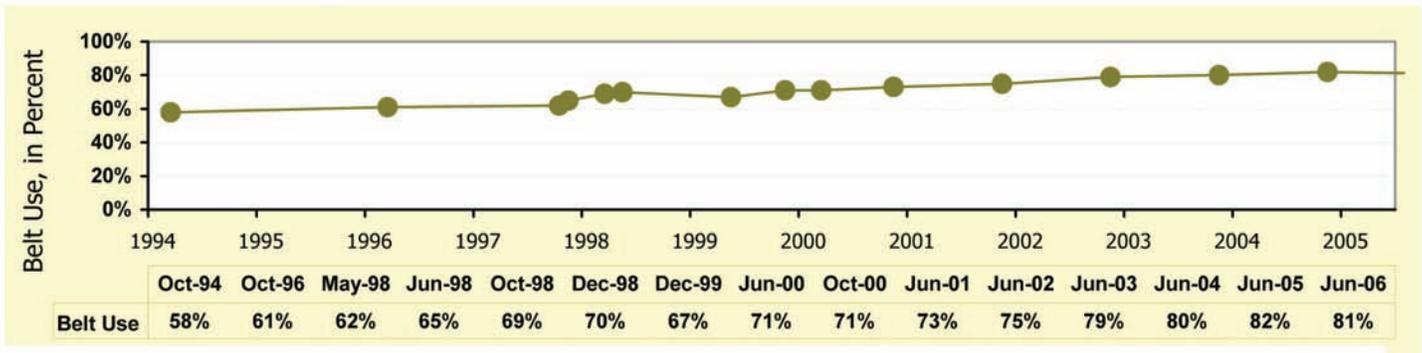
By Donna Glassbrenner, Ph.D., and Jianqiang Ye
National Highway Traffic Safety Administration, National Center for Statistical Analysis

In June 2006, seat belt use in the U.S. stands at 81 percent, statistically unchanged from the previous year's use rate of 82 percent. This result is from the National Occupant Protection Use Survey (NOPUS), which provides the only probability-based observed data on seat belt use in the United States. The NOPUS is conducted annually by the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration.

The 2006 survey also found the following:

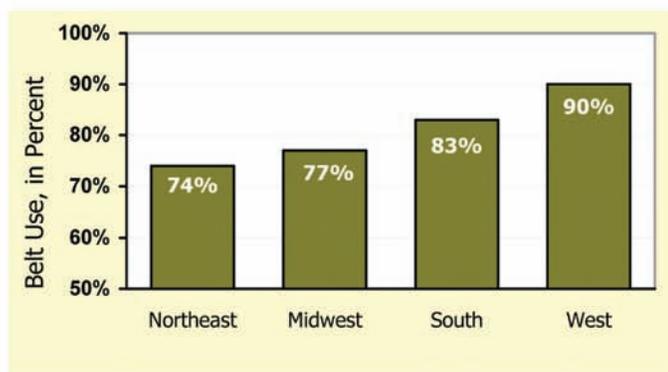
- Use in the West has achieved the 90 percent milestone, increasing from 85 percent in 2005. This increase was statistically significant.
- Use rates continue to be higher where laws are stronger. States in which motorists can be stopped solely for belt nonuse had a combined use rate of 85 percent in 2006, compared to 74 percent in other States.

Seat Belt Use, 1994-Present



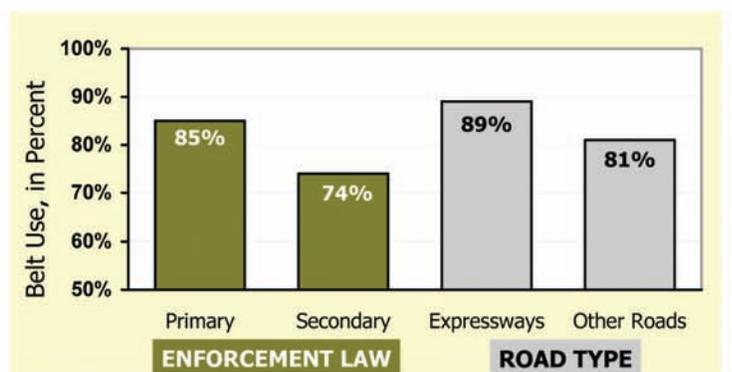
Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis

Seat Belt Use by Geographic Region



Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2006

Seat Belt Use by Ambient Enforcement Law and Road Type



Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2006

For additional data and information, see the upcoming publication, "Behavioral Traffic Safety Facts in 2006 – Seat Belt Use, Child Restraint Use, Motorcycle Helmet Use, and Driver Cell Phone Use," expected to be available at the web site www-nrd.nhtsa.dot.gov/departments/nrd-30/nesa/AvailInf.html in 2007. ■

If Retreads Are So Good, How Come We See So Much Rubber On the Road?

By Harvey Brodsky, Managing Director Tire Retread Information Bureau

Good question. And there's a good answer.

Rubber on the road, also known as road alligators or tire debris is a menace and can cause fatal accidents if not cleaned up promptly.

Unfortunately, far too many people believe the cause of rubber on the road is retreaded tires, but the fact is that much of the rubber on the road comes from tires that have never been inside a retread plant.

Surprised? It's the truth and there is plenty of evidence to back up my statement.

The main cause of rubber on the road is improper tire maintenance, primarily underinflation, closely followed by mismatched tires on dual wheel positions, misaligned vehicles and tires run with less than the legal limit of tread rubber.

Tires that are driven with any of the above problems will fail, given enough time, and when they do they will come apart and leave an often deadly trail of tire debris all over the highway.

I've been in the retread industry for more than thirty years and have been the Managing Director of the Tire Retread Information Bureau for more than twenty-five years. During this time I've talked to thousands of truckers and have given more speeches than I can count, all on the same topic: **YOU HAVETOTAKE PROPER CARE OF YOUR TIRES IF YOU WANT THEM TO TAKE PROPER CARE OF YOU.** This simply means taking the time to check tires regularly by walking around your vehicle and looking for anomalies, by running your

hand across your tire's treads and around your tire's sidewalls regularly to feel for bulges or uneven wear, and most importantly, by using a calibrated tire gauge on at least a weekly basis.

Does the above sound like a pain in the butt? How about having a tire failure some rainy night in the middle of nowhere that can cost you or your company as much as a thousand (no typo here) dollars in lost time, missed delivery, an angry customer, damage to your truck and a huge Excedrin® headache – all of which could have probably been prevented by taking the time to do what I (and many people in the tire industry who are smarter than me) regularly recommend. Which is a bigger pain in the butt?

There is an old saying I've always liked: It's simple, but it isn't easy. I know that it isn't easy to take all of the steps I recommended above on a regular basis, especially when the weather outside your cab is cold and nasty, but in the long run the simple steps of proper tire maintenance can save you money, time and aggravation, whether you are an owner-operator or a company driver for a private or public sector fleet. So again, I ask you to think about it, which is a bigger pain in the butt, doing the right thing or gambling that you'll get away with not doing the right thing? Guess what – you lose!

I have a favorite t-shirt that has **THERE'S NEVER A RIGHT TIME TO DO THE WRONG THING** on the front and **THERE'S NEVER A WRONG TIME TO DO THE RIGHT THING** on the back. This applies to everything we

do, including taking care of our tires.

Do I sound preachy? I guess I do, but the message about tires just can't be repeated too often. I said that I've spoken to thousands of truckers over the years and it's interesting that the ones who tell me how careful they are to maintain their tires properly just don't seem to have tire problems. Yet, the truckers who tell me they sure can tell by thumping (or even kicking) their tires if everything is OK seem to be always complaining about how "lousy" the (fill in the brand) tires they have on their truck are. Maybe the truckers who take the time to take the right steps to properly care for their tires are just lucky. At least that's what the "thumpers and kickers" tell me. Draw your own conclusions.

Finally, do you want to do your part to help eliminate rubber on the road? Here are a few things you can do to be part of the solution instead of part of the problem.

- Try to NEVER buy a "cap & casing" on the road unless you are certain you are dealing with a top quality retreader. Otherwise, you might just wind up with a "maypop". May pop in thirty miles or thirty minutes, whichever comes first.
- If you do have to buy a retreaded tire on the road (a cap & casing), contact us at our toll free number 888-473-8732, and we'll direct you to the nearest top quality retreader close to your location. If it is after hours, go to our web site, www.retread.org, and then see our Retread Tire Buyers Guide section

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for the name, location and telephone number of a member of the Tire Retread Information Bureau nearest to your location. By buying from a top quality retreader you won't be buying junk.

- Our friends in the real estate business always say the three most important things to remember are location, location, location. We say when it comes to tires the three most important things to remember are (you guessed it) inflation, inflation, inflation. **YOU HAVETO KEEP YOURTIRES PROPERLY INFLATED ANDYOU HAVETO CHECKTHEM REGULARLY WITH A CALIBRATEDTIRE GAUGE!**
- Contact us for a great packet of information, including CDs and DVDs, about proper tire maintenance and retreaded tires. There is no charge for our materials and you'll have enough information to keep you busy reading for a week. It's also great stuff to keep handy in your truck for reference, especially our Retread Tire Buyers Guide. We can be reached toll free from anywhere in the U.S or Canada at 888-473-8732, or by email: info@retread.org. If you want to talk about your tire problems, whether they are retreads or tires that have never been retreaded, call me. I'm always happy to help and if I don't have the answers you need, I can generally get them within 24 hours. Plus, I genuinely enjoy talking to truckers and trying to help them solve their tire problems. I can be reached at the toll free number we gave above and here it is again: 888-473-8732.

Let's make road alligators extinct. Wouldn't that be nice? ■

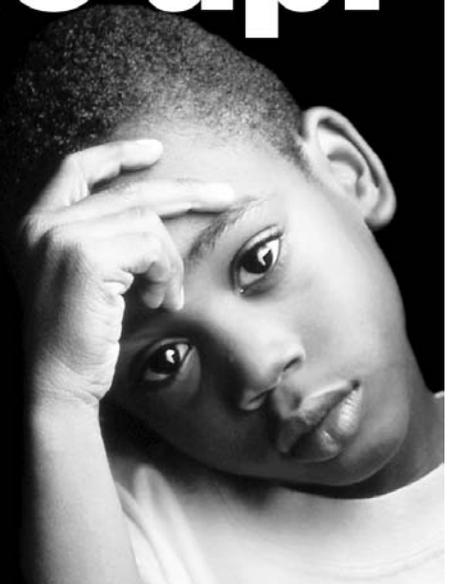
How safe is YOUR driving?

No one's looking. No one will ever know. I'll do it just this one time. Do these excuses sound familiar? Every day we encounter temptations on the roadways. Making the illegal U-turn, ignoring the no turn on red sign, rolling through a stop sign. You may not have hurt anyone, but what's your excuse when you do? Stop making excuses and use good judgment. Just because you can doesn't mean you should. Make safe driving your business.

He'll do what you do. Buckle up.



U.S. Department of Transportation



Checklist and Tips for Safe Winter Driving

Provided by the National Highway Traffic Safety Administration

Get your car serviced now.

No one wants to break down in any season, but especially not in cold or snowy winter weather. Start the season off right by ensuring your vehicle is in optimal condition.

- Visit your mechanic for a tune-up or other routine maintenance.
- Have your entire vehicle checked thoroughly for leaks, bad hoses, or other needed repairs or replacements.
- If you plan to use snow tires, have them installed now. Check out www.safercar.gov for tire ratings before purchasing new ones. For existing tires, check to ensure they're properly inflated (as recommended by your vehicle manufacturer), the tread is sufficient with no uneven wear, and that the rubber is in overall good condition. Note that tire rubber starts to degrade after several years, and tires need to be replaced even if they have not seen much wear.

Check your battery.

When the temperature drops, so does battery power. It takes more power to start your vehicle in cold weather than in warm. Find out if your battery is up to the challenges of winter:

- Have your mechanic check your battery for sufficient voltage.
- Have the charging system and belts inspected.
- If necessary, replace the battery and make system repairs.

Check your cooling system.

When coolant freezes it expands. Such expansion can potentially damage your vehicle's engine block beyond repair. Don't let this happen to your vehicle this winter!

- Make sure you have enough coolant in your vehicle and that it's designed to withstand the winter temperatures you might experience in your area.
- A 50/50 mix of coolant to water is sufficient for most regions of the country. See your vehicle owner's manual for specific recommendations.
- Thoroughly check the cooling system for leaks or have your mechanic do it for you.

- If your system hasn't been flushed (draining the system and replacing the coolant) for several years, have it done now. Over time, rust inhibitors in antifreeze break down and become ineffective. Coolant also needs to be refreshed periodically to remove dirt and rust particles that can clog the cooling system and cause it to fail.

Fill the washer reservoir

You can go through a lot of windshield wiper fluid fairly quickly in a single snowstorm, so be prepared for whatever Mother Nature might send your way.

- Completely fill your vehicle's reservoir before the first snow hits.
- Use high-quality, "no-freeze" fluid.
- Buy extra to keep on hand in your vehicle.

Check your windshield wipers and defrosters.

Safe winter driving depends on achieving and maintaining the best visibility possible.

- Make sure your windshield wipers work and replace worn blades.
- If you live in an area that gets a lot of snow and ice, consider installing heavy-duty winter wipers.
- Check to see that your window defrosters (front and rear) work properly.

Inspect your tires.

Regardless of season, you should inspect your tires at least once a month and always before embarking on a long road trip. It only takes about five minutes. If you find yourself driving under less-than-optimal road conditions this winter, you'll be glad you took the time!

- Check tire pressure and make sure each tire is filled to the vehicle manufacturer's suggested PSI (pounds per square inch) of air pressure, which is listed in your owner's manual and on a label inside the driver's door.
- Keep a tire pressure gauge in your vehicle at all times and check pressure when tires are cold — meaning they haven't been driven on for at least three hours.

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- Look closely at your tread and replace tires with uneven wear or insufficient tread. Tread should be at least 1/16 of an inch or greater on all tires.

Know your car.

Every vehicle handles differently; this is particularly true when driving on wet, icy, or snowy roads. Take time now to learn how to best handle your vehicle under winter weather driving conditions.

- Practice cold weather driving when your area gets snow — but not on a main road. Until you've sharpened your winter weather driving skills and know how your vehicle handles in snowy conditions, it's best to practice in an empty lot in full daylight.
- Drive slowly. It's harder to control or stop your vehicle on a slick or snow-covered surface. On the road, sufficiently increase your following distance so you'll have plenty of time to stop for vehicles ahead of you.
- A word of caution about braking: Know what kind of brakes your vehicle has and how to use them properly. In general, if you have anti-lock brakes, apply firm pressure; if you have non-anti-lock brakes, pump the brakes gently.
- If you find yourself in a skid, stay calm and ease your foot off the gas while carefully steering in the direction you want the front of your vehicle to go. This procedure, known as "steering into the skid," will bring the back end of your car in line with the front.

Plan your travel and route.

Keep yourself and others safe by planning ahead before you venture out into bad weather.

- Check the weather, road conditions, and traffic; plan to leave early if necessary.
- Don't rush! Allow plenty of time to get to your destination safely.
- Familiarize yourself with directions and maps before you go, and let others know your route and anticipated arrival time.
- Keep your gas tank close to full. If you get stuck in a traffic jam or in snow, you might need more fuel to get home or

keep warm. Note: To avoid carbon monoxide poisoning when stuck in snow, be sure to keep your vehicle's exhaust pipe clear of snow and ice, run your vehicle only in the open with the windows partially down, and run it only long enough to keep warm.

- If road conditions are hazardous, avoid driving if possible. Wait until road and weather conditions improve before venturing out in your vehicle.

Stock your vehicle.

Carry items in your vehicle to handle common winter driving tasks — such as cleaning off your windshield — as well as any supplies you might need in an emergency. Keep the following on hand:

- Snow shovel, broom, and ice scraper.
- Abrasive material, such as sand or kitty litter, in case your vehicle gets stuck in the snow.
- Jumper cables, flashlight and warning devices, such as flares and markers.
- Blankets for protection from the cold.
- A cell phone, water, food, and any necessary medicine (for longer trips or when driving in lightly populated areas).

Learn what to do in a winter emergency.

If you are stopped or stalled in wintry weather, follow these safety rules:

- Stay with your car and don't overexert yourself.
- Put bright markers on the antenna or windows and keep the interior dome light turned on.
- To avoid asphyxiation from carbon monoxide poisoning, don't run your car for long periods with the windows up or in an enclosed space. If you must run your vehicle, clear the exhaust pipe of any snow and run it only sporadically — just long enough to stay warm!

Biodiesel Industry Steps Up Quality Enforcement Efforts

Petroleum Outreach, Fuel Quality Enforcement Program and State-by-State Quality Index are all part of Efforts to Enhance Biodiesel Quality

By Jenna Higgins, Director of Communications, National Biodiesel Board

Fleet managers, petroleum distributors and other consumers should pay extra attention to fuel management and fuel quality this winter, according to the National Biodiesel Board (NBB). The board recommends buying biodiesel blends from an accredited producer or certified marketer to help ensure the fuel is of good quality. Quality is especially important with the transition to Ultra Low Sulfur Diesel (ULSD).

“Ensuring that consumers have a high level of confidence in the biodiesel they purchase is a top priority for the National Biodiesel Board (NBB) and a key element for the industry’s continued growth,” said Joe Jobe, NBB CEO. “As the industry ramps up to meet the vast increase in demand for biodiesel, this growth simply cannot occur at the expense of fuel quality.”

The biodiesel industry’s commitment to fuel quality and consumer protection is exemplified by a six-fold increase in the number of biodiesel producers completing the BQ-9000 voluntary accreditation program in a single year. The National Biodiesel Accreditation Commission runs the program, which is open to both biodiesel producers and biodiesel marketers, such as petroleum distributors. Accredited producers account for 40 percent of the U.S. biodiesel capacity.

The industry has also asked government agencies to adopt fuel quality standards for biodiesel and enforce them. As a result of quality issues in Minnesota last winter, NBB board members in June approved a comprehensive fuel quality policy that directs NBB to work diligently with all state and federal agencies with authority to regulate fuel and enforce quality.

NBB’s Fuel Quality Outreach Program has made contact with all state Divisions of Weights and Measures, and encouraged them to adopt ASTM D-6751 into the laws that regulate fuel quality. ASTM D-6751 is the specification for pure biodiesel, to be used in a blend of up to 20 percent. Currently, half of the states have adopted the ASTM D-6751 specification as part of their fuel quality regulations, and an additional 13 states are planning to adopt the specification or are studying it. Ten states now proactively test biodiesel or biodiesel blends.

That list includes Minnesota, where all diesel fuel contains 2 percent biodiesel.

“All of the samples from the state’s biodiesel producers and terminals that we have collected and tested have met specifications,” said Mark Buccelli, director, Minnesota Department of Commerce Division of Weights and Measures. “We have set up a monthly schedule to collect samples at the biodiesel producers and terminals. We expect to see good results. Most of the terminals are testing every shipment of biodiesel that comes into their facilities.”

In addition, the biodiesel industry, through NBB, has done the following:

- Worked diligently with the Internal Revenue Service, Environmental Protection Agency, and state Weights and Measures bureaus on enforcing fuel quality
- Issued a bulletin to fuel suppliers advising them to take samples of fuel, ensure a certificate of analysis for every batch, and take other precautions
- Developed an online Fuel Quality Enforcement Guide on the NBB Web site, www.biodiesel.org, that provides guidance on actions for anyone who has concerns that a company might not be producing spec fuel
- Built strong participation in BQ-9000
- Held a series of educational webinars for petroleum distributors and other handlers, to be repeated throughout the winter (check the NBB Web site for details).

Cold weather tends to amplify the problems caused by poor fuel quality. This winter, NBB has the following recommendations for fleet managers and other consumers:

- Work with a reputable supplier who will stand behind the product
- Report out-of-spec biodiesel to the proper authorities, which can be found in the State Fuel Quality Index on www.biodiesel.org

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- Buy fuel from BQ-9000 accredited producers or certified marketers, a list of which is available online at www.bq-9000.org

An additional variable this year is the transition to Ultra Low Sulfur Diesel. Biodiesel was blended successfully last year with ULSD, as well as with low aromatic diesel fuel in California for many years, and operated normally. According to petroleum refiners, the ULSD made now is different than what has been available in the past (some report lower aromatics, higher wax content). Biodiesel is currently being blended with ULSD and used successfully around the country, but some reports of filter clogging began in the fall. It is not clear now whether these reports of filter clogging are due to normal cold flow issues associated with the beginning of winter; off-spec biodiesel; the use of mono-acid lubricity additives with new ULSD; or new ULSD having different cold flow properties than in the past, and biodiesel blends making it more challenging to treat for cold flow. NBB is working with the biodiesel and petro-diesel industry to make sure that any issues that may surface this winter with biodiesel blends are fully addressed. ■

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E85 Stations Reach 1,000

There are now over 1,000 publicly and privately accessed E85 fueling locations throughout the United States! The Cenex on 320 3rd Street Northwest in Bemidji, Minnesota can proudly be named the one-thousandth facility.

The number of E85 stations has grown significantly in just a short period of time. Below is an approximation of how many E85 outlets were in operation over the past several years:

- **January 2003: 100**
- **January 2004: 150**
- **January 2005: 285**
- **January 2006: 600**

In October of 2005, the station count was 438; the number has more than doubled in 12 months!

"We are so pleased to achieve this milestone!" exclaimed Phil Lampert, Executive Director of the NEVC. "From a very humble beginning of a few stations in Minnesota, Illinois, and Iowa, achieving this level of stations is significant. While 1,000 stations is only a drop in the so called 'fueling station bucket' (approximately 170,000 sites offer gasoline in the U.S.), recent progress has been incredible. We can only relate this level of achievement to our members, partners, and supporters!"

Lampert added, "It's appropriate that the E85 station number 1,000 is located in Minnesota, home of more E85 stations than any other state. The entire Minnesota E85 Team, led by the American Lung Association of Minnesota and the Minnesota Corn Growers Association, have again demonstrated their commitment to the expansion of the use of 85 percent ethanol as a form of alternative transportation fuel." There are currently over 300 E85 outlets in the state of Minnesota.

The NEVC has been involved with the establishment of each of these 1,000 stations through the provision of technical, promotional and/or financial support. "The NEVC doesn't open these stations, we merely provide the necessary support. This achievement would never have been accomplished without the help of all involved. We look forward to adding an abundant number of these facilities in years to come," added Lampert.

Currently there are 946 publicly accessed and 56 private fleet accessed locations across the country, covering thirty-nine states. Arkansas and Massachusetts just recently added their first E85 facility to each of their states.

The National Ethanol Vehicle Coalition has the most complete and up-to-date listing of E85 refueling locations. You can find the listing at www.e85refueling.com. ■

Acquisitions

GSA Automotive
October 16, 2006

Dear GSA Automotive Customers:

On June 13, 2006, GSA distributed a letter informing our customers of the upcoming environmental regulations associated with on-highway vehicles equipped with diesel engines and the impact to our fiscal year (FY) 2007 procurement programs. The Environmental Protection Agency's (EPA) on-highway heavy diesel engine emissions requirements, which become effective January 1, 2007, are applicable to all vehicles over 8500 pounds gross vehicle weight rating (GVWR) including pick-ups, light, medium and heavy cab chassis/trucks, ambulances, buses, wreckers and carriers.

These new regulations required OEMS to re-design products and components or release new model vehicles into their manufacturing operations. Production start dates for these clean diesel engines will occur at differing times between vendors throughout the first two quarters of FY 2007.

1. For all light vehicles available with diesel engine (AutoChoice Option Code "YD"):

The ordering start date will be posted for each representative model in the summary section on the top of the Price Comparison page of AutoChoice. Pricing for YD will be viewable for all items and options. If a customer configures a vehicle with YD and there is a restriction with the order date, a message "Not Buildable" will appear at the bottom of the Price Comparison page. The customer may then want to consider timeliness of their need, pricing, configuration of their vehicle or alternative models in applying their best value determination. Customers willing to wait until the restriction expires will have to revisit AutoChoice at a later date to place their orders.

If a customer selects an item with the YD option and there are no ordering restrictions, the order will be placed immediately with vendors.

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2. For all medium/heavy trucks, buses, wreckers & carriers with diesel engines as standard:

The ordering start date will be posted for each representative model for each Standard Item in the Summary section on the top of the Price Comparison page of AutoChoice. Pricing for all models and options will be viewable. If a customer configures a vehicle and there is a restriction with the order start date, the message "O.F. Add to Garage" will appear at the bottom of the Price comparison page, only allowing the customer to obligate funds and move their order into the "Garage". The customer may want to consider timeliness of their need, pricing, or alternative models in applying their best value determination. Customers willing to wait, will have to revisit the "Garage" in AutoChoice at a later date to place their orders. In summary, customers have three choices:

- A. Place their order in the "Garage" if vehicle ordering is restricted;
- B. Select an available vehicle and place their order; or
- C. Revisit AutoChoice after the restrictions expire and place their order.

For customers who use the "Garage", once the restriction date expires, GSA will forward a message to the customer reminding them to move their order out of the "Garage". GSA will then place the order immediately with the vendor after the customer moves the order out of the Garage and finalizes (submits) the order to GSA.

If a customer selects an item with no ordering restrictions, the order will be placed immediately with the vendor they selected.

Hopefully, this information is helpful for your planning purposes. Should you have any further questions or need additional information, please feel free to contact us on our CARS number at (703) 605-2277, or by e-mail at vehiclebuying@gsa.gov.

Sincerely,

Robert Blackstone

Robert Blackstone
GSA Automotive

VehicleViews

Vehicle Management Policy Contacts

Acting Director

Jan Dobbs
(202) 208-6601

Ed Lawler
(202) 501-3354

Jacquie Perry
(202) 501-3347

Connie Aaron
(202) 208-7634

Mike Moses
(202) 501-2507

Jim Vogelsinger
(202) 501-1764

The Office of Governmentwide Policy, Vehicle Management Policy Program's mission is to ensure the effective and efficient use of the Federal Government's 640,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

Please address your questions or comments concerning Vehicle Views to the editor: Jacquie C. Perry (202) 501-3347 or by e-mail to Jacquie.Perry@gsa.gov.

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GSA Office of Governmentwide Policy
Federal Vehicle Policy Program (MT)
Washington, DC 20405

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