

STATE OF MICHIGAN

BEFORE THE MICHIGAN PUBLIC SERVICE COMMISSION

In the matter of the application of **DTE GAS COMPANY** for authority to increase its rates, amend its rate schedules and rules governing the distribution and supply of natural gas, and for miscellaneous accounting authority.

Case No. U-21973

DIRECT TESTIMONY OF GRAHAM G. WOOLLEY

ON BEHALF OF

**MICHIGAN ATTORNEY GENERAL
AND CITIZENS UTILITY BOARD OF MICHIGAN**

March 13, 2026

TABLE OF CONTENTS

I. INTRODUCTION & QUALIFICATIONS..... 1

II. FLEET CAPITAL EXPENDITURES 4

III. FLEET IDLING..... 15

IV. FLEET ELECTRIFICATION 19

V. RECOMMENDATIONS..... 26

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 **I. INTRODUCTION & QUALIFICATIONS**

2 **Q. Please state for the record your name, position, and business address.**

3 A. My name is Graham G. Woolley. I am a Senior Consultant at 5 Lakes Energy LLC, located
4 at PO Box 869, Northport MI, 49670.

5 **Q. Please summarize your educational background and work experience in the field of**
6 **utility regulation.**

7 A. I have worked for 5 Lakes Energy since December 2022, initially as a Consultant and, since
8 January 2026, as a Senior Consultant. In these roles, I have developed data pipelines and
9 modeling tools to analyze projects, policies, and plans aiming to advance clean energy. My
10 modeling work includes tools to assess the economics of DC fast charging networks, to
11 calculate the multifaceted values of electrification projects, to report on utility
12 performance, to analyze transformer aging under real-world conditions, and to forecast the
13 impacts of energy policy. Before joining 5 Lakes Energy, I earned a bachelor's degree in
14 physics from the University of California, Berkeley, where my studies included electric
15 power systems, climate change mitigation, climate change economics, and environmental
16 engineering. My work experience is summarized in my resume, attached as Exhibit AG-
17 CUB-13.

18 **Q. On whose behalf is this testimony being offered?**

19 A. I am testifying on behalf of Michigan Attorney General (AG) Dana Nessel and Citizens
20 Utility Board of Michigan (CUB).

21 **Q. Have you testified before this Commission or as an expert in any other proceeding?**

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 A. Yes. I have previously testified before the Michigan Public Service Commission
2 (Commission) in the following cases:

- 3 • Case U-21534 (DTE Electric Company 2024 Electric Rate Case), and
- 4 • Case U-21860 (DTE Electric Company 2025 Electric Rate Case).

5 Additionally, I have testified in the following regulatory cases outside Michigan:

- 6 • Virginia State Corporation Commission (SCC) Case PUR 2025-00022
7 (Virginia Electric and Power Company Transportation Electrification Plan),
8 and
- 9 • Virginia SCC Case PUR 2025-00159 (Appalachian Power Company
10 Transportation Electrification Plan).

11 **Q. Has your work appeared in any other regulatory proceedings?**

12 A. Yes. I authored the Transportation Electrification Plan (TEP) filed by Upper Peninsula
13 Power Company (UPPCO), which was submitted as Exhibit A-1 (NEB-1) in MPSC Case
14 No. U-21538 on July 1, 2025¹. Developing this TEP entailed EV market analysis, extensive
15 energy and economic modeling to quantify the market barriers to EV adoption, and
16 ultimately proposals for significant utility investment—including subsidizing a DC fast
17 charger network, expanding education and outreach efforts, and targeting specific
18 commercial fleets for electrification and vehicle-to-grid (V2G) partnerships.

19 **Q. Are you sponsoring any exhibits?**

20 A. Yes, I am sponsoring the following exhibits:

¹ Case No. U-21538, Upper Peninsula Power Company’s Application and the Direct Testimony and Exhibit of Nicole E. Bell, July 21, 2025. See Exhibit A-1 (NEB-1). Accessed at:
<https://mipsc.my.site.com/sfc/servlet.shepherd/version/download/068cs00000xCqFUAA0>.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

- 1 • Exhibit AG-CUB-13: Resume of Graham Woolley
- 2 • Exhibit AG-CUB-14: Company's Response to MECCUBDG-2.1
- 3 • Exhibit AG-CUB-15: Company's Response to MECCUBDG-2.2
- 4 • Exhibit AG-CUB-16: Company's Response to MECCUBDG-2.4
- 5 • Exhibit AG-CUB-17: Company's Response to MECCUBDG-2.6
- 6 • Exhibit AG-CUB-18: Company's Response to MECCUBDG-2.5
- 7 • Exhibit AG-CUB-19: Company's Response to MECCUBDG-2.7
- 8 • Exhibit AG-CUB-20: Company's Response to MECCUBDG-2.8
- 9 • Exhibit AG-CUB-21: Energy Innovation Report on EV vs. ICEV Fueling
- 10 Costs
- 11 • Exhibit AG-CUB-22: Example Calculation of Savings from Fleet Idling
- 12 Reduction
- 13 • Exhibit AG-CUB-23: Whitepaper on ePTO

14 **Q. What topics are you addressing in your testimony?**

15 A. I will address the Company's vehicle fleet capital expenditures, fleet idling, and the
16 Company's fleet electrification strategy.

17 **Q. Please summarize your general conclusions and recommendations for the**
18 **Commission.**

19 A. My testimony finds that the Company is seeking substantial fleet capital expenditures
20 without demonstrating due diligence on the efficiency and prudence of its fleet operations
21 and spending. The Company plans to retire vehicles earlier than its own historical practice
22 supports, has not analyzed the significant costs of fleet idling, and does not conduct total

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 cost of ownership analyses in vehicle purchase decisions that account for the operational
2 advantages of electric vehicles. I therefore recommend that the Commission disallow
3 \$17,929,766 of the Company's proposed fleet capital expenditures, require the Company
4 to prepare a comprehensive fleet idling analysis, and require the Company to conduct
5 rigorous, ongoing electrification analysis for its fleet vehicle purchases.

6 **II. FLEET CAPITAL EXPENDITURES**

7 **Q. What is the composition of the Company's vehicle fleet?**

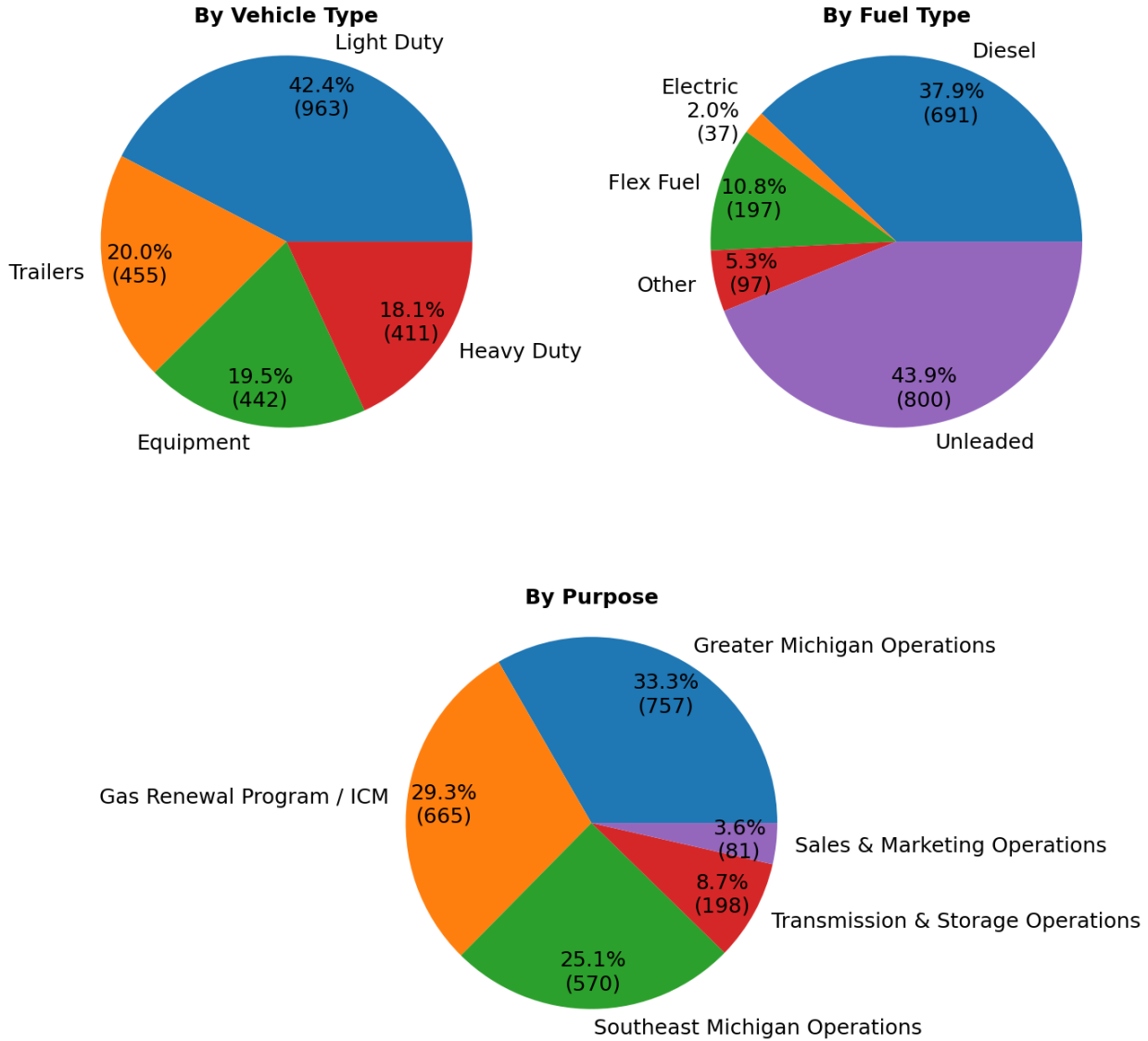
8 A. According to data obtained through discovery, the Company's fleet consists of 2,271 total
9 vehicles.² Figure GGW-1 shows the fleet's specific composition broken down by vehicle
10 type, fuel type, and operational purpose.

² Exhibit AG-CUB-14.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

DTE Gas Internal Fleet Composition

Source: U-21973 MECCUBDG-2.1 Internal Fleet Assets.xlsx



1
2
3
4
5

Figure GGW-1: DTE Gas Internal Fleet Composition. In the breakdown by fuel type, the "Other" category consists of 37 electric hybrid vehicles ("Electric/Unleaded"), 32 compressed natural gas (CNG) vehicles, 20 propane vehicles, and 8 CNG/Unleaded hybrid vehicles.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 Notably, the Company has only 37 all-electric vehicles. Among these, 35 are in the
2 ‘Equipment’ category and the remaining two are light-duty vehicles.³ Nearly half of the
3 fleet is light-duty.

4 **Q. What fleet-related capital expenditures is the Company proposing for the projected**
5 **test year?**

6 A. As described by Company witness Anna E. Jackson, the Company’s 2025-2027 fleet
7 expenses total \$37.1 million,⁴ a decrease from the 2022-2024 historical three-year
8 average.⁵ The decrease is driven largely by the relatively small number of light-duty
9 vehicle replacements that occurred in 2025.⁶ However, light-duty vehicle replacements
10 will increase in 2026-2027,⁷ and between January 01, 2026, and September 30, 2027, the
11 Company plans to incur \$27,205,000 in fleet-related capital expenditures.⁸ These
12 expenditures support replacements of fleet vehicles at or near the end of their useful lives.

13 **Q. What are you considering as “past” and “future” for the purposes of discussing the**
14 **Company’s fleet retirements and purchases?**

15 A. “Past” refers to the full years 2022-2025, and “future” refers to 2026-2027. I will use “past”
16 and “historical” interchangeably, as well as “future” and “planned” interchangeably.

17 **Q. What data did the Company provide on its historical and planned vehicle retirements**
18 **and purchases?**

³ Both are Ford F-150 Lightning trucks.

⁴ U-21973 Direct Testimony of A.E. Jackson, p. 72.

⁵ *Id.*

⁶ *Id.* at 73.

⁷ *Id.*

⁸ Exhibit A-12, Schedule B1.5, p. 2 of 2, Line 25, Columns (e) and (g).

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

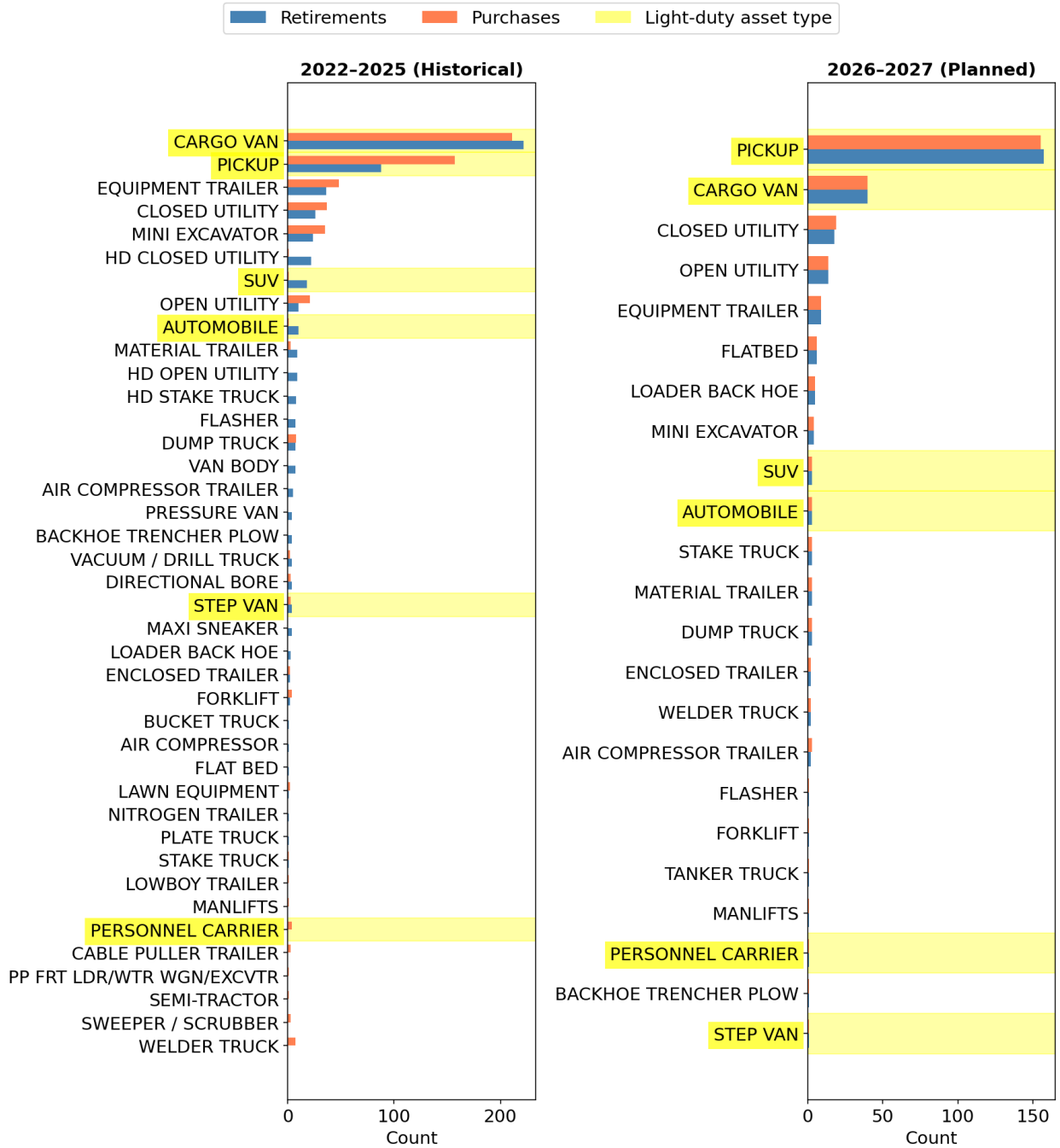
1 A. The Company provided historical data on the vehicles that retired from the fleet and the
2 vehicles purchased to replace them. This data included the fuel type, the “asset year,” the
3 retirement or in-service date, and the “asset type.” I used asset year as a proxy for vehicle
4 age or manufacture year, and the asset type indicates the specific kind of vehicle (e.g.,
5 pickup, cargo van, forklift, dump truck). The Company retired 546 vehicles and purchased
6 561 vehicles between 2022-2025, notably increasing the fleet by 15 vehicles.

7 The Company provided similar data on future retirements and purchases. The retirement
8 and in-service dates are not specified. Instead, in each future year, purchases have a default
9 in-service date of December 12, and retirements are indicated as occurring 1-2 months after
10 the replacement is purchased. For the purposes of analysis, I assigned future retiring
11 vehicles a default retirement date of December 31 in each year. Company data indicate 281
12 future purchases and retirements between 2026 and 2027, although the retiring asset types
13 don’t align perfectly with those of the planned purchases (see Figure GGW-2). Notably,
14 both historical and planned retirements and purchases are dominated by light-duty vehicles.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

DTE Gas Internal Fleet: Retirements and Purchases by Asset Type

Source: U-21973 MECCUBDG-2.3 Vehicle Retirements and Purchases.xlsx



1

2

3

4

Figure GGW-2: Company's historical and planned fleet retirements and purchases, broken down by asset type.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 The Company also provided an expected life for each asset type and class.⁹ Because asset
2 types are redundant in this dataset,¹⁰ I chose the highest expected life for each asset type
3 for the purposes of the following analysis.

4 **Q. What analysis did you perform regarding the Company's proposed fleet**
5 **expenditures?**

6 A. I analyzed the Company's planned fleet vehicle retirements and the associated capital
7 expenditure request of \$27,205,000 for January 1, 2026, through September 30, 2027.
8 Specifically, I examined whether the Company's planned fleet vehicle retirements are
9 consistent with its own historical practices and whether the capital spending supporting
10 those retirements is justified. In my analysis, the Company's historical fleet retirements
11 provide a benchmark against which to evaluate the planned future retirements driving its
12 capital expenditure request. My analysis shows that the Company's planned retirements
13 systematically accelerate vehicle turnover relative to recent practice. In other words, the
14 Company plans to extract less useful life out of its fleet vehicles than it has historically.

15 **Q. What methodology did you use to compare the Company's planned retirements to its**
16 **historical practice, and what were your findings?**

17 A. First, I assembled the retirement age distribution for both periods. For each vehicle, I
18 calculated its age relative to the Company's assigned expected useful life (expressed as
19 years beyond expected life). As summarized in Figure GGW-3, the Company's planned
20 retirements will occur earlier in the vehicles' lifetimes than its recent historical practice

⁹ U-21973 MECCUBDG-2.3 Vehicle Purchases and Retirements.xlsx, tab: "3c Expected Life".

¹⁰ Some asset types have multiple classes, and the asset-class pairings don't all have the same expected life values.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

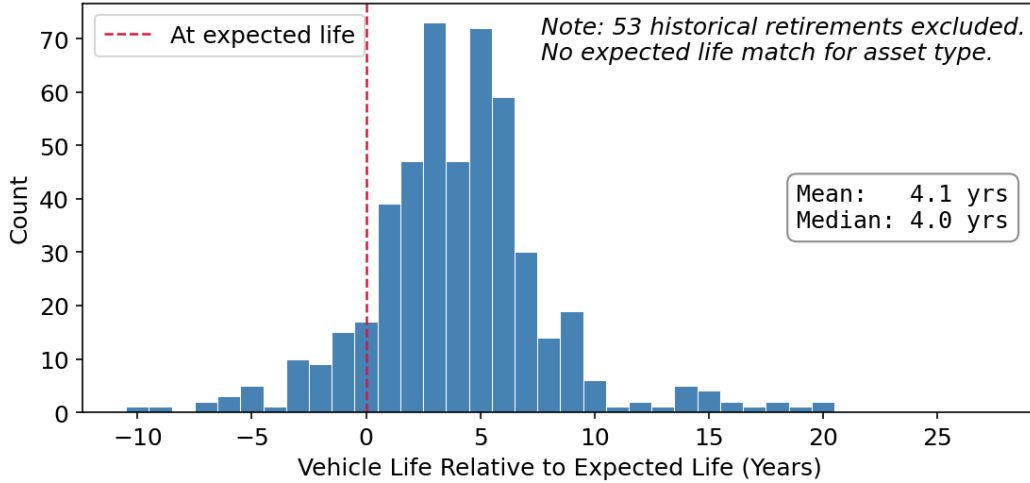
1 would indicate, confirming the Company's statement that light-duty vehicle retirements
2 will accelerate during the planned period.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

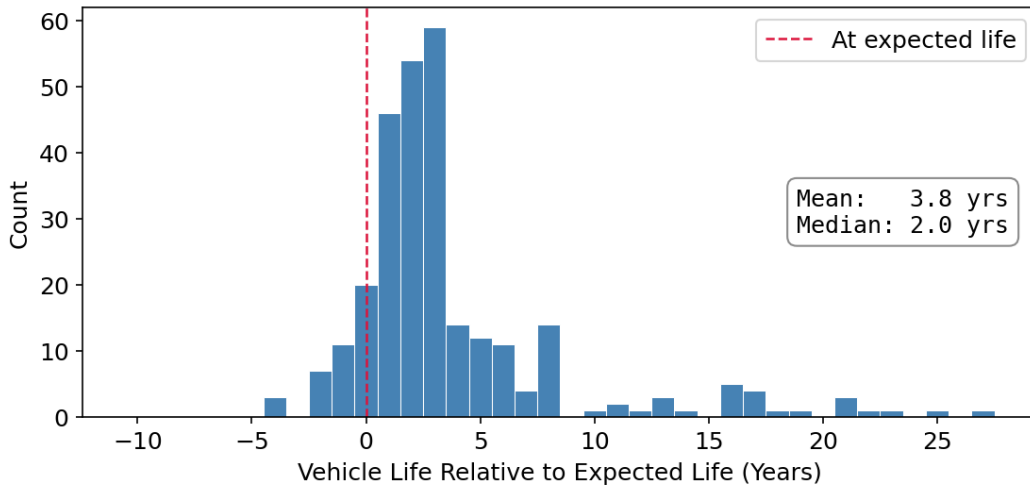
DTE Gas Internal Fleet: Vehicle Age at Retirement Relative to Expected Life

Source: U-21973 MECCUBDG-2.3 Vehicle Retirements and Purchases.xlsx

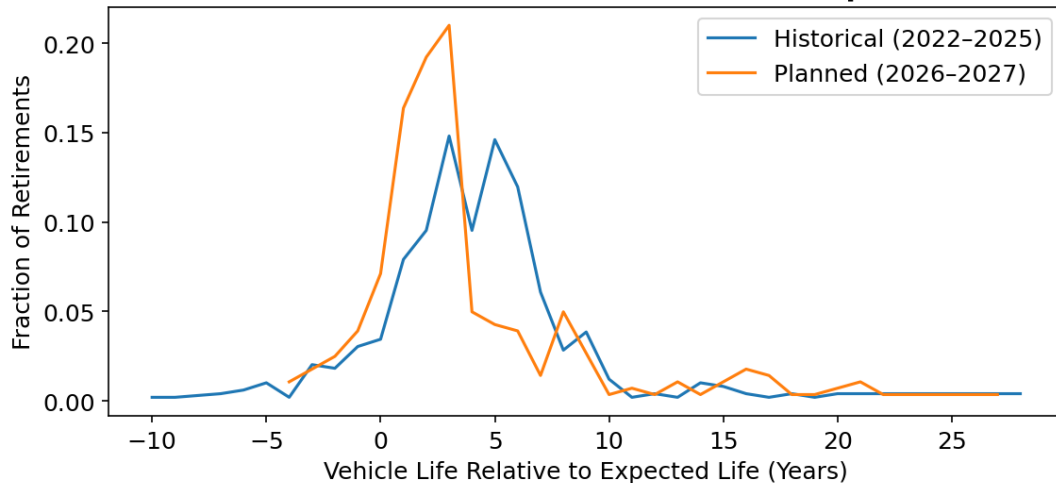
Historical Retirements (2022-2025)



Planned Retirements (2026-2027)



Historical vs. Planned: Distribution Comparison



**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 *Figure GGW-3: Distribution of historical and planned fleet retirements by vehicle age*
2 *relative to expected life. Between 2022-2025, the average vehicle retirement occurred 4.1*
3 *years after the vehicle had reached its expected useful lifetime. For planned retirements,*
4 *an average vehicle will retire 3.8 years after reaching its expected life. Notably, the median*
5 *age of a retired vehicle was 4.0 years past its expected useful life historically, but among*
6 *planned retirements, it's only 2.0 years past the expected life.*

7 To measure this departure, I used quantile matching: for each planned vehicle retirement,
8 I ranked it by its planned retirement age as a percentile of the planned distribution. I then
9 mapped that percentile to the corresponding percentile of the historical distribution,
10 yielding a counterfactual retirement age that reflects what historical practice would suggest
11 for that vehicle. I then calculated the “deferment” for each vehicle as the difference
12 between its counterfactual retirement age and its planned retirement age. A positive
13 deferment indicates a vehicle slated for earlier retirement than historical practice would
14 suggest. Across all 281 planned retirements, the mean deferment was 0.5 years. Among
15 the subset of vehicles slated for premature retirement (positive deferments), the mean
16 deferment was 1.2 years.

17 **Q. How would you respond to the argument that accelerated retirements are justified by**
18 **concerns about vehicle reliability and maintenance costs?**

19 A. The Company might argue that accelerating retirements reflects legitimate concerns about
20 increased maintenance costs and declining reliability as vehicles age. However, the
21 Company’s own data undermine this argument. According to Exhibit AG-CUB-15, fleet
22 maintenance and repair costs for 2022-2024 ranged from \$1.0 million to \$1.6 million
23 annually.¹¹ By contrast, the “Other” category in fleet operating expenses, which the

¹¹ Exhibit AG-CUB-15, Company’s Response to MECCUBDG-2.2.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

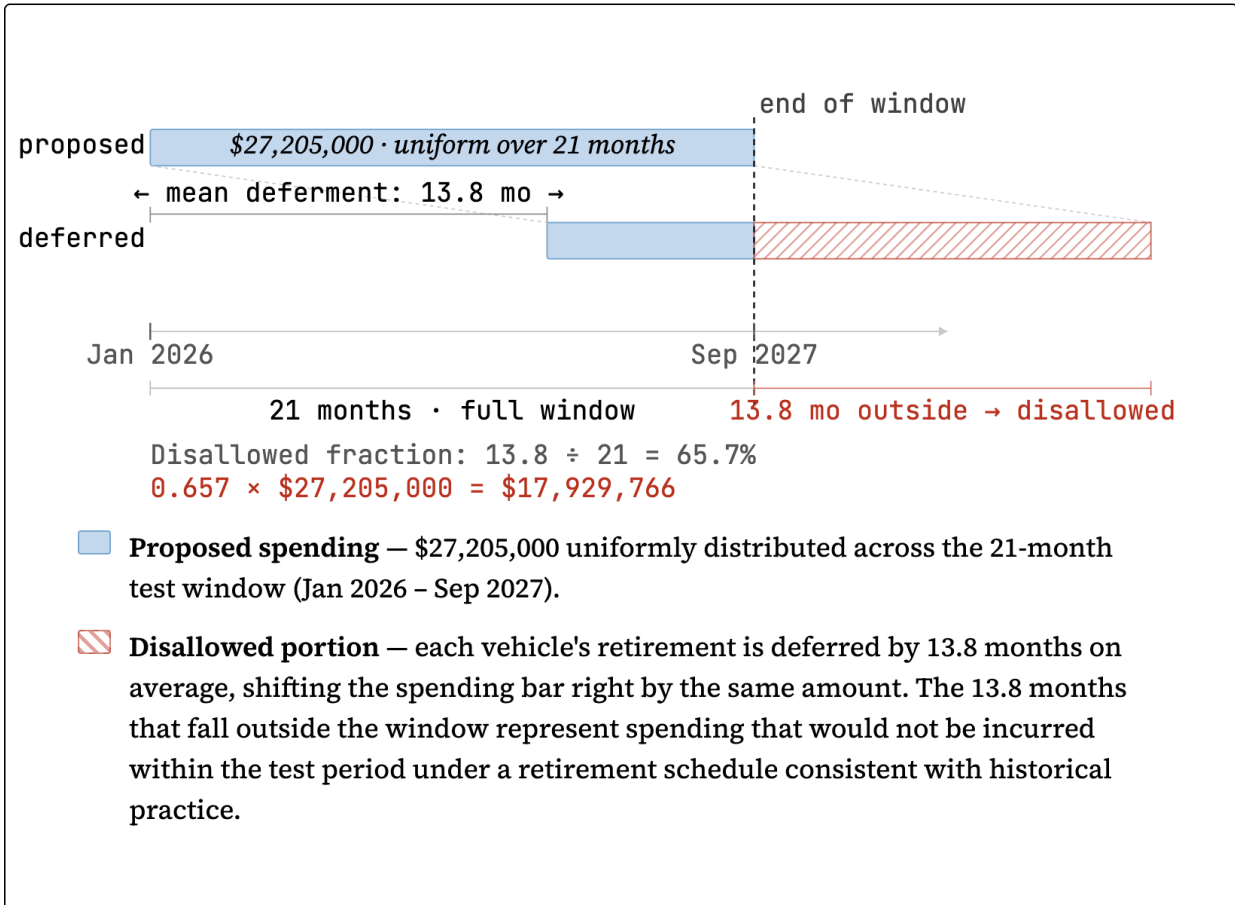
1 Company identifies as predominantly vehicle depreciation costs, ranged from \$14.4
2 million to \$15.1 million annually. Vehicle depreciation costs thus exceed maintenance
3 costs by nearly an order of magnitude.

4 By accelerating vehicle retirements, the Company incurs depreciation on new vehicles
5 sooner. Even if maintenance costs increase by extending vehicle life an additional year or
6 two, the primary focus should be on managing depreciation rather than on speculative
7 increases in maintenance expenses, since depreciation is a much bigger expense. The
8 Company has not provided evidence that maintenance savings from accelerated retirements
9 would outweigh the higher depreciation costs incurred by replacing vehicles sooner.
10 Therefore, it has not demonstrated that an accelerated retirement timeline is reasonable or
11 prudent.

12 **Q. What financial implications does your analysis have for the Company's proposed fleet**
13 **capital expenditures?**

14 A. My deferment analysis quantifies the proportion of the Company's proposed capital
15 spending attributable to premature vehicle retirements relative to historical practice. The
16 logic of this calculation is shown in Figure GGW-4.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**



1
2
3
4
5
6
7
8
9
10
11

Figure GGW-4: Visualization of the deferral disallowance calculation.

The Company identified \$27,205,000 in fleet capital expenditures for January 1, 2026, through September 30, 2027. This 21-month period is the relevant test window for my analysis. I treat the mean deferral among vehicles slated for premature retirement (1.2 years, or 13.8 months) as a fraction of this 21-month period. Assuming capital expenditures occur uniformly throughout the period, this fraction represents the proportion of future CapEx attributable to early retirement. Applying this proportion to the proposed spending, I calculate that \$17,929,766 of the proposed spending could be avoided if the Company merely matched its own historical vehicle retirement practices.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 Using the mean deferment among vehicles retiring early (1.2 years) instead of the mean
2 deferment among all planned retirements (0.5 years) reflects the principle that, importantly,
3 late retirements should not offset early ones. A vehicle retired later than historical practice
4 does not make it reasonable to retire a separate vehicle earlier. Therefore, only vehicles
5 slated for premature retirement contribute to this disallowance.

6 **Q. What adjustments do you recommend to the Company's proposed fleet capital**
7 **expenditures?**

8 A. I recommend that the Commission disallow \$17,929,766 of the Company's proposed
9 Transportation Equipment and Vehicles capital expenditures. As I have demonstrated, the
10 Company's planned retirement schedule reflects a systematic acceleration of vehicle
11 turnover beyond the pattern established by its own recent practice.

12 **III. FLEET IDLING**

13 **Q. What do the Company's historical fleet operating expenses indicate about fuel costs?**

14 A. Exhibit AG-CUB-15 shows that fuel costs are a substantial portion of the Company's fleet
15 operating expenses, ranging from \$5.1 million to \$5.8 million annually from 2022-2024.¹²
16 These costs represent the single largest fleet operating expense category, excluding vehicle
17 depreciation. Given this level of spending, any systematic source of fuel waste in the
18 Company's fleet operations warrants scrutiny.

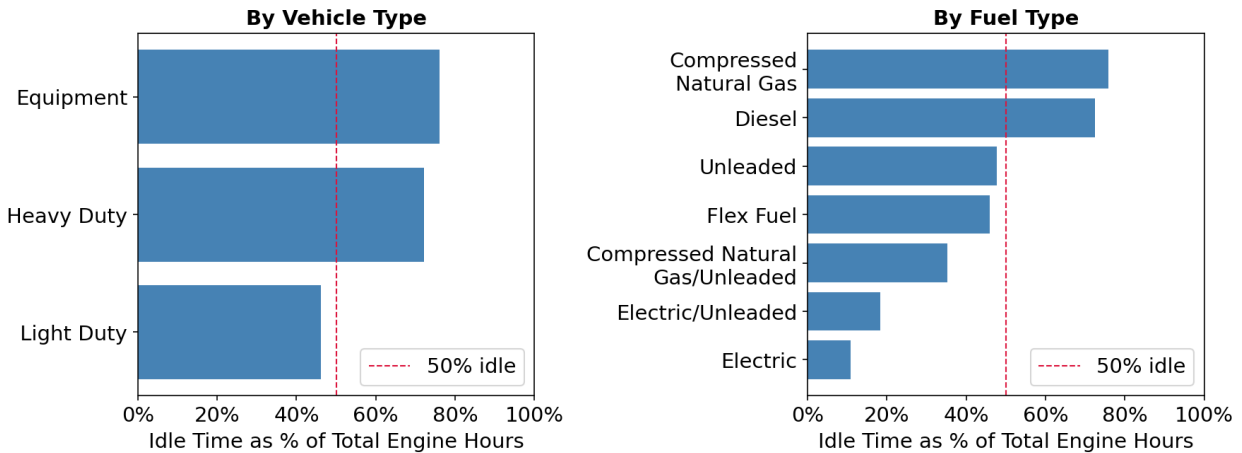
19 **Q. What does the Company's fleet usage data show about how the Company's fleet**
20 **vehicles are being operated?**

¹² Exhibit AG-CUB-15, Company's Response to MECCUBDG-2.2.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 A. Figure GGW-5 presents idling ratios, defined as idle time as a percentage of total engine
2 hours, for the Company's internal fleet, broken out by vehicle type and fuel type.

DTE Gas Internal Fleet: Idling Ratio by Vehicle Type and Fuel Type
Source: U-21973 MECCUBDG-2.9 Internal Fleet Statistics.xlsx



3
4 *Figure GGW-5: Aggregate idling statistics for the Company's internal fleet shows that*
5 *fleet vehicles spend substantial portions of their operational time wasting fuel.*

6 The results are striking. Equipment and heavy-duty vehicles idle at nearly 75% and 70%
7 of total engine hours, respectively. Even light-duty vehicles idle at nearly 50%.

8 **Q. How do electric vehicles compare?**

9 A. The contrast is significant. Idling typically refers to when a vehicle's engine is running but
10 the vehicle is not moving. For internal combustion engine vehicles (ICEVs), this wastes
11 fuel and produces emissions, but EVs use electric motors that can start and stop instantly
12 without fuel consumption or emissions during these idle periods. In the Company's fleet,
13 fully electric vehicles idle at roughly 10% of engine hours, and electric hybrids idle at
14 approximately 20%, for similar reasons. Hybrid vehicles can idle for a time using just the
15 battery but may eventually need to turn on the engine to keep auxiliary systems (i.e. climate
16 control, infotainment) running, which contributes to their higher idling ratio compared to

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 fully electric vehicles. These lower idling ratios reflect both operational differences and the
2 fundamental efficiency advantages of electric drivetrains, especially in stop-and-go
3 conditions like heavy traffic.

4 **Q. Why is fleet idling a concern from a cost and operational standpoint?**

5 A. Idle reduction is widely recognized as among the most accessible ways to reduce fuel
6 consumption, engine wear, and emissions in commercial fleets.¹³ For a fleet of over 2,000
7 vehicles, the cumulative impact of high idling rates on fuel costs, maintenance costs, and
8 emissions can be substantial. Given that the Company's fuel costs alone have run nearly
9 \$6 million per year, even a modest reduction in waste idling could produce meaningful
10 savings for ratepayers.

11 **Q. Isn't some fleet idling necessary?**

12 A. Yes, certainly some idling is necessary, for example to operate power takeoff (PTO)
13 equipment. However, the Company has not quantified how much of its idling is necessary
14 versus waste. Distinguishing between these categories would provide valuable insight for
15 targeting fuel and emissions reductions.

16 **Q. Can you provide an estimate of the potential fuel cost savings from reducing waste
17 idling?**

18 A. Yes. The Argonne National Laboratory (ANL) idle reduction worksheet¹⁴ offers a
19 comprehensive tool for estimating savings. I used conservative vehicle longevity, fuel cost,

¹³ See, for example, Clean Cities and Communities, *IdleBox: A toolkit for Idle Reduction Education and Outreach*.: <https://cleancities.energy.gov/technical-assistance/idlebox>, (accessed March 10, 2026).

¹⁴ Argonne National Laboratory, *Vehicle Idle Reduction Savings Worksheet* (Excel), <https://www.anl.gov/esia/reference/vehicle-idle-reduction-savings-worksheet-excel>. (accessed March 10, 2026).

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 and fuel economy assumptions to estimate the potential savings from reducing idling
2 among the Company's light- and medium-duty truck fleet.¹⁵ Among these vehicles, every
3 1,000 cumulative hours of idle reduction would save roughly \$2,200 annually in fuel and
4 maintenance costs. For example, if 500 light trucks each operate 500 hours per year and
5 idle (as Figure GGW-5 suggests) roughly 40% of that time, this represents approximately
6 100,000 hours of potential idle reduction, translating to roughly \$220,000 in annual fuel
7 savings. This estimate is conservative because many fleet vehicles idle for larger fractions
8 of their operational time and because the Company has a much larger fleet than 500
9 vehicles.

10 **Q. What options does the Company have to reduce waste idling?**

11 A. The Company can reduce idling itself through improved operational policies and driver
12 training that discourage waste idling, by deploying idle reduction technologies,¹⁶ or by
13 transitioning to electric vehicles. Figure GGW-5 suggests that the highest idle reduction
14 potential would be achieved by deploying more EVs in the Company's fleet.

15 **Q. What options does the Company have to reduce necessary idling?**

16 A. For vocational trucks that idle to power hydraulic or auxiliary equipment (e.g. bucket
17 trucks, digger derricks), the Company can deploy electric power takeoff (ePTO) systems.¹⁷
18 These are battery-powered hydraulic drives that allow crews to operate booms and other
19 PTO loads with the engine off. These ePTO systems materially reduce job-site fuel use,

¹⁵ Exhibit AG-CUB-22, Example Calculation of Savings from Fleet Idling Reduction.

¹⁶ For a more thorough description of idle reduction technologies, see U.S. Department of Energy, *Idle Reduction* <https://afdc.energy.gov/consERVE/idle-reduction-basics>. (accessed March 10, 2026).

¹⁷ Exhibit AG-CUB-23 explains these systems in greater detail.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 emissions, noise, and engine wear while maintaining full work functionality, and are now
2 a mature, commercially available solution widely used in utility applications.¹⁸

3 **Q. What do you recommend the Commission require with respect to fleet idling?**

4 A. I recommend that the Commission require the Company to conduct a comprehensive fleet
5 idling analysis. This analysis should include: an assessment of waste versus necessary
6 idling by vehicle type, informed by industry research and best practice; an estimate of fuel
7 costs attributable to waste and necessary idling by vehicle type; an estimate of wear-and-
8 tear from waste and necessary idling, expressed in equivalent miles driven; and an estimate
9 of carbon dioxide emissions from waste and necessary idling by vehicle type. It should also
10 evaluate the idle reduction potential of ePTO systems for appropriate vehicle classes in its
11 fleet. Finally, this analysis should quantify the idling advantage of EVs relative to non-
12 EVs, as illustrated by Figure GGW-5, so that idling-related fuel and emissions savings are
13 explicitly incorporated into the Company's fleet electrification planning, to be discussed
14 below.

15 **IV. FLEET ELECTRIFICATION**

16 **Q. You have discussed the Company's fleet capital expenditures and fleet idling at**
17 **length. How do those findings inform your assessment of the Company's fleet**
18 **electrification posture?**

19 A. They are directly relevant. As discussed above, the Company is making a substantial, long-
20 horizon capital commitment—\$27.2 million in planned fleet expenditures through
21 September 2027—predominantly in light-duty vehicles. And as my analysis in Section II

¹⁸ See <https://www.tnnews.com/articles/electric-power-takeoff>. (accessed March 10, 2026).

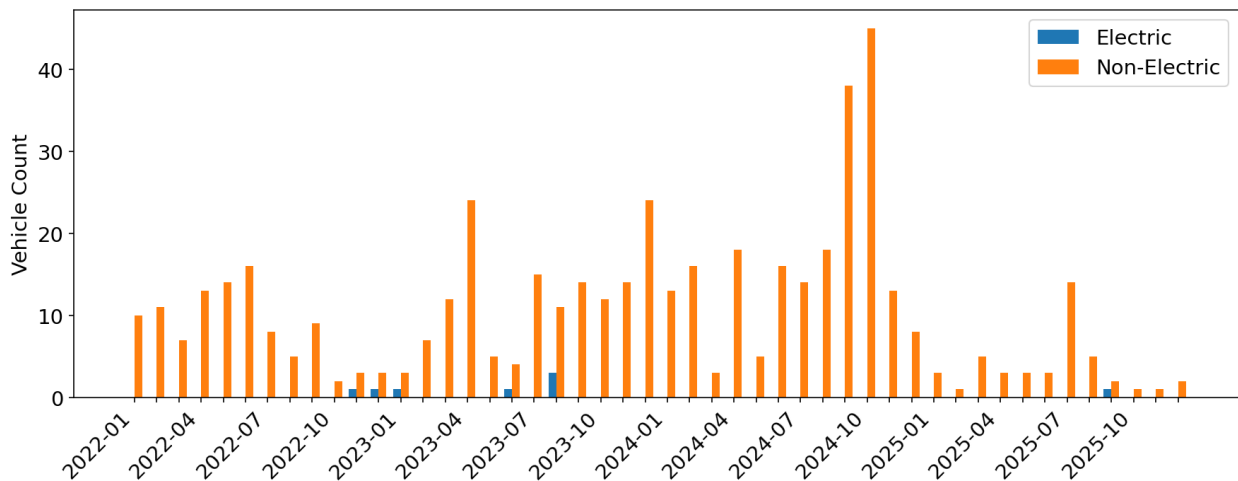
**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 demonstrates, the Company retains its vehicles well past their expected useful lives,
2 meaning each purchase decision carries a longer operational commitment than a simple
3 replacement cycle would suggest. Meanwhile, the Company’s fuel costs have been nearly
4 \$6 million annually, and as Figure GGW-3 shows, its internal combustion engine (ICE)
5 vehicles idle at rates that generate substantial wasted fuel costs. Taken together, these
6 findings make the case for a rigorous evaluation of EV alternatives.

7 **Q. What does the Company’s historical purchase data show about its EV adoption to**
8 **date?**

9 A. Figure GGW-6 presents the Company’s vehicle purchases by month from January 2022
10 through late 2025, broken out by electric and non-electric. Across that entire period,
11 spanning 561 vehicle purchases, EV purchases are nearly nonexistent. This fleet does not
12 appear to be in transition. Instead, DTE has continued to purchase ICE vehicles at scale,
13 with no discernible trajectory toward electrification. And given that these vehicles will
14 remain in service well past their expected useful lives, each of these purchase decisions
15 represents a commitment that extends far into the future.

DTE Gas Internal Fleet: Electric vs Non-Electric Vehicle Purchases by Month (In-Service Date)
Source: U-21973 MECCUBDG-2.3 Vehicle Retirements and Purchases.xlsx



16

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 *Figure GGW-6: Company's fleet purchases by month, partitioned by whether the vehicles*
2 *were electric or not. Notably, most electric vehicle purchases occurred shortly after the*
3 *2022 passage of the Inflation Reduction Act.*

4 **Q. Did the Company conduct a lifecycle cost analysis when evaluating EV alternatives?**

5 A. No. The Company's evaluation of EV alternatives consisted of comparing purchase prices
6 of a traditional vehicle against its EV counterpart.¹⁹ The Company further stated that it
7 only considered the Ford F-150 Lightning as the all-electric alternative for pickup trucks,
8 and that it only considered the Ford E-Transit van as the all-electric alternative for cargo
9 vans. No other alternatives appear to have been considered.

10 **Q. What important factors does the Company miss by not evaluating fleet purchases and**
11 **EV alternatives on a lifecycle basis?**

12 A. By focusing solely on purchase price, the Company overlooks key cost advantages of EVs,
13 which include substantially lower lifetime fuel costs²⁰ and the significant idling efficiency
14 benefits demonstrated in Figure GGW-5. EVs also typically incur considerably lower
15 maintenance costs²¹ than comparable gas-powered vehicles. Beyond direct costs, EVs
16 contribute to reduced greenhouse gas emissions and lower health impacts²² from air
17 pollution. Conducting a comprehensive Total Cost of Ownership (TCO) analysis would
18 provide a fuller, more accurate assessment to optimize ratepayer funds in fleet decisions.
19 Such an analysis would include purchase price, fuel costs, maintenance and repairs, vehicle
20 lifespan, residual value, greenhouse gas emissions, and health impact costs. A simple
21 purchase price comparison is insufficient to conclude that EVs are not cost-competitive,

¹⁹ Exhibit AG-CUB-16, Company's Response to MECCUBDG-2.4.

²⁰ Exhibit AG-CUB-21, Energy Innovation Report on EV vs. ICEV Fueling Costs.

²¹ See <https://afdc.energy.gov/vehicles/electric-maintenance>. (accessed March 10, 2026).

²² See <https://afdc.energy.gov/fuels/electricity-benefits>. (accessed March 10, 2026).

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 and the Company’s failure to conduct a proper TCO analysis renders its vehicle selection
2 decisions imprudent.

3 **Q. What about the Company’s field testing of EV alternatives?**

4 A. The Company says it tested the E-Transit van, F-150 Hybrid pickup, and F-150 Lightning
5 electric pickup in the field and rejected the E-Transit van “because its performance in
6 winter conditions impacted the vehicles’ driving range and was insufficient for daily
7 use.”²³ The Company also said that it did purchase and use “the Ford F-150 Lightning
8 electric pickup truck” but, after 2023, made no further purchases “because its performance
9 in winter conditions impacted the vehicles’ driving range and was insufficient for daily
10 use.”²⁴ This conclusion is not supported by any quantified analysis in the record. The
11 Company does not identify what driving range was observed, what driving range its
12 operations require, what routes or use cases were tested, or over what time period the
13 testing occurred. Without knowing the operational requirements against which EV
14 performance was benchmarked, it is impossible to assess whether this rejection was
15 reasonable. A prudent fleet operator would document these findings rigorously,
16 particularly when the decision being made locks in ICE vehicle use for potentially a decade
17 or more at ratepayers’ expense.

18 **Q. Has the Company analyzed the greenhouse gas or health impacts of its fleet purchase**
19 **decisions?**

²³ Exhibit AG-CUB-16, Company’s Response to MECCUBDG-2.4.

²⁴ *Id.*

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 A. No.²⁵ This is notable given that the Company’s vehicles, as shown in Figure GGW-5, spend
2 the majority of their engine hours idling, generating emissions without productive work
3 output. The Company has not quantified what those emissions cost in terms of carbon or
4 community health and has not factored those costs into its vehicle selection decisions. A
5 comprehensive TCO analysis, as I recommend, would acknowledge and quantify these
6 external costs to provide a more complete and responsible basis for fleet planning. By
7 failing to conduct this type of analysis, the Company neglects a critical dimension of
8 prudent and sustainable fleet management.

9 **Q. Does the Company have any fleet electrification goals or targets?**

10 A. No. The Company “does not manage fleet purchases to a fleet electrification or fuel-
11 switching goal, target, or timeline,” and claims to make purchases only “based on business
12 needs, safety, and cost.”²⁶ The Company also has no plans to build or finance charging
13 infrastructure for its own fleet.²⁷ Clearly, the Company has no electrification ambition.

14 **Q. Should a utility like DTE Gas be expected to take a more active role in fleet
15 electrification?**

16 A. Yes. The MI Healthy Climate Plan, developed pursuant to Governor Whitmer’s Executive
17 Directive 2020-10, identifies fleet electrification as a key strategy for achieving Michigan’s
18 decarbonization goals.²⁸ While the Company is not aware of any regulatory obligations to

²⁵ Exhibit AG-CUB-17, Company’s Response to MECCUBDG-2.6.

²⁶ Exhibit AG-CUB-18, Company’s Response to MECCUBDG-2.5. As previously discussed, the Company’s cost analysis is woefully inadequate, focusing entirely on purchase price while ignoring potential fuel and maintenance savings.

²⁷ Exhibit AG-CUB-20.

²⁸ Department of Environment, Great Lakes, and Energy (EGLE), *MI Healthy Climate Plan*, April 2022, available at <https://www.michigan.gov/egle/-/media/Project/Websites/egle/Documents/Offices/OCE/MI-Healthy-Climate-Plan.pdf>. (accessed March 10, 2026).

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 support EV infrastructure or procure electric vehicles,²⁹ the Commission has the authority
 2 to impose such requirements, and utility fleets are among the best-positioned fleets in the
 3 country to electrify. First, utilities have ready access to capital and can recover prudent
 4 investments through the ratemaking process in a way that private commercial fleets cannot.
 5 Indeed, the Company is proposing \$27.2 million in fleet expenditures in this case alone.
 6 Second, utilities have deep institutional experience planning, building, and maintaining
 7 infrastructure, exactly the competency required to manage a fleet charging network. This
 8 is especially true of DTE Energy, which also runs an electric utility. It’s hard to imagine a
 9 fleet better poised to lead on electrification than one that controls the generation and
 10 distribution of electricity.

11 **Q. How does the current EV availability across different fleet vehicle types inform the**
 12 **approach the Company should take toward fleet electrification?**

13 A. As outlined in Table GGW-1 below, EV availability varies considerably by vehicle type.
 14 EV options are limited for heavy-duty vocational vehicles, such as bucket trucks, digger
 15 derricks, and large equipment. In contrast, light-duty vehicles have robust EV availability
 16 today, with an expanding number of electric models that can meet the Company’s needs
 17 while reducing costs.

Vehicle Type	Representative Makes/Models	Primary Capabilities	EV Availability Today/Examples
Light Duty	Ford F-150/F-250/F-350, Chevy Silverado, RAM, Ford Transit, Ford Edge/Escape/Explorer	Personal transport, admin/supervisory use, light hauling, crew transport, utility van work	Strong. Silverado EV, E-Transit van, Rivian, GMC Sierra EV trucks all commercially available.
Heavy Duty	Freightliner M2/114SD, Kenworth T800/T880, Peterbilt 357/365, International 4300/7600, Ford F-750	Heavy hauling, digger derricks, bucket trucks, crane work, large equipment transport	Emerging, limited. Class 8 EV tractors exist (eCascadia, T680E); vocational EV options (bucket

²⁹ Exhibit AG-CUB-19.

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

Vehicle Type	Representative Makes/Models	Primary Capabilities	EV Availability Today/Examples
			trucks, derricks) remain nascent with significant range/payload tradeoffs
Equipment	John Deere/CAT/Yanmar excavators, Ditch Witch/Vermeer drills, Crown/Hyster/Yale forklifts, Kubota/Gator UTVs, Sullair compressors	Pipeline excavation and installation, horizontal directional drilling, site prep, material handling, yard logistics, vegetation management	Mixed. Forklifts largely already electric; compact excavators (Volvo CE) and UTVs have strong EV options; large excavators and directional drills have very limited EV availability, although some models are emerging (Apex Bore)
Trailers	Felling, Trail King, Talbert, Eager Beaver, Vermeer pipe trailers, Sullair compressor trailers	Passive hauling of equipment, pipe, and compressors to job sites	N/A. Trailers are not self-powered; electric trailer axle assist technology exists but is not utility-standard

1 *Table GGW-1: Vehicle types in the Company’s fleet, examples, functions, and EV*
2 *availability.*³⁰

3 As established earlier in my testimony, light-duty vehicles constitute nearly half the
4 Company’s fleet and dominate its planned replacements. Given that fleet vehicle purchases
5 are long-term commitments, there is particular urgency to rigorously evaluate
6 electrification options in this category to avoid locking in higher costs. There is no credible
7 basis for the Company to have foregone TCO analysis in the light-duty category. The
8 market has provided the alternatives; the Company simply has not evaluated them
9 rigorously.

10 **Q. What do you recommend the Commission require with respect to fleet electrification**
11 **planning?**

12 A. I recommend that the Commission direct the Company to develop a fleet electrification
13 plan to guide vehicle replacements and investments. Central to this plan should be a robust
14 TCO analysis framework applied consistently across all fleet vehicle types, with particular

³⁰ EV availability information is primarily informed by this report, supplemented by targeted internet research on specific vehicle models and market offerings as of March 2026: <https://www.idtechex.com/en/research-report/electric-vehicles-land-sea-and-air-2025-2045/1060>. (accessed March 10, 2026).

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 attention to light-duty vehicles given their dominance in planned replacements and the
2 maturity of electric alternatives. This framework should consider purchase price, fuel costs,
3 maintenance and repairs, idling-related fuel waste, greenhouse gas emissions, and health
4 impacts. Importantly, it should be updated regularly to reflect evolving market conditions,
5 technology, and cost dynamics, and applied on a rolling basis as part of the Company's
6 ongoing fleet purchase process. By embedding this TCO framework within a broader
7 electrification plan, the Company can remain flexible as new EV models become available
8 and make consistent, forward-looking fleet decisions.

9 **V. RECOMMENDATIONS**

10 **Q. Please summarize your conclusions and recommendations to the Commission.**

11 A. The Commission has an opportunity in this proceeding to require DTE Gas to manage its
12 fleet as the prudent, efficient operator its ratepayers deserve. The Company has
13 demonstrated a lack of due diligence with respect to its fleet capital expenditures and its
14 fleet operations to ensure prudent use of ratepayer funds and alignment with Michigan's
15 climate goals. In light of the foregoing, I recommend that the Commission:

- 16 • Disallow \$17,929,766 from the Company's Transportation Vehicles and
17 Equipment Capital Expenditures;
- 18 • Require the Company to conduct and present in its next rate case a comprehensive
19 idling analysis that: quantifies necessary versus waste idling by vehicle type;
20 estimates fuel costs attributable to both necessary and waste idling by vehicle type;
21 assesses wear-and-tear impacts expressed in equivalent miles driven; evaluates the
22 idle reduction potential of electric power takeoff (ePTO) systems for appropriate

**DIRECT TESTIMONY OF GRAHAM G. WOOLLEY FOR AG-CUB
CASE NO. U-21973**

1 vehicle classes in its fleet; and explicitly quantifies the idling advantage of EVs
2 relative to conventional vehicles.

- 3 • Require the Company to develop and present in its next rate case a fleet
4 electrification plan guided by a robust, regularly updated Total Cost of Ownership
5 framework that evaluates electric alternatives for all vehicle types (but especially
6 light-duty vehicles) and is applied on a rolling basis.

7 My silence in regard to any position taken by the Company in its application or direct
8 testimony in this proceeding does not indicate endorsement of that position.

9 **Q. Does that complete your testimony?**

10 A. Yes.

Graham G. WoolleyAlameda, CA • (847) 873-4242 • gwoolley@5lakesenergy.com • [LinkedIn](#)**SUMMARY**

Physics-trained educator and energy and climate policy expert with extensive experience modeling physical and economic systems to inform utility planning, transportation and building electrification, and clean-energy policy. Expert in Python-based data analysis and physics-based modeling (thermodynamics, power systems), with a track record of translating complex technical results into regulatory filings, testimony, and policy-relevant analysis. At 5 Lakes Energy, leads and supports client- and public-facing work—including transportation electrification plans, physical and economic modeling, and analytical research—drawing on academic research experience in theoretical particle physics and nuclear engineering and active engagement in the global climate action community.

PROFESSIONAL EXPERIENCE**5 Lakes Energy****Senior Consultant***January 2026 – Present*

- Authored an analytical paper for regulatory testimony establishing the need for policy support for building electrification in Michigan.

Consultant*December 2022 – January 2026*

- Offered expert testimony on transportation electrification across multiple dockets and jurisdictions.
- Authored a transportation electrification plan for a Michigan utility compliant with state regulatory requirements, including modeling of DC fast-charging site economics.
- Built a cost-benefit analysis toolkit evaluating building electrification and energy efficiency impacts.
- Built Python-based data pipelines and a Tableau workbook underpinning the analytical narrative of the Michigan Citizens' Utility Board annual *Utility Performance Report*.
- Developed a physics-based, weather-dependent transformer aging model to analyze distribution system implications of electrification; applied it in expert testimony in multiple regulatory dockets.
- Modeled environmental and economic impacts of proposed climate legislation in Michigan later signed into law; automated energy policy modeling workflows using Python and Jupyter notebooks.

ARISE High School**Stem teacher***August 2020 – June 2022*

- Built and taught online and in-person engineering and physics courses for underserved students, emphasizing thermodynamics of climate change, design principles, and critical thinking.
- Led a rigorous front-end web development curriculum while developing parallel technical skills.
- Designed and taught a computer science course focused on problem solving and Python programming.

EDUCATION**University of California, Berkeley** — B.A. in Physics*August 2017 – December 2019*

Relevant Coursework: Statistical & Thermal Physics; Electrodynamics; Analytic Mechanics; Particle Physics; Quantum Field Theory; Instrumentation & Experimentation Labs; Electric Power Systems; Climate Change Mitigation; Climate Change Economics; Environmental Engineering; Python Programming

OTHER EXPERIENCE**Climatebase | Founding Fellow** | *February 2022 – April 2022*

Boosted energy data analytics experience. Mentored Fellows in subsequent cohorts.

New Sun Road P.B.C. | Data Analytics Intern | *January 2020 – May 2020*

Analyzed microgrid performance data; detected performance anomalies and unmetered power losses.

Berkeley Center for Theoretical Physics | Undergraduate Researcher | *January 2019 – June 2019*

Analyzed astrophysical data to assess competing dark matter theories.

UC Berkeley Department of Nuclear Engineering | Researcher | *January 2018 – January 2019*

Conducted neutron reaction experiments and Python analysis revealing novel Nickel-58 behavior.

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.1

Respondent: A. E. Jackson

Page: 1 of 1

Question: Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73. Please provide, in Excel format, the following identifying characteristics of the vehicles in the Company's current internal fleet, including:

- a. Vehicle type (e.g., light-duty, heavy-duty, specialty equipment),
- b. Fuel type (e.g., gasoline, diesel, hybrid, electric),
- c. Model year, and
- d. Vehicle's purpose within the fleet.

Answer: Please reference file U-21973 MECCUBDG-2.3 Internal Fleet Assets.

Attachment: U-21973 MECCUBDG-2.1 Internal Fleet Assets

1. A: Vehicle Type	1.B: FUEL TYPE	1. C: Asset Make	1.C: Asset Model	1.C: Asset Year	1.D: Asset Purpose
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2012	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2012	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2023	Southeast Michigan Operations
Equipment	Diesel	KUBOTA	RTVX1140	2023	Southeast Michigan Operations
Trailers	N/A	BEHNKE	3T	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2019	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2019	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2019	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Southeast Michigan Operations
Trailers	N/A	US CARGO	USC612TA2	2001	Southeast Michigan Operations
Trailers	N/A	TITAN	714TA2	2003	Southeast Michigan Operations
Trailers	N/A	ROYAL	RTT6X	2004	Southeast Michigan Operations
Trailers	N/A	SURE TRAC	ST811	2011	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F550	2011	Southeast Michigan Operations
Trailers	N/A	US CARGO	US816TA2	2011	Southeast Michigan Operations
Equipment	Diesel	HITACHI	ZX35U-3	2012	Southeast Michigan Operations
Equipment	Diesel	HITACHI	ZX35U-3	2012	Southeast Michigan Operations
Trailers	N/A	TRUCK TECH	CUSTOM	2012	Southeast Michigan Operations
Trailers	N/A	T-MAN	1	2012	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2012	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2013	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2013	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations

Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F550	2020	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2020	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2020	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2020	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2020	Southeast Michigan Operations
Trailers	N/A	VERMEER	10T	2020	Southeast Michigan Operations
Equipment	Diesel	VERMEER	D10X15 S3	2020	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Southeast Michigan Operations
Equipment	Unleaded	JOHN DEERE	35G	2021	Southeast Michigan Operations
Equipment	Unleaded	JOHN DEERE	35G	2021	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2021	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2021	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Diesel	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Electric	FORD	F150	2023	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106	2024	Southeast Michigan Operations
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106	2024	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2013	Southeast Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F550	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations

Light Duty	Unleaded	FORD	TRANSIT	2024	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Southeast Michigan Operations
Equipment	Electric	CROWN	SC5245-40	2019	Southeast Michigan Operations
Equipment	Electric	CROWN	WP3035-45	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2015	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350 HD	2017	Sales & Marketing Operations
Light Duty	Unleaded	FORD	F150	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350 HD	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350 HD	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	F150	2019	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2020	Sales & Marketing Operations
Light Duty	Diesel	FORD	F250	2022	Sales & Marketing Operations
Light Duty	Diesel	FORD	F250	2022	Sales & Marketing Operations
Light Duty	Diesel	FORD	F250	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Sales & Marketing Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Sales & Marketing Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Sales & Marketing Operations

Light Duty	Unleaded	FORD	TRANSIT	2024	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT	2024	Sales & Marketing Operations
Trailers	N/A	HYDRALIFT	HDLPS612TA	2006	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	DO-7 TON	2009	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2010	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2011	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2011	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2011	Gas Renewal Program / ICM
Light Duty	Unleaded	DODGE	RAM	2012	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	JD 35D	2012	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	JD 35D	2012	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2012	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2012	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2012	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2012	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2013	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2013	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2013	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2013	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2013	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2014	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2014	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2015	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2015	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2015	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2015	Gas Renewal Program / ICM
Trailers	N/A	FITZGIBBONS	7X18	2015	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2015	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2015	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2016	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2016	Gas Renewal Program / ICM

Heavy Duty	Diesel	FORD	F550	2017	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2017	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2017	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2017	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2017	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2017	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2017	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2017	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2017	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2017	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Propane	CROWN	C5	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2018	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2018	Gas Renewal Program / ICM

Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2020	Gas Renewal Program / ICM

Light Duty Trailers	Flex Fuel	FORD	F350	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	5XP	2020	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	5XP	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106 JEMS	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106 JEMS	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106 JEMS	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106 JEMS	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106 JEMS	2020	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2106 JEMS	2020	Gas Renewal Program / ICM
Trailers	N/A	TRAILERMAN	DRI U 40000D	2021	Gas Renewal Program / ICM
Trailers	N/A	TRAILERMAN	DRI U 40000D	2021	Gas Renewal Program / ICM
Light Duty Equipment	Flex Fuel	FORD	F250	2022	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2022	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2022	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2022	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2022	Gas Renewal Program / ICM
Light Duty Equipment	Electric/Unleaded	FORD	F150	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2023	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2024	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2025	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2025	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2025	Gas Renewal Program / ICM

Heavy Duty	Diesel	FREIGHTLINER	M2106	2025	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2025	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F250	2012	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	EDGE	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	EDGE	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	EXPLORER	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	EXPLORER	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	EXPLORER	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Equipment	N/A	TENNANT	T600	2019	Southeast Michigan Operations
Equipment	Propane	CROWN	C5-1050-40	2022	Southeast Michigan Operations
Equipment	Diesel	JCB	3CX	2016	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2020	Southeast Michigan Operations
Trailers	N/A	ROYAL	RTT6X	2004	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2019	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Compressed Natural Gas	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2024	Southeast Michigan Operations
Equipment	Diesel	KUBOTA	420	1999	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350 HD	2015	Southeast Michigan Operations
Heavy Duty	Unleaded	FORD	F59	2016	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Southeast Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2016	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Southeast Michigan Operations

Light Duty	Unleaded	FORD	F150	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	GATOR	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2019	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2019	Southeast Michigan Operations
Equipment	Diesel	KOMATSU	WA200-8	2019	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F550	2019	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Southeast Michigan Operations
Trailers	N/A	FELLING	CUSTOM	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Equipment	Unleaded	LAZER	E-SERIES	2021	Southeast Michigan Operations
Trailers	N/A	FELLING	FT12 DT HD	2022	Southeast Michigan Operations
Trailers	N/A	CUSTOM	CUSTOM	2022	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-3	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F250	2012	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2013	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations

Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2020	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2022	Southeast Michigan Operations
Light Duty	Diesel	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2023	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT PASSENGER	2020	Southeast Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2015	Southeast Michigan Operations
Equipment	Electric	CROWN	WAV60-118	2016	Southeast Michigan Operations
Equipment	Electric	CROWN	SC5245-35	2016	Southeast Michigan Operations
Equipment	Electric	CROWN	RR5715-15	2016	Southeast Michigan Operations
Equipment	Electric	TENNANT	5700	2017	Southeast Michigan Operations
Equipment	Diesel	CROWN	WAV60-118	2018	Southeast Michigan Operations
Equipment	Electric	TAYLORDUNN	MULE C	2020	Southeast Michigan Operations
Equipment	Electric	TAYLORDUNN	MULE C	2020	Southeast Michigan Operations
Equipment	Electric	KUBOTA	RTVX1140	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Southeast Michigan Operations
Equipment	Diesel	JCB	210S	1995	Greater Michigan Operations
Equipment	Diesel	ASTEC	MAXI SNEAK	1997	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-712-W	1997	Greater Michigan Operations
Trailers	N/A	INTERSTATE	I612TA2	2014	Greater Michigan Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations

Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Greater Michigan Operations
Heavy Duty Equipment	Diesel	PETERBILT	357	1994	Transmission & Storage Operations
Equipment	Electric	GENIE	Z45/25JRT	2005	Transmission & Storage Operations
Equipment	Diesel	CASE	580	2006	Transmission & Storage Operations
Equipment	Diesel	CAT	UNAVAILABL	2010	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTV1100	2011	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F450	2011	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F450	2011	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F450	2011	Transmission & Storage Operations
Equipment	Electric	GATOR	XUV 550	2013	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2014	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2014	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2014	Transmission & Storage Operations
Heavy Duty	Diesel	FREIGHTLINER	CORONADO SD	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	5055E	2015	Transmission & Storage Operations
Equipment	Propane	CROWN	C5 1050-50	2015	Transmission & Storage Operations
Equipment	Diesel	JCB	260T	2016	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTVX1100CWL-H	2016	Transmission & Storage Operations
Equipment	Diesel	JCB	507-42	2016	Transmission & Storage Operations
Trailers	N/A	FELLING	FT14	2016	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F550	2016	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F450	2016	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F550	2017	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	5055E	2017	Transmission & Storage Operations
Trailers	N/A	FELLING	FT50-3LP	2017	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations
Equipment	Electric	CROWN	SC5225-35	2018	Transmission & Storage Operations
Heavy Duty	Diesel	FREIGHTLINER	108SD	2018	Transmission & Storage Operations
Trailers	N/A	FELLING	FT-16 E	2021	Transmission & Storage Operations

Light Duty	Unleaded	FORD	F350	2023	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2023	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2026	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Equipment	Diesel	CAT	HANDLER	1998	Transmission & Storage Operations
Heavy Duty	Diesel	KENWORTH	CONSTRUCT	1999	Transmission & Storage Operations
Heavy Duty	Diesel	KENWORTH	CONSTRUCT	2000	Transmission & Storage Operations
Heavy Duty	Diesel	KENWORTH	CONSTRUCT	2000	Transmission & Storage Operations
Trailers	N/A	DYNAWELD	40TALT	2000	Transmission & Storage Operations
Equipment	Diesel	CASE	1150	2000	Transmission & Storage Operations
Equipment	Diesel	BOSS	185/210DP	2000	Transmission & Storage Operations
Trailers	N/A	TALBERT	T3D60HRG	2001	Transmission & Storage Operations
Equipment	Diesel	CASE	850	2001	Transmission & Storage Operations
Equipment	Diesel	LINK BELT	ATC-822	2004	Transmission & Storage Operations
Heavy Duty	Diesel	INTERNATIONAL	7600	2005	Transmission & Storage Operations
Light Duty	Diesel	FORD	F450	2011	Transmission & Storage Operations
Equipment	Diesel	CASE	580	2011	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F550	2012	Transmission & Storage Operations
Equipment	Diesel	CAT	308D CR	2012	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Heavy Duty	Diesel	PETERBILT	365	2014	Transmission & Storage Operations
Light Duty	Diesel	FORD	F250	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Equipment	Propane	CROWN	C5 1050-50	2015	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	210G	2015	Transmission & Storage Operations
Equipment	Diesel	JCB	260T	2016	Transmission & Storage Operations
Heavy Duty	Diesel	FREIGHTLINER	114SD	2016	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2016	Transmission & Storage Operations
Heavy Duty	Diesel	FREIGHTLINER	114SD	2016	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F750 EZ TRACK	2017	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2017	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F550	2017	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations
Equipment	Diesel	JCB	512-56S	2018	Transmission & Storage Operations
Trailers	N/A	ETNYRE	RTN55LTD3	2018	Transmission & Storage Operations
Trailers	N/A	FELLING	FT-16 E	2020	Transmission & Storage Operations
Trailers	N/A	FELLING	FT-16 E	2020	Transmission & Storage Operations
Equipment	Unleaded	YANMAR	VIO55	2021	Transmission & Storage Operations
Trailers	N/A	FELLING	FT50-3LP	2021	Transmission & Storage Operations

Heavy Duty	Diesel	FORD	F550	2022	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F550	2022	Transmission & Storage Operations
Heavy Duty	Diesel	KENWORTH	T800B	2024	Transmission & Storage Operations
Equipment	Diesel	VOLVO	UNAVAILABL	2024	Transmission & Storage Operations
Trailers	N/A	DYNAWELD	20TALT	1999	Greater Michigan Operations
Equipment	Diesel	CASE	580	2000	Greater Michigan Operations
Trailers	N/A	ROADMASTER	ENCLOSED	2000	Greater Michigan Operations
Equipment	Diesel	DW	RT55	2005	Greater Michigan Operations
Trailers	N/A	DW	T188	2005	Greater Michigan Operations
Trailers	N/A	HAULMARK	TH85X18WT2	2010	Greater Michigan Operations
Trailers	N/A	INTERSTATE	ENCLOSED	2012	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2020	Greater Michigan Operations
Equipment	Unleaded	YANMAR	VIO55	2021	Greater Michigan Operations
Trailers	N/A	SURE TRAC	ST811	2021	Greater Michigan Operations
Trailers	N/A	SURE TRAC	CUSTOM	2021	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2022	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2022	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Trailers	N/A	UNAVAILABLE	CUSTOM	2025	Greater Michigan Operations
Trailers	N/A	FELLING	UNAVAILABL	2025	Greater Michigan Operations
Trailers	N/A	ETNYRE	RTN55LTD3	2025	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2020	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2023	Greater Michigan Operations
Light Duty	Diesel	FORD	F450	2011	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	ENCLOSED	1999	Greater Michigan Operations
Equipment	Diesel	BOSS	185/210DP	2005	Greater Michigan Operations

Trailers	N/A	FOREST RIVER	CUSTOM	2018	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2019	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Equipment	Diesel	VERMEER	PTX44	2020	Greater Michigan Operations
Equipment	Unleaded	YANMAR	VIO55	2021	Greater Michigan Operations
Trailers	N/A	BEHNKE	TBCT18-14	2021	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2022	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Equipment	Propane	CROWN	C5-1050-60	2020	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2023	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	ESCAPE	2025	Southeast Michigan Operations
Trailers	N/A	BEHNKE	10T	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	10T	2024	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	D23X30III	2019	Gas Renewal Program / ICM
Equipment	Diesel	KUBOTA	L35	2023	Gas Renewal Program / ICM
Light Duty	Diesel	FORD	F550	2023	Gas Renewal Program / ICM
Equipment	Unleaded	VERMEER	D8X12	2024	Gas Renewal Program / ICM
Equipment	Unleaded	VERMEER	D8X12	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	10T	2025	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	10T	2025	Gas Renewal Program / ICM
Trailers	N/A	STELLAR	COIL PIPE	2025	Gas Renewal Program / ICM
Trailers	N/A	STELLAR	COIL PIPE	2025	Gas Renewal Program / ICM
Trailers	N/A	STELLAR	COIL PIPE	2025	Gas Renewal Program / ICM
Trailers	N/A	STELLAR	COIL PIPE	2025	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	10T	2026	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	CASE	621	1995	Gas Renewal Program / ICM
Heavy Duty	Diesel	GMC	C6500	2000	Gas Renewal Program / ICM
Equipment	Diesel	SULLAIR	185JD	2007	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E350	2008	Gas Renewal Program / ICM
Light Duty	Unleaded	CHEVROLET	SILVERADO	2008	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2008	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2009	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	EX35	2011	Gas Renewal Program / ICM
Equipment	Diesel	KOMATSU	PC18MR	2011	Gas Renewal Program / ICM
Equipment	Diesel	KOMATSU	PC18MR	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM

Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Trailers	N/A	TRUCK TECH	CUSTOM	2011	Gas Renewal Program / ICM
Equipment	Diesel	JCB	MIDI CX	2011	Gas Renewal Program / ICM
Equipment	Diesel	CASE	580	2011	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2011	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2011	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2011	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2011	Gas Renewal Program / ICM
Heavy Duty	Compressed Natural Gas	FORD	F550	2011	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2011	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2011	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2011	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2011	Gas Renewal Program / ICM
Trailers	Unleaded	US CARGO	ENCLOSED	2011	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2011	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2012	Gas Renewal Program / ICM
Light Duty	Compressed Natural Gas	FORD	F250	2012	Gas Renewal Program / ICM
Equipment	Diesel	HITACHI	ZX35U-3	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2012	Gas Renewal Program / ICM
Trailers	N/A	KIEFER	IRH400	2012	Gas Renewal Program / ICM
Trailers	N/A	KIEFER	IRH400	2012	Gas Renewal Program / ICM
Trailers	N/A	BUTLER	LT-1616-LS	2012	Gas Renewal Program / ICM
Trailers	N/A	TMAN	4X	2012	Gas Renewal Program / ICM
Trailers	N/A	EAGER BEAVER	10HAB	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2012	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2012	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2012	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2012	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2012	Gas Renewal Program / ICM

Equipment	Diesel	GRUNDODRILL	4X	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E250	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E250	2012	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2013	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35D	2013	Gas Renewal Program / ICM
Trailers	N/A	TMAN	4X	2013	Gas Renewal Program / ICM
Trailers	N/A	SURE TRAC	ST102118TDO2A-B-100	2013	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2013	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2013	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2013	Gas Renewal Program / ICM
Equipment	Electric	TENNANT	S30	2014	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	GATOR	2014	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2014	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2014	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	310SK	2014	Gas Renewal Program / ICM
Trailers	N/A	JOHN DEERE	XUV885D	2014	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2014	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2014	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E350	2014	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E350	2014	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E350	2014	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	E350	2014	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2015	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2015	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2015	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2015	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2015	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2015	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2015	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2015	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2015	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2015	Gas Renewal Program / ICM
Trailers	N/A	FELLING	20	2015	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2015	Gas Renewal Program / ICM
Trailers	N/A	FITZGIBBONS	CUSTOM	2015	Gas Renewal Program / ICM
Trailers	N/A	FITZGIBBONS	CUSTOM	2015	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2015	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2015	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2016	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2016	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2016	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2016	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2016	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2016	Gas Renewal Program / ICM

Equipment	Diesel	JOHN DEERE	35G	2018	Gas Renewal Program / ICM
Equipment	Diesel	JCB	3CX	2018	Gas Renewal Program / ICM
Equipment	Diesel	JCB	3CX	2018	Gas Renewal Program / ICM
Equipment	Diesel	JCB	3CX	2018	Gas Renewal Program / ICM
Equipment	Diesel	JCB	3CX	2018	Gas Renewal Program / ICM
Equipment	Diesel	JCB	3CX	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-20 I	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-20 I	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-20 I	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-20 I	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-20 I	2018	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-20 I	2018	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2018	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2018	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM

Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2018	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Equipment	Electric	CROWN	RM6025-45	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	4X	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	114SD	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	114SD	2019	Gas Renewal Program / ICM

Heavy Duty	Diesel	FORD	F750	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F750	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Equipment	Diesel	GRUNDODRILL	4X	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2020	Gas Renewal Program / ICM
Equipment	Diesel	KOMATSU	WA200-8	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT20XL	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT20XL	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT20XL	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT20XL	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT20XL	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT20XL	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM

Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2020	Gas Renewal Program / ICM
Equipment	Electric	CROWN	WAV60-118	2021	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2021	Gas Renewal Program / ICM
Trailers	N/A	INTERSTATE	IWD816TA5	2021	Gas Renewal Program / ICM
Trailers	N/A	INTERSTATE	IWD816TA5	2021	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2022	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2022	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2022	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Gas Renewal Program / ICM
Light Duty	Electric/Unleaded	FORD	F150	2023	Gas Renewal Program / ICM
Light Duty	Electric/Unleaded	FORD	F150	2023	Gas Renewal Program / ICM
Light Duty	Electric/Unleaded	FORD	F150	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	MAVERICK	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	MAVERICK	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	MAVERICK	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2023	Gas Renewal Program / ICM
Light Duty	Electric/Unleaded	FORD	F150	2023	Gas Renewal Program / ICM
Light Duty	Electric/Unleaded	FORD	F150	2023	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	CUSTOM	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2023	Gas Renewal Program / ICM

Heavy Duty	Diesel	FORD	F550	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F600	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F600	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F600	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F600	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F600	2023	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F600	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2024	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2024	Gas Renewal Program / ICM
Equipment	Unleaded	YANMAR	VIO35	2024	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2024	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2024	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2024	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	D10X15 S3	2024	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	D10X15 S3	2024	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2025	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2025	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	8T	2025	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2025	Gas Renewal Program / ICM
Equipment	Unleaded	JOHN DEERE	35G	2022	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2023	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2023	Gas Renewal Program / ICM
Equipment	Propane	CROWN	C5 1050-50	2015	Gas Renewal Program / ICM
Equipment	Propane	CROWN	C5 1050-50	2015	Gas Renewal Program / ICM
Equipment	Electric	CROWN	RM6025-45	2015	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	TRANSIT-250	2015	Gas Renewal Program / ICM
Equipment	Electric	CROWN	WAV60-118	2017	Gas Renewal Program / ICM
Equipment	Electric	TENNANT	T600	2021	Gas Renewal Program / ICM
Heavy Duty	Diesel	GMC	C7500	1995	Greater Michigan Operations
Trailers	N/A	ASSEMBLE	OPEN	1999	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	KKAB	2007	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	TSPP58SAE	2010	Greater Michigan Operations
Equipment	Diesel	ATLAS	XAS 185	2013	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	CUSTOM	2019	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2020	Greater Michigan Operations
Trailers	N/A	FELLING	FT10	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Trailers	N/A	FELLING	FT20-2	2021	Greater Michigan Operations

Trailers	N/A	BEHNKE	7T	2021	Greater Michigan Operations
Equipment	Diesel	VERMEER	PTX44	2021	Greater Michigan Operations
Equipment	Unleaded	UNAVAILABLE	UNAVAILABL	2022	Greater Michigan Operations
Trailers	N/A	BROOKS BROTHERS	10T	2022	Greater Michigan Operations
Equipment	Diesel	YANMAR	SV40	2023	Greater Michigan Operations
Trailers	N/A	BEHNKE	7T	2023	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2023	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2024	Greater Michigan Operations
Equipment	Propane	HYSTER	H50XM	2004	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2020	Greater Michigan Operations
Equipment	Unleaded	VERMEER	VIO55	2022	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	SILVERADO	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	SILVERADO	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2011	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2019	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Diesel	FORD	F250	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2016	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2018	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2022	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2022	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2024	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	420	1996	Greater Michigan Operations
Trailers	N/A	KIEFER	IRH400	1999	Greater Michigan Operations
Trailers	N/A	K & K	KKAB	2005	Greater Michigan Operations
Equipment	Diesel	CASE	580	2006	Greater Michigan Operations

Equipment	Diesel	CASE	580	2006	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2006	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	7X14	2006	Greater Michigan Operations
Trailers	N/A	EAGER BEAVER	20TALT	2007	Greater Michigan Operations
Trailers	N/A	DW	T188	2007	Greater Michigan Operations
Equipment	Diesel	ASTEC	MAXI SNEAK	2010	Greater Michigan Operations
Equipment	Diesel	ASTEC	MAXI SNEAK	2010	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-712-W	2010	Greater Michigan Operations
Trailers	N/A	HAULMARK	TH85X18WT2	2010	Greater Michigan Operations
Trailers	N/A	HAULMARK	TH85X18WT2	2010	Greater Michigan Operations
Trailers	N/A	HAULMARK	TH85X18WT2	2010	Greater Michigan Operations
Equipment	Diesel	ASTEC	RT600	2011	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2011	Greater Michigan Operations
Trailers	N/A	INTERSTATE	ENCLOSED	2012	Greater Michigan Operations
Trailers	N/A	FELLING	FT10	2013	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	CUSTOM	2014	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Greater Michigan Operations
Equipment	Diesel	DITCH WITCH	RT80Q	2016	Greater Michigan Operations
Equipment	Unleaded	KUBOTA	Z726XKW-60	2017	Greater Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2017	Greater Michigan Operations
Trailers	N/A	FELLING	FT30-2LP	2018	Greater Michigan Operations
Trailers	N/A	FELLING	FT20-2	2018	Greater Michigan Operations
Trailers	N/A	SURE TRAC	CUSTOM	2018	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	CUSTOM	2018	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2018	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2020	Greater Michigan Operations
Equipment	Diesel	VERMEER	D20X22S3	2020	Greater Michigan Operations
Heavy Duty	Unleaded	FREIGHTLINER	M2106	2021	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Equipment	Unleaded	YANMAR	VIO55	2023	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2023	Greater Michigan Operations
Trailers	N/A	YANMAR	COIL PIPE	2023	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Greater Michigan Operations
Heavy Duty	Diesel	GMC	C7500	2003	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations

Light Duty	Unleaded	FORD	F350	2022	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2023	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2023	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Transmission & Storage Operations
Equipment	Electric	JOHN DEERE	GATOR	2011	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2012	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2012	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Equipment	Electric	JOHN DEERE	GATOR	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2016	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2016	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2016	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTVX1100CWL-H	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2018	Transmission & Storage Operations
Equipment	Diesel	JCB	506-36	2021	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2022	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2023	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Trailers	N/A	BUTLER	LT-2020-WR	2012	Transmission & Storage Operations
Trailers	N/A	FELLING	FT-3	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	310SL	2018	Transmission & Storage Operations
Trailers	N/A	VERMEER	ST8118/ITB140	2019	Transmission & Storage Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F250	2018	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F250	2024	Transmission & Storage Operations
Trailers	N/A	DYNAWELD	OPEN	1995	Greater Michigan Operations
Equipment	Diesel	KUBOTA	420	1996	Greater Michigan Operations
Trailers	N/A	DYNAWELD	20TALT	1998	Greater Michigan Operations
Heavy Duty	Diesel	GMC	C7500	1998	Greater Michigan Operations

Equipment	Diesel	ASTEC	RT560	2011	Greater Michigan Operations
Equipment	Diesel	TORO	PRO SNEAK 365	2014	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-812-WR	2014	Greater Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2018	Greater Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2018	Greater Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2018	Greater Michigan Operations
Equipment	Diesel	ATLAS	XAS 185	2018	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Greater Michigan Operations
Equipment	Unleaded	UNAVAILABLE	FECON	2024	Greater Michigan Operations
Trailers	N/A	BEHNKE	7T	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2020	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2011	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2024	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	ENCLOSED	2006	Greater Michigan Operations
Trailers	N/A	TWIN MAPLE	DUMP	2010	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2010	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Greater Michigan Operations
Trailers	Diesel	ATLAS	V4W	2019	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2020	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2020	Greater Michigan Operations
Trailers	N/A	SURE TRAC	ST811	2021	Greater Michigan Operations
Trailers	N/A	SURE TRAC	ST811	2021	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2021	Greater Michigan Operations
Trailers	Diesel	ATLAS	XAS 188 CD T4F	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2023	Greater Michigan Operations
Trailers	N/A	TRAIL KING	TK20-2400	1995	Southeast Michigan Operations
Trailers	N/A	INTERSTATE	I-610 TA2	1996	Southeast Michigan Operations

Equipment	Diesel	CASE	580	2001	Southeast Michigan Operations
Equipment	Diesel	HITACHI	EX35	2011	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F550	2011	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2011	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2011	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2011	Southeast Michigan Operations
Equipment	Diesel	HITACHI	ZX35U-3	2012	Southeast Michigan Operations
Equipment	Diesel	HITACHI	ZX35U-3	2012	Southeast Michigan Operations
Equipment	Diesel	HITACHI	ZX35U-3	2012	Southeast Michigan Operations
Trailers	N/A	TRUCK TECH	CUSTOM	2012	Southeast Michigan Operations
Light Duty	Unleaded	FORD	E450	2012	Southeast Michigan Operations
Trailers	N/A	TMAN	4X	2012	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2012	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2012	Southeast Michigan Operations
Equipment	Diesel	GRUNDODRILL	4X	2012	Southeast Michigan Operations
Heavy Duty	Unleaded	FORD	F650	2012	Southeast Michigan Operations
Trailers	N/A	ALLMAND	2220ALT	2013	Southeast Michigan Operations
Trailers	N/A	ALLMAND	2220ALT	2013	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2013	Southeast Michigan Operations
Equipment	Diesel	JCB	536-60	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F650	2017	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Southeast Michigan Operations
Light Duty	Compressed Natural Gas	FORD	F150	2017	Southeast Michigan Operations
Light Duty	Compressed Natural Gas	FORD	F150	2017	Southeast Michigan Operations
Light Duty	Compressed Natural Gas	FORD	F150	2017	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	JD35G	2017	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	JD35G	2017	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2017	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2017	Southeast Michigan Operations

Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Sales & Marketing Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2015	Southeast Michigan Operations
Equipment	Electric	CROWN	WAV60-118	2022	Southeast Michigan Operations
Equipment	Electric	CROWN	RM6025-45	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2019	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2020	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2022	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2024	Southeast Michigan Operations
Heavy Duty	Diesel	INTERNATIONAL	4000 SER.	1994	Southeast Michigan Operations
Trailers	N/A	DYNAWELD	20TALT	1995	Southeast Michigan Operations
Trailers	N/A	KIEFER	PIPE	1996	Southeast Michigan Operations
Equipment	Diesel	CASE	621	1999	Southeast Michigan Operations
Trailers	N/A	ROADMASTER	T-16	2002	Southeast Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2005	Southeast Michigan Operations
Heavy Duty	Diesel	STERLING	ACTERRA	2009	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2010	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F450	2011	Southeast Michigan Operations
Equipment	Diesel	HITACHI	ZX35U-3	2012	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2012	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Southeast Michigan Operations
Trailers	N/A	ALLMAND	2220ALT	2013	Southeast Michigan Operations
Trailers	N/A	ALLMAND	2220ALT	2013	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Trailers	N/A	FELLING	FT20-2	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2017	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2017	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2017	Southeast Michigan Operations
Trailers	N/A	FELLING	FT20-2	2017	Southeast Michigan Operations
Trailers	N/A	CUSTOM HVY HAUL	CUSTOM	2017	Southeast Michigan Operations
Heavy Duty	Diesel	FORD	F750	2017	Southeast Michigan Operations

Equipment	Unleaded	VERMEER	PTX44	2017	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2018	Southeast Michigan Operations
Trailers	N/A	CUSTOM	CUSTOM	2018	Southeast Michigan Operations
Equipment	Diesel	VERMEER	D23X30III	2019	Southeast Michigan Operations
Heavy Duty	Compressed Natural Gas	FREIGHTLINER	M2112	2019	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	114SD	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2020	Southeast Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2020	Southeast Michigan Operations
Trailers	N/A	GREAT DANE	10T	2020	Southeast Michigan Operations
Equipment	Diesel	VERMEER	D10X15 S3	2020	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	17G	2021	Southeast Michigan Operations
Trailers	N/A	FELLING	FT14	2021	Southeast Michigan Operations
Trailers	N/A	FELLING	FT14	2022	Southeast Michigan Operations
Trailers	N/A	BROOKS BROTHERS	10T	2023	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Southeast Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Southeast Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106 JEMS	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2023	Southeast Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2015	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Equipment	Electric	GENIE	GS-1930	2021	Southeast Michigan Operations
Equipment	Unleaded	YALE	GP-040	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2020	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2020	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2020	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2021	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Southeast Michigan Operations

Light Duty	Electric/Unleaded	FORD	F150	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2023	Southeast Michigan Operations
Light Duty	Unleaded	CHEVROLET	SILVERADO	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Southeast Michigan Operations
Equipment	Diesel	VERMEER	D8X12	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2015	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2023	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	E350	2023	Sales & Marketing Operations
Trailers	N/A	TRAILSPORT	7X14	2008	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Southeast Michigan Operations

Trailers	N/A	FELLING	FT-16 E	2017	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2017	Southeast Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2017	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2021	Southeast Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2023	Southeast Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Southeast Michigan Operations
Equipment	Electric	CROWN	WAV50-18	2015	Southeast Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2017	Southeast Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2022	Southeast Michigan Operations
Equipment	Unleaded	JOHN DEERE	35G	2022	Southeast Michigan Operations
Equipment	Unleaded	JOHN DEERE	35G	2022	Southeast Michigan Operations
Equipment	Electric	CROWN	SC5245-40	2015	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2017	Southeast Michigan Operations
Equipment	Electric	TENNANT	T300	2022	Southeast Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2023	Southeast Michigan Operations
Equipment	Unleaded	KUBOTA	UNAVAILABL	1994	Transmission & Storage Operations
Equipment	Propane	HYSTER	H55XM	2005	Transmission & Storage Operations
Equipment	Electric	JOHN DEERE	GATOR	2011	Transmission & Storage Operations
Trailers	N/A	TRAILSPORT	TSP58SAE	2011	Transmission & Storage Operations
Equipment	Diesel	SULLAIR	185DPQ	2013	Transmission & Storage Operations
Equipment	Diesel	SULLAIR	185DPQ	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2015	Transmission & Storage Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2015	Transmission & Storage Operations
Equipment	Diesel	JCB	260T	2016	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2016	Transmission & Storage Operations
Equipment	Diesel	JCB	505-20	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTVX1100CWL-H	2017	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTVX1100CWL-H	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Equipment	Diesel	GENIE	Z45/25JRT	2017	Transmission & Storage Operations
Equipment	Diesel	GENIE	Z45/25JRT	2017	Transmission & Storage Operations
Equipment	Unleaded	YALE	GDP090VX	2017	Transmission & Storage Operations

Trailers	N/A	FELLING	FT14	2017	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2018	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2019	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2019	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2019	Transmission & Storage Operations
Light Duty	Unleaded	FORD	RANGER	2020	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2022	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Trailers	N/A	BEHNKE	10T	2023	Southeast Michigan Operations
Trailers	N/A	INTERSTATE	CUSTOM	1985	Greater Michigan Operations
Trailers	N/A	TRAIL KING	TK20	1993	Greater Michigan Operations
Equipment	Diesel	CASE	580	1999	Greater Michigan Operations
Equipment	Diesel	SULLAIR	200H	2013	Greater Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2015	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F450	2015	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2019	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2020	Greater Michigan Operations
Trailers	N/A	FELLING	FT10	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Trailers	N/A	BROOKS BROTHERS	7T	2021	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-1620-WR	1984	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	HDL6812TA5	2004	Greater Michigan Operations
Equipment	Diesel	DW	420SX	2005	Greater Michigan Operations
Trailers	N/A	TRUCK TECH	PP40	2009	Greater Michigan Operations

Trailers	N/A	DW	S8B	2009	Greater Michigan Operations
Trailers	Diesel	SULLAIR	185JD	2009	Greater Michigan Operations
Equipment	Diesel	VOLVO	DD14S	2010	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2010	Greater Michigan Operations
Trailers	N/A	DURAPATCH	4 TON	2011	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2011	Greater Michigan Operations
Trailers	N/A	PJ	TILT	2011	Greater Michigan Operations
Trailers	N/A	US CARGO	ENCLOSED	2011	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2012	Greater Michigan Operations
Trailers	N/A	SURE TRAC	TILT BED	2012	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F650	2012	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F650	2012	Greater Michigan Operations
Equipment	Diesel	VERMEER	RTX550	2012	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2013	Greater Michigan Operations
Heavy Duty	Diesel	INTERNATIONAL	4300	2013	Greater Michigan Operations
Trailers	N/A	ALLMAND	2220ALT	2013	Greater Michigan Operations
Trailers	N/A	ALLMAND	2220ALT	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F650	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F650	2013	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35D	2014	Greater Michigan Operations
Trailers	N/A	INTERSTATE	1712TA2	2014	Greater Michigan Operations
Equipment	Diesel	JCB	190	2015	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2015	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2015	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Greater Michigan Operations
Trailers	N/A	FELLING	CUSTOM	2016	Greater Michigan Operations
Equipment	Diesel	ATLAS	XAS 185	2016	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2017	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350 HD	2017	Greater Michigan Operations
Light Duty	Diesel	FORD	F450	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Trailers	N/A	VERMEER	CUSTOM	2018	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2018	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2019	Greater Michigan Operations
Equipment	Diesel	VERMEER	D10X15S3	2019	Greater Michigan Operations
Trailers	N/A	CUSTOM	CUSTOM	2020	Greater Michigan Operations
Trailers	N/A	FELLING	FT 20 E	2020	Greater Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2020	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2020	Greater Michigan Operations
Equipment	Unleaded	JOHN DEERE	35G	2021	Greater Michigan Operations

Trailers	N/A	FELLING	FT10	2021	Greater Michigan Operations
Trailers	N/A	FELLING	FT-3	2021	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2022	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2023	Greater Michigan Operations
Equipment	Unleaded	YANMAR	VIO55	2023	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2024	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2024	Greater Michigan Operations
Equipment	Diesel	VERMEER	D10X15 S3	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2025	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2025	Greater Michigan Operations
Light Duty	Diesel	CHEVROLET	2500	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500HD	2008	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2016	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Equipment	Electric	TENNANT	T300	2022	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2024	Greater Michigan Operations

Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2024	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2021	Sales & Marketing Operations
Heavy Duty	Unleaded	FORD	F550	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2024	Greater Michigan Operations
Trailers	N/A	BELSHE	WB-2	1996	Greater Michigan Operations
Equipment	Diesel	VERMEER	LM-42	1996	Greater Michigan Operations
Trailers	N/A	DYNAWELD	20TALT	1998	Greater Michigan Operations
Equipment	Diesel	CASE	580	1998	Greater Michigan Operations
Heavy Duty	Diesel	GMC	C7500	1998	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2017	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2021	Greater Michigan Operations
Trailers	Diesel	FELLING	FT-16 E	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2010	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2012	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2023	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2024	Greater Michigan Operations

Light Duty	Unleaded	FORD	E350	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Greater Michigan Operations
Equipment	Diesel	BOSS	185/210DP	2000	Transmission & Storage Operations
Trailers	N/A	CUSTOM	ZOT	2001	Transmission & Storage Operations
Equipment	Diesel	JCB	260T	2016	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Southeast Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2022	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	3033	2021	Transmission & Storage Operations
Equipment	N/A	JOHN DEERE	MX5	2021	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	L35	1995	Transmission & Storage Operations
Heavy Duty	Diesel	FORD	F550	2012	Transmission & Storage Operations
Trailers	N/A	LOAD TRAIL	UNAVAILABL	2012	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2013	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2014	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTVX1120DWL-HS	2014	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Equipment	Diesel	JCB	260T	2016	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F150	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2017	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	1575	2017	Transmission & Storage Operations
Equipment	Diesel	JOHN DEERE	5055E	2017	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations

Equipment	Diesel	ATLAS	XAS 185	2017	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2018	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2018	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2020	Transmission & Storage Operations
Trailers	N/A	FELLING	FT30-2LP	2021	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2022	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2023	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Light Duty	Flex Fuel	FORD	F350	2024	Transmission & Storage Operations
Equipment	Diesel	JCB	UNAVAILABL	2025	Transmission & Storage Operations
Trailers	N/A	BUTLER	612D	1997	Greater Michigan Operations
Equipment	Diesel	CASE	MAXI SNEAK	1998	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2015	Greater Michigan Operations
Trailers	N/A	FELLING	FT20-2	2016	Greater Michigan Operations
Equipment	Diesel	ATLAS	XAS 185	2017	Greater Michigan Operations
Trailers	N/A	FELLING	FT12 DT HD	2018	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	CUSTOM	2018	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	CUSTOM	2020	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2022	Greater Michigan Operations
Equipment	Diesel	YANMAR	SV40	2023	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2023	Greater Michigan Operations
Trailers	N/A	VERMEER	1	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2012	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2012	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Equipment	Electric	CROWN	C5-1050-60	2021	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2022	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Equipment	Diesel	CASE	580	1996	Greater Michigan Operations
Trailers	N/A	DYNAWELD	20TALT	1997	Greater Michigan Operations
Trailers	N/A	BUTLER	TS610D	1998	Greater Michigan Operations
Equipment	Diesel	CASE	MAXI SNEAK	1999	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2010	Greater Michigan Operations
Trailers	N/A	FITZGIBBONS	CUSTOM	2017	Greater Michigan Operations

Trailers	N/A	FELLING	FT12 DT HD	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F450	2018	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Trailers	N/A	INTERSTATE	CUSTOM	1985	Greater Michigan Operations
Trailers	N/A	KIEFER	IRH400	1994	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX40	2001	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2006	Greater Michigan Operations
Trailers	N/A	EAGER BEAVER	20TALT	2007	Greater Michigan Operations
Trailers	N/A	TRAILSPORT	7X14	2008	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2009	Greater Michigan Operations
Equipment	Diesel	ASTEC	MAXI SNEAK	2010	Greater Michigan Operations
Equipment	Diesel	ASTEC	MAXI SNEAK	2010	Greater Michigan Operations
Equipment	Diesel	DW	RT55	2010	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-712-W	2010	Greater Michigan Operations
Trailers	N/A	DW	T188	2010	Greater Michigan Operations
Equipment	Diesel	ASTEC	RT560	2010	Greater Michigan Operations
Equipment	Diesel	ASTEC	DD-1416	2013	Greater Michigan Operations
Equipment	Diesel	ATLAS	XAS 185	2013	Greater Michigan Operations
Trailers	N/A	TRUCK TECH	CUSTOM	2015	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SK	2015	Greater Michigan Operations
Equipment	Propane	CROWN	C5-1050-60	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2016	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2016	Greater Michigan Operations
Trailers	N/A	CUSTOM	CUSTOM	2016	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2016	Greater Michigan Operations
Equipment	Diesel	DITCH WITCH	RT125Q	2016	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2017	Greater Michigan Operations
Trailers	N/A	FELLING	FT16-2	2018	Greater Michigan Operations

Equipment	Electric	CROWN	C5-1050-60	2018	Greater Michigan Operations
Trailers	N/A	SURE TRAC	CUSTOM	2018	Greater Michigan Operations
Trailers	N/A	VERMEER	ST8118/ITB140	2018	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2018	Greater Michigan Operations
Trailers	N/A	VERMEER	COIL PIPE	2019	Greater Michigan Operations
Trailers	Diesel	ATLAS	V4W	2019	Greater Michigan Operations
Trailers	N/A	DITCH WITCH	T-14	2020	Greater Michigan Operations
Equipment	Diesel	DITCH WITCH	JT10	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Equipment	Unleaded	VERMEER	PTX44	2021	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Trailers	N/A	VERMEER	DTB8314072	2022	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2022	Greater Michigan Operations
Trailers	N/A	DITCH WITCH	UNAVAILABL	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350 HD	2016	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Trailers	N/A	BEHNKE	7T	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2022	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2023	Greater Michigan Operations
Heavy Duty	Diesel	DITCH WITCH	114SD	2024	Greater Michigan Operations

Light Duty	Unleaded	FORD	F350	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	3500	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	EXPLORER	2021	Southeast Michigan Operations
Trailers	N/A	INTERSTATE	CUSTOM	1991	Greater Michigan Operations
Equipment	Diesel	CASE	560	1996	Greater Michigan Operations
Heavy Duty	Diesel	GMC	C7500	1996	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-712-W	1996	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2000	Greater Michigan Operations
Heavy Duty	Diesel	GMC	C6500	2001	Greater Michigan Operations
Trailers	N/A	TALBERT	T3D60HRG	2003	Greater Michigan Operations
Trailers	N/A	TALBERT	AC20	2004	Greater Michigan Operations
Equipment	Diesel	CASE	580	2006	Greater Michigan Operations
Equipment	Diesel	CASE	580	2006	Greater Michigan Operations
Equipment	Diesel	CASE	580	2006	Greater Michigan Operations
Equipment	Diesel	ASTEC	RT560	2006	Greater Michigan Operations
Equipment	Diesel	SULLAIR	185	2006	Greater Michigan Operations
Trailers	N/A	EAGER BEAVER	20TALT	2007	Greater Michigan Operations
Trailers	N/A	EAGER BEAVER	20TALT	2007	Greater Michigan Operations
Trailers	N/A	INTEGRITY	G6X10G	2008	Greater Michigan Operations
Trailers	N/A	BELSHE	T16	2010	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2010	Greater Michigan Operations
Equipment	Diesel	CASE	580	2011	Greater Michigan Operations
Equipment	Diesel	CASE	580	2011	Greater Michigan Operations
Equipment	Diesel	ASTEC	RT600	2011	Greater Michigan Operations
Trailers	N/A	EAGER BEAVER	10HDB	2011	Greater Michigan Operations
Trailers	N/A	EAGER BEAVER	10HDB	2011	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2011	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2011	Greater Michigan Operations
Equipment	Diesel	VERMEER	D9X13	2011	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2012	Greater Michigan Operations
Heavy Duty	Compressed Natural Gas	FORD	F650	2012	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F650	2013	Greater Michigan Operations
Equipment	Diesel	TORO	PRO SNEAK 365	2014	Greater Michigan Operations

Equipment	Diesel	TORO	PRO SNEAK 365	2014	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SK	2014	Greater Michigan Operations
Trailers	N/A	INTERSTATE	I810TA2XLT	2014	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-812-WR	2014	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-812-WR	2014	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2014	Greater Michigan Operations
Trailers	N/A	FELLING	FT20-2	2015	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2015	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2015	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F450	2015	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2016	Greater Michigan Operations
Trailers	N/A	FELLING	FT20-2	2016	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F450	2016	Greater Michigan Operations
Light Duty	Diesel	FORD	F450	2017	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2017	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2017	Greater Michigan Operations
Light Duty	Diesel	FORD	F450	2017	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2018	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2018	Greater Michigan Operations
Trailers	N/A	VERMEER	CUSTOM	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F450	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F450	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F450	2018	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	310SL	2019	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2019	Greater Michigan Operations
Trailers	N/A	FELLING	FT 20 E	2019	Greater Michigan Operations
Equipment	Diesel	VERMEER	D20X22S3	2019	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2019	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2020	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2020	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	85G	2020	Greater Michigan Operations
Equipment	Electric	YALE	GP100VX	2020	Greater Michigan Operations
Trailers	N/A	BEHNKE	CBCT2014E-S	2020	Greater Michigan Operations
Equipment	Diesel	VERMEER	D10X15 S3	2020	Greater Michigan Operations
Equipment	Diesel	VERMEER	D10X15 S3	2020	Greater Michigan Operations
Equipment	Diesel	VERMEER	PTX44	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2021	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	50G	2021	Greater Michigan Operations

Equipment	Unleaded	UNAVAILABLE	VIO55	2021	Greater Michigan Operations
Trailers	N/A	FELLING	FT-16 E	2021	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2021	Greater Michigan Operations
Trailers	N/A	FELLING	FT 20 E	2022	Greater Michigan Operations
Trailers	N/A	BEHNKE	10T	2022	Greater Michigan Operations
Trailers	N/A	VERMEER	AMERICAN EAGLE	2022	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2022	Greater Michigan Operations
Equipment	Diesel	YANMAR	SV40	2023	Greater Michigan Operations
Trailers	N/A	BROOKS BROTHERS	10T	2023	Greater Michigan Operations
Trailers	N/A	BROOKS BROTHERS	UNAVAILABL	2023	Greater Michigan Operations
Trailers	N/A	BEHNKE	3T	2023	Greater Michigan Operations
Trailers	N/A	CUSTOM	CUSTOM	2023	Greater Michigan Operations
Trailers	N/A	CUSTOM	CUSTOM	2023	Greater Michigan Operations
Equipment	Diesel	VERMEER	D10X15S3	2023	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	M2106	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2020	Greater Michigan Operations
Trailers	N/A	FOREST RIVER	CUSTOM	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F150	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2019	Greater Michigan Operations
Trailers	N/A	BUTLER	LT-1616-LS	2012	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2012	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2013	Greater Michigan Operations
Light Duty	Unleaded	CHEVROLET	2500	2013	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2014	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2015	Greater Michigan Operations
Equipment	Diesel	JOHN DEERE	35G	2015	Greater Michigan Operations
Equipment	Electric	TENNANT	T5	2016	Greater Michigan Operations
Trailers	N/A	FELLING	CUSTOM	2016	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F450	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations

Light Duty	Unleaded	FORD	F150	2017	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	F350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2019	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2019	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2019	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2020	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2021	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	114SD	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2022	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Light Duty	Unleaded	GMC	1500	2023	Greater Michigan Operations
Trailers	N/A	BROOKS BROTHERS	10T	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations

Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Light Duty	Electric/Unleaded	FORD	F150	2024	Greater Michigan Operations
Trailers	N/A	BROOKS BROTHERS	10T	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Heavy Duty	Diesel	FREIGHTLINER	MT55	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	RANGER	2021	Greater Michigan Operations
Equipment	Diesel	HYSTER	E30Z	2007	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2022	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F550	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	E350	2014	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F450	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2016	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F350	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2017	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2018	Greater Michigan Operations
Light Duty	Unleaded	FORD	F250	2019	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2021	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	F250	2022	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Greater Michigan Operations

Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2024	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT	2024	Greater Michigan Operations
Trailers	N/A	MANNING	PIPE	1996	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2023	Greater Michigan Operations
Heavy Duty	Unleaded	FORD	F550	2023	Greater Michigan Operations
Light Duty	Unleaded	FORD	F150	2018	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2018	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2018	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2018	Gas Renewal Program / ICM
Light Duty	Diesel	FORD	F450	2019	Gas Renewal Program / ICM
Light Duty	Diesel	FORD	F450	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2019	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2019	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	35G	2019	Gas Renewal Program / ICM
Trailers	N/A	CUSTOM	CUSTOM	2019	Gas Renewal Program / ICM
Trailers	N/A	FOREST RIVER	CUSTOM	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Heavy Duty	Diesel	FORD	F550	2019	Gas Renewal Program / ICM
Equipment	N/A	JCB	215T	2020	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2020	Gas Renewal Program / ICM

Light Duty	Unleaded	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2020	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F150	2020	Gas Renewal Program / ICM
Equipment	Diesel	JOHN DEERE	50G	2020	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	PTX44	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2020	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2020	Gas Renewal Program / ICM
Trailers	N/A	GREAT DANE	10T	2020	Gas Renewal Program / ICM
Trailers	N/A	SURE TRAC	UNAVAILABL	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2020	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	PTX40	2020	Gas Renewal Program / ICM
Equipment	Diesel	YANMAR	SV40	2021	Gas Renewal Program / ICM
Trailers	N/A	GRANDVILLE	816TA	2021	Gas Renewal Program / ICM
Trailers	N/A	UNAVAILABLE	CUSTOM	2021	Gas Renewal Program / ICM
Trailers	N/A	STELLAR	113941	2021	Gas Renewal Program / ICM
Equipment	Diesel	JCB	66-44G	2021	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT-16 E	2021	Gas Renewal Program / ICM
Trailers	N/A	FELLING	FT14	2021	Gas Renewal Program / ICM
Trailers	N/A	VERMEER	CUSTOM	2021	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2021	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2	2021	Gas Renewal Program / ICM
Trailers	Unleaded	ATLAS	188-CD-T4F	2021	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2022	Gas Renewal Program / ICM
Heavy Duty	Unleaded	KENWORTH	T880	2022	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F350	2022	Gas Renewal Program / ICM
Light Duty	Flex Fuel	FORD	F350	2022	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	7T	2022	Gas Renewal Program / ICM
Heavy Duty	Unleaded	FORD	F550	2022	Gas Renewal Program / ICM
Heavy Duty	Diesel	FREIGHTLINER	M2106	2023	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	D10X15 S3	2023	Gas Renewal Program / ICM
Equipment	Diesel	VERMEER	D10X15 S3	2023	Gas Renewal Program / ICM
Light Duty	Unleaded	CHEVROLET	1500	2024	Gas Renewal Program / ICM

Light Duty	Unleaded	CHEVROLET	1500	2024	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2024	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	F350	2024	Gas Renewal Program / ICM
Equipment	Unleaded	VERMEER	D10X15S3	2024	Gas Renewal Program / ICM
Equipment	Diesel	YANMAR	SV40	2025	Gas Renewal Program / ICM
Trailers	N/A	BEHNKE	10T	2025	Gas Renewal Program / ICM
Light Duty	Unleaded	FORD	TRANSIT-350	2020	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2021	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2021	Sales & Marketing Operations
Light Duty	Diesel	FORD	F250	2022	Sales & Marketing Operations
Light Duty	Flex Fuel	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2022	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Unleaded	FORD	TRANSIT CARGO VAN	2023	Sales & Marketing Operations
Light Duty	Unleaded	FORD	F350	2015	Transmission & Storage Operations
Light Duty	Unleaded	FORD	F350	2016	Transmission & Storage Operations
Equipment	Diesel	KUBOTA	RTVX1140	2023	Transmission & Storage Operations
Equipment	Propane	CROWN	C5	2015	Greater Michigan Operations
Equipment	Propane	CROWN	C5	2015	Greater Michigan Operations
Light Duty	Unleaded	FORD	TRANSIT-250	2015	Greater Michigan Operations
Equipment	Propane	CROWN	C5 1050-50	2016	Greater Michigan Operations
Equipment	Electric	CROWN	RR5725-45	2017	Greater Michigan Operations
Heavy Duty	Diesel	FORD	F750	2018	Greater Michigan Operations
Equipment	Electric	TAYLORDUNN	WAV60-118	2020	Greater Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2022	Greater Michigan Operations
Light Duty	Unleaded	FORD	MAVERICK	2023	Greater Michigan Operations

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.2

Respondent: S. Kehoe

Page: 1 of 1

- Question:** Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73. For each year from 2022 through 2025, please provide, in Excel format, the Company’s total internal fleet operating expenses, broken out by:
- a. Fuel costs,
 - b. Maintenance and repairs,
 - c. Insurance,
 - d. Vehicle leasing (if applicable), and
 - e. Any other vehicle-related O&M expenses.

Answer: DTE Gas objects to this request to the extent that it seeks confidential and/or material non-public information. Without waiving said objection and subject thereto, the 2025 data is not currently available and is estimated to be available after January 2026. Answering further, please see below:

Fleet Operating Cost	2022	2023	2024
Fuel Costs	\$5.8 M	\$5.1 M	\$5.8 M
Maintenance and Repairs	\$1.0 M	\$1.5 M	\$1.6 M
Insurance	Regulated Vehicles are Self Insured		
Vehicle Leasing	\$0.3 M	\$0.2 M	\$0.4 M
Other	\$14.4 M	\$14.5 M	\$15.1 M

“Other” is predominantly vehicle depreciation costs. Fleet operating costs, including other are provided at a total cost and are allocated between O&M and capital based on work assignment.

Attachment: None.

Co-Respondent(s): A. E. Jackson, Legal

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.4

Respondent: A. E. Jackson

Page: 1 of 1

Question: Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73. Please explain in detail whether the Company evaluated electric or hybrid alternatives when planning the Transportation Vehicle and Equipment capital expenditures for 2025-2027. If so, identify:

- a. The alternatives evaluated for each vehicle type,
- b. The lifecycle cost assumptions used in the evaluation, and
- c. The reasons such alternatives were accepted or rejected.

Answer:

- a. The Company has evaluated Ford's eTransit van for cargo vans, and Ford's F-150 hybrid and the Ford F150 Lightning electric pickup for pickup truck alternatives.
- b. The Company did not complete a lifecycle cost analysis for the alternatives evaluated, however, it compared the purchase price of the traditional cargo van to Ford's electric transit van and the purchase price of light duty pickup to Ford's F-150 Hybrid and F-150 Lightning electric pickup. Ford's traditional light duty pickup truck was ~\$8K less than Ford's F-150 Hybrid and ~\$3K less than the Lightning electric pickup truck alternatives. In lieu of completing a lifecycle cost evaluation, the Company received each of these alternative vehicle options on loan to test in the field for several weeks.
- c. Based on internal field testing, the Company rejected Ford's electric transit van option because its performance in winter conditions impacted the vehicles' driving range and was insufficient for daily use. For Ford's F-150 Hybrid and Lightning electric pickup truck alternatives, the Company accepted both of these alternatives due to their performance offering sufficient driving range for daily use. Initially the Ford F-150 Lightning electric pickup truck was purchased and used but after 2023, the Company did not make any further purchases of F-150 Lightning electric pickup trucks because its performance in winter conditions impacted the vehicles' driving range and was insufficient for daily use.

Attachment: None

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.6

Respondent: A. E. Jackson

Page: 1 of 1

Question: Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73. Please provide all analyses prepared since 2020 evaluating:

- a. Electrification of the Company's internal vehicle fleet, or
- b. Reduction of fleet-related greenhouse gas emissions.

Answer: The Company has not performed any analysis when evaluating alternative vehicle options beyond what is discussed in the response for MECCUBDG-2.4. The Company has not performed an analysis on the reduction of fleet-related greenhouse gas emissions.

Attachment: None

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.5

Respondent: A. E. Jackson

Page: 1 of 1

Question: Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73. Please state whether the Company has adopted any internal fleet electrification or fuel-switching goals, targets, or timelines. If yes, please provide all supporting documents. If no, please explain why not.

Answer: DTE Gas does not manage fleet purchases to a fleet electrification or fuel-switching goal, target, or timeline. Fleet purchases are made based on business needs, safety, and cost.

Attachment: None

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.7

Respondent: A. E. Jackson

Page: 1 of 1

Question: Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73, and Exhibit A-12, Schedule B5.6, p 81. Please explain in detail how the Company's internal fleet investment decisions are consistent with the MI Healthy Climate Plan's goal to support 2 million electric vehicles on Michigan roads by 2030.

Answer: The above-referenced testimony and exhibits make no reference to the Company's fleet investments relative to the MI Healthy Climate Plan. Further, the Company is not aware of any regulation or requirement mandating DTE Gas to procure electric vehicles.

Rather, the graphic included on page 81 of Exhibit A-12, Schedule B5.6, p. 81 is a restatement of the MI Healthy Climate Plan goals and does not indicate that DTE Gas is investing in all those sectors. More specifically, the referenced MI Healthy Climate Plan goal states "**Build the infrastructure** necessary to support 2 million electric vehicles on Michigan roads by 2030.". As a gas utility, investing in electric vehicle infrastructure is outside the scope of DTE Gas business operations.

Attachment: None

Co-Respondent(s): H. J. Decker

MPSC Case No: U-21973

Requester: MECCUB

Question No.: MECCUBDG-2.8

Respondent: A. E. Jackson

Page: 1 of 1

Question: Please refer to the Direct Testimony of Anna E. Jackson, pp 72-73. Please identify any infrastructure costs (e.g., fueling stations, charging stations, facility upgrades) required to support the Company's internal fleet and state whether any such costs are included in this proceeding.

Answer: Referring to my direct testimony on pages 72-73, there are no capital expenditures to support infrastructure costs (e.g., fueling stations, charging stations, facility upgrades).

Attachment: None

Comparing the Cost to Travel: Electric Vehicle Fill-Up Savings by State

Sara Baldwin, Jack Conness
August 2023

Electric vehicles (EVs) made up [14 percent of global vehicle](#) sales in 2022, with over 20 million vehicles sold worldwide. The United States is now the third largest EV market, having experienced exponential growth over the past decade—the number of EVs on the road jumped from about 22,000 in 2011 to over 2 million in 2022. The U.S.' [accelerated transportation electrification](#) is driven by a combination of state and federal policies and growing consumer demand for non-polluting vehicles that provide instant fuel cost savings.

For the average driver, however, determining expected savings one can expect from an EV compared to a gas or diesel vehicle can be challenging. Unlike gasoline prices, which are advertised prominently at every corner gas station, electricity prices are not as readily accessible. Furthermore, the price of electricity varies depending on where you're charging (i.e., at home, at a business, or at a public charger) and the type of charger (i.e., slower level 1 chargers may be less expensive than DC fast chargers). The rate also varies across states and utility service territories. The type of vehicle you're driving also impacts the cost to fill-up, given the size of the EV battery versus the size of the gas tank as gas-vehicles average [over 400 miles on one fill-up](#) while the average EV range is [currently around 290 miles](#).

Energy Innovation's cost comparison tool, [EV Fill-Up Savings by State](#), is designed to fill this information gap and help drivers estimate the average cost to drive an EV versus equivalent gas counterparts across states.

TOPLINE RESEARCH FINDINGS

We modeled several vehicles in every state and find that the cost to drive an EV is cheaper than a gas-powered vehicle for primary passenger vehicle classes: sedans, SUVs, and trucks. The biggest cost savings are in the Pacific Northwest, where high gas prices and cheap electricity create significant savings for the average driver.

Washington State boasts the highest gas prices in the country (at \$4.98/gallon) and the least expensive residential electricity prices in the country (at \$0.10/kWh). This translates to nearly \$50 in savings per trip for EV drivers when filling up the battery



Washington State's high gas prices and low electricity rates result in considerable cost savings for EV drivers – nearly \$50 per trip for SUVs in this example from the *EV Fill-Up Savings by State* tool.

of their SUV, nearly \$60 per trip when filling up their EV sedan, and over \$80 per trip when filling up their EV truck. These savings reflect differences in vehicle range and battery size.

On the other hand, Hawaii EV drivers will see lower cost savings, given the state's substantially higher average residential electricity rates (at \$0.43/kWh). Nonetheless, EV drivers in the Aloha State can still expect to save compared to gas vehicle drivers. Average EV fill-up savings range from \$15 for SUVs to \$26 for sedans.

The Southeast states of Mississippi, Louisiana, Tennessee, Alabama, and Arkansas have the five-lowest gas prices in the country, and their residential electricity prices are lower than average U.S. electricity rates. The most popular vehicles sold in those states ([all pickup trucks](#)) offer around \$30 in cost savings per trip with the EV models compared with their fossil fuel counterparts.

While average U.S. electricity prices have [not been immune to inflation](#), they remain cheaper and less volatile than gasoline, which just saw its [biggest price increases](#) in a year. As such, EV drivers in all states, regardless of the vehicle they drive, can expect cost savings on a per trip and annual basis, compared to a gas vehicle.

METHODOLOGY

We calculate the cost to fill-up an EV versus a gas vehicle across different vehicle models across three vehicle classes: sedans, SUVs, and trucks. All vehicle selections are 2023 base models. For each EV, we calculate the average number of kilowatt-hours required for a full charge, based on the battery size. For all gasoline vehicles, we use the assumptions from the U.S. Environmental Protection Agency's [fueleconomy.gov](#). We assume that [80 percent of charging is done at home](#) and use 2022 residential electricity rates provided by [the U.S. Energy Information Administration](#). We assume the remaining 20 percent is done with public charging, and the electricity rates applied are based on [Electrify America's](#) published rates by state. We use [July 2023 gas prices from AAA](#) and assume average miles traveled by a driver per year to be 14,263, based on 2019 [Federal Highway Administration data](#). The calculations do not incorporate any assumptions for total cost of ownership (TCO), EV tax credits, registration fees, or operation and maintenance expenses. We also do not assume any EV-related rate designs, EV charging discounts or free charging, or electric time-of-use pricing.

POLICY INSIGHTS AND RECOMMENDATIONS

- EV cost savings are a compelling reason to purchase or lease an EV over a gas vehicle, so state utility regulators and electric utilities should be mindful of how changes to rate design may impact EV drivers and all electric ratepayers.
 - As EV adoption rates and the volume and duration of EV charging increases, regulators and utilities should investigate and adopt rate design measures, such as [time-varying rates \(TVRs\)](#) and [managed charging](#) with smart charging infrastructure, that can help manage EV charging load. These tools can avoid straining the grid and exacerbating peak demand – which may make electricity generation and delivery more costly for ratepayers. They are also effective at motivating customers to shift their energy usage to off-peak, while supporting a more reliable and resilient grid.
 - Public charging is critical to ensure equitable access to EV charging, especially for those unable to charge at home. States and the private sector should take advantage of federal funds to deploy strategic public charging infrastructure, while also ensuring equitable and affordable charging rates.
 - States should explore the role of utilities in providing public charging in lower-income and underserved communities, while still enabling market participation from third-party public EV charging providers.
-

Argonne NATIONAL LABORATORY Clean Cities U.S. Department of Energy
Idling Reduction Savings Calculator
http://www.transportation.anl.gov/downloads/idling_worksheet.xls

REPLACE DEFAULT VALUES IN SHADED BLUE CELLS WITH YOUR DATA.

1 How much fuel is used for idling? (If you don't know, see table on next sheet.) **0.8** gallons/hour × How many hours each year might you use idling reduction (IR) devices instead of idling? **1,000** hours/year = **800** gallons/year × What is the cost of fuel? **3.00** /gallon = \$ **2,400** /year +

2 **0.8** gallons/hour × **1,000** hours/year × What is your average fuel economy? **10** miles/gallon = **8,000** miles/year

3 How much does an oil change cost? \$ **50** /oil change ÷ How many miles between oil changes? **10,000** miles/oil change = \$ **0.005** /mile × "Miles of idling"¹ (idling is like putting miles on your) **8,000** miles/year = \$ **40** /year +

4 How much does an engine overhaul or new vehicle cost? \$ **10,000** /overhaul or replacement ÷ How many miles between overhauls or vehicle replacement? **250,000** miles/overhaul or replacement = \$ **0.04** /mile × "Miles of idling" **8,000** miles/year = \$ **320** /year

5 **2,400** /year + **40** /year + **320** /year = \$ **2,760** /year

Total Avoidable Idling Costs

Calculate Costs for Idling Reduction (IR) – Device and/or Electrified Parking Space (EPS)

6 How much fuel is used by the IR device? **0.2** gallons/hour × How many hours each year would you use on-board IR devices? **2,000** hours/year = **400** gallons/year × What is the cost of fuel? **3.00** /gallon = \$ **1,200** /year

7 Maintenance cost for IR device \$ **100** /year + \$ **1,200** /year = \$ **1,300** /year

8 Cost per hour to plug into EPS \$ **1** /hour × How many hours each year would you use EPSs instead of idling? **1,300** hours/year = \$ **1,300** /year

Total Operating Costs for IR

Calculate Savings from IR

9 Capital cost of on-board IR device \$ **8,000** ÷ Savings **1,460** /year saved = **5.5** years

Payback Time

10 **800** (A) – **400** (B) = **400** gallons saved/year

* Total number of hours from lines 6 and 8 should equal the number of hours in line 1.
¹ TMC Recommended Practice 1108, "Analysis of Costs from Idling and Parasitic Devices for Heavy Duty Trucks" (2003). Technology & Maintenance Council, American Trucking Associations (TMC/ATA).

How Much Fuel Is Used for Idling?

Vehicle Type	Class	Fuel Type	Size Indicator		Idling Fuel Use (gal/h)		Source
			Engine Size (l)	GVWR (lb)	No load	With load	
Passenger Car (Ford Focus)	1	G	2	–	0.16	0.29	ANL 1
Passenger Car (Volkswagen Jetta)	1	D	2	–	0.17	0.39	ANL 1
Passenger Car (Ford Crown Victoria)	1	G	4.6	–	0.39	0.59	ANL 1 & 2
Medium Heavy Truck	6	G	5–7	19,700–26,000	0.84	–	WVU
Delivery Truck	5	D	–	19,500	0.84	1.1 ¹	NREL
Tow Truck	6	D	–	26,000	0.59	1.14 ²	ORNL
Medium Heavy Truck	6–7	D	6–10	23,000–33,000	0.44	–	WVU
Transit Bus	7	D	–	30,000	0.97	–	ORNL
Combination Truck	7	D	–	32,000	0.49	–	ORNL
Bucket Truck	8	D	–	37,000	0.90	1.50 ²	ORNL
Tractor-Semitrailer	8	D	–	80,000	0.64	1.15 ^{3,1}	TMC

D = diesel. G = gasoline. Gal = gallon(s). GVWR = gross vehicle weight rating. h = hour(s). l = liter(s). lb = pound(s). PTO = power take-off.

¹ High idle.

² PTO on.

³ Air conditioning on.

Sources

ANL 1: Stutenberg, K., and Lohse-Busch, H. "APRF [Advanced Powertrain Research Facility at Argonne National Laboratory] Conventional Vehicles Snapshot Study." Presentation to U.S. DOE, December 2, 2012.

ANL 2: Rask, E.; Keller, G.; Lohse-Busch, H.; et al. (2013). "Final Report: Police Cruiser Fuel Consumption Characterization." Work performed by Argonne National Laboratory for the Illinois Tollway Authority.

NREL: National Renewable Energy Laboratory Project Draft Final Report for the Period August 1, 2012, through March 31, 2014, "Data Collection, Testing and Analysis of Hybrid Electric Trucks and Buses Operating in California Fleets." ARB Agreement Number 11-600, NREL Contract Number FIA-12-1763, April 15, 2014.

ORNL: Lascurain, M.B.; Franzese, O.; Capps, G.; et al. (2012). *Medium Truck Duty Cycle Data from Real-World Driving Environments: Project Final Report* (ORNL/TM-2012/240). Work performed by Oak Ridge National Laboratory for the U.S. DOE.

TMC: TMC Recommended Practice 1108, "Analysis of Costs from Idling and Parasitic Devices for Heavy Duty Trucks" (2003). Technology & Maintenance Council, American Trucking Associations (TMC/ATA).

WVU: Khan, ABM.S.; Clark, N.N.; Gautam, M.; et al. (2009). "Idle Emissions from Medium Heavy Duty Diesel and Gasoline Trucks." *Journal of the Air & Waste Management Association* (59:3) 354–359.

Other Idling Reduction Resources

- IdleBox www.cleancities.energy.gov/idlebox
- IdleBase <http://cleancities.energy.gov/idlebase>
- National Idling Reduction Network News energy.gov/eere/vehicles/vehicle-technologies-office-national-idling-reduction-network-news
- Argonne National Laboratory <http://www.transportation.anl.gov/engines/idling.html>
- Alternative Fuels Data Center http://www.afdc.energy.gov/conservation/idling_reduction_basics.html



ePTOs Enabling Engine Off Operation





JUSTIN E HERNAN
Project Engineer

Justin is responsible for the testing and application support of electrification technologies, such as ePumps, ePTOs, permanent magnet motors, pumps, and inverters. Justin received his Bachelor's of Science in Mechanical Engineering from Ohio State University in 2021 and is in the process of completing his Master's of Business Administration (MBA) from Iowa University.



ePTOs - ENABLING ENGINE OFF OPERATION

Traditional PTO Systems

A conventional Power Take-Off (PTO) system is a mechanical assembly that transmits power from the engine or transmission to power auxiliary equipment. In these configurations, the engine's crankshaft drives the PTO shaft via a series of gears, delivering rotational power taken from the drivetrain whenever the engine is operational. Upon engagement, the mechanical linkage transfers this rotational energy to hydraulic pumps responsible for controlling auxiliary functions, such as a boom. As increasingly stringent emissions regulations come into effect, fleet operators face the challenge of optimizing productivity and operational capabilities while ensuring regulatory compliance. Although zero-emission vehicles and fully electric systems

represent the longer-term industry objective, battery electric Power Take-Off (ePTO) units present a more accessible and cost-effective pathway toward vehicle electrification by enabling

engine off work applications. These systems offer substantial benefits, including fleet cost savings, reduced emissions, and lower noise levels.

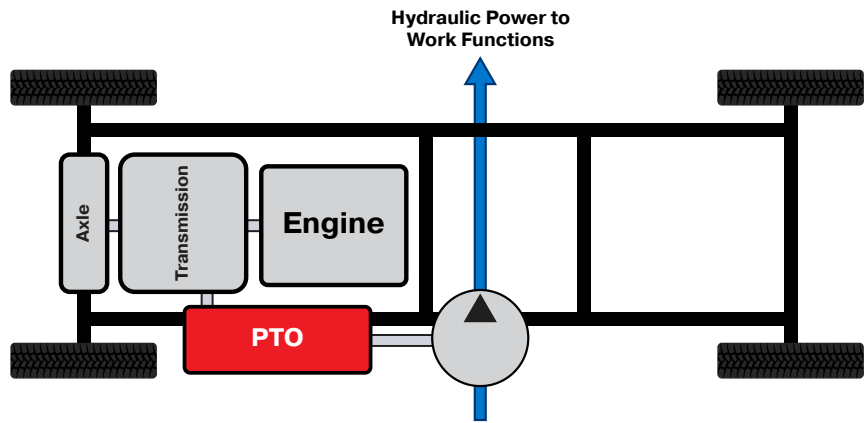


Figure 1: Traditional PTO Architecture

ePTO Systems

Electric Power Take-Off (ePTO) units offer an innovative solution that addresses the inherent limitations of traditional PTO systems by enabling auxiliary functions to operate independently of the engine's operational status and providing flexible/remote mounting capabilities. These ePTO systems supply power to drive attachments, such as ariel lift truck booms, without the need for the engine to be running. Utilizing a combination of battery power and the ePTO unit, these systems generate the hydraulic energy required to perform the vehicle's auxiliary functions. Beyond reducing fuel consumption, emissions, and engine wear by eliminating unnecessary engine idling, ePTO systems also significantly decrease overall noise levels—an essential consideration for vehicles operating in residential areas subject to noise regulations.

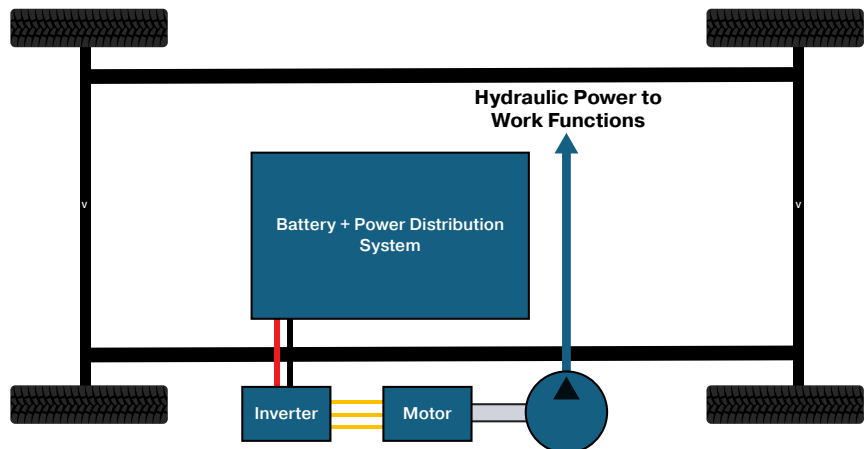


Figure 2: ePTO Solution Architecture

We are going to classify the types of ePTOs explored in this paper into two categories: low voltage modular and high voltage modular.

The low-voltage modular ePTO systems operate at nominal DC battery voltages of 24, 48, 80, and 96 volts. These systems are engineered for seamless integration with a vehicle's existing battery and power distribution infrastructure, or as standalone systems containing the batteries and power distribution system. Relying typically on ambient convection cooling methods the low voltage modular ePTOs are designed as a "plug-and-play" solution to enable engine off operation. The motor windings, inverter frame sizes, and hydraulic pumps are customizable based on specific application requirements, including hydraulic flow and pressure demands, noise limitations, and battery voltage, enabling the optimization of battery utilization and minimizing operational noise.



Figure 3: Low Voltage Modular ePTO

The high-voltage modular ePTO systems operate at a nominal DC bus voltage ranging from 120 to 750 volts. Unlike the low-voltage modular systems, these units integrate not only the pump, motor, and inverter but likely require a cooling system, ePTO controller, and housing for simplified vehicle integration. In these high-volt-

age configurations, the entire system is enclosed within the housing, apart from the directly coupled hydraulic pump. The cooling and electrical subsystems, accompanying the inverter and motor, are managed by the ePTO controller, enabling closed-loop control for optimized performance and noise management based on the

vehicle's real-time flow requirements. Similar to the low-voltage modular ePTO systems, the pump, motor, inverter, and cooling components are modular and can be customized to align with specific vehicle specifications and available battery systems.



Figure 4: High Voltage Modular ePTO potential customization

Sizing an ePTO

When sizing an ePTO system, three primary components must be considered: the pump, motor, and inverter. The process begins with identifying the required flow rate and pressure for the specific function, which then determines the suitable pump displacement. Given the wide variety of hydraulic pump technologies available, two additional critical

factors—noise and efficiency—are incorporated into the selection criteria. While multiple pump technologies may meet the required flow and pressure parameters, the final choice typically depends on whether the system prioritizes maximizing battery runtime (efficiency), minimizing noise, or achieving a balance between the two. For instance, applications operating in

residential areas often prioritize noise reduction to comply with local noise ordinances; in such cases, a helicoidal gear pump or vane pump is commonly preferred. Once the pump technology and displacement are established, the necessary torque and speed parameters can be calculated to accurately size the motor and inverter.

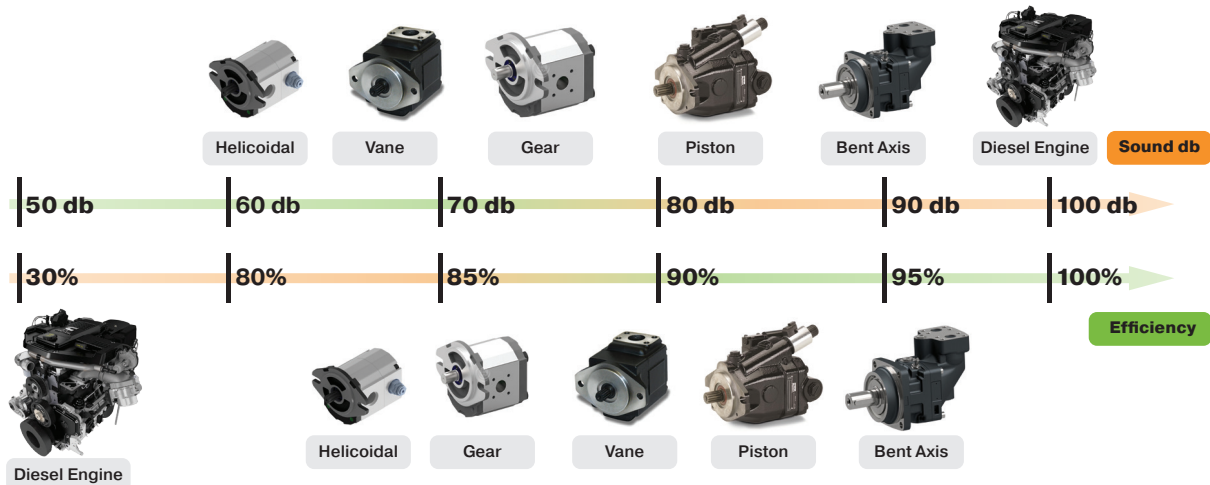


Figure 5: Hydraulic pump technology trade-offs

Unlike the hydraulic components, the motor and inverter are characterized by two distinct performance curves: the continuous operation curve and the peak operating curve. Operating within the continuous curve allows the system to run indefinitely at specified speed and torque levels, provided adequate cooling is maintained. Operating points situated between the continuous and peak curves represent torque and speed combinations that the system can sustain only for limited durations before thermal limits are exceeded. When sizing the motor and inverter, it is essential to distinguish whether the application demands continuous or intermittent operation. Designing the motor and inverter to operate continuously for functions that require only intermittent use can lead to oversized components that increase system cost, reduced overall efficiency, and a larger physical footprint. Conversely, under sizing the system risks overheating during operation,

potentially resulting in insufficient performance, or even insufficient performance, or even function failure and reduced reliability.

To accurately size the motor and inverter, key parameters including torque, speed, voltage, current, and duty cycle must be established. Once the torque and speed requirements are defined, the motor's magnet stack length, diameter, and winding configuration can be optimized to enhance system performance in accordance with the desired flow and pressure demands, taking into account the system's battery voltage. Permanent magnet motors offer multiple winding configurations, enabling performance optimization across a broad voltage range, from low-voltage systems up to 750 V. Subsequently, the inverter is sized based on the motor current

and battery voltage. Both low and high voltage solutions are available, covering voltage ranges from 24 V to 750 V. Low-voltage systems typically utilize ambient air or water ethylene glycol (WEG) cooling methods, whereas high-voltage systems commonly employ WEG cooling to ensure peak performance.

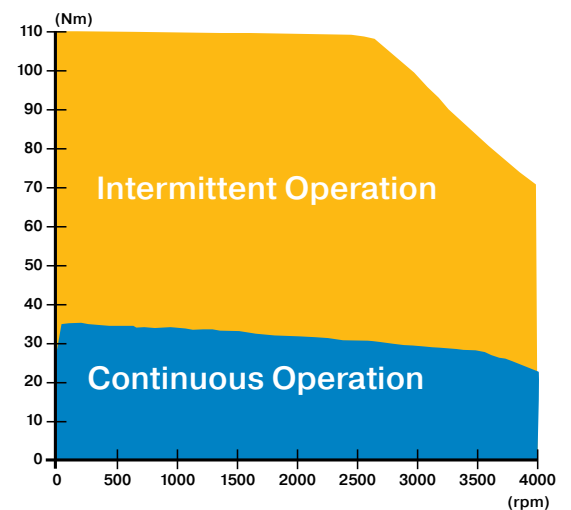


Figure 6: Permanent Magnet motor performance curve

Consider the following example of an ariel lift truck utilized to perform maintenance in residential areas, the vehicle's duty cycle includes traveling to the worksite, raising the bucket, performing the repair work which requires flow from the ePTO, performing work with no flow requirement, lowering the bucket, and repeating this sequence over an average of 9 stops during a 6.5 working-hour day. The specific system requirements and duration of each function are illustrated in Table 1. In this analysis, we will compare the performance and efficiency of a traditional PTO system with that of an electric PTO (ePTO) solution.

Operation #	Operation	Time (seconds)	Flow (GPM)	Pressure (PSI)
1	Drive to work location	600	0	0
2	Raise bucket	60	7.25	3200
3	Perform Maintenance – Hydraulic Power Required	900	5	2000
4	Perform Maintenance – Hydraulic Power not Required	900	0	0
5	Lower Bucket	60	7.25	3200



Figure 7: Residential ariel lift truck

ePTO Example

Looking at an ePTO solution to accomplish the duty cycle, to meet the required 7.25 GPM of peak flow and pressure of up to 3200 PSI, a 10cc pump was selected, with a volumetric efficiency of 92% and a mechanical efficiency of 90%. Based on the volumetric efficiency and pump displacement, it was determined that the ePTO must operate at approximately 3000 RPM to deliver a flow rate of 7.25 GPM, and at 2060 RPM to provide 5 GPM. Next, using the mechanical efficiency and pump displacement, the motor torque necessary to operate at the pressures of 3200 and 2000 PSI can be calculated. With a mechanical efficiency of 90%, the torque required to raise and lower the bucket is 39 Nm and 25 Nm during the maintenance period.

Given the brief duration of the bucket raising and lowering operations, these

functions are classified as intermittent duty requirements, whereas the maintenance operation is considered a continuous duty requirement. Consequently, when sizing the motor, the peak torque demands for raising and lowering the bucket can be addressed at an operating point that lies between the motors continuous and peak torque-speed curves. Based on these torque and speed specifications, the motor selected supports a continuous torque of at least 25 Nm and a peak torque of at least 39Nm. With a torque constant of 0.159 Nm/Arms, the motor will require approximately 245 Arms of current at the peak torque demand. To accommodate this current requirement, a drive that is able to support up to 280 Arms has been selected for the application.

During the initial phase of the duty

cycle, while the vehicle is en route to the work site, the ePTO can be fully disabled, resulting in zero power consumption as there are no flow requirements during this period. Upon arrival at the work location, the engine can be shut off and the ePTO enabled. The engine will remain off throughout the bucket operation and maintenance activities, thereby reducing engine runtime by approximately 75% over the course of a 6.5-hour workday. Based on laboratory-tested efficiency values for the pump, motor, and inverter, the total energy consumption required to both raise and lower the bucket is estimated at 4.1 kWh for the entire workday, with an additional 13.4 kWh necessary to perform maintenance functions.

When comparing the traditional PTO system to the ePTO, it is evident that

the significantly lower efficiency of the diesel engine—relative to the electric motor and inverter—results in the traditional PTO consuming more than three times the energy required by the ePTO system to complete the same duty cycle, as illustrated in Figures 8 and 9. Notably, diesel engine losses account for approximately 70% of the total energy consumption in the traditional system.

In addition to the substantial reduction in energy consumption, the ePTO system also achieves a significant decrease in engine idling. During steps 2 through 5 of the duty cycle, the engine is no longer required to operate to perform the necessary tasks, enabling it to remain off for 75% of the cycle. This reduction in engine runtime not only extends the overall system lifespan by reducing mechanical stress on the engine but also delivers significant reductions in emissions and fuel costs. Based on a 6.5-hour workday over 250 working days per year, the ePTO system is projected to reduce the vehicle's fuel consumption by approx-

imately 2,476 gallons annually, and 25.2 metric tons of CO2*. Additionally, at the national average cost for diesel

fuel of \$3.49 per gallon, this translates to an annual fuel cost savings of approximately \$8600.

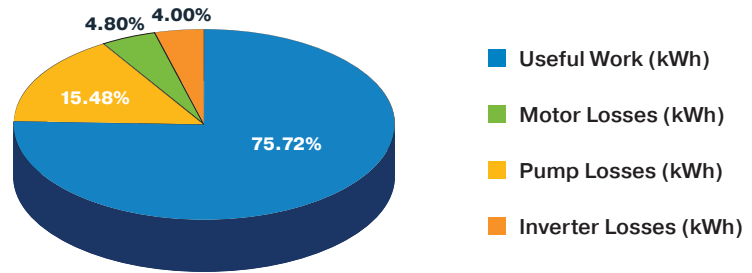


Figure 8: ePTO Energy consumption breakdown

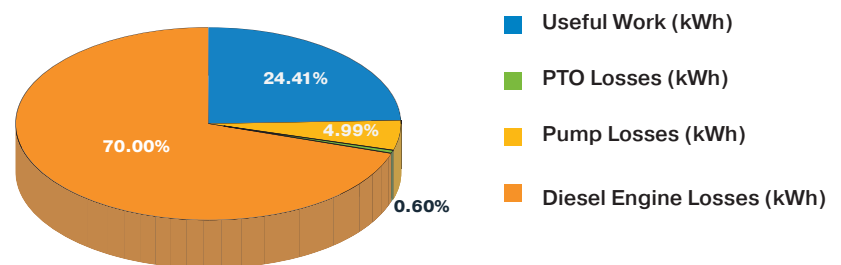


Figure 9: Traditional PTO energy consumption breakdown

*Derived from the carbon dioxide emissions coefficients provided by the U.S Energy Information Administration

Conclusion

This white paper highlights the clear advantages of electric Power Take-Off (ePTO) systems over traditional mechanical PTO configurations, particularly in applications demanding frequent low power auxiliary function operation and stringent emissions compliance. By decoupling auxiliary power from the engine's operational status, ePTO solutions enable significant reductions in fuel consumption, emissions, and engine wear through minimized engine idling and optimized energy use. The modular design flexibility across the low-voltage and high-voltage architectures allows for tailored integration into a wide range of vehicle platforms, ensuring compatibility with existing electrical systems and operational requirements.

The example analysis of a bucket truck duty cycle demonstrates that ePTO systems can reduce engine runtime by up to 75%, decrease total energy

consumption by more than threefold compared to traditional PTOs, and achieve substantial fuel savings—amounting to 2,500 gallons annually and over \$8,600 in fuel savings. These benefits translate not only into operational cost savings but also into extended equipment longevity and improved emission performance, aligning with evolving regulatory demands and sustainability goals.

As fleet operators and OEMs seek cost-effective pathways toward vehicle electrification, ePTO technology represents a pragmatic and impactful solution. Its ability to enhance operational efficiency, reduce noise pollution, and lower emissions positions the ePTO as a critical enabler in the transition to cleaner, more sustainable commercial vehicle operations.





<https://discover.parker.com/P1M>

Parker Hannifin Corporation
**Hydraulic Pump and
Motor Division**
14249 Industrial Pkwy
Marysville, OH 43040 USA
phone 937 644 4435
fax 937 642 3639
parker.com/hps

June 2025

© 2025 Parker Hannifin Corporation



PROOF OF SERVICE - U-21973

The undersigned certifies that a copy of the *Direct Testimony and Exhibits of Graham Woolley on behalf of the AG and CUB* was served upon the parties listed below by e-mailing the same to them at their respective e-mail addresses on the 13th day of March 2026.

Joel B. King

DTE Gas Company:

Carlton Watson
Breanne Reitzel
John Janiszewski
Andrea Hayden
Carlton.watson@dteenergy.com
Breanne.reitzel@dteenergy.com
John.janiszewski@dteenergy.com
Andrea.hayden@dteenergy.com
Mpscfilings_account@dteenergy.com

ALJ:

Hon. Christopher Saunders
Saundersc4@michigan.gov

Attorney General of Michigan:

Joel King
Lucas Wollenzien
Kingj38@michigan.gov
wollenzienl@michigan.gov
ag-enra-spec-lit@michigan.gov

Sebastian Coppola
sebcoppola@corplytics.com

ABATE:

Stephen Campbell
Michael Pattwell
Benjamin Holwerda
scampbell@clarkhill.com
mpattwell@clarkhill.com
bholwerda@clarkhill.com

MPSC Staff:

Adam Cozort
Anna Stirling
Heather Durian
Lori Mayabb
Michael Orris
Cozorta1@michigan.gov
Stirlinga1@michigan.gov
durianh@michigan.gov
mayabbl@michigan.gov
orrism@michigan.gov

MEC/CUB:

Christopher Bzdok
Holly Hillyer
Alic Napoleon
Sophie Schadler
Julielyn Gibbons
Rick Bunch
Pamela Fox
Sean Clark
Matt Bandyk
chris@tropospherelegal.com
holly@tropospherelegal.com
anapoleon@synapse-energy.com
sschadler@synapse-energy.com
jgibbons@5lakesenergy.com
rbunch@5lakesenergy.com
plfox@varnumlaw.com
sean@tropospherelegal.com
mbandyk@5lakesenergy.com

UWUA:

Richard Mack, Jr.
Jacob Porcarelli
richardmack@millercohen.com
jporcarelli@millercohen.com

EM/BAC:

Timothy Lundgren
Laura Chappelle
Justin Ooms
tjlundgren@varnumlaw.com
lachappelle@varnumlaw.com
jkooms@varnumlaw.com

Detroit Thermal:

Arthur LeVasseur
Troy Otto
levasseur@fischerfranklin.com
otto@fischerfranklin.com

RESA:

Jennifer Heston
jheston@potomaclaw.com

City of Ann Arbor:

Valerie Jackson
vjackson@a2gov.org

**Soulardarity/UCC/We Want
Green, Too:**

Mark Templeton
Amanda Urban
Alexandria Miskho
Emma Young
templeton@uchicago.edu
aurbanlaw@gmail.com
amiskho@uchicago.edu
eyoung28@uchicago.edu
aclc_mpsc@lawclinic.uchicago.edu