

## **RHD Vehicle Purchase Incentive from Ronnie Stutts Question Box**

**Question. I am a regular rural carrier and I purchased a new factory right-hand drive Jeep Wrangler in October of 2007. Do I qualify for the \$1,000 right-hand drive incentive payment under the 2006-2010 National Agreement?**

**Answer. No. The new factory manufactured right-hand drive vehicle would have to be purchased on or after December 3, 2007, to qualify for the \$1,000 incentive payment. However, pursuant to the language in MOU .8 in effect during the terms of the 2000 National Agreement, you would be entitled to the \$500 incentive payment for the purchase of the new factory manufactured right-hand drive vehicle.**

**Question. I am a rural carrier associate (RCA) and I purchased a new factory manufactured right-hand drive Jeep Wrangler in November of 2007. Do I qualify for the \$1,000 right hand drive incentive payment under the 2006- 2010 National Agreement?**

**Answer. No. The new factory manufactured right-hand drive vehicle would have to be purchased on or after December 3, 2007, to qualify for the \$1,000 incentive payment. Rural carrier associates (RCAs) did not qualify for the any incentive payment under the provisions of MOU .8 in the 2000 National Agreement.**

**Question. I am a regular rural carrier and I own a left-hand drive 2001 Jeep Cherokee. I plan to have a right-hand drive conversion kit installed on the vehicle. Do I qualify for the \$500 conversion incentive payment under the provisions of MOU #8 in the 2006-2010 National Agreement?**

**Answer. No. In order for you to be eligible for the \$500 conversion incentive payment, the vehicle converted to right-hand drive configuration must be**

**five years or less in age at the time of conversion. Your 2001 Jeep Cherokee is more than five years old and therefore does not qualify for the \$500 incentive payment under the provisions of MOU #8 in the 2006-2010 National Agreement.**

**Question. If a regular carrier or a rural carrier associate (RCA) purchases a used right-hand drive vehicle, will they qualify for an incentive payment under the terms of the 2006-20 10 National Agreement?**

**Answer. Yes. Qualifying rural carriers who purchase a used right-hand drive vehicle, manufactured or converted, meeting the restrictions as found in Section A or B of MOU #8, on which a \$1,000 or \$500 incentive payment has not been previously paid, will be eligible for a \$500 incentive provided that vehicle is five years or less in age at the time of purchase and the carrier commits to use the right-hand drive vehicle to serve the route(s) for a period of three (3) years.**

**Question. What are the criteria (restrictions) for a manufactured vehicle in order to qualify for the incentive payment under the terms of the 2006-2010 National Agreement?**

**Answer. A vehicle will be considered a manufactured right-hand drive vehicle provided it falls into one of the two categories that follow:**

#### **1. Factory Right-Hand Drive Vehicle**

**(a) The right-hand drive vehicle purchased must be a new current model year vehicle or prior model year that has not previously been titled: and**

**(b) The manufacturer such as Chrysler or Subaru produces the vehicle as a right-hand drive vehicle: or**

## **2. Re-Engineered Right-Hand Drive Vehicle**

**(a) The vehicle must be five years old or less in age at the time the rural carrier has the vehicle re-engineered.**

**(b) The vehicle has been re-engineered to right-hand drive specifications as determined or approved by the parties.**

**(c) The steering wheel is affixed on the right-hand side of the front passenger compartment and is the only steering column**

**(c) The brake and gas pedals are fixed and mounted on the right-hand side of the front passenger compartment and are the only brake and gas pedals for the vehicle.**

**(e) The vehicle is equipped with an automatic transmission.**

**The horn, turn signals, and warning lights are reasonably accessible to the driver.**

**In order to receive the incentive, no rural carrier may have previously received an incentive payment for the vehicle. A right-hand drive**

**modification kit or surplus USPS vehicle is not considered a valid purchase for the manufactured vehicle incentive payment. Additionally, the carrier must commit to use the purchased right-hand drive vehicle to serve the route(s) for a period of three (3) years.**

**Question. What are the criteria (restrictions) for a conversion of a vehicle to a right-hand drive configuration in order to qualify for an incentive payment under the terms of the 2006-2010 National Agreement?**

**Answer. In order for a qualifying carrier to be eligible for the \$500 incentive payment, the vehicle converted to a right-hand drive configuration must be five years or less in age at the time of conversion. The right-hand drive conversion is considered acceptable if:**

- 1. . The right-hand drive steering wheel operates the vehicle turning mechanism via a pulley or chain system attached to the primary steering column or the right-hand drive steering column is fixed directly into the gearbox of the vehicle.**
  
- 2. . The brake and gas pedals are fixed and mounted on the right-hand side of the front passenger compartment. The brake and gas pedals may operate the primary vehicle pedals via a metal bar or other device.**
  
- 3. The vehicle is equipped with an automatic transmission.**
  
- 4. The horn, turn signals, and warning lights are reasonably accessible to the drive from the right-hand side sitting position.**
  
- 5. . The vehicle is able to pass state vehicle inspection in the state the vehicle is registered and the state in which it is operated.**

**6. . The conversion does not interfere with vehicle standard safety equipment such as airbags, and does not cause Department of Transportation issues.**

**Converted vehicles not meeting these requirements are considered unacceptable right-hand drive conversions and no incentive will be paid for such conversions. Also, a vehicle could be unacceptable if there is any reason to believe the conversion mechanism is unsafe. Passengers cannot be carried in the left-hand front seat of a pulley or chain operated systems while the carrier is using the vehicle to perform his/her official duties associated with route delivery. Additionally, the carrier must commit to use the converted right-hand drive vehicle to serve the route for a period of three (3) years.**

**Question. If my vehicle meets all the requirements, how do I go about receiving the incentive payment?**

**Answer. Rural carrier eligibility for an incentive payment and three-year waiver will be in effect over the term of this Agreement. In order to receive the manufactured vehicle \$1,000 incentive payment, the rural carrier must submit a copy of the vehicle sales receipt or a receipt for the re-engineering dated within the term of the 2006 Agreement, the vehicle identification number and postmaster/manager certification that the carrier has purchased a right-hand drive vehicle for use on the route.**

**In order to receive the used or conversion \$500 incentive payment the rural carrier must submit a copy of the vehicle or conversion kit sales receipt dated within the term of the Agreement, the vehicle identification number and postmaster/ manager certification that the carrier has purchased or converted a right-hand drive vehicle for use on the route.**

**Purchasing a previously owned manufactured or converted vehicle on which an incentive payment has previously been paid will not qualify a carrier for a second \$1000 or \$500 incentive payment. No rural carrier may**

**receive an incentive payment more than once every three years. Incentive payment requests will be submitted based on instructions issued by the appropriate district personnel.**

**Question. If I intend to purchase or convert a vehicle to right-hand drive that would qualify for the incentive payment, what assurance do I have that management will not assign a postal-owned or postal-leased vehicle to my route?**

**Answer. The Postal Service agrees that any regular carrier who is eligible to receive an incentive under MOU #8, will not be assigned a postal-owned or postal-leased vehicle for a three-year period from the date of purchase or conversion to a right-hand drive vehicle.**

**This three-year period will remain in effect as long as the carrier remains on the route on which no postal vehicle is provided and continues to utilize the right-hand drive vehicle to affect delivery.**

**Discontinued use of the right-hand drive vehicle will void the three-year waiver and could result in full or partial recovery of any incentive payment. In order to be eligible for the three-year waiver, a rural carrier must advise the postmaster/ manager, in writing, that he/she intends to purchase or convert a vehicle to a right-hand drive vehicle configuration for the use on the route and that the purchase or conversion will be completed within sixty (60) calendar days.**

**The postmaster/manager must advise the carrier, in writing, within ten (10) working days as to whether or not the Postal Service intends to provide a vehicle for the route. The Postal Service may advise the carrier anytime during the three-year waiver period of its intent to provide a vehicle at the end of the period. The applicable provisions of the March 7, 1988 Memorandum of Understanding concerning employer-provided vehicles to rural routes would go into effect at that time.**

**The incentive payment and three-year waiver do not apply when the carrier purchases, re-engineers, or converts a vehicle to a right-hand drive vehicle after being notified by the Postal Service of its intent to provide a postal-**

**owned or postal-leased vehicle for the route, or when a carrier is assigned to or bids on a route which already has a postal-owned or postal-leased vehicle assigned to the route. [Source: NRLCA Magazine, March 2008]**

**Thanks for John Amtsfeld for sending this info out...**