



# Castle Sanitation Corp.

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## I – Details of the vehicles or a description of the fleet:

Year, Make & Model, VIN# or License Plate, Weight (GWWR) & Weight (Registered)

#	YEAR	MAKE	MODEL	VIN #	LICENSE PLATE #	REG. GVW (LBS)	FUEL TYPE
1	1990	MACK	RD690SX	1M2P199C6LW006444	84552MM	61,320	DIESEL
2	1995	MACK	RD688SX	1M2P268C5SM023386	84551MM	61,320	DIESEL
3	1997	MACK	RD688SX	1M2P268C8VM032281	84554MM	61,320	DIESEL
4	1999	MACK	RD688S	1M2P267C9XM044704	84547MM	58,000	DIESEL
5	2000	MACK	RD688S	1M2P267C2YM051446	84546MM	58,000	DIESEL
6	2000	MACK	RD688S	1M2P267C7YM051524	84508MM	58,000	DIESEL
7	2007	MACK	CTP713	1M2AT04C57M006309	84563MM	57,000	DIESEL
8	2007	MACK	CTP713	1M2AT04C37M006308	84553MM	58,000	DIESEL
9	2012	KENWORTH	T300	2NKHLM7X1CM314946	52275ML	33,000	DIESEL
10	2014	MACK	GU713	1M2AX04C9EM020795	84562MM	57,000	DIESEL
11	2015	MACK	GU713	1M2AX04C9FM023374	84560MM	57,000	DIESEL
12	2015	MACK	GU713	1M2AX04C7FM025110	84561MM	57,000	DIESEL
13	2016	MACK	GU713	1M2AX04C9GM032111	84555MM	58,000	DIESEL
14	2018	PETERBILT	567	1NPCL7EX9JD468704	84557MM	57,000	DIESEL
15	2018	PETERBILT	567	1NPCL7EX0JD468705	84558MM	57,000	DIESEL
16	2019	MACK	64FR	1M2GR2GC2KM001495	84556MM	58,000	DIESEL
17	2020	PETERBILT	567	1NPCLKEX0LD665623	22634NC	48,000	DIESEL
18	2021	MACK	64FR	1M2GR2GCSMM021212	30880NA	58,000	DIESEL

## II – Does this vehicle or fleet run on gas or diesel?

Each vehicle listed above runs on diesel.

**III – What is vehicle’s weight rating (GWWR) and registered weight for the vehicle? If the vehicles are identical, please provide just one weight of the vehicle.**

The information is provided as part of the answer to Question No. I (above).

**IV – How much power is required to power all the required units in the vehicle or the fleet?**

12-14 RPM

**(a) – List all equipment that requires external power.**

N/A

**(b) – How many hours is required for each piece of equipment to run on external power?**

N/A

**V – Have you considered installing a battery power APU or gasoline power APU?**

These options are not possible for the reasons stated herein.

The system that is installed on the trucks to operate the packer portion of each truck was fitted with a P.T.O. unit that is attached to the back of the factory-installed, engine block with a drive shaft that spins a hydraulic pump, in which high-pressure hydraulic oil moves the packer system.

There is no possible way of having a battery power APU or gasoline power APU installed to operate the hydraulic system, since the system needs a high RPM spin to move the oil throughout the system.

As for battery power, we would need multiple batteries (the number of which we have not determined) to obtain that high RPM spin. There is no space to place those batteries on the truck. In addition, we would then need a way to recharge the batteries since they would be draining as they are being used.

As for gasoline power, we would be in the same predicament that we are now in. In addition, we would then have to address DEP and DOT rules and regulations on that power source.

**(1) – If yes, list APU details. If no, list the reasons why not.**

*See the response to Question No. V (above).*

**(2) – Explain in detail why we should approve your waiver, including a cost analysis, undue hardship, burdens and improvements to your fleet to reduce engine idling.**

*See the response from our attorney and from other members of the Interior Demolition Contractors Association, Inc., which are being submitted with this response.*