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SERVICES CORP

October 18, 2022

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

License Plate	Year, Make & Model	VIN	Registered Weight
98744MK	2016 Hino	JHHRDM2H0GK002669	19,500
46047MH	2008 Mack 713GU	1M2AX04CX8M002715	58,000
46048MH	2008 Mack 713GU	1M2AX04C18M003056	58,000
75489PC	2013 Mack 713GU	1M2AX04C9DM015045	56,000
75488PC	2017 Mack 713GU	1M2AX04C0HM035061	57,000
71640PC	2018 Mack 713GU	1M2AX04C5JM040522	57,000
85341PC	2020 Mack Granite 64FR	1M2GR2GC0LM013128	57,000
46046MH	2002 Kenworth T300	2NKMHD7X32M886937	33,000
71639PC	2016 Kenworth T880	1NKZXPTX6GJ472159	54,999
79468PC	2018 Peterbilt	2NP2HJ7X8JM493059	33,000

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 unis 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

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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.

Please feel free to reach out to me should you need any further information.

Thank you.

Sincerely,

Fabio Bordone
President