



LIBERTY CONTRACTING CORPORATION

Interior Demolition & Recycling

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North Bergen, NJ 07047

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

YEAR	MAKE (MODEL)	VIN	LICENSE PLATE	GVWR	REG WEIGHT
1993	MACK (ROLL-OFF)	1M2P268C3PM014354	AX581Y	60,000.00	60,000.00
1995	MACK (PACKER)	1M2P268C3SM023029	AG588J	60,000.00	60,000.00
1996	MACK (PACKER)	1M2P268COTM029596	AP927B	60,000.00	60,000.00
2001	MACK (PACKER)	1M2P268C31M059253	AW381B	80,000.00	80,000.00
2002	MACK (ROLL-OFF)	1M2P268C22M062632	AT686L	70,000.00	70,000.00
2003	MACK (PACKER)	1M2P268CO3MO66793	AH611E	80,000.00	80,000.00
2003	MACK (PACKER)	1M2AG11C53M004441	AH784X	70,000.00	70,000.00
2003	MACK (ROLL-OFF)	1M2AG11C33M003434	AT985G	70,000.00	70,000.00
2005	MACK (ROLL-OFF)	1M2AG11CX5M023022	AW684J	80,000.00	80,000.00
2005	MACK (PACKER)	1M2AG11C75M027383	AJ874K	80,000.00	80,000.00
2005	MACK (PACKER)	1M2AG11C95M027384	AJ873K	80,000.00	80,000.00
2008	MACK (PACKER)	1M2AX04CX8M003069	AL351X	80,000.00	80,000.00
2008	MACK (PACKER)	1M2AX04C48M002712	AS490M	80,000.00	80,000.00
2013	MACK (PACKER)	1M2AX04C3DM014070	AP686D	80,000.00	80,000.00
2014	FREIGHTLINER (RACK)	3ALACXCY9EDGA1382	AW459T	33,000.00	33,000.00
2015	MACK (PACKER)	1M2AX04C6FM022912	AS189E	80,000.00	80,000.00
2016	MACK (PACKER)	1M2AX04CXGM027676	AS873Y	80,000.00	80,000.00
2017	MACK (PACKER)	1M2AX07C8HM036440	AT852Y	70,000.00	70,000.00
2019	MACK (PACKER)	1M2GR3GC5KM010746	AW700D	70,000.00	70,000.00
2020	MACK (PACKER)	1M2GR3GC5LM010747	AW398G	70,000.00	70,000.00
2020	MACK (PACKER)	1M2GR3GCXLM012185	AX848A	70,000.00	70,000.00

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.