

# **MANHATTAN INTERIOR CONTRACTING CO., INC**

38-38 13<sup>th</sup> STREET \* LONG ISLAND CITY, NY 11101 \* 718-361-0603 \* 718-361-0670

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

Year 2005, Make MACK, Model DUMP - License Plate #20971MG - Weight (GWWR) Weight (Registered) 52,000

Year 2006, Make MACK, Model DUMP - License Plate #20962MG - Weight (GWWR) Weight (Registered) 53,000

Year 2007, Make MACK, Model DUMP - License Plate #20996MG - Weight (GWWR) Weight (Registered) 52,000

Year 2008, Make MACK, Model DUMP - License Plate #20961MG - Weight (GWWR) Weight (Registered) 53,000

## **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 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?**

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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.**

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