

Phase 1 Removals, Inc.

790 New York Ave. Suite 206

Huntington, NY 11743

Tel: 631-425-4700

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

Year, Make & Model	VIN or License Plate	Weight (GVWR), Weight (Registered)
2020, Kenworth, T880,	35698MN	GVWR: 86,000lbs 54,950lbs
2006 Kenworth, T800B,	63530JV	GVWR: 80,000lbs 54,950lbs
2015 Kenworth, T880,	58107ME	GVWR: 66,000lbs 54,000lbs
2018 Kenworth, T880,	80238MK	GVWR: 66,000lbs 54,950lbs
2018 Kenworth, T880,	22294ML	GVWR: 66,000lbs 54,950lbs
2006 Mack, C V 713,	29279JV	GVWR: 78,000lbs 54,950lbs
2003 Mack, RD6,	37734MJ	GVWR: 78,000lbs 54,950lbs
2014 Hino, 195,	37629MD	GVWR: 25,500lbs 18,000lbs

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 (GVWR) 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.

Sincerely,

A handwritten signature in cursive script that reads "Ann Daly". The signature is written in black ink and is positioned below the word "Sincerely,".

Ann Daly, Corp. Secretary