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CONSULT US FOR ALL TYPES OF
 CONTAINERS, SANITARY AND ROLL-OFFS



INTERIOR DEMOLITION SPECIALISTS

64-05 34th AVENUE
 WOODSIDE, N. Y. 11377



1 TO 40 YARDS

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 #	Vehicle Type	Plate #	GVW (Lbs.)
2007	INTL	DELV.	1HTMPAFM47H433719	CONT. TRUCK	6133MA	25500
2020	KENWO	DUMP	2NKHHJ7X4LM395536	CONT. TRUCK	67177MN	54000
2006	MACK	DUMP	1M2AG11C76M033590	ROLL-OFF	77012PA	63540
1998	VOLVO	DUMP	4VHSCBCFXWN518224	ROLL-OFF	45680PC	57000
2014	PETER	DUMP	1NPSX7EX2ED217447	ROLL-OFF	28523PC	73750
1999	VOLVO	DUMP	4VHSCBJF7XN519271	PACKER	31716PA	52000
1999	VOLVO	DUMP	4VHSCBJF5XN519270	PACKER	19773PF	52000
2001	VOLVO	DUMP	4V5SC8JF51N314300	PACKER	31714PA	54999
2001	VOLVO	DUMP	4V5SC8JF21N314299	PACKER	31713PA	54999
2006	MACK	DUMP	1M2AG11C86M033601	PACKER	77013PA	63540
2006	MACK	DUMP	1M2AG11CX6M033602	PACKER	77014PA	63540
2016	PETER	DUMP	1NPCL7EX1GD359291	PACKER	11674PB	67000
2016	PETER	DUMP	1NPCL7EXXGD359290	PACKER	11673PB	66000
2014	PETER	DUMP	1NPSL7EXXED222746	PACKER	31344PC	67000
2016	PETER	DUMP	1NPCL7EX3GD359288	PACKER	50904PC	66000
2018	PETER	DUMP	1NPCL7EX9JD458027	PACKER	62122PC	67000
2021	MACK	DUMP	1M2GR2GC9MM020063	PACKER	84394PC	67000
2021	MACK	DUMP	1M2GR2GC2MM020065	PACKER	84395PC	67000
2021	MACK	DUMP	1M2GR2GC0MMO20064	PACKER	84764PC	67000

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.