



58 - 83 54th ST
MASPETH NY, 11378
Tel. 718 416 2100
Fax. 718 416 3330

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

Year, Make & Model VIN or License Plate Weight (GWWR) Weight (Registered)

<u>YR MAKE</u>	<u>VIN#</u>	<u>MODEL</u>	<u>PLATE</u>	<u>UNLD</u>	<u>GVWT</u>
05 MACK	1M2AG11C85M023049	ROLL-OFF	60407MD	28000	72500
06 MACK	1M2AG11C06M033592	PACKER	60408MD	30000	67000
07 MACK	1M2AT04C87M003484	PACKER	60410MD	31500	67000
08 PETER	2NPLHN7X78M755594	FLAT BED	65421MC	11400	44800
14 MACK	1M2AX04C2EM020492	PACKER	21639ME	31500	56000
13 MACK	1M2AX09CODMO15055	ROLL-OFF	72998MD	31000	72500
17 MACK	1M2AX04C4HM034513	DUMP	99576MJ	31000	78000
18 KENW	2NKHMM7X8JM184421	FLATBED	80228MK	33000	33000
18 MACK	1M2AX04C2JM041336	PACKER	42465ML	57000	65740
18 MACK	1M2AX04C2JM041335	PACKER	42464ML	57000	65740
19 MACK	1M2GR2GC4KM004673	PACKER	84620MM	55000	65740

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.





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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.





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(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.

