

Submit this form on your company's letterhead. A hearing shall be scheduled only after all accompanying documentation as requested below is provided.

I. Details of the Vehicle or Description of the fleet:

Make.....MACK....., Model.....Dump....., Year.....2000-2020.....

II. Does this vehicle or fleet run on gasoline or **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.

GVWR 54,000 lbs.

Registered weight 54,000 lbs.

IV. How much power is required to power all the required units in the vehicle or the fleet?

a. List all the 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 unit or Gasoline power APU?



1. If yes, list APU details.....N/A

If no, list the reasons why not.....

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. Please see attached letter





TRI STATE DISMANTLING CORP.  
207 Dupont Street  
Brooklyn, NY 11222  
Phone: (718)-349-2552  
Fax: (718)-349-0289

September 19, 2022

Good Morning,

Thank you for your response.

We are seeking a variance from section 24-163 of the Administrative Code to allow our trucks to idle for more than 3 minutes, this section has unreasonable hardship on our business operations. If a variance like this already exists please forward it so that we can provide it to our attorney.

Based on your e-mail below even with this variance in place we still need to prove that the truck was actually loading/unloading when a summons is received. We operate in very demanding surroundings of New York City and although sometimes it might seem as there is no activity on the back of the truck that is not the case as we are between loads. It is against safe operating protocol to keep turning the truck on and off, this is both unsafe to the engine as well as very uneconomical on gas.

Most importantly as stated in our request letter we have invested a lot of money into outfitting our trucks with state of the art filtration systems specifically for the fact that they need to be operational while idling. These filters need to regenerate/self-clean and the only way to do so is while in Low NOx Idle mode, this can be mistaken for regular idling. If this process is not performed when required it will result in engine malfunction. Please see attached letter from Gabrielli Truck Sales.

We ask you to consider granting us a company specific variance so that we will not be penalized for operating our trucks which are essential to our business, or performing the required maintenance on very expensive filtration systems.

I look forward to hearing back from you.

Thank You,  
Andrzej Barnowski  
President



# GABRIELLI TRUCK SALES LTD

153-20 S. CONDUIT AVE  
JAMAICA, N.Y., 11434

August 25, 2022

TRI STATE DISMANTLING CORP  
207 DUPONT ST  
BROOKLYN NY 11222

To Whom it May Concern:

With regards to idling while regenerating guidance is:

When a truck is performing a regeneration it is operating outside of a normal idle condition. So it is not operating in Low NOx Idle (LNI) mode. It is operating under a disclosed Auxiliary Emissions Control Device (AECD). This operation has been disclosed to both EPA and CARB. **This operation can be viewed as a service/maintenance routine and therefor exempt.**

Simply put, any diesel vehicle equipped with an emission system, has to go thru a self-cleaning process and cannot be shutdown, it will result in an engine malfunction and will have to be towed for repair.

Best regards

Pino Visca  
Account Executive  
181-25 eastern Road  
Jamaica, NY, 11430  
718-487-9307



TSD LIST OF TRUCKS			
Year	Make	Plate	VIN
2000	MACK	98894MB	1M2K185C6YM007851
2002	MACK	78896JA	1M2K185C12M008994
2002	MACK	61715PC	1M2P264C52M034068
2003	MACK	61716PC	1M2AG11C23M005448
2004	MACK	82291MN	1M2AG11C84M013684
2005	MACK	61717PC	1M2AG11C25M023077
2005	MACK	19047JU	1M2AG11C45M023078
2007	MACK	21101PF	1M2AT04C67M003872
2017	MACK	21100PF	1M2AX04C6HM034996
2017	MACK	20599PF	1M2AX04C8HM036278
2021	MACK	23207NA	1M2GR2GC1MM020929
2021	MACK	23214NA	1M2GR2GC8MM020930
2001	MACK	20344PF	1M2P267C21M057530
2001	FREIG	20345PF	1FVXTEDB01HH10718
2005	MACK	78397PC	1M2AG11C15M018260
2020	MACK	20346PF	1M2GR2GC6LM020004





QUALITY, COST-EFFECTIVE DEMOLITION/DISMANTLING/CLEANING SERVICES FOR THE TRI-STATE AREA.

718-349-2552

July 28<sup>th</sup>, 2022

Via e-mail to: [GerryK@dep.nyc.gov](mailto:GerryK@dep.nyc.gov) and [AlyssaP@dep.nyc.gov](mailto:AlyssaP@dep.nyc.gov)

Gerry Kelpin  
Director  
Air & Noise Policies Enforcement  
Bureau of Environmental Compliance  
Department of Environmental Protection  
59-17 Junction Blvd., 8<sup>th</sup> Floor  
Flushing, NY 11373

Alyssa Preston  
Bureau of Environmental Compliance  
Department of Environmental Protection  
59-17 Junction Blvd., 8<sup>th</sup> Floor  
Flushing, NY 11373

Dear Director Kelpin:

On behalf of Tri State Dismantling Corp., I write to request a variance from Section 24-163 of the Air Code which has unreasonable hardship on our business operations. I am enclosing our completed Air Code Variance Application and including an explanation to item II in the attached materials. Also, included within the attached materials are the following:

- 1) Advanced Technology for Cleaner Future
- 2) Diesel Particulate Filter Data Sheets
- 3) New York Truck Voucher Incentive Program
- 4) TSD Truck Voucher Incentive Program Form
- 5) Local Law 145 of 2013: Trade Waste Vehicle Compliance Reporting Forms

Thank you for your consideration in this matter. Should you have any questions, please feel free to contact me.

Sincerely,



Andrzej Barnowski  
President  
Tri State Dismantling Corp.  
Direct: 718-349-2552  
e-mail: [andre@gotsd.com](mailto:andre@gotsd.com)

Tri State Dismantling Corp. 207 Dupont Street, Brooklyn, NY 11222 Tel: 718-349-2552  
[www.gotsd.com](http://www.gotsd.com)



**Materials In Support of Tri State Dismantling Corp. Variance Request**  
**From The Requirements for Limiting Idling to Three (3) Minutes or One (1) Minute is Next to a**  
**School As Set Forth in 24-163 of the Air Code**

Tri State Dismantling Corp. ("TSD") is engaged in the business of interior demolition and construction debris carting with emphasis on proper recycling of such debris. TSD provides these services by dispatching packer trucks (similar to NYC garbage trucks) as well as roll-off trucks daily to client job site locations for debris pickups, container drop-offs and exchanges. These are performed on a strict time schedule based on client needs as quickly as possible so there is the least of disturbance to the public.

Due to the unique nature of packer trucks and roll-off trucks they are not able to perform their duties of loading and unloading without the engine on. These stops require more than three (3) minutes of idling with the engine being turned-on to finalize the loading and emptying of containers using the hopper on the back of the truck. TSD respectfully requests a "common sense" variance from New York Administrative Code Sec. 24-163 to allow it to idle its packer and roll-off trucks for greater than three (3) minutes.

While at a job location it may seem that the truck is idling because it is standing in place and the driver is not in the cabin. That is because the driver is in the back of the trucks operating the hydraulics of the hopper, loading containers and making sure that it is all being done safely and efficiently. Without the truck engine running these tasks are not able to be performed.

TSD has invested in outfitting all older trucks with state of the art diesel emission filtrations systems that are engineered to facilitate the idling portion of the job, and all of our newer fleet already has these filters factory built and installed. The entire fleet is LOW EMISSIONS COMPLIANT as per NYC ENVIRONMENTAL PROTECTION. TSD does not just comply with the regulations but is always looking for new ways to stay ahead, hence the investments in our fleet. Unfortunately, there still isn't a technology available that would allow our trucks to perform their job without a combustion engine being turned on while idling, but we make sure that we do everything possible to limit the emissions while doing so.

For the reasons stated herein, TSD respectfully requests that the NYC Department of Environmental Protection grant a "common sense" exception to the idling limitations set forth in 24-163 of the air code. Current limitations impose an unreasonable hardship on performing the required job of the trucks and in turn on our business.

Please do not hesitate to contact me should you have any questions.



Andrzej Barnowski  
President  
Tri State Dismantling Corp.  
207 Dupont Street  
Brooklyn, NY 11222





NYC DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Bureau of Environmental Compliance  
59-17 Junction Boulevard, 9<sup>th</sup> Floor, Flushing, NY 11373

AIR CODE VARIANCE APPLICATION

I. APPLICANT INFORMATION

Name TRI STATE DISMANTLING CORP. Tel # 718-706-6300  
Address 207 DUPONT STREET City BROOKLYN State NY Zip 11222  
Capacity: \_\_\_\_\_  
Client(s): \_\_\_\_\_

What section of the Air Code are you asking for a variance from? 24-163 (Vehicle Idling)

II. Please explain why complying with the Air Code section specified above would impose unreasonable hardship. Attach any documentation that will assist the department in reviewing your application.

Please See Attached Materials.

III. I hereby declare that the information provided herein and in any and all accompanying attachments is true and complete to the best of my knowledge. I understand that failure to comply with the conditions set forth by the Department in an approval of the application shall render the variance null and void.

ANDRZEJ BARNOWSKI

Print Name of Applicant

Date

07/28/22

Signature of Applicant Date :

07/28/22

Andrzej Barnowski  
President  
TRI STATE DISMANTLING CORP.

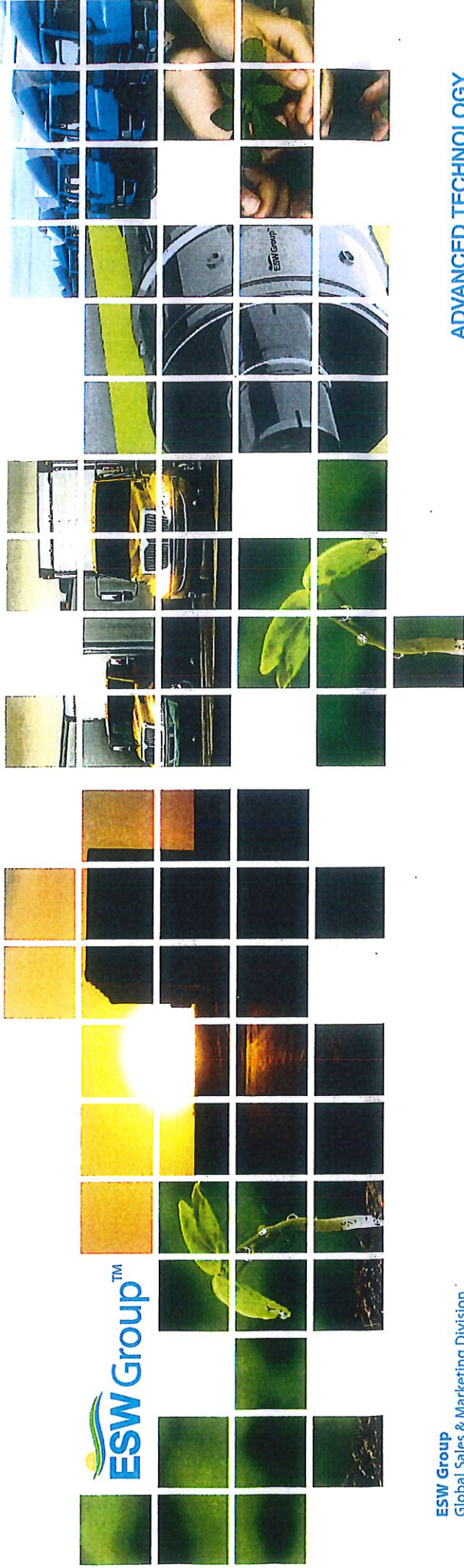


**Therma Cat™**  
Active Level 3+  
Diesel Particulate Filter System



## CLEANER ON-ROAD VEHICLES

Municipal Vehicles • Delivery Trucks • Cement Trucks  
Armoured Trucks • Heavy Duty Trucks and much more...



**ESW Group**  
Global Sales & Marketing Division

335 Connie Crescent  
Concord, ON  
L4K 5R2 Canada

[sales@eswgroup.com](mailto:sales@eswgroup.com)

ADVANCED TECHNOLOGY  
FOR A  
**CLEANER**  
**FUTURE.**

Brochure No. QNRD10/10

Call for more info 1.888.728.9379 | Visit our website for more info [www.eswgroup.com](http://www.eswgroup.com)

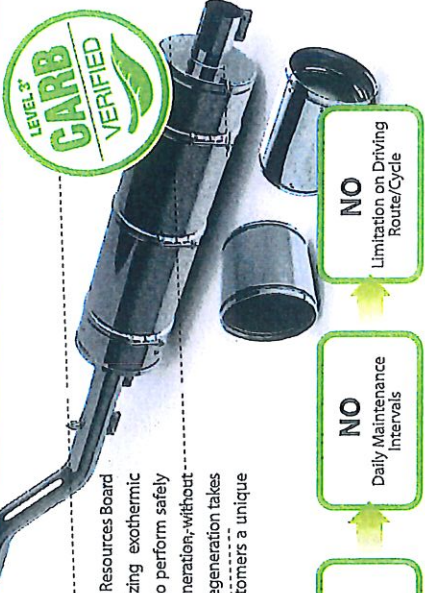


# ADVANCED TECHNOLOGY CLEANER FUTURE

**Therma Cat™** Meets 2009 NOx Standards  
Crash Test Certified  
Greater than 95% PM Reduction  
Greater than 90% HC & CO Reduction  
Flameless Technology / No plug in required

## Therma Cat™ On-Road Retrofit Kits

The Therma Cat™ is an active Level 3+ California Air Resources Board (CARB) verified diesel engine retrofit device utilizing exothermic (flameless) technology. It is specifically designed to perform safely with an automatic electronically controlled filter regeneration, without affecting an engine's overall performance. The filter regeneration takes place in real-time engine operation which offers customers a unique solution for their diesel engine retrofit needs.



- NO Driver/Operator Interaction
- NO Vehicle Downtime
- NO Daily Maintenance Intervals
- NO Limitation on Driving Route/Cycle

## Why Choose Therma Cat™

The Therma Cat™ is designed to provide the flexibility and usability that existed prior to installing a retrofit device. The introduction of an exothermic-based flameless technology utilizes the vehicle's existing fuel supply to supplement and raise the exhaust heat so that the Diesel Particulate Filter (DPF) can regenerate and continue normal operations. The Therma Cat™ operates in the background, transparent to the vehicle driver/operator, and does not impact the vehicle's normal operations.

Alternative retrofit technologies limit a vehicle's use, require driver interaction, and daily maintenance. This causes limited vehicle availability during regular or multi-shift operation which creates additional manpower cost and necessitates constant vehicle management after installation. The Therma Cat™ provides cost-saving solutions such as: no driver/operator interaction, no daily maintenance, no vehicle downtime, and no limitation on driving route/cycle.

The following chart is a breakdown of the Level 3+ technologies available for retrofit technologies.

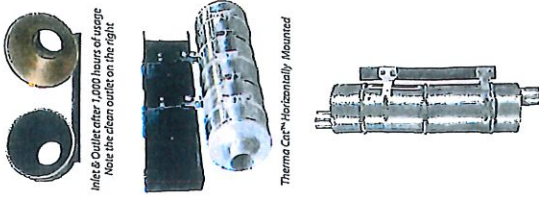
Device Type	Therma Cat™ Active (Diesel Exothermic)	Active Diesel (Flame Burner)	Active Electric (Plug In)	Passive
Level 3+	✓	✓	✓	✓
Low Duty Cycle/Cold Engine Application	✓	✓	✓	✓
Vehicle free to change route/driving cycle	✓	✓	✓	✓
No Daily Maintenance Intervals	✓	✓	✓	✓
No Driver/Operator Interaction Required	✓	✓	✓	✓
No Vehicle Downtime	✓	✓	✓	✓
Easy Installation with Minimal Parts	✓	✓	✓	✓
FMVSS 301(S) Crash Tested Compliant	✓	✓	✓	✓
1,000-Hour Destructive Vibration Durability Test (100,000 miles)	✓	✓	✓	✓

## Therma Cat™ On-Road Retrofit Kits

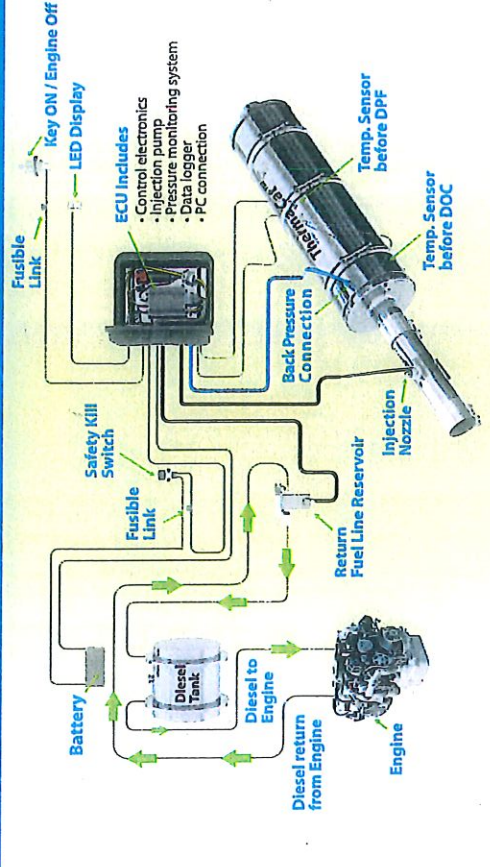
The Therma Cat™ is a customizable system available in a variety of sizes and configurations to best match the application to which it is being applied. ESW retrofit kits are designed to simplify installation on a broad range of On-Road applications when meeting verification requirements. The Therma Cat™ has the distinction of being the first DPF that has a CARB approved swapping allowance. This provides for an alternate filter to be used in place of one being cleaned, helping to maximize the on-road availability of a vehicle fleet. The Therma Cat™ is also the first DPF that has a CARB approved redistribution allowance. This gives customers the flexibility to move a system from a vehicle being removed from service, to one being brought into service, therefore saving money and providing greater flexibility with fleet operations.

## Which Design Works Best?

The appropriate Therma Cat™ model is determined by the vehicle's engine horsepower (HP) and displacement (size), which combined determine the correct system configuration of the Diesel Particulate Filter. The kits contain all mounting hardware and accessories necessary for a complete certified installation, including ESW Group's Patent Pending mounting hardware that does not require modification to the vehicle's existing frame rail. These innovative and proprietary mounting kits mean that installation is safe, quick and easy. The Therma Cat™ has undergone extensive field and laboratory testing, including crash testing and 1,000-hour destructive vibration durability testing. The Therma Cat™ provides a broad range of solutions for customer-specific applications and affords greater overall flexibility and cost efficiencies. ESW Group's Distributors will work with you to ensure that the system selected for your vehicle is a safe and cost-effective solution.



## Schematic view of Therma Cat™





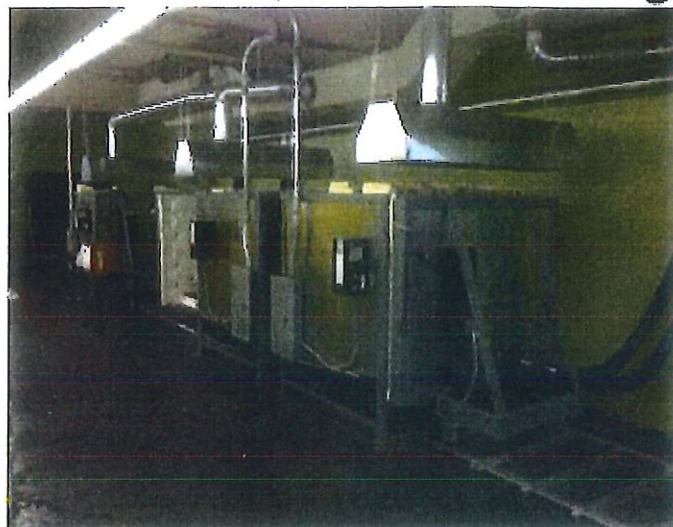


**MONDIAL AUTOMOTIVE, INC.**

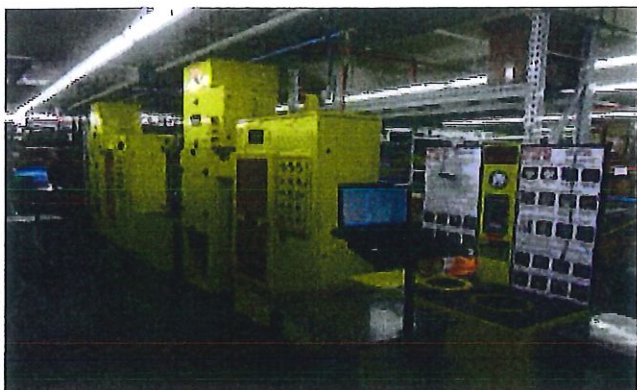
Ph (718) 461-1103 Fax (718) 461-6344

## ***Diesel Particulate Filter Sales, Service & Cleaning***

- Industry Leading DPF Technology
- Certified DPF Specialists - System Design, Installation, Cleaning, and Warranty Support
- Approved by DPF - DOC Retrofit and Diesel Engine Manufacturers
- Processes Customized to Your Cleaning Specifications



- Online Portal - Electronic Tracking and Record Keeping
- Spare DPF Sales and Exchange Programs



[www.gomondial.com](http://www.gomondial.com)

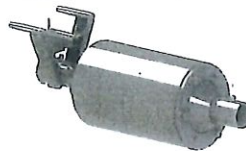
P.O. Box 560248

114-14 14th Road, College Point, NY 11356



Ph (718) 461-1103 Fax (718) 461-6344

## *Diesel Particulate Filter Sales, Service & Cleaning*



GLOBAL  
EMISSIONS SYSTEMS INC

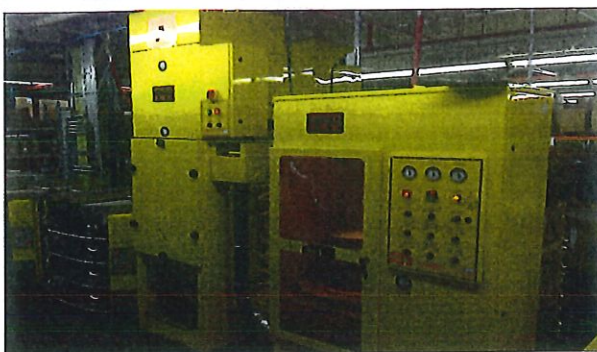
**ROADWARRIOR**™ DF

**ESW CleanTech**™

**hug** filter systems.



**BAUMOT**



[www.gomondial.com](http://www.gomondial.com)

P.O. Box 560248

114-14 14th Road, College Point, NY 11356





OEM Replacement Emission Technologies



## ENHANCED PERFORMANCE FEATURES EXTEND SERVICE LIFE<sup>1</sup>

Higher-grade stainless steel canisters improve durability and resist corrosion over OEM units

Tough Cordierite substrate with advanced catalyst improves durability and efficiency<sup>1</sup>

Stringent testing process ensures proper DPf function and reduced backpressure<sup>1</sup>



Precision-crafted flanges ensure a durable sealing surface – guarding against exhaust leaks<sup>1</sup>

Application-specific designs and included gaskets ensure quick replacement of OEM units<sup>1</sup>



## DURAFIT - FORGED BY DECADES OF FIELD EXPERIENCE FROM CDTi

DuraFit™ replacement DPfs are designed and manufactured in North America by CDTi - a trusted supplier of diesel emissions control systems for the toughest applications around the world. Our application engineers constantly collaborate with field professionals to improve OEM designs and advance catalyst technology.

- Over 30 years of emissions control experience from light- to severe-duty applications
- Pioneers in advanced catalyst coating technologies
- Millions of miles of heavy-duty DPf history
- Constant field monitoring to improve OEM designs



We are committed to ensuring our products meet the highest design and manufacturing standards - satisfying the most stringent application demands to keep your equipment running longer.

Contact us today to find your local distributor and learn more about DuraFit DPfs for your application.

## FOR NORTH AMERICAN INQUIRIES, PLEASE CONTACT:

### CDTi - DuraFit Emission Systems

1621 Fiske Place

Oxnard, CA 93033

Toll-free: 1-800-753-3212

Web: [www.durafit-exhaust.com](http://www.durafit-exhaust.com)

Email: [info@durafit-exhaust.com](mailto:info@durafit-exhaust.com)

<sup>1</sup> Product features and attributes vary by application / part number, please ask your distributor for details on specific units.

<sup>2</sup> DuraFit DPfs carry a 2 year, unlimited mileage warranty. Please consult with your distributor for warranty details.

<sup>3</sup> Unit availability varies by manufacturer and model, please ask your distributor about availability for your specific application.

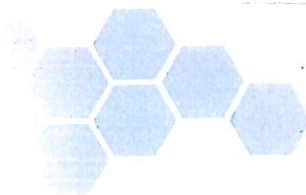
<sup>4</sup> DuraFit DPfs comply with emissions regulations in effect on OEM equipment during its period of original manufacture for model years 2007 and newer. Consult with your distributor or authorized DuraFit representative about emissions requirements for your specific application. DuraFit™ DPfs are not available for sale in California at this time.

\*DuraFit, CDTi and Designed to Fit. Built to Last, are trademarks of Clean Diesel Technologies, Inc. all other brands are trademarks of their respective owners.





OEM Replacement Emission Technologies

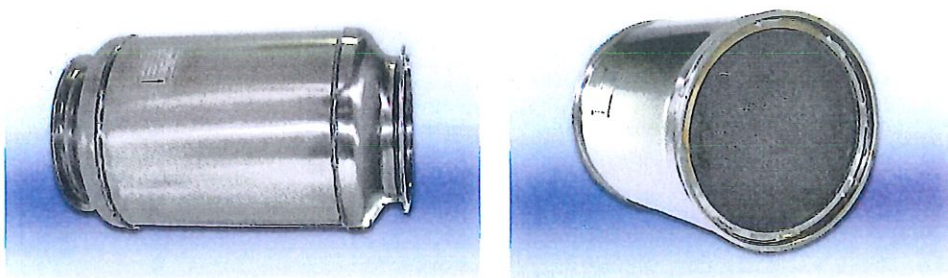


## OEM-REPLACEMENT DIESEL PARTICULATE FILTERS

### DESIGNED TO FIT. BUILT TO LAST.™

DuraFit™ diesel particulate filters (DPFs) combine strengthened designs with advanced materials – providing durability to dramatically extend service life over OEM units.

- High-grade stainless steel canisters improve durability and resist corrosion
- Advanced filter coatings and substrates ensure effective regeneration<sup>1</sup>
- Tested to reduce backpressure and enhance performance
- Improved thermal stability and efficiency
- Backed by a 2-year, unlimited mileage warranty<sup>2</sup>



### OEM-STYLE FIT FOR QUICK INSTALLATION

To get your equipment back to work quickly, DuraFit DPFs fit just like OEM units<sup>3</sup>, meet or exceed OEM emissions requirements and are fully supported by our nationwide distributor network and field application specialists.

- Exact-fit OEM replacement DPF units complete with installation gaskets<sup>1</sup>
- Stringently tested for durability and OEM functionality
- Complies with emissions requirements for 2007 and newer model years<sup>4</sup>
- Approved for horizontal, vertical and dual installations
- Nationwide technical / installation support

### Replacement DPFs for:

- Caterpillar
- Cummins
- Detroit Diesel
- Hino
- International
- Isuzu
- Mercedes
- Navistar / MaxxForce
- Volvo / Mack

**2-Year  
Unlimited  
★ Mileage ★  
Warranty**

Contact us today to find your local distributor and learn how DuraFit DPFs keep your equipment running longer.



Toll-free: 1-800-753-3212

Web: [www.durafit-exhaust.com](http://www.durafit-exhaust.com)

Email: [info@durafit-exhaust.com](mailto:info@durafit-exhaust.com)



**NEW YORK TRUCK**  
Voucher Incentive Program®

For OEMs

For Vendors

For Fleets

[Home](#) [About NYT-VIP](#) [Applications](#) [Eligible Vehicles](#) [Voucher Training](#) [Resources](#) [FAQs](#) [Contact](#)

## Welcome Fleets!

This page is for fleets that operate diesel Class 3 to 8 trucks and wish to purchase or lease All-Electric, battery-electric hybrids, or compressed natural gas (CNG) vehicles or install diesel emission control technologies (DECDs). Program funds are also available to fleets interested in CNG engine conversions.

In order to be eligible for the NYT-VIP program, a fleet must meet certain criteria:

### New York State Electric Truck – Voucher Incentive Fund (NYSEV-VIF):

#### Vouchers **NOW** Available!

- Eligible Fleets include private, public sector, and non-profit entities that are domiciled (registered and garaged) and operate 70% of the time in one of New York State (a total of [30 counties](#)) non-attainment and maintenance areas.
- Operate Class 3 to 8 Diesel Trucks
- Although there is no cap on the number of vouchers an eligible fleet may request, no recipient may receive more than 25% of the initially available funds in this program.

### New York City Private Alternative Fuel Vehicle – Voucher Incentive Fund (NYCAFV-VIF):

- Eligible Fleets include private companies and non-profit entities that are domiciled (registered and garaged) and operate primarily in New York City for 70% of the time.
- Operate Class 3 to 8 Diesel Trucks
- Federal, State, and Municipal governments are not eligible to receive vouchers.
- Although there is no cap on the number of vouchers an eligible fleet may request, no recipient may receive more than 25% of the initially available funds in this program.

### New York City Private Fleet Diesel Emission Reduction – Voucher Incentive Fund (NYCDER-VIF):

- Eligible Fleets include private companies and non-profit entities that are domiciled (registered and garaged) and operate primarily in New York City for 70% of the time.
- Operate Class 3 to 8 Diesel Trucks
- Federal, State, and Municipal governments are not eligible to receive vouchers.
- Although there is no cap on the number of vouchers an eligible fleet may request, no recipient may receive more than 25% of the initially available funds in this program.

**IMPORTANT:** New York City Department of Transportation (NYCDOT) is currently operating an incentive program for fleets operating out of Hunts Point Market in New York City (see <http://www.huntspointctp.com>). A vehicle cannot receive funding from both NYT-VIP and the Hunts Point Clean Trucks Program. Information will be verified, and it is prohibited to apply to both programs for the same truck. Measures are in place to ensure compliance with this requirement. All Eligible Vehicles must be approved by NYSEDA for each Vendor. Lease agreements will be eligible, as long as the term of the lease is not less than seven (7) years.

### Three Steps to Obtaining Voucher(s)

STEP 1. Select an [Eligible Vehicle](#) (or for the Diesel Emission Reduction Program, a DECD).

STEP 2. Work with an "Approved Vendor" (dealer).

STEP 3. Submit a voucher request through the "Approved Vendor" to the [Voucher Processing Center \(VPC\)](#). The Vendor submits the voucher request, and deducts the voucher amount from the purchase/lease price.



# New York Truck – Voucher Incentive Program

## FACT SHEET

### *Advancing Clean Vehicle Technologies in New York*

The New York Truck – Voucher Incentive Program (NYT-VIP) is a 'First Come – First Served' incentive program that comprises of three unique funds to provide voucher incentives for the purchase of alternative fuel vehicles and diesel emission control devices (DECDs). Funded through the New York State Energy Research and Development Authority (NYSERDA), NYT-VIP aims to promote clean air and energy independence by accelerating the adoption of clean vehicle technologies in New York.

### *NYT-VIP Three Funds*

NYT-VIP's three funds include; New York State Electric Vehicle – Voucher Incentive Fund (NYSEV-VIF), New York City Alternative Fuel Vehicle – Voucher Incentive Fund (NYCAFV-VIF) and New York City Diesel Emission Reduction – Voucher Incentive Fund (NYCDER-VIF). Table 1 presents an overview of each funding initiative.

**Table 1. NYT-VIP Overview**

NYT-VIP Three Funds	NYSEV- VIF	NYCAFV-VIF	NYCDER-VIF
Clean Vehicle Technology	All - Electric Vehicles	All-Electric, Hybrid-Electric and CNG (+ CNG Engine Conversions)	Diesel Emission Control Devices (Level 1, 2 and 3)
Total Program Funding	\$9 Million	\$6 Million	\$4 Million
Voucher Incentive	80% Incremental, \$60,000 Max	80% Incremental, \$40,000 Max	80% Total Cost of Technology and Installation
Eligible Fleet	Public, Private and Non-Profit	Private and Non-Profit Only	Private and Non-Profit Only
Vehicle Class	Class 3 to Class 8	Class 3 to Class 8	Class 3 to Class 8
Vocation Requirement*	70% Time in 30 NY Counties in Non-Attainment	70% Time in 5 Boroughs of NYC	70% Time in 5 Boroughs of NYC
Fund Timeline	Now Accepting Applications!	Now Accepting Applications!	Coming Soon!

\* Vehicles must operate 70% of the time and be garaged in program area.

### *Who Can Participate*

NYT-VIP invites fleet owners, leased vehicle operators, original equipment manufacturers (OEMs), and vehicle technology vendors to participate and take advantage of the program's excellent voucher incentives. Below, outlines the opportunity for each participant.

**OEMs** – Submit a Vehicle Eligibility Application and have your alternative fuel vehicle or DECD listed on the Vehicle and Technology Eligibility list.

**Vendors** – Apply to become an "Approved Vendor" and submit a Vendor Application Packet to sell alternative fuel vehicles and DECDs through the program.

**Fleets** – Work with an "Approved Vendor" to submit a Voucher Request Form and take advantage of NYT-VIP Voucher Incentives.

### *How NYT-VIP Works*

NYT-VIP is designed to offer incentives using a simplified purchase voucher. The cost of the alternative fuel vehicle or DECD is reduced at the time of purchase. An "Approved Vendor"(dealer) requests a voucher for their fleet customer (Vehicle Purchaser) at the time of order and uses a pre-established voucher amount for each eligible vehicle or technology. Once the Vehicle Purchaser has received the new vehicle/technology, the Vendor is redeemed the full voucher amount.

### *Apply Today!*

Visit the NYT-VIP website <https://truck-vip.ny.gov> to learn more!

Questions? Contact the Voucher Processing Center and Call Toll Free (855) MY-NYT-VIP or (855) 696-9884 or Email [info@MYNYT-VIP.com](mailto:info@MYNYT-VIP.com).





## Truck Voucher Incentive Program

FUND:  
NYCDEP-VIF

### Voucher Request Form

#### Technology Purchaser Information

Primary Contact:	Charles Barone	
Company Name:	Tri State Dismantling	
Parent Company:		
Mailing Address:	207 Dupont Street	
City:	Brooklyn	
State:	NY	
Zip Code:	11222	
Primary E-mail:	cbarone@gotsd.com	
TIN:	11-3297885	
NY #:		or Indicate If Exempt from NY #
DOT #:	12301	or Indicate If Exempt from DOT #
NY # Reason for Exemption (if applicable):		
DOT # Reason for Exemption (if applicable):		

#### Vehicle Operator Information

Operator:	Tri State Dismantling
Street Address:	207 Dupont Street
City:	Brooklyn
State:	NY
Zip Code:	11222
Primary E-mail:	cbarone@gotsd.com
Phone:	718-349-2552

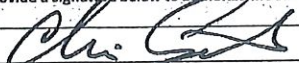
#### Voucher Applicant Information

Applicant Name:	Chris Swift
Company Name:	Mondial Automotive, Inc.
Street Address:	114-14 14th Road
City:	College point
State:	NY
Zip Code:	11356
Primary E-mail:	chris.s@gomondial.com
Phone:	718-539-1488

#### Retrofit Technology Information

VDEC Manufacturer:	ESW Group
VDEC Name:	Thermacat E
Description:	Doser type DOC- DPF system with back-pressure and temperature monitoring and drivers display
Number of Vouchers Requested:	14
Preliminary Voucher Amount:	\$ 22,996.00
Total Voucher Amount Requested	\$ 321,944.00

Please provide a signature below to authorize the submission of this voucher request.

Signature  Date 4/10/2017

Chris Swift Manager

Print Name

Title

\*NOTE: The fleet/operator location and VDEC technology MUST be the same. If you are purchasing the same VDEC for the same client, but it is being used at a different fleet location, you must submit a new Voucher Request Application.

PLEASE EMAIL COMPLETED VOUCHER REQUEST APPLICATION TO:

[info@MYNYT-VIP.com](mailto:info@MYNYT-VIP.com)

NYT-VIP Voucher Processing Center  
c/o CALSTART  
68 Jay Street, Suite 201  
Brooklyn, NY 11201

Toll Free Hotline: (855) MY-NYT-VIP or (855) 696-9884

Email: [info@MYNYT-VIP.com](mailto:info@MYNYT-VIP.com)





## Truck Voucher Incentive Program

### New York City Diesel Emission Reduction – Voucher Incentive Fund

#### Voucher Terms and Conditions – Vendor

1. Vendor certifies that the Verified Diesel Emission Control technology order information identified on the Voucher Request Form is accurate.
2. Vendor agrees to protect, indemnify and hold harmless NYSEDA and the State of New York from and against all liabilities, losses, claims, damages, judgments, penalties, causes of action, costs and expenses (including, without limitation, attorneys' fees and expenses) imposed upon or incurred by or asserted against NYSEDA or the State of New York resulting from, arising out of or relating to the Vendor's participation in the Program, including, without limitation, Vendor's sales of technologies in association therewith. The obligations of the vendor under this Article shall survive any expiration or termination of this Agreement.
3. Vendor understands that the Voucher Request is only valid for the specific Technology Purchaser and technology (VDEC) identified in the accompanying Voucher Request Form, and that any voucher provided based on this voucher request will be null and void if the Technology Purchaser and technology identified herein change prior to voucher redemption or for noncompliance with any applicable Program requirements.
4. Vendor agrees to comply with all requirements set forth in the NYCDER-VIF Implementation Manual, a copy of which may be found at (<http://www.truck-vip.ny.gov>). I acknowledge and agree that the previously signed Vendor Agreement continues to apply.

Vendor Representative: Chris Swift Title: Manager

Signature of Representative: [Signature] Date: 4/18/2017

**PLEASE RETURN SIGNED DOCUMENTS TO THE VOUCHER PROCESSING CENTER:**

NYT-VIP Voucher Processing Center  
c/o CALSTART  
155 Water Street, 5th Floor – Unit 13  
Brooklyn, NY 11201  
Toll Free Hotline: (855) MY-NYT-VIP or (855) 696-9884  
Email: [info@MYNYT-VIP.com](mailto:info@MYNYT-VIP.com)





## Truck Voucher Incentive Program

### New York City Diesel Emission Reduction – Voucher Incentive Fund

#### Technology Purchaser Terms and Conditions For Technology Purchaser or Vehicle Lessor

I hereby acknowledge that I have read and agree to be bound by the terms and conditions in the New York City Diesel Emission Reduction – Voucher Incentive Fund ("NYCDER-VIF" or "Program") Implementation Manual ("Manual") and agree to meet and follow the requirements and responsibilities for Technology Purchaser participation as identified herein and as set forth below.

- 1 I certify that I meet the requirements to be a Technology Purchaser as defined in the Manual.
- 2 I understand that no Technology Purchaser may receive more than \$500,000 from the total available funds under the Program.
- 3 I further understand that in cases where one private or non-profit entity operates or controls more than one operating subsidiary, each subsidiary is considered a separate Applicant unless they have the same tax identification number. NYSERDA or its designee may seek financial reimbursement or other available remedies from a Technology Purchaser for non-disclosure or inaccurate disclosure of its TIN, ID#, or other information relating to common ownership or fiduciary control of the purchasing entity.
- 4 I agree to ensure that the newly-retrofitted vehicle is registered in one of the five boroughs of New York City with the Department of Motor Vehicles (DMV) with a Combined Gross Vehicle Weight Rating (GVWR) of Class 3 to Class 8.
- 5 I agree to allow NYSERDA or its designee to verify the vehicle registration with the DMV.
- 6 I agree to own or lease and operate the vehicle in one of the five boroughs of New York City for at least 70 percent of the vehicle's operating time and keep the VDEC in working order for a minimum of three years from the date of installation of equipment purchased or installed with Program funds, unless given explicit prior written approval from NYSERDA to sell the vehicle or remove the VDEC.
- 7 I agree that if the vehicle is part of a lease or rental agreement, that the agreement shall be no fewer than three years from the date of installation of equipment purchased or installed with Program funds.
- 8 I agree to keep written records of the technology purchase for three years after the purchase or lease date, and provide NYSERDA or its designee with these records within ten days of their request. These records include but are not limited to the VDEC technology invoice, proof of purchase and installation, warranty, DMV records, technology payment information and related bank records, and Technology Purchaser fleet information.
- 9 I understand that I must be in compliance and remain in compliance with all applicable federal, state, and local air quality rules and regulations.
- 10 I acknowledge that neither NYSERDA, nor any of its consultants, are responsible for assuring that the technology is proper for the Technology Purchaser or complies with any particular laws, codes, or industry standards. I acknowledge that NYSERDA has made no representations of any kind regarding the results to be achieved by Program.



- 11 I agree that the purchased technology or leased retrofit vehicle and the associated emission reductions shall not be used as marketable emission reduction credits or to offset any emission reduction obligation of any person or entity.
- 12 I agree to submit semi-annual usage reports through the Clean Diesel Clearinghouse, including exhaust temperature data logging reports (where applicable) for three years from date of voucher redemption receipt. I understand that failure to provide accurate and timely surveys and reports may bar me from future participation in the Program and may require the Technology Purchaser to repay the incentive funds to NYSERDA.
- 13 I agree to be available for a follow-up inspection by NYSERDA or its designee, if requested.
- 14 I shall protect, indemnify and hold harmless NYSERDA and the State of New York from and against all liabilities, losses, claims, damages, judgments, penalties, causes of action, costs and expenses (including, without limitation, attorneys' fees and expenses) imposed upon or incurred by or asserted against NYSERDA or the State of New York resulting from, arising out of or relating to Technology Purchaser's participation in the Program including, without limitation, Technology Purchaser's purchase of technologies in association therewith.
- 15 I agree to maintain vehicle insurance as required by law. If the vehicle is destroyed or otherwise permanently inoperable, I agree to notify the Program's Voucher Processing Center (VPC) in writing within two weeks after the vehicle becomes inoperable. Along with the written notification, I agree to provide proof of such inoperability, including photographs of the vehicle with license plates or other identifying markings, as well as any applicable insurance or police documentation.
- 16 The information provided in this application is true and all supporting documentation is true and accurate and meets the minimum requirements of the Program.
- 17 I have the legal authority to apply for incentive funding for the Technology Purchaser listed below and commit the Technology Purchaser to the obligations herein.

**TRI STATE DISMANTLING CORP.**

Technology Purchaser (Company Name): ANDRE BARNOWSKI

Name of Authorized Representative: PRESIDENT

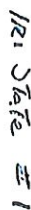
Signature of Authorized Representative: 

Date: 05/12/2017

**PLEASE RETURN SIGNED DOCUMENTS TO THE VOUCHER PROCESSING CENTER:**

NYT-VIP Voucher Processing Center  
c/o CALSTART  
155 Water Street, 5th Floor - Unit 13  
Brooklyn, NY 11201  
Toll Free Hotline: (855) MY-NYT-VIP or (855) 696-9884  
Email: [info@MYNYT-VIP.com](mailto:info@MYNYT-VIP.com)





59-17 Junction Blvd., 9<sup>th</sup> Floor, Flushing, NY 11373



59-17 Junction Blvd., 9<sup>th</sup> Floor, Flushing, NY 11373

**PHONE NUMBER:**  
**(718) 349-2552**

BIC LICENSE VALID THROUGH:  
TW596

DATE 11/25/19





**THE CITY OF NEW YORK**  
BUSINESS INTEGRITY COMMISSION  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
**LOCAL LAW 145 OF 2013: TRADE WASTE VEHICLE COMPLIANCE REPORTING FORM**

100 Church Street, 20th Floor, New York, NY 10007

59-17 Junction Blvd., 9th Floor, Flushing, NY 11373

121-5 121-5




TRADE WASTE COMPANY NAME: Tri-State Dismantling Corporation		TRADE WASTE COMPANY REPRESENTATIVE'S NAME: Chris Millos / <a href="mailto:cmillos@gotsof.com">cmillos@gotsof.com</a>	PHONE NUMBER: (718) 349-2552
TRADE WASTE COMPANY ADDRESS: 207 Duport Street		CITY / BOROUGH: Brooklyn	STATE: NY
		ZIP: 11222	BIC LICENSE VALID THROUGH: TW596

[illegible]

Verifying that the trade waste vehicle's information provided is accurate as per the requirements of Local Law 145 (LL-145 of 2013). The installed retrofit device is a Verified System that is applicable to a particular engine meeting EPA/CARB standards and satisfies all the terms and conditions set forth in the verification documents.

Note: DEP will audit sites to ensure that invoices, forms and copies of maintenance reports are accurate; and that equipment is in full compliance with LL-145 requirements. Fines for non-compliance, or false claims will be subject to enforcement and penalties associated with failure to comply with LL-145.

145-2013-000091

Chris Milos	Fleet Manager
PRINT NAME	TITLE
	
SIGNATURE	
	11/25/19
	DATE