SECURECASH

33-44 9th Street, Astoria, NY 11106

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

See attached vehicle listing with make, model and year.

Make....., Model....., Year.....

II. Does this vehicle or fleet run on gasoline or diesel?
12 Gasoline powered vans.
1 diesel box truck

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.

See attached vehicle listing with make, model, year and GVWR

GVWR _____lbs. Registered weight _____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.

Air conditioning & heating , radio communications, security systems including cameras (8 onboard cameras showing interior and exterior shots), camera recording with cellular connection, GPS and driver monitoring system also connected with separate cellular modem, sirens, sensors, electronic locks, interior lighting, and exterior parking lights/strobes.

b. How many hours is required for each piece of equipment to run on external power?

A normal armored route vehicle would need approximately 2.5 hours daily to run on battery or gasoline external power source when servicing locations.

IV. Have you considered installing a Battery power APU unit or Gasoline power APU

1. If yes, list APU details.....

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

We have inquired with our armored car builder in Mississippi as to the availability of external battery or gasoline APU's that can supply power to our vehicles when parked. They are exploring the possibility of including this on new vehicles and retrofitting capabilities on current operating vehicles.

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.

The armored car security industry recognizes that the majority of armored car robberies involve the use of violent force and occur when an armored car is stopped, and the crew members are outside the safety of the vehicle. Often these robberies occur in highly populated urban areas widely accessed by the public and require law enforcement's response-creating a potential threat to both the general public and peace officers.

As our industry works to mitigate hazards to our employees and the public, the industry has made significant investments in the development of specialized armored vehicles that are built with bullet resistant glass and panels, sealed from outside elements, and retrofitted with energy intensive security systems that are designed to protect guards-as well as the general public and peace officers-during customer pickups and drop offs. These security systems include cameras, sirens, sensors, electronic locks, and other equipment that require a constant and significant source of energy during prolonged stops that only a truck's engine can reliably power. To maintain the safety of our crew and those in the surrounding area, external cameras must operate continually to allow the driver to remain vigilant of threats and be ready to reposition the vehicle at a moment's notice in the case of a robbery attempt. Furthermore, due to the sealed design of armored vehicles, the heat or a/c system must run continually during a stop to maintain a healthy ambient temperature and volume of airflow inside the cab and cargo areas. Additionally, we need to abide by OSHA standards as to the safety and comfort of the crews while performing their duties. One crewmember must always be within the vehicle at all times.

If a truck were to power off during a stop, security and air conditioning systems would drain the truck's battery, potentially stranding the crew and exposing the driver to extreme temperatures. As a result of these factors, the engine must remain

running during stops to ensure the operability of security systems, temperature regulators, and operational protocol necessary to the safety of all parties. Across our industry, preparedness, safety, and proven strategies are crucial to reducing risk facing our employees and the public.

Electric vehicles for our industry have just become available for armored security retrofitting by the builders of armored vehicles. Our next purchase of vehicles planned for this year will be fully electric. Understandably, it will take several years for us to convert our entire fleet involved in servicing the five boroughs to fully electric vehicles. As mentioned above, we are exploring the possibility of retrofitting the current fleet with APU's if feasible. Hopefully the steps we are taking will allow us to lower the emissions from our fleet and reduce our carbon footprint.

Allowing Secure Cash a variance from the air code will enable us to carry out these critical safety practices until we can become fully compliant with the idling regulations in the next few years.

<u>The current cost to buy and outfit a new all electric armored Ford E-Transit is as follow:</u>

$55,000 Ford E-Transit Chassis
$47,500 Armoring upfit at builder

$102,500 Total cost for each new all electric Ford E-Transit Van.

Allowing for the reduced milage the electric vehicle have per full charge, we still will need to maintain a few vehicles that are non-electric for upstate, Long Island and New Jersey routes. As for the NYC five boroughs routes, we would need to replace approximately 10 of our current vehicles at a total cost of $1,025,000. This does not include the cost of installing rapid charging stations at our facility.

We currently do not have any pricing or feasibility study on placing APU's on the vehicles. Our builder is looking into the technical requirements and cost, including the cost of shipping the vehicles back to Mississippi for retrofit.

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Truck Number	Year	Make	Model	GVWR	Plate Number	Vin Number
20-01	2020	Ford	Transit	8670	63724-NA	1FTYR2CM5KKB75595
20-02	2020	Ford	Transit	8670	63829-NA	1FTBR1C85LKA06391
20-03	2020	Nissan	NV3500	8550	84490-NB	1N6AFOLY2LN803126
20-04	2020	Nissan	NV3500	8550	84491-NB	1N6AFOLY2LN807239
20-05	2020	Nissan	NV3500	8550	84489-NB	1N6AFOLY9LN809263
21-07	2021	Ford	Connect	5302	30788-NB	NM0LS7E25M1485792
20-08	2020	Nissan	NV3500	8550	97246-NB	1N6AFOLY1LN805367
22-09	2022	Dodge	ProMaster	8550	81472-NB	3C6LRVNG8NE100570
22-10	2022	Dodge	ProMaster	8550	81471-NB	3C6LRVNG1NE100569
07-11	2007	GMC	C5C	24000	90846-NC	1GDE5C1277F400987
23-12	2023	Ford	Transit	8670	55445-ND	1FTBR1X8XPKA13224
23-14	2022	Dodge	ProMaster	8670	At truck builder	3C6LRVBG6NE122541
23-15	2023	Ford	Transit	8670	5546-ND	1FTYE1C86PKA42229