Brooklyn Processing II, Inc.

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Glendale, NY 11385
Tel: (718) 424-0300
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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 #	LICENSE PLATE #	REG. GVW (LBS)	FUEL TYPE
1	1986	Talbert	Lowboy	1T9BK5541G1008814	BK46774	26,520	N/A
2	2000	Mack	RD	1M2P268C9YM050549	88346MG	58,000	DIESEL
3	2004	Kenworth	W9 Series	1XKWDB0X94J057762	45154PC	102,000	DIESEL
4	2006	Peterbilt	379	1XP5DB0X06N652792	45153PC	97,500	DIESEL
5	2006	Kenworth	W9 Series	1XKWDB0X46J124075	45155PC	102,000	DIESEL
6	2006	JMH	JMH	1J9AH422861070694	BG77866	21,500	N/A
7	2007	GMC	Savana	1GTGG25V571121377	GYK6718	8,612	GASOLINE
8	2008	JMH	JMH	1J9AH422881070911	BG77860	62,000	N/A
9	2009	JMH	JMH	1J9AH422191070928	BG77861	22,000	N/A
10	2009	JMH	JMH	1J9AH422391070929	BG77862	22,000	N/A
11	2009	JMH	JMH	1J9AH422391070932	BG77863	22,000	N/A
12	2010	Peterbilt	389	1XPXD40X2AD794998	45157PC	102,000	DIESEL
13	2010	Peterbilt	389	1XPXD40X7AD794978	45156PC	102,000	DIESEL
14	2018	Titan	Titan	2TVVF4823JD000379	BP36943	23,918	N/A
15	2018	Peterbilt	567	1XPCD40X1JD468706	66450PC	102,000	DIESEL

II – Does this vehicle or fleet run on gas or diesel?

Each vehicle listed above runs on diesel and gasoline as listed above.

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 unis 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.

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 vehicles. 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.