

APPENDIX D-4

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

**State of Connecticut
Diesel Emissions Reduction Act (DERA) Option
FY20 State DERA
Round 3
May 20, 2021**

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary _____

Lead Agency Authorized to Act on Behalf of the Beneficiary _____
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	
Beneficiary's Project ID:	
Funding Request No.	<i>(sequential)</i>
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input type="checkbox"/> Appendix D-2 item (specify): _____
Action Type	<input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):	
Estimate of Anticipated NOx Reductions (5.2.3):	
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).	

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- Attachment A Funding Request and Direction.
- Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary _____, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: _____



Paul E. Farrell
Director of Air Planning

[LEAD AGENCY]

for

[BENEFICIARY]

APPENDIX D-4 – Supplemental Information Beneficiary Eligible Mitigation Action Certification

Beneficiary: State of Connecticut

Lead Agency: Department of Energy and Environmental Protection

In support of funding request No. 11 – FY 2020 DERA Option (Round 3)

Appendix D-4-Summary

Explanation of how funding request fits into Beneficiary’s Mitigation Plan (5.2.1):

Connecticut's 2018 Mitigation Plan, written in accordance with the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) (VW NO_x Mitigation Trust) outlined a protocol for exercising the Diesel Emission Reduction Act (DERA) option. The Connecticut Department of Energy and Environmental Protection (DEEP) intends to implement the DERA Option, utilizing Trust funds to match its State DERA allocation to allow for a greater variety of eligible projects. Blue Earth Compost, Cariati Developers, Inc., Coastal Carriers of CT, LLC, CWPM LLC, E.A. Quinn Landscaping Contracting, Inc., Elate Moving, LLC, Murphy Road Recycling, Town of North Stonington, and Ryder Systems, Inc. were chosen to receive funds under the DERA Option for the replacement of diesel vehicles.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

Potential air quality benefits are weighted heavily in the selection of projects to be funded through the State’s DERA program and such benefits are calculated for all of the projects implemented with State DERA funds. The nine (9) chosen 2020 DERA Option projects are replacement of commercial and municipal trucks, yard tractor, and Transport Refrigeration Units (TRUs) which yield emission reductions from the improved technology on the new engines. Idle reduction programs, incorporated into two of the funded projects, also generate significant air quality benefits. The selected projects include five replacements of diesel units with electric equivalents: two commercial medium-duty electric vehicle (EV) trucks for Elate Moving and Blue Earth Compost, a heavy-duty EV refuse truck for the Town of North Stonington, an electric yard tractor for Murphy Road Recycling (in New Haven), and four electric transport refrigeration units (TRUs) with trailers for Ryder Systems. Out of a desire to fund all of the proposed EV/electric replacement projects, DEEP increased its voluntary match by \$776,743.00 using VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust). The specifics of each DERA Option project is outlined below.

Blue Earth Compost, Inc. (Blue Earth) will replace one 2007 MY Class 5 Freightliner MT45 step van with an electric equivalent. Blue Earth utilizes the vehicle to collect food scraps from individual homes in sixteen towns throughout Connecticut. The food scraps are then delivered to a certified composting facility. The electric-powered replacement will enhance air quality by reducing engine emissions and eliminating fuel consumption. The annual health benefit from the Blue Earth project is calculated to be \$590.

The second DERA Option project grantee, Cariati Developers, Inc (Cariati), will replace five Class 8 dump trucks with MY 2022 Kenworth T800 units. The trucks will be operating in New Haven, Wallingford,

Bridgeport, Milford, and statewide. The trucks will be used to haul materials from construction sites, ports and terminals. The vehicles will be used in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven and Middlesex counties. More specifically they will be used in the following environmental justice communities in Hartford, Waterbury and Bridgeport and operate on the main corridors of I-95, I-91, I-395 and I-84. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in serious nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone. Replacing Cariati's five dump trucks will result in an annual health benefit of \$270,000.

The CWPM project will replace one MY 2005 Class 6 diesel-powered utility truck. The new vehicle will be a flatbed truck equipped with air compressor, toolboxes used to deliver items, and a mechanics trunk to service trucks and equipment on site. The project will enhance air quality by reducing engine emissions and decreasing fuel consumption because of technology advances on the new truck. Replacing the utility truck will have an annual health benefit of \$11,000.

Coastal Carriers of Connecticut, LLC (Coastal Carriers) will replace one engine model year (EMY) 1999 Class 8 diesel-powered fuel delivery truck with a 2022 Western Star Model 49X Class 8 diesel-powered tractor. The truck will be used for delivering fuel throughout Connecticut, mostly to urban areas adjacent to Ansonia. Replacing the fuel delivery truck with the newest generation of clean diesel power decreases pollution in the communities served by Coastal Carriers. The annual health benefit from the Coastal Carriers project is calculated to be \$200,000.

The E. A. Quinn Landscaping Contracting, Inc. (E. A. Quinn) project will replace one MY 2005 Class 5 box truck with a MY 2021 diesel equivalent. This particular truck travels the entire state of Connecticut completing construction projects for private business, CT Department of Transportation, state municipalities and universities. The new, cleaner truck will help improve air quality in Connecticut. Replacing the E.A. Quinn box truck will have an annual health benefit of \$15,000.

Kevin Britt Elate Moving, LLC (Elate Moving) will replace one MY 2005 Hino 268 Class 6 box truck with a MY 2020 Isuzu FTR Class 6 battery electric Cab/Chassis moving truck. Installation of electric vehicle charging equipment (EVSE) is included in the cost of the project. The truck operates primarily in Greenwich, Fairfield County, and the Greater New York area. Switching from diesel to all electric will provide health and environmental benefits while improving air quality. The annual health benefit from replacement of a diesel moving truck with an electric equivalent is calculated to be \$110,000.

Murphy Road Recycling, Inc. (Murphy Road), plans to scrap a MY 2004 Freightliner COE yard tractor, to be replaced with a MY 2021 Orange EV equivalent. The purchase and installation of EVSE will be included in the project. Murphy Road Recycling's fleet operates in New Haven County, which is a U.S. EPA-designated maintenance area for particulate matter; this project will reduce PM_{2.5} emissions. Replacing Murphy Road's yard tractor will result in an annual health benefit of \$140,000.

The Town of North Stonington will replace one MY 1997 diesel-powered Mack Model E7350 refuse truck with a MY 2021 electric equivalent refuse truck. Because of its electric power source, the project will enhance air quality by reducing engine emissions, a noteworthy benefit when the vehicle is operating in

residential neighborhoods. The calculated annual health benefit of replacing North Stonington's refuse truck is \$7,300.

The final DERA Option project grantee, Ryder Systems, Inc. (Ryder), will replace four MY 2012 diesel-powered Transport Refrigeration Unit (TRU) trailers with 2021 MY fully electric alternatives (e-TRUs), powered entirely by the grid and solar electricity. The e-TRUs will operate over 50 percent in Hartford County and the remainder in neighboring counties. The e-TRUs will return to the distribution center located in Bloomfield, CT nightly to charge while onboard solar will augment the battery capacity en route. The project will include installation of e-TRU charging infrastructure. The project will enhance air quality by reducing diesel emissions; with the change from diesel to electric. The annual health benefit for Ryder's EV replacement of four TRU trailers project is calculated to be \$260,000.

Estimate of Anticipated NO_x Reductions (5.2.3):

The estimated emissions were calculated using the EPA's Diesel Emissions Quantifier (DEQ.) The anticipated annual NO_x emissions reduction from the DERA Option projects is 7.54 tons per year (tpy). The tons of pollution reduced or avoided over the lifetime of the engines/vehicles selected for the 2020 State DERA Option projects is 67.77 tons of NO_x, and 5.05 tons of PM_{2.5}.

Describe how the Beneficiary will make documentation publicly available (5.2.7.2):

Complete information and documentation will be posted on DEEP's Volkswagen incentive program website at: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>; promotional materials will also be posted and cross-linked on DEEP's DERA Grants page at: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants> and on its [Drive Clean CT](#) Facebook Page.

Describe any cost share requirement to be placed on each NO_x source proposed to be mitigated (5.2.8):

The mandatory cost share for diesel replacement is dictated by the DERA program and set at a minimum of 75%. Because these grantees were awarded 25% of the project cost, their cost share is 75%. The exception are the electric replacement projects – Blue Earth Compost, Elate Moving, Murphy Road Recycling, North Stonington, and Ryder Systems which are eligible under the DERA program for a grant of 45% of the project total, with a 55% cost share.

A grant of \$69,862.00, awarded to Blue Earth Compost, will be used to replace one 2007 MY Class 5 Freightliner MT45 step van with a 2020 MY Class 5 Ford F59 EV step van. The projected cost is \$155,250.00 and the grant represents 45% of the projected cost of the 2020 MY replacement truck. The truck is based in Hartford and collects compost in 16 towns in the greater Hartford area.

Cariati Developers, Inc. is receiving a grant for \$256,187.50 toward the replacement of five Class 8 diesel dump trucks, MY 1996-2002, with 2022 MY diesel equivalents. The projected cost is \$1,024,750.00 and the original grant represents 25% of the projected cost of the four 2022 MY replacement trucks. The trucks will be used in environmental justice communities in Hartford, Waterbury and Bridgeport and operate on the main corridors of I-95, I-91, I-395 and I-84.

Coastal Carriers of CT, LLC will receive \$34,200.75 toward the replacement of a EMY 1999 Class 8 diesel-powered fuel delivery truck with a 2022 Class 8 diesel-powered equivalent. The truck will be used in multiple shifts for delivering fuel throughout Connecticut, mostly to urban areas adjacent to Ansonia. This

grant represents 25% of the originally proposed cost of the project, which was \$136,803.00, but is less than 25% of the revised cost of the replacement truck, which is \$148,839.00.

A grant of \$24,664.35 for the replacement of one MY 2007 Class 6 truck, with a MY 2020 diesel-powered equivalent has been awarded to CWPM, LLC. The cost of the new truck is \$98,657.43 of which the grant is 25%.

E.A. Quinn Landscaping Contracting, Inc. in Glastonbury will receive \$16,462.00 toward the replacement of one MY 2005 class 5 box truck with a MY 2021 diesel-powered equivalent. This grant represents 25% of the \$65,848.00 cost of the project.

DEEP is granting \$95,818.00 to Elate Moving, LLC toward the replacement of one MY 2005 Hino 268 Class 6 box truck with a MY 2020 Isuzu FTR class 6 battery electric Cab/Chassis moving truck. Installation of electric vehicle charging equipment (EVSE) is included in the cost of the project, This award represents 45% of the cost of the new truck, which is \$212,298.00. The truck will operate primarily in Greenwich and in the Fairfield County / Greater New York area.

A grant of \$126,996.30.00 awarded to Murphy Road Recycling will be used to replace one 2004 MY Freightliner COE yard tractor with a 2021 MY Orange EV electric equivalent. Purchase and installation of charging infrastructure is included in the grant. The projected cost is \$282,147.33 and the grant represents 45% of the projected cost of the 2020 MY replacement truck. The yard tractor operates in New Haven.

DEEP is granting a total of \$167,942.38 to the Town of North Stonington for the replacement of one MY 1997 diesel-powered Mack Model E7350 refuse truck with a MY 2021 Peterbilt Model 579EV electric equivalent. **\$66,357.64 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement**, and \$101,584.74 from FY 2019-2020 State DERA allocation and bonus. The projected cost is \$373,205.00 and the total grant represents 45% of the projected cost of replacement truck.

Ryder Systems, Inc. located at the distribution center WCD Inc. in Bloomfield, CT, will receive \$427,050.00 toward the replacement of four MY 2012 diesel-powered TRU trailers with 2021 MY e-TRUs, powered entirely by the grid and solar electricity. The purchase and installation of TRU infrastructure to use when parking at the distribution center will be included in the project. This grant represents 45% of the \$949,000.00 cost of the project. The new TRUs will operate within Hartford, Fairfield, New Haven, Litchfield, Middlesex, and New London Counties.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9):

On February 22, 2018, within 30 days of the State being named a Beneficiary, the Connecticut Department of Energy and Environmental Protection (DEEP), the State’s Lead Agency as designated in accordance with the requirements specified in Appendix D-3, contacted, by U.S. Post and electronic mail, the U.S. Departments of Agriculture and Interior, as specified in subparagraph 4.2.8, plus the Bureau of Indian Affairs, the Defense Department and Bureau of Prisons, all of which have lands in the state.

If applicable, describe how the mitigation action will mitigate the impacts of NO_x emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10):

The primary goal of Connecticut’s 2018 Mitigation Plan is to improve and protect ambient air quality by reviewing, analyzing and implementing eligible mitigation projects that will support statewide energy, environmental and economic development goals. DEEP’s locational criteria for evaluating and selecting

projects for State DERA funding have consistently addressed location in environmental justice communities, which are characterized, in part, by disproportionate air pollution impacts, and nearness to diesel transportation hubs, including ports, rail yards and highways. Consideration is also given to projects that are consistent with state energy and clean transportation policies and to applicants with anti-idling policies. Since seven of the nine projects - Blue Earth, Cariati, Coastal Carriers, CWPM, E.A. Quinn, Murphy Road Recycling, Ryder Systems - meet the locational selection criteria, mitigation funds will be used to decrease the impacts of NO_x emissions on communities that have historically experienced a disproportionate share of the state's air pollution burden.

Additionally, two grantees, Murphy Road Recycling and North Stonington implement anti-idling programs, satisfying a preferential criteria as outlined in Connecticut's 2018 Mitigation Plan and during the project selection process.

ATTACHMENT B

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN INCLUDING DETAILED
BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE**

ATTACHEMENT B
PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES
DERA OPTION CATEGORY

Project Management Plan– Project Schedule and Milestones

Milestone	Date
Connecticut submitted its beneficiary form to US District Court, CA Northern District and to the Trustee	October 2017
Connecticut certified as a Designated Beneficiary under the VW Trust	January 29, 2018
Connecticut submitted its final mitigation plan to Wilmington Trust (the Trustee).	April 26, 2018
DEEP 2020 DERA Informational Webinar	October 8, 2020
Request for FY 2020 DERA State Proposals Announced	October 13, 2020
Request for FY 2020 DRA State Proposals Closing - Application Deadline	November 18, 2020
FY 2020 DERA Awards Selected and Notification sent to Awardees/Recipients	February 9, 2021
Recipients enter into Contracts, Purchase Orders	CY 2021, Q1 – Q2
New Vehicles Delivered	CY 2021, Q2 – Q3
Recipients submit proof of destruction and scrappage documentation	CY 2021, Q2-Q3
DEEP Receives all required invoices and documentation	Upon completion but no later than August 31, 2022 ¹
DEEP reviews, requests corrections if necessary, certifies project completion, and provides reimbursement.	CY2022, Q3-Q4
DEEP reports to Trustee on status of and expenditures with Mitigation Actions completed and underway	Within 6 months of first disbursement; January 30 and July 30 thereafter

¹ To encourage prompt completion of the projects, DEEP included an August 31, 2021 deadline in its solicitation materials, with the expectation that it would take advantage of EPA's Covid-extended project period to grant extensions as needed.

Project Budget – DERA Option

Budget Category	Total Approved Project Budget	Share of Total Budget Funded by the Trust	Cost Share Paid by Recipient²
Expenditure:			
Blue Earth Compost–Recipient #1	\$155,250.00	\$69,862.00	\$85,388.00
Cariarti –Recipient #2	\$1,024,750.00	\$256,187.50	\$768,562.50
Coastal Carriers – Recipient #3	\$148,839.00	\$34,200.75	\$114,638.25
CWPM –Recipient #4	\$98,657.43	\$24,664.35	\$73,993.08
E.A., Quinn–Recipient #5	\$65,847.94	\$16,462.00	\$49,385.94
Elate Moving – Recipient #6	\$212,928.00	\$95,818.00	\$117,110.00
Murphy Road Recycling – Recipient #7	\$282,147.33	\$126,966.30	\$155,181.03
North Stonington – Recipient #8	\$373,205.00	\$66,357.64	\$306,847.36
Ryder Systems – Recipient #9	\$949,000.00	\$427,050.00	\$521,950.00
Project Totals	\$3,310,624.70	\$1,117,568.54	\$2,193,056.16
Percentage of Total Project Cost	100%	25-45%	55-75% ³
DEEP Administrative ¹	\$167,635.28	\$167,635.28	\$0
Project Totals with DEEP Administrative	\$3,478,259.98	\$1,285,203.82	\$2,193,056.16

¹Subject to Appendix D-2 15% administrative cap

²This column represents cost share paid by the recipient and funding obtained from other sources, including Connecticut’s 2020 State DERA allocation.

³ The cost share for diesel to diesel replacement is 25% from the Trust and 75% paid by recipient. Electric replacement projects are eligible for 45% of total project cost, with the recipient’s cost share being 55%.

PROJECTED TRUST ALLOCATIONS

	2018-2019 (Round 1)	2019-2020 (Round 2)	2021-2022 (Round 3)
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$6,147,443.68	\$7,031,231.62	\$1,285,203.82
2. Anticipated Annual Cost Share	\$12,297,653.09	\$11,563,464.25	\$2,193,056.16
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$18,445,096.77	\$18,594,695.87	\$3,478,259.98
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$0	\$5,772,084.55 ²	\$1,449,964.00 ³
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$6,147,443.68	\$7,031,231.62	\$1,285,203.82
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$6,147,443.68	\$12,803,316.17	\$2,735,167.82
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$55,700,000.00	\$49,552,556.32	\$42,521,324.70
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 1) ⁴	\$49,552,556.32	\$42,521,324.70	\$41,236,120.88

² \$5,772,084.55 is the reimbursement amount paid by the Trust in 2020.

³ \$1,449,964.00 is the reimbursement amount paid by the Trust in 2021.

⁴ Net beneficiary funds were calculated by subtracting anticipated annual funding requests from beneficiary funds remaining. Including Trustee Payments made to date in Remaining Funds calculation would result in double counting previously awarded funds.

ATTACHMENT B

ELIGIBLE MITIGATION ACTION MANAGEMENT PLANS

ATTACHMENT B-1

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR BLUE EARTH COMPOST

Scope of Work

Purpose: The purpose of this project is to replace, for Blue Earth Compost, Inc. (Blue Earth), one 2007 model year (MY) Class 5 Freightliner MT45 step van, VIN 4UZAAPBW47CX 72131; the engine is a 2006 MY Cummins model ISB 185 engine, Serial Number 46638630. The vehicle will be replaced with a 2020 MY Class 5 Ford F59 EV step van. Because of the electric-powered replacement and technology advances on the new step van, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Blue Earth shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: *Cleaner Compost Collections*

Description: Following issuance of this purchase order, Blue Earth shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than March 31, 2022.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$69,862.00 under the 2020 Diesel Emission Reduction Act (DERA) program to Blue Earth, the grantee. Blue Earth has agreed to contribute an estimated additional \$85,387.50 to the above referenced project, bringing the estimated total value of the project to \$155,250.00. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Blue Earth's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Blue Earth shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Blue Earth shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Blue Earth may use their own procurement processes to identify possible vendors for the purchase of the step van. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Part 3, Grant Conditions, below). Blue Earth will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected
- Copy of Purchase Order issued for new step van
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, Blue Earth will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, Blue Earth shall take delivery of the vehicle.

Blue Earth shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engine, vehicle, equipment, or parts are to be sold, program income requirements apply.

Blue Earth shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the step van before and after cutting the chassis. Blue Earth shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered trucks and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for the replaced step van
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction (Attachment A)
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photos of the new truck, along with its VIN and engine plates)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Blue Earth shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, October 1, 2021, January 1, 2022, and April 1, 2022). Blue Earth shall contribute EPA-required material for the final report upon completion of the project, which shall be as soon as possible but no later than March 31, 2022. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created;
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Blue Earth commits to complying with the administrative conditions listed in the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than March 31, 2022.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$69,862.00.

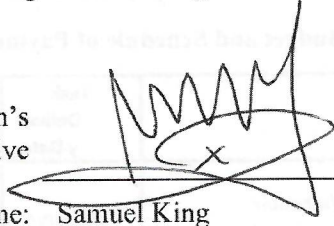
Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Blue Earth Cost-Share	CT State DERA
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of procurement process for selecting replacement truck Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected 	February/ March 2021			
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of any advance payments if applicable 	February/ March 2021			
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	March 31, 2022	\$155,250.00	\$85,387.50	
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck, if applicable Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	March 31, 2022			\$69,862.00
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report Status Update for Ninth Quarter Report Status Update for Tenth Quarter Report EPA-required material for Final Report (upon completion but no later than 3/31/22) 	04/01/21 07/01/21 10/01/21 01/01/22 04/01/22 03/31/22			
Total:		\$155,250.00	\$85,387.50	\$69,862.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$69,862.00, which shall constitute full and complete compensation from the Wilmington Trust for the replacement of one Class 5 stepvan. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement.

Signature, Blue Earth's
Authorized Representative

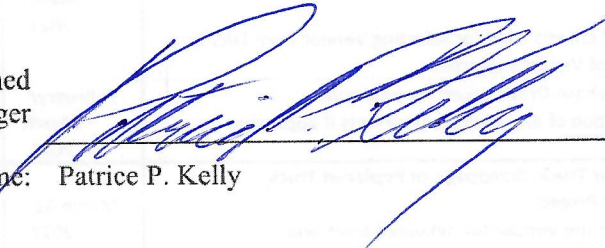


Typed Name: Samuel King

5/10/21

Date

Signature, DEEP Assigned
Project Manager



Typed Name: Patrice P. Kelly

5/11/21

Date

ATTACHMENT B-2

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR CARIATI DEVELOPERS

Scope of Work

Purpose: The purpose of this project is to replace, for the Cariati Developers, Inc. (Cariati), five Class 8 dump trucks identified below with 2022 Kenworth T800 units. The trucks will be used to haul materials from construction sites, ports and terminals. The vehicles will be used in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven and Middlesex counties. More specifically they will be used in the following environmental justice communities in Hartford, Waterbury and Bridgeport and operate on the main corridors of I-95, I-91, I-395 and I-84. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Unit Number	Vehicle Class or Type of Equipment	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number (VIN)	Engine Serial Number
8979	Class 8	IH Navistar	DT530E	2000	1HTSDADR4YH268979	531HM2U1208934
3380	Class 8	IH Navistar	DT530E	2002	1HTSDADR4ZH523380	531HM2U1327331
8986	Class 8	IH Navistar	DT530E	2000	1HTSDADR1YH268986	531HM2U1209166
7898	Class 8	IH Navistar	DT530E	2001	1HTSDADR91H367898	531HM2U1273471
0516	Class 8	IH Navistar	DTE66	1996	1HTSDAAR9TH300516	0972861

Cariati Developers shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced trucks.

Project Title: *Five Class 8 Highway Diesel Replacement*

Description: Following issuance of this purchase order, Cariati shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than June 30, 2022.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$256,187.50 in 2020 Diesel Emission Reduction Act (DERA) funding to Cariati, the grantee. Cariati has agreed to contribute an estimated additional \$768,562.50 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$1,024,750. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.).

Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Cariati Developers' documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Cariati shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Cariati shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Cariati may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Part 3, Grant Conditions, below). Cariati will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected
- Copy of Purchase Order issued for new trucks
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Trucks and Scrappage of Replaced Trucks, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new trucks, Cariati will track the progress of the manufacturing and outfitting of the new trucks for their intended use. When that process is complete, Cariati shall take delivery of the vehicles.

Cariati shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frames and

drilling a 3-inch hole in the engines or performing other procedures to render the vehicles inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

Cariati shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the trucks before and after cutting the chassis. Cariati shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered trucks and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Delivery Confirmation (Certificates of Origin and photos of truck profiles, VIN and engine plates for new trucks)
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Cariati shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, October 1, 2021, January 1, 2022, and April 1, 2022). Cariati will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than June 30, 2022. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;

- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Cariati commits to comply with the conditions listed in the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached as Appendix A.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than June 30, 2022.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$256,187.50.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Cariati Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor and name of Vendor selected 	July, 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new trucks Documentation of any advance payments if applicable 	October, 2021	\$0	\$0	\$0
2. Delivery of New Trucks, Scrappage of Replaced Trucks, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered trucks and documentation of payment to Vendor 	May 30, 2022	\$0	\$1,024,750	\$1,024,750
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced trucks Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped trucks Delivery Confirmation Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use An invoice to DEEP for reimbursement under the grant 	June 30, 2022	\$256,187.50	-\$256,187.50	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report Status Update for Ninth Quarter Report Status Update for Tenth Quarter Report EPA-required material for Final Report (upon completion but no later than 06/30/22) 	04/01/21 07/01/21 10/01/21 01/01/22 04/01/22 06/30/22	\$0	\$0	\$0
Total:		\$256,187.50	\$768,562.50	\$1,024,750

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$256,187.50, which shall constitute full and complete compensation from the DEEP for the replacement of three concrete trucks. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW’s Mitigation Trust Agreement.

Signature, Cariati Developers, Inc.,
Authorized Representative

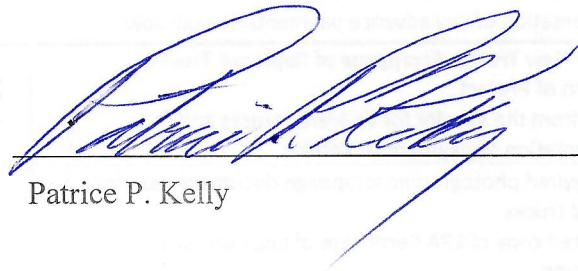
Michael Gaglio

03/25/2021

Typed Name: Michael Gaglio, Project Manager

Date

Signature, DEEP Assigned Project
Manager



3/25/21

Typed Name: Patrice P. Kelly

Date

ATTACHMENT B-3

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR COASTAL CARRIERS OF CT,
LLC.**

Scope of Work

Purpose: The purpose of this project is to replace, for Coastal Carriers of Connecticut, LLC (Coastal Carriers) one engine model year (MY) 1999 Class 8 diesel-powered fuel delivery truck, VIN 1XKDU9X56J119022; the engine is a 1999 MY Caterpillar, Engine Model DD12, Serial Number 2XS28281. The vehicle will be replaced with a 2022 Western Star Model 49X Class 8 diesel-powered tractor. The truck will be used for delivering fuel throughout Connecticut, mostly to urban areas adjacent to Ansonia. Because of technology advances on the new truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Coastal Carriers shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced truck.

Project Title: *Replace 2006 Kenworth Class 8 Tractor with 2022 Western Star Class 8*

Description: Following issuance of this purchase order, Coastal Carriers shall begin providing the services outlined in this Scope of Work, and continue to provide services through the completion of the project, which will be no later than October 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$34,200.75 in 2020 Diesel Emission Reduction Act (DERA) funding to Coastal Carriers, the grantee. Coastal Carriers has agreed to contribute an estimated additional \$114,638.25 to the above referenced project through a combination of cash and in kind services, bringing the estimated total value of the project to \$148,839.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Coastal Carrier's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Coastal Carriers shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Coastal Carriers shall provide a work plan with a schedule of expected Coastal Carriers dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Coastal Carriers may use their own procurement processes to identify possible vendors for the purchase of the truck. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations, and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Part 3. DERA Grant Conditions below). Coastal Carriers will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendors selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, Coastal Carriers will track the progress of the manufacturing and outfitting of the new truck for their intended use. When that process is complete, Coastal Carriers shall take delivery of the vehicle.

Coastal Carriers shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engine, vehicle, equipment, or parts are to be sold, program income requirements apply.

Coastal Carriers shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the truck before and after cutting the chassis. Coastal Carriers shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Coastal Carriers shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021 and July 1, 2021). Coastal Carriers will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than October 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicle and engines; and
- Jobs preserved or created.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Coastal Carriers commits to comply with the conditions listed in the 2020 State DERA Cooperative Agreement #DS00A00174-1, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Jennifer Arienti
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: Jennifer.Arienti@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than October 31, 2021.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$34,200.75.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Coastal Carriers Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor and names of Vendors selected 	April 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of any advance payments if applicable 	May 2021	\$0	\$0	
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	October 1, 2021	\$0	\$148,839.00	\$148,839.00
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck Delivery Confirmation Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	October 31, 2021	\$34,200.75	-\$34,200.75	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Second Quarter Report Status Update for Third Quarter Report EPA-required material for Final Report (upon completion but no later than 08/31/21) 	04/01/21 07/01/21 10/1/21 10/31/21	\$0	\$0	\$0
Total:		\$34,200.75	\$114,638.25	\$148,839.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$34,200.75, which shall constitute full and complete compensation from the DEEP for the early replacement of one Class 8 diesel-powered tractor. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS00A00174-1 between DEEP and EPA, which is attached as Appendix B.

Signature, Coastal Carrier's
Authorized Representative

DJ Schmidt

3/30/21

Typed Name: Don Schmidt, Partner

Date

Signature, DEEP Assigned
Project Manager

Jennifer W. Arienti

3/30/2021

Typed Name: Jennifer W. Arienti

Date

ATTACHMENT B-4

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR CWPM

Scope of Work

Purpose: The purpose of this project is to replace, for CWPM, LLC (CWPM) one model year (MY) 2005 International truck model 4300, class 6 vehicle with 25,999 GVWR, VIN 1HTMMAAL35H128278 the engine is a 6 cylinder 2005 MY diesel Maxxforce DT International engine, Serial Number 2030906. This truck is a flatbed truck equipped with air compressor, toolboxes used to deliver items, and a mechanics truck to service trucks and equipment on site. The projected replacement truck will be a 2020 Freightliner model M2-106. The engine will be a DDS rated at 260 hp, GHG17 emissions rating and clean idle certified. It will be a class 6 vehicle registered at 25,999 GVWR. It will be equipped with a utility style body large enough to accommodate a liftgate and air compressor. With the combination of liftgate and service body the new unit will be able to accommodate both types of services that the previous unit performed. Because of technology advances on the new truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

CWPM shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: 2021 Service Truck Replacement

Description: Following issuance of this purchase order, CWPM shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$24,664.35 in 2020 Diesel Emission Reduction Act (DERA) funding to CWPM, the grantee. CWPM has agreed to contribute an estimated additional \$73,993.08 to the above referenced project bringing the estimated total value of the project to \$98,657.43. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of CWPM documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

CWPM shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, CWPM shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

CWPM may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Item 3 below). CWPM will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor from and names of Vendors selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, CWPM will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, CWPM shall take delivery of the vehicle.

CWPM shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

(Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements

apply.) CWPM shall provide documentation that the vehicle has been scrapped. CWPM shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for replaced truck
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to the DEEP for reimbursement under the grant that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement.

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

CWPM shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021 and July 1, 2021). CWPM will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results
- Work plan accomplishments
- Challenges encountered during planning and implementation
- Emissions reductions
- Budgetary issues, including funds expended
- Public relations activities
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*

- *EPA-required material for Final Report*

3. DERA Grant Conditions

CWPM commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Sharon Gustave
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: sharon.gustave@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2021

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$24,664.35 (subject to possible increase with VW Mitigation funds).

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	CWPM Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor and names of Vendors selected 	March 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of Lease Purchase Agreement for the project 	March 2021	\$0	\$0	\$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	April 2021	\$0	\$98,657.43	\$98,657.43
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to the DEEP for reimbursement under the grant 	June 2021	\$24,664.35	-\$24,664.35	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report EPA-required material for Final Report (upon completion but no later than 08/31/21) 	04/01/21 07/01/21 08/31/21	\$0	\$0	\$0
Total:		\$24,664.35	\$73,993.08	\$98,657.43

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$24,664.35, which shall constitute full and complete compensation from the DEEP for the early replacement of one heavy-duty snow-plowing dump truck. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement.

Signature, CWPM Authorized
Representative

James Burke

3/23/2021

Typed Name:

James Burke

Date

Signature, DEEP Assigned
Project Manager

Sharon Gustave

3/24/2021

Typed Name:

Sharon Gustave

Date

ATTACHMENT B-5

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR E.A. QUINN LANDSCAPING

Scope of Work

Purpose: The purpose of this project is to replace, for E. A. Quinn Landscaping Contracting, Inc. (E. A. Quinn) one model year (MY) 2005 class 5 box truck VIN J8DE5J16157900158; the engine is a 4 cylinder HK1-TC MY Isuzu diesel engine, Serial Number 081106. The projected replacement truck will be a MY2021 diesel equivalent. Because of technology advances on the new truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

E. A. Quinn shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced truck.

Project Title: 2021 Service Truck Replacement

Description: Following issuance of this purchase order, E. A. Quinn shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$16,462.00 under the 2020 Diesel Emission Reduction Act (DERA) program to E. A. Quinn, the grantee. E. A. Quinn has agreed to contribute an estimated additional \$49,385.94 to the above referenced project bringing the estimated total value of the project to \$65,847.94. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of CWPM documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

E. A. Quinn shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, E. A. Quinn shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

E. A. Quinn may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Item 3 below). E. A. Quinn will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule.
- Summary of criteria used for selecting Vendor from and names of Vendors selected.
- Copy of Purchase Order issued for new truck.
- Documentation of any down payments or other up-front payments made for the project.

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, E. A. Quinn will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, E. A. Quinn shall take delivery of the vehicle.

E. A. Quinn shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

(Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.) E. A. Quinn shall provide documentation that the vehicle has been scrapped. E. A. Quinn shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for replaced truck
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to the DEEP for reimbursement under the grant that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement.

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

E. A. Quinn shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021 and July 1, 2021). E. A. Quinn will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

E. A. Quinn commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-0, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Sharon Gustave
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: sharon.gustave@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2021

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$16,462.00.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	E. A. Quinn Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor and names of Vendors selected 	April 15,2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of Lease Purchase Agreement for the project 	April 15,2021	\$0	\$0	\$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	April 15,2021	\$0	\$65,847.94	\$65,847.94
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to the DEEP for reimbursement under the grant 	August 31, 2021	\$16,462.00	-\$16,462.00	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report EPA-required material for Final Report (upon completion but no later than 08/31/21) 	04/01/21 07/01/21 08/31/21	\$0	\$0	\$0
Total:		\$16,462.00	\$49,385.94	\$65,847.94

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$16,462.00, which shall constitute full and complete compensation from the DEEP for the early replacement of one heavy-duty snow-plowing dump truck. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW’s Mitigation Trust Agreement.

Signature, E. A. Quinn Authorized Representative	<i>Anthony Intino</i>	3-23-21
Typed Name:	Anthony Intino	Date
Signature, DEEP Assigned Project Manager	<i>Sharon Gustave</i>	3/24/21
Typed Name:	Sharon Gustave	Date

ATTACHMENT B-6

ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR ELATE MOVING

Scope of Work

Purpose: The purpose of this project is to replace, for Kevin Britt Elate Moving, LLC (Elate Moving) one model year (MY) 2005 Hino 268 class 6 box truck VIN JHBNE8JT051S10136; the engine is a 2005 MY diesel Maxxforce DT International engine serial number A10288. The projected replacement truck will be a MY 2020 Isuzu FTR class 6 battery electric Cab/Chassis moving truck. Because of technology advances on the new truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Elate Moving shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: 2021 Service Truck Replacement

Description: Following issuance of this purchase order, Elate Moving shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$95,818.00 under the 2020 Diesel Emission Reduction Act (DERA) program to Elate Moving, the grantee. Elate Moving has agreed to contribute an estimated additional \$117,110.00 to the above referenced project, bringing the estimated total value of the project to \$212,928.00. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of CWPM documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Elate Moving shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Elate Moving shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Elate Moving may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Item 3 below). Elate Moving will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor from and names of Vendors selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, Elate Moving will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, Elate Moving shall take delivery of the vehicle.

Elate Moving shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

(Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.) Elate Moving shall provide documentation that the vehicle has been scrapped. Elate Moving shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for replaced truck

- VIN plate
- Engine plate showing serial number
- Side profile of vehicle before destruction
- Cut chassis rails
- Engine block before drilling
- Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to the DEEP for reimbursement under the grant that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement.

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Elate Moving shall provide DEEP with status updates to be included in DEEP’s quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021 and July 1, 2021). Elate Moving will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Elate Moving commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Sharon Gustave
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: sharon.gustave@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2021.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$95,818.00


Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Elate Moving Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor and names of Vendors selected 	March-April 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of Lease Purchase Agreement for the project 	March-April 2021	\$0	\$0	\$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	August 15, 2021	\$0	\$212,928.00	\$212,928.00
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August 31, 2021	\$95,818.00	-\$95,818.00	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report EPA-required material for Final Report (upon completion but no later than 08/31/21) 	04/01/21 07/01/21 08/31/21	\$0	\$0	\$0
Total:		\$95,818.00	\$117,110.00	\$212,928.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$95,818.00, which shall constitute full and complete compensation from the DEEP for the early replacement of one heavy-duty snow-plowing dump truck. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent

upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW’s Mitigation Trust Agreement.

Signature, Elate Moving Authorized Representative  3/24/2021

Typed Name: Benjamin Mussbaum Date

Signature, DEEP Assigned Project Manager *Sharon Gustave* 3/24/2021

Typed Name: Sharon D. Gustave Date

ATTACHMENT B-7

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR MURPHY ROAD RECYCLING

Scope of Work

Purpose: The purpose of this project is to replace, for the Murphy Road Recycling, Inc. (Murphy Road), one 2004 model year (MY) Freightliner COE yard tractor, VIN 1FVFCFAK14RM86182; the engine is a 2003 MY Caterpillar model 3126 engine, Serial Number HEP44540. The purchase and installation of electric vehicle supply equipment (EVSE) will be included in the project. The vehicle will be replaced with a 2021 MY Orange EV electric equivalent. Because of the electric-powered replacement and technology advances on the new yard tractor, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Murphy Road shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced truck.

Project Title: *Electric Yard Horse & Charging Infrastructure*

Description: Following issuance of this purchase order, Murphy Road shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$126,966.30 under the 2020 Diesel Emission Reduction Act (DERA) program to Murphy Road, the grantee. Murphy Road has agreed to contribute an estimated additional \$155,181.03 to the above referenced project, bringing the estimated total value of the project to \$282,147.33. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Murphy Road's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Murphy Road shall conduct the project, provide oversight, and track project progress. To ensure timely completion of the project, Murphy Road shall provide a work plan with a schedule of expected target dates, milestones, responsible parties, and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Murphy Road may use their own procurement processes to identify possible vendors for the purchase of the yard tractor. However, those procurement procedures must reflect all applicable Federal, State, and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Part 3, Grant Conditions, below). Murphy Road will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected
- Copy of Purchase Order issued for new yard tractor
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery and Installation of EV Charging Station, Completion of EVSE Project:

After issuing a Purchase Order, Murphy Road shall take delivery of the EV charging station and pedestal have them installed at its New Haven location.

Murphy Road shall submit to DEEP an invoice for payment, along with confirmation that the installation of the EV charging infrastructure has been completed. Confirmation shall consist of photographs of the installed unit and a signed statement in the invoice or payment request letter. This may be combined with the invoice and deliverables for the yard jockey replacement.

Task 2 Deliverables:

- Invoices from the Vendor/Contractor for delivery and installation of the EV charging unit, along with documentation of payment to Vendor/Contractor
- Summary of Idle-Reduction Plan with implementation schedule and any notices or postings to educate fleet drivers
- Confirmation that the project is completed and that the EVSE unit is operating satisfactorily
- An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of both EPA's 2020 State DERA Cooperative Agreement #DS 00A00174-1 and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Delivery of New Yard tractor and Scrappage of Replaced Yard tractor, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new yard tractor, Murphy Road will track the progress of the manufacturing and outfitting of the new yard tractor for its intended use. When that process is complete, Murphy Road shall take delivery of the vehicle.

Murphy Road shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engine, vehicle, equipment, or parts are to be sold, program income requirements apply.

Murphy Road shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the yard tractor before and after cutting the chassis. Murphy Road shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 3 Deliverables:

- Invoice from the Vendor for delivered yard tractor and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for the replaced yard tractor
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photos of the new yard tractor, along with its VIN and engine plates)
- Confirmation that the project is completed and that the yard tractor is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 4: Provide Updates and Information for Quarterly and Other Reports as Required.

Murphy Road shall provide DEEP with status updates to be included in DEEP’s quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, and October 1, 2021). Murphy Road shall contribute EPA-required material for the final report upon completion of the project, which shall be as soon as possible but no later than August 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created;
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 4 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Murphy Road commits to complying with the administrative conditions listed in the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached as Appendix A.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products, and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
 Accounts Payable
 79 Elm Street
 Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2021.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$126,966.30.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Murphy Road Cost-Share	CT State DERA
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of procurement process for selecting replacement truck Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected 	February/ March 2021			
<ul style="list-style-type: none"> Copy of Purchase Order issued for new yard tractor Documentation of any advance payments if applicable 	February/ March 2021			
2. Delivery and Installation of EV Charging Station, Completion of EVSE Project: <ul style="list-style-type: none"> Invoices from the Vendor/Contractor for delivery and installation of the EV charging unit, along with documentation of payment to Vendor/Contractor Summary of Idle-Reduction Plan with implementation schedule and any notices or postings to educate fleet drivers Confirmation that the project is completed and that the EVSE unit is operating satisfactorily An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. 	August 2021			
	August 2021			
3. Delivery of New Yard tractor, Scrapping of Replaced Yard tractor, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered yard tractor and documentation of payment to Vendor 	August 31, 2021	\$282,147.33	\$155,181.03	

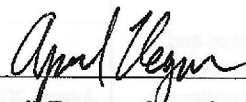
Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Murphy Road Cost-Share	CT State DERA
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced yard tractor Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck If applicable Confirmation that the project is completed and that the yard tractor is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August 31, 2021			\$126,966.30
4. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report EPA-required material for Final Report (upon completion but no later than 8/31/21) 	04/01/21 07/01/21 8/31/21			
Total:		\$282,147.33	\$155,181.03	\$126,966.30

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$126,966.30, which shall constitute full and complete compensation from the Wilmington Trust for the early replacement of one yard tractor. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement.

Signature, Murphy Road's Authorized Representative

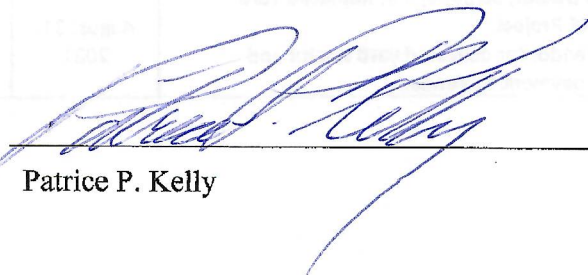


5/21/21

Typed Name: April Regan, Sustainability & Outreach Specialist

Date

Signature, DEEP Assigned Project Manager



5/21/21

Typed Name: Patrice P. Kelly

Date

ATTACHMENT B-7

**ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR TOWN OF NORTH
STONINGTON**

Scope of Work

Purpose: The purpose of this project is to replace, for the Town of North Stonington (North Stonington), one model year (MY) 1997 diesel-powered refuse truck, VIN 1M1AA13Y2WW086684, that has a Mack model E7350 engine, serial number 7H2640. The replacement will be a MY 2021 Peterbilt Model 579EV electric equivalent. Because of its electric power source, the project will enhance air quality by reducing engine emissions, a noteworthy benefit when the vehicle is operating in residential neighborhoods. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

North Stonington shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced truck.

Project Title: *North Stonington Dumpster Truck EV Replacement Project*

Description: Following issuance of this purchase order, North Stonington shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 15, 2022.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (“DEEP”) is granting \$101,584.74 in 2019-2020 Diesel Emission Reduction Act (“DERA”) funding toward this Project to North Stonington (“DERA Allocation”).

Funds for this Project will also include \$66,357.64 made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) (“DERA Option”). Subject to availability, payment to North Stonington of DERA Option funds will be made directly by the Wilmington Trust, the trustee for Volkswagen AG, upon DEEP’s approval of North Stonington’s documentation of the completion of the tasks outlined in this Scope of Work. DEEP is not responsible for payment of the DERA Option funds.

In total, DEEP is granting \$167,942.38 in 2019-2020 Diesel Emission Reduction Act (DERA) funding to North Stonington, the grantee. North Stonington has agreed to contribute an estimated additional \$205,262.62 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$373,205.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

North Stonington shall conduct the project, provide oversight, and track project progress. To ensure timely completion of the project, North Stonington shall provide a work plan with a schedule of expected target dates, milestones, responsible parties, and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

North Stonington shall use procurement procedures that comply with all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Item 3, DERA Grant Conditions, below in this Scope of Work). North Stonington will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor from the DAS list of vendors and name of Vendor selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, North Stonington will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, North Stonington shall take delivery of the vehicle.

North Stonington shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If

scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

North Stonington shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the truck before and after cutting the chassis. North Stonington shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for replaced truck
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

North Stonington shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, October 1, 2021, January 1, 2022, April 1, 2022 and July 1, 2022). North Stonington will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 15, 2022. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and

ATTACHMENT B-6

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR ELATE MOVING

Scope of Work

Purpose: The purpose of this project is to replace, for Kevin Britt Elate Moving, LLC (Elate Moving) one model year (MY) 2005 Hino 268 class 6 box truck VIN JHBNE8JT051S10136; the engine is a 2005 MY diesel Maxxforce DT International engine serial number A10288. The projected replacement truck will be a MY 2020 Isuzu FTR class 6 battery electric Cab/Chassis moving truck. Because of technology advances on the new truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Elate Moving shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: 2021 Service Truck Replacement

Description: Following issuance of this purchase order, Elate Moving shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$95,818.00 under the 2020 Diesel Emission Reduction Act (DERA) program to Elate Moving, the grantee. Elate Moving has agreed to contribute an estimated additional \$117,110.00 to the above referenced project, bringing the estimated total value of the project to \$212,928.00. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of CWPM documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Elate Moving shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Elate Moving shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Elate Moving may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Item 3 below). Elate Moving will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor from and names of Vendors selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrapage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, Elate Moving will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, Elate Moving shall take delivery of the vehicle.

Elate Moving shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrapage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

(Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.) Elate Moving shall provide documentation that the vehicle has been scrapped. Elate Moving shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrapage documentation for replaced truck

- VIN plate
- Engine plate showing serial number
- Side profile of vehicle before destruction
- Cut chassis rails
- Engine block before drilling
- Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to the DEEP for reimbursement under the grant that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement.

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Elate Moving shall provide DEEP with status updates to be included in DEEP’s quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021 and July 1, 2021). Elate Moving will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Elate Moving commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Sharon Gustave
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: sharon.gustave@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2021.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$95,818.00


Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Elate Moving Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor and names of Vendors selected 	March-April 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of Lease Purchase Agreement for the project 	March-April 2021	\$0	\$0	\$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	August 15, 2021	\$0	\$212,928.00	\$212,928.00
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August 31, 2021	\$95,818.00	-\$95,818.00	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report EPA-required material for Final Report (upon completion but no later than 08/31/21) 	04/01/21 07/01/21 08/31/21	\$0	\$0	\$0
Total:		\$95,818.00	\$117,110.00	\$212,928.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$95,818.00, which shall constitute full and complete compensation from the DEEP for the early replacement of one heavy-duty snow-plowing dump truck. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent

upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW’s Mitigation Trust Agreement.

Signature, Elate Moving Authorized Representative  3/24/2021

Typed Name: Benjamin Mussbaum Date

Signature, DEEP Assigned Project Manager *Sharon Gustave* 3/24/2021

Typed Name: Sharon D. Gustave Date

ATTACHMENT B-7

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR MURPHY ROAD RECYCLING

Scope of Work

Purpose: The purpose of this project is to replace, for the Murphy Road Recycling, Inc. (Murphy Road), one 2004 model year (MY) Freightliner COE yard tractor, VIN 1FVFCFAK14RM86182; the engine is a 2003 MY Caterpillar model 3126 engine, Serial Number HEP44540. The purchase and installation of electric vehicle supply equipment (EVSE) will be included in the project. The vehicle will be replaced with a 2021 MY Orange EV electric equivalent. Because of the electric-powered replacement and technology advances on the new yard tractor, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Murphy Road shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced truck.

Project Title: *Electric Yard Horse & Charging Infrastructure*

Description: Following issuance of this purchase order, Murphy Road shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 31, 2021.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$126,966.30 under the 2020 Diesel Emission Reduction Act (DERA) program to Murphy Road, the grantee. Murphy Road has agreed to contribute an estimated additional \$155,181.03 to the above referenced project, bringing the estimated total value of the project to \$282,147.33. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Murphy Road's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Murphy Road shall conduct the project, provide oversight, and track project progress. To ensure timely completion of the project, Murphy Road shall provide a work plan with a schedule of expected target dates, milestones, responsible parties, and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Murphy Road may use their own procurement processes to identify possible vendors for the purchase of the yard tractor. However, those procurement procedures must reflect all applicable Federal, State, and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Part 3, Grant Conditions, below). Murphy Road will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected
- Copy of Purchase Order issued for new yard tractor
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery and Installation of EV Charging Station, Completion of EVSE Project:

After issuing a Purchase Order, Murphy Road shall take delivery of the EV charging station and pedestal have them installed at its New Haven location.

Murphy Road shall submit to DEEP an invoice for payment, along with confirmation that the installation of the EV charging infrastructure has been completed. Confirmation shall consist of photographs of the installed unit and a signed statement in the invoice or payment request letter. This may be combined with the invoice and deliverables for the yard jockey replacement.

Task 2 Deliverables:

- Invoices from the Vendor/Contractor for delivery and installation of the EV charging unit, along with documentation of payment to Vendor/Contractor
- Summary of Idle-Reduction Plan with implementation schedule and any notices or postings to educate fleet drivers
- Confirmation that the project is completed and that the EVSE unit is operating satisfactorily
- An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of both EPA's 2020 State DERA Cooperative Agreement #DS 00A00174-1 and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Delivery of New Yard tractor and Scrapage of Replaced Yard tractor, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new yard tractor, Murphy Road will track the progress of the manufacturing and outfitting of the new yard tractor for its intended use. When that process is complete, Murphy Road shall take delivery of the vehicle.

Murphy Road shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrapage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engine, vehicle, equipment, or parts are to be sold, program income requirements apply.

Murphy Road shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the yard tractor before and after cutting the chassis. Murphy Road shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 3 Deliverables:

- Invoice from the Vendor for delivered yard tractor and documentation of payment to Vendor
- EPA-required photographic scrapage documentation for the replaced yard tractor
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photos of the new yard tractor, along with its VIN and engine plates)
- Confirmation that the project is completed and that the yard tractor is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 4: Provide Updates and Information for Quarterly and Other Reports as Required.

Murphy Road shall provide DEEP with status updates to be included in DEEP’s quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, and October 1, 2021). Murphy Road shall contribute EPA-required material for the final report upon completion of the project, which shall be as soon as possible but no later than August 31, 2021. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created;
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 4 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Murphy Road commits to complying with the administrative conditions listed in the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached as Appendix A.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products, and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
 Accounts Payable
 79 Elm Street
 Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2021.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$126,966.30.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Murphy Road Cost-Share	CT State DERA
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of procurement process for selecting replacement truck Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected 	February/ March 2021			
<ul style="list-style-type: none"> Copy of Purchase Order issued for new yard tractor Documentation of any advance payments if applicable 	February/ March 2021			
2. Delivery and Installation of EV Charging Station, Completion of EVSE Project: <ul style="list-style-type: none"> Invoices from the Vendor/Contractor for delivery and installation of the EV charging unit, along with documentation of payment to Vendor/Contractor Summary of Idle-Reduction Plan with implementation schedule and any notices or postings to educate fleet drivers Confirmation that the project is completed and that the EVSE unit is operating satisfactorily An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. 	August 2021			
	August 2021			
3. Delivery of New Yard tractor, Scrapping of Replaced Yard tractor, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered yard tractor and documentation of payment to Vendor 	August 31, 2021	\$282,147.33	\$155,181.03	

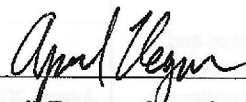
Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Murphy Road Cost-Share	CT State DERA
<ul style="list-style-type: none"> EPA-required photographic scrapage documentation for replaced yard tractor Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck If applicable Confirmation that the project is completed and that the yard tractor is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August 31, 2021			\$126,966.30
4. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report EPA-required material for Final Report (upon completion but no later than 8/31/21) 	04/01/21 07/01/21 8/31/21			
Total:		\$282,147.33	\$155,181.03	\$126,966.30

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$126,966.30, which shall constitute full and complete compensation from the Wilmington Trust for the early replacement of one yard tractor. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached as Appendix A. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement.

Signature, Murphy Road's Authorized Representative

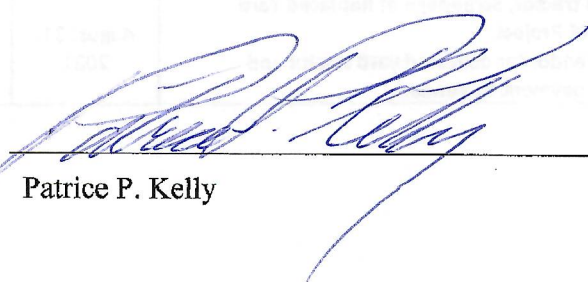


5/21/21

Typed Name: April Regan, Sustainability & Outreach Specialist

Date

Signature, DEEP Assigned Project Manager



5/21/21

Typed Name: Patrice P. Kelly

Date

ATTACHMENT B-7

**ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR TOWN OF NORTH
STONINGTON**

Scope of Work

Purpose: The purpose of this project is to replace, for the Town of North Stonington (North Stonington), one model year (MY) 1997 diesel-powered refuse truck, VIN 1M1AA13Y2WW086684, that has a Mack model E7350 engine, serial number 7H2640. The replacement will be a MY 2021 Peterbilt Model 579EV electric equivalent. Because of its electric power source, the project will enhance air quality by reducing engine emissions, a noteworthy benefit when the vehicle is operating in residential neighborhoods. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

North Stonington shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced truck.

Project Title: *North Stonington Dumpster Truck EV Replacement Project*

Description: Following issuance of this purchase order, North Stonington shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than August 15, 2022.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (“DEEP”) is granting \$101,584.74 in 2019-2020 Diesel Emission Reduction Act (“DERA”) funding toward this Project to North Stonington (“DERA Allocation”).

Funds for this Project will also include \$66,357.64 made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) (“DERA Option”). Subject to availability, payment to North Stonington of DERA Option funds will be made directly by the Wilmington Trust, the trustee for Volkswagen AG, upon DEEP’s approval of North Stonington’s documentation of the completion of the tasks outlined in this Scope of Work. DEEP is not responsible for payment of the DERA Option funds.

In total, DEEP is granting \$167,942.38 in 2019-2020 Diesel Emission Reduction Act (DERA) funding to North Stonington, the grantee. North Stonington has agreed to contribute an estimated additional \$205,262.62 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$373,205.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

North Stonington shall conduct the project, provide oversight, and track project progress. To ensure timely completion of the project, North Stonington shall provide a work plan with a schedule of expected target dates, milestones, responsible parties, and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

North Stonington shall use procurement procedures that comply with all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Item 3, DERA Grant Conditions, below in this Scope of Work). North Stonington will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor from the DAS list of vendors and name of Vendor selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, North Stonington will track the progress of the manufacturing and outfitting of the new truck for its intended use. When that process is complete, North Stonington shall take delivery of the vehicle.

North Stonington shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If

scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

North Stonington shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the truck before and after cutting the chassis. North Stonington shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for replaced truck
 - VIN plate
 - Engine plate showing serial number
 - Side profile of vehicle before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

North Stonington shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, October 1, 2021, January 1, 2022, April 1, 2022 and July 1, 2022). North Stonington will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 15, 2022. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and

- Jobs preserved or created;
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

North Stonington commits to comply with the conditions listed in the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products, and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 15, 2022.

- Jobs preserved or created;
- Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

North Stonington commits to comply with the conditions listed in the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products, and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 15, 2022.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$167,942.38.

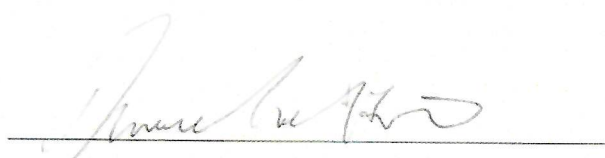
Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	North Stonington Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor from DAS list and name of Vendor selected 	January - May 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new truck Documentation of any advance payments if applicable 	January – June 2021	\$0	\$0	\$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered truck and documentation of payment to Vendor 	August 15, 2022	\$0	\$373,205.00	\$373,205.00
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced truck Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped truck Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August 15, 2022	\$167,942.38	-\$167,942.38	\$0
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report Status Update for Ninth Quarter Report Status Update for Tenth Quarter Report Status Update for Eleventh Quarter Report EPA-required material for Final Report (upon completion but no later than 08/15/22) 	04/01/21 07/01/21 10/01/21 01/01/22 04/01/22 07/01/22 08/15/22	\$0	\$0	\$0
Total:		\$167,942.38	\$205,262.62	\$373,205.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$167,942.38, which shall constitute full and complete compensation from the DEEP for the early replacement of one heavy-duty snow-plowing dump truck. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS 00A00174-1 between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B.

Signature, North Stonington's Authorized Representative

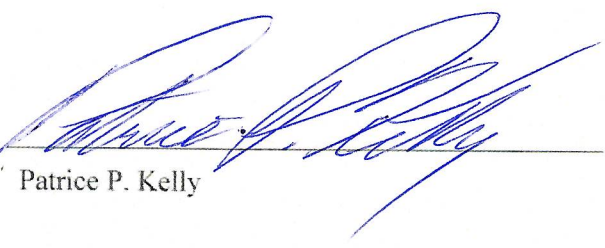


5/6/2021

Typed Name: Donald W. Hill, Highway Foreman

Date

Signature, DEEP Assigned Project Manager



5/6/21

Typed Name: Patrice P. Kelly

Date

ATTACHMENT B-9

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR RYDER SYSTEMS

Scope of Work

Purpose: The purpose of this project is to replace, for Ryder System, Inc. (Ryder System) four 2012 Model Year (MY) diesel-powered Transport Refrigeration Units (TRUs) trailers with 2021 MY fully electric alternatives (e-TRUs), powered entirely by the grid and solar electricity. The TRU serial numbers and EPA family code(s) for the four TRUs are below, along with any serial numbers for the TRUs and chassis. The e-TRUs will operate over 50% in Hartford County and the remainder in neighboring counties. The e-TRUs will return to the distribution center located in Bloomfield, CT nightly to charge while onboard solar (not covered by this grant) will augment the battery capacity en route. The project will include installation of e-TRU charging infrastructure consisting of Convoy Solutions Power Stations and Power Pedestals. The project will enhance air quality by reducing diesel emissions; with the change from diesel to electric, the significant reduction in emissions of the ozone precursor, nitrogen oxides, will be a benefit in a state that is in nonattainment with the National Ambient Air Quality Standards for Ozone.

TRU Engine Make	TRU Serial Number	TRU Model Year	Chassis Serial Number
Carrier	NAG91235888	2012	1UYVS2537CM278004
Thermo King	6001084113	2012	1UYVS2530CM282606
Thermo King	6001085414	2012	1UYVS2533CM285306
Thermo King	6001085438	2012	1UYVS2537CM285602

Ryder System will be ultimately responsible for the completion of the project, but will designate a project management consultant, who has been under contract to design the system for the Bloomfield facility, to be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrapping of the replaced TRUs and trailers.

Project Title: *Zero Emissions TRU Replacement Project*

Description: Following the approval of this Scope of Work (SOW), Ryder System shall begin providing the services outlined in this SOW and continue to provide services through the completion of the project, which will be no later than August 31, 2022.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting up to \$427,050.00 in 2020 Diesel Emission Reduction Act (DERA) funding to Ryder System, the grantee. Ryder System has agreed to contribute an estimated additional \$521,950.00 to the above

referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$949,000.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Ryder System's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement

Task 2: Delivery and Installation of Charging Infrastructure

Task 3: Delivery of Four New e-TRU Trailers and Scrappage of Replaced TRU Trailers, Completion of TRU Trailer Project; and

Task 4: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Ryder System and its management consultant shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Ryder System shall provide a work plan with a schedule of expected Ryder System dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Ryder System may use their own procurement processes to identify possible vendors for the purchase of the TRUs. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations, and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Part 3. DERA Grant Conditions below). Ryder System will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule (included in this Scope of Work)

- Summary of criteria used for selecting Vendor and names of Vendor(s) selected for purchase of four e-TRU units with trailers and purchase and installation accompanying charging infrastructure
- Copy of Purchase Order issued for new e-TRUs
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery and Installation of e-TRU Charging Stations, Completion of e-TRU Infrastructure Project:

After issuing a Purchase Order, Ryder System shall take delivery of the e-TRU power stations and pedestals have them installed at its Bloomfield distribution center.

The Ryder System project management consultant shall prepare and Ryder System shall submit to DEEP an invoice for payment, along with confirmation that the power stations and pedestals installation has been completed. Confirmation shall consist of photographs of the installed units and a signed statement in the invoice or payment request letter. This may be combined with the invoice and deliverables for the TRU trailer replacement.

Task 2 Deliverables:

- Invoices from the Vendor/Contractor for delivery and installation of the Convoy Solutions e-TRU Power Stations and Power Pedestals units, along with documentation of payment to Vendor/Contractor
- Summary of Idle-Reduction Plan with implementation schedule and any notices or postings to educate fleet drivers
- Photos of installed charging units
- Confirmation that the project is completed and that the TSE units are operating satisfactorily
- An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

Task 3: Delivery of the Four New e-TRUs Trailers and Scrappage of Replaced TRUs, Completion of e-TRU Trailer Project:

After selecting a Vendor and issuing a Purchase Order for the new e-TRUs, Ryder System will track the progress of the manufacturing and outfitting of the new e-TRUs for their intended use. When that process is complete, Ryder System shall take delivery of the e-TRUs and trailers.

Ryder System shall render the replaced TRUs trailers and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the TRUs inoperable.

Equipment and TRUs components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. tires). If scrapped or salvaged engine, TRUs, equipment, or parts are to be sold, program income requirements apply.

Ryder System shall provide documentation that the TRUs and trailers has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the TRUs before and after cutting the chassis. Ryder System shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 3 Deliverables:

- Invoice from the Vendor for delivered e-TRUs trailers and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced TRU trailer
 - Chassis serial numberplate
 - Engine plate showing serial number
 - Side profile of TRUs before destruction
 - Cut chassis rails
 - Engine block before drilling
 - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new TRUs)
- Receipt for scrap value or other income from the scrapped TRUs, if applicable
- Confirmation that the project is completed and that the TRUs is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement.

Task 4: Provide Updates and Information for Quarterly and Other Reports as Required.

Ryder System shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2021, July 1, 2021, October 1, 2021, January 1, 2022, April 1, 2022 and July 1, 2022). Ryder System will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2022. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for TRUs and engines; and
- Jobs preserved or created.

Task 4 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*
- *Additional Information as may be requested to meet Requirements of the Mitigation Trust Agreement.*

3. DERA Grant Conditions

Ryder System commits to comply with the conditions listed in the 2020 State DERA Cooperative Agreement #DS00A00174-1, between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Jennifer Arienti
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: Jennifer.Arienti@ct.gov

All **invoices** must include the Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.

The Project must be completed as soon as possible, but no later than August 31, 2022.

6. Budget and Schedule of Payments:

Ryder Systems

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$427,050.00.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Ryder System Cost-Share	Project Total
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected 	July 15, 2021	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new TRUs Documentation of any advance payments if applicable 	October 1, 2021	\$0	\$0	
2. Installation of Charging Power Stations and Power Pedestals <ul style="list-style-type: none"> Invoices from the Vendor/Contractor for delivery and installation of the charging units, along with documentation of payment to Vendor/Contractor 	June 10, 2022		\$85,000.00	\$85,000.00
<ul style="list-style-type: none"> Confirmation that charging infrastructure installation is completed and a statement that the technology is operating satisfactorily An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. 	August 15, 2022	\$38,250.00	-\$38,250.00	
3. Delivery of New TRUs, Scrappage of Replaced TRUs, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered TRUs and documentation of payment to Vendor 	July 15, 2022	\$0	\$864,000.00	\$864,000.00
<ul style="list-style-type: none"> EPA-required photographic scrappage documentation for replaced TRU trailers Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped trailers Delivery Confirmation Confirmation that the project is completed and that the TRUs is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August 15, 2022	\$388,800.00	-\$388,800.00	\$0
4. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report Status Update for Ninth Quarter Report Status Update for Tenth Quarter Status Update for Eleventh Quarter EPA-required material for Final Report (upon completion but no later than 08/31/22) 	04/01/21 07/01/21 10/01/21 01/01/22 04/01/22 07/01/22 08/31/22	\$0	\$0	\$0
Total:		\$427,050.00	\$521,950.00	\$949,000.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$427,050.00, which shall constitute full and complete compensation from the DEEP for the early replacement of four TRU trailers. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2020 State DERA Cooperative Agreement #DS 00A00174-1, between DEEP and EPA, which is attached, with its subsequent amendment, #DS 00A00174-2, as Appendix B. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement.

Signature, Ryder System
Authorized Representative

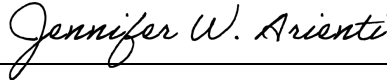


5-7-21

Typed Name: Darren Epps, Senior Director Advanced
Vehicle Technology

Date

Signature, DEEP Assigned
Project Manager



5-10-21

Typed Name: Jennifer W. Arienti

Date

ATTACHMENT C

**DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION
IMPLEMENTATION**

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Connecticut Department of Energy and Environmental Protection (DEEP) will provide detailed reporting on the Category 10 – Diesel Emissions Reduction Act (DERA) Option vehicle replacement project in three ways:

1. Timely updates to DEEP's Volkswagen (VW) Settlement Information Webpage,
2. Connecticut's semiannual reporting obligation to Wilmington Trust (the "Trustee"), and
3. Quarterly reports submitted to the Environmental Protection Agency (EPA)

DEEP maintains a webpage that has been designed to support public access to information relative to the VW Settlement and DEEP's administration of mitigation funds so as to implement the program in an open and transparent manner. DEEP's VW Settlement Information webpage and all supporting information and documentation can be found at: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive>. Timely updates to the webpage as well as direct outreach via email to those who have requested notification will inform the general public on project solicitations, and project status including when the projects identified herein have been completed.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Connecticut's Reporting Obligations" "For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt."

DEEP shall, in the semiannual report following the Trustee's initial disbursement of funds as directed by DEEP, describe the progress implementing this Eligible Mitigation Action that will include a summary of all costs expended on the Eligible Mitigation action through the reporting date. The report will also include a complete description of the status, development, implementation (including project schedule and milestone updates), and any modification to the projects under this Eligible Mitigation Action.

Finally, one of the requirements of the FY2020 DERA State Clean Diesel Grant Program is the timely submissions of quarterly reports to EPA. DEEP will submit these reports to EPA and they will also be included in the semiannual reports that DEEP provides to the Trustee.

ATTACHMENT D

**DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH
PROPOSED EXPENDITURE EXCEEDING \$25,000**

ATTACHMENT D
DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH
PROPOSED EXPENDITURE EXCEEDING \$25,000

Blue Earth Compost Replacement of a Class 5 Box truck with EV equivalent (Attachment D-1)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 5	Step Van	Ford	F59	2020	Electric	\$155,250.00

Cariati Developers Replace four (4) Class 8 dump trucks (Attachment D-2)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Dump Truck	PACCAR	MX-13	2022	Diesel	\$204,950.00
Class 8	Dump Truck	PACCAR	MX-13	2022	Diesel	\$204,950.00
Class 8	Dump Truck	PACCAR	MX-13	2022	Diesel	\$204,950.00
Class 8	Dump Truck	PACCAR	MX-13	2022	Diesel	\$204,950.00
Class 8	Dump Truck	PACCAR	MX-13	2022	Diesel	\$204,950.00
Total						\$1,024,750.00

Coastal Carriers Replacement of a Fuel Delivery Truck (Attachment D-3)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Tractor	Western Star	DD15	2022	Diesel	\$148,839.00

CWPM, LLC Replace one (1) Class 6 Truck (Attachment D-4)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 6	Utility Truck	Freightliner	DDS	2020	Diesel	\$98,657.43

E.A. Quinn Landscaping Replace a Class 5 Truck (Attachment D-5)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 5	Box Truck	Isuzu	4HK1-TC	2021	Diesel	\$65,848.00

Elate Moving EV Replacement of a Class 6 Moving Truck (Attachment D-6)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Total Cost including EVSE
Class 6	Box Truck	Isuzu	RJS	2020	Electric	\$212,928.00

Murphy Road Recycling EV Replacement of a Yard Tractor with EVSE (Attachment D-7)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost of Vehicle	Cost of EVSE with installation	Total Cost with EVSE
Class 6	Yard Tractor	Orange EV	Electric motor with integrated drive train	2021	Electric	\$269,553.63	\$12,593.70	\$282,147.33

Town of North Stonington EV Replacement of a Refuse Truck (Attachment D-8)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Refuse Truck	Meritor	e-Axle Integrated Electric Drivetrain	2021	Electric	\$373,205.00

Ryder Systems e-TRU Replacement of four TRU Trailers with EVSE (Attachment D-9)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost of Vehicle	Cost of EVSE with installation	Total Cost with EVSE
Nonroad	Transport Refrigeration Unit	eNow	K55520	2021	Electric	\$216,000.00	\$21,250.00	\$237,250.00
Nonroad	Transport Refrigeration Unit	eNow	K55520	2021	Electric	\$216,000.00	\$21,250.00	\$237,250.00
Nonroad	Transport Refrigeration Unit	eNow	K55520	2021	Electric	\$216,000.00	\$21,250.00	\$237,250.00
Nonroad	Transport Refrigeration Unit	eNow	K55520	2021	Electric	\$216,000.00	\$21,250.00	\$237,250.00
Total						\$864,000.00	\$85,000.00	\$949,000.00

See attached vendor cost estimates for the grantees.

ATTACHMENT D-1

VENDOR ESTIMATE FOR BLUE EARTH COMPOST



QUOTATION			
Quote Number:	Q11112020BN1	Date:	November 11, 2020
Sales Contact:	Benjamin Nussbaum	PO Number:	
Phone:	(917) 842 9563		
Email:	ben@sea-electric.com		
Customer:	Blue Earth Compost, Inc	Website:	www.blueearthcompost.com
Customer Contact:	Alexander Williams	Bus Phone:	
Address:	3580 Main Street	Mobile Phone:	(347) 882 3053
City/State/Zip	Hartford, CT	Email:	alex@blueearthcompost.com
End Fleet Customer:	Blue Earth Compost, Inc	Application/Vocation:	Short Haul Delivery
Deployment Location:	Hartford, CT		
Chassis Platform:	2020 Ford F59 Step Van		
Body Type:	Step Van		
SEA-Drive® Installation Location:	TBD		
Delivery Timing (ARO):	20 - 22 weeks		
Description	Order Qty	Price Ea	
2020 Ford F59 Electric Truck (Equipped with SEA-DRIVE 120a Power System)	1	\$145,750	
SEA-Drive® OPTIONS Included:			
1) AC Charge Capable		\$9,500	
2) LCD Driver Display with GPS		\$2,600	
<i>*Estimate does not include Sales Tax, Delivery Charges, Vehicle License/Registration</i>	Total Reper Price:	\$155,250.00	
DISCOUNTS:			
Voucher Discount: Connecticut DERA, 45% of Total Cost Covered by CT State		(\$69,862.50)	
	Total (Post-voucher):	<u>\$85,387.50</u>	
Notes:			
1) SEA-Drive® Standard Limited Warranty - 3yrs/50,000 miles (5yr warranty on batteries)			
2) See enclosed spec sheet for SEA-Drive® technical specifications			
3) 30% of post-voucher amount required at time of order			
4) Quote valid for 60 days			

ONLY THOSE ITEMS AND SERVICES SPECIFICALLY WRITTEN ON THIS AGREEMENT ARE INCLUDED IN THE STATED PRICE.
 ANY OTHER AGREEMENTS, UNLESS IN WRITING, ARE NOT BINDING ON SELLER.

This Electric Vehicle ("EV") sales agreement, including the Terms and Conditions attached hereto, which are incorporated here by reference (this "Agreement"), is a legally binding contract between the Customer as identified above and SEA Electric LLC, a California limited liability company (SEA). No other agreement or understanding of any nature concerning this sale and purchase has been made or entered into or will be recognized. The Customer hereby certifies that no credit has been extended for the purchase of this EV unless set out in this Agreement.

[Signature page follows.]

The Customer represents and warrants that it (i) has read, understood and agrees to each part of this Agreement, and (ii) has authority and capacity to execute this Agreement.

Customer

Customer authorized representative signature

Date



SEA Electric Sales Contact

Benjamin Nussbaum, Regional Sales Manager

Approved By

November 11th, 2020

Date

TERMS AND CONDITIONS

- 1. TERMS OF PAYMENT.** Unless otherwise agreed, all payments associated herewith shall be due immediately upon delivery. If some or all of such payments due are not submitted immediately upon delivery as required herein, the Customer shall have five (5) days to cure any deficiencies. Thereafter, late payments shall bear interest at the rate of 18% per annum, or the maximum permitted by law, whichever is less, ~~whether or not~~ notice of such late payments is provided by SEA.
- 2. TAX, TITLE AND LICENSE FEES.** The Customer agrees that all taxes, title and license (TTL) fees related to this transaction, whether arising at the time of the transaction or in the future, and whether listed in this Agreement or not, are the Customer's responsibility. The Customer further agrees to promptly pay any such TTL fees. The Customer agrees that the TTL price shown in this Agreement is an estimate only and a higher amount may be due.
- 3. DELIVERY.** All SEA-Drive® units provided hereunder shall be delivered to the location(s) as identified by SEA on page 1. Unless otherwise provided, delivery will be made via carriers and routes designated by SEA with freight charges to be added to the Total Cash Delivered Price. Delivery dates are approximate and are based upon receipt of all necessary information from the Customer. SEA shall not be liable for delays in delivery or manufacturing, or other causes beyond SEA's control.
- 4. TECHNICAL CHANGES.** The Customer acknowledges that component manufacturers and SEA reserve the right to change the Specifications of the EV at any time without obligation to make such changes in other EVs previously delivered to the Customer. In addition, manufacturers and SEA reserve the right to make design changes and substitution of materials subsequent to the commencement of this Agreement which, in the manufacturers or SEA's opinion are necessary to improve the EV or are otherwise desirable. The Customer agrees to accept any such changes as fulfillment of SEA's obligations under this Agreement.
- 5. REQUIRED EQUIPMENT.** This Agreement shall be deemed to include, ~~whether or not~~ specified herein, all equipment or accessories required by the *National Highway Traffic Safety Act* (the "NHTSA") or such other relevant regulations in effect at the time of order of receipt. It is agreed that any additional or different equipment not specified which is required at the time of delivery to meet the NHTSA or such other regulations will be added to the Total Cash Delivered Price and the costs shall be paid by the Customer pursuant to Section 1 herein. The Customer understands that certain safety equipment that is not legally required may be available for purchase at the Customer's request for an additional fee.
- 6. TITLE, RISK AND REMEDIES.** Until full payment by the Customer of all amounts due under this Agreement, SEA retains title to the EV. All risk passes to the Customer upon delivery to the Customer. If the Customer defaults in payment or performance under this Agreement or becomes subject to insolvency, receivership or bankruptcy proceedings, or makes an assignment for the benefit of creditors, or without the consent of SEA voluntarily or involuntarily sells, transfers, leases, or permits any lien or attachment on the EV, SEA may treat all amounts then or thereafter owing under this Agreement by the Customer as immediately due and payable (subject only to credits required by law) and SEA may repossess the EV by any means available by law and shall enjoy any and all other remedies of a secured creditor under the *Uniform Commercial Code*. The Customer shall execute and deliver to SEA such financing statements and other documents as SEA may deem appropriate to evidence, perfect, and protect the priority of its security interest in any EV subject to this Agreement.
- 7. INTELLECTUAL PROPERTY.** SEA's proprietary intellectual property (IP) includes, but is not limited to, discoveries, developments, concepts, designs, ideas, know how, improvements, inventions, trade secrets and/or original works of authorship, ~~whether or not~~ patentable, copyrightable or otherwise legally protectable. The Customer understands this includes, but is not limited to, any new product, machine, article of manufacture, biological material, method, procedure, process, technique, use, equipment, device, apparatus, system, compound, formulation, composition of matter, design or configuration of any kind, or any improvement thereon. The Customer is licensed to use SEA proprietary IP embedded into the EV. Nothing in this Agreement shall be construed to confer any ownership rights of any SEA proprietary IP to the Customer. The Customer must not disassemble, reverse engineer, reproduce, sub-license, use (other than for the Customer's ordinary purposes), adapt, modify or make an adaptation of, SEA IP. All new IP created by the Customer in connection with SEA IP is assigned to SEA upon creation. The Customer agrees to follow SEA reasonable directions in respect of SEA IP, including appropriate use policy. The Customer acknowledges SEA has fitted technological protection measures to secure SEA IP and agrees not to circumvent (or attempt to) such protection measures.
- 8. INDEMNITY.** To the fullest extent permitted by applicable law, the Customer shall indemnify, defend and hold SEA, and any entities which, directly or indirectly, control, are controlled by, or are under common control with SEA, and their officers, trustees, directors, representatives, employees and agents harmless from and against any and all actions, claims, liabilities, losses, costs, damages and expenses (including but not limited to reasonable attorneys' fees and costs, physical damage to or loss of tangible property, injury or death of any person) arising out of, resulting from or caused by: (a) negligence or intentional misconduct of the Customer, its employees, agents or contractors; or (b) the failure of the Customer or its employees, agents or contractors to comply with the provisions of the Agreement, including, but not limited to, Section 7, or applicable laws, rules, and regulations. To the extent that this Agreement contains a provision that limits the Customer's liability under this Agreement, the Customer's indemnification obligations will be excluded from such limitation of liability.
- 9. NO ASSIGNMENT.** Any assignment by the Customer of this Agreement or any rights under this Agreement, without written consent of SEA, shall be void. Clerical errors in this Agreement may be automatically corrected by giving written notice thereof to the Customer by a duly authorized representative of SEA. No waiver, alteration, or modification of any of the provisions of this Agreement shall be binding unless and until it is in writing and signed by a duly authorized representative of SEA. To the extent not covered by other terms in this Agreement, including terms of warranty and limitation of liability, etc., the provisions of the *Uniform Commercial Code* shall govern this sale.
- 10. LIMITATION OF LIABILITY.** SUBJECT TO APPLICABLE LAWS, UNDER NO CIRCUMSTANCES IS SEA LIABLE TO THE CUSTOMER FOR INDIRECT OR CONSEQUENTIAL LOSS. SEA'S TOTAL AGGREGATE LIABILITY TO THE CUSTOMER UNDER THIS AGREEMENT IS CAPPED AT THE TOTAL COST OF THE EV PAID BY THE CUSTOMER AND RECEIVED BY SEA.
- 11. ENTIRE AGREEMENT.** This Agreement (including by reference the provisions set out in manufacturer's standard warranty or warranties) shall constitute the entire agreement between the Customer and SEA and no understandings or obligations not expressly included in this Agreement or in manufacturer's standard warranty or warranties are binding upon the Customer or SEA.

12. NOTICES. Any notice, demand or request required or permitted to be given under this Agreement shall be in writing and shall be deemed sufficient when delivered personally or by overnight courier or sent by email, or forty-eight (48) hours after being deposited in the mail as certified or registered mail with postage prepaid, addressed to the party to be notified at such party's address as set forth on the signature page, as subsequently modified by written notice, or if no address is specified on the signature page, at the most recent address set forth in SEA's books and records.

13. SEVERABILITY. If one or more of the provisions in this Agreement are deemed void or unenforceable to any extent in any context, such provisions shall nevertheless be enforced to the fullest extent allowed by law in that and other contexts, and the validity and force of the remainder of this Agreement shall not be affected.

14. REMEDIES. The Customer acknowledges and agrees that violation of this Agreement by the Customer may cause SEA irreparable harm, and therefore the Customer agrees that SEA will be entitled to seek extraordinary relief in court, including, but not limited to, temporary restraining orders, preliminary injunctions and permanent injunctions without the necessity of posting a bond or other security (or, where such a bond or security is required, the Customer agrees that a \$1,000 bond will be adequate), in addition to and without prejudice to any other rights or remedies that SEA may have for a breach of this Agreement.

15. COUNTERPARTS. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original, and all of which together shall constitute one and the same agreement.

16. MANUFACTURER & SUPPLIER WARRANTIES. ALL WARRANTIES, IF ANY, BY A MANUFACTURER OR SUPPLIER OTHER THAN SEA ARE THEIRS, NOT SEA'S, AND ONLY SUCH MANUFACTURER OR OTHER SUPPLIER SHALL BE LIABLE FOR PERFORMANCE UNDER SUCH WARRANTIES. SEA HEREBY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

17. APPLICABLE LAWS. THE VALIDITY, INTERPRETATION, CONSTRUCTION AND PERFORMANCE OF THIS AGREEMENT, AND ALL ACTS AND TRANSACTIONS PURSUANT HERETO AND THE RIGHTS AND OBLIGATIONS OF THE PARTIES HERETO SHALL BE GOVERNED, CONSTRUED AND INTERPRETED IN ACCORDANCE WITH THE LAWS OF THE STATE OF CALIFORNIA, WITHOUT GIVING EFFECT TO THE PRINCIPLES OF CONFLICT OF LAWS.

18. ARBITRATION. NOTWITHSTANDING THE ABOVE, THE CUSTOMER AND SEA AGREE THAT ANY CONTROVERSY OR CLAIM ARISING OUT OF OR RELATING TO THIS AGREEMENT, OR THE BREACH THEREOF, SHALL BE SETTLED BY ARBITRATION ADMINISTERED BY THE AMERICAN ARBITRATION ASSOCIATION IN ACCORDANCE WITH ITS COMMERCIAL ARBITRATION RULES, AND JUDGMENT ON THE AWARD RENDERED BY THE ARBITRATOR(S) MAY BE ENTERED IN ANY COURT HAVING JURISDICTION THEREOF. SUCH ARBITRATION SHALL TAKE PLACE IN LOS ANGELES.

ATTACHMENT D-2

VENDOR ESTIMATE FOR CARIATI DEVELOPERS



TRI-STATE KENWORTH - ENFIELD (A300)
 1 DEPOT HILL ROAD
 ENFIELD, Connecticut 06088

Cariati Truck & Equipment, LLC
 70 North Plains Industrial RD.
 Wallingford, Connecticut 06492
 United States of America

Jim Davey
 Cell Phone: 860 883 4848
 Office Phone: 860 627-8030
 Email: jdavey@tristatekw.com

Donnie Cariati

Vehicle Summary

Unit		Chassis	
Model:	T880 Series Conventional	Fr Axle Load (lbs):	18740
Type:	FULL TRUCK	Rr Axle Load (lbs):	46000
Description 1:	tri axle dumps	G.C.W. (lbs):	100000
Description 2:	Clone of Chassis 308643 T880 Series Conventional		
Application		Road Conditions:	
Intended Serv.:	Local pickup & delivery: Vehicles which	Class A (Highway)	85
Commodity:	Gravel/crushed rock/sand.	Class B (Hwy/Mtn)	10
		Class C (Off-Hwy)	5
		Class D (Off-Road)	0
Body		Maximum Grade:	6
Type:	End dump.	Wheelbase (in):	230
Length (ft):	18	Overhang (in):	62
Height (ft):	10	Fr Axle to BOC (in):	74
Max Laden Weight (lbs):	8500		
		Cab to Axle (in):	156
		Cab to EOF (in):	218
		Overall Comb. Length (in):	340.5
Trailer		Special Req.	
No. of Trailer Axles:	0	U.S. Domestic registry, 50-state.	
Type:			
Length (ft):	0		
Height (ft):	0		
Kingpin Inset (in):	0		
Corner Radius (in):	0		
Restrictions			
Length (ft):	65		
Width (in):	102		
Height (ft):	13.5		

Approved by: _____

Date: _____

Note: All sales are F.O.B. designated plant of manufacture.

	Std/ Opt	Description	Weight
Model			
	S	T880 Series Conventional	15,549
	S	T880	0
	O	CARB Idle Emissions Reduction - Cummins	0
	S	Non-Sleeper w/rear axle capacity less than 59K.	0
Engine & Equipment			
	O	X15 500V 500@2000 1650@950 2021 with Intebrake, Productivity Series N09200 C399 120...Standard Maximum Speed Limit N09260 C121 64...Maximum Accelerator Pedal Ve N09440 C234 NO...Engine Protection Shutdown (N09460 C231 NO...Gear Down Protection (C231) N09580 C133 5....Timer Setting (C133) N09680 C233 NO...Idle Shutdown Manual Overrul N09480 C132 1400..Max PTO Speed (C132) N09300 C128 64...Maximum Cruise Speed (C128) N09500 C239 NO...Cruise Control Auto Resume (N09520 C238 NO...Auto Engine Brake in Cruise N09780 C190 80...High Ambient Temperature Thr N09740 C188 40...Low Ambient Temperature Thre N09720 C382 YES...Enable Hot Ambient Automatic N09600 C396 YES...Enable Impending Shutdown Wa N09620 C397 60...Timer For Impending Shutdown N09560 C225 YES...Enable Idle Shutdown Park Br N09420 C333 0.....Reserve Speed Limit Offset (N09380 C334 0.....Maximum Cycle Distance (C334 N09360 C400 252...Reserve Speed Function Reset N09400 C401 10....Maximum Active Distance (C40 N09220 C402 0.....Expiration Distance (C402) N09540 C395 0.....Expiration Distance (C395) N09240 C209 120...Hard Maximum Speed Limit (C2 N09760 C189 60...Intermediate Ambient Tempera N09640 C206 35....Engine Load Threshold (C206)	465
	S	PremierSpec	0
	O	Powertrain Protect with SmartAccel - X15 Torque Rate Limiting	0
	O	Gearing Analysis: Balance power/economy blend results.	0
	S	Customer's Typical Operating Spd: 64 MPH	0
	O	Effective VSL Setting NA	0
	S	Engine Idle Shutdown Timer Enabled	0

<i>Std/ Opt</i>	<i>Description</i>	<i>Weight</i>
O	Enable EIST Ambient Temp Overrule	0
O	Eff EIST NA Expiration Miles Use only with MX and Cummins engines	0
O	Air compressor: Cummins 18.7 CFM, Naturally Aspirated for Cummins X15 engines	0
S	Air Cleaner: composite firewall mounted PACCAR or Cummins engines	0
O	Fan Hub: Horton 2-Speed for X15	0
S	Cooling module: 1330 square inches. Includes aluminum radiator core, aluminum charge air cooler, translucent surge tank and washer bottle, silicone hoses, and extended life coolant.	0
O	Radiator bug screen mounted between hood & grille.	2
O	Lower radiator drain valve Okay for use w/2010+ engine cooling modules, other than 1780 square inches.	0
S	EXH: 2021 RH Under DPF/SCR with RH SOC Vertical tailpipe. Not 2.1m high roof sleepers	0
S	Tailpipe: 5 in. single 36 in. 45 degree curved.	0
O	Single Lower Chrome Exhaust Elbow	0
O	Fuel Filter:PACCAR Standard Service Interval Fuel/Water Separator. 2017 and Later Emissions	0
S	Run Aid:Fuel Heat *For Fuel Filter	0
S	Start Aid:12V Heat *For Fuel Filter	1
O	Immersion block heater 120V 1500W w/plug under door on C500, T660, T800 & W900.	2
S	Alternator: PACCAR 160 amp, brush type	0
S	Batteries: 3 PACCAR GP31 threaded post (700-730) 2100-2190 CCA dual purpose.	0
O	PACCAR Premium 12V Starter W/ Cummins X15 Engines PACCAR 12 volt electrical system. With centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system with circuit protection circuits number & color coded.	0
O	Battery disconnect switches 2, mounted on battery box.	2
O	Jump start terminals under hood.	12
S	Remote PTO/Throttle, 12-Pin, Engine Bay Remote Control Provision	0

Transmission & Clutch

Price Level: January 1, 2021

Deal: tri axle dumps

Printed On: 4/23/2021 4:09:53 AM

Date: April 23, 2021

Quote Number: QUO-733901-S5Z1F2

Std/ Opt	Description	Weight
O	Transmission: Eaton FO-16E309ALL-VMS UltraShift Plus 11-speed w/Hill Start Aid feature. Standard with synthetic lubricant. This product has a deep drive ratio intended for use in mixer applications, or where deep reduction is needed. *Torque Limit: 1650 pound-feet.	284
O	Clutch:UltraShift Plus Or Fuller Advantage Series Automated transmissions.	0
O	Driveline: 2 Dana SPL250XL 1 centerbearing requires 3500057 interaxle driveline. Low maintenance offering from Spicer. On-highway 350K mi first service interval, 100K mi subsequent service interval on U-joint, splines lubed for life, quick disconnect end caps.	83
O	PTO: Chelsea 489XLAHX-V3XK, Bottom Mounted, 8-Bolt, Single Acting, No Controls, SAE Studs	32
O	First Transmission PTO compatibility - Chelsea 230/236/238/442/489/660/680-V3 or Muncie CS8/SH8/TG8S-P1 bottom mounted 6 or 8-Bolt PTO's for all Eaton & PACCAR transmissions. This application includes use of the standard hydraulic clutch actuator on Eaton FR & RT transmissions and supports bottom mounted 6 and 8-Bolt PTO's with single acting air actuation.	0
O	Rear transmission support springs for transmission PTO applications are required to ensure that engine flywheel housings are not overloaded when transmission PTO's are installed.	0
O	First Factory Installed Eaton/PACCAR Trans PTO	0
O	14 in. Eaton Fuller high capacity oil to water cooler standard for transmission 1550-2250 lb-ft, 18-speed AutoShift.	0
O	Aluminum clutch housing	0
Front Axle & Equipment		
S	PACCAR FX-20 Front Axle rated at 20K 4" drop	0
S	Front Brakes: 14,601-22K Bendix air disc brakes.	0
O	Splined rotor for front air disc brakes for use with iron hubs.	0
S	Integral Knuckle for Air Disc Brake, for use on PACCAR Steer Axle	0
O	Front Hubs Iron hub pilot 20,000 lbs. 10 Bolt 16.5x6in. or 7in. or air disc brakes. 10 Bolt, 11-1/4 in. bolt circle. Consider Wheelguards (5850002) with aluminum wheels.	80
S	ConMet PreSet Plus Hub package; front axle.	0
S	Hubcap: front vented.	0
S	Slack Adjusters included w/ front axle or brake. Also use w/ disc brakes.	0
S	Front Springs: Taperleaf 20K w/ shock absorbers	0

Std/ Opt	Description	Weight
	w/ maintenance-free elastomer spring pin bushings. Standard with rubber pins except for C500 which has threaded pins. Not available on W900L. W900B use 2866021.	
S	Dual power steering gear: 16-22K Sheppard HD94. Heavy duty. Not for use on T3.	0
S	Power Steering Cooler: Radiator Mounted Air-to-Oil	0
O	Front Frame Raised: 1 in.	0
O	Threaded Bushings for taperleaf spring 16K, 18/20K, 22K, 40K replacing rubber.	0
O	Front Disc Brake Pad/Rotor Dust Shields Air Disc Brakes Only.	0
Rear Axle & Equipment		
O	Dual Dana Spicer D46-172HP rear axle rated at 46K. w/ 16mm housing and 2.06in. shaft diameter. Includes pump. Tandem rear axles.	-156
O	Rear Axle Ratio - 4.10.	0
O	Dual rear Bendix air disc brakes for dual rear axles to 46K capacity.	40
O	Splined rotor for dual rear air disc brake for use with aluminum hubs.	-208
S	Dual Rear Hubs: Aluminum hub pilot 46K 11-1/4 in. bolt circle.	0
S	ConMet PreSet Plus Hub package; dual rear axle.	0
O	Rear slack adjusters included w/ axle or air disc brakes.	0
O	Spring brakes included w/ dual rear air disc brakes.	0
O	Rear air disc brake dustshields for tandem axles; includes pads and rotor shields.	12
O	Bendix 4S/4M anti-lock brake system w/ air traction control (ATC).	2
O	Interaxle driveline 1 Dana SPL170XL	-4
O	Wheel Differential Lock for Dana Spicer axles D40-170(P)/D46-170(H)(P)(WT) forward rear axle & rear rear axle.	112
O	Separate switch for dual axles: differential lock or crosslock.	0
O	Rear suspension: Tandem Hendrickson ULTIMAAX 460 46K, 54 in. axle spacing, 17.50 in. saddle height. Includes shock absorbers.	514
O	1 Steerable Pusher: Watson Chalin Tru Track 20K; SL2065	1,594
O	1 Steerable Pusher brakes: Bendix Non-RSD 16.5x6 in.; Use with 20K axle.	0

Std/ Opt	Description	Weight
O	1 Steerable Pusher cast brake drums. 16.5X6 in. for use with 20K axle.	0
O	1 Steerable pusher hubs iron hub pilot 10-hole 11.25 in. bolt circle. For use with 20K axle.	16
O	Steerable pusher: optional dustshields.	6
O	Pusher or Tag: gauge/ switch dash-mounted, gauge LH driver's seat, regulator under driver door.	0
O	Delete standard heavy-duty air springs for rear suspension.	-28
O	1st Pusher location: 52 in. from c/l Forward tandem axle or single rear axle.	0

Tires & Wheels

O	Front tires: Bridgestone M864 385/65R22.5 18PR All position. On/Off highway. Wide-base tire.	122
O	Rear tires: Bridgestone M799 11R24.5 16PR. 44 in. diameter, all position. 20.5 in. SLR. Code is priced per pair of tires.	200
O	1 Steerable Pusher: 2 Bridgestone M864 385/ 65R22.5 18PR, All position. On/Off highway. Wide-base tire	122
O	Rear Tire Quantity: 8	0
O	Front Wheel: Alcoa 82462 22.5x12.25 aluminum, with LV One [TM] finish, hub-pilot mount. 11000lb. maximum rating. 5.80 in. offset. Air disc brake compatible.	-3
O	Rear Wheel: Alcoa 98565 24.5x8.25 aluminum, with LV One [TM] finish, hub-pilot mount. 8000lb. maximum rating. Severe service. Code is priced per pair of wheels. Air disc brake compatible.	-48
O	1 Steerable Pusher Wheel: 2 Alcoa 82462 22.5X12.25; aluminum with LV One [TM] finish, hub-pilot mount. 11000lb. maximum rating. 5.80in. offset. Air disc brake compatible.	-3
O	Wheelguards: all axles.	2
O	Single Front Axle: 2 wheels Dura-Bright Buffed. Dura-Bright outboard surface of aluminum wheels.	0
O	Dual Rear Axle Wheels: 4 wheels Dura-Bright Buffed. Dura-Bright outboard surface of outer dual or single aluminum wheels.	0
O	Dual Rear Axle Wheels: Dura-Bright Buffed inboard surface of inner dual aluminum wheels.	0
O	1 Pusher: 2 Wheels Dura-Bright Buffed. Dura-Bright outboard surface of outboard wheels mounted same as front axle. For use on 1 steerable or 1 non-steerable pusher axles w/ single wheel.	0
O	Rear Wheel/Rim Quantity: 8	0

Frame & Equipment

Std/ Opt	Description	Weight
O	Frame Rails: 10-3/4 x 3-1/2 x 3/8in. Steel 285in. to 336 in. Truck frame weight is 3.48 lb.-in. per pair of rails. Section modulus is 17.80, RBM is 2,132,000 in-lbs per rail. Frame rail availability may be restricted based upon application, axle/suspension capacity, fifth wheel setting, or component/dimensional specifications. The results of the engineering review may result in a change to the requested frame rail. If a change is required Kenworth Application Engineering will advise the dealer of the appropriate material specification for a substitute rail.	393
O	Full Steel Insert: for 10-5/8 in. or 10-3/4 in. Steel 285 in. to 336 in. or 2nd insert for 11-5/8 in. steel frame. Adds 1,149,000 in-lb to main rail RBM. Truck insert weight is 2.05 lb.-in. per pair of rails. Full frame insert length is equal to wheelbase plus rear frame cutoff plus dimension forward of front axle by model: T660, T680, T800, T880 = 21.26 in.; C500B = bumper setting minus 0.79 in.; W900B = 5.27 in., W900L = 1.50 in., W900S = 3.27 in.; T440/T470 50 in. bumper setting = 21.26 in., T470 73 in. bumper setting = 72.3 in.	642
O	Bumper: Tapered chrome steel channel. Requires a bumper setting code.	63
S	48.5 in. Bumper setting. Requires a bumper code.	0
O	Removable Front Tow Hooks: 2.	15
O	Steel shackle links.	8
O	Custom Frame Layout: one chassis CFL F/T: MOUNT AIR DRYER RH BOC INSIDE FLANGE.MOUNT AIR TANKS INSIDE FRAME FLANGES.	0
O	Battery box cantilever aluminum BOC with polished smooth aluminum cover.	10
O	Battery box location: RH Side.	15
O	T470, C5, T6, T8 polished DPF/SCR or CNG cover with step. For use w/ 2010 or later exhaust systems. For T8, use extended length polished battery box on opposite rail to match the length of under cab components.	0
O	Heavy-duty BOC crossmember assembly.	23
O	Final end-of-frame cut-off dimension will be modified to 61 in. to 65 in.	0
S	Rear mudflap arms: Betts B-25 standard-duty, straight. Includes B1732 mounting brackets as standard.	0
S	Rear mudflap shields: White plastic antisail w/ Kenworth logo.	0
S	Square end-of-frame w/o crossmember; non-towing.	0
Fuel Tanks & Equip		
O	Fuel Tank: 90 US gallon 24.5in. aluminum under replace. Class 8 fuel tanks w/ o locking caps include an anti-siphon device on the filler neck.	-4

<i>Std/ Opt</i>	<i>Description</i>	<i>Weight</i>
O	Hydraulic Tank: 45 US gallon 24.5in. Aluminum add.	92
S	Small round DEF tank, 14 gallons. The DEF tank will be located on the side you specified. If you have specific configuration or body builder concerns, please utilize the Custom Frame Layout option. Standard capacity is calculated by fuel capacity of the vehicle and will accommodate two diesel fill-ups for every DEF fill-up. For 1:1 DEF fuel fill ratio, add 7889204.	0
O	Polish only two aluminum tanks.	0
O	Polished cover for 1 DEF tank any size.	3
O	Mechanical anti-roll channel for one tank.	6
O	Polished stainless steel tank straps for 2 tanks.	0
S	DEF to fuel fill ratio 2:1 or greater.	0
S	Anti-siphon device in fuel tank filler neck. For any number of fuel tanks.	0
S	DEF tank location is LH.	0
O	Hydraulic tank location left side behind cab.	0
O	2 hydraulic tank fittings, forward top, bottom.	0
O	Location: 90 gal fuel tank LH under cab	0
Cab & Equipment		
S	Cab: Stamped aluminum cab with panoramic curved glass windshield. Standard with stamped aluminum doors, heavy duty in-swinging hinges, and triple sealed doors. Manufactured using self-piercing rivets and structural adhesive. Includes LED exterior marker lights and turn signals.	0
O	Hood: T880 Standard Length With Mechanically Fastened Fenders. 122.6 inch BBC.	15
O	Bright Engine Air Intake Chrome Trimmed Engine Air Intake on Both Sides of Hood	0
O	Fine particulate filter for cabin air HVAC system. To provide extra filtration in high dust applications. Cabin airflow is reduced with this additional filter. *Cannot be used with code 8108003.	0
S	Cab HVAC - Day Cab and 40in Sleeper System With Defrost, A/C, and 48,000 BTU/hr Heater. Includes automatic temperature control with one touch defrost operation and dash mounted cab temperature and solar intensity sensors. Pleated fresh air filter and cabin recirculation air filter standard. The Kenworth HVAC system is designed to provide optimal heating and cooling in all operating environments without need for additional insulation. Cab HVAC without sleeper heater AC is available with 40in sleeper.	0

<i>Std/ Opt</i>	<i>Description</i>	<i>Weight</i>
O	Shutoff Valves to Isolate Primary Heater Remote mounted on frame under cab.	0
S	Kenworth Smartwheel: 18 in. Non-Leather With Integrated Radio and Cruise Controls.	0
S	Column Mtd TMSN Control W/Retarder Cntrl, RH Side Use with Automated and Automated Manual Transmissions Only	0
S	Adjustable telescoping tilt steering column.	0
O	5 sets of keys. Replaces standard 2 sets of keys.	0
O	Dash Switch: 1st Single-Acting Eaton or PACCAR Mounted PTO. Electric switch, wiring, software, air solenoids, and plumbing are factory-installed to control the 1st Eaton (single-acting) trans PTO.	0
O	Four Spare Switches: Wired To Power.	0
O	Gauge: Engine Oil Temperature Gauge With Integral warning light. The NavPlus HD unit includes a virtual engine oil temperature gauge.	0
S	GAU: DD VIRTUAL GAUGE - OIL TEMP ENG	0
S	GAU: DD VIRTUAL GAUGE - MANIFOLD PRESSURE BOOST	0
S	GAU: DD VIRTUAL GAUGE - ENGINE PERCENT TORQUE	0
O	Gauge: Manifold Pressure Gauge. The NavPlus HD unit includes a virtual manifold pressure gauge.	0
O	Gauge: Axle oil temperature, dual-drive axle. (2 gauges) w/integral warning light.	0
O	Gauge: Oil Temperature Gauge Transmission. The NavPlus HD unit includes a virtual transmission oil temperature gauge.	0
S	MAIN INSTRUMENT PACKAGE: 15" Digital Display. Includes Speedometer, Tachometer, Primary Air Pressure, Secondary Air Pressure, Fuel Level #1, DEF Level, DPF Filter Status, Fuel Economy, Oil Pressure, Coolant Temp, OAT and Voltmeter, and Air Application.	3
S	Interior color: Slate Gray	0
S	Interior package: Vantage daycab Includes durable headliner and vinyl sidewalls with geometric patterned trim and anodized aluminum accents throughout. Convenient overhead storage cubbies, full size glove box, two center console cupholders, and large door pad map pocket. Standard LH/RH power windows, electric door locks, interior LED lighting, nighttime-friendly red ambient lighting for dash and footwell, and door mounted courtesy light. Includes two standard 12V power outlets. Driver sunvisor includes strap.	0
S	Rubber floormat	0
S	Driver Seat: GT701 HB with Cloth w/ Vinyl	0

Std/ Opt	Description	Weight
	material. The GT701 is standard with a single air bag, scissor linkage seat suspension. It includes a single chamber lumbar support, 10in Fore/Aft adjustment, 7in Up/Down adjustment, 2.5in pan extension, 51 degree seat back recline, and 16 degree full seat tilt. Includes 3-point matching seat belts. DR seat standard w/ dual armrests.	
S	Rider Seat: GT100 Toolbox HB with Cloth w/ Vinyl material. The GT100 seats are standard with fixed base. Includes 3-point matching seat belts. Rider seat standard w/ LH armrest.	0
O	Seat Color: Black	0
O	Kenworth Radio DEA710 AM/FM/WB/USB, Bluetooth	0
O	Base Level Audio System - Daycab:High Performance Door Speakers.	2
O	CB installation kit: Center mounted of header. W/header mounted quick release CB mount. One red power post & one black ground post. Includes dual antenna leads located on the mirror brackets. Includes dual antenna & separate speaker.	2
O	Ashtray insert: W/cigar lighter located in center console. Deletes 1 12V outlet & 1 cupholder.	0
S	Turn Signal: Non-Self Cancelling	0
S	LH and RH Trip Ledge Rain Deflectors	0
O	Stainless steel permit panel on cab, driver side only	0
S	Kenworth TruckTech+ The Kenworth Remote Diagnostics system provides the Worlds Best reporting of engine and aftertreatment fault codes, as well as enhanced support for the truck owner through rapid communication of fault severity and recommended actions. This option is Standard on all Heavy Duty Kenworths with a PACCAR MX engine, Cummins X15 engine, PX engine or Natural Gas engine. Optional on Medium Duty Kenworths.	0
O	Two holders: For 2 removable front tow hooks. Rider seat must be toolbox style seat.	0
O	Grabhandle:LH & RH, NFPA Compliant Ergonomic Grab Handles Mounted To The Left Hand and Right Hand Exterior Of The Cab For Entry and Exit.	6
S	Dual Cab Interior Grabhandles: A Pillar Mounted Dash Wrap and B Pillar Mounted Grabhandles	0
S	Kenworth Daylite Door with standard LH/RH electric door locks and LH/RH electric window controls.	0
O	Dual rectangular air horn 23 in. LH & RH top of roof. Includes air horn covers.	4
S	Look-Down, Pass. Door, Black 11x6	0
S	Aero Mirror: Dual Kenworth Aerodynamic Motorized heated mirrors, 7in X 13in with cab color mirror shell and black mirror arms. Also includes LH/RH heated 6in X 7in convex mirrors. Mirror	0

Std/ Opt	Description	Weight
	brackets set for 8-1/2 ft load width. Mirror controls located on driver side door pad.	
O	Rear cab stationary window with dark tint 19in x 36in.	0
O	3.5in x 11.5in Plastic Records Holder:Mounted On Rear Cab Panel. Not available With Sleeper Or 2 Person Bench Seat.	0
S	One-piece bonded-in windshield with curved glass. Standard.	0
S	Exterior stainless steel sunvisor.	19
O	Fender close-out: Below headlamp, behind bumper. *NOT available with 3-piece bumper.	0
S	Wheelwell Fender Extension: 2.5 Inches	0
S	Kenworth Cab/Sleeper Air Suspension.	0
Lights & Instruments		
S	Headlamps: SAE Dual Halogen Complex Reflector	0
S	Marker Lights: Five, rectangular, LED	0
O	Turn Signal Lights: Flush mounted LED mounted at top of fender wheel arc	0
S	LED Stop,Turn,Tail: With Two LED Backup Lights and With An LED License Plate.	0
O	Dual Flush Floodlights: First Set	2
O	Floodlight Location: Located Low - First Set . This Code To Be Used With Flush-Mount (9052011) or C/I (9058071) Codes Only.	0
O	Switch and Wiring:Cust. Installed Beacon Lights With Additional 20ft Jumper Harness Shipped Loose	1
S	Marker Lights: Interrupter Switch. Included in Turn Signal For All Models Except T3. The T3 Switch Is In The Dash.	0
O	Brake Lights on when Engine Brake Active. Can only be selected when chassis also has engine brake. Cannot be used with options to delete engine brake.	0
O	Switch & Wiring: For customer-installed plow light. Includes circuit breaker.	0
O	Reflectors: Two Midframe	0
O	Wiring Only: For customer-installed backup alarm.	0
O	Junction Box: Mounted Behind Cab or Sleeper Not Mounted at End of Frame.	1
O	Junction Box: End of Frame	1
O	Polyswitches replacing fuses. Switch will	0

<i>Std/ Opt</i>	<i>Description</i>	<i>Weight</i>
	automatically reset after removal of excess load.	
Air Equipment		
O	Air Dryer: Bendix AD-HF Extended Purge Heated With Puraguard	0
S	Moisture ejection valve w/ pull cable drain.	0
O	Full truck kit: Gladhands mounted at end-of- frame. Seven-way female receptacle mounted at end-of-frame in taillamp bracket. Kit includes dash mounted trailer air supply valve, trailer hand control valve, and hoses/fittings for the valves. Dash mounted parking brake valve, tractor protection valve, and spring brake inversion/relay valves are standard.	15
S	Nylon air tubing in frame & cab, excluding hoses subject to excessive heat or flexing.	0
O	Bendix LQ-5 ratio valve:for Kenworth-installed pusher/tag. LQ-5 valve limits the amount of air applied to the pusher brakes. Helps prevent lockup in lightly loaded conditions.	2
O	Delete trailer hand valve. Must code for tractor kit.	0
O	Locate air dryer inside RH rail BOC. This code requires the use of a custom frame layout code.	0
O	Air tanks: mounted inside frame flanges where possible. This code requires the use of a custom frame layout code.	0
O	Trailer ABS electric supply through SAE J560 7-pin connector per TMC RP137).	0
O	Air tanks: aluminum replacing steel all tanks. *Not air tanks on lift axles.	-44
Extended Warranty		
S	Base Warranty - Standard Service Heavy Duty 12 months / 100,000 miles / 160,000 km.	0
O	24 Month TruckTech+ Subscription for Cummins Engines	0
Miscellaneous		
O	GHG Secondary Manufacturer: Does Not Apply	0
O	Additional lead time required for off highway & /or specialty component truck.	0
O	Warning triangle reflector kit: Shipped loose. Kit consists of 3 triangles in plastic carrying case. Not floor mounted.	4
O	One 5 lb. dry chemical type fire extinguisher mounted inboard of driver seat. Class ABC.	11
O	Zinc Phosphate frame rail paint processing. Requires frame rail code. Code is for 1 pair of rails.	0
O	Zinc Phosphate frame insert paint processing.	0

Std/ Opt	Description	Weight
	Requires any 1st frame insert code. Code is for 1 pair of any frame inserts.	
S	VMUX Architecture	0
Promotions		
Paint		
O	Paint color number(s).	0
	N9702 A - 783343 STRIKE FORCE SILVER N9720 FRAME N0001 BLACK	
O	Bumper Unpainted	0
O	Day Cab Standard Paint	0
S	1 - Color Paint - Day Cab Color will be White if no other color is specified.	0
O	Non-standard paint color.	0
S	Base coat/clear coat. The Kenworth Color Selector contains additional instructions, as well as information on Kenworth paint guidelines and surface finish applications. Kenworth is standard with Dupont Imron Elite paint.	0

Order Comments

Total Weight

20,114

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.
Dimensional and performance data for unpublished options may vary from that displayed in CRM.

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Price Level: January 1, 2021

Deal: tri axle dumps

Printed On: 4/23/2021 4:09:53 AM

Date: April 23, 2021

Quote Number: QUO-733901-S5Z1F2



the reliance upon information from these materials. Please check your order prebills to confirm your pricing information

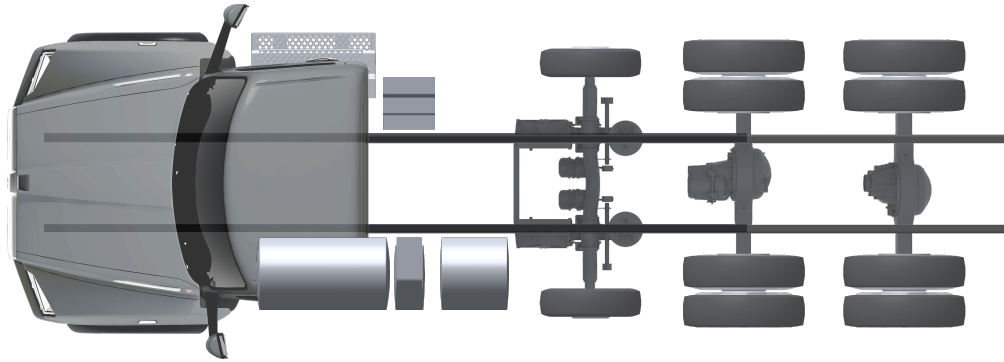


Shipping Destinations

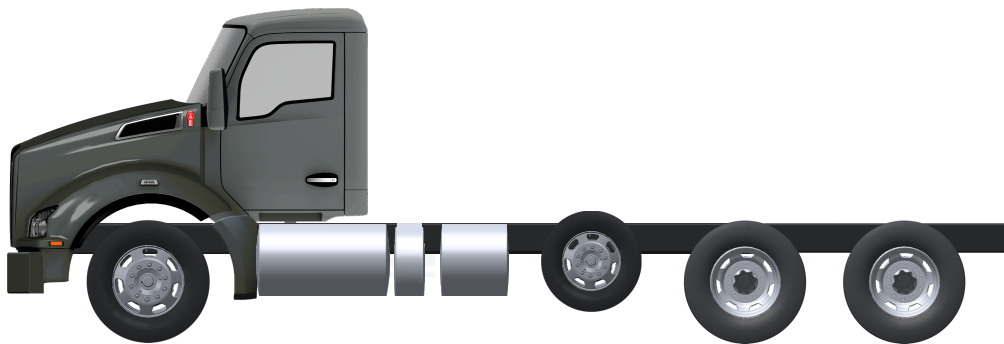
Intermediate Destination:

Final Destinations	Quantity
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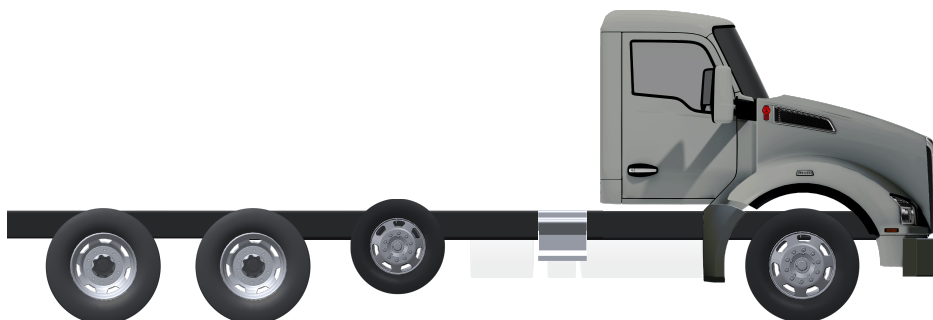
4/23/2021 6:54 AM 880 Customer: Cariati Truck & Equipment, LLC



Note: Optional content may be displayed. The order has not yet received an engineering review. The actual arrangement of components may not be exactly as pictured. Additional changes may be made to the layout by Kenworth. Add a Custom Frame Layout code if an exact layout is required.



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Note: Optional content may be displayed. The order has not yet received an engineering review. The actual arrangement of

001 Quote

Tri-State Kenworth



Tri-State Kenworth
an Aviant Company
888.853.6967

1 Depot Hill Road
Enfield, CT 06082 Sales Person: Davey, Jim Call 860.883.4848

Purchaser's Name: CARIATI DEVELOPERS, INC.		Date: 2021-Apr-23
Purchaser's Addr: 70 N. Plains Industrial park		Mobile Phone: 860.681.3991
City, State Zip: Wallingford, ct 05492		Work Phone: 203.238.9846
Contact: Cariati, Don	Email: dcariati@cariatidevelopers.com	
VEHICLE BEING PURCHASED		Cash Delivered Price Of Vehicle \$ 158,767.86
<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	Additional Equipment (Options)	Price
Vin No: Qte-700	Bibeau 18 HD body	\$ 24,000.00
Year: 2022		
Deal No: 0		
Stock No: Quote		
Delivery Dt:		
Make: KENWORTH		
Model: T880		
Miles: 0		
Eng Type: CUMMINS		
Body Type: DUMP		Price Accessories Page 2 \$ 0.00
Color: SILVER		Price Of Vehicle And Accessories \$ 182,767.86
If a new vehicle sale... The only warranties applying to this vehicle are those offered by the manufacture.		12.00 Federal Excise Tax \$ 21,932.14
		0.00 State Sales Tax \$ 0.00
IF USED VEHICLE CHECK APPROPRIATE BO		Extended Warranty \$ 0.00
<p>AS IS: This vehicle is sold "as is" by us. This motor vehicle is sold as is without any warranty. The purchaser will bear the entire expense of repairing or correcting any defects that presently exist or that may occur in the Vehicle.</p> <p><input type="checkbox"/> The only Dealer Warranty on this vehicle is the Limited Warranty which is issued with and made a part of the order form.</p>		Registration Processing Fee \$ 250.00
		Total Price Of One Unit \$ 204, 50.00
		Units 5 Total Price \$ 1,024,750.00
		For "AS IS" Sale Only: I understand that this vehicle is being sold "AS IS" with all faults and is not covered by any dealer warranty. I understand that the dealer is not required to make any repairs after I buy this vehicle. I will have to pay for any repairs this vehicle will need.(See 16 on Page 2)
		2021-Apr-23
		Date Signature

USED VEHICLE TRADE IN AND REQUIRED DEPOSIT DOWN			
Year	Vin	Used Trade-In Allowance	\$ 0.00
Make	Miles	Balance Owed On Trade-In	\$ 0.00
Model	No Trade In On This Deal	Net Allowance On Used Trade-In	\$ 0.00
Body Type	Color	Dealer Discount Adjustment	\$ 0.00
Eng Type		Deposit Collected At Order Confirmation	
Balance Owed To:		NonRefundable On Custom Truck	\$ 102,475.00
Address:		Flat Dollar / PO	0.00

Contractual Disclosure Statement For Used Vehicle Only	Unpaid Balance Due On Delivery \$ 22,275.00
Information on the window form for this vehicle is part of this contract. Information on the window form overrides any contrary provisions in the contract sale.	
No LIABILITY INSURANCE INCLUDED UNLESS SPECIFICALLY INDICATED	
KENWORTH SALES COMPANY (Seller) and purchaser referenced below (Purchaser) agree as follows	
<p>1. Obligation to Accept Delivery. In consideration of the purchase price set forth herein, Seller will deliver possession of the vehicle(s) identified in the Vehicle Summary of Specifications ("the Trucks") to Purchaser. The Trucks will be delivered to Purchaser at Seller's business address. If Purchaser requests a different destination for delivery, Purchaser shall pay a reasonable charge for such delivery. Risk of loss will pass from Seller to Purchaser at the point of delivery.</p> <p>2. Purchase Price. The Sales Price listed is based on the manufacturer's price to Seller as of the date this Agreement is signed by Purchaser. Purchaser will bear any manufacturer's increase in cost for the Trucks imposed subsequent to the execution of this agreement, and will accept delivery as tendered.</p>	
TERMS OF AGREEMENT ITEMS 3 - 20 LISTED ON FINAL 2 PAGES	
Accepted: _____	Accepted: _____
Date (Purchaser's Signature)	Date (Tri-State Kenworth, INC. Seller)

ATTACHMENT D-3

VENDOR ESTIMATE FOR COASTAL CARRIERS OF CT, LLC

Prepared for:
 JOHN PRUCHNICKI
 COASTAL CARRIERS OF
 CONNECTICUT LLC
 14 RIVERSIDE DR
 ANSONIA, CT 06401
 Phone: 2037345274

Prepared by:
 Megan Farley
 Freightliner of Hartford
 222 Roberts Street
 East Hartford, CT 06108
 Phone:

CONDENSED SPECIFICATION PROPOSAL

Data Code	Description	Weight Front	Weight Rear	Retail Price
Vehicle Configuration				
001-472	WESTERN STAR 49X	9,175	6,500	\$215,504.00
002-001	SET FORWARD AXLE - TRACTOR	-600	600	N/C
Engine				
101-24Y	DD15 GEN 5 14.8L 505 HP @ 1500 RPM □ 1900 GOV RPM, 1750 LB-FT @ 900 RPM			\$624.00
Engine Equipment				
128-002	JACOBS COMPRESSION BRAKE			STD
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE			STD
Transmission				
342-597	DT12-1750-OHE EFFICIENT ON-HIGHWAY 12-SPEED OVERDRIVE AUTOMATED MANUAL TRANSMISSION			\$1,731.00
Front Axle and Equipment				
400-1A7	DETROIT DA-F-13.3-3 13,300 □ FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE			\$133.00
Front Suspension				
620-1D8	13,300 □ TAPERLEAF FRONT SUSPENSION	20		\$269.00
Rear Axle and Equipment				
420-103	RT-46-160 46,000 □ R-SERIES TANDEM REAR AXLE		420	\$3,061.00
421-342	3.42 REAR AXLE RATIO			N/C
Rear Suspension				
622-108	AIRLINER 46,000 □ REAR SUSPENSION WITH CHAIN CLEARANCE		480	\$901.00
Wheelbase & Frame				
545-122	5440MM (214 INCH) WHEELBASE, SFA ONLY			N/C
546-105	9.0MM X 83.0MM X 283.0MM STEEL FRAME (0.35X3.35X11.14 INCH) 120 KSI	130	30	\$44.00
Fuel Tanks				
204-156	100 GALLON/378 LITER ALUMINUM FUEL TANK - LH	-15	-10	\$257.00

Prepared for:
 JOHN PRUCHNICKI
 COASTAL CARRIERS OF
 CONNECTICUT LLC
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 ANSONIA, CT 06401
 Phone: 2037345274

Prepared by:
 Megan Farley
 Freightliner of Hartford
 222 Roberts Street
 East Hartford, CT 06108
 Phone:

Data Code	Description	Weight Front	Weight Rear	Retail Price
Tires				
093-1G6	MICHELIN XZE2 11R24.5 16 PLY RADIAL FRONT TIRES	28		\$86.00
094-2D2	MICHELIN XDA5 11R24.5 16 PLY RADIAL REAR TIRES		256	\$1,176.00
Wheels				
502-358	ALCOA ULTRA ONE 98U63X 24.5X8.25 10-HUB PILOT 5.77 INSET ALUMINUM DISC FRONT WHEELS	-38		\$130.00
505-358	ALCOA ULTRA ONE 98U63X 24.5X8.25 10-HUB PILOT ALUMINUM REAR WHEELS		-152	\$520.00
Cab Exterior				
829-116	121 INCH BBC ALUMINUM CONVENTIONAL CAB			STD
Color				
980-5F8	CAB COLOR A: L0225EY WHITE ELITE EY			N/C
986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT			STD

Adjusted List Price

Adjusted List Price ☐ \$238,938.00

Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight ☐	8959 lbs	8711 lbs	17670 lbs
Total Weight ☐	8959 lbs	8711 lbs	17670 lbs

ITEMS NOT INCLUDED IN ADJUSTED LIST PRICE

Other Factory Charges

DELIVERY & ORDER PROCESSING CHARGE \$2,200.00

(☐) Weights shown are estimates only.

Prepared for:
JOHN PRUCHNICKI
COASTAL CARRIERS OF
CONNECTICUT LLC
14 RIVERSIDE DR
ANSONIA, CT 06401
Phone: 2037345274

Prepared by:
Megan Farley
Freightliner of Hartford
222 Roberts Street
East Hartford, CT 06108
Phone:

If weight is critical, contact Customer Application Engineering.

(**) Prices shown do not include taxes, fees, etc... "Net Equipment Selling Price" is located on the Quotation Details Proposal Report.

(☐☐) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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 Phone:

S P E C I F I C A T I O N P R O P O S A L

Data Code	Description	Weight Front	Weight Rear	Retail Price
Price Level				
PRL-24X	WST 49X STAR PRL-24X (EFF:01/19/21)			STD
Data Version				
DRL-008	SPECPRO21 DATA RELEASE VER 008			N/C
Vehicle Configuration				
001-472	WESTERN STAR 49X	9,175	6,500	\$215,504.00
004-222	2022 MODEL YEAR SPECIFIED			N/C
002-001	SET FORWARD AXLE - TRACTOR	-600	600	N/C
019-005	TRAILER TOWING PROVISION FORWARD OF FIFTH WHEEL			N/C
003-001	LH PRIMARY STEERING LOCATION			STD
General Service				
AA1-001	TRACTOR/TRAILER CONFIGURATION			N/C
AA6-001	DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES)			STD
A85-005	LINEHAUL/LONG HAUL SERVICE			N/C
A84-1PH	PETROLEUM HAZMAT BUSINESS SEGMENT			N/C
AA4-002	LIQUID BULK COMMODITY			N/C
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS			STD
AB1-008	MAXIMUM 8% EXPECTED GRADE			STD
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE			STD
995-1A4	WESTERN STAR ON-HIGHWAY WARRANTY			N/C
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 13300.0 lbs			
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 46000.0 lbs			
A67-99D	EXPECTED PUSHER AXLE(S) LOAD : 0.0 lbs			
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 59300.0 lbs			

Prepared for:
 JOHN PRUCHNICKI
 COASTAL CARRIERS OF
 CONNECTICUT LLC
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 ANSONIA, CT 06401
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Prepared by:
 Megan Farley
 Freightliner of Hartford
 222 Roberts Street
 East Hartford, CT 06108
 Phone:

Data Code	Description	Weight Front	Weight Rear	Retail Price
A70-99D	EXPECTED GROSS COMBINATION WEIGHT : 105000.0 lbs			
Truck Service				
AF3-998	NO MFRS/BODY TYPE IDENTIFICATION			N/C
Tractor Service				
AA2-003	TANK TRAILER			N/C
AH6-001	SINGLE (1) TRAILER			N/C
Engine				
101-24Y	DD15 GEN 5 14.8L 505 HP @ 1500 RPM □ 1900 GOV RPM, 1750 LB-FT @ 900 RPM			\$624.00
Electronic Parameters				
79A-068	68 MPH ROAD SPEED LIMIT			N/C
79B-006	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT, WITH AUTO RESUME AFTER SHIFT			N/C
79D-051	1800 RPM LIMIT FOR LOW GEARS, 1800 RPM LIMIT FOR MIDDLE GEARS, AND 1800 RPM LIMIT FOR HIGH GEARS			N/C
79F-013	FLEET MANAGEMENT - DAILY ENGINE USAGE ENABLED			N/C
79G-998	NO IDLE SHUTDOWN CONFIGURATION			N/C
79K-012	PTO MODE ENGINE RPM LIMIT - 1500 RPM			N/C
79P-032	PTO RPM CONTROL WITH STEERING WHEEL SWITCHES			N/C
79S-013	PTO MODE CANCEL VEHICLE SPEED - 2 MPH			N/C
79T-002	PTO MODE RPM INCREMENT - 50 RPM			N/C
79U-004	PTO GOVERNOR RAMP RATE - 100 RPM PER SECOND			N/C
79W-008	ONE DASH MOUNTED PTO SPEED WITH PTO SWITCH ENGAGEMENT			N/C
79X-008	PTO SPEED 1 SETTING - 1100 RPM			N/C
80C-012	ENGINE BRAKE WITH GLOBAL CRUISE CONTROL ENABLED			N/C
80G-001	PTO MINIMUM RPM - 600			STD
80L-001	ENABLE AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE			N/C
80W-003	MAINTENANCE SYSTEM WITH MENU AND POP- UPS IN INSTRUMENT CLUSTER			N/C
80S-001	PTO 1, DASH SWITCH, STATIONARY OPERATION			STD
Engine Equipment				

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99C-021	2016 ONBOARD DIAGNOSTICS/2010 EPA/CARB/GHG21 CONFIGURATION			STD
99D-011	2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR)			STD
105-001	ENGINE MOUNTED OIL CHECK AND FILL			STD
014-116	SIDE OF HOOD AIR INTAKE WITH ENGINE MOUNTED AIR CLEANER			STD
124-1DJ	DR 12V 160 AMP 36-SI BRUSHLESS QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE			\$105.00
292-236	(3) DTNA GENUINE, FLOODED STARTING, MIN 3000CCA, 555RC, THREADED STUD BATTERIES	-10		(\$483.00)
290-105	ENCLOSED ALUMINUM BATTERY BOX MOUNTED LONG SIDE TO RAIL			\$2,013.00
282-001	SINGLE BATTERY BOX FRAME MOUNTED LH SIDE UNDER CAB			N/C
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN			STD
289-022	POLISHED ALUMINUM DIAMOND PLATE WST BATTERY BOX COVER			\$426.00
293-058	POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT	8		\$261.00
295-029	POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON FRAME NEXT TO STARTER	2		\$118.00
107-044	BW MODEL BA-921 19.0 CFM SINGLE CYLINDER AIR COMPRESSOR WITH SAFETY VALVE			STD
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM			STD
128-002	JACOBS COMPRESSION BRAKE			STD
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE			STD
28F-015	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH			STD
239-032	11 FOOT 00 INCH (132 INCH±0/-5.9 INCH) EXHAUST SYSTEM HEIGHT			N/C
233-020	30 DEGREE CURVE BRIGHT UPPER STACK(S) AND ELBOW(S)			\$221.00

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237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP			STD
23U-003	23 GALLON DIESEL EXHAUST FLUID TANK	22	8	(\$46.00)
23Z-007	POLISHED ALUMINUM DIAMOND PLATE WST DIESEL EXHAUST FLUID TANK COVER			\$24.00
43X-001	LH HEAVY DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION			STD
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP			STD
242-001	STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD			STD
273-058	AIR POWERED ON/OFF ENGINE FAN CLUTCH			(\$301.00)
276-001	AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED			STD
122-1H2	DETROIT FUEL/WATER SEPARATOR WITH BYPASS AND 12 VOLT PREHEATER	10		\$441.00
110-068	DDC SUPPLIED ENGINE MOUNTED FUEL FILTER/FUEL WATER SEPARATOR WITH WATER-IN-FUEL INDICATOR			STD
118-001	FULL FLOW OIL FILTER			STD
266-109	1400 SQUARE INCH SEVERE SERVICE RADIATOR	20		\$337.00
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT			STD
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT			STD
270-023	HDEP FIXED RATIO COOLANT PUMP AND RADIATOR DRAIN VALVE			STD
168-002	LOWER RADIATOR GUARD			STD
138-005	PHILLIPS-TEMRO 1500 WATT/115 VOLT BLOCK HEATER	4		\$30.00
140-022	CHROME ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR			\$80.00
132-998	NO AIR INTAKE WARMER	-10		STD
155-075	MITSUBISHI 12V MOD 3.175-DP60 STARTER WITH INTEGRATED MAGNETIC SWITCH			STD

Transmission

342-597	DT12-1750-OHE EFFICIENT ON-HIGHWAY 12-SPEED OVERDRIVE AUTOMATED MANUAL TRANSMISSION			\$1,731.00
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Transmission Equipment

343-2BK	DT12 PERFORMANCE PACKAGE: ECONOMY AND PERFORMANCE, WITH ICU CONTROL MENUS, WITH KICKDOWN			N/C
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Data Code	Description	Weight Front	Weight Rear	Retail Price
84D-007	12 FORWARD GEARS SELECTABLE DT12 MANUAL MODE			STD
84V-003	ROCK FREE MODE - DETROIT TRANSMISSION			STD
85E-021	MAXIMUM ENGINE SPEED FOR PTO ENGAGEMENT 1500 RPM			N/C
85G-001	MAXIMUM OUTPUT SPEED FOR PTO ENGAGEMENT 50 RPM			N/C
85P-001	DT12 REAR PTO LOW SPEED RATIO			STD
180-1AP	DETROIT HEAVY DUTY AUTOMATED MANUAL TRANSMISSION CLUTCH			STD
347-002	ALUMINUM CLUTCH HOUSING			STD
362-822	CUSTOMER INSTALLED DT12 REAR MOUNTED PTO FOR CUSTOMER INSTALLED DRIVE SHAFT			N/C
363-004	PTO MOUNTING, REAR OF MAIN TRANSMISSION			(\$95.00)
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN			STD
345-078	HEAVY DUTY ELECTRONIC TRANSMISSION SHIFT CONTROL, COLUMN MOUNTED			STD
370-002	AIR TO OIL TRANSMISSION COOLER			STD
35T-003	SYNTHETIC TRANSMISSION LUBE			STD

Front Axle and Equipment

400-1A7	DETROIT DA-F-13.3-3 13,300□FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE			\$133.00
418-060	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS			\$141.00
402-075	BENDIX ADB22X AIR DISC FRONT BRAKES			\$139.00
403-043	2011/2013-FMVSS 121 RSD FRONT BRAKE LINING			N/C
419-004	FRONT DISC BRAKE ROTORS			STD
427-998	NO FRONT BRAKE DUST SHIELDS			(\$75.00)
409-006	FRONT OIL SEALS			STD
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL			STD
405-030	FRONT AIR DISC BRAKE INTERNAL ADJUSTERS			STD
536-102	SINGLE POWER STEERING GEAR, BENDIX, 12-13.3K			STD
534-003	4 QUART POWER STEERING RESERVOIR			\$42.00
40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE			STD

Front Suspension

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Data Code	Description	Weight Front	Weight Rear	Retail Price
620-1D8	13,300 □ TAPERLEAF FRONT SUSPENSION	20		\$269.00
619-002	THREADED SPRING PINS AND BUSHINGS - FRONT SUSPENSION			\$150.00
410-001	FRONT SHOCK ABSORBERS			STD
Rear Axle and Equipment				
420-103	RT-46-160 46,000 □ R-SERIES TANDEM REAR AXLE		420	\$3,061.00
450-058	CONMET PRESET PLUS PREMIUM ALUMINUM REAR HUBS			STD
421-342	3.42 REAR AXLE RATIO			N/C
424-001	IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING			STD
386-067	RPL25SD MERITOR MAIN DRIVELINE	40	40	N/C
388-039	RPL20 MERITOR INTERAXLE DRIVELINE			STD
452-004	DRIVER CONTROLLED TRACTION DIFFERENTIAL - FORWARD TANDEM/TRIDEM REAR AXLE			\$733.00
878-020	(1) INTERAXLE LOCK VALVE AND (1) DRIVER CONTROLLED DIFFERENTIAL LOCK FORWARD-REAR VALVE			N/C
87A-015	INDICATOR LIGHT FOR EACH INTERAXLE LOCKOUT SWITCH ENGAGE □30MPH □DISENGAGE □50MPH			\$23.00
87B-015	INDICATOR LIGHT WITH EACH MODE SWITCH, DIFFERENTIAL UNLOCK, ACTIVE □5 MPH, DEACTIVATE □25 MPH			N/C
423-075	BENDIX ADB22X AIR DISC REAR BRAKES			\$231.00
433-043	2011/2013-FMVSS 121 RSD REAR BRAKE LININGS			N/C
434-003	STANDARD BRAKE CHAMBER LOCATION			STD
451-005	REAR DISC BRAKE ROTORS			STD
425-998	NO REAR BRAKE DUST SHIELDS			(\$138.00)
440-006	REAR OIL SEALS			STD
426-094	AIR DISC LONGSTROKE 2-DRIVE AXLES SPRING PARKING CHAMBERS			STD
428-030	REAR AIR DISC BRAKE INTERNAL ADJUSTERS			STD
41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE			N/C
42T-001	STANDARD REAR AXLE BREATHER(S)			STD
Rear Suspension				
622-108	AIRLINER 46,000 □ REAR SUSPENSION WITH CHAIN CLEARANCE		480	\$901.00

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Data Code	Description	Weight Front	Weight Rear	Retail Price
621-108	9.5 INCH NOMINAL RIDE HEIGHT (460MM GLOBAL REFERENCE HEIGHT)			N/C
431-005	RESTRAINED AXLE SEATS IN AXLE CLAMP GROUP			N/C
624-025	55 INCH AXLE SPACING			N/C
888-078	IGNITION CONTROLLED ELECTRIC DUMP SWITCH FOR AIR SUSPENSION WITH STATE RETENTION AND GAUGE			STD
87D-011	REAR AIR SUSPENSION DUMP VALVE AUTOFILL <input type="checkbox"/> 5 MPH WITH BUZZER AND INDICATOR LIGHT			N/C
910-001	SINGLE AIR REAR SUSPENSION LEVELING VALVE			STD
623-002	TRANSVERSE CONTROL RODS			STD
439-005	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM) (AIR RIDE SUSPENSION)			STD
Brake System				
490-115	WABCO 6S/4M ABS WITH HILL START AID AND TRACTION CONTROL WITH ATC SHUT OFF SWITCH			(\$260.00)
871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES			STD
432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE			STD
480-088	WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER			N/C
483-004	WABCO OIL COALESCING FILTER FOR AIR DRYER			STD
479-015	AIR DRYER FRAME MOUNTED			N/C
<input type="checkbox"/> 460-115	ALUM AIR TANKS, MTD PERP LH RAIL, UNDER CAB, AFT OF FENDER, FWD OF DEF & FUEL TANK	-5	-5	\$215.00
	USE CODE 460-068 ALUM AIR TANKS MOUNTED UNDER BATT BOX WHEN POSSIBLE			
477-004	PULL CABLES ON ALL AIR RESERVOIR(S)			STD
485-037	CAB BLOW OUT KIT WITH AIR HOSE AND NOZZLE INSIDE LH CAB ENTRY DOOR	2		\$125.00
Trailer Connections				
481-064	15 FOOT TECTRAN 17M15-40H MAGNUM COIL TRAILER AIR HOSE	15		\$242.00
476-057	36 INCH STAINLESS STEEL SLIDE BAR WITH (2) 16 INCH SPRING TYPE AIR HOSE HANGERS	2		\$65.00
484-032	COMBINATION DUMMY GLAD HANDS AND LIGHT PLUG HOLDER MOUNTED LH BACK OF CAB WITH GROUND ACCESS			\$30.00

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Data Code	Description	Weight Front	Weight Rear	Retail Price
296-010	PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION			N/C
297-132	SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE MOUNTED BACK OF CAB/BACK OF SLEEPER			\$130.00
303-998	NO ADDITIONAL TRAILER CABLE RECEPTACLE			STD
1AZ-007	INBOARD FLAG BRACKET LOCATED AT BACK OF CAB/BACK OF SLEEPER			\$55.00
310-005	15 FOOT DETACHABLE STRAIGHT PRIMARY TRAILER ELECTRICAL CABLE WITH SAE J560 CONNECTOR	2		\$46.00

Wheelbase & Frame

545-122	5440MM (214 INCH) WHEELBASE, SFA ONLY			N/C
546-105	9.0MM X 83.0MM X 283.0MM STEEL FRAME (0.35X3.35X11.14 INCH) 120 KSI	130	30	\$44.00
552-012	1450MM (57 INCH) REAR FRAME OVERHANG			N/C
55W-005	FRAME OVERHANG RANGE: 51 INCH TO 60 INCH	-10	20	N/C
AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 124.02 in			
AE4-99D	CALC'D FRAME LENGTH - OVERALL : 299.49			
ZF1-99D	FRAME HEIGHT TOP FRONT UNLADEN : 42.01 in			
ZF2-99D	FRAME HEIGHT TOP FRONT LADEN : 39.91 in			
ZF3-99D	FRAME HEIGHT TOP REAR UNLADEN : 42.56 in			
ZF4-99D	FRAME HEIGHT TOP REAR LADEN : 41.1 in			
553-031	FLANGE TAPERED END OF FRAME, GRIND AND POLISH WELDS			\$65.00
561-007	HEAVY DUTY BACK OF TRANSMISSION CROSSMEMBER	10		\$315.00
562-001	STANDARD MIDSHIP □1 CROSSMEMBER(S)			STD
572-036	HEAVY DUTY REAR CROSSMEMBER		70	\$93.00
565-001	STANDARD SUSPENSION CROSSMEMBER			STD
568-001	STANDARD WEIGHT REAR SUSPENSION CROSSMEMBER			STD

Chassis Equipment

025-003	POLISHED ALUMINUM DIAMOND PLATE WST EQUIPMENT COVERS			N/C
674-019	LH BACK OF CAB ACCESS, GRAB HANDLES WITH SINGLE RUBBER INSERT			\$300.00
592-059	56 INCH (1400MM) DECK PLATE FLUSH MOUNTED BETWEEN RAILS	6	6	\$168.00
556-127	BRIGHT STEEL 1/8 INCH VOCATIONAL BUMPER			STD

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557-002	LOOP STEP MOUNTED BELOW BUMPER			\$60.00
558-070	REMOVABLE FRONT TOW/RECOVERY DEVICE, STORED ON CHASSIS FRAME			STD
574-001	BUMPER MOUNTING FOR SINGLE LICENSE PLATE			STD
585-1A8	BETTS B-60S STAINLESS STEEL MUDFLAP BRACKETS		25	\$213.00
590-032	WESTERN STAR LOGO BLACK MUDFLAPS		15	\$194.00
551-032	CLASS 10.9 THREADED METRIC FASTENERS □ REAR SUSPENSION HANGER TO BE HUCK-SPIN			STD
44Z-002	EXTERIOR HARNESSSES WRAPPED IN ABRASION TAPE			STD
583-057	STAINLESS STEEL QUARTER FENDERS WITHOUT LOGO		40	\$245.00
61B-998	NO TOOL/STORAGE BOX □1 MOUNTING LOCATION			STD
61C-998	NO TOOL/STORAGE BOX □2 MOUNTING LOCATION			STD
489-998	NO TIRE PRESSURE CONTROL/SENSOR			STD
605-998	CHASSIS, MISC CUSTOM REQUIREMENTS-NONE			STD
924-998	NO ADDITIONAL LH MID-CHASSIS ROUTING & CLIPPING BRACKETS			STD
928-998	NO ADDITIONAL RH MID-CHAS ROUTING & CLIPPING BRACKETS			STD

Fifth Wheel

	578-361	HOLLAND FW35 INTEGRAL ANGLE MOUNTED STATIONARY FIFTH WHEEL	20	360	\$1,370.00
	577-305	FIFTH WHEEL 305MM (12.0 INCHES) AHEAD OF SUSPENSION CENTERLINE			N/C
	580-001	ADDITIONAL FIFTH WHEEL DRILLINGS AT 2, 4 AND 6 INCHES FORE AND AFT OF BOLT DOWN POSITION			\$63.00
	582-014	197MM (7.75 INCH) FIFTH WHEEL HEIGHT			N/C
N	570-004	PLATE MOUNT - FIFTH WHEEL MOUNTING			N/C
	579-005	LH FIFTH WHEEL RELEASE			N/C
	581-998	NO FIFTH WHEEL RAMP			STD

Fuel Tanks

	204-156	100 GALLON/378 LITER ALUMINUM FUEL TANK - LH	-15	-10	\$257.00
	218-006	25 INCH DIAMETER FUEL TANK(S)			STD
	215-006	POLISHING OF FUEL/HYDRAULIC TANK(S) WITH POLISHED STAINLESS STEEL BANDS			\$245.00
	212-008	FUEL TANK(S) AFT			\$46.00

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664-001	PLAIN STEP FINISH			STD
205-002	CHROME FUEL TANK CAP(S)			N/C
216-020	EQUIFLO INBOARD FUEL SYSTEM			STD
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE			STD
221-998	NO FUEL COOLER	-10		STD
Tires				
093-1G6	MICHELIN XZE2 11R24.5 16 PLY RADIAL FRONT TIRES	28		\$86.00
094-2D2	MICHELIN XDA5 11R24.5 16 PLY RADIAL REAR TIRES		256	\$1,176.00
Wheels				
502-358	ALCOA ULTRA ONE 98U63X 24.5X8.25 10-HUB PILOT 5.77 INSET ALUMINUM DISC FRONT WHEELS	-38		\$130.00
505-358	ALCOA ULTRA ONE 98U63X 24.5X8.25 10-HUB PILOT ALUMINUM REAR WHEELS		-152	\$520.00
524-022	POLISHED DISC SIDE FRONT WHEELS WITH DURA-BRIGHT FINISH			\$170.00
525-023	POLISHED OUTER (DISHED SIDE) REAR WHEELS WITH OUTER ONLY DURA-BRIGHT FINISH			\$400.00
511-998	NO SPARE WHEEL			STD
51A-998	NO ADDITIONAL SPARE WHEEL			STD
52L-998	NO POLISHED, BRIGHT STANDARD POLISH, BRUSHED OR BRIGHT LVL ONE SPARE WHEEL			STD
498-012	NYLON WHEEL GUARDS BETWEEN REAR DUAL WHEELS ONLY			\$25.00
Cab Exterior				
829-116	121 INCH BBC ALUMINUM CONVENTIONAL CAB			STD
82A-028	STAINLESS STEEL CAB ACCENT MOLDING			STD
704-998	NO BAGGAGE DOOR			STD
695-998	NO SLEEPER DOOR			STD
667-001	FRONT FENDERS			STD
754-017	BOLT-ON MOLDED FLEXIBLE FENDER EXTENSIONS	10		\$115.00
678-066	INTERIOR GRAB HANDLES WITH ADDED LOWER LH AND RH A PILLAR GRAB HANDLES AND LH AND RH EXTERIOR NON-SLIP GRAB HANDLES			STD
□ 646-006	STAINLESS STEEL GRILLE			N/C

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65X-010	BRIGHT HOOD MOUNTED AIR INTAKE GRILLE, BLACK SCREEN, WITH LED ACCENT LIGHTS			STD
640-016	X-SERIES STEEL REINFORCED ALUMINUM CAB			STD
644-048	X-SERIES VOCATIONAL HOOD			STD
67U-001	HOOD OPENING ASSIST WITH LOCKING STRUT			STD
652-016	WESTERN STAR NAMEPLATES			STD
727-012	DUAL HADLEY SD-978 26 INCH RECTANGULAR AIR HORNS			STD
726-002	DUAL ELECTRIC HORNS			\$12.00
657-001	DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME			STD
78G-004	KEY QUANTITY OF 4			\$18.00
575-001	REAR LICENSE PLATE MOUNT END OF FRAME			STD
312-095	DUAL STAGE INTELLIGENT LED HEADLIGHTS			STD
302-073	VISOR MOUNTED LED MARKER LIGHTS			N/C
315-007	WHITE LED FOG LIGHTS RECESSED IN BUMPER WITH ROCK GUARDS	6		\$511.00
311-001	DAYTIME RUNNING LIGHTS			STD
294-113	LED STOP/TAIL WITH SEPARATE LED BACKUP LIGHTS MOUNTED ON POLISHED ALUMINUM PLATE END OF FRAME		5	\$21.00
300-061	LED REAR FACING TURN SIGNAL LAMPS IN CONVEX MIRROR LENS IN ADDITION TO STANDARD	2		N/C
318-1D7	(2) FLUSH LED UTILITY LIGHTS MOUNTED BACK OF CAB/SLEEPER	6		\$172.00
596-998	NO LOAD LOCK CARRIERS			STD
744-104	C-BAR MIRROR SYSTEM WITH DUAL HEATED MIRRORS WITH INTEGRAL CONVEX, DUAL REMOTE, TURN SIGNAL, STAINLESS STEEL BACK COVER, AND BRIGHT C-BAR	20		\$176.00
796-001	102 INCH EQUIPMENT WIDTH			STD
743-209	LH AND RH CONVEX MIRRORS INTEGRAL WITH PRIMARY MIRRORS			STD
74A-001	RH DOWN VIEW MIRROR			STD
729-001	STANDARD SIDE/REAR REFLECTORS			STD
73A-002	REAR REFLECTIVE DEVICE			\$17.00
787-998	NO SECURITY DEVICE			(\$15.00)
677-100	POLISHED ALUMINUM DIAMOND PLATE WST AFTERTREATMENT SYSTEM COVER			\$333.00
776-998	NO SLEEPER VENT			STD
764-020	STAINLESS STEEL EXTERIOR SUN VISOR WITH INTEGRAL MARKER LIGHTS	16		\$538.00

Prepared for:
 JOHN PRUCHNICKI
 COASTAL CARRIERS OF
 CONNECTICUT LLC
 14 RIVERSIDE DR
 ANSONIA, CT 06401
 Phone: 2037345274

Prepared by:
 Megan Farley
 Freightliner of Hartford
 222 Roberts Street
 East Hartford, CT 06108
 Phone:

Data Code	Description	Weight Front	Weight Rear	Retail Price
768-065	HIGH VISIBILITY 3-PIECE SOLAR TINTED REAR WINDOW, (1) 31 INCH X 20 INCH SOLAR TINTED REAR WINDOW, (2) 9 INCH X 20 INCH	20		\$80.00
76Z-998	NO SIDE SLEEPER CAP WINDOWS			STD
663-019	1-PIECE ROPED-IN SOLAR GREEN GLASS WINDSHIELD			STD
659-006	8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR			STD
Cab Interior				
055-016	X-SERIES PREMIUM INTERIOR TRIM LEVEL PACKAGE			N/C
707-1C5	QUARRY GRAY VINYL UP LEVEL INTERIOR			\$186.00
70K-017	CARBON WITH PREMIUM TEAK ACCENT			\$87.00
772-035	BLACK MATS WITH ADDED FLOOR HEAT AND NOISE INSULATION			\$167.00
785-014	(2) DASH MOUNTED POWER OUTLETS AND COIN TRAY			STD
691-001	FORWARD ROOF MOUNTED CONSOLE			STD
68L-998	NO AUX ELECTRICAL VAULT CLEAR SPACE REQUEST			STD
696-012	CENTER STORAGE CONSOLE MOUNTED ON BACKWALL	5		\$40.00
693-019	LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS			STD
741-015	(2) COAT HOOKS ON BACKWALL OF CAB			STD
738-021	DIGITAL ALARM CLOCK IN DRIVER DISPLAY			STD
742-998	NO CUP/THERMOS HOLDER			STD
720-072	2.5 LB. FIRE EXTINGUISHER SHIPPED LOOSE IN CAB	5		\$40.00
170-045	STANDARD HEATER PLUMBING WITH BALL SHUTOFF VALVES AT SUPPLY LINES ONLY			\$19.00
698-001	RADIATOR MOUNTED AIR CONDITIONER CONDENSER			STD
739-034	PREMIUM INSULATION			\$83.00
322-998	NO BAGGAGE COMPARTMENT LIGHT			STD
324-1B2	PREMIUM LED CAB LIGHTING			\$130.00
325-998	NO SLEEPER INTERIOR LAMP			STD
655-028	LH AND RH ELECTRIC DOOR LOCKS WITH AUTO UNLOCK FEATURE WHEN DOOR IS SET FROM OPEN TO CLOSED POSITION			STD
64C-002	BRIGHT DOOR HANDLES			\$11.00
337-998	NO AC 120V CAB WIRING AND AC OUTLET			STD

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Data Code	Description	Weight Front	Weight Rear	Retail Price
722-001	TRIANGULAR REFLECTORS WITH FLARES	12		\$60.00
756-1J6	PREMIUM 2.0 HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 2 AIR LUMBAR, INTEGRATED CUSHION EXTENSION, TILT AND ADJUSTABLE SHOCK	20		\$23.00
760-1J4	BASIC 2.0 HIGH BACK NON SUSPENSION PASSENGER SEAT			(\$223.00)
757-001	BLACK SUSPENSION COVER FOR AIR DRIVER SEAT	2		\$50.00
759-009	INBOARD DRIVER SEAT ARMREST, NO PASSENGER SEAT ARMREST	2		(\$32.00)
758-022	BLACK MORDURA CLOTH DRIVER SEAT COVER			N/C
761-023	BLACK MORDURA CLOTH PASSENGER SEAT COVER			N/C
763-1AB	3 POINT HIGH VISIBILITY ORANGE ADJUSTABLE D-RING RETRACTOR DRIVER AND FIXED D-RING RETRACTOR PASSENGER SEAT BELTS			\$17.00
725-998	NO SUPPLEMENTAL RESTRAINT SYSTEM			STD
540-070	4-SPOKE 18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL WITH CHROME SWITCH BEZELS			\$129.00
765-021	DRIVER AND PASSENGER INTERIOR SUN VISORS WITH ILLUMINATED VANITY MIRRORS			\$27.00

Instruments & Controls

81B-004	PANEL LAMP DIMMER SWITCH IN SWITCH PANEL			\$11.00
185-004	STANDARD FOOT PEDAL SYSTEM			STD
106-004	ELECTRONIC ACCELERATOR CONTROL WITH KICKDOWN FEATURE			STD
734-018	STANDARD CENTER INSTRUMENT PANEL			STD
870-002	BRIGHT ARGENT FINISH GAUGE BEZELS			\$29.00
838-010	(1) TRACTOR AND (1) TRAILER BRAKE APPLICATION AIR GAUGE			\$136.00
198-025	INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS			STD
721-001	97 DB BACKUP ALARM		3	\$34.00
149-015	ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES			STD
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION 4 POSITION OFF/RUN/START/ACCESSORY			STD
811-044	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY			STD

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	Data Code	Description	Weight Front	Weight Rear	Retail Price
	160-038	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH			(\$3.00)
	844-001	2 INCH ELECTRIC FUEL GAUGE			STD
	845-011	FUEL FILTER RESTRICTION INDICATOR			STD
	148-085	EMISSIONS LIMITED IDLE ADJUST			STD
	866-019	DIGITAL DUAL REAR AXLE TEMPERATURE IN DRIVER DISPLAY WITH SENSOR SHIELDS			\$90.00
	856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE			STD
	854-008	DIGITAL ENGINE OIL TEMPERATURE IN DRIVER DISPLAY			(\$36.00)
	864-022	DIGITAL TRANSMISSION OIL TEMPERATURE IN DRIVER DISPLAY			(\$47.00)
	867-004	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER			STD
	830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY			N/C
N	372-123	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE			STD
	736-141	DETROIT ASSURANCE, ACTIVE BRAKE ASSIST 5 , WITH ADAPTIVE CRUISE CONTROL TO 0 MPH AND ADJUSTABLE HEADWAY			N/C
	73K-002	DETROIT SIDE GUARD ASSIST			\$1,285.00
	3ZS-002	DETROIT FORWARD FACING VIDEO CAPTURE VIA BENDIX SAFETYDIRECT WITH BENDIX FORWARD LOOKING CAMERA 5 (NO DRIVER FACING VIDEO CAMERA)	5		N/C
	49B-004	ELECTRONIC STABILITY CONTROL			STD
	73B-019	DETROIT ASSURANCE 5.0 LANE DEPARTURE WARNING SYSTEM WITH 15 MINUTE OFF TIMEOUT DASH SWITCH AND VIDEO CAPTURE WITH BENDIX SAFETYDIRECT	10		\$1,010.00
	852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE			STD
	786-117	OMNITRACS IVG WIRING PREP WITH CONNECTOR AT PASSENGER SIDE OF DASH AND DISPLAY MOUNTING PROVISION ON DASH, CONSTANT BATT POWER AND TRAILER TRACS WIRING			\$54.00
	746-115	AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH AND USB AND AUXILIARY INPUTS, J1939			STD
	747-001	DASH MOUNTED RADIO			STD
	750-041	STANDARD SPEAKER SYSTEM			STD

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Data Code	Description	Weight Front	Weight Rear	Retail Price
753-007	AM/FM ANTENNA MOUNTED ON RH SIDE MIRROR			STD
748-006	POWER AND GROUND WIRING PROVISION OVERHEAD			STD
749-001	ROOF/OVERHEAD CONSOLE CB RADIO PROVISION			STD
751-001	SINGLE REMOTE SPEAKER WITH LEAD FOR 2-WAY RADIO			STD
752-004	SINGLE FIBERGLASS LH MIRROR MOUNTED CB ANTENNA WITH BRACKET AND LEAD			STD
75B-998	NO ANTENNA-RADIO,UHF/VHF			STD
737-998	NO TELEVISION ANTENNA/PROVISION			STD
810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER			STD
812-032	ELECTRONIC 2500 RPM TACHOMETER			STD
813-1C8	DETROIT CONNECT PLATFORM HARDWARE			STD
8D1-105	5 YEARS DETROIT CONNECT BASE PACKAGE (FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM			STD
6TS-005	TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL			STD
162-002	IGNITION SWITCH CONTROLLED ENGINE STOP			STD
4C1-998	NO HARDWIRE SWITCH <input type="checkbox"/> 1			STD
4C2-998	NO HARDWIRE SWITCH <input type="checkbox"/> 2			STD
4C3-998	NO HARDWIRE SWITCH <input type="checkbox"/> 3			STD
4C4-998	NO HARDWIRE SWITCH <input type="checkbox"/> 4			STD
4E1-998	NO SW RCPTS & WRG, ALTN CSL LOC			STD
81Y-006	PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS AND SERVICE BRAKES			\$3.00
482-001	BW TRACTOR PROTECTION VALVE			\$120.00
N 883-001	TRAILER HAND CONTROL BRAKE VALVE			\$35.00
842-006	DIGITAL TURBO AIR PRESSURE IN DRIVER DISPLAY			(\$23.00)
836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY			STD
660-008	SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY			STD
304-056	AUTOMATIC WIPERS/HEADLAMPS, INTELLIGENT HIGH-BEAM			STD
882-021	TWO VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL AUTONEUTRAL AND WARNING INDICATOR			\$15.00

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Data Code	Description	Weight Front	Weight Rear	Retail Price
299-020	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT			STD
Design				
<input type="checkbox"/> 065-000	PAINT: ONE SOLID COLOR			STD
Color				
<input type="checkbox"/> 980-5F8	CAB COLOR A: L0225EY WHITE ELITE EY			N/C
<input type="checkbox"/> 982-998	CAB COLOR C: NONE			N/C
<input type="checkbox"/> 986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT			STD
Certification / Compliance				
996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS			STD
Secondary Factory Options				
999-061	MUST MEET REQUIREMENTS IN PTO INSTALLATION GUIDELINE DOCUMENT ON DDCCSN.COM, SPECIFICALLY MAX BENDING MOMENT & MIN ENGINE SPEED DURING PTO OPERATION			N/C

Sales Programs
 NO SALES PROGRAMS HAVE BEEN SELECTED

T O T A L V E H I C L E S U M M A R Y

Adjusted List Price

Adjusted List Price ☐ \$238,938.00

Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight ⁺	8959 lbs	8711 lbs	17670 lbs
Total Weight ⁺	8959 lbs	8711 lbs	17670 lbs

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ITEMS NOT INCLUDED IN ADJUSTED LIST PRICE

Other Factory Charges

RD1-105	5 YEARS DETROIT CONNECT BASE PACKAGE (FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM	STD
P73-2WS	STANDARD DESTINATION CHARGE	\$2,200.00

Extended Warranty

WAI-18W	EW4: DD15 HWY. \$0 DEDUCTIBLE 5 YEARS/500,000 MILES/805,000 KM FEX APPLIES	\$5,350.00
WAG-014	TOWING: 5 YEARS/UNLIMITED MILES/KM EXTENDED TOWING COVERAGE \$550 CAP FEX APPLIES	\$800.00
	Currency Exchange Rate	1.0000
	Total Extended Warranty (Local Currency)	\$6,150.00

(□) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.

(**) Prices shown do not include taxes, fees, etc... "Net Equipment Selling Price" is located on the Quotation Details Proposal Report.

(☐) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

Prepared for:
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Q U O T A T I O N

WESTERN STAR 4

SET FORWARD AXLE - TRACTOR
 DD15 GEN 5 14.8L 505 HP @ 1500 RPM 1900 GOV RPM,
 1750 LB-FT @ 900 RPM
 DT12-1750-OHE EFFICIENT ON-HIGHWAY 12-SPEED
 OVERDRIVE AUTOMATED MANUAL
 TRANSMISSION
 RT-46-160 46,000 R-SERIES TANDEM REAR AXLE
 AIRLINER 46,000 REAR SUSPENSION WITH CHAIN
 CLEARANCE

DETROIT DA-F-13.3-3 13,300 FF1 71.5 KPI/3.74 DROP
 SINGLE FRONT AXLE
 13,300 TAPERLEAF FRONT SUSPENSION
 121 INCH BBC ALUMINUM CONVENTIONAL CAB
 5440MM (214 INCH) WHEELBASE, SFA ONLY
 HOLLAND FW35 INTEGRAL ANGLE MOUNTED
 STATIONARY FIFTH WHEEL
 9.0MM X 83.0MM X 283.0MM STEEL FRAME
 (0.35X3.35X11.14 INCH) 120 KSI
 1450MM (57 INCH) REAR FRAME OVERHANG

		PER UNIT		TOTAL
VEHICLE PRICE	TOTAL OF UNITS (1)	\$ 127,710	\$	127,710
EXTENDED WARRANTY		\$ 6,150	\$	6,150
DEALER INSTALLED OPTIONS		\$ 0	\$	0
CUSTOMER PRICE BEFORE TAX		\$ 133,860	\$	133,860

TAXES AND FEES

FEDERAL EXCISE TAX (FET)	\$	14,979	\$	14,979
TAXES AND FEES	\$	0	\$	0
OTHER CHARGES	\$	0	\$	0

TRADE-IN

TRADE-IN ALLOWANCE	\$	(0)	\$	(0)
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BALANCE DUE FET IS INCLUDED IN SALE PRICE	(LOCAL CURRENCY)	\$ 148,830	\$	148,830
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COMMENTS:

Projected delivery on ___ / ___ / ___ provided the order is received before ___ / ___ / ___.

APPROVAL:

Please indicate your acceptance of this quotation by signing below:

Customer: X _____ Date: ___ / ___ / ___.

Prepared for:
JOHN PRUCHNICKI
COASTAL CARRIERS OF
CONNECTICUT LLC
14 RIVERSIDE DR
ANSONIA, CT 06401
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Prepared by:
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Daimler Truck Financial

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Daimler Truck Financial offers a variety of finance, lease and insurance solutions to fit your business needs. For more information about our products and services, visit our website at www.daimler-truckfinancial.com.

ATTACHMENT D-4

VENDOR ESTIMATE FOR CWPM

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

A proposal for

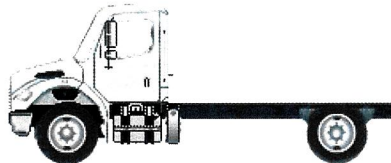


Waste Removal and Recycling Services

Prepared by
FREIGHTLINER OF HARTFORD
Ed Zynko

Nov 02, 2020

Freightliner M2 106



Components shown may not reflect all spec'd options and are not to scale

Prepared for:
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Q U O T A T I O N

M2 106 CONVENTIONAL CHASSIS

<p>SET BACK AXLE - TRUCK DD8 7.7L 6 CYL SINGLE STAGE 260 HP @ 2200 RPM, 2600 GOV RPM, 660 LB-FT @ 1200 RPM OPTIMIZED TC</p> <p>ALLISON 1000 RDS AUTOMATIC TRANSMISSION WITH PARK PAWL WITH PTO PROVISION</p> <p>DETROIT DA-RS-17.5-2 17,500# R-SERIES SINGLE REAR AXLE</p> <p>18,000# 52 INCH VARIABLE RATE MULTI-LEAF SPRING REAR SUSPENSION WITH RUBBER HELPER</p>	<p>DETROIT DA-F-8.0-3 8,000# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE</p> <p>8,000# TAPERLEAF FRONT SUSPENSION</p> <p>106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB</p> <p>4350MM (171 INCH) WHEELBASE</p> <p>9/32X3-7/16X10-1/16 INCH STEEL FRAME (7.14MMX255.6/0.281X10.06 INCH) 80KSI</p> <p>1600MM (63 INCH) REAR FRAME OVERHANG</p>
--	--

		TOTAL
VEHICLE PRICE	\$	61,000
EXTENDED WARRANTY pg. 14	\$	3,925
STAHL SERVICE BODY PACKAGE w OPTIONS	\$	25,995
CUSTOMER PRICE BEFORE TAX	\$	90,920

TAXES AND FEES

CT STATE SALES TAX	\$	5,238.43
DEALER CONVEYANCE FEE	\$	499

TRADE-IN

BALANCE DUE	(LOCAL CURRENCY)	\$	96,657.43
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COMMENTS:

APPROVAL:

Please indicate your acceptance of this quotation by signing below:

Customer: X _____ Date: 2 / 15 / 21.

Daimler Truck Financial

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Daimler Truck Financial offers a variety of finance, lease and insurance solutions to fit your business needs. For more information about our products and services, visit our website at www.daimler-truckfinancial.com.



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James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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199 ROBERTS STREET
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Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

S P E C I F I C A T I O N P R O P O S A L

Description

Vehicle Configuration

M2 106 CONVENTIONAL CHASSIS
2021 MODEL YEAR SPECIFIED
SET BACK AXLE - TRUCK
STRAIGHT TRUCK PROVISION
LH PRIMARY STEERING LOCATION

General Service

TRUCK CONFIGURATION
DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES)
UTILITY/REPAIR/MAINTENANCE SERVICE
UTILITY BUSINESS SEGMENT
FIXED LOAD COMMODITY
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS
MAXIMUM 8% EXPECTED GRADE
ROUGH, MAINTAINED, CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE
MEDIUM TRUCK WARRANTY
EXPECTED FRONT AXLE(S) LOAD : 8000.0 lbs
EXPECTED REAR DRIVE AXLE(S) LOAD : 21000.0 lbs
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 29000.0 lbs

Truck Service

UTILITY BODY
MORGAN BODY COMPANY
EXPECTED BODY/PAYLOAD CG HEIGHT ABOVE FRAME "XX" INCHES : 32.0 in



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Description

Engine

DD8 7.7L 6 CYL SINGLE STAGE 260 HP @ 2200 RPM, 2600 GOV RPM, 660 LB-FT @ 1200 RPM OPTIMIZED TC

Electronic Parameters

78 MPH ROAD SPEED LIMIT
CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT
PTO MODE BRAKE OVERRIDE - SERVICE BRAKE APPLIED OR PARK BRAKE NOT APPLIED
PTO MODE RPM INCREMENT - 25 RPM
FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY
ONE REMOTE PTO SPEED
PTO SPEED 1 SETTING - 900 RPM
NO FLEET SPEC FOR PARAMETERIZATION
ENABLE AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE

Engine Equipment

2016-2019 ONBOARD DIAGNOSTICS/2010 EPA/CARB/FINAL GHG17 CONFIGURATION
2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR)
STANDARD OIL PAN
ENGINE MOUNTED OIL CHECK AND FILL
SIDE OF HOOD AIR INTAKE WITH FIREWALL MOUNTED DONALDSON AIR CLEANER
DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE
(2) DTNA GENUINE, FLOODED STARTING, MIN 2000CCA, 370RC, THREADED STUD BATTERIES
BATTERY BOX FRAME MOUNTED
STANDARD BATTERY JUMPERS
SINGLE BATTERY BOX FRAME MOUNTED LH SIDE UNDER CAB
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN
NON-POLISHED BATTERY BOX COVER
WABCO 20.0 CFM SINGLE CYLINDER AIR COMPRESSOR

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Description

STANDARD MECHANICAL AIR COMPRESSOR
GOVERNOR
AIR COMPRESSOR DISCHARGE LINE
ELECTRONIC ENGINE INTEGRAL WARNING AND
DERATE PROTECTION SYSTEM
RH OUTBOARD UNDER STEP MOUNTED
HORIZONTAL AFTERTREATMENT SYSTEM
ASSEMBLY WITH RH HORIZONTAL TAILPIPE
ENGINE AFTERTREATMENT DEVICE,
AUTOMATIC OVER THE ROAD REGENERATION
AND DASH MOUNTED REGENERATION
REQUEST SWITCH
STANDARD EXHAUST SYSTEM LENGTH
RH STANDARD HORIZONTAL TAILPIPE
6 GALLON DIESEL EXHAUST FLUID TANK
100 PERCENT DIESEL EXHAUST FLUID FILL
LH MEDIUM DUTY STANDARD DIESEL EXHAUST
FLUID TANK LOCATION
STANDARD DIESEL EXHAUST FLUID PUMP
MOUNTING
STANDARD DIESEL EXHAUST FLUID TANK CAP
ELECTRONICALLY CONTROLLED VARIABLE
SPEED VISCOUS FAN DRIVE
AUTOMATIC FAN CONTROL WITHOUT DASH
SWITCH, NON ENGINE MOUNTED
DETROIT ENGINE MOUNTED FUEL/WATER
SEPARATOR WITH WATER-IN-FUEL SENSOR
AND ESOC
FULL FLOW OIL FILTER
700 SQUARE INCH ALUMINUM RADIATOR
ANTIFREEZE TO -34F, OAT (NITRITE AND
SILICATE FREE) EXTENDED LIFE COOLANT
GATES BLUE STRIPE COOLANT HOSES OR
EQUIVALENT
CONSTANT TENSION HOSE CLAMPS FOR
COOLANT HOSES
RADIATOR DRAIN VALVE
LOWER RADIATOR GUARD
PHILLIPS-TEMRO 750 WATT/115 VOLT BLOCK
HEATER
BLACK PLASTIC ENGINE HEATER RECEPTACLE
MOUNTED UNDER LH DOOR
ALUMINUM FLYWHEEL HOUSING

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

DELCO 12V 35MT STARTER WITH INTEGRATED
MAGNETIC SWITCH AND SOLENOID

Transmission

ALLISON 1000 RDS AUTOMATIC TRANSMISSION
WITH PARK PAWL WITH PTO PROVISION

Transmission Equipment

ALLISON VOCATIONAL PACKAGE 354 -
AVAILABLE ON 1000/2000 PRODUCT FAMILIES
WITH VOCATIONAL MODELS RDS, EVS, HS, MH,
PTS AND SPS

ALLISON VOCATIONAL RATING FOR ON/OFF
HIGHWAY APPLICATIONS AVAILABLE WITH ALL
PRODUCT FAMILIES

PRIMARY MODE GEARS, 6 FORWARD GEARS
WITH MANUAL SELECTION FOR 3, 2 AND 1,
AVAILABLE FOR 1000/2000 PRODUCT FAMILIES
ONLY

PRIMARY SHIFT SCHEDULE RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

SECONDARY SHIFT SCHEDULE
RECOMMENDED BY DTNA AND ALLISON, THIS
DEFINED BY ENGINE AND VOCATIONAL USAGE

PRIMARY SHIFT SPEED RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

SECONDARY SHIFT SPEED RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

ENGINE BRAKE RANGE PRESELECT
RECOMMENDED BY DTNA AND ALLISON, THIS
DEFINED BY ENGINE AND VOCATIONAL USAGE

ENGINE BRAKE RANGE ALTERNATE
PRESELECT RECOMMENDED BY DTNA AND
ALLISON, THIS DEFINED BY ENGINE AND
VOCATIONAL USAGE

FUEL SENSE 2.0 DISABLED - PERFORMANCE -
TABLE BASED

DRIVER SWITCH INPUT - DEFAULT - NO
SWITCHES

MAGNETIC PLUGS, ENGINE DRAIN,
TRANSMISSION DRAIN, AXLE(S) FILL AND
DRAIN

DASH MOUNTED T-HANDLE CABLE SHIFT
CONTROL WITH PARK POSITION FOR INTERNAL
PARK PAWL

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

TRANSMISSION PROGNOSTICS - DISABLED
(N/A) 2013, FOR USE IN 1000/2000 ONLY
WATER TO OIL TRANSMISSION COOLER, IN
RADIATOR END TANK
TRANSMISSION OIL CHECK AND FILL
SYNTHETIC TRANSMISSION FLUID (TES-295
COMPLIANT)

Front Axle and Equipment

DETROIT DA-F-8.0-3 8,000# FF1 71.5 KPI/3.74
DROP SINGLE FRONT AXLE
MERITOR 15X5 Q+ CAST SPIDER CAM FRONT
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES
NON-ASBESTOS FRONT BRAKE LINING
CONMET CAST IRON FRONT BRAKE DRUMS
FRONT OIL SEALS
VENTED FRONT HUB CAPS WITH WINDOW,
CENTER AND SIDE PLUGS - OIL
STANDARD SPINDLE NUTS FOR ALL AXLES
MERITOR AUTOMATIC FRONT SLACK
ADJUSTERS
TRW THP-60 POWER STEERING
POWER STEERING PUMP
2 QUART SEE THROUGH POWER STEERING
RESERVOIR
MINERAL SAE 80/90 FRONT AXLE LUBE

Front Suspension

8,000# TAPERLEAF FRONT SUSPENSION
MAINTENANCE FREE RUBBER BUSHINGS -
FRONT SUSPENSION
FRONT SHOCK ABSORBERS

Rear Axle and Equipment

DETROIT DA-RS-17.5-2 17,500# R-SERIES
SINGLE REAR AXLE
4.30 REAR AXLE RATIO
IRON REAR AXLE CARRIER WITH STANDARD
AXLE HOUSING
MXL 17T MERITOR EXTENDED LUBE MAIN
DRIVELINE WITH HALF ROUND YOKES
MERITOR 15X8.62 Q+ CAST SPIDER CAM REAR
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

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Ed Zynko
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199 ROBERTS STREET
EAST HARTFORD, CT 06108
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Description

NON-ASBESTOS REAR BRAKE LINING
BRAKE CAMS AND CHAMBERS ON FORWARD
SIDE OF DRIVE AXLE(S) WITH AUXILIARY
SUPPORT BRACKETS
CAST IRON OUTBOARD REAR BRAKE DRUMS
REAR OIL SEALS
WABCO TRISTOP D LONGSTROKE 1-DRIVE
AXLE SPRING PARKING CHAMBERS
MERITOR AUTOMATIC REAR SLACK
ADJUSTERS
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR
AXLE LUBE

Rear Suspension

18,000# 52 INCH VARIABLE RATE MULTI-LEAF
SPRING REAR SUSPENSION WITH RUBBER
HELPER
SPRING SUSPENSION - NO AXLE SPACERS
STANDARD AXLE SEATS IN AXLE CLAMP
GROUP

Brake System

AIR BRAKE PACKAGE
WABCO 4S/4M ABS
REINFORCED NYLON, FABRIC BRAID AND WIRE
BRAID CHASSIS AIR LINES
FIBER BRAID PARKING BRAKE HOSE
STANDARD BRAKE SYSTEM VALVES
STANDARD AIR SYSTEM PRESSURE
PROTECTION SYSTEM
STD U.S. FRONT BRAKE VALVE
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE,
NO REAR PROPORTIONING VALVE
WABCO SYSTEM SAVER HP WITH INTEGRAL
AIR GOVERNOR AND HEATER
AIR DRYER MOUNTED UNDER HOOD
STEEL AIR BRAKE RESERVOIRS
PULL CABLES ON ALL AIR RESERVOIR(S)

Wheelbase & Frame

4350MM (171 INCH) WHEELBASE
9/32X3-7/16X10-1/16 INCH STEEL FRAME
(7.14MMX255.6/0.281X10.06 INCH) 80KSI
1600MM (63 INCH) REAR FRAME OVERHANG

Prepared for:
James Burke
CWPM LLC
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FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
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Description

FRAME OVERHANG RANGE: 61 INCH TO 70 INCH
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 105.71 in
CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 102.71 in
CALC'D FRAME LENGTH - OVERALL : 273.23
CALCULATED FRAME SPACE LH SIDE : 81.81 in
CALCULATED FRAME SPACE RH SIDE : 139.26 in
CALC'D SPACE AVAILABLE FOR DECKPLATE : 105.45 in
SQUARE END OF FRAME
FRONT CLOSING CROSSMEMBER
STANDARD WEIGHT ENGINE CROSSMEMBER
STANDARD CROSSMEMBER BACK OF TRANSMISSION
STANDARD MIDSHIP #1 CROSSMEMBER(S)
STANDARD REARMOST CROSSMEMBER
STANDARD SUSPENSION CROSSMEMBER

Chassis Equipment

THREE-PIECE 14 INCH STEEL CENTER BUMPER WITH FLEXIBLE PLASTIC ENDS
BUMPER MOUNTING FOR SINGLE LICENSE PLATE
FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS
GRADE 8 THREADED HEX HEADED FRAME FASTENERS

Fuel Tanks

28 GALLON/106 LITER SHORT RECTANGULAR ALUMINUM FUEL TANK - LH
RECTANGULAR FUEL TANK(S)
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS
FUEL TANK(S) FORWARD
PLAIN STEP FINISH
FUEL TANK CAP(S)
DETROIT FUEL/WATER SEPARATOR WITH BYPASS
EQUIFLO INBOARD FUEL SYSTEM

Prepared for:
James Burke
CWPM LLC
25 Norton Place
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Description

HIGH TEMPERATURE REINFORCED NYLON
FUEL LINE

Tires

MICHELIN X MULTI Z 265/70R19.5 14 PLY RADIAL
FRONT TIRES

MICHELIN X MULTI Z 265/70R19.5 14 PLY RADIAL
REAR TIRES

Hubs

CONMET PRESET PLUS PREMIUM ALUMINUM
FRONT HUBS

CONMET PRESET PLUS PREMIUM IRON REAR
HUBS

Wheels

ACCURIDE 29195 19.5X7.50 10-HUB PILOT 5.96
INSET 5-HAND STEEL DISC FRONT WHEELS

ACCURIDE 29195 19.5X7.50 10-HUB PILOT 5-
HAND STEEL DISC REAR WHEELS

FRONT WHEEL MOUNTING NUTS

REAR WHEEL MOUNTING NUTS

Cab Exterior

106 INCH BBC FLAT ROOF ALUMINUM
CONVENTIONAL CAB

AIR CAB MOUNTING

SAFETY YELLOW INTERIOR GRAB HANDLES

MOLD-IN COLOR GRILLE

MOLD-IN COLOR HOOD MOUNTED AIR INTAKE
GRILLE

FIBERGLASS HOOD

SINGLE ELECTRIC HORN

DOOR LOCKS AND IGNITION SWITCH KEYED
THE SAME

KEY QUANTITY OF 2

REAR LICENSE PLATE MOUNT END OF FRAME

INTEGRAL HEADLIGHT/MARKER ASSEMBLY

LED AERODYNAMIC MARKER LIGHTS

HEADLIGHTS ON WITH WIPERS, NO DAYTIME
RUNNING LIGHTS

INTEGRAL STOP/TAIL/BACKUP LIGHTS

STANDARD FRONT TURN SIGNAL LAMPS

DUAL WEST COAST MOLDED-IN COLOR
HEATED MIRRORS

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

DOOR MOUNTED MIRRORS
102 INCH EQUIPMENT WIDTH
LH AND RH 8 INCH MOLDED-IN COLOR CONVEX
MIRRORS MOUNTED UNDER PRIMARY
MIRRORS
STANDARD SIDE/REAR REFLECTORS
63X14 INCH TINTED REAR WINDOW
TINTED DOOR GLASS LH AND RH WITH TINTED
NON-OPERATING WING WINDOWS
MANUAL DOOR WINDOW REGULATORS
1-PIECE SOLAR GREEN GLASS WINDSHIELD
2 GALLON WINDSHIELD WASHER RESERVOIR
WITHOUT FLUID LEVEL INDICATOR, FRAME
MOUNTED

Cab Interior

OPAL GRAY VINYL INTERIOR
MOLDED PLASTIC DOOR PANEL WITHOUT
VINYL INSERT WITH ALUMINUM KICKPLATE
LOWER DOOR
MOLDED PLASTIC DOOR PANEL WITHOUT
VINYL INSERT WITH ALUMINUM KICKPLATE
LOWER DOOR
BLACK MATS WITH SINGLE INSULATION
FORWARD ROOF MOUNTED CONSOLE WITH
UPPER STORAGE COMPARTMENTS WITHOUT
NETTING
IN DASH STORAGE BIN
(2) CUP HOLDERS LH AND RH DASH
GRAY/CHARCOAL FLAT DASH
5 LB. FIRE EXTINGUISHER
HEATER, DEFROSTER AND AIR CONDITIONER
STANDARD HVAC DUCTING
MAIN HVAC CONTROLS WITH RECIRCULATION
SWITCH
STANDARD HEATER PLUMBING WITH BALL
SHUTOFF VALVES AT SUPPLY LINES ONLY
VALEO HEAVY DUTY A/C REFRIGERANT
COMPRESSOR
BINARY CONTROL, R-134A
STANDARD INSULATION
SOLID-STATE CIRCUIT PROTECTION AND
FUSES
12V NEGATIVE GROUND ELECTRICAL SYSTEM

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
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E-Mail: edzynko@FOHCT.com

Description

DOME LIGHT WITH 3-WAY SWITCH ACTIVATED BY LH AND RH DOORS
CAB DOOR LATCHES WITH MANUAL DOOR LOCKS
TRIANGULAR REFLECTORS WITHOUT FLARES
BASIC HIGH BACK AIR SUSPENSION DRIVER SEAT WITH FORE AND AFT ADJUSTMENT
BASIC HIGH BACK NON SUSPENSION PASSENGER SEAT
LH AND RH INTEGRAL DOOR PANEL ARMRESTS
BLACK CORDURA PLUS CLOTH DRIVER SEAT COVER
BLACK CORDURA PLUS CLOTH PASSENGER SEAT COVER
BLACK SEAT BELTS
FIXED STEERING COLUMN
4-SPOKE 18 INCH (450MM) STEERING WHEEL
DRIVER AND PASSENGER INTERIOR SUN VISORS

Instruments & Controls

GRAY DRIVER INSTRUMENT PANEL
GRAY CENTER INSTRUMENT PANEL
BLACK GAUGE BEZELS
LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES
INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS
ELECTRONIC CRUISE CONTROL WITH SWITCHES IN LH SWITCH PANEL
KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY WITH ECM STARTER LOCKOUT
ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED
HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH
2 INCH ELECTRIC FUEL GAUGE
EMISSIONS LIMITED IDLE ADJUST
ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

2 INCH TRANSMISSION OIL TEMPERATURE GAUGE

ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY

ELECTRIC ENGINE OIL PRESSURE GAUGE

AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH AND USB AND AUXILIARY INPUTS, J1939

DASH MOUNTED RADIO

(2) RADIO SPEAKERS IN CAB

AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF

ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER

STANDARD VEHICLE SPEED SENSOR

ELECTRONIC 3000 RPM TACHOMETER

VT-HU CONNECTIVITY PLATFORM HARDWARE

5 YEARS DETROIT CONNECT BASE PACKAGE (VIRTUAL TECHNICIAN, DETROIT CONNECT PORTAL ACCESS) FOR VT-HU CONNECTIVITY PLATFORM

IGNITION SWITCH CONTROLLED ENGINE STOP

DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY

SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY PROGRAMMED TO SLOWEST SPEED WITH PARK BRAKE SET

MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH

ONE VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR

SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, WASHER/WIPER AND HAZARD IN HANDLE

INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS

Design

PAINT: ONE SOLID COLOR

Color

CAB COLOR A: L0006EY WHITE ELITE EY
BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT



Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

POWDER WHITE (N0006EA) FRONT
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
POWDER WHITE (N0006EA) REAR
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
BUMPER PAINT: FP24812 ARGENT SILVER
DUPONT FLEX
STANDARD E COAT/UNDERCOATING

Raw Performance Data

CALCULATED EFFECTIVE BACK OF CAB TO
REAR SUSPENSION C/L (CA) : 102.71 in
CALC'D SPACE AVAILABLE FOR DECKPLATE :
105.45 in

Extended Warranty

EW4: DD8 SINGLE STAGE/DUAL STAGE 5 YEARS/200,000
MILES/322,000 KM FEX APPLIES
TOWING: 5 YEARS/UNLIMITED MILES/KM EXTENDED TOWING
COVERAGE \$550 CAP FEX APPLIES
FREIGHTLINER/WESTERN STAR ROADSIDE ASSISTANCE
PROGRAM: BREAKDOWN SERVICES PROVIDED BY FLEETNET
AMERICA

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

STAHL BODY PACKAGE



180 Roberts Street, East Hartford CT 06108 Tel: (860) 296-7000 • www.ES-CT.com

January 30, 2021

FOH
ATTN: ED ZYNKO

CUSTOM UTILITY BODY

REF: CWPM

WE ARE PLEASED TO QUOTE THE FOLLOWING ONE (1) NEW STAHL CUSTOM BUILT UTILITY BODY WITH LIFTGATE

- Stahl Model MDST134VVD-52.5 Challenger ST II Body, painted black
- 3-Point T-Handle Latches, 6 D-Ring Tie Downs (2,000# cap. each)
- Installed in Load space Floor, 2 Aluminum Grab Handles Installed on Body
- Rear End panels, LED Surface-mounted Bumper/End-Panel Light Kit,
- Bar Locks - push/pull, rear handles installed, Aluminum Tread-Brite Front
- Stone Guards (pair) installed, LED Compartment Strip Light kit w/door
- jamb switches installed in (8) side compartments
- 1,300 lb. electric hydraulic lift gate-direct lift w/bumper steps ends
- ICC Required Lighting
- Mud Flaps
- Fully Installed on Freightliner M2 with 84" CA

FOB: E. Hartford, CT..... \$ 22,150.00

DELIVERY: 120 Days ARO; 30-45 Days AROC

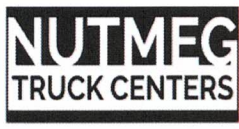
OPTION:

- A. Whelen Mini Liberty Light Bar Installed on Headache Rack &
Two (2) Rear Amber LEDES..... \$ 1295.00
- B. Punched Headache Rack Painted Black..... \$ 1200.00
- C. Drawer Package Installed Curbside & Streetside front Vertical
(Four (4) 3" & One (1) 5")..... \$ 1350.00



ATTACHMENT D-5

VENDOR ESTIMATE FOR E.A. QUINN LANDSCAPING



NUTMEG ISUZU TRUCK HARTFORD

Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc.



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NUTMEG ISUZU TRUCK HARTFORD

Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Quote Worksheet

	MSRP
Base Price	\$66,852.00
Destination Charge	\$1,325.00
DEF Fill Charge	\$10.00
Total Options	\$1,176.00
Subtotal	\$69,363.00
Morgan GVSD 16' Aluminum Body w/Ramp	\$12,428.00
Subtotal Additional Equipment	\$12,428.00
Subtotal Miscellaneous Equipment	\$0.00
Pre-Tax Subtotal	\$81,791.00
Less Customer Discount	(\$-15,951.00)
Subtotal Discount	(\$-15,951.00)
Taxable Price	\$65,840.00
Sales Tax	0% \$0.00
Tire Weight Tax	\$7.94
Subtotal Taxes	\$7.94
Subtotal Post-Tax Adjustments	\$0.00
Less Post-tax Customer Discount	\$0.00
Subtotal Discount	\$0.00
Total Sales Price	\$65,847.94

Comments

Pricing shown does not include titling, registration or sales tax.

Dealer Signature/Date

Customer Signature/Date

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NUTMEG ISUZU TRUCK HARTFORD

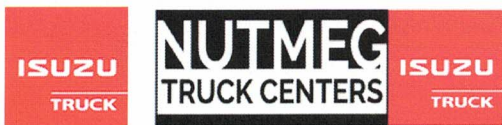
Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

	Code	Description	Weight	MSRP
Model				
	NS4	NQR Crew Cab Chassis 176		\$66,852.00
	54	White, In rail fuel tank with power windows, power door locks and air conditioning		\$0.00
Tires				
	I5H	LRR (low rolling resistance)	0.0 lbs.	Inc.
Engine				
	I1B	4HK1-TC, diesel engine 317 CID (5.19L), 215 HP at 2550 RPM: 452 ft.-lb. gross torque at 1850 RPM. 4 cylinder, 16 valve, four cycle, overhead cam, turbocharged, inter-cooled, water cooled EGR valve, direct injection, electronically controlled common rail fuel system, engine cruise control function. Oil level check switch and light. Engine Warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level.	0.0 lbs.	Inc.
Transmission				
	I1W	Aisin A465id 6-speed automatic transmission, Ratios: 3.742, 2.003, 1.343,	0.0 lbs.	Inc.
Wheelbase				
	IH7	176 inches, includes ladder type channel frame. Full C section straight frame 33.5 inches wide. Yield strength 44,000 psi; section modulus 11.89 in3 RBM 523,160 lb./ft./in. per rail.	0.0 lbs.	Inc.
Air Cleaner				
	KNX	Dry Paper single element. (Donaldson brand) Air cleaner canister standard with air restriction indicator in the driver's Multi-Information Display (MID).	0.0 lbs.	Inc.
Alternator				
	I2C	140 AMP. with integral regulator.	0.0 lbs.	Inc.
Battery				
	IX1	Dual 12-Volt maintenance free group 31 750 CCA batteries with threaded posts	0.0 lbs.	Inc.
Exhaust				
	IX7	Single horizontal with DPF/SCR exhaust system	0.0 lbs.	Inc.
Front Axle				
	ID2	"I"-beam rated at 6,830 lbs. Includes integral hydraulic power steering. Ratio 18.8-20.9:1.	0.0 lbs.	Inc.
Front Suspension				
	ID8	8440 lbs. Capacity semi elliptical tapered leaf spring. Includes shock absorbers and stabilizer bar	0.0 lbs.	Inc.
Front Wheels				
	IB9	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Front Tires				
	XTN/R3M	225/70R19.5F (12 ply) tubeless Radial, all season	0.0 lbs.	Inc.
Rear Suspension				
	ID9	14,550 lbs. capacity. Semi-elliptical main and	0.0 lbs.	Inc.

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NUTMEG ISUZU TRUCK HARTFORD

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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
Rear Axle			
	auxiliary multi-leaf springs. Includes shock absorbers.		
ID3	Single-speed, 14,550 lb. capacity with oil lubricated rear wheel bearings.	0.0 lbs.	Inc.
Ratio			
098	5.125:1	0.0 lbs.	Inc.
Rear Wheels			
IC1	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Rear Tires			
YTN/S3M	225/70R19.5F (12 ply) tubeless Radial, all season tread.	0.0 lbs.	Inc.
Fuel Tank			
IF9	30 gal. rectangular fuel tank. Mounted between frame rail through the rail fuel fill. Fuel water separator with dash mounted warning light.	0.0 lbs.	Inc.
Seat			
AQB	Driver seat is reclining high back. Two single occupant fold down seats with tray backs.	0.0 lbs.	Inc.
Brakes			
K40	Butterfly valve type exhaust brake	0.0 lbs.	Inc.
IT4	Dual circuit, Hydro-Boost hydraulic brake system with EBD (Electronic Brake Distribution). Mechanical transmission mounted parking brake. Non-asbestos semi metallic linings are standard. Anti-lock brake system	0.0 lbs.	Inc.
Air Conditioning			
C60	Air conditioner	0.0 lbs.	Inc.
Power Windows & Door Locks			
IL0	Yes	0.0 lbs.	Inc.
Floor Mats			
IQ6	Standard Floor Mats	0.0 lbs.	Inc.
Model Option			
54	White, In rail fuel tank with power windows, power door locks and air conditioning	0.0 lbs.	Inc.
Additional Options			
IF6	Fire Extinguisher and Triangle Kit mounted in rear organizer on standard cab and under rear seat on crew cab	19.0 lbs.	\$88.00
IS0	Heated Mirrors	1.0 lbs.	\$104.00
IV9	Seat Covers crew cab	11.0 lbs.	\$520.00
UZF	Back up alarm	1.0 lbs.	\$112.00
I3W	Cold weather package (includes block heater with receptacle and heated fuel filter)	2.0 lbs.	\$312.00
I3Z	Spare keys (2 additional, 4 keys in total)	0.0 lbs.	\$40.00
Accessories			
IX2	Rear body dome lamp switch	0.1 lbs.	Inc.

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NUTMEG ISUZU TRUCK HARTFORD

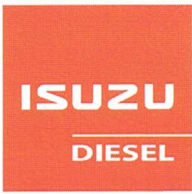
Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
8RP	AM/FM/CD radio with Aux input/USB port and Bluetooth RPO	0.0 lbs.	Inc.
Totals			
	Base Price		\$66,852.00
	Destination Charge		\$1,325.00
	DEF Fill Charge		\$10.00
	Total Options Price		\$1,176.00
	Tire Weight Tax		\$7.94
	Total		\$69,370.94

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ISUZU **RED TECH**™

4H SERIES

Reliable. Eco-friendly. Durable. Technologically Advanced

Dependable Power

173 HP (129 KW) @ 1800 RPM (constant speed)

188 HP (140 KW) @ 2000 RPM (variable speed)

START YOUR ENGINES (and go)



High technology exhaust after treatment provides the ideal level of applied simplicity and end user **performance to start and go farther.**

Certifications
 U.S. EPA Tier **4**
 EU Stage **IV**

isuzuengines.com



Applications

- Agricultural
- General Industrial
- Marine
- Eco-Friendly
- Automotive
- On Road Heavy Duty

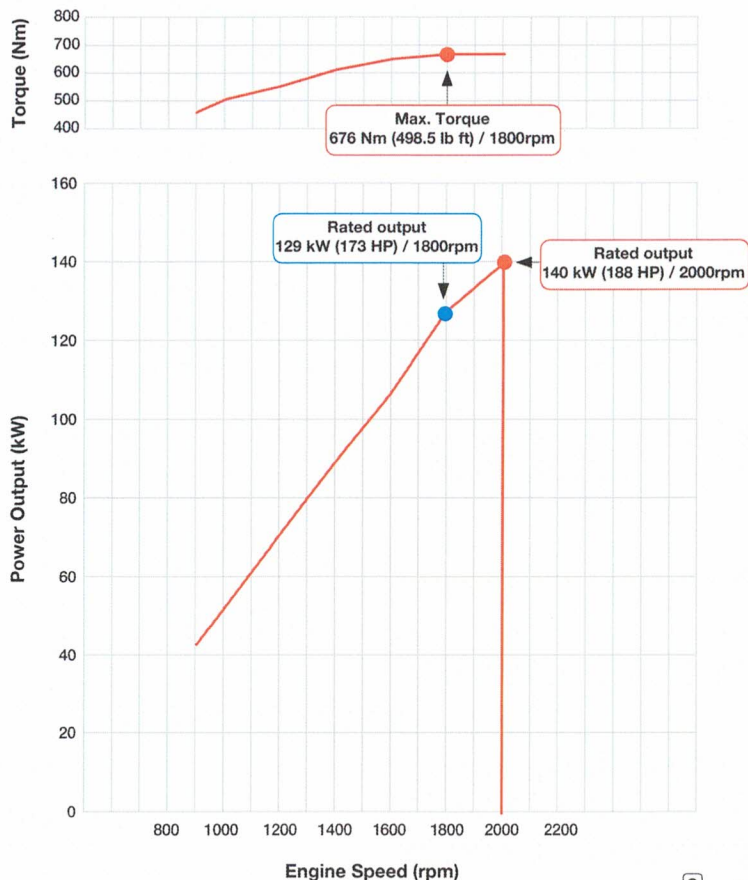
Applications

- AWP
- Water Pump
- Hydraulic Pump
- Refrigeration
- Generator
- Asphalt Paver
- Irrigation



Performance

Engine Performance Curves



Standard

- Emission Control Device, maintenance free
- Flywheel housings: SAE #3
- DOC & SCR
- Other emission-reducing features, including Cooled EGR, Wastegate Turbocharger
- High pressure Common Rail and Direct Injection
- Electric & self-priming fuel lift pump
- Glow plug starting aid
- Dry/replaceable cylinder liners
- 5-year / 5,000-hour warranty
- 500-hour oil drain & service interval

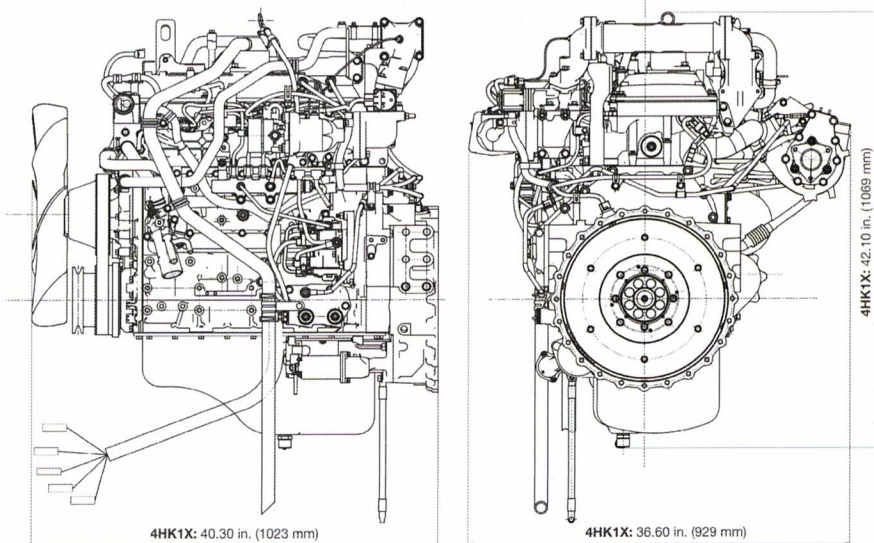
Available Options

- Side or bottom drain oil pan
- SAE B Gear Case PTO
- Cooling packages
- Air cleaners
- Meter board and wire harness
- Engine mounting
- Weather and sound-proofing enclosure
- DEF System

Engine Performance Curves

- 4HK1 – Constant Speed
- 4HK1 – Variable Speed

For additional information, please contact your local distributor or visit isuzuengines.com



Isuzu Motors America, LLC

46401 Commerce Center Drive
Plymouth, Michigan 48170
Phone: 734.582.9470
Fax: 734.455.7581

ILS-4HK1X-019-3

ISUZU
DIESEL

isuzuengines.com

ATTACHMENT D-6

VENDOR ESTIMATE FOR ELATE MOVING

ATTACHMENT D-4

VENDOR ESTIMATE FOR CWPM



NUTMEG ISUZU TRUCK HARTFORD

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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Quote Worksheet

	MSRP
Base Price	\$66,852.00
Destination Charge	\$1,325.00
DEF Fill Charge	\$10.00
Total Options	\$1,176.00
Subtotal	\$69,363.00
Morgan GVSD 16' Aluminum Body w/Ramp	\$12,428.00
Subtotal Additional Equipment	\$12,428.00
Subtotal Miscellaneous Equipment	\$0.00
Pre-Tax Subtotal	\$81,791.00
Less Customer Discount	(\$-15,951.00)
Subtotal Discount	(\$-15,951.00)
Taxable Price	\$65,840.00
Sales Tax	0% \$0.00
Tire Weight Tax	\$7.94
Subtotal Taxes	\$7.94
Subtotal Post-Tax Adjustments	\$0.00
Less Post-tax Customer Discount	\$0.00
Subtotal Discount	\$0.00
Total Sales Price	\$65,847.94

Comments

Pricing shown does not include titling, registration or sales tax.

Dealer Signature/Date

Customer Signature/Date

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NUTMEG ISUZU TRUCK HARTFORD

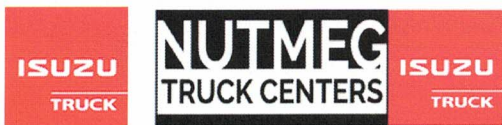
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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

	Code	Description	Weight	MSRP
Model				
	NS4	NQR Crew Cab Chassis 176		\$66,852.00
	54	White, In rail fuel tank with power windows, power door locks and air conditioning		\$0.00
Tires				
	I5H	LRR (low rolling resistance)	0.0 lbs.	Inc.
Engine				
	I1B	4HK1-TC, diesel engine 317 CID (5.19L), 215 HP at 2550 RPM: 452 ft.-lb. gross torque at 1850 RPM. 4 cylinder, 16 valve, four cycle, overhead cam, turbocharged, inter-cooled, water cooled EGR valve, direct injection, electronically controlled common rail fuel system, engine cruise control function. Oil level check switch and light. Engine Warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level.	0.0 lbs.	Inc.
Transmission				
	I1W	Aisin A465id 6-speed automatic transmission, Ratios: 3.742, 2.003, 1.343,	0.0 lbs.	Inc.
Wheelbase				
	IH7	176 inches, includes ladder type channel frame. Full C section straight frame 33.5 inches wide. Yield strength 44,000 psi; section modulus 11.89 in3 RBM 523,160 lb./ft./in. per rail.	0.0 lbs.	Inc.
Air Cleaner				
	KNX	Dry Paper single element. (Donaldson brand) Air cleaner canister standard with air restriction indicator in the driver's Multi-Information Display (MID).	0.0 lbs.	Inc.
Alternator				
	I2C	140 AMP. with integral regulator.	0.0 lbs.	Inc.
Battery				
	IX1	Dual 12-Volt maintenance free group 31 750 CCA batteries with threaded posts	0.0 lbs.	Inc.
Exhaust				
	IX7	Single horizontal with DPF/SCR exhaust system	0.0 lbs.	Inc.
Front Axle				
	ID2	"I"-beam rated at 6,830 lbs. Includes integral hydraulic power steering. Ratio 18.8-20.9:1.	0.0 lbs.	Inc.
Front Suspension				
	ID8	8440 lbs. Capacity semi elliptical tapered leaf spring. Includes shock absorbers and stabilizer bar	0.0 lbs.	Inc.
Front Wheels				
	IB9	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Front Tires				
	XTN/R3M	225/70R19.5F (12 ply) tubeless Radial, all season	0.0 lbs.	Inc.
Rear Suspension				
	ID9	14,550 lbs. capacity. Semi-elliptical main and	0.0 lbs.	Inc.

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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
Rear Axle			
	auxiliary multi-leaf springs. Includes shock absorbers.		
ID3	Single-speed, 14,550 lb. capacity with oil lubricated rear wheel bearings.	0.0 lbs.	Inc.
Ratio			
098	5.125:1	0.0 lbs.	Inc.
Rear Wheels			
IC1	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Rear Tires			
YTN/S3M	225/70R19.5F (12 ply) tubeless Radial, all season tread.	0.0 lbs.	Inc.
Fuel Tank			
IF9	30 gal. rectangular fuel tank. Mounted between frame rail through the rail fuel fill. Fuel water separator with dash mounted warning light.	0.0 lbs.	Inc.
Seat			
AQB	Driver seat is reclining high back. Two single occupant fold down seats with tray backs.	0.0 lbs.	Inc.
Brakes			
K40	Butterfly valve type exhaust brake	0.0 lbs.	Inc.
IT4	Dual circuit, Hydro-Boost hydraulic brake system with EBD (Electronic Brake Distribution). Mechanical transmission mounted parking brake. Non-asbestos semi metallic linings are standard. Anti-lock brake system	0.0 lbs.	Inc.
Air Conditioning			
C60	Air conditioner	0.0 lbs.	Inc.
Power Windows & Door Locks			
IL0	Yes	0.0 lbs.	Inc.
Floor Mats			
IQ6	Standard Floor Mats	0.0 lbs.	Inc.
Model Option			
54	White, In rail fuel tank with power windows, power door locks and air conditioning	0.0 lbs.	Inc.
Additional Options			
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IS0	Heated Mirrors	1.0 lbs.	\$104.00
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UZF	Back up alarm	1.0 lbs.	\$112.00
I3W	Cold weather package (includes block heater with receptacle and heated fuel filter)	2.0 lbs.	\$312.00
I3Z	Spare keys (2 additional, 4 keys in total)	0.0 lbs.	\$40.00
Accessories			
IX2	Rear body dome lamp switch	0.1 lbs.	Inc.

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Selected Model and Options

Code	Description	Weight	MSRP
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ATTACHMENT D-6

VENDOR ESTIMATE FOR ELATE MOVING

ATTACHMENT D-4

VENDOR ESTIMATE FOR CWPM

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

A proposal for

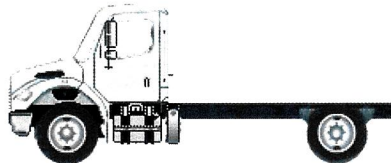


Waste Removal and Recycling Services

Prepared by
FREIGHTLINER OF HARTFORD
Ed Zynko

Nov 02, 2020

Freightliner M2 106



Components shown may not reflect all spec'd options and are not to scale

Prepared for:
James Burke
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25 Norton Place
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QUOTATION

M2 106 CONVENTIONAL CHASSIS

SET BACK AXLE - TRUCK	DETROIT DA-F-8.0-3 8,000# FF1 71.5 KPI/3.74 DROP
DD8 7.7L 6 CYL SINGLE STAGE 260 HP @ 2200 RPM, 2600 GOV RPM, 660 LB-FT @ 1200 RPM OPTIMIZED TC	SINGLE FRONT AXLE
ALLISON 1000 RDS AUTOMATIC TRANSMISSION WITH PARK PAWL WITH PTO PROVISION	8,000# TAPERLEAF FRONT SUSPENSION
DETROIT DA-RS-17.5-2 17,500# R-SERIES SINGLE REAR AXLE	106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
18,000# 52 INCH VARIABLE RATE MULTI-LEAF SPRING REAR SUSPENSION WITH RUBBER HELPER	4350MM (171 INCH) WHEELBASE
	9/32X3-7/16X10-1/16 INCH STEEL FRAME (7.14MMX255.6/0.281X10.06 INCH) 80KSI
	1600MM (63 INCH) REAR FRAME OVERHANG

		TOTAL
VEHICLE PRICE	\$	61,000
EXTENDED WARRANTY pg. 14	\$	3,925
STAHL SERVICE BODY PACKAGE w OPTIONS	\$	25,995
CUSTOMER PRICE BEFORE TAX	\$	90,920

TAXES AND FEES

CT STATE SALES TAX	\$	5,238.43
DEALER CONVEYANCE FEE	\$	499

TRADE-IN

BALANCE DUE	(LOCAL CURRENCY)	\$	96,657.43
--------------------	-------------------------	-----------	------------------

COMMENTS:

APPROVAL:

Please indicate your acceptance of this quotation by signing below:

Customer: X  Date: 2 / 15 / 21.

Daimler Truck Financial

Financing that works for you.

See your local dealer for a competitive quote from Daimler Truck Financial, or contact us at Information@dtfoffers.com.

Daimler Truck Financial offers a variety of finance, lease and insurance solutions to fit your business needs. For more information about our products and services, visit our website at www.daimler-truckfinancial.com.

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S P E C I F I C A T I O N P R O P O S A L

Description

Vehicle Configuration

M2 106 CONVENTIONAL CHASSIS
2021 MODEL YEAR SPECIFIED
SET BACK AXLE - TRUCK
STRAIGHT TRUCK PROVISION
LH PRIMARY STEERING LOCATION

General Service

TRUCK CONFIGURATION
DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES)
UTILITY/REPAIR/MAINTENANCE SERVICE
UTILITY BUSINESS SEGMENT
FIXED LOAD COMMODITY
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS
MAXIMUM 8% EXPECTED GRADE
ROUGH, MAINTAINED, CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE
MEDIUM TRUCK WARRANTY
EXPECTED FRONT AXLE(S) LOAD : 8000.0 lbs
EXPECTED REAR DRIVE AXLE(S) LOAD : 21000.0 lbs
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 29000.0 lbs

Truck Service

UTILITY BODY
MORGAN BODY COMPANY
EXPECTED BODY/PAYLOAD CG HEIGHT ABOVE FRAME "XX" INCHES : 32.0 in



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Description

Engine

DD8 7.7L 6 CYL SINGLE STAGE 260 HP @ 2200 RPM, 2600 GOV RPM, 660 LB-FT @ 1200 RPM OPTIMIZED TC

Electronic Parameters

78 MPH ROAD SPEED LIMIT
CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT
PTO MODE BRAKE OVERRIDE - SERVICE BRAKE APPLIED OR PARK BRAKE NOT APPLIED
PTO MODE RPM INCREMENT - 25 RPM
FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY
ONE REMOTE PTO SPEED
PTO SPEED 1 SETTING - 900 RPM
NO FLEET SPEC FOR PARAMETERIZATION
ENABLE AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE

Engine Equipment

2016-2019 ONBOARD DIAGNOSTICS/2010 EPA/CARB/FINAL GHG17 CONFIGURATION
2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR)
STANDARD OIL PAN
ENGINE MOUNTED OIL CHECK AND FILL
SIDE OF HOOD AIR INTAKE WITH FIREWALL MOUNTED DONALDSON AIR CLEANER
DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE
(2) DTNA GENUINE, FLOODED STARTING, MIN 2000CCA, 370RC, THREADED STUD BATTERIES
BATTERY BOX FRAME MOUNTED
STANDARD BATTERY JUMPERS
SINGLE BATTERY BOX FRAME MOUNTED LH SIDE UNDER CAB
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN
NON-POLISHED BATTERY BOX COVER
WABCO 20.0 CFM SINGLE CYLINDER AIR COMPRESSOR

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Description

STANDARD MECHANICAL AIR COMPRESSOR GOVERNOR
AIR COMPRESSOR DISCHARGE LINE
ELECTRONIC ENGINE INTEGRAL WARNING AND DERATE PROTECTION SYSTEM
RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH HORIZONTAL TAILPIPE
ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD REGENERATION AND DASH MOUNTED REGENERATION REQUEST SWITCH
STANDARD EXHAUST SYSTEM LENGTH
RH STANDARD HORIZONTAL TAILPIPE
6 GALLON DIESEL EXHAUST FLUID TANK
100 PERCENT DIESEL EXHAUST FLUID FILL
LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION
STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING
STANDARD DIESEL EXHAUST FLUID TANK CAP
ELECTRONICALLY CONTROLLED VARIABLE SPEED VISCOUS FAN DRIVE
AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED
DETROIT ENGINE MOUNTED FUEL/WATER SEPARATOR WITH WATER-IN-FUEL SENSOR AND ESOC
FULL FLOW OIL FILTER
700 SQUARE INCH ALUMINUM RADIATOR
ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT
CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES
RADIATOR DRAIN VALVE
LOWER RADIATOR GUARD
PHILLIPS-TEMRO 750 WATT/115 VOLT BLOCK HEATER
BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR
ALUMINUM FLYWHEEL HOUSING

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Description

DELCO 12V 35MT STARTER WITH INTEGRATED
MAGNETIC SWITCH AND SOLENOID

Transmission

ALLISON 1000 RDS AUTOMATIC TRANSMISSION
WITH PARK PAWL WITH PTO PROVISION

Transmission Equipment

ALLISON VOCATIONAL PACKAGE 354 -
AVAILABLE ON 1000/2000 PRODUCT FAMILIES
WITH VOCATIONAL MODELS RDS, EVS, HS, MH,
PTS AND SPS

ALLISON VOCATIONAL RATING FOR ON/OFF
HIGHWAY APPLICATIONS AVAILABLE WITH ALL
PRODUCT FAMILIES

PRIMARY MODE GEARS, 6 FORWARD GEARS
WITH MANUAL SELECTION FOR 3, 2 AND 1,
AVAILABLE FOR 1000/2000 PRODUCT FAMILIES
ONLY

PRIMARY SHIFT SCHEDULE RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

SECONDARY SHIFT SCHEDULE
RECOMMENDED BY DTNA AND ALLISON, THIS
DEFINED BY ENGINE AND VOCATIONAL USAGE

PRIMARY SHIFT SPEED RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

SECONDARY SHIFT SPEED RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

ENGINE BRAKE RANGE PRESELECT
RECOMMENDED BY DTNA AND ALLISON, THIS
DEFINED BY ENGINE AND VOCATIONAL USAGE

ENGINE BRAKE RANGE ALTERNATE
PRESELECT RECOMMENDED BY DTNA AND
ALLISON, THIS DEFINED BY ENGINE AND
VOCATIONAL USAGE

FUEL SENSE 2.0 DISABLED - PERFORMANCE -
TABLE BASED

DRIVER SWITCH INPUT - DEFAULT - NO
SWITCHES

MAGNETIC PLUGS, ENGINE DRAIN,
TRANSMISSION DRAIN, AXLE(S) FILL AND
DRAIN

DASH MOUNTED T-HANDLE CABLE SHIFT
CONTROL WITH PARK POSITION FOR INTERNAL
PARK PAWL

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Description

TRANSMISSION PROGNOSTICS - DISABLED
(N/A) 2013, FOR USE IN 1000/2000 ONLY
WATER TO OIL TRANSMISSION COOLER, IN
RADIATOR END TANK
TRANSMISSION OIL CHECK AND FILL
SYNTHETIC TRANSMISSION FLUID (TES-295
COMPLIANT)

Front Axle and Equipment

DETROIT DA-F-8.0-3 8,000# FF1 71.5 KPI/3.74
DROP SINGLE FRONT AXLE
MERITOR 15X5 Q+ CAST SPIDER CAM FRONT
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES
NON-ASBESTOS FRONT BRAKE LINING
CONMET CAST IRON FRONT BRAKE DRUMS
FRONT OIL SEALS
VENTED FRONT HUB CAPS WITH WINDOW,
CENTER AND SIDE PLUGS - OIL
STANDARD SPINDLE NUTS FOR ALL AXLES
MERITOR AUTOMATIC FRONT SLACK
ADJUSTERS
TRW THP-60 POWER STEERING
POWER STEERING PUMP
2 QUART SEE THROUGH POWER STEERING
RESERVOIR
MINERAL SAE 80/90 FRONT AXLE LUBE

Front Suspension

8,000# TAPERLEAF FRONT SUSPENSION
MAINTENANCE FREE RUBBER BUSHINGS -
FRONT SUSPENSION
FRONT SHOCK ABSORBERS

Rear Axle and Equipment

DETROIT DA-RS-17.5-2 17,500# R-SERIES
SINGLE REAR AXLE
4.30 REAR AXLE RATIO
IRON REAR AXLE CARRIER WITH STANDARD
AXLE HOUSING
MXL 17T MERITOR EXTENDED LUBE MAIN
DRIVELINE WITH HALF ROUND YOKES
MERITOR 15X8.62 Q+ CAST SPIDER CAM REAR
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

NON-ASBESTOS REAR BRAKE LINING
BRAKE CAMS AND CHAMBERS ON FORWARD
SIDE OF DRIVE AXLE(S) WITH AUXILIARY
SUPPORT BRACKETS
CAST IRON OUTBOARD REAR BRAKE DRUMS
REAR OIL SEALS
WABCO TRISTOP D LONGSTROKE 1-DRIVE
AXLE SPRING PARKING CHAMBERS
MERITOR AUTOMATIC REAR SLACK
ADJUSTERS
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR
AXLE LUBE

Rear Suspension

18,000# 52 INCH VARIABLE RATE MULTI-LEAF
SPRING REAR SUSPENSION WITH RUBBER
HELPER
SPRING SUSPENSION - NO AXLE SPACERS
STANDARD AXLE SEATS IN AXLE CLAMP
GROUP

Brake System

AIR BRAKE PACKAGE
WABCO 4S/4M ABS
REINFORCED NYLON, FABRIC BRAID AND WIRE
BRAID CHASSIS AIR LINES
FIBER BRAID PARKING BRAKE HOSE
STANDARD BRAKE SYSTEM VALVES
STANDARD AIR SYSTEM PRESSURE
PROTECTION SYSTEM
STD U.S. FRONT BRAKE VALVE
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE,
NO REAR PROPORTIONING VALVE
WABCO SYSTEM SAVER HP WITH INTEGRAL
AIR GOVERNOR AND HEATER
AIR DRYER MOUNTED UNDER HOOD
STEEL AIR BRAKE RESERVOIRS
PULL CABLES ON ALL AIR RESERVOIR(S)

Wheelbase & Frame

4350MM (171 INCH) WHEELBASE
9/32X3-7/16X10-1/16 INCH STEEL FRAME
(7.14MMX255.6/0.281X10.06 INCH) 80KSI
1600MM (63 INCH) REAR FRAME OVERHANG

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Description

FRAME OVERHANG RANGE: 61 INCH TO 70 INCH
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 105.71 in
CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 102.71 in
CALC'D FRAME LENGTH - OVERALL : 273.23
CALCULATED FRAME SPACE LH SIDE : 81.81 in
CALCULATED FRAME SPACE RH SIDE : 139.26 in
CALC'D SPACE AVAILABLE FOR DECKPLATE : 105.45 in
SQUARE END OF FRAME
FRONT CLOSING CROSSMEMBER
STANDARD WEIGHT ENGINE CROSSMEMBER
STANDARD CROSSMEMBER BACK OF TRANSMISSION
STANDARD MIDSHIP #1 CROSSMEMBER(S)
STANDARD REARMOST CROSSMEMBER
STANDARD SUSPENSION CROSSMEMBER

Chassis Equipment

THREE-PIECE 14 INCH STEEL CENTER BUMPER WITH FLEXIBLE PLASTIC ENDS
BUMPER MOUNTING FOR SINGLE LICENSE PLATE
FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS
GRADE 8 THREADED HEX HEADED FRAME FASTENERS

Fuel Tanks

28 GALLON/106 LITER SHORT RECTANGULAR ALUMINUM FUEL TANK - LH
RECTANGULAR FUEL TANK(S)
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS
FUEL TANK(S) FORWARD
PLAIN STEP FINISH
FUEL TANK CAP(S)
DETROIT FUEL/WATER SEPARATOR WITH BYPASS
EQUIFLO INBOARD FUEL SYSTEM

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Description

HIGH TEMPERATURE REINFORCED NYLON
FUEL LINE

Tires

MICHELIN X MULTI Z 265/70R19.5 14 PLY RADIAL
FRONT TIRES

MICHELIN X MULTI Z 265/70R19.5 14 PLY RADIAL
REAR TIRES

Hubs

CONMET PRESET PLUS PREMIUM ALUMINUM
FRONT HUBS

CONMET PRESET PLUS PREMIUM IRON REAR
HUBS

Wheels

ACCURIDE 29195 19.5X7.50 10-HUB PILOT 5.96
INSET 5-HAND STEEL DISC FRONT WHEELS

ACCURIDE 29195 19.5X7.50 10-HUB PILOT 5-
HAND STEEL DISC REAR WHEELS

FRONT WHEEL MOUNTING NUTS

REAR WHEEL MOUNTING NUTS

Cab Exterior

106 INCH BBC FLAT ROOF ALUMINUM
CONVENTIONAL CAB

AIR CAB MOUNTING

SAFETY YELLOW INTERIOR GRAB HANDLES

MOLD-IN COLOR GRILLE

MOLD-IN COLOR HOOD MOUNTED AIR INTAKE
GRILLE

FIBERGLASS HOOD

SINGLE ELECTRIC HORN

DOOR LOCKS AND IGNITION SWITCH KEYED
THE SAME

KEY QUANTITY OF 2

REAR LICENSE PLATE MOUNT END OF FRAME

INTEGRAL HEADLIGHT/MARKER ASSEMBLY

LED AERODYNAMIC MARKER LIGHTS

HEADLIGHTS ON WITH WIPERS, NO DAYTIME
RUNNING LIGHTS

INTEGRAL STOP/TAIL/BACKUP LIGHTS

STANDARD FRONT TURN SIGNAL LAMPS

DUAL WEST COAST MOLDED-IN COLOR
HEATED MIRRORS

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Description

DOOR MOUNTED MIRRORS
102 INCH EQUIPMENT WIDTH
LH AND RH 8 INCH MOLDED-IN COLOR CONVEX
MIRRORS MOUNTED UNDER PRIMARY
MIRRORS
STANDARD SIDE/REAR REFLECTORS
63X14 INCH TINTED REAR WINDOW
TINTED DOOR GLASS LH AND RH WITH TINTED
NON-OPERATING WING WINDOWS
MANUAL DOOR WINDOW REGULATORS
1-PIECE SOLAR GREEN GLASS WINDSHIELD
2 GALLON WINDSHIELD WASHER RESERVOIR
WITHOUT FLUID LEVEL INDICATOR, FRAME
MOUNTED

Cab Interior

OPAL GRAY VINYL INTERIOR
MOLDED PLASTIC DOOR PANEL WITHOUT
VINYL INSERT WITH ALUMINUM KICKPLATE
LOWER DOOR
MOLDED PLASTIC DOOR PANEL WITHOUT
VINYL INSERT WITH ALUMINUM KICKPLATE
LOWER DOOR
BLACK MATS WITH SINGLE INSULATION
FORWARD ROOF MOUNTED CONSOLE WITH
UPPER STORAGE COMPARTMENTS WITHOUT
NETTING
IN DASH STORAGE BIN
(2) CUP HOLDERS LH AND RH DASH
GRAY/CHARCOAL FLAT DASH
5 LB. FIRE EXTINGUISHER
HEATER, DEFROSTER AND AIR CONDITIONER
STANDARD HVAC DUCTING
MAIN HVAC CONTROLS WITH RECIRCULATION
SWITCH
STANDARD HEATER PLUMBING WITH BALL
SHUTOFF VALVES AT SUPPLY LINES ONLY
VALEO HEAVY DUTY A/C REFRIGERANT
COMPRESSOR
BINARY CONTROL, R-134A
STANDARD INSULATION
SOLID-STATE CIRCUIT PROTECTION AND
FUSES
12V NEGATIVE GROUND ELECTRICAL SYSTEM

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Description

DOMELIGHT WITH 3-WAY SWITCH ACTIVATED BY LH AND RH DOORS
CAB DOOR LATCHES WITH MANUAL DOOR LOCKS
TRIANGULAR REFLECTORS WITHOUT FLARES
BASIC HIGH BACK AIR SUSPENSION DRIVER SEAT WITH FORE AND AFT ADJUSTMENT
BASIC HIGH BACK NON SUSPENSION PASSENGER SEAT
LH AND RH INTEGRAL DOOR PANEL ARMRESTS
BLACK CORDURA PLUS CLOTH DRIVER SEAT COVER
BLACK CORDURA PLUS CLOTH PASSENGER SEAT COVER
BLACK SEAT BELTS
FIXED STEERING COLUMN
4-SPOKE 18 INCH (450MM) STEERING WHEEL
DRIVER AND PASSENGER INTERIOR SUN VISORS

Instruments & Controls

GRAY DRIVER INSTRUMENT PANEL
GRAY CENTER INSTRUMENT PANEL
BLACK GAUGE BEZELS
LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES
INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS
ELECTRONIC CRUISE CONTROL WITH SWITCHES IN LH SWITCH PANEL
KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY WITH ECM STARTER LOCKOUT
ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED
HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH
2 INCH ELECTRIC FUEL GAUGE
EMISSIONS LIMITED IDLE ADJUST
ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE

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Description

2 INCH TRANSMISSION OIL TEMPERATURE GAUGE

ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY

ELECTRIC ENGINE OIL PRESSURE GAUGE

AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH AND USB AND AUXILIARY INPUTS, J1939

DASH MOUNTED RADIO

(2) RADIO SPEAKERS IN CAB

AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF

ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER

STANDARD VEHICLE SPEED SENSOR

ELECTRONIC 3000 RPM TACHOMETER

VT-HU CONNECTIVITY PLATFORM HARDWARE

5 YEARS DETROIT CONNECT BASE PACKAGE (VIRTUAL TECHNICIAN, DETROIT CONNECT PORTAL ACCESS) FOR VT-HU CONNECTIVITY PLATFORM

IGNITION SWITCH CONTROLLED ENGINE STOP

DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY

SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY PROGRAMMED TO SLOWEST SPEED WITH PARK BRAKE SET

MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH

ONE VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR

SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, WASHER/WIPER AND HAZARD IN HANDLE

INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS

Design

PAINT: ONE SOLID COLOR

Color

CAB COLOR A: L0006EY WHITE ELITE EY
BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT



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Description

POWDER WHITE (N0006EA) FRONT
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
POWDER WHITE (N0006EA) REAR
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
BUMPER PAINT: FP24812 ARGENT SILVER
DUPONT FLEX
STANDARD E COAT/UNDERCOATING

Raw Performance Data

CALCULATED EFFECTIVE BACK OF CAB TO
REAR SUSPENSION C/L (CA) : 102.71 in
CALC'D SPACE AVAILABLE FOR DECKPLATE :
105.45 in

Extended Warranty

EW4: DD8 SINGLE STAGE/DUAL STAGE 5 YEARS/200,000
MILES/322,000 KM FEX APPLIES
TOWING: 5 YEARS/UNLIMITED MILES/KM EXTENDED TOWING
COVERAGE \$550 CAP FEX APPLIES
FREIGHTLINER/WESTERN STAR ROADSIDE ASSISTANCE
PROGRAM: BREAKDOWN SERVICES PROVIDED BY FLEETNET
AMERICA

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E-Mail: edzynko@FOHCT.com

STAHL BODY PACKAGE



180 Roberts Street, East Hartford CT 06108 Tel: (860) 296-7000 • www.ES-CT.com

January 30, 2021

FOH
ATTN: ED ZYNKO

CUSTOM UTILITY BODY

REF: CWPM

WE ARE PLEASED TO QUOTE THE FOLLOWING ONE (1) NEW STAHL CUSTOM BUILT UTILITY BODY WITH LIFTGATE

- Stahl Model MDST134VVD-52.5 Challenger ST II Body, painted black
- 3-Point T-Handle Latches, 6 D-Ring Tie Downs (2,000# cap. each)
- Installed in Load space Floor, 2 Aluminum Grab Handles Installed on Body
- Rear End panels, LED Surface-mounted Bumper/End-Panel Light Kit,
- Bar Locks - push/pull, rear handles installed, Aluminum Tread-Brite Front
- Stone Guards (pair) installed, LED Compartment Strip Light kit w/door
- jamb switches installed in (8) side compartments
- 1,300 lb. electric hydraulic lift gate-direct lift w/bumper steps ends
- ICC Required Lighting
- Mud Flaps
- Fully Installed on Freightliner M2 with 84" CA

FOB: E. Hartford, CT..... \$ 22,150.00

DELIVERY: 120 Days ARO; 30-45 Days AROC

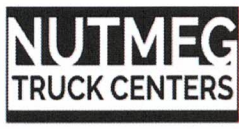
OPTION:

- A. Whelen Mini Liberty Light Bar Installed on Headache Rack & Two (2) Rear Amber LEDES..... \$ 1295.00
- B. Punched Headache Rack Painted Black..... \$ 1200.00
- C. Drawer Package Installed Curbside & Streetside front Vertical (Four (4) 3" & One (1) 5")..... \$ 1350.00



ATTACHMENT D-5

VENDOR ESTIMATE FOR E.A. QUINN LANDSCAPING



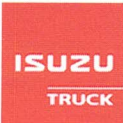
NUTMEG ISUZU TRUCK HARTFORD

Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc.



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NUTMEG ISUZU TRUCK HARTFORD

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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Quote Worksheet

	MSRP
Base Price	\$66,852.00
Destination Charge	\$1,325.00
DEF Fill Charge	\$10.00
Total Options	\$1,176.00
Subtotal	\$69,363.00
Morgan GVSD 16' Aluminum Body w/Ramp	\$12,428.00
Subtotal Additional Equipment	\$12,428.00
Subtotal Miscellaneous Equipment	\$0.00
Pre-Tax Subtotal	\$81,791.00
Less Customer Discount	(\$-15,951.00)
Subtotal Discount	(\$-15,951.00)
Taxable Price	\$65,840.00
Sales Tax	0% \$0.00
Tire Weight Tax	\$7.94
Subtotal Taxes	\$7.94
Subtotal Post-Tax Adjustments	\$0.00
Less Post-tax Customer Discount	\$0.00
Subtotal Discount	\$0.00
Total Sales Price	\$65,847.94

Comments

Pricing shown does not include titling, registration or sales tax.

Dealer Signature/Date

Customer Signature/Date

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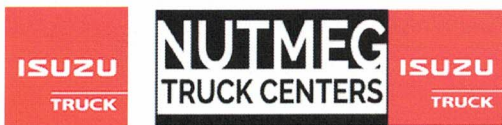
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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

	Code	Description	Weight	MSRP
Model				
	NS4	NQR Crew Cab Chassis 176		\$66,852.00
	54	White, In rail fuel tank with power windows, power door locks and air conditioning		\$0.00
Tires				
	I5H	LRR (low rolling resistance)	0.0 lbs.	Inc.
Engine				
	I1B	4HK1-TC, diesel engine 317 CID (5.19L), 215 HP at 2550 RPM: 452 ft.-lb. gross torque at 1850 RPM. 4 cylinder, 16 valve, four cycle, overhead cam, turbocharged, inter-cooled, water cooled EGR valve, direct injection, electronically controlled common rail fuel system, engine cruise control function. Oil level check switch and light. Engine Warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level.	0.0 lbs.	Inc.
Transmission				
	I1W	Aisin A465id 6-speed automatic transmission, Ratios: 3.742, 2.003, 1.343,	0.0 lbs.	Inc.
Wheelbase				
	IH7	176 inches, includes ladder type channel frame. Full C section straight frame 33.5 inches wide. Yield strength 44,000 psi; section modulus 11.89 in3 RBM 523,160 lb./ft./in. per rail.	0.0 lbs.	Inc.
Air Cleaner				
	KNX	Dry Paper single element. (Donaldson brand) Air cleaner canister standard with air restriction indicator in the driver's Multi-Information Display (MID).	0.0 lbs.	Inc.
Alternator				
	I2C	140 AMP. with integral regulator.	0.0 lbs.	Inc.
Battery				
	IX1	Dual 12-Volt maintenance free group 31 750 CCA batteries with threaded posts	0.0 lbs.	Inc.
Exhaust				
	IX7	Single horizontal with DPF/SCR exhaust system	0.0 lbs.	Inc.
Front Axle				
	ID2	"I"-beam rated at 6,830 lbs. Includes integral hydraulic power steering. Ratio 18.8-20.9:1.	0.0 lbs.	Inc.
Front Suspension				
	ID8	8440 lbs. Capacity semi elliptical tapered leaf spring. Includes shock absorbers and stabilizer bar	0.0 lbs.	Inc.
Front Wheels				
	IB9	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Front Tires				
	XTN/R3M	225/70R19.5F (12 ply) tubeless Radial, all season	0.0 lbs.	Inc.
Rear Suspension				
	ID9	14,550 lbs. capacity. Semi-elliptical main and	0.0 lbs.	Inc.

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NUTMEG ISUZU TRUCK HARTFORD

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EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
Rear Axle			
	auxiliary multi-leaf springs. Includes shock absorbers.		
ID3	Single-speed, 14,550 lb. capacity with oil lubricated rear wheel bearings.	0.0 lbs.	Inc.
Ratio			
098	5.125:1	0.0 lbs.	Inc.
Rear Wheels			
IC1	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Rear Tires			
YTN/S3M	225/70R19.5F (12 ply) tubeless Radial, all season tread.	0.0 lbs.	Inc.
Fuel Tank			
IF9	30 gal. rectangular fuel tank. Mounted between frame rail through the rail fuel fill. Fuel water separator with dash mounted warning light.	0.0 lbs.	Inc.
Seat			
AQB	Driver seat is reclining high back. Two single occupant fold down seats with tray backs.	0.0 lbs.	Inc.
Brakes			
K40	Butterfly valve type exhaust brake	0.0 lbs.	Inc.
IT4	Dual circuit, Hydro-Boost hydraulic brake system with EBD (Electronic Brake Distribution). Mechanical transmission mounted parking brake. Non-asbestos semi metallic linings are standard. Anti-lock brake system	0.0 lbs.	Inc.
Air Conditioning			
C60	Air conditioner	0.0 lbs.	Inc.
Power Windows & Door Locks			
IL0	Yes	0.0 lbs.	Inc.
Floor Mats			
IQ6	Standard Floor Mats	0.0 lbs.	Inc.
Model Option			
54	White, In rail fuel tank with power windows, power door locks and air conditioning	0.0 lbs.	Inc.
Additional Options			
IF6	Fire Extinguisher and Triangle Kit mounted in rear organizer on standard cab and under rear seat on crew cab	19.0 lbs.	\$88.00
IS0	Heated Mirrors	1.0 lbs.	\$104.00
IV9	Seat Covers crew cab	11.0 lbs.	\$520.00
UZF	Back up alarm	1.0 lbs.	\$112.00
I3W	Cold weather package (includes block heater with receptacle and heated fuel filter)	2.0 lbs.	\$312.00
I3Z	Spare keys (2 additional, 4 keys in total)	0.0 lbs.	\$40.00
Accessories			
IX2	Rear body dome lamp switch	0.1 lbs.	Inc.

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NUTMEG ISUZU TRUCK HARTFORD

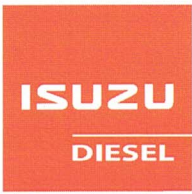
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Selected Model and Options

Code	Description	Weight	MSRP
8RP	AM/FM/CD radio with Aux input/USB port and Bluetooth RPO	0.0 lbs.	Inc.
Totals			
	Base Price		\$66,852.00
	Destination Charge		\$1,325.00
	DEF Fill Charge		\$10.00
	Total Options Price		\$1,176.00
	Tire Weight Tax		\$7.94
	Total		\$69,370.94

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ISUZU **RED TECH™**

4H SERIES

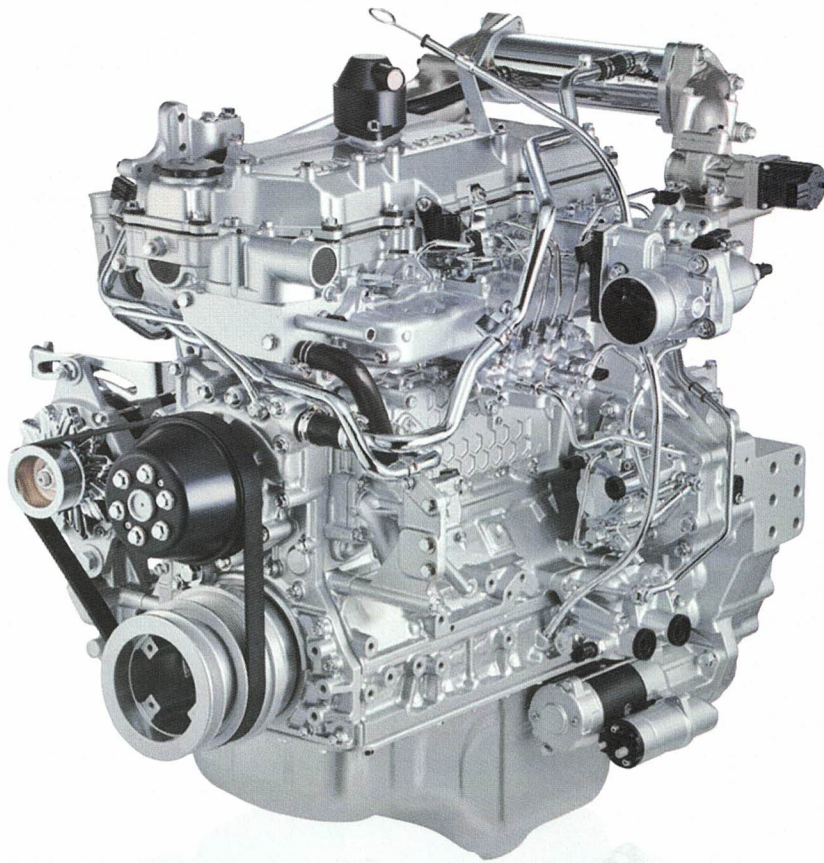
Reliable. Eco-friendly. Durable. Technologically Advanced

Dependable Power

173 HP (129 KW) @ 1800 RPM (constant speed)

188 HP (140 KW) @ 2000 RPM (variable speed)

START YOUR ENGINES (and go)



High technology exhaust after treatment provides the ideal level of applied simplicity and end user **performance to start and go farther.**

Certifications
 U.S. EPA Tier **4**
 EU Stage **IV**

isuzuengines.com



Applications

- Agricultural
- General Industrial
- Marine
- Eco-Friendly
- Automotive
- On Road Heavy Duty

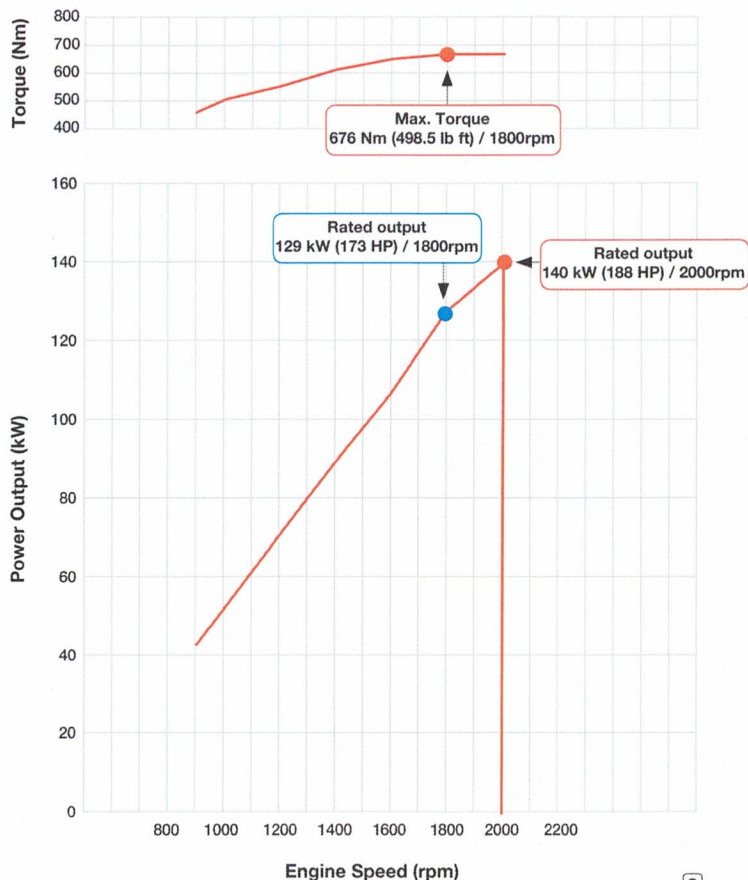
Applications

- AWP
- Water Pump
- Hydraulic Pump
- Refrigeration
- Generator
- Asphalt Paver
- Irrigation



Performance

Engine Performance Curves



Standard

- Emission Control Device, maintenance free
- Flywheel housings: SAE #3
- DOC & SCR
- Other emission-reducing features, including Cooled EGR, Wastegate Turbocharger
- High pressure Common Rail and Direct Injection
- Electric & self-priming fuel lift pump
- Glow plug starting aid
- Dry/replaceable cylinder liners
- 5-year / 5,000-hour warranty
- 500-hour oil drain & service interval

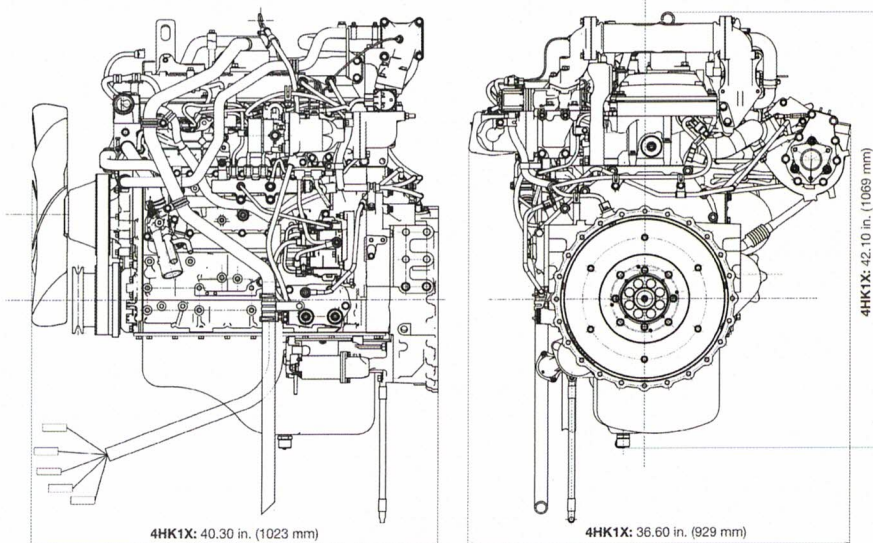
Available Options

- Side or bottom drain oil pan
- SAE B Gear Case PTO
- Cooling packages
- Air cleaners
- Meter board and wire harness
- Engine mounting
- Weather and sound-proofing enclosure
- DEF System

Engine Performance Curves

- 4HK1 – Constant Speed
- 4HK1 – Variable Speed

For additional information, please contact your local distributor or visit isuzuengines.com



Isuzu Motors America, LLC

46401 Commerce Center Drive
Plymouth, Michigan 48170
Phone: 734.582.9470
Fax: 734.455.7581

ILS-4HK1X-019-3

ATTACHMENT D-6

VENDOR ESTIMATE FOR ELATE MOVING



Prepared for Ben Nussbaum at SEA Electric, LLC

Current report content is based on data as of 2020-11-13 07:49:12. Any performance-related calculations are offered solely as guidelines. Actual vehicle performance will depend on your operating conditions. All information, specifications and pricing in this application are based on the latest information available. Isuzu Commercial Truck of America, Inc. reserves the right to discontinue or change, at any time, without prior notice, the pricing, specifications, options, materials, equipment, design and models.

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

A proposal for

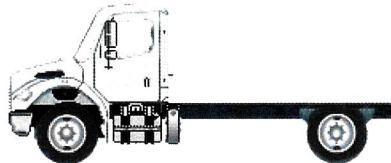


Waste Removal and Recycling Services

Prepared by
FREIGHTLINER OF HARTFORD
Ed Zynko

Nov 02, 2020

Freightliner M2 106



Components shown may not reflect all spec'd options and are not to scale

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

QUOTATION

M2 106 CONVENTIONAL CHASSIS

SET BACK AXLE - TRUCK

DD8 7.7L 6 CYL SINGLE STAGE 260 HP @ 2200 RPM,
2600 GOV RPM, 660 LB-FT @ 1200 RPM
OPTIMIZED TC

ALLISON 1000 RDS AUTOMATIC TRANSMISSION WITH
PARK PAWL WITH PTO PROVISION

DETROIT DA-RS-17.5-2 17,500# R-SERIES SINGLE REAR
AXLE

18,000# 52 INCH VARIABLE RATE MULTI-LEAF SPRING
REAR SUSPENSION WITH RUBBER HELPER

DETROIT DA-F-8.0-3 8,000# FF1 71.5 KPI/3.74 DROP
SINGLE FRONT AXLE

8,000# TAPERLEAF FRONT SUSPENSION

106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL
CAB

4350MM (171 INCH) WHEELBASE

9/32X3-7/16X10-1/16 INCH STEEL FRAME
(7.14MMX255.6/0.281X10.06 INCH) 80KSI

1600MM (63 INCH) REAR FRAME OVERHANG

		TOTAL
VEHICLE PRICE	\$	61,000
EXTENDED WARRANTY pg. 14	\$	3,925
STAHL SERVICE BODY PACKAGE w OPTIONS	\$	25,995
CUSTOMER PRICE BEFORE TAX	\$	90,920

TAXES AND FEES

CT STATE SALES TAX	\$	5,238.43
DEALER CONVEYANCE FEE	\$	499

TRADE-IN

BALANCE DUE	(LOCAL CURRENCY)	\$	96,657.43
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COMMENTS:

APPROVAL:

Please indicate your acceptance of this quotation by signing below:

Customer: X  Date: 2 / 15 / 21.

Daimler Truck Financial

Financing that works for you.

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Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

S P E C I F I C A T I O N P R O P O S A L

Description

Vehicle Configuration

M2 106 CONVENTIONAL CHASSIS
2021 MODEL YEAR SPECIFIED
SET BACK AXLE - TRUCK
STRAIGHT TRUCK PROVISION
LH PRIMARY STEERING LOCATION

General Service

TRUCK CONFIGURATION
DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES)
UTILITY/REPAIR/MAINTENANCE SERVICE
UTILITY BUSINESS SEGMENT
FIXED LOAD COMMODITY
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS
MAXIMUM 8% EXPECTED GRADE
ROUGH, MAINTAINED, CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE
MEDIUM TRUCK WARRANTY
EXPECTED FRONT AXLE(S) LOAD : 8000.0 lbs
EXPECTED REAR DRIVE AXLE(S) LOAD : 21000.0 lbs
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 29000.0 lbs

Truck Service

UTILITY BODY
MORGAN BODY COMPANY
EXPECTED BODY/PAYLOAD CG HEIGHT ABOVE FRAME "XX" INCHES : 32.0 in



Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

Engine

DD8 7.7L 6 CYL SINGLE STAGE 260 HP @ 2200 RPM, 2600 GOV RPM, 660 LB-FT @ 1200 RPM OPTIMIZED TC

Electronic Parameters

78 MPH ROAD SPEED LIMIT
CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT
PTO MODE BRAKE OVERRIDE - SERVICE BRAKE APPLIED OR PARK BRAKE NOT APPLIED
PTO MODE RPM INCREMENT - 25 RPM
FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY
ONE REMOTE PTO SPEED
PTO SPEED 1 SETTING - 900 RPM
NO FLEET SPEC FOR PARAMETERIZATION
ENABLE AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE

Engine Equipment

2016-2019 ONBOARD DIAGNOSTICS/2010 EPA/CARB/FINAL GHG17 CONFIGURATION
2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR)
STANDARD OIL PAN
ENGINE MOUNTED OIL CHECK AND FILL
SIDE OF HOOD AIR INTAKE WITH FIREWALL MOUNTED DONALDSON AIR CLEANER
DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE
(2) DTNA GENUINE, FLOODED STARTING, MIN 2000CCA, 370RC, THREADED STUD BATTERIES
BATTERY BOX FRAME MOUNTED
STANDARD BATTERY JUMPERS
SINGLE BATTERY BOX FRAME MOUNTED LH SIDE UNDER CAB
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN
NON-POLISHED BATTERY BOX COVER
WABCO 20.0 CFM SINGLE CYLINDER AIR COMPRESSOR

Prepared for:
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CWPM LLC
25 Norton Place
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Ed Zynko
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199 ROBERTS STREET
EAST HARTFORD, CT 06108
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Description

STANDARD MECHANICAL AIR COMPRESSOR GOVERNOR
AIR COMPRESSOR DISCHARGE LINE
ELECTRONIC ENGINE INTEGRAL WARNING AND DERATE PROTECTION SYSTEM
RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH HORIZONTAL TAILPIPE
ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD REGENERATION AND DASH MOUNTED REGENERATION REQUEST SWITCH
STANDARD EXHAUST SYSTEM LENGTH
RH STANDARD HORIZONTAL TAILPIPE
6 GALLON DIESEL EXHAUST FLUID TANK
100 PERCENT DIESEL EXHAUST FLUID FILL
LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION
STANDARD DIESEL EXHAUST FLUID PUMP MOUNTING
STANDARD DIESEL EXHAUST FLUID TANK CAP
ELECTRONICALLY CONTROLLED VARIABLE SPEED VISCOUS FAN DRIVE
AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED
DETROIT ENGINE MOUNTED FUEL/WATER SEPARATOR WITH WATER-IN-FUEL SENSOR AND ESOC
FULL FLOW OIL FILTER
700 SQUARE INCH ALUMINUM RADIATOR
ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT
CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES
RADIATOR DRAIN VALVE
LOWER RADIATOR GUARD
PHILLIPS-TEMRO 750 WATT/115 VOLT BLOCK HEATER
BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR
ALUMINUM FLYWHEEL HOUSING

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

DELCO 12V 35MT STARTER WITH INTEGRATED
MAGNETIC SWITCH AND SOLENOID

Transmission

ALLISON 1000 RDS AUTOMATIC TRANSMISSION
WITH PARK PAWL WITH PTO PROVISION

Transmission Equipment

ALLISON VOCATIONAL PACKAGE 354 -
AVAILABLE ON 1000/2000 PRODUCT FAMILIES
WITH VOCATIONAL MODELS RDS, EVS, HS, MH,
PTS AND SPS

ALLISON VOCATIONAL RATING FOR ON/OFF
HIGHWAY APPLICATIONS AVAILABLE WITH ALL
PRODUCT FAMILIES

PRIMARY MODE GEARS, 6 FORWARD GEARS
WITH MANUAL SELECTION FOR 3, 2 AND 1,
AVAILABLE FOR 1000/2000 PRODUCT FAMILIES
ONLY

PRIMARY SHIFT SCHEDULE RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

SECONDARY SHIFT SCHEDULE
RECOMMENDED BY DTNA AND ALLISON, THIS
DEFINED BY ENGINE AND VOCATIONAL USAGE

PRIMARY SHIFT SPEED RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

SECONDARY SHIFT SPEED RECOMMENDED BY
DTNA AND ALLISON, THIS DEFINED BY ENGINE
AND VOCATIONAL USAGE

ENGINE BRAKE RANGE PRESELECT
RECOMMENDED BY DTNA AND ALLISON, THIS
DEFINED BY ENGINE AND VOCATIONAL USAGE

ENGINE BRAKE RANGE ALTERNATE
PRESELECT RECOMMENDED BY DTNA AND
ALLISON, THIS DEFINED BY ENGINE AND
VOCATIONAL USAGE

FUEL SENSE 2.0 DISABLED - PERFORMANCE -
TABLE BASED

DRIVER SWITCH INPUT - DEFAULT - NO
SWITCHES

MAGNETIC PLUGS, ENGINE DRAIN,
TRANSMISSION DRAIN, AXLE(S) FILL AND
DRAIN

DASH MOUNTED T-HANDLE CABLE SHIFT
CONTROL WITH PARK POSITION FOR INTERNAL
PARK PAWL

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

TRANSMISSION PROGNOSTICS - DISABLED
(N/A) 2013, FOR USE IN 1000/2000 ONLY
WATER TO OIL TRANSMISSION COOLER, IN
RADIATOR END TANK
TRANSMISSION OIL CHECK AND FILL
SYNTHETIC TRANSMISSION FLUID (TES-295
COMPLIANT)

Front Axle and Equipment

DETROIT DA-F-8.0-3 8,000# FF1 71.5 KPI/3.74
DROP SINGLE FRONT AXLE
MERITOR 15X5 Q+ CAST SPIDER CAM FRONT
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES
NON-ASBESTOS FRONT BRAKE LINING
CONMET CAST IRON FRONT BRAKE DRUMS
FRONT OIL SEALS
VENTED FRONT HUB CAPS WITH WINDOW,
CENTER AND SIDE PLUGS - OIL
STANDARD SPINDLE NUTS FOR ALL AXLES
MERITOR AUTOMATIC FRONT SLACK
ADJUSTERS
TRW THP-60 POWER STEERING
POWER STEERING PUMP
2 QUART SEE THROUGH POWER STEERING
RESERVOIR
MINERAL SAE 80/90 FRONT AXLE LUBE

Front Suspension

8,000# TAPERLEAF FRONT SUSPENSION
MAINTENANCE FREE RUBBER BUSHINGS -
FRONT SUSPENSION
FRONT SHOCK ABSORBERS

Rear Axle and Equipment

DETROIT DA-RS-17.5-2 17,500# R-SERIES
SINGLE REAR AXLE
4.30 REAR AXLE RATIO
IRON REAR AXLE CARRIER WITH STANDARD
AXLE HOUSING
MXL 17T MERITOR EXTENDED LUBE MAIN
DRIVELINE WITH HALF ROUND YOKES
MERITOR 15X8.62 Q+ CAST SPIDER CAM REAR
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES



Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

NON-ASBESTOS REAR BRAKE LINING
BRAKE CAMS AND CHAMBERS ON FORWARD
SIDE OF DRIVE AXLE(S) WITH AUXILIARY
SUPPORT BRACKETS
CAST IRON OUTBOARD REAR BRAKE DRUMS
REAR OIL SEALS
WABCO TRISTOP D LONGSTROKE 1-DRIVE
AXLE SPRING PARKING CHAMBERS
MERITOR AUTOMATIC REAR SLACK
ADJUSTERS
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR
AXLE LUBE

Rear Suspension

18,000# 52 INCH VARIABLE RATE MULTI-LEAF
SPRING REAR SUSPENSION WITH RUBBER
HELPER
SPRING SUSPENSION - NO AXLE SPACERS
STANDARD AXLE SEATS IN AXLE CLAMP
GROUP

Brake System

AIR BRAKE PACKAGE
WABCO 4S/4M ABS
REINFORCED NYLON, FABRIC BRAID AND WIRE
BRAID CHASSIS AIR LINES
FIBER BRAID PARKING BRAKE HOSE
STANDARD BRAKE SYSTEM VALVES
STANDARD AIR SYSTEM PRESSURE
PROTECTION SYSTEM
STD U.S. FRONT BRAKE VALVE
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE,
NO REAR PROPORTIONING VALVE
WABCO SYSTEM SAVER HP WITH INTEGRAL
AIR GOVERNOR AND HEATER
AIR DRYER MOUNTED UNDER HOOD
STEEL AIR BRAKE RESERVOIRS
PULL CABLES ON ALL AIR RESERVOIR(S)

Wheelbase & Frame

4350MM (171 INCH) WHEELBASE
9/32X3-7/16X10-1/16 INCH STEEL FRAME
(7.14MMX255.6/0.281X10.06 INCH) 80KSI
1600MM (63 INCH) REAR FRAME OVERHANG

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
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Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
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E-Mail: edzynko@FOHCT.com

Description

FRAME OVERHANG RANGE: 61 INCH TO 70 INCH
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 105.71 in
CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 102.71 in
CALC'D FRAME LENGTH - OVERALL : 273.23
CALCULATED FRAME SPACE LH SIDE : 81.81 in
CALCULATED FRAME SPACE RH SIDE : 139.26 in
CALC'D SPACE AVAILABLE FOR DECKPLATE : 105.45 in
SQUARE END OF FRAME
FRONT CLOSING CROSSMEMBER
STANDARD WEIGHT ENGINE CROSSMEMBER
STANDARD CROSSMEMBER BACK OF TRANSMISSION
STANDARD MIDSHIP #1 CROSSMEMBER(S)
STANDARD REARMOST CROSSMEMBER
STANDARD SUSPENSION CROSSMEMBER

Chassis Equipment

THREE-PIECE 14 INCH STEEL CENTER BUMPER WITH FLEXIBLE PLASTIC ENDS
BUMPER MOUNTING FOR SINGLE LICENSE PLATE
FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS
GRADE 8 THREADED HEX HEADED FRAME FASTENERS

Fuel Tanks

28 GALLON/106 LITER SHORT RECTANGULAR ALUMINUM FUEL TANK - LH
RECTANGULAR FUEL TANK(S)
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS
FUEL TANK(S) FORWARD
PLAIN STEP FINISH
FUEL TANK CAP(S)
DETROIT FUEL/WATER SEPARATOR WITH BYPASS
EQUIFLO INBOARD FUEL SYSTEM

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

HIGH TEMPERATURE REINFORCED NYLON
FUEL LINE

Tires

MICHELIN X MULTI Z 265/70R19.5 14 PLY RADIAL
FRONT TIRES

MICHELIN X MULTI Z 265/70R19.5 14 PLY RADIAL
REAR TIRES

Hubs

CONMET PRESET PLUS PREMIUM ALUMINUM
FRONT HUBS

CONMET PRESET PLUS PREMIUM IRON REAR
HUBS

Wheels

ACCURIDE 29195 19.5X7.50 10-HUB PILOT 5.96
INSET 5-HAND STEEL DISC FRONT WHEELS

ACCURIDE 29195 19.5X7.50 10-HUB PILOT 5-
HAND STEEL DISC REAR WHEELS

FRONT WHEEL MOUNTING NUTS

REAR WHEEL MOUNTING NUTS

Cab Exterior

106 INCH BBC FLAT ROOF ALUMINUM
CONVENTIONAL CAB

AIR CAB MOUNTING

SAFETY YELLOW INTERIOR GRAB HANDLES

MOLD-IN COLOR GRILLE

MOLD-IN COLOR HOOD MOUNTED AIR INTAKE
GRILLE

FIBERGLASS HOOD

SINGLE ELECTRIC HORN

DOOR LOCKS AND IGNITION SWITCH KEYED
THE SAME

KEY QUANTITY OF 2

REAR LICENSE PLATE MOUNT END OF FRAME

INTEGRAL HEADLIGHT/MARKER ASSEMBLY

LED AERODYNAMIC MARKER LIGHTS

HEADLIGHTS ON WITH WIPERS, NO DAYTIME
RUNNING LIGHTS

INTEGRAL STOP/TAIL/BACKUP LIGHTS

STANDARD FRONT TURN SIGNAL LAMPS

DUAL WEST COAST MOLDED-IN COLOR
HEATED MIRRORS

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

DOOR MOUNTED MIRRORS
102 INCH EQUIPMENT WIDTH
LH AND RH 8 INCH MOLDED-IN COLOR CONVEX
MIRRORS MOUNTED UNDER PRIMARY
MIRRORS
STANDARD SIDE/REAR REFLECTORS
63X14 INCH TINTED REAR WINDOW
TINTED DOOR GLASS LH AND RH WITH TINTED
NON-OPERATING WING WINDOWS
MANUAL DOOR WINDOW REGULATORS
1-PIECE SOLAR GREEN GLASS WINDSHIELD
2 GALLON WINDSHIELD WASHER RESERVOIR
WITHOUT FLUID LEVEL INDICATOR, FRAME
MOUNTED

Cab Interior

OPAL GRAY VINYL INTERIOR
MOLDED PLASTIC DOOR PANEL WITHOUT
VINYL INSERT WITH ALUMINUM KICKPLATE
LOWER DOOR
MOLDED PLASTIC DOOR PANEL WITHOUT
VINYL INSERT WITH ALUMINUM KICKPLATE
LOWER DOOR
BLACK MATS WITH SINGLE INSULATION
FORWARD ROOF MOUNTED CONSOLE WITH
UPPER STORAGE COMPARTMENTS WITHOUT
NETTING
IN DASH STORAGE BIN
(2) CUP HOLDERS LH AND RH DASH
GRAY/CHARCOAL FLAT DASH
5 LB. FIRE EXTINGUISHER
HEATER, DEFROSTER AND AIR CONDITIONER
STANDARD HVAC DUCTING
MAIN HVAC CONTROLS WITH RECIRCULATION
SWITCH
STANDARD HEATER PLUMBING WITH BALL
SHUTOFF VALVES AT SUPPLY LINES ONLY
VALEO HEAVY DUTY A/C REFRIGERANT
COMPRESSOR
BINARY CONTROL, R-134A
STANDARD INSULATION
SOLID-STATE CIRCUIT PROTECTION AND
FUSES
12V NEGATIVE GROUND ELECTRICAL SYSTEM

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

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Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

Description

DOME LIGHT WITH 3-WAY SWITCH ACTIVATED BY LH AND RH DOORS
CAB DOOR LATCHES WITH MANUAL DOOR LOCKS
TRIANGULAR REFLECTORS WITHOUT FLARES
BASIC HIGH BACK AIR SUSPENSION DRIVER SEAT WITH FORE AND AFT ADJUSTMENT
BASIC HIGH BACK NON SUSPENSION PASSENGER SEAT
LH AND RH INTEGRAL DOOR PANEL ARMRESTS
BLACK CORDURA PLUS CLOTH DRIVER SEAT COVER
BLACK CORDURA PLUS CLOTH PASSENGER SEAT COVER
BLACK SEAT BELTS
FIXED STEERING COLUMN
4-SPOKE 18 INCH (450MM) STEERING WHEEL
DRIVER AND PASSENGER INTERIOR SUN VISORS

Instruments & Controls

GRAY DRIVER INSTRUMENT PANEL
GRAY CENTER INSTRUMENT PANEL
BLACK GAUGE BEZELS
LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES
INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS
ELECTRONIC CRUISE CONTROL WITH SWITCHES IN LH SWITCH PANEL
KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY WITH ECM STARTER LOCKOUT
ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED
HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH
2 INCH ELECTRIC FUEL GAUGE
EMISSIONS LIMITED IDLE ADJUST
ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE

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Description

2 INCH TRANSMISSION OIL TEMPERATURE GAUGE

ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY

ELECTRIC ENGINE OIL PRESSURE GAUGE

AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH AND USB AND AUXILIARY INPUTS, J1939

DASH MOUNTED RADIO

(2) RADIO SPEAKERS IN CAB

AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF

ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER

STANDARD VEHICLE SPEED SENSOR

ELECTRONIC 3000 RPM TACHOMETER

VT-HU CONNECTIVITY PLATFORM HARDWARE

5 YEARS DETROIT CONNECT BASE PACKAGE (VIRTUAL TECHNICIAN, DETROIT CONNECT PORTAL ACCESS) FOR VT-HU CONNECTIVITY PLATFORM

IGNITION SWITCH CONTROLLED ENGINE STOP

DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY

SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY PROGRAMMED TO SLOWEST SPEED WITH PARK BRAKE SET

MARKER LIGHT SWITCH INTEGRAL WITH HEADLIGHT SWITCH

ONE VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR

SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, WASHER/WIPER AND HAZARD IN HANDLE

INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH HAZARD LAMPS OVERRIDING STOP LAMPS

Design

PAINT: ONE SOLID COLOR

Color

CAB COLOR A: L0006EY WHITE ELITE EY
BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT



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Ed Zynko
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Description

POWDER WHITE (N0006EA) FRONT
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
POWDER WHITE (N0006EA) REAR
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
BUMPER PAINT: FP24812 ARGENT SILVER
DUPONT FLEX
STANDARD E COAT/UNDERCOATING

Raw Performance Data

CALCULATED EFFECTIVE BACK OF CAB TO
REAR SUSPENSION C/L (CA) : 102.71 in
CALC'D SPACE AVAILABLE FOR DECKPLATE :
105.45 in

Extended Warranty

EW4: DD8 SINGLE STAGE/DUAL STAGE 5 YEARS/200,000
MILES/322,000 KM FEX APPLIES
TOWING: 5 YEARS/UNLIMITED MILES/KM EXTENDED TOWING
COVERAGE \$550 CAP FEX APPLIES
FREIGHTLINER/WESTERN STAR ROADSIDE ASSISTANCE
PROGRAM: BREAKDOWN SERVICES PROVIDED BY FLEETNET
AMERICA

Prepared for:
James Burke
CWPM LLC
25 Norton Place
Plainville, CT 06062
Phone: 888 966-2946

Prepared by:
Ed Zynko
FREIGHTLINER OF HARTFORD
199 ROBERTS STREET
EAST HARTFORD, CT 06108
Phone: 203 507-9886
E-Mail: edzynko@FOHCT.com

STAHL BODY PACKAGE



180 Roberts Street, East Hartford CT 06108 Tel: (860) 296-7000 • www.ES-CT.com

January 30, 2021

FOH
ATTN: ED ZYNKO

CUSTOM UTILITY BODY

REF: CWPM

WE ARE PLEASED TO QUOTE THE FOLLOWING ONE (1) NEW STAHL CUSTOM BUILT UTILITY BODY WITH LIFTGATE

- Stahl Model MDST134VVD-52.5 Challenger ST II Body, painted black
- 3-Point T-Handle Latches, 6 D-Ring Tie Downs (2,000# cap. each)
- Installed in Load space Floor, 2 Aluminum Grab Handles Installed on Body
- Rear End panels, LED Surface-mounted Bumper/End-Panel Light Kit,
- Bar Locks - push/pull, rear handles installed, Aluminum Tread-Brite Front
- Stone Guards (pair) installed, LED Compartment Strip Light kit w/door
- jamb switches installed in (8) side compartments
- 1,300 lb. electric hydraulic lift gate-direct lift w/bumper steps ends
- ICC Required Lighting
- Mud Flaps
- Fully Installed on Freightliner M2 with 84" CA

FOB: E. Hartford, CT..... \$ 22,150.00

DELIVERY: 120 Days ARO; 30-45 Days AROC

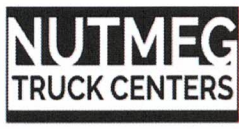
OPTION:

- A. Whelen Mini Liberty Light Bar Installed on Headache Rack & Two (2) Rear Amber LEDES..... \$ 1295.00
- B. Punched Headache Rack Painted Black..... \$ 1200.00
- C. Drawer Package Installed Curbside & Streetside front Vertical (Four (4) 3" & One (1) 5")..... \$ 1350.00



ATTACHMENT D-5

VENDOR ESTIMATE FOR E.A. QUINN LANDSCAPING



NUTMEG ISUZU TRUCK HARTFORD

Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc.



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NUTMEG ISUZU TRUCK HARTFORD

Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Quote Worksheet

	MSRP
Base Price	\$66,852.00
Destination Charge	\$1,325.00
DEF Fill Charge	\$10.00
Total Options	\$1,176.00
Subtotal	\$69,363.00
Morgan GVSD 16' Aluminum Body w/Ramp	\$12,428.00
Subtotal Additional Equipment	\$12,428.00
Subtotal Miscellaneous Equipment	\$0.00
Pre-Tax Subtotal	\$81,791.00
Less Customer Discount	(\$-15,951.00)
Subtotal Discount	(\$-15,951.00)
Taxable Price	\$65,840.00
Sales Tax	0% \$0.00
Tire Weight Tax	\$7.94
Subtotal Taxes	\$7.94
Subtotal Post-Tax Adjustments	\$0.00
Less Post-tax Customer Discount	\$0.00
Subtotal Discount	\$0.00
Total Sales Price	\$65,847.94

Comments

Pricing shown does not include titling, registration or sales tax.

Dealer Signature/Date

Customer Signature/Date

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NUTMEG ISUZU TRUCK HARTFORD

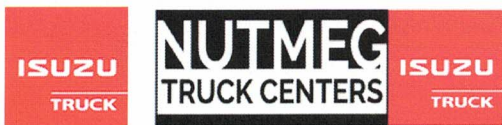
Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

	Code	Description	Weight	MSRP
Model				
	NS4	NQR Crew Cab Chassis 176		\$66,852.00
	54	White, In rail fuel tank with power windows, power door locks and air conditioning		\$0.00
Tires				
	I5H	LRR (low rolling resistance)	0.0 lbs.	Inc.
Engine				
	I1B	4HK1-TC, diesel engine 317 CID (5.19L), 215 HP at 2550 RPM: 452 ft.-lb. gross torque at 1850 RPM. 4 cylinder, 16 valve, four cycle, overhead cam, turbocharged, inter-cooled, water cooled EGR valve, direct injection, electronically controlled common rail fuel system, engine cruise control function. Oil level check switch and light. Engine Warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level.	0.0 lbs.	Inc.
Transmission				
	I1W	Aisin A465id 6-speed automatic transmission, Ratios: 3.742, 2.003, 1.343,	0.0 lbs.	Inc.
Wheelbase				
	IH7	176 inches, includes ladder type channel frame. Full C section straight frame 33.5 inches wide. Yield strength 44,000 psi; section modulus 11.89 in3 RBM 523,160 lb./ft./in. per rail.	0.0 lbs.	Inc.
Air Cleaner				
	KNX	Dry Paper single element. (Donaldson brand) Air cleaner canister standard with air restriction indicator in the driver's Multi-Information Display (MID).	0.0 lbs.	Inc.
Alternator				
	I2C	140 AMP. with integral regulator.	0.0 lbs.	Inc.
Battery				
	IX1	Dual 12-Volt maintenance free group 31 750 CCA batteries with threaded posts	0.0 lbs.	Inc.
Exhaust				
	IX7	Single horizontal with DPF/SCR exhaust system	0.0 lbs.	Inc.
Front Axle				
	ID2	"I"-beam rated at 6,830 lbs. Includes integral hydraulic power steering. Ratio 18.8-20.9:1.	0.0 lbs.	Inc.
Front Suspension				
	ID8	8440 lbs. Capacity semi elliptical tapered leaf spring. Includes shock absorbers and stabilizer bar	0.0 lbs.	Inc.
Front Wheels				
	IB9	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Front Tires				
	XTN/R3M	225/70R19.5F (12 ply) tubeless Radial, all season	0.0 lbs.	Inc.
Rear Suspension				
	ID9	14,550 lbs. capacity. Semi-elliptical main and	0.0 lbs.	Inc.

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NUTMEG ISUZU TRUCK HARTFORD

Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
Rear Axle			
	auxiliary multi-leaf springs. Includes shock absorbers.		
ID3	Single-speed, 14,550 lb. capacity with oil lubricated rear wheel bearings.	0.0 lbs.	Inc.
Ratio			
098	5.125:1	0.0 lbs.	Inc.
Rear Wheels			
IC1	19.5" x 6", 6-hole disc, painted white	0.0 lbs.	Inc.
Rear Tires			
YTN/S3M	225/70R19.5F (12 ply) tubeless Radial, all season tread.	0.0 lbs.	Inc.
Fuel Tank			
IF9	30 gal. rectangular fuel tank. Mounted between frame rail through the rail fuel fill. Fuel water separator with dash mounted warning light.	0.0 lbs.	Inc.
Seat			
AQB	Driver seat is reclining high back. Two single occupant fold down seats with tray backs.	0.0 lbs.	Inc.
Brakes			
K40	Butterfly valve type exhaust brake	0.0 lbs.	Inc.
IT4	Dual circuit, Hydro-Boost hydraulic brake system with EBD (Electronic Brake Distribution). Mechanical transmission mounted parking brake. Non-asbestos semi metallic linings are standard. Anti-lock brake system	0.0 lbs.	Inc.
Air Conditioning			
C60	Air conditioner	0.0 lbs.	Inc.
Power Windows & Door Locks			
IL0	Yes	0.0 lbs.	Inc.
Floor Mats			
IQ6	Standard Floor Mats	0.0 lbs.	Inc.
Model Option			
54	White, In rail fuel tank with power windows, power door locks and air conditioning	0.0 lbs.	Inc.
Additional Options			
IF6	Fire Extinguisher and Triangle Kit mounted in rear organizer on standard cab and under rear seat on crew cab	19.0 lbs.	\$88.00
IS0	Heated Mirrors	1.0 lbs.	\$104.00
IV9	Seat Covers crew cab	11.0 lbs.	\$520.00
UZF	Back up alarm	1.0 lbs.	\$112.00
I3W	Cold weather package (includes block heater with receptacle and heated fuel filter)	2.0 lbs.	\$312.00
I3Z	Spare keys (2 additional, 4 keys in total)	0.0 lbs.	\$40.00
Accessories			
IX2	Rear body dome lamp switch	0.1 lbs.	Inc.

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NUTMEG ISUZU TRUCK HARTFORD

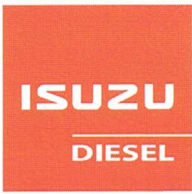
Brad Smith | 860-573-4423 | bsmith@nutmegtrucks.com

EA Quinn Landscape Contracting, Inc. (2022 NQR Crew Cab Chassis, NS4 176", 17,950 GVWR. White, In rail fuel tank with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
8RP	AM/FM/CD radio with Aux input/USB port and Bluetooth RPO	0.0 lbs.	Inc.
Totals			
	Base Price		\$66,852.00
	Destination Charge		\$1,325.00
	DEF Fill Charge		\$10.00
	Total Options Price		\$1,176.00
	Tire Weight Tax		\$7.94
	Total		\$69,370.94

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ISUZU **RED TECH™**

4H SERIES

Reliable. Eco-friendly. Durable. Technologically Advanced

Dependable Power

173 HP (129 KW) @ 1800 RPM (constant speed)

188 HP (140 KW) @ 2000 RPM (variable speed)

START YOUR ENGINES (and go)



High technology exhaust after treatment provides the ideal level of applied simplicity and end user **performance to start and go farther.**

Certifications
 U.S. EPA Tier **4**
 EU Stage **IV**

isuzuengines.com



Applications

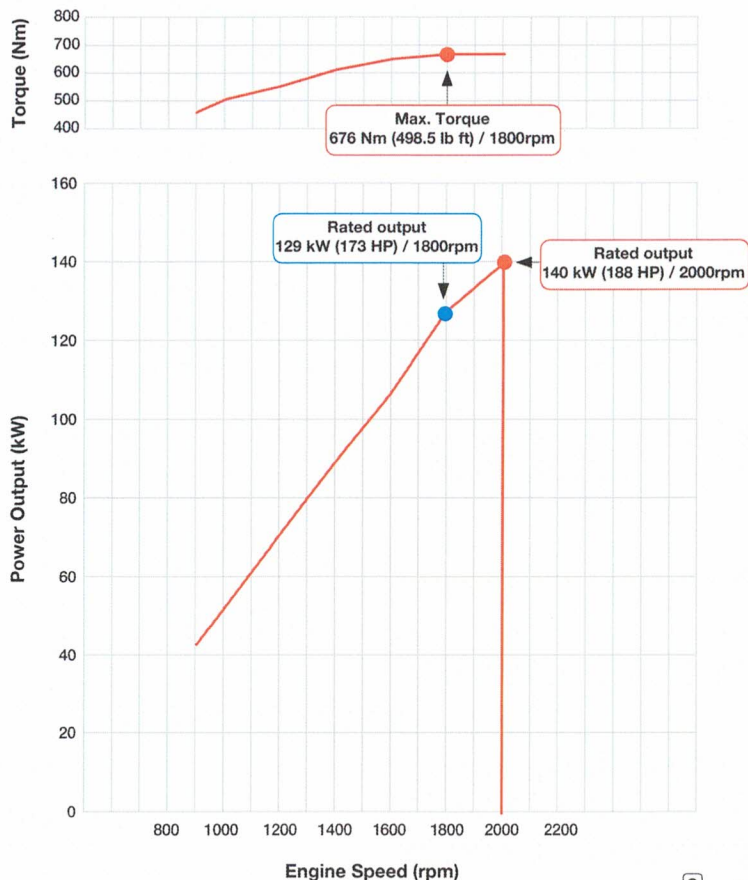
- Agricultural
- General Industrial
- Marine
- Eco-Friendly
- Automotive
- On Road Heavy Duty

AWP
 Water Pump
 Hydraulic Pump
 Refrigeration
 Generator
 Asphalt Paver
 Irrigation



Performance

Engine Performance Curves



Standard

- Emission Control Device, maintenance free
- Flywheel housings: SAE #3
- DOC & SCR
- Other emission-reducing features, including Cooled EGR, Wastegate Turbocharger
- High pressure Common Rail and Direct Injection
- Electric & self-priming fuel lift pump
- Glow plug starting aid
- Dry/replaceable cylinder liners
- 5-year / 5,000-hour warranty
- 500-hour oil drain & service interval

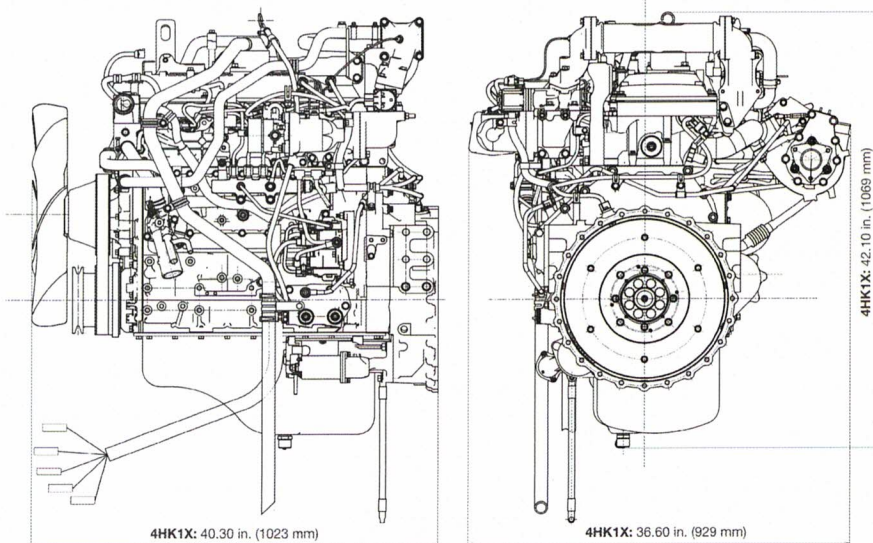
Available Options

- Side or bottom drain oil pan
- SAE B Gear Case PTO
- Cooling packages
- Air cleaners
- Meter board and wire harness
- Engine mounting
- Weather and sound-proofing enclosure
- DEF System

Engine Performance Curves

- 4HK1 – Constant Speed
- 4HK1 – Variable Speed

For additional information, please contact your local distributor or visit isuzuengines.com



Isuzu Motors America, LLC

46401 Commerce Center Drive
Plymouth, Michigan 48170
Phone: 734.582.9470
Fax: 734.455.7581

ILS-4HK1X-019-3

ISUZU
DIESEL

isuzuengines.com

ATTACHMENT D-6

VENDOR ESTIMATE FOR ELATE MOVING



Prepared for Ben Nussbaum at SEA Electric, LLC

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Prepared for Ben Nussbaum at SEA Electric, LLC

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2020 FTR (2020 FTR, MT5 212", 25,950 GVWR. White, standard model specifications with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
Model			
MT5	FTR 212		\$83,600.00
54	White, standard model specifications with power windows, power door locks and air conditioning		\$0.00
Vehicle Application			
RQ2	Truck Application	0.0 lbs.	Inc.
Emissions			
YF5	California Emissions	0.0 lbs.	Inc.
EPA	Federal	0.0 lbs.	Inc.
Tires			
I5H	LRR (low rolling resistance)	0.0 lbs.	Inc.
R3C	Premium highway tread	0.0 lbs.	Inc.
S3D	Premium highway traction	0.0 lbs.	Inc.
5S8	11R22.5 G	0.0 lbs.	Inc.
Engine			
RJS	Isuzu 4HK1-TC, 4 cylinder 317 CID (5.2L), 215 HP at 2500 RPM, 520 ft.-lb gross torque at 1600 rpm. 16 valve, four cycle, overhead cam, turbocharged, inter-cooled, water cooled EGR valve, direct injection, electronically controlled common rail fuel system, engine cruise control function. Oil level check switch and light. Engine warning system with audible warning for low oil pressure, high coolant temperature, and low coolant level.	0.0 lbs.	Inc.
K30	Cruise control	0.0 lbs.	Inc.
Transmission			
Y6E	Allison RDS 2550 / 6 speed trans w/ PTO gear	0.0 lbs.	Inc.
Wheelbase			
54W	212" Wheelbase	0.0 lbs.	Inc.
Air Cleaner			
WG8	Dry paper single element. (Donaldson)	0.0 lbs.	Inc.
Q4A	Air restriction indicator in MID	0.0 lbs.	Inc.
Alternator			
I2C	140 AMP. with integral regulator.	0.0 lbs.	Inc.
Battery			
IX1	Dual 12-Volt maintenance free group 31 750 CCA batteries with threaded posts	0.0 lbs.	Inc.
Exhaust			
IX7	Single horizontal with DPF/SCR exhaust system	0.0 lbs.	Inc.
72E	Cooler	0.0 lbs.	Inc.
NPE	Electronic exhaust restriction	0.0 lbs.	Inc.
Front Axle			
40C	Dana E1254-W 12,000 lbs. capacity	0.0 lbs.	Inc.
Rear Axle			
40M	Dana 19060S single-speed axle, 19,000 lbs. capacity	0.0 lbs.	Inc.

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2020 FTR (2020 FTR, MT5 212", 25,950 GVWR. White, standard model specifications with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
M20	Dana S19-140 single-speed axle, 19,000 lbs. capacity	0.0 lbs.	Inc.
Ratio			
W0R	6.167	0.0 lbs.	Inc.
Fuel Tank			
70A	Left hand rail	0.0 lbs.	Inc.
Seat			
A56	Level air suspension seat with RH armrest driver seat	0.0 lbs.	Inc.
24C	Rigid mount passenger seat	0.0 lbs.	Inc.
25J	Tray top with tilt up back center seat	0.0 lbs.	Inc.
Brakes			
NF8	Butterfly valve type, air controlled	0.0 lbs.	Inc.
Z06	Full air dual circuit, s-cam, drum	0.0 lbs.	Inc.
JE5	Brake system power antilock	0.0 lbs.	Inc.
PS7	Heated air dryer	0.0 lbs.	Inc.
B3A	In wheel air brake parking brake	0.0 lbs.	Inc.
BCU	Automatic slack adjusters	0.0 lbs.	Inc.
Air Conditioning			
C60	Air conditioner	0.0 lbs.	Inc.
Power Windows & Door Locks			
IL0	Yes	0.0 lbs.	Inc.
Model Option			
54	White, standard model specifications with power windows, power door locks and air conditioning	0.0 lbs.	Inc.
Additional Options			
I5L	Locking DEF cap (all keyed alike on multiple chassis ordered together)	0.3 lbs.	\$80.00
I3Q	96" wide heated remote mirrors (heated flat & convex, remote flat only)	2.0 lbs.	\$216.00
I8P	Fire extinguisher (5 lbs) and triangle kit	27.0 lbs.	\$192.00
V22	Chrome grille	1.0 lbs.	\$688.00
I3Z	Spare keys (2 additional, 4 keys in total)	0.0 lbs.	\$40.00
Wipers			
C13	2 speed & adjustable intermittent wet arm washer blades	0.0 lbs.	Inc.
Gauges			
7NY	Multi information display (MID)	0.0 lbs.	Inc.
UD7	Tachometer	0.0 lbs.	Inc.
Lights			
TT5	Halogen headlights	0.0 lbs.	Inc.
81E	Turn signal lamp - front	0.0 lbs.	Inc.
T87	Cornering lamp	0.0 lbs.	Inc.
TEL	Side turn signal lamp	0.0 lbs.	Inc.
U01	Five roof marker lamp	0.0 lbs.	Inc.
81Y	Interior courtesy light	0.0 lbs.	Inc.

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2020 FTR (2020 FTR, MT5 212", 25,950 GVWR. White, standard model specifications with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
6SD	Seat belt warning light and chime	0.0 lbs.	Inc.
Exterior Steering			
N40	Power steering Saginaw st	0.0 lbs.	Inc.
Interior Steering			
N33	Steering column tilt type	0.0 lbs.	Inc.
Interior Storage			
EDG	Overhead shelf with doors on driver and passenger sides	0.0 lbs.	Inc.
JDN	Glove box	0.0 lbs.	Inc.
7KZ	Cup holder in dash	0.0 lbs.	Inc.
7XS	Cup holder in center console, large size	0.0 lbs.	Inc.
Interior Trim			
7FL	Cloth seats	0.0 lbs.	Inc.
WM3	Full trim, medium charcoal gray	0.0 lbs.	Inc.
D20	Sun visor driver and passenger	0.0 lbs.	Inc.
6WX	Vinyl floor cover	0.0 lbs.	Inc.
IQ6	Floor mats	0.0 lbs.	Inc.
Mirrors			
DJ6	Black mirror head with black stays	0.0 lbs.	Inc.
TLR	Cross mirror, passenger side	0.0 lbs.	Inc.
Glass			
8LF	Rear window	0.0 lbs.	Inc.
A02	Windshield bonded, laminated, and tinted with upper shade band	0.0 lbs.	Inc.
Doors			
6QL	90 degree door opening, side impact door beams	0.0 lbs.	Inc.
E29	2 step cab entry	0.0 lbs.	Inc.
CAB			
CAB	High rigidity single low cab forward (LCF) with 81.5 inch BBC	0.0 lbs.	Inc.
W71	Rigid mount	0.0 lbs.	Inc.
11A	Cab color fenders	0.0 lbs.	Inc.
TL4	Tilt up access panel grille	0.0 lbs.	Inc.
729	Arc white color	0.0 lbs.	Inc.
Front Bumper			
VB5	Painted white	0.0 lbs.	Inc.
Frame			
7KJ	Straight frame, 80,000 PSI, 33.5 wide	0.0 lbs.	Inc.
6FT	Two front tow hooks	0.0 lbs.	Inc.
848	Black color	0.0 lbs.	Inc.
Wheels			
FJZ	22.5" x 8.25"	0.0 lbs.	Inc.
W20	Arc white color	0.0 lbs.	Inc.
Rear Springs			
34L	21,000 lbs. capacity	0.0 lbs.	Inc.

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GABRIELLI ISUZU TRUCK

Richard Mocarski | 203-877-3281 | rmocarski@gabriellitruck.com

2020 FTR (2020 FTR, MT5 212", 25,950 GVWR. White, standard model specifications with power windows, power door locks and air conditioning

Selected Model and Options

Code	Description	Weight	MSRP
SAS	Multi leaf, bolted	0.0 lbs.	Inc.
Front Hub Lube			
C5K	Oil bath	0.0 lbs.	Inc.
Front Stabilizer Bar			
F59	Yes	0.0 lbs.	Inc.
Front Springs			
34K	12,000 lbs. capacity	0.0 lbs.	Inc.
SAR	Taper leaf	0.0 lbs.	Inc.
Accessories			
K05	Engine block heater element	0.0 lbs.	Inc.
WF3	Two 12V power outlets	0.0 lbs.	Inc.
6KK	Dual electric horn	0.0 lbs.	Inc.
8RP	Radio AM/FM/CD with Bluetooth	0.0 lbs.	Inc.
IX2	Rear body dome lamp switch	0.1 lbs.	Inc.
Cooling			
500	Radiator heavy duty	0.0 lbs.	Inc.
Air Compressor			
E1Q	Heavy duty	0.0 lbs.	Inc.
Air Intake			
KJ3	Vertical air intake, rear cab mounted	0.0 lbs.	Inc.
GVW Rating			
GZI	25,950 lbs.	0.0 lbs.	Inc.
Totals			
	Base Price		\$83,600.00
	Destination Charge		\$2,200.00
	DEF Fill Charge		\$10.00
	Total Options Price		\$1,216.00
	Tire Weight Tax		\$151.68
	Total		\$87,177.68

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GABRIELLI ISUZU TRUCK

Richard Mocarski | 203-877-3281 | rmocarski@gabriellitruck.com

2020 FTR (2020 FTR, MT5 212", 25,950 GVWR. White, standard model specifications with power windows, power door locks and air conditioning

Warranty

Coverage	Warranty Limitations (Time or Mileage, Whichever Comes First)		Percent of Dealer's Normal Charge Paid by Owner	
	Time	Vehicle Miles	Parts	Labor
Basic	0-3 Years	Unlimited	No Charge	No Charge
Engine	0-3 Years	Unlimited	No Charge	No Charge
• Drive Axles • Driveshaft • Front Axle I-Beam •	0-3 Years	Unlimited	No Charge	No Charge
Crossmembers • Flywheel Housing				
Transmission	Allison Automatic Transmission® Allison Automatic Transmission are warranted separately. Vehicles equipped with Allison Automatic Transmission are covered by Allison's warranty. See Allison information provided with the vehicle or Allison authorized dealers for specific details applicable to warranty and ESC coverage for individual Allison Automatic Transmission model and series. Allison Automatic Transmission are not warranted by Isuzu.			
Frame Rails	0-3 Years	Unlimited	No Charge	No Charge
Frame Rails	3-5 Years	Unlimited	50%	50%
Engine Emissions Control System	0-5 Years	0-100,000	No Charge	No Charge
Tires	0-2 Years	0-24,000	No Charge	No Charge
Corrosion (Rust Through)	0-4 Years	Unlimited	No Charge	No Charge

Current report content is based on data as of 2020-11-13 07:49:12. Any performance-related calculations are offered solely as guidelines. Actual vehicle performance will depend on your operating conditions. All Information, specifications and pricing in this application are based on the latest information available. Isuzu Commercial Truck of America, Inc. reserves the right to discontinue or change, at any time, without prior notice, the pricing, specifications, options, materials, equipment, design and models.



GABRIELLI ISUZU TRUCK

Richard MocarSKI | 203-877-3281 | rmocarSKI@gabriellitruck.com

2020 FTR (2020 FTR, MT5 212", 25,950 GVWR. White, standard model specifications with power windows, power door locks and air conditioning

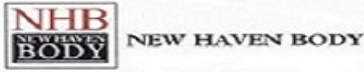
Quote Worksheet

	MSRP
Base Price	\$83,600.00
Destination Charge	\$2,200.00
DEF Fill Charge	\$10.00
Total Options	\$1,216.00
Subtotal	\$87,026.00
Subtotal Additional Equipment	\$0.00
Subtotal Miscellaneous Equipment	\$0.00
Pre-Tax Subtotal	\$87,026.00
Less Customer Discount	(\$-21,704.00)
Subtotal Discount	(\$-21,704.00)
Taxable Price	\$65,322.00
Sales Tax	0% \$0.00
Tire Weight Tax	\$151.68
Subtotal Taxes	\$151.68
Subtotal Post-Tax Adjustments	\$0.00
Less Post-tax Customer Discount	\$0.00
Subtotal Discount	\$0.00
Total Sales Price	\$65,473.68

Dealer Signature/Date

Customer Signature/Date

Current report content is based on data as of 2020-11-13 07:49:12. Any performance-related calculations are offered solely as guidelines. Actual vehicle performance will depend on your operating conditions. All Information, specifications and pricing in this application are based on the latest information available. Isuzu Commercial Truck of America, Inc. reserves the right to discontinue or change, at any time, without prior notice, the pricing, specifications, options, materials, equipment, design and models.



DN-0607911-1

Quoted By: Damian DeNegre

Created: 11/16/2020

Revised: 11/16/2020

P.O. Box 564 North Haven•CT•06473-0474•Phone: 203-248-6388 Fax: 203-281-0060•

Configuration: GVSD103-24-102

Sales Representative: DAMIAN DENEGRE

Reference:

Customer

Gabrielli Truck Sales
401 Old Gate Lane

Milford, CT 06460

Contacts

Rich MocarSKI
p. 203-877-3281
f.

Ship To

GABRIELLI TRUCK SALES
401 OLD GATE LANE

MILFORD, CT 06460

Customer Number: **Milford**
Terms: **30 Days Net**

Ship to:

p.

Shipping Method: **Delivery/Driveaway**

Model	Description	Plant
GVSD10324102	MORGAN DRY FREIGHT VAN BODY 24FT NOMINAL	PA - Morgantown

Body Dimensional Information		Chassis Information			
Inside Height:	103.12	Make:	ISUZU	Year:	2020
Inside Length:	291.06	Model:	FTR (2018 and Newer Model) (MT1, MT2, MT3, MT4, MT5, MT6, MT7, MT8)	WB:	212
Inside Width:	98.38	Expected Date:		FW:	33.5
Rear Door Opening (W x H):	9 4 W 97.25H	X Color:	WHITE	FOB:	184
		Rear Axle:	Single (1)	V e r t . Exh.:	No
		Air Horns on Cab	No		
		Roof.:			

Note: Body dimensional information above for reference only. These dimensions may change based on any special pricing items included in this quotation.

OPTION	DESCRIPTION	QTY	Weight**
MBB Assembly	DRY FREIGHT VAN BODY 24FT NOMINAL	1	0.001
MISCELLANEOUS	THIS CHASSIS REQUIRES WIDER MIRROR OPTION FOR 102" WIDE BODY, SUPPLIED AND INSTALLED BY CHASSIS MANUFACTURE.	1	0.001
SUBFRAME	3" I-BEAM CROSSMEMBERS ON 12" CENTERS WITH 4" LONGRAIL	1	761.5
	MYLAR TAPE IS APPLIED BETWEEN ALL STEEL SUBFRAME COMPONENTS AND EXTRUDED ALUMINUM LOWER BOTTOM RAILS TO PREVENT CORROSION	1	0.25
MOUNTING	FULL MOUNT-U BOLT	1	155.52
	SPECIAL MOUNTING CONFIGURATION OF FRONT MOUNTING AREA FOR ISUZU FTR/GMC 6500XD CHASSIS AND 4" I-BEAM LONGRAIL	1	114.68
	WOODEN CRUSHER BLOCKS IN THE CHASSIS FRAME AT EACH U-BOLT	4	6.92
	MUDFLAPS-MORGAN 24" X 36" BLACK	1	17.62
FLOOR	1 1/8 IN. LAMINATED HARDWOOD FASTENED TO SUBFRAME WITH 2 COUNTERSUNK SCREWS PER FLOOR BOARD PER CROSS MEMBER IN A STAGGERED PATTERN. FLOOR BOARDS ARE SHIP LAPPED AND PRE-UNDERCOATED FOR PROTECTION FROM ELEMENTS.	1	875.11
MOUNTING	WATER BASED UNDERCOATING APPLIED TO ROADSIDE AND CURBSIDE EXTERIOR OF LONG RAILS AND WHEEL PANS (AS APPLICABLE) ONLY, EXCLUDING ALL OTHER FLOOR AND SUBFRAME EXTERIOR COMPONENTS	24	9.84



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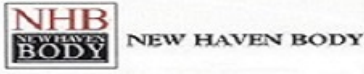
Quoted By: Damian DeNegre

Created: 11/16/2020

Revised: 11/16/2020

P.O. Box 564 North Haven•CT•06473-0474•Phone: 203-248-6388 Fax: 203-281-0060•

THRESHOLD	STEEL GALVANIZED ANGLE FLUSH TO REAR	1	7.69
FLOOR	PUTTY AND SAND FLOOR SCREW HEADS	1	1.57
	TWO COATS POLYURETHANE APPLIED TO FLOOR	1	4.64
REAR DOOR	MORGANPLATE WHITE 2-PANEL FULL	1	142.82
Rear Door Flush Entry	2 PANEL FULL WITH 4 HINGES PER PANEL AND FLUSH ENTRY LOCK RODS	1	65.77
Rear Door Holdback {ALL}	HOLDBACK PANEL 2 PANEL FULL WITH FLUSH ENTRY HARDWARE	1	2.73
REAR DOOR	EXTRA HINGE-PANEL DOOR	2	4.72
REAR FRAME	HEADER SUB-COMPONENT GALVANNEALED WITH STANDARD LIGHTS	1	60.2
	POST SUB-COMPONENT GALVANNEALED FOR PANEL DOOR	1	109.21
	ENDPLATE SUB-COMPONENT FOR PANEL DOOR FOR 4.12" ENDPLATE	1	80.78
REAR DOOR	SPACER KIT FOR REAR DOOR INSTALLATION	1	1.74
REAR FRAME	GALVANNEALED HEADER POST GUSSET	1	2.78
Side Door-CS {GVSD}	SIDEDOOR 48 11/16" X STANDARD HEIGHT 1-PANEL DOOR MORGANPLATE	1	119.37
SIDE DOOR	LOCATE DOOR ON CURBSIDE 109.22 IN. FROM INSIDE FRONT	1	0.001
	ALUMINUM 12" GRAB HANDLE AT SIDEDOOR-BOLTED	1	0.51
Side Door Step	TAKLER SLIDING TWO STEP WITHOUT PLATFORM INSTALL FOR SIDE DOOR APPLICATION	1	49.96
SIDE DOOR	TAKLER STEP LOCATED AT CURBSIDE SIDE DOOR	1	0.001
Side Door Vertical E-track CS	VERTICAL E-TRACK 48.69 DOOR	1	TBD
Side Door Vertical E-Track Pnl CS	VERTICAL E-TRACK 48.69 DOOR	4	TBD
SKINS-SIDES	.040 ALUMINUM PREPAINTED WHITE	1	222.23
	RIVETS FOR FRONT AND SIDEWALLS-24 BODY	1	4.61
SIDE WALL	STEEL CARGO CONTROL 16"CENTERS CURBSIDE	1	286.76
	STEEL CARGO CONTROL 16"CENTERS ROADSIDE	1	359.61



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LINER-SIDE	LINER-SIDES 7.5MM PLYWOOD FULL HEIGHT	1	3.57
	LINER-SIDES 7.5MM PLYWOOD FULL HEIGHT	1	3.16
	VARNISH APPLIED TO FULL PLYWOOD SIDE LINER	1	TBD
FRONT END	AERODYNAMIC ALUMINUM RADII WITH CARGO CONTROL POSTS	1	111.46
SKINS-FRONT	.040 ALUMINUM PREPAINTED WHITE	1	32.42
LINER-FRONT	LINER-FRONT 7.5MM PLYWOOD FULL HEIGHT	1	0.33
	VARNISH APPLIED TO PLYWOOD-FRONT	1	TBD
ROOF	.032 ONE PIECE ALUMINUM SHEET WITH ANTI-SNAG ROOF BOWS ON 24 IN. CENTERS WITH CROWNED ROOF DESIGN WHICH PREVENTS WATER/ICE POOLING	1	165.86
	AERODYNAMIC ALUMINUM RADIUS AND POLY-TUFF CORNER CAPS	1	30.57
INTERIOR LIGHTS	ONE INTERIOR LED DOME LAMP	1	1.19
	TOTAL DOMELIGHT(S) = 3;	1	0.001
	EXTRA INTERIOR LED DOME LAMP ON SAME CIRCUIT	2	0.88
	SWITCH WITH INDICATOR MOUNTED IN CAB DASH	1	6.45
	SWITCH FOR DOMELIGHT CIRCUIT	1	0.001
	NOTE: MORGAN SWITCH CHOSEN. MORGAN WILL NOT USE CHASSIS OEM SWITCH.	1	0.001
LIFTGATE	MAXON GPTB-3 60" X 80", 3000LB CAPACITY, ALUMINUM WEDGE PLATFORM WITH MAXGRIP, GALVANIZED LIFTGATE OPTION WITH 102" WIDE EXTENSION PLATE, MAXON BUMPER KIT DUAL STEP FOR TAILLIGHTS, GALVANIZED WITH 13.50" PE (POLYETHYLENE) BUMPERS VENDOR INSTALLED CYCLE COUNTER	1	1129.38
	TUK-AWAY LIFTGATE WELD-ON INSTALLATION FOR REEFER BODIES, STAKE BODIES AND PANEL REAR DOOR APPLICATIONS. LIFTGATE EXTENSION PLATE WELDS TO REAR THRESHOLD, STEEL DOCK EXTENSION OR REAR RAIL. DO NOT BOLT.	1	0
	CHASSIS FRAME SPACER FOR ISUZU FTR/GMC 6500XD WITH LIFTGATE OPTION	1	15.88
LIFTGATE OPTION	MORGAN - LIFTGATE POWER CUT-OFF SWITCH MOUNTED IN CAB DASH	1	7.75
EXTERIOR LIGHTS	TECNIQ S34 LED SEALED CLEARANCE LIGHT, PER FMVSS-108 INSTALLED IN FRONT CORNER CAPS, SIDE TOP RAILS AND FIVE ACROSS REAR HEADER.	1	6.87
	REAR MAIN HARNESS FOR LED LIGHTS	1	2.67
	CONVERTER FOREIGN CHASSIS WIRING TO DOMESTIC WIRING	1	0.33
	LED TAILLITES IN REAR CORNER POST	1	3.29
	INSTALL TAILLIGHTS IN LIFTGATE BUMPER	1	0.001
Rear Taillights	LICENSE PLATE BRACKET AND LIGHT LOCATED UNDER BODY	1	0.001
PAINT	REAR FRAME STEEL WHITE IMRON	1	0.001
DECALS	MORGAN LOGO AND SAFETY DECALS-FULL MOUNT	1	0.11
SAFETY ITEMS	ALUMINUM 12" GRAB HANDLE-BOLTED	2	1.02



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	GRAB HANDLE MOUNTED ON CURBSIDE AND ROADSIDE REAR	1	0.001
	CONSPICUITY TAPE INSTALLATION	1	0.54
	BOTH SIDES OF BODY, ACROSS BOTTOM OF REAR DOOR, UNDERRIDE PROTECTOR, AND TWO INVERTED L's ON THE UPPER OUTBOARD CORNERS. PER DRAWING CONSP00	1	0.001
DECALS	OVERALL HEIGHT WARNING REVERSE IMAGE	1	0.02
	OVERALL HEIGHT WARNING DASH MOUNTED	1	0
SAFETY ITEMS	BACK-UP ALARM VELVAC-697087	1	2.4
MOUNTING	CHASSIS FRAME EXTENSION - 10" CHANNEL FRAME	1	160.717
			Total Body Weight: TBD
CONTACT MORGAN FACTORY REP FOR TOTAL BODY WEIGHT			

NOTES TO CUSTOMER: 1 WAY FREIGHT TO MILFORD, CT. INCLUDED

DIMENSIONAL DATA: All dimensions, weights, and measurements specified herein are estimates and are subject to Morgan's manufacturing tolerances, may change without notice, and may vary depending on options selected. Please contact Morgan for dimension, weights, and measurements for your particular truck body and chassis.

NOTICE: Morgan Corporation manufactures all vehicles to conform to applicable U.S. Federal Motor Vehicle Safety Standards (FMVSS) in effect at time of manufacture. Buyer/end-user is responsible for ensuring this vehicle, when operated, meets all applicable federal, state and local rules, regulations and statutes, including, but not limited to, those governing safety equipment, cargo securement, and accessories.

Morgan will give Customer a notice of release ("Release Notice") of their completed truck body units ("Vehicles") and Customer will remove, or authorize Morgan to remove, the Vehicles from Morgan's lot within five (5) days of the date thereof. After which time, and pursuant to Morgan's Standard Sales Agreement, Morgan shall not be responsible for any loss or damage thereto, for any reason, including, but not limited to, such loss or damage caused by fire, flood, storm, act of God, vandalism, accident, explosion, war, strike, civil or military authority, or any other similar causes.

In addition, Customer agrees to reimburse Morgan's then current lot lease expenses for every month past fourteen (14) days of the date of the Release Notice that the Vehicles remain on Morgan's lot. Customer also agrees to pay Morgan for all costs incurred, after fourteen (14) days of the date of the Release Notice, to maintain the Vehicles in satisfactory (road-worthy) working order.

Morgan shall not be responsible nor otherwise be held liable for cargo loss, loss of use, property damage, commercial (economic) loss, or other direct, indirect, incidental, consequential, or special damages alleged to have been caused by any Morgan product, or any delay in delivery of such product.

Morgan and NEW HAVEN BODY reserves the right to withdraw this proposal if not accepted within 30 days. Morgan and NEW HAVEN BODY's Standard Sales Agreement Terms and Conditions apply to this quotation. Copies available upon request. Any additional or different terms proposed by Buyer are objected to and hereby rejected.

Acceptance of Proposal - The pricing, specifications, and conditions of this quotation document are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Subtotal: \$ 27,707.00

Estimated Tax: \$ 0.00

Sell Price Each: \$ 27,707.00

x Qty: 1

Pricing may or may not include an estimation of applicable sales tax.

Total Quote Price: \$ 27,707.00

Customer Signature:	Date of Acceptance:	Customer PO Number:
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PO and Chassis Details:	* Chassis Expected Date:
# * PO # * Chassis VIN	Customer Unit # Chassis Factory #



DN-0607911-1

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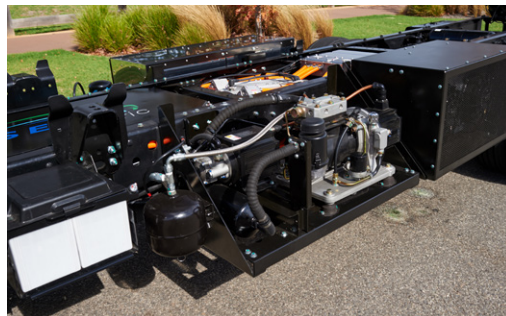
P.O. Box 564 North Haven•CT•06473-0474•Phone: 203-248-6388 Fax: 203-281-0060•

1				
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** PO #, Chassis VIN #, and Chassis Expected Date are required when placing an order with Morgan Corporation. Please provide if not listed above.*

Options available at additional cost per body:

1.)	2 WAY FREIGHT, ADD	\$ 440.00
-----	--------------------	-----------



SEA-Drive® 120 Class 3 - 7 *SEA ... the Future*

SEA-Drive® 120a (Class 3 - 5) is built on a cab/chassis platform with a GVWR range from 13,000 lbs to 18,000 lbs, and a 1,106 lb-ft (1,500 Nm) electric motor. The 138 kWh battery pack option, delivers class leading range of up to 200 miles* and a typical break-even period of less than 4 years without grants and subsidies.

SEA-Drive® 120b (Class 5 - 7) is built on a cab/chassis platform with a GVWR range from 18,000 lbs to 28,000 lbs, and a 1,844 lb-ft (2,500 Nm) electric motor. The 138 kWh battery pack option, delivers class leading range of up to 200 miles* and a typical break-even period of less than 4 years without grants and subsidies.

SEA-Drive® 120c (Class 7) is built on a cab/chassis platform with a GVWR range from 27,000 lbs to 33,000 lbs, and a 2,581 lb-ft (3,500 Nm) electric motor. The 138 kWh battery pack option, delivers class leading range of up to 170 miles* and a typical break-even period of less than 4 years without grants and subsidies.

SEA-Drive® 120

Powered by SEA-Drive® 120

Range: Up to 200 miles* (unladen)

Operating temperature range: -0°F to 140°F

100% Electric Power-System 120a

Type: AC Asynchronous Motor

Continuous power: 110 hp (80 kW)

Maximum power: 170 hp (125 kW)

Maximum torque: 1,106 lb-ft (1,500 Nm)

Efficiency: 95% peak efficiency

100% Electric Power-System 120b

Type: Permanent Magnet AC Motor

Continuous power: 200 hp (150 kW)

Maximum power: 335 hp (250 kW)

Maximum torque: 1,844 lb-ft (2,500 Nm)

Efficiency: 95% peak efficiency

100% Electric Power-System 120c

Type: Permanent Magnet AC Motor

Continuous power: 260 hp (195 kW)

Maximum power: 470 hp (350 kW)

Maximum torque: 2,581 lb-ft (3,500 Nm)

Efficiency: 95% peak efficiency

Charging

Standard charging provided through Type 1, Level 2, Single Phase (208/240 VAC) up to 19.2 kW

Charger is SAE J1772 Compliant

Charge Time: Approx. 8 hours

Optional Fast charging provided through standard CCS Type 1, Level 3, DC fast charging up to 100kW

Batteries

138 kWh battery capacity

Life Cycle: Up to 10 Years

Cell Type: Lithium-Ion (LiNiMnCoO₂) - Known as NMC

Energy Density: 127.7 Wh/Kg

HVAC - Air Conditioning and Heating

Electric integrated HVAC System - 6.5 kW, HVDC powered

Electric PTC heater 6kW, HVDC powered

Telematics SEA-Connect® *Optional*

Ability to provide vehicle and driver related data

Accessible via a secure telematics portal

System Warranty[#]

5 years for batteries

System Warranty: 3 years or 50,000 miles



Most Cost Effective Power-System in the World



Unique Mid Mounted Batteries for Safety & Dynamics



Adaptable to Most OEM Glider Platforms



Lower Maintenance & Operating Costs - No Fuel, Few Moving Parts



Zero Emissions - Reduce Your Carbon Footprint



Adaptable to New & Used Chassis - Repower Existing Vehicles



AC 22kW On-Board Charger - Access the Largest Charging Network in the World



Integration with Body Suppliers - 100% Electric Power to Operate Ancillaries



Exceptional Acceleration & Performance



Driver Comfort, Health & Safety - No Noise, No Fumes, No Heat

*Range figures are intended for comparison purposes only and are based on unladen, cab chassis or van test drive conditions. Actual range achieved will depend upon a number of factors including load and body design, road conditions and topography, regenerative braking configuration and utilisation of electrical accessories.

SEA Electric LLC. The information on this brochure was correct at the time of printing, all specifications are subject to change without notice. The information in this brochure is general in nature. To the extent permitted by law SEA Electric LLC is not liable by any person as result of reliance on the content of this brochure.

[#]Subject to conditions outlined in SEA Electric Warranty brochure. For more details visit the SEA Electric website.

ATTACHMENT D-7

VENDOR ESTIMATE FOR MURPHY ROAD RECYCLING



Orange EV LLC
5710 NW 41st Street

Quote

Date	Quote #
11/18/2020	1001739

Bill To
Murphy Road Recycling 15 Mullen Road Enfield, CT 06082 Attn: Eddie Malley

Ship To
Murphy Road Recycling 19 Wheeler Street New Haven, CT 06512

QUOTE VALID FOR 30 DAYS

Description	Qty	U/M	Cost	Total
T-Series Electric Terminal Truck, Standard Duty- New	1	ea	244,950.00	244,950.00T
Configuration: Off-Road Vehicle	1	ea	0.00	0.00T
Configuration: Offboard Charging, Standard Charging	1	ea	0.00	0.00T
Optional Equipment: Offboard 480v Enhanced Charge Cabinet (22kW)	1	ea	6,000.00	6,000.00T
Configuration: 18 MPH/Higher Torque Axle	1	ea	0.00	0.00T
Standard Orange EV Warranty	1	ea	0.00	0.00
Optional Equipment: Fleet Information Management System (FIMS)	1	ea	0.00	0.00T
Optional Equipment: Tire Pressure Monitoring System	1	ea	0.00	0.00T
Optional Equipment: Enhanced Mirror Package	1	ea	0.00	0.00T
Optional Equipment: Driver Actuated Rear Axle Differential Lock	1	ea	500.00	500.00T
Optional Equipment: Trailer Stops	1	pr	500.00	500.00T
Optional Equipment: Seat Belt Safety Config (limp mode unless engaged)	1	ea	0.00	0.00T
Optional Lighting Equipment: Always On Lighting (beacon, marker, and headlights)	1	ea	100.00	100.00T
Optional Equipment: Coiled Air Hoses	1	pr	0.00	0.00T
Optional Equipment: Winter Package - Heated Seat, Addl Ceramic heaters, Prem Hyd Fluid	1	ea	1,000.00	1,000.00T
Optional Equipment: 5th Wheel FW-35TT Upgrade	1	ea	0.00	0.00T
Optional Paint Color: Cab White	1	ea	0.00	0.00T
Optional Paint Color: Grab Handles & Decking TBD	1	ea	0.00	0.00T
Optional Equipment: Bumper Magnet	1	ea	700.00	700.00T
Optional Equipment: Galvanized Frame	1	ea	3,000.00	3,000.00T
Optional Service: Estimated Transport (to be reimbursed by customer) with adjustment to actual cost	1	ea	2,500.00	2,500.00
Taxes: 1 Federal Excise Tax (FET) EXEMPT per Revised Rule 70-8, Section 48.4061(a)-1(d) 2 Applicable State/Local Tax will be confirmed at sale 3 Taxes may be based on Pre Incentive Sale Price 4 ICC/MC exemptions may apply; consult your tax advisor				
\$64,187.50 due at order, remainder due at delivery.			Sales Tax (6.35%)	USD 16,303.63
			Total	USD 275,553.63

Orange EV T-Series Pure Electric Terminal Truck Solution - Purchase Terms and Conditions

These terms and conditions apply to the purchase of Orange EV vehicle(s) by Customer ("Customer") described in the attached invoice. Any changes to these terms will be agreed mutually in writing.

1. **Approval of Vehicles for Remanufacture.** If a remanufacture, the vehicles to be remanufactured must be approved in writing by Orange EV and delivered by Customer to Orange EV in the same condition as when previously approved.
2. **Cost of Transport.** Customer is responsible for cost of transporting vehicles approved by and delivered to Orange EV for remanufacture, as well as finished vehicles, both new and remanufactured delivered to Customer.
3. **Work Start.** Work to produce Customer vehicles may commence when:
 - a. approved donor vehicle has been received at Orange EV. Applicable only for remanufactures.
 - b. initial payment has been received by Orange EV. Subject to the terms of a firm purchase order, initial payment is generally calculated as the lesser of the net balance due or twenty-five percent (25%) of the quoted solution price before applying incentives.
Vehicle delivery dates are subject to Orange EV's production schedule and estimated at time of order.
4. **Delivery.** Completed vehicle(s) will be delivered as mutually agreed, subject to:
 - a. A 30-day grace period subject to 15-day notice by Orange EV;
 - b. Force Majeure events, including an act of God, intervention of government, war or threat of war, act of terrorism, conditions similar to war, sanction, blockade, embargo or other cause or circumstance beyond the reasonable control of Orange EV.
5. **Specification.** Vehicles will be manufactured to defined specifications provided with invoice.
6. **Vehicle Charging and Related Electrical Infrastructure.** Actual installation of both electrical infrastructure and charging station, as well as connecting them for full operation, will be completed by the Customer's designated electrician in accordance with Orange EV provided specifications and applicable code. Orange EV will work with Customer's designated electrician to answer questions as the electrician and Customer define and implement Customer charging and electrical requirements.
7. **Battery Pack.** Beginning in the fourth year (i.e. after three complete years have elapsed) from date of vehicle delivery, Customer may exercise a one-time right per vehicle to have Orange EV install new battery packs. Total cost of all parts and labor per truck for this effort is: \$49,995 for a 160kWh pack or \$24,950 for an 80kWh pack.
8. **Title.** If not already held by Customer, transfer of vehicle ownership occurs upon shipment of vehicle from Orange EV to Customer site.
9. **Vehicle Regulation.** Customer is responsible for compliance with applicable vehicle laws, rules and regulations related to vehicle ownership, registration and operation.
10. **Confidentiality.** The parties agree that during this transaction information may be exchanged between the parties; furthermore, such information may be confidential in nature. Therefore, the parties agree to maintain the confidential information of the other party in confidence. For the purpose of this section, confidential information shall include a party's product designs, specifications, suppliers, non-public business/marketing activities and other information that a party designates as confidential.
11. **Proprietary Rights.** Customer will not reverse engineer or attempt to reverse engineer Orange EV intellectual property that is embodied in the vehicle purchased under this Agreement. Nor shall Customer permit another party access to the Vehicle Control Box, battery box or the other areas that were locked upon shipment by Orange EV, if such access is for the purpose of reverse engineering Orange EV intellectual property.
12. **Taxes.** Customer will pay to Orange EV or appropriate entity all applicable taxes, fees and other charges which are based on or measured by the sale, transportation, delivery or use of products sold or services performed by Orange EV.
13. **Incentive Funding (e.g. vouchers, grants).** If using incentive funding to help purchase Orange EV vehicles, Customer agrees that it will perform all the requirements of the applicable incentive program to enable Orange EV to be paid or reimbursed in a timely manner under that program. Requirements differ by program and can include among other things: registering the vehicle, notarizing and returning administrative documents, destroying identified diesel trucks or engines, etc. If Customer fails to perform the required activities or the Customer unreasonably delays in performing the required activities, then the amounts owed to Orange EV under the applicable program by the funding authority shall immediately become due and payable by Customer to Orange EV. Customer agrees also to reimburse Orange EV for all costs and expenses involved with any legal proceedings related to Orange EV efforts to obtain these funds from Customer.
14. **Late Payment.** Payment is due as specified on the invoice. If unpaid after 10 business days from delivery date, a late payment fee will be due. The late payment will be \$200 plus 15% annual percentage rate, or the highest rate allowed by law, whichever is less, of the unpaid balance, compounded daily.

ATTACHMENT D-8

VENDOR ESTIMATE FOR TOWN OF NORTH STONINGTON



MODEL

579 EV

Zero Emissions Vehicle

TRUCK CENTER

Truck Center, Inc



CLASS PAYS

120 Universal Drive S • North Haven, CT 06473-3630 • 203 785-8322 • FAX: 203 773-5046

November 11, 2020

North Stonington Highway Department
11 Wyassup Road
North Stonington, CT 06359

To Whom It May Concern:

Please see pricing below for a new 2021 Class A Peterbilt 579EV fully electric, tandem axle day cab tractor.

\$333,219.00 - Pricing does not include Federal Excise Tax or any added coverage.

If you should have any questions, please contact me at the number below.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Richardson".

Christopher Richardson
Truck Center, Inc.
203-623-2879
crichardson@truckcenterct.com

MODEL

579^{EV}

Peterbilt leads the industry in alternative powertrain offerings with the availability of the Model 579EV, an all-electric Class 8 vehicle. The 579EV joins Peterbilt's Model 220EV and Model 520EV for the most complete lineup of electric vehicles. The 579EV provides environmentally conscious customers a zero emissions, high-performance vehicle for clean, efficient operation and lower overall maintenance.

The 579EV Day Cab configuration features a battery-electric drive system that uses the energy stored in large packs of lithium-ion batteries to meet the propulsion and other power requirements. Varieties of innovative, advanced technologies use the battery energy efficiently while achieving superior vehicle performance.

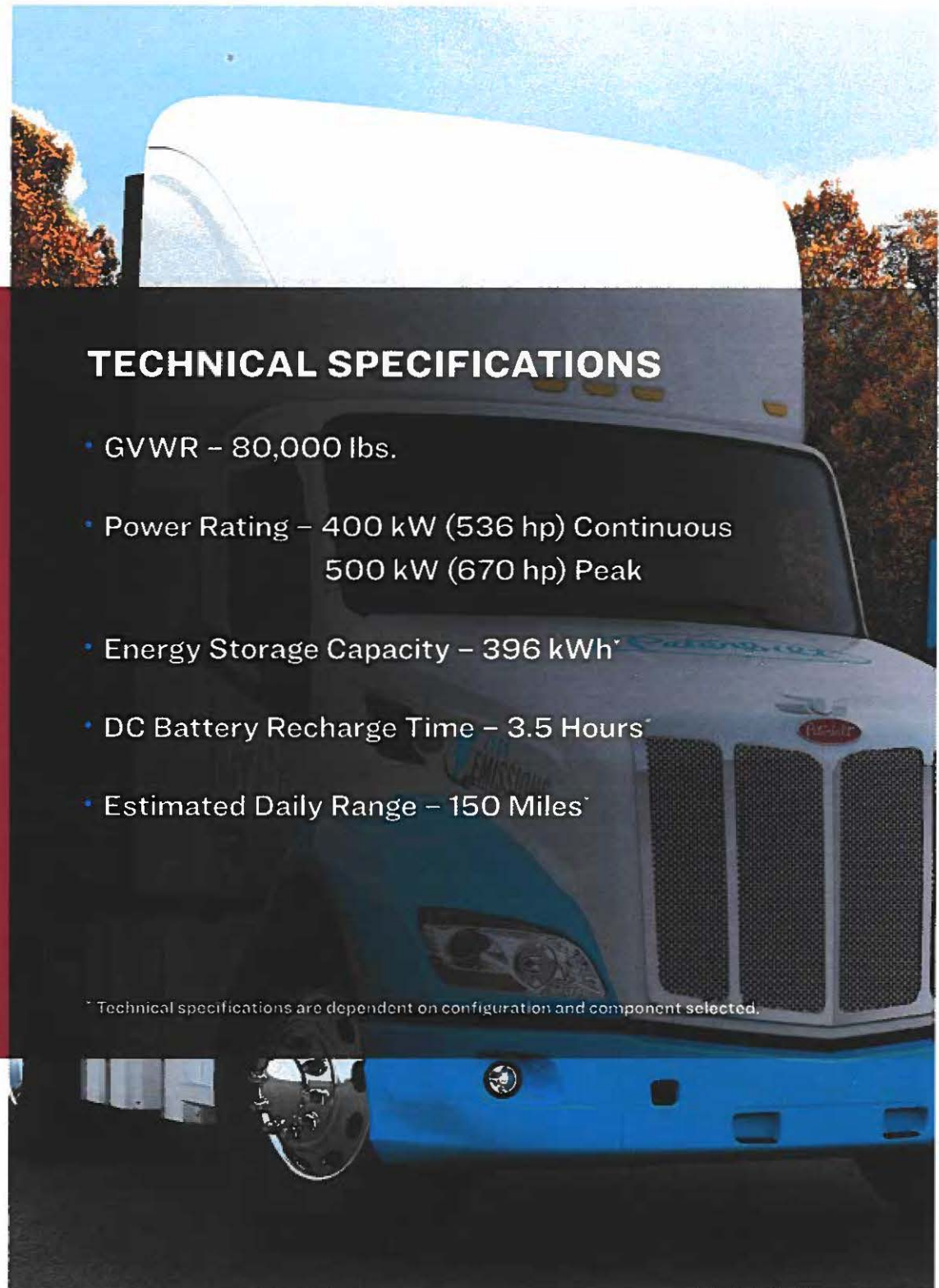
The 579EV Day Cab is ideal for short haul and drayage applications in port operations. This application provides many opportunities for stops and starts and the use of regenerative braking, which transfers the energy back into the battery packs and reduces the amount of brake pedal pressure required, providing drivers a smooth, quiet ride.



TECHNICAL SPECIFICATIONS

- GVWR – 80,000 lbs.
- Power Rating – 400 kW (536 hp) Continuous
500 kW (670 hp) Peak
- Energy Storage Capacity – 396 kWh*
- DC Battery Recharge Time – 3.5 Hours*
- Estimated Daily Range – 150 Miles*

* Technical specifications are dependent on configuration and component selected.





Truck Center, Inc (P101)
 120 Universal Drive
 North Haven, Connecticut 06473

North Stonington Hwy. Dept.
 40 Main street No Stonington
 North Stonington, Connecticut 06350
 United States of America

Chris Richardson
 Cell Phone ☐
 Office Phone ☐203-785-8322
 Email ☐crichardson☐ truckcenterct.com

Don Hill
 Cell Phone ☐860-☐84-1432
 Office Phone ☐860-☐84-1432
 Email ☐highway☐ northstonington.gov

Vehicle Summary

	Unit		Chassis	
Model:		Model 579	Fr Axle Load (lbs):	12000
Type:		Tractor	Rr Axle Load (lbs):	40000
Description 1:		North Stonington EV	G.C.W. (lbs):	80000
Description 2:				
	Application		Road Conditions:	
Intended Serv.:		General Freight	Class A (Highway)	100
Commodity:		Other Commodity	Class B (Hwy/Mtn)	0
			Class C (Off-Hwy)	0
	Body		Class D (Off-Road)	0
Type:			Maximum Grade:	6
Length (ft):		0	Wheelbase (in):	190
Height (ft):		0	Overhang (in):	54.7
Max Laden Weight (lbs):		0	Fr Axle to BOC (in):	68.2
	Trailer		Cab to Axle (in):	121.8
No. of Trailer Axles:		2	Cab to EOF (in):	176.5
Type:		Van	Overall Comb. Length (in):	839.38
Length (ft):		53		
Height (ft):		13.5	Special Req.	
Kingpin Inset (in):		36		
Corner Radius (in):		1		
	Restrictions			
Length (ft):		65		
Width (in):		102		
Height (ft):		13.5		

Approved by ☐ _____

Date ☐ _____

Note ☐ All sales are F.O.B. designated plant of manufacture.



Std/ Opt	Description	Weight
Base Model		
S	Model 57 The Model 579 combines aerodynamic innovation and powertrain optimization to deliver confidence and efficiency for the most cost-conscious companies. A solid and durable aluminum cab consists of the highest quality fit and finish. An in-mold process embeds color directly onto the dash for a long-lasting finish that virtually eliminates fading, scratching and peeling. Electrical wiring carriages support wiring and reduce wear and tear, adding to the overall durability of the components. Peterbilt's flexible Aero Packages provide the right combination of fairings, skirts and closeouts to exceed application-specific aerodynamic requirements. Available in a day cab, or with detachable sleeper, that adds versatility and longevity of a second life for highest resale value.	14,65
S	Other Commodity	0
S	General Freight Truck or tractor used in over-the-road hauling of general freight. Pickup to delivery distance is typically over 100 miles and annual mileage is typically over 60,000 miles per year. Operation is typically on-highway.	0
S	Van An enclosed box trailer without temperature control. Designed to carry pallets or boxes of cargo or equipment.	0
O	United States Registry Canadian Registry Package Requires Air Conditioning Excise Tax Canada, Speedometer to be KPH ipo MPH, Daytime Running Lights and Rubber Battery Pad in Bottom of Battery Box.	0
Configuration		
S	SmartWay Designated - Not Selected or Unavailable For this vehicle configuration.	0
O	Electric Vehicle	0
S	Not Applicable Secondary Manufacturer	0
Frame & Equipment		
S	10-5/8 Steel Rails to 285 10.625 x 3.45 x .313 Dimension, 1,776,000 RBM Yield Strength: 120,000 psi. Section Modulus: 14.8 cubic inches. Weight: 1.44 lbs/inch pair	20
O	Full Steel Inner Liner	583
O	Heavy-Duty Iron Front Spring Brackets Forward and Rear	35
O	Frame Components Bolted IPO Huck Fastened	0
S	EOF Tractor Tapered with Crossmember	0



Std/ Opt	Description	Weight
	Includes Kingpin Cutout	
S	Peterbilt Rear Mudflaps and Straight Hangers Mudflaps aid in protecting the frame and undercarriage from road salt, grime and debris that can cause rust and corrosion. Mud flaps also shield other vehicles from gravel, rocks and road spray.	0
S	<input type="checkbox"/> OST <input type="checkbox"/> SK37 Fifth Wheel Top Plate JOST's fifth wheels are the simplest and safest design in the market, with only four moving parts. JOST's simple mechanism allows infinite adjustments versus competitors' notched adjustments.	0
	Rear Or Fixd Setting Centerline Bogie	0
S	LH Fifth Wheel Release	0
S	6.6in - 7in Fifth Wheel Height	7 <input type="checkbox"/>
S	<input type="checkbox"/> ost Lightweight Inboard Slider	0
O	36 <input type="checkbox"/> Air Slide	<input type="checkbox"/> 2
S	Fifth Wheel Slide Controls Provided with Speed Interlock to prevent accidental activation above 7 MPH. Configurable from 5 to 10 MPH. Required with sliding Fifth Wheels.	0
O	Frame Mounted Deckplate And Access Pkg,Both Sides	68
Front Axle & Equipment		
S	Meritor MFS <input type="checkbox"/>12E 12,500 lb, 3.5 in. Drop Axle is designed for applications with a gross axle weight rating (GAWR) of 13,000 pounds. Axles include special low-friction bushings, double draw keys and integral thrust bearing and seal design for durability, low maintenance and ease of service.	0
S	Taper Leaf Springs, Shocks 12,000 lb Hendrickson taper leaf springs, shocks for 12,000 lbs.	0
S	Power Steering Sheppard HD <input type="checkbox"/>4 Sheppard HD94 power steering gear is a light weight version of heavy duty line-haul power steering gear. For use with 12,000 to 14,000 lb. axle ratings.	0
S	Power Steering Reservoir Frame Mounted The power steering reservoir is a steering system that eases drivability by applying hydraulic pressure to the steering gear.	0
S	PHP10 Aluminum PreSet PLUS Hubs Air Disc PHP10 aluminum PreSet PLUS hubs air disc have a fully integrated spindle nut design, an optimized wheel spacer, magnetic fill plug, with a seal and bearings. Use with Front Axle.	0
O	Greaseable Front Spring Pins	0
S	Tenneco Shocks For Steer Axle	0



Std/ Opt	Description	Weight
	Integrated front suspension to suit heavy duty truck market, combining the air spring and the damper into one module.	
O	Meritor Wide Track IPO Standard, Front Axle Meritor wide track front axle offers greater turning radius and ease of service. MFS 3.5" Drop / MFS 3.74" Drop. 71in KPI IPO 69in with MFS and MFS axles.	15
	80mm Front Spring Spacer Blocks	0
O	Pad Dust Shields for Air Disc Brakes Front Axle Pad dust shields for air disc brakes can increase brake life. Brake dust shields reduce the buildup of road grime, extend brake system life and prevent premature failure.	2
O	Meritor EXL Optimized Linehaul Air Disc Brakes Steer Axle. Meritor EXL Optimized Air Disc Brakes with calipers that are 11 to 15 pounds lighter, per wheel end, than current EXL brake calipers.	0
Rear Axle & Equipment		
O	eAxle Tandem 40,000 lbs - Electric Vehicle	0
O	eAxle Rear Brake/Iron PHP10 Hubs	0
S	Bendix ESP Electronic Stability Program With ATC Tractor service only. The Bendix ESP system is designed to continuously monitor a variety of vehicle parameters and sensors to determine if the vehicle is reaching a critical stability threshold. If such a situation develops, the system will quickly and automatically intervene to assist the driver by selectively applying tractor and trailer brakes, and de-throttling the engine.	0
S	Bendix Wingman Fusion Wingman Fusion gathers input from radar, video and the brake system to create a highly detailed and accurate data picture. By combining the complimentary technologies, the system uses multiple sensors to confirm objects. This results in more robust decision making for the system as a whole and a significant reduction of false alerts or activations. Side Sensor not included.	0
S	Anti-Lock Braking System (ABS) 4S4M ABS-6. Includes air braking system.	-30
S	Synthetic Axle Lubricant All Axles Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.	0
O	Electric Vehicle Air Disc Brakes Optimized Meritor EXL	0
O	Ratio 3.1 Rear Axle	0



Std/ Opt	Description	Weight
O	Peterbilt Air Trac 40,000 lbs, 52in Axle Spacing Light Weight	170
O	Dash Mtd Dump Switch with Indicator Light Dash mounted dump switch with indicator light for suspension.	2
Engine & Equipment		
O	Meritor 400 KW eAxle Motor Electric Vehicle N22150 E223 65....Maximum Accelerator Pedal Ve N22160 E224 70....Maximum Cruise Speed (E124)	0
O	CECU/VECU Electronics Architecture Features include: Faster processing and larger hard drive capacity to provide new features customers are requesting, Improved data security, accessibility, and reliability of SmartLINQ, SmartNav, Telematics Pre-Wire, PTO/body controller, and RP1226 connector diagnostics and Driver Performance Assistance (DPA) Off-Boarding to allow improved fleet analytics.	0
	Eff EIST NA Expiration Miles	0
	Effective VSL Setting 65.0 MPH or Greater (USA)	0
O	No Alternator Electric Vehicle	0
O	No Starter Electric Vehicle	0
O	3_6KWHR Meritor Battery System	0
O	DC Fast Charge Combo System LH BOC Electric Vehicle	0
O	Air Compressor Electric Vehicle	0
O	Radiator Electric Vehicle	0
O	No Air Cleaner Electric Vehicle	0
O	No Exhaust Electric Vehicle	0
Transmission & Equipment		
O	E-Axle Transmission, Electric Vehicle	0
O	No Driveline Electric Vehicle	0
S	Column Mounted Shifter RH Side	0
Air & Trailer Equipment		
S	Bendix AD-HF Air Dryer, Heater	-8



Std/ Opt	Description	Weight
	Bendix AD-HF air filters protects the life of your engine system and components. Proven PuraGuard oil coalescing technology in the the air dryer cartridge. This oil coalescing filter ensures the removal of oil and oil aerosols before they can contaminate the moisture removing desiccant.	
S	Nylon Chassis Hose	0
S	Steel Painted Air Tanks All air tanks are steel with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	0
O	Temporary Mounted, All Air Tanks All air tanks are mounted above rail BOC/BOS on a temporary skid	10
O	15' AE Lines Straight, 3 in 1, (2) 7-Way Plugs QCP socket, without QCMS, with Quick Clamp.	0
S	Self Returning Brake Hand Valve Dash mounted controls	0
O	Gladhands, Plug, & ISO Holder Mounted BOC/BOS	4
O	Chroming Of Hose Tenna	0
S	AE Connections BOC/BOS, Hose Tenna	0
Tires & Wheels		
S	FF BR 14ply 2 5/75R22.5 R284 Ecopia Efficiency Rating: Optimal	0
O	RR BR 14ply 2 5/75R22.5 M726ELA Efficiency Rating: Poor Engineered for deep drive applications, this tire is recommended for fleets with tandem drive axle tractors. Diameter 40.9 inches SLR 19.1 inches	6
S	Code-rear Tire Qty 08	0
O	FF Alcoa 885657 22.5 8.25 Clean Buff Finish Aluminum wheel severe service.	-34
O	RR Alcoa 885657 22.5 8.25 Clean Buff Finish Aluminum wheel severe service.	-136
S	Code-rear Rim Qty 08	0
Fuel Tanks		
O	No Fuel Tank / Fuel System Provided Electric vehicle	-172
O	Location LH BOC 000 Gal	0



Std/ Opt	Description	Weight
Battery Box & Bumper		
O	LH EV Battery Box	0
O	RH EV Battery Box	0
O	Aluminum Tool Box, Non-Slip Step RH Under Cab Includes diamond pattern block shaped cover in Traditional/Vocational models and a smooth finish tapered cover on Aerodynamic Models.	45
O	(1) Additional Aluminum Tool Box, Step LH U/C	73
S	Aero Bumper, Molded 3-Piece, Molded Gray	0
Cab & Equipment		
S	Aerodynamic 117" BBC Alum Cab & SMC Hood w/ SBFA Hood has stainless steel grille with chrome plated grille surround and Peterbilt bird. Includes anti-blow down hood device.	0
O	Thermal Insulation Package in Cab Includes thick, closed-cell foam in floor, special mylar-faced foam in walls and roof structure.	2
O	Peterbilt Keyless Entry The Peterbilt key fob functions to lock or unlock the vehicle. With a single click, the drivers door is locked or unlocked and with a double click all doors are locked or unlocked. The third button, depicted by a picture of a lamp, will start the exterior light self-test sequence, helpful when performing the daily pre-trip inspection.	2
S	No Sleeper Selected	0
S	Peterbilt ST Driver Peterbilt ST air seat, high height backrest, adjustable seat track length, 1 chamber lumbar support, suspension with fixed damping, fore-aft isolator with lockout, Vinyl bellows over suspension. Adds 40mm of increased space for steering wheel to chest and improved driver ingress/egress into cab and sleeper (knee sweep) with improved passenger side ingress/egress for personal carog/luggage. Standand vinyl finish - color coordinate with interior color.	0
S	Peterbilt ST Non-Adjustable Passenger Seat Standard vinyl, no suspension cover, no seat back recline.	0
S	Tube frame under Passenger Seat Only available with Peterbilt ST non-adjustable passenger seat.	0
S	Air Ride Driver	0
S	High Back Driver	0
S	Vinyl Driver	0
S	Non-Air Ride Passenger	0
S	High Back Passenger	0



Std/ Opt	Description	Weight
S	Vinyl Passenger	0
O	Black Upper Dash and Door Pad IPO Std	0
O	High-Visibility Interior Grabhandles, Painted Yellow	0
S	Adjustable Steering Column - Tilt/Telescope	0
S	Steering Wheel With Peterbilt Logo Steering Wheel with embossed Peterbilt logo over horn button.	0
S	Prestige Interior - Sterling Gray	0
O	Carpet IPO Rubber Floor in Cab Cab Floor Carpet Similar to Interior Color. Std in Platinum/Premium Interiors, Optional in Prestige/Mid-Level Interiors.	-15
S	Day Cab Rear Window Day cab rear window flush to back of cab.	0
S	1-Piece Glass Rear Cab Window Fixed	0
S	1-Piece Curved Windshield	0
S	Power Door Locks and Power Window Lifts Standard	0
S	Combo Fresh Air Heater/Air Conditioner With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0
O	Outside Sunvisor - Stainless Steel Not available with 2.1M high roof sleeper.	8
S	Peterbilt Aero Rear View Mirror, Non-Motorized Includes top mirror with non-motorized, adjustable dual axis heated glass. Bottom mirror is an integrated convex surface. Includes black textured arms with breakaway feature.	0
S	Aero Rear View Mirror Housing - Body Color	0
S	Look Down Mirror Over Passenger Door with Black Housing	0
O	(2) PB Air Horns Round, 23" Length, Roof Mounted Round horn shield.	8
O	ConcertClass, AM/FM, Weatherband, 3.5 Aux	10
O	Standard Speaker Package For Cab (2) Speakers	4
O	(1) Antenna for Factory Installed or F/O CB Mounted LH side of roof, with antenna cable	1
O	Rear Wall Deep Record/Map Pocket	2



Std/ Opt	Description	Weight
S	Peterbilt Electric Windshield Wipers With Intermittent Feature.	0
S	Solid Rear Day Cab Mounts	0
O	Cigar Lighter and Ash Cup Mounted in dash.	2
O	Triangle Reflector Kit, Ship Loose Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	13
O	Fire Extinguisher, Mounted Inboard Driver Seat Hazmat approved UL listed/rated ABC	8
S	Main Instrument Panel Includes Driver Information Display and Instrument Package With Speedometer, Tachometer, Fuel Level Gauge, Engine Oil Pressure, Engine Coolant Temperature, two Air Pressure, DEF Level Gauge. With gas engines, DEF Level Gauge will be replaced with Brake Application Gauge.	0
S	Headlights Composite Fender Mounted Integral park, turn, and side marker	0
S	(5) Marker Lights, Aero LED On roof, visor, or fairing	0
S	Daytime Running Lights The brake interlock turns the daytime running lights off when the parking brakes are engaged. This is required on all Canadian vehicles.	0
O	LED Oval Stop/Turn/Tail/Backup In tractor taper end of frame crossmember	-7
S	Peterbilt Signature Door Light Turn Signal	0
O	(2) Load Lights, LED, Flush Mounted Low Inboard Back of cab / back of sleeper	4
Paint		
S	Standard Paint Color Selection	0
S	(1) Color Axalta Two Stage - Cab/Hood Base Coat/Clear Coat N85020 A- L0006EY WHITE N85500 CAB ROOF L0006EY WHITE N85300 FENDER L0006EY WHITE N85200 FRAME L0001EA BLACK N85400 HOOD TOP L0006EY WHITE	0
Shipping Destination		
Options Not Subject To Discount		
S	Peterbilt Class 8 Standard Coverage 1 year/100,000 Miles (160,000 km)	0
O	Applications Review - Electric Vehicle	0



<i>Std/ Opt</i>	<i>Description</i>	<i>Weight</i>
Miscellaneous		
<input type="radio"/>	BEV/ Day Cab / Prestige Interior (BDM)	0

Promotions

Order Comments



Total Weight

15,921

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.

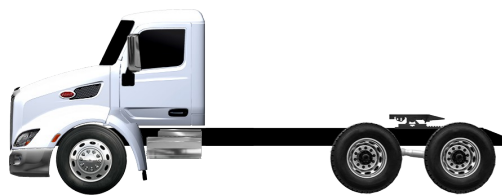
Dimensional and performance data for unpublished options may vary from that displayed in CRM.

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Component	Sales Code	Description	Laden	Unladen
Fifth Wheel	0854110	JOST JSK37 Fifth Wheel Top Plate	7.0	7.0
Frame	0515030	10-5/8" Steel Rails to 285"	10.6	10.6
Guppy Belly Adj.	0000000	No Adjustment.	0.0	0.0
Suspension	1821800	Peterbilt Air Trac 40,000 lbs, 52in Axle Spacing	11.0	11.4
Saddle Height Adj.	0000000	No Adjustment.	0.0	0.0
Restrictor Can Adj.	0000000	No Adjustment.	0.0	0.0
Tire	5166590	RR: BR 14ply 295/75R22.5 M726ELA	19.1	20.2
Total Height			47.70	49.20



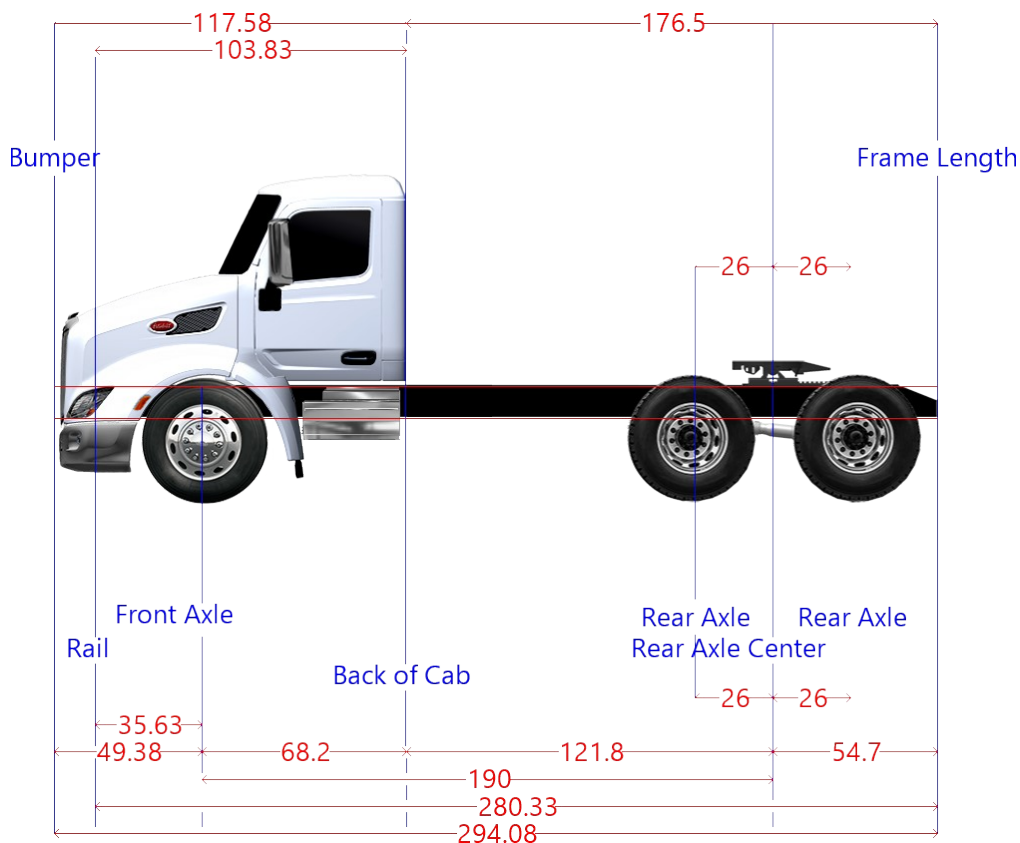
The listed heights should be considered approximations due to variations which may occur in component manufacturing processes, spring set, and the way in which the vehicle is loaded.

Component	Sales Code	Description	Laden	Unladen
Frame	0515030	10-5/8" Steel Rails to 285"	10.6	10.6
Front Spring	1111190	Taper Leaf Springs, Shocks 12,000 lb	7.3	8.5
Front Axle Drop 3.5"	1012140	Meritor MFS+12E 12,500 lb, 3.5 in. Drop	0.0	0.0
Height Adj.	1390630	80mm Front Spring Spacer Blocks	3.1	3.1
Front Tires	5064050	FF: BR 14ply 295/75R22.5 R284 Ecopia	18.8	19.1
Front Frame Height			39.9	41.4
Frame	0515030	10-5/8" Steel Rails to 285"	10.6	10.6
Guppy Belly Adj.	0000000	No Adjustment.	0.0	0.0
Suspension	1821800	Peterbilt Air Trac 40,000 lbs, 52in Axle Spacing	11.0	11.4
Saddle Height Adj.	0000000	No Adjustment.	0.0	0.0
Restrictor Can Adj.	0000000	No Adjustment.	0.0	0.0
Rear Tires	5166590	RR: BR 14ply 295/75R22.5 M726ELA	19.1	20.2
Rear Frame Height			40.7	42.2
Frame Rake			0.8	0.8
Frame Rake Slope (%)			0.4	0.4

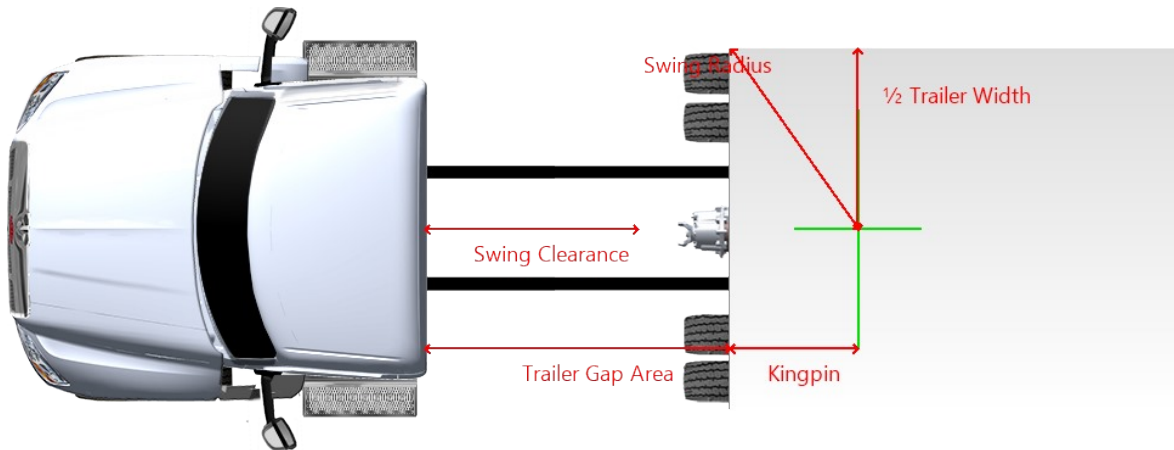
These characteristics are considered to be out of standard range: Laden rake more than 1% of wheelbase from level (positive or negative).

VERTICAL DIMENSIONS

Vertical Dimensions	Laden	Unladen
Ground to Bottom of Frame	29.5	31.0
Bottom of Frame to Top of Roof or Fairing	83.7	83.7
Ground to Top of Roof or Fairing	113.2	114.7
Exhaust Height	29.5	31
Ground Clearance		Laden
RH U/C	13.9	
LH U/C	12.0	
DEF Tank	N/A	
RH BOC 1	N/A	
LH BOC 1	29.3	
RH BOC 2	N/A	
LH BOC 2	N/A	



Dimension	Measurement	Start	End
Axle Spacing	52	164	216
Bumper to Back of Cab	117.58	-49.38	68.2
Bumper to Front Axle	49.38	-49.38	0
Bumper to Front Frame	13.75	-49.38	-35.63
Cab to End of Frame	176.5	68.2	244.7
Cab to End of Frame/Loadspace	CAB TO END OF FRAME EQUALS LOADSPACE ON THIS CONFIGURATION.		
Cab to Rear Axle	121.8	68.2	190
Effective Bumper to Back Of Cab	117.58	-49.38	68.2
Frame Length	280.33	-35.63	244.7
Front Axle to Back of Cab	68.2	0	68.2
Front of Frame to Axle	35.63	-35.63	0
Load Space	176.5	68.2	244.7
Overall Length	294.08	-49.38	244.7
Overhang	54.7	190	244.7
Pusher Offset #1	0	164	190
Pusher Offset #2	0	164	190
Pusher Offset #3	0	164	190
Tag Offset	0	190	216
Wheelbase	190	0	190



Available swing clearance shown includes the Peterbilt recommended swing and dip clearance of 7 inches for day cabs and low roof sleepers and 10 inches for high roof sleeper. For example: Available Swing Clearance = 0 on a high roof sleeper means you have 10 inches of clearance.

TRUCK AND TRAILER DATA

Wheelbase	190
Trailer Width	102
Trailer Kingpin Setting	36
Corner Radius	1
Fixed Fifth Wheel Offset	0

JACK KNIFE ALLOWANCE AND DIP ANGLE

Jack Knife Allowance	4 Inches
Dip Angle Setting	5 Degrees

FIFTH WHEEL POSITION

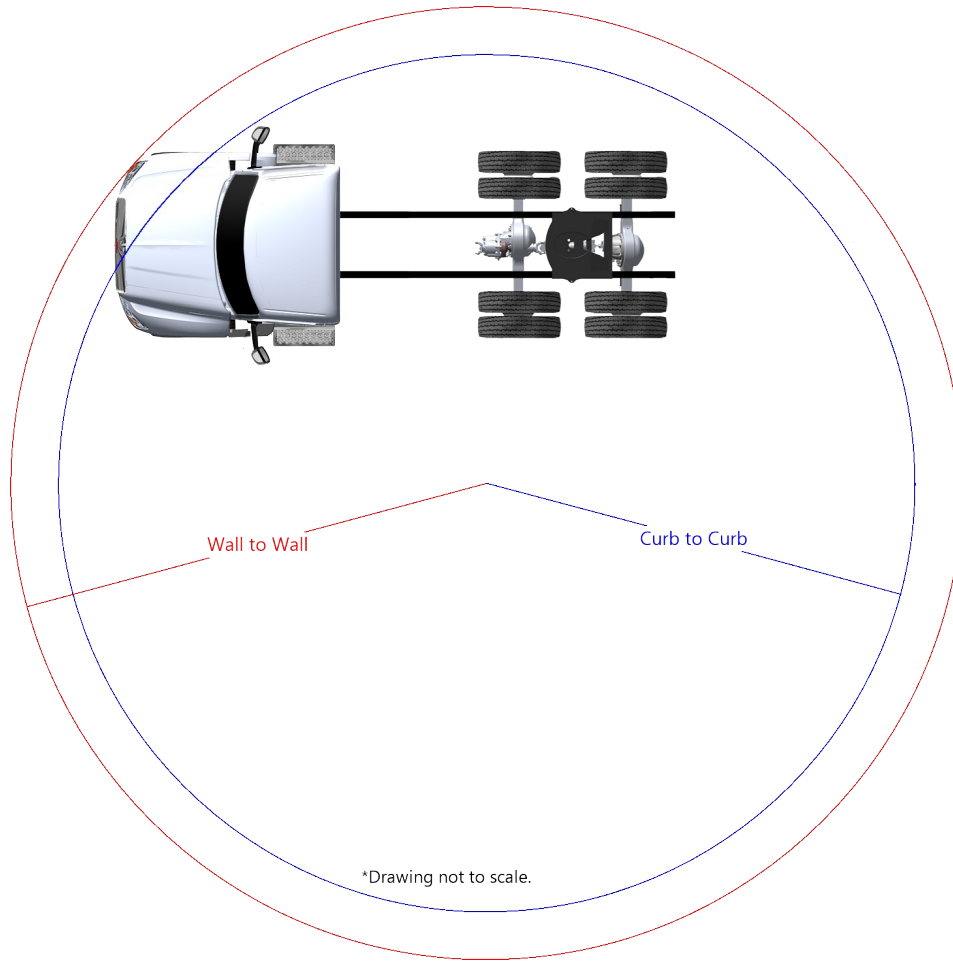
Rearmost Fifth Wheel Location	0 Inches
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SWING AND DIP CLEARANCE

Available Swing Clearance	17 Inches
Max Dip Angle	6 Degrees
Max Allowable Fwd 5th Wheel Setting	53 Inches
Overall Combination Length	839 Inches
Legal Constraint Comparison	-59 Inches

TRAILER GAP

Operational Fifth Wheel Setting	0 Inches
Calculated Trailer Gap at Setting	86 Inches



LEFT TURN RADIUS		RIGHT TURN RADIUS	
Curb to Curb	0.0	Curb to Curb	0.0
Wall to Wall	0.0	Wall to Wall	0.0

VEHICLE SUMMARY			
Truck	Model 579 / Tractor	Wheelbase	190
Axle	Meritor MFS+12E 12,500 lb, 3.5 in. Drop	Weight	15921
Tire	FF: BR 14ply 295/75R22.5 R284 Ecopia		
Wheel	FF: Alcoa 885657 22.5X8.25 Clean Buff Finish		

AXLE TRACK & WIDTH	
Front Axle Track	83.27
Front Axle Width	94.67
Rear Axle Track	73.47
Rear Axle Width	97.97



FRONT AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1012140	Meritor MFS+12E 12,500 lb, 3.5 in. Drop	12,500
Springs	1111190	Taper Leaf Springs, Shocks 12,000 lb	12,000
Power Steering	1243040	Power Steering Sheppard HD94	13,200
Hubs, Drums	1353550	PHP10 Aluminum PreSet PLUS Hubs Air Disc	20,000
Tires	5064050	FF: BR 14ply 295/75R22.5 R284 Ecopia	12,350
Wheels	5220410	FF: Alcoa 885657 22.5X8.25 Clean Buff Finish	16,100

Minimum: 10,000
Maximum: 12,000

The front axle weight rating cannot exceed 12000

REAR AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1514000	eAxle Tandem 40,000 lbs - Electric Vehicle	46,000
Hubs, Drums	1616500	eAxle Rear Brake/Iron PHP10 Hubs	46,000
Suspension	1821800	Peterbilt Air Trac 40,000 lbs, 52in Axle Spacing	40,000
Tires	5166590	RR: BR 14ply 295/75R22.5 M726ELA	45,400
Wheels	5320410	RR: Alcoa 885657 22.5X8.25 Clean Buff Finish	64,400

Minimum: 20,000
Maximum: 40,000

The rear axle weight rating cannot exceed 40000

GROSS COMBINATION WEIGHT RATING

GCWR (lbs)	80,000
Min	52,000
Max	80,000

The Gross Combination Weight Rating rating cannot exceed 80000

WEIGHT DISTRIBUTION

Model: 579

Actual performance of a specific unit can be affected by your operating conditions. The performance calculations should only be used as a guideline.



Recommended 5th wheel setting to achieve specified ground loads; measured from centerline of drive axles: 14 in. from the centerline of the drive axle(s).

Weight (lbs)	Front	Rear	Total
Chassis	9071	6850	15921
Tools/Driver	290	85	375
Fuel & DEF	0	0	0
Max Payload	2639	33065	35704
Auxiliary Payload	0	0	0
Total	12000	40000	52000
Specify Ground Load	12000	40000	

Auxiliary Payload

Item	Location from FA CL	Weight	Point Description
Load Point #1	0	0	
Load Point #2	0	0	
Load Point #3	0	0	
Component(s)	-	0	Composite Totals

Fifth wheel slide length is **36** inches
 Selected rearmost setting is **0** inches
 Wheelbase measurement: **190** inches
 Overhang measurement: **54.7** inches

ATTACHMENT D-9

VENDOR ESTIMATE FOR RYDER SYSTEMS



133 Hallene Rd
Warwick, RI 02886

401-732-7080

Quote

Date	Quote #
4/27/2021	20210309

Name / Address
Ryder System Attn: Erik Holzhauer 11690 NW 105 Street Miami, FL 33178

Ship To
TBD

Terms	Rep	FOB	Expire Date
Net 30	JF	Warwick, RI	6/27/21

Item	Description	Qty	U/M	Cost	Total
SE-TRU-53	eNow Rayfrigeration™system –All Electric System with Solar + Battery +Shorepower	1		\$216,000.	\$216,000.

Terms and Conditions: All transactions are subject to eNow Inc.'s Terms and Conditions, available at www.enowenergy.com

Warranty: All eNow products are covered under the Limited Warranty available at www.enowenergy.com.

Shipments: Standard lead time for shipments is 6-8 weeks ARO. Lead times subject to change.

Total	\$216,000.
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QUOTE

SafeConnect Systems, LLC

INVOICE #
DATE: 04/26/21

75 Dartmouth St, South Portland, ME 04106
Phone 844-787-2332
Bobby.johns@safecconnectsystems.com

TO Yale Klat
Enow energy
Street Address
City, ST ZIP Code
Phone
Customer ID No.

SALESPERSON	JOB	PAYMENT TERMS	DUE DATE
Bobby Johns	Yale	Net 30	

QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
4	480V Single Dock Door - 30A SCDS480-2	\$3,550.00	\$14,200.00
4	480V Single Pedestal - 30A SCDS480-0	\$2,815.00	\$11,260.00
	Tax		TBD
	Shipping & Handling		TBD
SUBTOTAL			
SALES TAX			
TOTAL			

Quotation prepared by: Bobby Johns

This is a quotation on the goods named, subject to the conditions noted below: Quote is valid for 30 days from date prepared. Pricing is subject to change after expiration of quote. Quote does not include any applicable taxes or installation labor. Dock Dorr stations do not come with wire connecting main control panels to remote boxes. Terms are Net 30 days, F.O.B. South Portland, ME 04106, upon approved credit.

To accept this quotation, sign here and return: _____

THANK YOU FOR YOUR BUSINESS!



ATTACHMENT E

DERA OPTION

The Connecticut Department of Energy and Environmental Protection (DEEP) is presenting, for your review, a work plan for fourteen projects to be funded under its 2019-2020 State DERA Grant #DS 00A00174-1. The selected projects include seven replacements of diesel units with electric equivalents: two commercial medium-duty electric vehicle (EV) trucks for Elate Moving and Blue Earth Compost, a heavy-duty EV refuse truck for the Town of North Stonington, an electric commercial mower for the Town of West Hartford, an electric yard tractor for Murphy Road Recycling (in New Haven), an electric school bus for Area Cooperative Education Services (ACES) and four EV transport refrigeration units (TRUs) with trailers for Ryder Systems. Out of a desire to fund all of the proposed EV/electric replacements, DEEP has requested and is awaiting approval of a budget revision, increasing the voluntary match by \$776,743.00 using VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust). The total amount to be dedicated to the fourteen projects is \$1,591,314.84 from a combination of DEEP’s 2019-2020 State DERA allocation, DERA Option matching funds, and the EPA match incentive. The remainder of the DERA allocation funds will defray project management expenses at DEEP.

Description of Projects Selected for 2020 DERA Funding:

DEEP is granting \$213,750.00 to ACES toward the replacement of one model year (MY) 2005 Class 5 diesel-powered school bus with a MY 2021 EV equivalent. The project includes purchase and installation of charging infrastructure. This award represents 45% of the cost of the new bus, which is \$475,000.00. The bus will operate in the greater New Haven area.

A grant of \$69,862.00, awarded to Blue Earth Compost, will be used to replace one 2007 MY Class 5 Freightliner MT45 step van with a 2020 MY Class 5 Ford F59 EV step van. The projected cost is \$155,250.00 and the grant represents 45% of the projected cost of the 2020 MY replacement truck. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.** The truck is based in Hartford and collects compost in 16 towns in the greater Hartford area.

Cariati Developers, Inc. is receiving a grant for \$256,187.50 toward the replacement of four Class 8 diesel dump trucks, MY 1996-2002, with 2022 MY diesel equivalents. The projected cost is \$1,024,750.00 and the original grant represents 25% of the projected cost of the four 2022 MY replacement trucks. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.** The trucks will be used in environmental justice communities in Hartford, Waterbury and Bridgeport and operate on the main corridors of I-95, I-91, I-395 and I-84.

Coastal Carriers of CT, LLC will receive \$34,200.75 toward the replacement of a EMY 1999 Class 8 diesel-powered fuel delivery truck with a 2022 Class 8 diesel-powered equivalent. The truck will be used in multiple shifts for delivering fuel throughout Connecticut, mostly to urban areas adjacent to Ansonia. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.** This grant represents 25% of the originally proposed cost of the project, which was \$136,803.00, but is less than 25% of the revised cost of the replacement truck, which is \$148,839.00.

A grant of \$24,664.35 for the replacement of one MY 2007 Class 6 truck, with a MY 2020 diesel-powered equivalent has been awarded to CWPM, LLC. The cost of the new truck is \$98,657.43 of which the grant is 25%. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.**

D. Brake Marine, LLC plans to use its grant of \$91,748.00 to replace two Tier 0, MY 1960-70 marine propulsion engines on the tug boat *MV Tug Empire* with EPA certified Tier 3 diesel-powered engines. The total project cost is \$229,370.00 of which the grant is 40%.

E.A. Quinn Landscaping Contracting, Inc. in Glastonbury will receive \$16,462.00 toward the replacement of one MY 2005 class 5 box truck with a MY 2021 diesel-powered equivalent. This grant represents 25% of the \$65,848.00 cost of the project. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.**

DEEP is granting \$95,818.00 to Elate Moving, LLC toward the replacement of one MY 2005 Hino 268 Class 6 box truck with a MY 2020 Isuzu FTR class 6 battery electric Cab/Chassis moving truck. This award represents 45% of the cost of the new bus, which is \$212,928.00. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.** The truck will operate primarily in Greenwich and in the Fairfield County / Greater New York area.

Joel Lizza’s commercial fishing company is receiving a grant for \$27,239.46 toward the replacement of one Tier 1, 1994 MY Volvo TAMD 102D marine propulsion engine on the fishing vessel *FV Lively Lady* with an EPA certified Tier 3 diesel-powered engine. The projected cost is \$68,098.65 and the original grant represents 40% of the projected cost.

A grant of \$126,996.30.00 awarded to Murphy Road Recycling will be used to replace one 2004 MY Freightliner COE yard tractor with a 2021 MY Orange EV electric equivalent. Purchase and installation of charging infrastructure is included in the grant. The projected cost is \$282,147.33 and the grant represents 45% of the projected cost of the 2020 MY replacement truck. **The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement.** The yard tractor operates in New Haven.

DEEP is granting a total of \$167,942.38 to the Town of North Stonington for the replacement of one MY 1997 diesel-powered Mack Model E7350 refuse truck with a MY 2021 Peterbilt Model 579EV electric equivalent. **\$66,357.64 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement,** and \$101,584.74 from FY 2019-2020 State DERA allocation and bonus. The projected cost is \$373,205.00 and the total grant represents 45% of the projected cost of replacement truck.

Ryder Systems, Inc. located at the distribution center WCD Inc. in Bloomfield, CT, will receive \$427,050.00 toward the replacement of four MY 2012 diesel-powered Transport Refrigeration Unit (TRU) trailers with 2021 MY fully electric alternatives (e-TRUs), powered entirely by the grid and solar electricity. The purchase and installation of TRU infrastructure to use when parking at the distribution center will be included in the project. This grant represents 45% of the \$949,000.00 cost of the project. **The funds will come from the “DERA Option” under VW NOx**

Mitigation Trust Agreement. The new TRUs will operate within Hartford, Fairfield, New Haven, Litchfield, Middlesex, and New London Counties.

A grant of \$11,924.10 will enable the Town of West Hartford to replace one MY 1996 diesel-powered mower with a 2021 MY Mean Green Rival-60 electric mower. The cost of the new mower is \$26,498.00 of which the grant is 45%.

The final grant is awarded to the Town of Windsor to use towards the replacement of one MY 2008, diesel-powered large-area mower with one 2021 MY Toro Groundsmaster 5900 with a Tier 4, diesel-powered Yanmar engine. The grant amount is \$27,500.00, which represents 25% of the \$110,000.00 cost of the new mower.

Timeline for Connecticut’s 2020 DERA-Funded Projects

Table 1 represents the work plan timeline for the projects selected for 2020 State DERA funding.

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2020-Funded Projects: ACES, Blue Earth Compost, Cariati Developers, Coastal Carriers, CWPM, D. Brake Marine, E.A. Quinn Enterprises, Elate Moving, Joel Lizza, Murphy Road Recycling, Town of North Stonington, Ryder Systems, Town of West Hartford, and Town of Windsor**

Task	Target Completion Date	Status
<p>Establish Criteria for Evaluation of Proposals</p> <ul style="list-style-type: none"> • In an EPA-designated PM maintenance area (Fairfield or New Haven Counties) (1 point) • In an environmental justice community (1 point) • Near transportation hubs or corridors (1 point) • In an urban area (1 point) • In an area that receives a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers (1 point) • Includes anti-idling education and outreach (1 point) • Consistency with the transportation section of the 2013 & 2017 Comprehensive Energy Strategy for Connecticut and the State’s clean fuels/clean vehicles initiative (1 point). <p>Ability to be completed expediently will also be taken into account.</p>	October 2020	Completed
<p>Develop Request for Proposals and Proposal Form</p> <ul style="list-style-type: none"> • Letter from Commissioner <ul style="list-style-type: none"> ○ Funding Availability ○ Eligible projects ○ Proposal Submittal Process • Proposal Application Form 	October 2020	Completed
Host Informational Webinar for Potential Applicants	October 5, 2020	Completed
Request for Project Proposals	October 14, 2020	Completed

<ul style="list-style-type: none"> • Communication to Stakeholders • Post on Website 		
Task	Target Completion Date	Status
Project Proposals Due	November 18, 2020	Completed
Review of Submitted Information and Selection of Grant Recipients	December 2020	Completed
Grant Recipients Announced	February 7, 2021	Completed
Administration, Outreach and Support	February 2021 – September 2021	Ongoing
Revised Work Plan Prepared for EPA and approved	February – March 2021	Completed
Post Approved Awards on DEEP Website after EPA approval	April 7, 2021	
Prepare and Submit D-4 forms to Wilmington Trust for VW DERA Option–funded projects	April - May 2021	
ACES: EV School Bus Replacement with EVSE		
DEEP Develops Scope of Work with ACES.	March 22, 2021	Completed
DEEP Executes State Contract for DERA Grant Payment	April 2021	In Progress
ACES Selects Vendor(s) for Bus and EVSE	March-April 2021	In Progress
DEEP Reviews/Approves Procurement Process and Selected Vendor(s)	March-April 2021	
ACES Issues Purchase Order for Purchase of EVSE for New Bus	May 2021	
Delivery and Installation of EVSE	June - July 31, 2021	
ACES Issues Purchase Order for Purchase of EV School Bus from Selected Vendor	May 2021	
Delivery of New EV School Bus	July - August 2021	
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
Final Payment Made to ACES	September 2021	
Blue Earth Compost: Replacement of a Class 5 Box truck with EV equivalent		
DEEP Develops Scope of Work with Blue Earth Compost, which will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for this VW DERA Option–funded project	February - March 2021	Completed
Blue Earth Requests Extension because of Budgetary and planning issues associated with EVSE Installation	March – April 2021	
Blue Earth Compost Selects Vendor	February - April 2021	
DEEP Reviews/Approves Procurement Process and Selected Vendor	February - April 2021	
Blue Earth Compost Issues Purchase Order for Purchase of EV Box Truck from Selected Vendor	January 2022	
Delivery of new EV Box Truck	August 2022	

Task	Target Completion Date	Status
Documentation of Scrappage and Completion of Project	August 2022	
Final Report and Reimbursement Request Due	August 31, 2022	
Wilmington Trust Makes Final Payment to Blue Earth Compost	September 2022	
Cariati Developers: Replacement of 4 Class 8 dump trucks		
DEEP Develops Scope of Work with Cariati Developers, which will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for this VW DERA Option-funded project.	March 25, 2021	Completed
Cariati Requests Extension because of Unavoidable Vendor Delays; DEEP approved	March 18, 2021	Completed
Cariati Developers Selects Vendor	February - March 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	February - March 2021	In Progress
Cariati Developers Issues Purchase Order for Purchase of Trucks from Selected Vendor	July 2021	
Delivery of New Trucks for Cariati Developers	May 30, 2022	
Documentation of Scrappage and Completion of Project	June 30, 2022	
Final Report and Reimbursement Request Due	June 30, 2022	
DEEP Submits D-4 Appendix A form to request payment to Cariati Developers by Wilmington Trust.	September 2022	
Wilmington Trust Makes Final Payment to Cariati Developers	October 2022	
Coastal Carriers of CT: Replacement of Fuel Delivery Truck		
DEEP Develops Scope of Work with Coastal Carriers, which will become the basis for the Management Plan for this VW DERA Option-funded project.	March 30, 2021	Completed
Coastal Carriers Selects Vendor	February – March 2021	Completed
Coastal Carriers Requests Extension because of Unavoidable Vendor Delays; DEEP approved	March 23, 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	April 2021	
Coastal Carriers Issues Purchase Order for Purchase of truck from Selected Vendor	March 17, 2021	Completed
Delivery of New Truck	October 1, 2021	
Documentation of Scrappage and Completion of Project	October 31, 2021	
Final Report and Reimbursement Request Due	October 31, 2021	
DEEP Submits D-4 Appendix A form to request payment to Coastal Carriers by Wilmington Trust.	November 2021	
Wilmington Trust Makes Final Payment to Coastal Carriers	November 2021	

Task	Target Completion Date	Status
CWPM: Replacement of one Class 6 truck		
Develops Scope of Work with CWPM, which will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for this VW DERA Option-funded project	March 24, 2021	Completed
CWPM Selects Vendor	March 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	March 2021	Completed
CWPM Issues Purchase Order for Purchase of Class 6 truck from Selected Vendor	April 2021	
Delivery of New Truck	April 2021	
Documentation of Scrappage and Completion of Project	June 2021	
Final Report and Reimbursement Request Due	June 2021	
DEEP Submits D-4 Appendix A form to request payment to E.A. Quinn by Wilmington Trust.	August 2021	
Wilmington Trust Makes Final Payment to Coastal Carriers	August 2021	
D. Brake Marine: Replacement of two Tier 0 marine engines with Tier 3 equivalents in <i>Tug Empire</i>		
DEEP Develops Scope of Work with D. Brake Marine	March 30, 2021	Completed
DEEP Executes State Contract for DERA Grant Payment	April – May 2021	In Progress
D. Brake Marine Selects Vendor	February - April 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	February - April 2021	Completed
Issues Purchase Order for Purchase of Marine Engines from Selected Vendor	February - April 2021	Completed
Delivery of New Marine Engines	March – April 2021	Completed
Installation of Marine Engines and Sea Trials	March – April 2021	In Progress
Documentation of Scrappage and Completion of Project	April - May 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
Final Payment Made to D. Brake Marine	September 2021	
E. A. Quinn: Replacement of one Class 5 truck		
DEEP Develops Scope of Work with E.A. Quinn, which will become the basis for the Management Plan for this VW DERA Option – funded project.	March 24, 2021	Completed
E.A. Quinn Selects Vendor	February - March 2021	
DEEP Reviews/Approves Procurement Process and Selected Vendor	February - March 2021	
E.A. Quinn Issues Purchase Order for Purchase of Class 5 Truck from Selected Vendor	April 15, 2021	

Task	Target Completion Date	Status
Delivery of New Truck	July-August, 2021	
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
DEEP Submits D-4 Appendix A form to request payment to E.A. Quinn by Wilmington Trust.	September 2021	
Wilmington Trust Makes Final Payment to E.A. Quinn	October 2021	
Elate Moving: EV Replacement of Class 6 moving truck		
DEEP Develops Scope of Work with Elate Moving, which will become the basis for the Management Plan for this VW DERA Option-funded project.	March 24, 2021	Completed
Elate Moving Selects Vendor	March – April 2021	In Progress
DEEP Reviews/Approves Procurement Process and Selected Vendor	March – April 2021	
Elate Moving Issues Purchase Order for Purchase of Class 6 EV Moving Truck from Selected Vendor	March – April 2021	
Delivery of New EV Moving Truck	August 15, 2021	
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
DEEP Submits D-4 Appendix A form to request payment to Elate Moving by Wilmington Trust.	September 2021	
Wilmington Trust Makes Final Payment to Elate Moving	October 2021	
Joel Lizza Fisheries: Replacement of Tier 1 Marine Engine with Tier 3 Equivalent		
DEEP Develops Scope of Work with Joel Lizza	March 25, 2021	Completed
DEEP Executes State Contract for DERA Grant Payment	February – April 2021	In Progress
Joel Lizza Selects Vendor	February – April 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	February – April 2021	Completed
Issues Purchase Order for Purchase of Marine Engine from Selected Vendor	February – April 2021	Completed
Delivery of New Engine	April – May 2021	Completed
Installation of New Engine and Sea Trials	May – July 2021	In Progress
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
Final Payment Made to Joel Lizza	September 2021	
Murphy Road Recycling: EV Replacement of Yard Tractor with EVSE		
Develops Scope of Work with Murphy Road Recycling which will become the basis for the Management Plan for this VW DERA Option-funded project.	March 22, 2021	Completed

Task	Target Completion Date	Status
Murphy Road Recycling Selects Vendor(s) for Yard Tractor and EVSE	February – March 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor(s)	February - March 2021	Completed
Murphy Road Recycling Issues Purchase Order for Purchase and Installation of EVSE	February - March 2021	Completed
Delivery and Installation of EVSE	August 2021	
Murphy Road Recycling Issues Purchase Order for Purchase of EV Yard Tractor	February – March 2021	
Delivery of EV Yard Tractor	August 2021	
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
Wilmington Trust Makes Final Payment made to Murphy Road Recycling	September 2021	
Town of North Stonington: EV Replacement of Refuse Truck		
Develops Scope of Work with North Stonington which <ul style="list-style-type: none"> • will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for VW DERA Option–funded portion of project • will be attached to Purchase Order for DERA-funded portion of project 	April 1, 2021	In Progress
North Stonington Requests Extension because of Covid-related Town Budget Issues for 2021; DEEP approved	March 31, 2021	Completed
North Stonington Selects Vendor	May 2022	
DEEP Reviews/Approves Procurement Process and Selected Vendor	May 2022	
North Stonington Issues Purchase Order for Purchase of truck and crane from Selected Vendor	May 2022	
Delivery of New EV Refuse Truck	August 2022	
Documentation of Scrappage and Completion of Project	August 2022	
Final Report and Reimbursement Request Due	August 15, 2022	
DEEP makes final payment of \$101,584.74 to North Stonington	August 15, 2022	
DEEP Submits D-4 Appendix A form to request payment to North Stonington by Wilmington Trust.	August 2022	
Wilmington Trust Makes Final Payment of \$66,357.64 to North Stonington	September 2022	
Ryder Systems (Bloomfield): E-TRU replacement of Four TRU Trailers with EVSE		
Develops Scope of Work with Ryder Systems, which will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for this VW DERA Option–funded project	March - April 2021	In Progress

Task	Target Completion Date	Status
Ryder Systems Selects Vendor(s) for Electric TRU Trailers and EVSE	March – April 2021	
DEEP Reviews/Approves Procurement Process and Selected Vendor(s)	February – April 2021	
Ryder Systems Issues Purchase Order for Purchase of EVSE from Selected Vendor	April - May 2021	
Delivery and Installation of EVSE	June 2021	
Ryder Systems Issues Purchase Order for Purchase of E-TRU Trailers	April – May 2021	
Delivery of E-TRU Trailers	August 2021	
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
DEEP Submits D-4 Appendix A form to request payment to Ryder Systems by Wilmington Trust.	September 2021	
Wilmington Trust Makes Final Payment to Ryder Systems	October 2021	
Town of West Hartford: EV Replacement of Commercial Mower		
DEEP Develops Scope of Work with West Hartford and Issues Purchase Order	March 29, 2021	Completed
West Hartford Selects Vendor	March – April 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	March – April 2021	Completed
West Hartford Issues Purchase Order for Purchase of EV Commercial Mower from Selected Vendor	April – May 2021	Completed
Delivery of WV Commercial Mower	June-August 2021	
Documentation of Scrappage and Completion of Project	August 31, 2021	
Final Report and Reimbursement Request Due	August 31, 2021	
Final Payment Made to West Hartford	September 2021	
Town of Windsor: Replacement of Commercial Mower		
DEEP Develops Scope of Work with Windsor and Issues Purchase Order	March 22, 2021	Completed
Windsor Selects Vendor	April 2021	
Windsor Requests Extension because of Unavoidable Vendor Delays; DEEP approved	March 19, 2021	Completed
DEEP Reviews/Approves Procurement Process and Selected Vendor	April 2021	
Windsor Issues Purchase Order for Purchase of Commercial Mower from Selected Vendor	June 2021	
Delivery of new Commercial Mower	September 15, 2021	
Documentation of Scrappage and Completion of Project	October 31, 2021	
Final Report and Reimbursement Request Due	October 31, 2021	
Final Payment Made to Windsor	November 2021	

Emissions Reductions for Projects Selected for Connecticut’s 2020 State DERA Funding:

The annual and lifetime emission reductions for the projects to be funded under this grant are compiled in Table 2 below. All of the 2020 projects yield emission reductions from the improved technology on the new engines. Idle reduction programs, incorporated in some of the funded projects, also yield significant air quality benefits. Copies of the Diesel Emissions Quantifier (DEQ) Summaries, in the importable spreadsheet format, are attached

**Table 2: Potential Annual and Lifetime Emission Reductions
From the 2020 Connecticut Clean Diesel Grant Program**

ACES: EV Replacement of School Bus <i>Annual Health Benefits¹ \$13,000</i>					
Annual	NO_x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO₂ tons/yr
Baseline of Fleet	0.084	0.007	0.011	0.042	19.1
Amount reduced	0.084	0.007	0.011	0.042	19.1
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet ²	0.084	0.007	0.011	0.042	19.1
Amount reduced	0.084	0.007	0.011	0.042	19.1
Blue Earth Compost: EV Replacement of Stepvan <i>Annual Health Benefits \$590</i>					
Annual	NO_x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO₂ tons/yr
Baseline of Fleet	0.057	0.000	0.003	0.012	22.5
Amount reduced	0.057	0.000	0.003	0.012	22.5
Lifetime	NO_x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO₂ tons/yr
Baseline of Fleet	0.114	0.001	0.006	0.024	45.0
Amount reduced	0.114	0.001	0.006	0.024	45.0
Cariati Developers: Replacement of 4 Dump Trucks <i>Annual Health Benefits \$270,000</i>					
Annual	NO_x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO₂ tons/yr
Baseline of Fleet	2.788	0.171	0.230	1.112	381.3
Amount reduced	2.627	0.167	0.211	1.042	121.3
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet	41.387	2.545	3.448	16.687	5,702.7
Amount reduced	38.980	2.488	3.166	15.645	1,791.8
Coastal Carriers: Replacement of Class 8 Fuel Delivery Truck <i>Annual Health Benefits \$200,000</i>					
Annual	NO_x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO₂ tons/yr
Baseline of Fleet	1.785	0.110	0.152	0.744	303.8
Amount reduced	1.678	0.108	0.140	0.698	116.2
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet	7.141	0.441	0.609	2.975	1,215.0
Amount reduced	6.713	0.431	0.559	2.790	465.0
CWPM: Replacement of 1 Class 6 Truck <i>Annual Health Benefits \$11,000</i>					
Annual	NO_x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO₂ tons/yr
Baseline of Fleet	0.069	0.006	0.010	0.038	11.5
Amount reduced	0.062	0.006	0.010	0.035	0
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet	0.347	0.030	0.052	0.191	57.7
Amount reduced	0.311	0.030	0.438	0.174	0

D. Brake Marine: Replacement of 2 Tier 0 Marine Engines <i>Annual Health Benefits \$84,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	14.194	0.209	0.142	2.634	393.8
Amount reduced	7.807	0.094	0.071	0.527	365.6
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet ²	14.194	0.209	0.142	2.634	393.8
Amount reduced	7.807	0.094	0.071	0.527	365.6
E.A. Quinn: Replacement of Class 5 Truck <i>Annual Health Benefits \$15,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.081	0.009	0.015	0.051	15.8
Amount reduced	0.073	0.009	0.014	0.047	0.0 ³
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.567	0.066	0.104	0.356	110.3
Amount reduced	0.510	0.065	0.095	0.326	0.0 ³
Elate Moving EV Replacement of Class 6 Moving Truck <i>Annual Health Benefits \$110,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.769	0.062	0.086	0.223	56.2
Amount reduced	0.769	0.062	0.086	0.223	56.2
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	3.846	0.309	0.430	1.116	281.2
Amount reduced	3.846	0.309	0.430	1.116	281.2
Joel Lizza: Replacement of Tier 1 Marine Engine <i>Annual Health Benefits \$64,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	4.553	0.085	0.058	1.070	73.8
Amount reduced	1.958	0.038	0.029	0.214	0.0
Lifetime	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet ²	13.658	0.354	0.174	3.211	221.5
Amount reduced	5.873	0.114	0.087	0.642	0.0
Murphy Road Recycling: EV Replacement of Yard Tractor <i>Annual Health Benefits \$140,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	1.261	0.082	0.056	0.470	29.3
Amount reduced	1.261	0.082	0.056	0.470	29.3
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	12.611	0.822	0.565	4.704	292.5
Amount reduced	12.611	0.822	0.565	4.704	292.5
North Stonington: EV Replacement of Refuse Collection Truck <i>Annual Health Benefits \$7,300</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.131	0.008	0.010	0.041	12.9
Amount reduced	0.131	0.008	0.010	0.041	12.9
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.262	0.017	0.021	0.082	25.9
Amount reduced	0.262	0.017	0.021	0.082	25.9

Ryder Systems: EV Replacement of 4 TRU Trailers <i>Annual Health Benefits \$260,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.885	0.178	0.059	1.144	108.0
Amount reduced	0.885	0.178	0.059	1.144	108.0
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	4.424	0.890	0.294	5.722	540
Amount reduced	4.424	0.890	0.294	5.722	540
Town of West Hartford: EV Replacement of Commercial Mower <i>Annual Health Benefits \$68,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.147	0.033	0.024	0.153	16.0
Amount reduced	0.147	0.033	0.024	0.153	16.0
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.588	0.133	0.097	0.612	64.1
Amount reduced	0.588	0.133	0.097	0.612	64.1
Town of Windsor: Replacement of Commercial Mower <i>Annual Health Benefits \$28,000</i>					
	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.111	0.014	0.007	0.146	36.0
Amount reduced	0.034	0.014	0.004	0.140	8.8
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.223	0.029	0.014	0.291	72.0
Amount reduced	0.068	0.029	0.007	0.279	17.6
Total of All Projects <i>Annual Health Benefits \$1,270,890</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Amount reduced	17.573	0.806	0.728	4.788	878.9
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Amount reduced	82.191	5.43	5.847	32.685	3,907.83
¹ Annual Health Benefits are projected through the DEQ; they are based on particulate emissions and location within or outside of a PM _{2.5} attainment area. ² The DEQ default for the remaining lifetime of this vehicle is 1 year, therefore the lifetime benefits are the same as the annual benefits. ³ The DEQ default values do not take into account the decreased CO ₂ emissions resulting from greater fuel efficiency due to features such as electronic ignition systems in the new engines; unless manufacturers' data for fuel savings or CO ₂ emissions for the new engines are available to input, the DEQ does not project the emission reductions for CO ₂					

2020 Diesel Emissions Reduction Act (DERA) State Grants Work Plan and Budget Narrative Template

INSTRUCTIONS: States and territories applying for 2020 DERA State Grant funds must use this template to prepare their Work Plan and Budget Narrative. Please refer to the 2019-2020 DERA State Grants Program Guide full program details, eligibility criteria and funding restrictions, and application instructions.

SUMMARY PAGE

Project Title: FY 2020 Connecticut Clean Diesel Grant Program

Project Manager and Contact Information

Organization Name: Connecticut Department of Energy & Environmental Protection

Project Manager: Paul E. Farrell, Director, Planning & Standards Division

Mailing Address: 79 Elm Street, Hartford, CT

Phone: 860-424-3389

Fax: 860-706-5339

Email: paul.farrell@ct.gov

Project Budget Overview:

	2019*	2020
EPA Base Allocation	\$319,850.00	\$337,393.00
EPA Match Bonus (if applicable)	\$159,925.00	\$168,697.00
State or Territory Voluntary Matching Funds (if applicable)	\$319,850.00	\$337,393.00
Mandatory Cost-Share	\$	\$
TOTAL Project Cost	\$799,625.00	\$843,483.00

*If state participated in 2019

Project Period

October 1, 2020 – September 30, 2021

Summary Statement

It is anticipated that the majority of Connecticut’s FY 2020 State Diesel Emissions Reduction Act (DERA) funds will be passed through to municipalities, other state agencies and/or private entities as rebates. Clean diesel project grants may also include subawards. Some awardees may include, but not be limited to, private entities such as railroads, distribution center operators or refuse haulers. Connecticut’s priorities for FY 2020 State DERA funds would be for grants or rebates to municipalities and state agencies for replacement, repowering or retrofitting of diesel vehicles or equipment in their fleets, with an emphasis on equipment that might not be eligible for Volkswagen Mitigation Trust funding. The Connecticut Department of Energy and Environmental Protection (DEEP) is also looking for opportunities to help fund replacement, repower or idle reduction technology for locomotives, trucks or other engines used in freight movement.

Grant funds could also be used for:

- replacement, repower or retrofits of agricultural equipment in the state;
- replacement or repower of construction equipment;
- a port equipment, shore-power or marine engine diesel project at Connecticut ports;
- marine repowers or vessel replacements;
- idle reduction technologies, including auxiliary power units and shorepower;
- retrofit technologies for diesel vehicles or equipment;
- replacement or repowering of transport refrigeration units (TRUs); or
- other diesel projects consistent with State clean air needs and agency requirements.

An open and competitive solicitation process will be used for the selection of projects to be funded in 2020.

Information on projects previously funded with Connecticut's State DERA allocations can be found at <https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants>.

SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

All eight Connecticut counties are on EPA's Priority County and Area List for FY20 DERA funding.¹ The entire state is designated as nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for 8-Hour Ozone. On August 23, 2019, EPA made a final determination that the Southwest Connecticut nonattainment area failed to meet the attainment date for the 2008 8-hour ozone NAAQS and must be reclassified to "serious nonattainment" based on 2015-17 data; under this designation, which went into effect September 23, 2019, Connecticut will have until July 20, 2021 to comply.² Similarly, on June 4, 2018, EPA determined that Connecticut was in nonattainment for the 2015 8-hour ozone standard.³ In light

¹2019 Priority County List, EPA Website at <https://www.epa.gov/sites/production/files/2018-12/documents/fy19-priority-county-list-2018-12-7.pdf>.

² EPA Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date, and Reclassification of Several Areas Classified as Moderate for the 2008 Ozone National Ambient Air Quality Standards, Federal Register, Vol. 84, No. 164, August 23, 2019 <https://www.govinfo.gov/content/pkg/FR-2019-08-23/pdf/2019-17796.pdf>.

³ EPA Final Rule: Additional Air Quality Designations for the 2015 Ozone National Ambient Air Quality Standards, Federal Register, Vol. 83, No. 107, June 4, 2018, <https://www.gpo.gov/fdsys/pkg/FR-2018-06-04/pdf/2018-11838.pdf>.

of this, additional significant emission reductions of nitrogen oxides (NO_x) will be necessary both within and upwind of Connecticut.

While Connecticut meets both the 2012 annual and 24-hour NAAQS for fine particulate matter (PM_{2.5}),⁴ additional localized reductions from DERA projects will produce continued public health benefits and assist in maintaining compliance with the NAAQS, particularly in the Southwest Connecticut maintenance area.

According to the 2014 National Emissions Inventory,⁵ Connecticut's diesel fleet is responsible for emitting 18,489.15 tons of NO_x, a precursor of ozone, and 928.74 tons of PM_{2.5}. The measured fleet includes aircraft, commercial marine, locomotives, diesel non-road equipment, on-road heavy-duty diesel vehicles and on-road light-duty vehicles.

Diesel emissions also include air toxics such as benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, polycyclic organic matter, naphthalene, and diesel particulate matter. The 2014 National Scale Air Toxics Assessment (NATA)⁶ indicates that the cancer risk from exposure to air toxics can be as much as 30 in a million for residents of some Connecticut cities, but is less than 25 in a million for residents of most areas of the state.

VEHICLES AND TECHNOLOGIES:

DEEP's first priority for FY20 State DERA Grant funding is to continue providing grants or rebates to municipalities for replacement or repowering of diesel vehicles and eligible equipment in their fleets. Replacements could include electric, hybrid electric, CNG or propane powered vehicles as well as cleaner diesel vehicles or equipment.

In conjunction with the development of strategies to improve freight movement in Connecticut, DEEP will continue to support locomotive and port-related projects such as replacement, repower or retrofit of drayage trucks or port equipment, installing idle reduction technology on locomotive engines, upgrading or replacing marine engines and vessels or establishing shore power facilities. Connecticut is also interested in helping truck owners, including municipalities, in obtaining auxiliary power units (APUs) to reduce idling emissions at ports, distribution/delivery centers, and other locations where these vehicles might idle throughout the state. In accordance with funding eligibility requirements for the FY20 State Clean Diesel

⁴ Federal Register, Vol. 80, No. 10, January 15, 2015. <https://www.gpo.gov/fdsys/pkg/FR-2015-01-15/pdf/2015-00021.pdf>.

⁵ 2014 National Emissions Inventory, EPA website at <https://www.epa.gov/air-emissions-inventories/2014-national-emissions-inventory-nei-data>.

⁶ From 2014 NATA Maps, EPA Website at: <https://www.epa.gov/national-air-toxics-assessment/2014-nata-map>.

Funding Grant Program, no funds awarded under this program can be used for the purchase of APUs or generators for vehicles with engine model years 2007 or newer.⁷

DEEP is seeking another opportunity to use State DERA funding in FY20 to provide shore power connections for hybrid-electric TRUs to reduce idling emissions at distribution centers located near highways in the state. DEEP is also interested in making funds available to assist Connecticut farmers in upgrading agricultural equipment. Finally, having noted the cost effectiveness of installing emission controls on construction equipment, DEEP will consider replacing, repowering or retrofitting equipment for construction use. Replacing diesel engines with alternative fueled, hybrid or all-electric engines, within the parameters of the DERA program requirements, will also be considered.

Two additional options for future funding are replacement of Connecticut-registered trucks serving trash plants or distribution/delivery centers in the state or repowering/replacing diesel TRUs with diesel/electric hybrid engines. Subject to EPA approval, DEEP may use these funds for other diesel emission reduction projects to meet agency needs that may arise during the grant period.

DEEP's project solicitation process will be initiated in early October; the Department's experience with previously funded projects will guide the selection and implementation of new projects under this State DERA Grant. Therefore, in addition to a prioritized list of new programs that could be funded with FY20 DERA funds, DEEP is providing a summary of successful DERA-funded programs that could serve as models for new programs. A representative sampling of earlier projects is also being used as the model for the Fleet sheet included with this narrative. Those earlier projects are outlined below to represent potential fleets to be benefited by this grant. With the exception of the initial school bus project, DEEP has selected projects for funding through a transparent, open and competitive process.

- **Retrofits:** Emission system retrofits (a.k.a. exhaust emission control technologies) that are verified or certified by EPA or CARB can be funded up to 100% of the cost, including labor and materials. When the first round of DERA funds became available in 2008, Connecticut's first priority was to use State DERA funds to reduce diesel emissions from school bus fleets through retrofits. The 2007 Connecticut Clean School Bus Act, June Special Session Public Act 07-4 (PA 07-4),⁸ allocated funds to DEEP to provide reimbursement to school districts for emission controls on school buses in the state, at reimbursement amounts specified in the legislation; these funds were the source of DEEP's voluntary match. FY08 State DERA grant, Connecticut DS97195401-4, provided supplemental funding for the program until the underlying legislative funding lapsed, and full funding thereafter. Under this program, twenty-four school districts were

⁷ FY2019-2020 State Clean Diesel Grant Program Information Guide, page 23:
<https://www.epa.gov/sites/production/files/2020-02/documents/420b20018.pdf>

⁸ Codified in sections [14-164n](#), [14-164o](#), [22a-21j](#), and [22a-21k](#) of the General Statutes of Connecticut.

able to retrofit 353 school buses with diesel oxidation catalysts (DOCs) and closed crankcase ventilation systems (CCVs), as required by PA 07-4.

Funds from the state ARRA/DERA Grant #2D-96102001 were used to retrofit portions of the Connecticut Department of Transportation (CT DOT) truck fleet and a number of pieces of construction equipment owned by CT DOT contractors. In addition, a DERA Grant, #DE-97199001, from the Northeast Diesel Collaborative, funded the installation of DOCs on the DEEP fleet.

One of the major conclusions of the Connecticut Clean Diesel Plan of 2006⁹ was that retrofits, as a diesel pollution control strategy, would decrease in importance as more stringent federal emission standards were phased in. This is particularly relevant for school buses in Connecticut, where many of the school bus contracts stipulate that buses be phased out of the fleet after an average of six years. This means that as of 2016, a large percentage of the school buses are 2010-compliant. Therefore, with the possible exception of construction equipment retrofits, DEEP is advancing replacement as its preferred method for decreasing emissions from diesel vehicles and equipment going forward.

- **Marine Projects:** The replacement or upgrading of aging marine engines have provided some of the best health benefits from annual PM_{2.5} reductions. DEEP has made up to 40% of the cost, including labor and materials, available for repower projects and up to 40% of the cost for engine upgrades. A proposal for replacing a diesel marine engine with an electric equivalent would be eligible for up to 60% of the cost, labor and materials included.

FY09 funding was awarded to the Cross Sound Ferry Services (CSF), to upgrade the engines of the *MV Susan Anne*, from Tier 0 to Tier 2, the best control level available for these engines at the time. The selected proposal used \$250,000 of State DERA funds in combination with \$768,865 from the ARRA/DERA Grant #2D-96102001.

One of two projects selected for FY10 State DERA funding was the replacement of two marine engines for a privately-owned tugboat. D. Brake Marine received \$176,787.75 to install two new engines on its tug boat, *Gotham*, improving emissions from a Tier 0 to a Tier 2 level.

All of DEEP's FY12 DERA funds, \$130,892.00, were used to repower marine engines on CT DOT's river ferry, *Selden III*. This project was completed a month ahead of schedule and the ferry began full operation with its new engines on April 1, 2013.

In FY 2016, DEEP provided \$97,245.60 to Jeanette T. Fisheries to repower two commercial fishing vessels. Both projects were completed ahead of schedule.

⁹ On the DEEP website at <https://portal.ct.gov/-/media/DEEP/air/diesel/docs/ctcleandieselplanfinalpdf.pdf?la=en>.

Connecticut’s 2018 State DERA program funded the repowering of two lobster boats and a ferry, each of which is replacing a Tier 0 marine engine with a Tier 3 engine. Bart Mansi, d.b.a. the Guilford Lobster Pound, received an FY2018 grant of \$44,857.88 for the replacement of a marine engine for the *FV Erica Paige*. Another fishing vessel, the *FV Kory Alexander* owned by King Lobster, Donald J. King, also replaced a marine engine using a \$27,258.73 State DERA grant. The Thimble Islands Ferry Company repowered its boat, the *MV Adriaen B*, using a grant of \$13,679.80; this ferry has a municipal charter to operate between Guilford and the Thimble Islands, regularly carrying school children to class.

- Early replacement Projects:** DEEP has received more proposals for early replacement of diesel trucks than for any other clean diesel projects. With “early replacement” no longer required, DEEP expects to receive more replacement proposals in 2020. DEEP has awarded grants for up to 25% of the cost of the replacement trucks and nonroad equipment and would make the same available for marine and locomotive replacement projects in FY2020. DEEP offers up to 50% of the cost of drayage truck replacements; the first year of scheduled maintenance may be included. Connecticut has also offered up to 45% of the cost of an all-electric vehicle replacement, including charging infrastructure, though the one proposal received to date was withdrawn. Because of technology advances on the new engines, these projects enhance air quality by reducing as much as 80% of engine emissions and decreasing fuel consumption through the improved efficiency. All of Connecticut’s early replacement DERA projects are summarized in Table 1 below.

Table 1: Summary of CT Clean Diesel Replacement Projects

Project	Extra Emission Benefits	Grant Amount	Funding Year
Enfield: Early Replacement of 4 Standard Recycling Trucks with 2 Automated, Single-Stream Vehicles	-Decreased VMT -Reduced idling	\$146,984.50	FY10 & FY11
Middlebury: Early Replacement of 2 Diesel Trucks, New Trucks with Automatic Shutdown Timers	-Reduced Idling	\$35,000.00	FY10 & FY11
University of Hartford: Early Replacement of Shuttle Bus		\$25,062.50	FY10 & FY11
Enviro Express Natural Gas, LLC Replacement of Diesel Truck with CNG-powered Truck	-Alternate fuel use	\$41,269.25	FY11
Wethersfield: Early Replacement of Maintenance Dump Truck		\$27,246.00	FY13
CT Dept. of Correction (DOC) Early Replacement of Refrigerated Box Truck (New Truck is Larger.)	- Decreased VMT - Lower emissions from new TRU	\$27,246.00	FY13

Project	Extra Emission Benefits	Grant Amount	Funding Year
D.A. Vento Refuse, LLC Early Replacement of Refuse Truck with Single Stream Refuse/Recycling Truck	-Decreased VMT - Reduced idling	\$51,068.00	FY14
CT DOC 2014: Early Replacement of Delivery Box Truck		\$22,699.69	FY14
Ledyard: Early Replacement of Maintenance Truck		\$18,944.53	FY15
Wethersfield 2015: Early Replacement of Rubber Tire Pay Loader		\$47,000.00	FY15
D.A. Vento Refuse, LLC 2015: Early Replacement of Refuse Truck		\$37,905.63	FY15
CT DOC 2015: Early Replacement of Delivery Box Truck		\$23,193.84	FY15
West Hartford: Early Replacement of Maintenance Dump Truck		\$18,944.53	FY16
Wethersfield: Early Replacement of Skid Steer Loader		\$12,616.47	FY16
CT DOC 2016: Early Replacement of Delivery Box Truck		\$21,704.85	FY16
Metropolitan District: Early Replacement of VACTOR Truck		\$140,329.04	FY17
Coventry : Early Replacement of Maintenance Dump Truck		\$46,001.13	FY17
Atlas Concrete Products: Early Replacement of Diesel Flatbed Truck with Crane		\$76,280.79	FY18
Beacon Falls: Early Replacement of Maintenance Dump Truck		\$40,905.04	FY18
Burlington: Early Replacement of Maintenance Dump Truck		\$42,029.59	FY18
Coventry 2018: Early Replacement of Maintenance Dump Truck		\$49,326.66	FY18
East Hartford: Early Replacement of Backhoe & 2 Tractor Mowers		\$90,231.70	FY18
State Line Propane: Early Replacement of Tractor		\$31,035.62	FY18
Sysco Leasing Early Replacement of 7 Diesel Freight Trucks		\$149,233.61	FY18
West Hartford 2018: Early Replacement of Maintenance Dump Truck		\$63,237.62	FY18

Project	Extra Emission Benefits	Grant Amount	Funding Year
Tirollo Bus Co., LLC: Replace Diesel School Bus with Gasoline-Powered Bus	-Cleaner Fuel	\$19,249.43	FY18
Savino Transportation, Inc.: Early Replacement of 2 Diesel School Buses with Propane-Powered Buses	-Alternate fuel use	\$43,311.22	FY18
Gateway Terminal, LLC: Early Replacement of 6 Drayage rucks		\$367,372.48	FY18
Tirollo Bus Co., LLC. 2019: Early Replacement of 2 Diesel School Buses with Gasoline-Powered Buses	-Cleaner Fuel	\$39,429.47	FY18
Burlington 2019: Maintenance Dump Truck Replacement		\$48,614.35	FY19
Canaan: Replacement of Snowplowing Dump Truck		\$41,276.73	FY19
F&F Concrete Corporation: Replacement of 3 Concrete Trucks		\$172,181.32	FY19
Kay's Trucking: Replacement of 2 Tractors		\$57,733.69	FY19
New Milford: Early Replacement of 3 Snowplowing Dump Trucks		\$108,602.98	FY19
Stamford: Replacement of 4 Class 6 Utility Trucks		\$144,591.41	FY19
Target Enterprises: Replacement of Flatbed Truck with Crane		\$37,885.74	FY19
West Hartford 2019: Replacement of Maintenance Dump Truck		\$33,485.04	FY19
Weston: Replacement of 2 Maintenance Dump Trucks		\$83,287.74	FY19

• **Locomotive Idle Reduction:** Of all the projects previously funded, the installation of idle control equipment on two Providence and Worcester Railroad Company (PWR) switch engines was the most cost-effective. PWR received a FY14 grant of \$9,570.62, which represents 40% of the total cost for a project to install electric idle reduction technology on two switch engines operating in New Haven. Trade literature projects that this technology can yield a minimum of 25% reduction in emissions from these aging engines, emissions benefits that are very high relative to the funds expended.

ROLES AND RESPONSIBILITIES:

DEEP awards sub-grants to applicants selected through a transparent, open and competitive process. The funding is structured as a rebate made upon completion of the project. While most of the funds will be passed through, a portion will be reserved to cover personnel costs associated with DEEP's administration of the program.

Emissions reductions are calculated for each proposed project using the Diesel Emissions Quantifier (DEQ); these are a major factor in ranking proposals. Additional evaluation criteria are employed and are consistent with EPA's DERA programmatic priorities and strategic plan, including whether a proposed project is:

- In an EPA-designated PM_{2.5} maintenance area (Fairfield or New Haven Counties);
- In an environmental justice community;
- Near transportation hubs or corridors;
- In an urban area as defined by U.S. Census Bureau;
- Near school bus depots, rail yards, distribution centers, ports, airports or construction sites; and
- Including anti-idling education and outreach.

Although early replacement is no longer a requirement for the State DERA program, DEEP plans to encourage the practice by including "A documented early replacement project" among the preferential criteria in its evaluation process.

Cost effectiveness and the potential for timely completion are also taken into account.

As with past projects funded under DERA, each sub-grantee and DEEP work cooperatively to develop a scope of work that is attached to the contract or purchase order used to implement the project and allow DEEP to release the funds. As a pass-through entity, DEEP complies with performance reporting terms and conditions specified in the Assistance Agreement with EPA. Each scope of work includes a reference to the Assistance Agreement between EPA and DEEP.

The disbursement schedule is incorporated into the scope of work. In most cases, the sub-grantee pays for the entire project and is reimbursed, to the limit allowed by EPA, after all specified deliverables documenting the completion of the project have been submitted and approved. Where a significant outlay is required in the middle of the project period, a partial reimbursement may be scheduled at an appropriate time (e.g. for a marine engine replacement project, when the kits or engines are delivered and invoiced). Funds are drawn down quarterly, in conjunction with report preparation.

TIMELINE AND MILESTONES:

Table 2: Template for Projects for the Connecticut Clean Diesel Grant Program: Work Plan & Schedule for Fiscal Year 2020

.Task	.Target Completion Date	Status
Establish Criteria for Evaluation of Proposals	October 2020	
Develop Request for Proposals and Proposal Form <ul style="list-style-type: none"> • Letter from Commissioner <ul style="list-style-type: none"> ○ Funding Availability ○ Prioritization Criteria ○ Proposal Submittal Process • Proposal/Application Form • Guidance Document 	October 2020	
DEEP Request for Project Proposals <ul style="list-style-type: none"> • Communication to Stakeholders • Announce at State Implementation Plan Revision Advisory Committee (SIPRAC) monthly meeting • Post on Website 	October-November 2020	
Project Proposals Due to DEEP	November 15, 2020	
Continued Support and Outreach	November 2020 – September 2021	
Review of Submitted Information and Decision on Award Finalists	November-December 2020	
List of Finalists Submitted to EPA for Approval	December 2020 – January 2021	
Award Finalists Announced	December 2020 – January 2021	
DEEP issues Purchase Orders/Contracts to Participants	December 2020 – February 2021	
Installation of Technology and Completion of Projects	January – August 2021	
Reimbursement Requests Due	August 31, 2021	
Payments made to Participants	September 2021	
Final Draw Down of 2020 DERA Funds	September- December 2021	

DERA PROGRAMMATIC PRIORITIES:

1. **Projects Are in Areas with High Population and Poor Air Quality:**

All of Connecticut is currently designated as nonattainment for both the 2008 and 2015 8-Hour Ozone NAAQS.^{10, 11} In light of this, continued and increasing NO_x reductions are needed for ozone as well as PM_{2.5} benefits. While Connecticut is now in compliance with the 2012 annual and 24-hour PM_{2.5} NAAQS, these DERA-funded projects will contribute to emission reductions required by the maintenance plan approved by EPA in September of 2013. DEEP's ranking criteria for evaluating proposals for State DERA funding specifically address location in urbanized (as defined by the U. S. Census Bureau) and PM_{2.5} maintenance areas.

2. Projects Are in Areas Disproportionately Impacted by Air Pollution from Diesel Fleets:

Major transportation corridors, including I-95, I-84 and I-91 and the rail lines that parallel them, connect New England with the rest of the United States. Barges, ships and ferries are also critical elements of the region's transportation sector. Transportation activity generates air pollution that, along with other upwind sources, negatively impacts air quality and public health in Connecticut. DEEP's criteria for evaluating and selecting projects for State DERA funding specifically address location in environmental justice communities, which are characterized, in part, by disproportionate air pollution impacts, and proximity to diesel transportation hubs, including ports, rail yards and highways. DEEP has supported school bus projects as well as projects with construction and other non-road vehicles and equipment. Based on the success of these projects, similar proposals will be considered in FY20. A locomotive idle reduction project involving two switch engines at the New Haven rail yard was successfully completed in FY14. DEEP will consider using DERA funds for such idle reduction technologies in 2020.

EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS:

1. Linkage to EPA Strategic Plan

Goal 1 of EPA's FY 2018-22 Strategic Plan¹² is to provide "A Cleaner, Healthier Environment." In Connecticut where mobile sources are the greatest sources of air pollution originating in the state, projects that reduce diesel emissions help to further Objective 1.1 to "Improve Air Quality." DEEP reviews each proposed project for its potential to further this objective to "Deliver a cleaner, safer, and healthier environment for all Americans and future generations by carrying out the Agency's core mission."

¹⁰ EPA Final Rule, August 23, 2019, op. cit.

¹¹ EPA Final Rule, April 30, 2018, op. cit.

¹² EPA's FY 2018-2022 Strategic Plan at www.epa.gov/planandbudget/strategicplan

Reducing emissions through vehicle or engine replacements is a widely accepted method for decreasing the health and environmental impacts of diesel pollution, particularly when the replacements are compliant with 2010 emission standards for on-highway trucks or the federal Tier 4 standards for non-road equipment. The more stringent emission standards apply not only to the particulates captured by improved filtration technology, but also to NO_x, a precursor of ozone.

New diesel engines also have greater fuel efficiency due to features such as electronic ignition systems. Burning less fuel reduces NO_x and greenhouse gas pollution. Therefore, these efforts assist ozone control plans and lower climate change impacts. Additional fuel savings accrue from idle reduction projects such as TRU shorepower projects. Idle reduction decreases the full range of combustion-related emissions along with the negative health impacts associated with criteria pollutants.

The installation of pollution controls on diesel-powered school buses and other vehicles have similar, documented benefits in decreasing the harmful amounts of air pollution. School bus retrofits, for pre-2010 model year vehicles, are particularly desirable in that they directly benefit children, who have both the greatest exposure to the pollutants and the greatest susceptibility to the health effects resulting from that exposure.

In addition, retrofit, repower and replacement projects involving school buses, trucks, marine engines, construction and possible agriculture equipment projects, will reduce the black carbon constituent of diesel exhaust, which is also linked to climate change, making a contribution to the long term environmental health of the region.

2. Outputs

Number of replaced/retrofitted engines/vehicles/equipment and/or hours of idling reduced: Without the initial allocation under the State DERA program, the 2007 Connecticut Clean School Bus Program could not have been implemented. Supplemental funds from the DERA program allowed school districts to utilize the money provided by the Connecticut General Assembly for school bus retrofits, increasing the number of clean school buses in the state. A total of 353 school buses from 24 school districts were retrofitted with DOCs and CCVs using Connecticut's State DERA grants. In addition, DERA funds have allowed DEEP to retrofit a total of 188 state trucks and 24 pieces of construction equipment under two different DERA grants. Two marine engines have been upgraded and nine have been replaced with DERA funds. State DERA funds have contributed to the replacement of 61 vehicles (including one with CNG-powered engine, two with propane-powered engines and three with a gasoline engine) and five pieces of non-road equipment. In addition, FY14 State DERA funds were used to install locomotive idle reduction technology on two switch engines, annually reducing 920 idling hours. DEEP routinely documents diesel reduction projects in the state, including numbers of vehicles/vessels and technologies installed, to project air quality benefits.

Engaging local communities with respect to the design and performance of the project: DEEP maintains an expanding list of clean diesel stakeholders who are

contacted whenever clean diesel grant funds become available from EPA, the Federal Highway Administration and DEEP. The newest additions are stakeholders identified through DEEP's efforts to implement Connecticut's portion of the settlement of *In re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation*, MDL No. 2672 CRB (JSC) (Dkt. No. 2103-1). Of Connecticut's 169 municipalities, 130 are represented on this list and contacts are updated regularly. A separate list of all the school superintendents in the state is used for opportunities involving clean school buses. Private fleet owners, on-road, nonroad and marine, are added as they express interest in our incentive programs; the Volkswagen incentives have expanded the list, particularly with regard to projects ineligible for Volkswagen Mitigation Trust funds but eligible for the broader-based DERA incentives. Half of Connecticut's DERA grants have been awarded to municipalities and school districts. DEEP encourages and supports local events and publications showcasing the clean diesel vehicles and equipment made possible through these grants.

DERA's inclusion in Connecticut's broader-based environmental or air quality plan: DEEP has incorporated DERA into its long-term air quality plans. Emissions reductions from the state DERA program were included in Connecticut's 2008 Ozone Attainment State Implementation Plan.¹³ Connecticut's State DERA program will continue to be featured as part of DEEP's education and outreach efforts for diesel emissions reduction. The Connecticut Clean Diesel Plan of 2006, which won an Environmental Merit Award, said of the fledgling DERA program, "... This will become a significant source of funding for diesel emissions reductions in the period covered by the Act. Community-based efforts focused on developing viable diesel emission reduction projects should continue. DEP [now DEEP] remains committed to facilitate this process to ensure that Connecticut is well positioned to compete effectively for this potential pool of federal funding."¹⁴ DEEP also uses the DERA program to advance the Comprehensive Energy Strategy for Connecticut and the state's Connecticut's EV Commitment;¹⁵ by encouraging, through the selection criteria, consistency with the programmatic goals in those documents.

Implementation of contract specifications requiring the use of cleaner vehicles and equipment: In 2009, CT DOT's construction equipment retrofit project, funded under the State ARRA/DERA grant, was implemented through a set of construction contract

¹³ Attainment Demonstrations for the 2008 Ozone NAAQS, DEEP website at <https://portal.ct.gov/DEEP/Air/Planning/Ozone/2008-Ozone-NAAQS-Attainment-Demonstrations#GreaterCT>.

¹⁴ Special Act No. 05-7, Connecticut Clean Diesel Plan of 2006, page 27 at <https://www.cga.ct.gov/2005/act/sa/2005SA-00007-R00SB-00920-SA.htm>.

¹⁵ For example, see the 2013 Comprehensive Energy Strategy for Connecticut and its 2018 successor at <https://portal.ct.gov/DEEP/Energy/Comprehensive-Energy-Plan/Comprehensive-Energy-Strategy> and the Draft Electric Vehicle Roadmap at <https://portal.ct.gov/DEEP/Air/Mobile-Sources/EVConnecticut/EVConnecticut---CTs-EV-Commitment>.

specifications. Since the retrofit technology was required to remain in place for the lifetime of the equipment, other construction projects employing the retrofitted equipment are extending the clean air benefits.

A documented commitment to continue to identify and address air quality issues in the affected community: In all of its clean fuel and clean vehicle incentive programs, DEEP includes evaluation criteria associated with project location 1) in Environmental Justice communities, 2) near transportation hubs and corridors and 3) in areas that receive a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers. Projects proposed in these affected locations are ranked favorably in the selection process.

As further evidence of the State's commitment to reducing environmental impacts of other types of projects on such communities, the State of Connecticut has documented its Environmental Justice Policy in legislation that requires applicants seeking a permit for a new or expanded "applicable facility" with a proposed location in an "environmental justice community," to file an Environmental Justice Public Participation Plan with, and receive approval from DEEP *prior* to filing any application for such permit.¹⁶

Adoption of an idle reduction policy: Connecticut has had a statutory restriction on school bus idling since 2002¹⁷ and regulations to limit idling from all mobile sources since the 1980s.¹⁸ Starting with the state's first DERA project, retrofitting school buses to implement the 2007 Connecticut Clean School Bus Act, DEEP has included an idle reduction policy as one of the ranking criteria for project selection. In that initial program, many school districts took advantage of the offer of free anti-idling signs to post at their schools. Subsequently, a number of private and public DERA grant recipients have submitted evidence of idle reduction programs and policies in their workplaces.

Providing support to clean diesel coalitions by sharing information, working with interested fleets, and addressing specific geographic needs: DEEP maintains contact with a lengthy and diverse list of clean diesel stakeholders in the state, including municipalities and state agencies, businesses with diesel fleets, environmental activist groups, school districts and transportation providers. These associations will continue to be active as new diesel control strategies are developed. A true partnership with communications between all parties (municipalities, vehicle and equipment owners,

¹⁶ General Statutes of Connecticut, Section 22a-20a found at https://www.cga.ct.gov/current/pub/chap_439.htm#sec_22a-20a

¹⁷ General Statutes of Connecticut, Section 14-277 found at https://www.cga.ct.gov/current/pub/chap_248.htm#sec_14-277

¹⁸ Regulations of Connecticut State Agencies, Section 22a-174-18(b)(3), <https://portal.ct.gov/DEEP/Air/Mobile-Sources/Anti-Idling/Anti-Idling---Compliance-and-Enforcement>

technology vendors and DEEP) is of critical importance in the continued success of emission control projects.

One example of the effectiveness of such partnerships is the 2007 Connecticut School Bus Act,¹⁹ which owed its existence to a wide group of environmental advocacy organizations in the region. In the first year of the Connecticut Clean School Bus Program, DEEP enlisted their assistance in promoting the program and encouraging school districts to participate. These advocacy organizations are part of an expanding list of clean diesel and climate change stakeholders who are routinely contacted for proposals when new grant funding becomes available.

DEEP has successfully partnered with CT DOT and the CT Department of Correction for several of the DERA-funded projects. Similar partnerships can be developed with other state agencies such as the Department of Agriculture for projects involving agricultural equipment.

DEEP is able to engage a wide range of industry and environmental advocacy groups, along with state and local agencies, to publicize the availability and benefits of the various programs. Potential partners in this effort could include State Implementation Plan Revision Advisory Committee, the Connecticut Council of Small Towns, the Connecticut Conference of Municipalities, the Motor Transport Association of Connecticut, EPA SmartWay Partners, Clean Water Action, Clean Cities, the Connecticut Coalition of Environmental Justice, Acadia Center (formerly Environment Northeast), and the State of Connecticut Motor Carrier Advisory Committee. DEEP will continue to work closely with Region 1 EPA and the Northeast States for Coordinated Air Use Management to ensure that results are communicated and lessons learned are shared with other stakeholders in the region.

Number of subgrants: Almost all of the DERA funds allocated to Connecticut have been dispensed as rebates to subrecipients. Between 2008 and 2019, Connecticut has made a total of 38 rebates using DERA funds. Eleven additional grants were approved in 2019 for rebates in 2020.

Dissemination of project/technology information via list serves, websites, journals and outreach events: DEEP publishes information about the grants and recipients on its website at <https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants>. Subrecipients frequently post or publish information about their projects and DEEP supports outreach events promoting the funded projects.

3. Outcomes

Lifetime Emission Reductions: Projected air quality benefits are weighted heavily in the selection of projects to be funded through Connecticut's State DERA program. Such

¹⁹ Codified in sections [14-164n](#), [14-164o](#), [22a-21j](#), and [22a-21k](#) of the General Statutes of Connecticut

benefits are calculated for all of the projects implemented with State DERA funds and are included in Table 3 for comparison purposes. The resulting benefits from similar projects selected for DERA funding will vary based on each specific vehicle or piece of equipment and the emission control technologies.

The DEQ is sometimes limited in its ability to fully quantify emission reduction benefits, for example the DEQ's CO₂ emission calculations are based solely on the amount of fuel consumed and will not project any reductions that result from automatic ignition and other engine technology improvements. Unless one can enter fuel savings data from the technology manufacturer or operator, idle reduction information from the operator, or a change in fuel, no improvement in CO₂ emissions will be shown.

**Table 3: Potential Lifetime Emission Reductions
From the Connecticut Clean Diesel Grant Program**

FY08: Completed 353 School Bus Retrofits					
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet	1,012.57	15.79	29.03	170.37	205,710.75
Percent Reduced (%)	0	53.2	88.2	56.3	0
Amount reduced	0	8.39	25.59	95.93	0
FY09: Marine Engine Upgrade CSF MV Susan Anne					
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet	97.089	2.337	0.974	18.016	3,195.70
Amount reduced	47.865 ¹	1.498 ¹	See note ¹	3.606 ¹	63.90 ¹
FY10: Marine Engine Replacement for Tugboat Gotham					
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Fleet	270.7919	6.5186	2.7161	50.2472	7,814.4000
Amount reduced	101.8525	1.0864	See note ²	9.7778	See note ³
FY10: Early Replacement of Enviro Express' Diesel-Powered Truck with CNG-Powered Truck					
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Existing Fleet	4.4800	0.1863	0.1353	0.8851	4,273.5000
Baseline of New CNG Fleet	1.4091	0.0374	0.0099	0.0517	683.76
Amount reduced ⁵	3.0709	0.1489	0.1254	0.8334	3,589.74
FY11: Enfield Early Replacement of 4 Recycling Trucks with 2 Large, Automated, Single-Stream Trucks					
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Existing Fleet	91.7519	4.4217	4.1875	23.8757	6,188.4720
Baseline of New Fleet	6.5597	0.1588	0.2411	1.2206	See notes ^{3,6}
Amount reduced ⁵	85.1922	4.2629	3.9464	22.6551	See notes ^{3,6}
FY11: Middlebury Early Replacement of 2 Dump Trucks with 2 New Dump Trucks + Auto Shutoff					
Lifetime	NO_x tons	PM tons	HC tons	CO tons	CO₂ tons
Baseline of Existing Fleet	26.6550	1.3846	1.7963	8.5575	1,748.9160
Baseline of New Fleet	7.3766	0.1812	0.2507	1.5437	See Notes ^{3,7}
Amount reduced ⁵	19.2784	1.2034	1.5456	7.0138	See Notes ^{3,7}

FY11: University of Hartford Early Replacement of 1 Shuttle Bus					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Existing Fleet	2.6268	0.1306	0.1776	1.1958	212.7204
Baseline of New Fleet	1.4895	0.0389	0.0299	1.2818 ⁸	See note ³
Amount reduced ⁵	1.1373	0.0917	0.1477	See note ⁸	See note ³
ARRA/DERA: 149 DOCs on CT DOT Trucks, 19 DOCs & 5 DPFs on Highway Construction Equipment					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Lifetime Baseline of Fleet	308.15	7.62	18.34	61.73	41,289.34
Percent Reduced (%)	0	27.4	52.8	41.5	0
Amount Reduced Lifetime	0	2.09	9.68	25.60	0
DERA FY12: Marine Engine Repower CT DOT River Ferry, <i>Selden III</i>					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Existing Fleet	129.5148	3.1177	1.2990	24.0323	817.2375
Baseline of New Fleet	92.3438	2.9697	1.4839 ⁹	22.1217	See note ³
Amount reduced ⁹	37.1710	0.1480	See note ⁹	1.9106	See note ³
DERA FY13: Town of Wethersfield Dump Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	11.7869	0.8325	0.9436	4.1082	1,201.3974
Amount reduced	9.9414	0.7902	0.8440	3.6068	See note ³
DERA FY13: CT DOC Refrigerated Box Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of 1995 Class 7 Truck	1.8773	0.0604	0.1195	0.5729	163.0590
Baseline of 2014, Class 8 Truck, reducing VMT by 1/3 ^{10,11}	0.4758	0.0130	0.0052	0.0247	108.6579
Amount reduced ^{12,13}	1.4015	0.0474	0.1143	0.5482	54.4011
DERA FY14: Providence & Worcester Railroad Electric APUs on 2 Switch Engines					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	5,234.2309	109.9583	280.9333	901.9437	23,376.6000
Amount reduced: 25% ¹⁴	2,035.53	42.76	109.25	350.76	9090.9
DERA FY14: CT DOC Replacement of 1 Box Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	3.4063	0.1595	0.3235	1.5125	372.9600
Amount reduced	2.6797	0.1416	0.2993	1.3655	See note ³
DERA FY14: Vento 2004 Refuse Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	3.1950	0.2067	0.2192	0.9530	623.3760
Amount reduced ¹⁵	2.3271	0.1850	0.1959	0.8365	See notes ^{3,15}
DERA FY15: Ledyard Maintenance Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.538	0.025	0.026	0.153	67.2
Amount reduced	0.477	0.025	0.024	0.131	See note ³

DERA FY15: Wethersfield Pay Loader Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	2.611	0.201	0.172	0.697	536.1
Amount reduced	2.478	0.140	0.111	0.634	See note ³
DERA FY15: Vento 2004 Refuse Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	4.085	0.169	0.212	1.463	411.8
Amount reduced	3.844	0.164	0.195	1.378	See notes ^{3,16}
DERA FY15: CT DOC Box Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.307	0.065	0.093	0.409	174.8
Amount reduced	1.162	0.063	0.084	0.354	See note ³
DERA FY16: Jeanette T. Fisheries 2 Marine Engine Repowers					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	55.838	1.344	0.560	10.361	1,363.1
Amount reduced	31.660	0.898	0.276	2.020	See note ³
DERA FY16: Wethersfield Replacement of 2001 Skid Steer Loader					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	2.286	0.475	0.450	2.477	606.1
Amount reduced	1.207	0.469	0.403	2.393	See note ³
DERA FY16: West Hartford Replacement of 1995 Dump Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.158	0.007	0.008	0.037	33.3
Amount reduced	0.152	0.007	0.007	0.035	See note ³
DERA FY16: CT DOC Replacement of 2006 Box Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.232	0.076	0.119	0.480	187.4
Amount reduced	1.107	0.075	0.109	0.438	See note ³
DERA FY17: MDC Replacement of 2006 VACTOR Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.244	0.127	0.130	0.469	260.9
Amount reduced	1.108	0.124	0.116	0.419	See note ³
DERA FY17: Coventry Replacement of 2006 Dump Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.606	0.039	0.059	0.177	54.0
Amount reduced	0.578	0.038	0.055	0.164	See note ³
DERA FY18: Sysco Leasing: Diesel Freight Trucks Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	5.574	0.454	0.510	2.008	823.1
Amount reduced	4.963	0.442	0.460	1.808	122.5
DERA FY18: Guilford Lobster Pound: Marine Engine Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	8.377	0.123	0.084	1.554	157.5
Amount reduced	5.194	0.065	0.048	0.482	80.3

DERA FY18: King Lobster: Marine Engine Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	40.373	0.594	0.405	7.491	244.1
Amount reduced	22.326	0.269	0.202	1.461	189.0
DERA FY18: Atlas Concrete Products: Replacement of diesel flatbed truck and Crane					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.221	0.075	0.103	0.520	235.5
Amount reduced	1.147	0.073	0.095	0.488	90.0
DERA FY18: State Line Propane: Tractor Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.343	0.057	0.066	0.434	123.7
Amount reduced	1.271	0.055	0.061	0.413	5.8
DERA FY18: Tirollo Bus Company, LLC: School Bus Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.928	0.109	0.163	0.558	270.0
Amount reduced	0.862	0.106	0.140	0	115.7
DERA FY18: Town of East Hartford: Replacement of Backhoe and Two Tractor Mowers					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.010	0.137	0.086	1.186	93.1
Amount reduced	0.363	0.133	0.056	1.130	See note ³
DERA FY18: Town of Coventry: Dump Truck Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.609	0.091	0.104	0.332	72.0
Amount reduced	0.540	0.089	0.094	0.297	See note ³
DERA FY18: Savino Transportation, Inc.: Replacement of Two School Buses					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.995	0.079	0.131	0.486	215.5
Amount reduced	0.926	0.077	0.113	0	See note ³
DERA FY18: Town of Wethersfield: Replacement of Dump Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.453	0.062	0.072	0.237	111.8
Amount reduced	0.401	0.061	0.065	0.212	38.3
DERA FY18: Thimble Islands Ferry: Marine Engine Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.127	0.013	0.033	0.092	8.3
Amount reduced	0.076	0.009	0.024	0.058	4.0
DERA FY18: Town of West Hartford: Replacement of Maintenance Dump Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet ³	0.076	0.005	0.005	0.025	11.3
Amount reduced	0.073	0.005	0.005	0.023	6.9
DERA FY18: Town of Burlington : Replacement of Snow-plowing Maintenance Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.149	0.010	0.013	0.046	10.1
Amount reduced	0.142	0.010	0.012	0.042	4.9
DERA FY18: Town of Beacon Falls: Replacement of Snow-plowing Maintenance Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.068	0.004	0.006	0.024	9.2
Amount reduced	0.065	0.004	0.006	0.022	4.7

DERA FY17: Gateway Terminal: 6 Diesel Drayage Trucks Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	14,844	0.523	0.874	3.241	445,537
Amount reduced	12.898	0.479	0.653	2.407	139,894
DERA FY17: Tirollo Bus Company, LLC: 2 School Bus Replacement					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.586	0.013	0.052	0.155	23,800
Amount reduced	0.512	0.111	0.029	0	0
DERA FY19: Town of Burlington: Replacement of Dump Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.143	0.016	0.019	0.068	40.5
Amount reduced	0.127	0.015	0.017	0.061	15.2
DERA FY19: Town of Canaan: Snowplowing Dump Truck Replacement					
Lifetime	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.051	0.003	0.003	0.017	3.9
Amount reduced	0.048	0.003	0.003	0.016	See note ³
DERA FY19: F&F Concrete: Replacement of three Concrete Trucks					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	2.575	0.194	0.255	0.904	1099.90
Amount reduced	2.264	0.187	0.217	0.764	337
DERA FY19: Kay's Trucking: Replacement of two Class 8 Tractors					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.436	0.021	0.025	0.123	51.3
Amount reduced	0.415	0.021	0.024	0.116	33.1
DERA FY19: Town of New Milford: Replacement of three Snowplowing Dump Trucks					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.503	0.036	0.042	0.189	48.1
Amount reduced	0.461	0.035	0.038	0.175	18.1
DERA FY19: City of Stamford: Replacement of four Class 6 Utility Trucks					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.266	0.013	0.037	0.093	54.0
Amount reduced	0.251	0.012	0.036	0.087	See note ³
DERA FY19: Target Enterprises: Replacement of Class 7 Flatbed Truck with Crane					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.821	0.108	0.171	0.695	264.4
Amount reduced	1.635	0.106	0.156	0.634	32.3
DERA FY19: Town of West Hartford: Replacement of Maintenance Dump Truck					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.119	0.008	0.011	0.041	10.9
Amount reduced	0.113	0.007	0.010	0.038	5.0
DERA FY19: Town of Weston: Replacement of two Class 8 Trucks					
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.035	0.002	0.003	0.015	3.8
Amount reduced	0.033	0.002	0.002	0.014	See note ³

¹Based on engineering estimates provided by the manufacturer of the marine engine upgrade kits; these did not include any projected reductions in HC.

²The DEQ defaults show no decrease in HC for marine engine replacements.

³The DEQ default values do not take into account the decreased CO₂ emissions resulting from greater fuel efficiency due to features such as electronic ignition systems in the new engines; the DEQ cannot calculate the CO₂ emission reductions unless manufacturers' data for fuel savings or CO₂ emissions for the new engines are available to input.

⁴The DEQ does project changes in CO₂ emissions due to the change from diesel to CNG.

⁵Since the DEQ does not include an option for vehicle replacement, emissions reductions were hand-calculated by subtracting DEQ-produced baseline emissions for new vehicle(s) from emissions for replaced vehicle(s).

⁶CO₂ reductions will result from decreasing the number of recycling trucks from four to two and from decreased idling resulting from automated collecting system.

⁷CO₂ reductions would accrue from decreased idling resulting from auto-shutoff technology.

⁸ While there is an annual reduction of CO, the lifetime emissions appear to increase due to the fact that the lifetime of the old bus is only 12 years, while the new bus's projected lifetime is 29 years.

⁹Due to configuration issues in the vessel, 160 hp engines are the only new engines suitable to replace the existing 140 hp engines; therefore the reductions were hand-calculated by subtracting the DEQ-generated baseline emissions data for 2012 MY 160 hp engines from the DEQ-generated baseline data for the existing 1987 MY 140 hp engines. The higher hp engines yielded increased HC values as compared to the old engines with the result that there is no reduction in HC.

¹⁰The new truck is larger, can accommodate a greater load and is estimated to reduce the number of trips by 1/3; to approximate this in the DEQ, the annual VMT and fuel usage for the new truck were reduced by 1/3.

¹¹Because the new truck is a different class from the old truck, benefits were calculated by manually subtracting the DEQ-generated baseline for the 2014 Class 8 truck from the DEQ-generated baseline for the 1998 Class 7 truck.

¹²DEQ does not provide a way to include the emission reduction from state-of-the-art refrigeration unit on new truck.

¹³New truck lifetime baseline was adjusted to the DEQ-projected 13-year remaining life for the old truck by multiplying the annual emissions reductions for the new truck by 13.

¹⁴Based on a trade journal projection of 25% emissions reductions for switch engines using this technology.

¹⁵Additional reductions will accrue from the combined refuse/single stream recycling collection capacity of the new truck, which results in a decrease in VMT for the fleet and less total idling time at each collection site.

¹⁶Additional reductions will accrue from the increased capacity of the new truck, which results in a decrease in VMT for the fleet.

Improvements to Human Health: Reducing diesel pollution improves air quality, public health and results in economic benefits. While there are significant health benefits, such as decreasing the risk of cancer, that are long-term outcomes, some health benefits begin to accrue more rapidly. With decreases in exposure to PM, persons who suffer from asthma, bronchitis, chronic obstructive pulmonary disease (COPD) and similar conditions are apt to experience fewer episodes, resulting in fewer missed school and work days and fewer trips to the doctor or emergency room.

Air quality and health benefits continue as medium-term outcomes, along with the economic benefits of improved fuel efficiency and work and school attendance. In the first years of Connecticut's State DERA program, 24 school districts retrofitted their fleets. This almost tripled the number of participating school districts in the state and further protected the health of Connecticut's schoolchildren.

The Clean School Bus legislation required installation of CCVs along with the emission controls resulting in greatly increased health benefits to students riding school buses. CCVs

reduce the exhaust from the engine compartment which can make its way into the cabin. This feature is intended to have the short term outcome of decreasing the number of student absences associated with respiratory illnesses such as asthma and bronchitis, leading to the desired long-term outcome of more days in school enhancing the educational performance and economic prospects of Connecticut students.

The Health Benefits Module of EPA’s DEQ projects that the annual benefit from upgrading the engines on a ferry running between New London, CT and Orient Point, NY is \$3,100,000. The total health benefits from the projects listed in Table 4, below are \$6,737,100 per year. Similar projections from proposed projects are used in the selection process.

Table 4: Health Benefits of Connecticut Clean Diesel Projects

Project	Lifetime PM Reductions	Annual Health Benefits
353 School Bus DOC/CCV Retrofits (Statewide)	3.06 tons	\$670,000/yr.
149 State Truck DOC Retrofits (Statewide)	1.70 tons	\$140,000/yr.
19 Construction DOC Retrofits (Fairfield Co.)	1.88 tons	\$600,000/yr.
Marine Engine Upgrade: Ferry, 2 engines (New London Co. & Nassau Co., NY)	1.50 tons	\$3,100,000/yr.
Marine Engine Repower: tugboat, 2 engines	1.09 tons	\$64,000/yr.
Diesel Roll-off Truck Replaced by CNG Roll-off Truck (Fairfield Co.)	0.18 tons	\$29,000/yr.
Replacement 5 Class 8 Maintenance Trucks (New Haven & Fairfield Counties)	1.288 tons	\$215,400/yr.
Replacement of 13 Class 8 Maintenance Trucks (outside Fairfield & New Haven Counties)	1.024 tons	\$311,000/yr.
4 Class 6 Utility Trucks (Fairfield County)	0.012 tons	\$22,000/yr.
4 Refuse/Recycling Trucks Replaced	1.5 tons	\$260,000/yr.
4 Box Trucks Replaced (Statewide)	0.33 tons	\$41,700/yr.
2 Pay Loaders Replaced	0.61 tons	\$128,000/yr.
1 Shuttle Bus Replaced	0.14 tons	\$16,000/yr.
Marine Engine Repowers: 4 fishing vessels and one small ferry, 1 engine each	1.243 tons	\$369,000/yr.
3 Class 8 Tractor Replacements	1.27 tons	\$93,000/yr.
2 Flatbed Trucks with Cranes Replaced	0.253 tons	\$97,000/yr.
VACTOR Truck Replacement	0.120 tons	\$34,000/yr.
7 Freight Trucks Replaced	0.442 tons	\$130,000/yr.
2 Diesel School Buses Replaced by 2 Propane School Buses	0.08 tons	\$17,000/yr.
3 Diesel School Buses Replaced by Gasoline	0.116 tons	\$51,000/yr.

Project	Lifetime PM Reductions	Annual Health Benefits
6 Drayage Trucks Replaced	0.479 tons	\$160,000/yr.
3 Concrete Trucks Replaced	0.187 tons	\$69,000/yr.
Backhoe & 2 Mowers Replacement	0.133 tons	\$120,000/yr.

Community engagement and partnership: To ensure community engagement, almost all of the funded projects in Connecticut’s State DERA program are implemented through rebates to municipalities, agencies and private entities. DEEP encourages and supports events showcasing new equipment made possible through DERA funding. When DERA-funded projects are featured in local or business publications, DEEP includes links to such articles in its reporting to EPA.

Changes in driver behavior regarding idling practices: Idle reduction programs not only reduce emissions, but they save fuel, providing an immediate economic benefit to owners and operators. In addition, idle reduction technologies inherently educate drivers about the pollution and energy impacts associated with excess idling. This effect can be enhanced by education and outreach efforts. Therefore, anti-idling outreach and education continue to appear on DEEP’s list of project evaluation and selection criteria. Behavior changes that lead to reduced idling have immediate, beneficial outcomes.

An increased understanding of the environmental or economic effectiveness of the implemented technology: Economic effectiveness is one of the criteria used to select projects for funding. This is calculated using the DEQ; results of some previously-funded projects are shown in Table 5 below. The cost effectiveness for the DOC technology used in the 353 school bus retrofits was \$84,017 per ton of PM reduced. The most cost-effective projects completed with Connecticut’s DERA funds to date are the locomotive idle reduction project, at \$560 per ton of PM reduced, and DOC retrofits on construction equipment, at \$64,872 per ton of PM reduced. Marine repowers have also shown good cost effectiveness because replacing an engine is less costly than replacing a vehicle and the replaced engines are frequently older, high emitting, Tier 0 engines.

Table 5: Potential Lifetime Cost Effectiveness of Some Projects Previously Funded by Connecticut Clean Diesel Grant Programs

DOCs & CCVs on 353 School Buses	NO _x	PM	HC	CO	CO ₂
Amount reduced Lifetime	0	8.39	25.59	95.93	0
Capital Cost Effectiveness (\$/ton)		\$84,017	\$27,549	\$7,350	
19 DOCs on Construction Equipment	NO _x	PM	HC	CO	CO ₂
Amount reduced Lifetime	0	3.06	4.61	15.75	0
Capital Cost Effectiveness (\$/ton)		\$64,872	\$43,028	\$12,598	
5 DPFs on Construction Equipment	NO _x	PM	HC	CO	CO ₂
Amount reduced Lifetime	0	1.18	1.59	6.63	0
Capital Cost Effectiveness (\$/ton)		\$112,077	\$82,642	\$19,877	

Early Replacement of Dump Truck	NO_x	PM	HC	CO	CO₂
Amount reduced Lifetime	9.9414	0.7902	0.8440	3.6068	
Capital Cost Effectiveness (\$/ton)	\$19,122	\$240,431	\$225,131	\$52,677	
Marine Engine Replacement for Tugboat	NO_x	PM	HC	CO	CO₂
Amount reduced Lifetime	101.85	1.09	0	9.78	
Total Cost Effectiveness (\$/ton)	\$1,875	\$175,818		\$19,535	
Marine Engine Replacement for Lobster Boat	NO_x	PM	HC	CO	CO₂
Amount reduced Lifetime	22.326	0.269	0.202	1.461	189.0
Total Cost Effectiveness (\$/ton)	\$3,171	\$262,770	\$349,697	\$48,468	\$375
Switch Locomotive Idle Reduction	NO_x	PM	HC	CO	CO₂
Amount reduced Lifetime	2,035.53	42.76	109.25	350.76	9090.9
Total Cost Effectiveness (\$/ton)	\$12	\$560	\$219	\$68	\$3

4. Performance Measures:

As part of its project solicitation process, DEEP asks applicants to provide sufficient information about the vehicles and engines to be replaced so that the baseline emissions can be calculated using the DEQ. This information includes the actual vehicle miles traveled, hours of use/operation, and fuel use for all vehicles and equipment involved. Applicants are asked to obtain, from their vendors, projections of the improved fuel usage for the new vehicles/engines. This information is used in the project selection process. Therefore, evaluating “the measurable short term and longer term results the project will achieve” is not just a reporting goal, but a critical element of each project from its inception.

After the projects are selected and announced, DEEP begins working with each recipient to generate a project-specific workplan with milestones on a timeline to be sure that the project can be completed and rebates issued during the project period. DEEP personnel contact the subrecipients in advance of such milestones to be sure that the projects are on schedule or to assist in bringing the projects on schedule if necessary. DEEP also requires subrecipients to provide status updates at the end of each quarter so that information is available for the quarterly reports to EPA. Because of requirements in the EPA reporting spreadsheets, these status updates include actual accomplishments as compared to the workplan milestones and timelines, as well as project progress on expenditures, purchases, and other fiscal activities. DEEP’s years of experience in managing these projects have clearly demonstrated that staff resources are best utilized when there is regular contact between DEEP and the subrecipients. This serves to keep the subrecipients on task and to address any issues before they can impact the progress of each project. It should also be mentioned that the EPA reporting requirements serve the same purpose in motivating DEEP staff to fulfill such responsibilities in the most effective and efficient manner.

Generally the awarded projects consist of only one vehicle or engine, but where more than one vehicle or engine is involved, baseline and project status information is compiled for each vehicle as well as for the entire fleet.

SUSTAINABILITY OF THE PROGRAM:

Sustainability is an element in the selection of new projects. Early replacement, which yields the longest-lived benefits, will continue to be an important part of Connecticut's DERA program. Any of the options developed for DERA funding will include recommendations that the emission control technologies be maintained for a prescribed time period or be replaced with technologies that have greater emission control effectiveness. Implementation documents will also include statements to ensure that the new or repowered vehicles, vessels and equipment remain in the state.

Examples of sustainability considerations in previously-funded projects include the Connecticut Clean School Bus Program, which required that retrofitted buses remain in the state for a minimum of three years unless replaced by buses equipped with similar or better technology and CT DOT's construction equipment retrofit program, in which the construction contract specifications recommended that the emission controls remain in place throughout the lifetime of the equipment. Sustainability has been a consideration in the selection of marine repower projects because of the long lifetimes of marine engines and vessels. For example, in 2010 the *MV Susan Anne* was anticipated to have a remaining useful life of 20 years, during which its own emissions are being reduced, and, as a ferry, it has the ancillary benefit of decreasing vehicle miles travelled by moving an average of 166 vehicles and 411 passengers daily. Given the long lifespan of ferry engines this project will yield significant reductions in both marine and on-road emissions for years to come.

All of the DERA-funded Connecticut Clean Diesel programs will continue to be featured on the agency website²⁰ and in education and outreach materials designed to encourage retrofits, replacements and other emission reduction initiatives for diesel-powered vehicles and equipment.

²⁰Diesel Emissions Reductions Act Grants: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants>.

BUDGET NARRATIVE

2020 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	\$32,831.00				\$32,831.00
2. Fringe Benefits	\$30,332.00				\$30,332.00
3. Travel					
4. Equipment					
5. Supplies					
6. Contractual					
7a. Other: EPA Matching Incentive	\$168,697.00				\$168,697.00
7b. Other: Awards to Sub-Grantees	\$261,170.00		\$337,393.00		\$598,563.00
8. Total Direct Charges (sum 1-7)	\$493,030.00		\$337,393.00		\$830,423.00
9. Indirect Charges	\$13,060.00				\$13,060.00
10. Total (Indirect + Direct)	\$506,090.00		\$337,393.00		\$843,483.00
11. Program Income					

Explanation of Budget Framework

- **Personnel - 2020**

Position Title	FTE	Annual Salary Rate	Percentage Assigned to Project	Personnel Category Total
Environmental Analyst 2	0.21	\$79,177.00	21.07%	\$16,685.00
Environmental Analyst 3	0.20	\$81,827.00	19.73%	\$16,146.00

- **Fringe Benefits – 2020**

Types of Benefits	Percentage	Fringe Benefit
Pension (SER), Medical Insurance, Unemployment Compensation, FICA, Group Life, OASDI/Disability	92.39%	\$30,332.00

- **Other**

Connecticut disburses any funds not used for administrative expenses as project rebates. Projects are selected through an open and competitive solicitation process and rebates are distributed only after the projects have been completed. These “Other” expenditures are made from the Matching Incentive, Voluntary Match and the portion of the State DERA Allocation not used for administrative expenses. Rebate amounts are based exclusively on the documented costs of the projects, including the replaced vehicles, engines or other parts, plus labor and materials as required. Administrative costs are not included in the rebates.

- **Indirect Charges**

See attached FY 2021 Negotiated Indirect Cost Agreement.

Administrative Costs Expense Cap

DEEP will not spend more than the allowed 15% of its total project costs to cover administrative costs as identified in OMB Circular A-87 Appendix B (e.g. personnel, benefits, travel, supplies). It is possible, depending upon the proposals selected for funding, that state matching funds could be used to exceed the 15% cap; such a change would be submitted to the EPA project officer with justification for unique circumstances.

Matching Funds and Cost-Share Funds

- **Volkswagen Settlement “DERA Option”**

Connecticut is using a portion of its Volkswagen NO_x Mitigation Trust Fund allocation to meet its voluntary match for the FY 2020 State DERA program.

In the event that demand for the program is insufficient to allow full expenditure of the Volkswagen settlement funds used to match the DERA base allocation, Connecticut will

submit an amendment to the award to decrease the total award amount and return matching incentives if necessary.

- Cost share funds are provided by the sub-grantees.

Funding Partnerships

DEEP does not anticipate a need to develop Funding Partnerships for its 2020 State DERA program.

Other Leveraged Funds

At the present time, DEEP does not anticipate the use of other leveraged funds in its 2020 State DERA Program. However any proposals that might rely on other leveraged funds will be reviewed by DEEP and submitted to its EPA project officer for approval.