

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

**BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION**

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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)*

<b>Action Title:</b>	
<b>Beneficiary's Project ID:</b>	
<b>Funding Request No.</b>	<i>(sequential)</i>
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <span style="margin-left: 200px;"><input type="checkbox"/> Advance</span> <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to: (select one or more)</b>	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
<b>Funding Request &amp; Direction (Attachment A)</b>	<input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

**SUMMARY**

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

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: 10/25/22

Brian Ruckensuss, Commissioner

[NAME]  
[TITLE]

Indiana Department of Environmental Management

\_\_\_\_\_  
[LEAD AGENCY]

for

State of Indiana

\_\_\_\_\_  
[BENEFICIARY]

## Appendix D-4 Summary Details

### **Eligible Mitigation Action Type:**

Category 10: DERA Option

### **Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):**

Indiana will generally fund all eligible mitigation action (EMA) types included in Appendix D-2 of the national consent decree. The Mission Statement and Overall Goals are described below:

In promoting the reduction of emissions of NO<sub>x</sub>, the Indiana Volkswagen Environmental Mitigation Trust Fund Program will prioritize sustainable projects that are transformative, positively impacting the environment, enhancing the health and well-being of residents, and promoting Indiana's growing economy.

The Program will focus on technological change and advancement with resiliency and favoring use of domestic fuel, where possible.

The goals of the Indiana Volkswagen Mitigation Trust Program include:

- Improving air quality across Indiana through cost-effective NO<sub>x</sub> emission reduction strategies
- Maximizing diesel emission reductions across Indiana, while considering various categories of sensitive populations as areas of specific focus
- Providing appropriate considerations to projects that have diesel emission reductions that go beyond just NO<sub>x</sub>, including PM<sub>2.5</sub>, hydrocarbons (HC), carbon monoxide (CO), and carbon dioxide (CO<sub>2</sub>)
- Encouraging leveraging of project partner funds with VW Trust funds to further the reach of the Indiana program

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

This project is for the purchase, installation, operation and maintenance of one (1) 2021 model-year, or newer, U.S. EPA emission compliant clean-diesel-powered railcar mover that will REPLACE one (1) of the Grantee's Pre-Tier 4 existing diesel-powered switcher locomotive that will be used for the same purpose. The replacement vehicle will be located and primarily operated in Portage, Indiana.

Clean-diesel-powered railcar movers dramatically improve air quality and the quality-of-life conditions for drivers, technicians, and citizens in the areas of operation due to notably lower tailpipe emissions in addition to less noisy engine operations.

The lifetime estimated emission reductions of pollutants according to U.S. EPA's Diesel Emission Quantifier (DEQ) include 11.982 tons of nitrogen oxides (NO<sub>x</sub>) and 0.426 tons of fine particulate matter (PM<sub>2.5</sub>).

### **Estimate of Anticipated NO<sub>x</sub> Reductions (5.2.3):**

Over the lifetime of these refuse trucks, U.S. EPA's DEQ model estimates this project will result in a NOx reduction of 11.982 tons.

**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):**

Indiana Department of Environmental Management

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

In October of 2017, IDEM published a website with specific information on the national mitigation trust as well as the Indiana program. The website included an opportunity to sign up for automated updates to make sure interested parties were always kept apprised of any changes made to the program website. This web portal will be the location for all information related to the Indiana Volkswagen Mitigation Trust Program.

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

Indiana will use Volkswagen Mitigation Trust funds to reimburse non-government-owned fleet and equipment owners at the levels specified in Appendix D-2 of the national mitigation trust. IDEM will also use Volkswagen Mitigation Trust funds to reimburse government-owned fleets and equipment at the same level as non-government owned fleet and equipment owners, as opposed to the full cost reimbursement permitted by Appendix D-2.

Specifically, for this project, the Indiana Volkswagen Mitigation Trust Program will cover up to 25% of the total project cost while the Grantee and/or other programs covers the remaining 75%.

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

The Indiana Department of Environmental Management notified representatives as identified in Appendix D-2 of the national consent decree via email in March of 2018.

**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):**

Not applicable to this specific project.

**Attachment B Details**

**Project Schedule and Milestones:**

Indiana announces Round 3 – VW Onroad and Nonroad funding opportunity via online Request for Proposals (RFP)	March 23, 2021
Deadline for Round 3 – VW Onroad and Nonroad program applications	June 1, 2021
Indiana notifies applicants of award decisions	September 16, 2021
Funding Agreement between Indiana and Grantee is fully executed	March 1, 2022
Grantee project implementation	March 1, 2022 to December 31, 2022
Indiana reviews programmatic, financial, and vehicle scrappage materials for compliance with Appendix D-2 of the national consent decree	Ongoing
Indiana submits Appendix D-4 to Trustee to initiate payment to Grantee in accordance with Payee Contact and Wire Information form along with other supporting documentation	October 26, 2022
Indiana coordinates with Trustee on any questions or issues that arise related to the submitted Appendix D-4	October 26, 2022 to D-4 approval
Trustee responds to Indiana Appendix D-4	Within 60 days of submittal
Trustee disburses payment to Grantee	Within 15 days of Appendix D-4 approval

**Project Budget:**

Project Description	Indiana VW Mitigation Trust Grant Not to Exceed Total	Grantee Cost Share Not Less than Total	Project Total
The purchase, installation, operation and maintenance of one (1) 2021 model-year, or newer, U.S. EPA emission compliant clean-diesel-powered railcar mover that will REPLACE one (1) of the Grantee’s existing Pre-Tier 4 diesel-powered-switcher locomotives that will be used for the same purpose. The replacement vehicle will be located	\$119,906.00	\$367,691.00	\$487,597.00

and primarily operated in Portage, Indiana.			
Percentage	25%	75%	100%

**State of Indiana Total Trust Allocation:**

1) State of Indiana's Total Trust Allocation	\$40,935,880.59
2) Obligated Awards from Previous D-4 Submittals	\$12,667,177.08
3) State of Indiana's Net Remaining Allocation Prior to this D-4 Submittal	\$28,268,703.51
4) Current D-4 Funding Request Total	\$119,906.00
5) State of Indiana's Remaining Allocation After this D-4 Submittal	\$28,148,797.51

**Projected Allocation Totals per Project Type:**

	<b>Total per Category</b>	<b>Annually Based on Expected Project Reimbursements</b>
<b>Total Trust</b>	\$40,935,880.59	NA
<b>To EV (15%) over 3 years (2021 to 2023)</b>	\$6,140,382.09	\$2,046,794.03
<b>To Admin (3%) over 4 years (2020 to 2023)</b>	\$1,228,076.42	\$307,019.11
<b>To EMAs (82%) over 3 years (2020 to 2022)</b>	\$33,567,422.08	\$11,189,140.69



**Projected Trust Allocations:**

	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
1) Anticipated Annual Project Funding Request to be paid through the Trust	\$11,189,140.69	\$13,235,934.72	\$13,235,934.72	\$2,046,794.03
2) Anticipated Annual Cost Share (Administrative Costs)	\$307,019.11	\$307,019.11	\$307,019.11	\$307,019.11
3) Anticipated Total Project Funding by Year (Line 1 + Line 2)	\$11,496,159.8	\$13,542,953.8	\$13,542,953.8	\$2,353,813.14
4) Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$3,895,454.40	\$4,710,898.20	\$3,828,920.48	
5) Current Beneficiary Project Funding to be paid through the Trust (Line 1)	\$101,199.00	\$130,705.00	\$119,906.00	
6) Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (Line 4 + Line 5)	\$3,996,653.40	\$4,841,603.20	\$3,948,826.48	
7) Beneficiary Share of Estimated Funds Remaining in Trust at Beginning of Year	\$40,935,880.59	\$36,939,227.19	\$32,097,623.99	
8) Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (Line 7 – Line 6)	\$36,939,227.19	\$32,097,623.99	\$28,148,797.51	

## **Attachment C Details**

### **Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11):**

The Indiana Department of Environmental Management (IDEM) is committed to meet the reporting requirements as detailed in Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries. Specifically, this subparagraph states:

“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.”

IDEM will meet these obligations in coordination with our project partners. Project partners are obligated to provide IDEM the necessary information for reports to the Trustee through the Funding Agreements between IDEM and each project partner. This language states:

#### **“4. Implementation and Reporting Requirements**

A. The Grantee shall implement and complete the Project in accordance with **Attachment A** and the plans and specifications contained in its Funding Application. Modification of the Project shall require prior written approval from IDEM. If IDEM determines that the Grantee is not making adequate progress in implementation of the approved Project in accordance with **Attachment A**, IDEM may rescind the award.

B. The Grantee shall submit to IDEM written progress reports until the completion of the Project. These reports shall be submitted in accordance with the reporting schedule contained in **Attachment C** and shall contain such detail of progress or performance on the Project as is required under the terms of the Volkswagen Diesel Emissions Environmental Mitigation Trust. If additional documentation is required for IDEM to meet reporting obligations under the

Volkswagen Diesel Emissions Environmental Mitigation Trust, IDEM may request such documentation as necessary at any time during the term of this Agreement.”

### **Attachment D Details**

**Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6):**

Detailed in the following pages:



NVOICE 70122

DATE 7/5/2022

Bill to

Mr. Shawn M. Seals  
Senior Environmental Manager  
Indiana Dept of Environmental Management  
Office of Air Quality-Mail Code 61-50  
100 North Senate Avenue  
Indianapolis, IN 46204-225

=====  
Terms Due Upon Receipt  
=====

RE: DOR3-004

Clean Diesel Railcar Mover Project

Invoice total

119,906.00

6755 Waterway Drive  
Portage, In 46368  
[www.Feralloy.com](http://www.Feralloy.com)



Voss Equipment, Inc.  
15241 COMMERCIAL AVENUE  
HARVEY, IL 60426

# INVOICE

<b>Invoice</b>	<b>Date</b>	<b>Customer</b>
<b>101215293</b> 433035	<b>04/27/2022</b>	<b>113716</b>

Page 1 of 1

Sold to :  
**FERALLOY PROCESSING COMPANY**  
600 GEORGE NELSON DRIVE  
PORTAGE, IN 46368

Shipped to :  
**FERALLOY PROCESSING COMPANY**  
600 GEORGE NELSON DRIVE  
PORTAGE, IN 46368

Registration :  
Notes :

Salesperson : Jayme Bannerman

Quantity	PMF Product - Description	Unit Price	Total Price
Order : C01110496      04/27/2022      Entered by : Jaclyn Ingram Delivery :      Shipping Method : <b>Cust PO# : PO-08896</b> SALE OF TRACKMOBILE <b>Group: 1 TM - TITAN @ \$479,624.00      487,594.00      487,594.00</b> <b>FREIGHT @ \$7,970.00</b>  <b>TOTAL @ \$487,594.00</b>			
1	2022 Trackmobile - TITAN - TRACKMOBILE		
S/N: 1010210422      Dealer ID: 1619952      Plate No:      Meter : 5      Ship Dt: 04/27/2022			

Due Date	Payment	Amount	Paid	Tax	Basis	Tax rate	Tax Amount
5/27/2022	On Account	487,594.00		Non-Taxable-Indiana	487,594.00	0.0000 %	0.00
		<b>If paid after 05/27/2022, pay 494,907.91</b>					

Detach at line and return with payment



Voss Equipment, Inc.  
P.O. Box 757  
Bedford Park, IL 60499-0757

Total Amount :	487,594.00
Sales Tax :	0.00
Total :	487,594.00
Payment :	
<b>To pay :</b>	<b>487,594.00</b>
<b>If paying with credit card, pay 502,221.82</b>	
<b>If paid after 05/27/2022, pay 494,907.91</b>	

Invoice 101215293  
Date 04/27/2022  
Customer 113716

All amounts are in US Dollars (\$)

Accounts over 30 days are subject to a 1.5 % service charge (annual rate 18 %), and all costs of collection including reasonable attorney's fee.

\* \* \* PAID TOTAL \* \* \*

487,594.00 5/11/2022

Payment Reference:

7909

VOSS EQUIPMENT  
PO BOX 757

02634 AR@VOSSEQUIPMENT.COM

PAGE: 00001

BEDFORD PARK

IL 60499-0757

Invoice Date	Invoice Number	Division	Gross Amount	Discount Amount	Net Amount
4/27/2022	101215293	FPC	487,594.00	.00	487,594.00



**Feralloy Corporation**  
**2021 DieselWise Indiana – DERA with Volkswagen DERA Option**  
**Submitted December 15<sup>th</sup>, 2021**

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**Scoring Criteria Summary**

- I. Cost effectiveness of project (\$ per ton of NOx reduced)**  
*-\$48,275 total project cost of NOx ton reduced.*
- II. Transformational potential**  
*-The fork truck will be utilizing Tier 4-Final engine with engine idle reduction technologies to reduce idling. The uncontrolled, 1949 freight switcher locomotive will be replaced with a Tier 4-Final powered railcar mover that will reduce fuel consumption by 91%.*
- III. Project's total NOx emission reduction potential (based on type of project and/or the use of vehicle):**  
*-Project will reduce 97.3% NOx reduction or over 20 tons of NOx for air quality improvements at the Port of Indiana.*
- IV. NAAQS sensitive areas as a percentage of current standards.**  
*-This project takes place in Porter County, Indiana which is identified as a nonattainment area. Porter County is identified on 2021 DERA Priority County List for NATA and 2008 8-Hour ozone.*
- V. Air quality benefits to areas with sensitive populations or that bear a disproportionate share of the air pollution burden.**  
*-This project has significant reductions in NOx, PM2.5, HC, and CO. This project is located at the Port of Indiana – Burns Harbor which is an identified goods movement area. This project has a close proximity near residential housing and located in an area of high operation of heavy duty diesel engines.*
- VI. Leveraging of Resources (financial or resource match)**  
*-This project seeks to leverage over \$750,000 in private grantee funds.*
- VII. Entities registered with the Indiana Secretary of State that operate vehicles and equipment in conjunction with Indiana facilities (include Indiana Economic Impact documentation).**  
*-This non-road equipment is operated 100% of the time within the Port of Indiana-Burns Harbor. State documents are attached.*
- VIII. Active participant in the State of Indiana, Department of Administration or Department of Transportation Minority/Women/Veterans Business Enterprise Participation Plan (include MBE/WBE/VBE documentation).**  
*-Feralloy is not registered as MBE/WBE/VBE with INDOT.*



**Project Title:** Port Decarbonization Initiative

**Solicitation:** 2021 DIESELWISE INDIANA – DERA with Volkswagen DERA Option

**Category:** Nonroad Vehicle and Equipment Replacement

**Grantee Information:** Feralloy Corporation  
 Tim Gensimore/Plant Manager  
 6755 Waterway  
 Portage, IN 46368  
 Phone: 219-787-6627  
 Email: Tgensimore@feralloy.com

<b>Table 1: General Fleet Information</b>	
<b>Number of Pieces of Equipment</b>	2
<b>Current Equipment Information (Engine)</b>	2006 Taylor T650L (2005 Cummins QSC8.3L) 1949 EMD SW7 (1988 Caterpillar 3412)
<b>Annual Hours Usage (Per Equipment)</b>	2006 Taylor T650L – 1,771 hours 1949 EMD SW7 – 1,783 hours
<b>Estimated Monthly Idle Hours</b>	2006 Taylor T650L – 10 Hours 1949 EMD SW7 – 57 hours
<b>Estimated Monthly Fuel Consumption</b>	2006 Taylor T650L – 900 gallons 1949 EMD SW7 – 2,051 gallons
<b>Estimated Monthly Use (Hours)</b>	2006 Taylor T650L – 148 Hours 1949 EMD SW7 – 149 hours
<b>Nonroad Equipment To Be Replaced</b>	(1) 2006 Taylor T650L (Tier 2, 230 HP) (1) 1949 EMD SW7 (Unregulated, 742 HP)
<b>New Nonroad Equipment</b>	(1) 2022 Toyota THD7000 (Tier 4F, 260 HP) (1) 2022 Trackmobile Titan (Tier 4F, 260 HP)
<b>Estimated Years to Remain in Active Fleet</b>	2006 Taylor T650L – 6 Years 1949 EMD SW7 – 10 Years

**Funding Requested and Total Project Cost**

Funding Requested: **\$250,155.00 (25%)**

Applicant Match: **\$750,462.00 (75%)**

Total Project Cost: **\$1,000,617.00**

**Project Period**

In the table below, the project period is outlined for the replacement of one 2006 Taylor T650L fork truck with a new Tier 4-Final clean diesel fork truck and 1949 SW7 switcher locomotive with a new Tier 4-Final clean diesel railcar mover. The grantee identified in





the Port Decarbonization Initiative project will complete the replacement project within the September 30, 2023 timeframe. The grantee will provide all necessary documentation for reimbursement and will meet scrappage requirements by rendering a 3” by 3” hole in the side of engine block of the fork truck and switcher locomotive being replaced.

**Table 2: Project Timeline and Milestones**

Activity	2022											2023								
	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	
Grant Award																				
IN Contracts Agreement	X																			
Place Order of New Clean Diesel Equipment	X	X																		
New Clean Diesel Equipment Manufacturing		X	X	X																
New Clean Diesel Equipment Delivery						X	X													
Feralloy Staff Training							X	X												
Old Engine Destruction and Certification							X	X												
Quarterly Reports		X				X				X			X				X			
Vendor/Equipment Payment									X											
Request for Reimbursement										X										
Marketing & Outreach												X	X	X					X	
Final Report																			X	

**Project Description**

This two current pieces of equipment proposed in this replacement project are operated 100% of the time at the Feralloy Corporation (Feralloy) facility located within the Port of Indiana - Burns Harbor at 6755 Waterway in Portage, IN. This site is located in Porter County, Indiana. Feralloy seeks to replace two highly utilized pieces of diesel equipment that are the back bone of Feralloy’s steel coil production.

The first proposed piece of replacement equipment is Feralloy’s 2006 Taylor T650L (Tier 2) fork truck, which is a pneumatic heavy-duty fork truck. This fork truck is used to transport steel coils for storage in the warehouse, processing, and customer distribution by truck or railcar to customers throughout the United States. This piece of equipment will be replaced with an EMY 2022 EPA certified Tier-4 Final diesel powered fork truck.

The second proposed piece of replacement equipment Feralloy seeks to replace is a 1949 EMD SW7 freight switcher locomotive powered by a 1988 Caterpillar 3412 engine (unregulated engine). This switching locomotive is utilized to shuttle steel coil rail cars carrying pre-processed or processed steel coils to the Norfolk Southern line. This



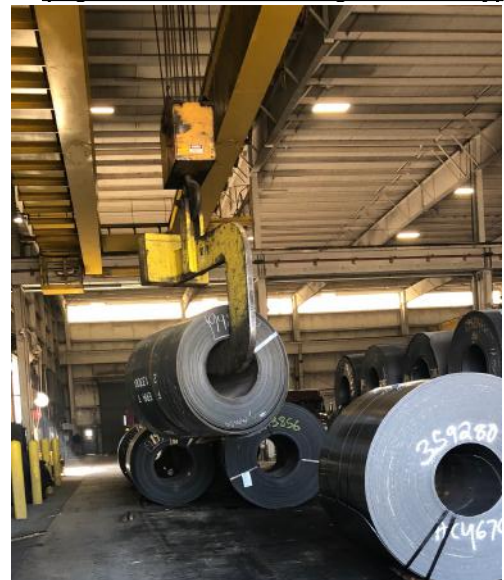
freight switcher locomotive will be replaced with an EMY 2022 EPA certified Tier-4 Final diesel power railcar mover.

Feralloy is strategically located at the Port of Indiana's – Burns Harbor Terminal due to its proximity to several major metropolitan areas and multiple transportation connections. Located just 35 land miles and 18 nautical miles from Chicago, the Burns Harbor Terminal provides a competitive advantage in reaching the region's massive market. With access to Mississippi and Illinois inland river barges, five interstate highways, all seven major rail carrier lines, and ocean-going and Great Lakes marine vessels, Feralloy can provide multiple transportation options to meet the logistical needs of its customers. The terminal's location combined with its access to unparalleled multimodal connections bolsters Feralloy's ability to efficiently process steel products and transport them throughout the Midwest.



**(Fig. 1: Steel Plate Storage at Feralloy)**

Established in 1954, Feralloy Corporation (Feralloy) is a steel processing company delivering quality tempered, stretched and slit products. Feralloy is one of the country's largest high-volume steel processing companies. Feralloy creates these steel-related products by taking in unfinished steel metals and processing them into their customers' desired gauge and strength for use in manufacturing finished products. The unfinished steel coils are stretched and passed through one or more pairs of rollers at differing temperatures to reduce the thickness of the steel and to ensure the steel is uniform. Feralloy then utilizes a temper mill to improve or create the desired surface finish on its steel products. Once they have achieved the customer's specific thickness, strength and finish the steel is then sheared or cut into sheets. These steel sheets are heated and coiled, into what is known as a 'steel coil', for the ease of transportation to end customers. Feralloy's steel products are used by a variety of customers in the manufacturing of automobiles, heavy-duty machinery, water heaters and a variety of other products. In 2021, Feralloy has been experiencing a record number of steel production with daily average input of 130 coils and output of 100 coils.



**(Fig. 2: Post Processed Steel Storage)**

In an effort to reduce the costs and diesel emissions associated with Feralloy's steel production operations, Feralloy has partnered with the South Shore Clean Cities

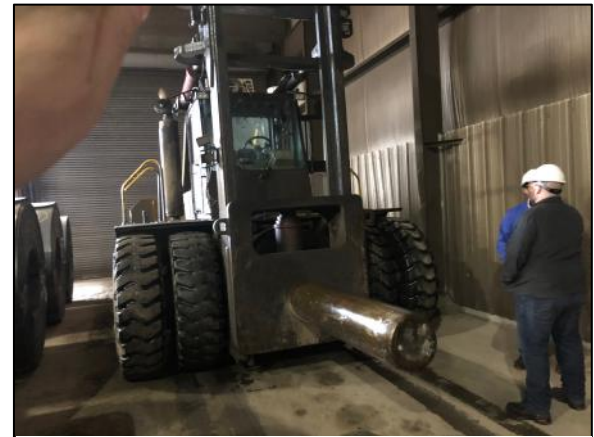
Coalition (SSCC). SSCC and Feralloy completed a Green Fleet Audit to identify emission reduction opportunities for Feralloy's heavy-duty equipment utilized in their steel operations at the Port of Indiana. This is part of SSCC's Green Fleet Program to establish a port emission inventory with port tenants associated with the EPA Region 5 office. SSCC's Green Fleet Audit identified Feralloy's 2006 fork truck and 1949 switcher locomotive as a replacement option due to the high utilization and diesel fuel consumption of each piece of equipment.

### **Heavy Duty Fork Truck Operation**

Feralloy's heavy duty fork truck is a high capacity, non-road fork truck used to safely transport processed steel coils for storage, processing, and distribution inside and outside the 370,000 square foot facility. The current 2006 Taylor T650L is powered by a 2006, 230 horsepower Cummins 8.3 liter engine. This piece of equipment is utilized over 1,771 hours a year and consumes over 10,830 diesel gallons of fuel annually. This fork truck does not idle for extensive times and is continually moving steel coils. The fork truck is fitted with a steel ram, instead of forks, to pick up the steel coil at the coil's center. The fork truck's robust mast utilizes hydraulics to raise and lower the mast when transporting the coil. This fork truck allows Feralloy to transport steel coils and safely lift the coil onto a flatbed truck or rail car for transportation to the end customer. Due to the horsepower and torque required to lift steel coils in excess of 70,000 lbs., alternative fueled fork trucks are not currently available to support the heavy duty steel coil operations.



**(Fig. 3: 2006 Taylor T650L – 230 hp Tier 2)**



**(Fig. 4: 2006 Taylor T650L – 230 hp Tier 2)**

The new fork truck replacement proposed for this project is a new Toyota H7000-48 High Capacity fork truck. The Toyota fork truck will be powered by the Cummins QSB 6.7L (260 HP) clean diesel engine certified to EPA's Tier-4 Final emission standard. This Toyota high capacity fork truck has been specifically engineered to provide dependable performance while handling loads up to 70,000 pounds.

### **Freight Switcher Locomotive Operation**

On average there are 48 steel coils transported by this freight switcher which would take 24 semi-trucks with flatbed trailers to complete this process. Though this 1949 freight switcher was manufactured over seven decades ago it is well maintained and utilized daily. The original motor from 1949 was a V-12 pushing out 1,200 horsepower. This engine was replaced in 1990 with an EMY 1988 Caterpillar 3412, that pushes out





742 horsepower. Over the years, this engine has been rebuilt time and time again. This 124-ton freight switcher is water cooled and burns through diesel fuel at a rate of 12.6 gallons an hour. Due to the engine being water cooled, this freight switcher engine must idle in order to prevent the coolant from freezing. If the engine would freeze, the entire rail operations of Feralloy would be placed on hold until the engine is rebuilt and repaired. In order to maintain operations in the winter and keep the engine from not freezing, this freight switcher must idle until operations are completed for the day and then it is stored inside.

The operations of Feralloy's freight switcher involve transporting loaded rail cars around the Port of Indiana – Burns Harbor. Usually, the freight switcher is either hauling raw steel coils from the mills to go through the tempered and slit process to meet customer specifications or setting rail cars with steel coils that have completed the process and then transported by a class 1 railroad. On average, a train of five to seven rail cars are transported three times per week by this switching operation. The logistics of steel coil manufacturing and processing requires heavy duty equipment to complete this process. Unfortunately, heavy duty equipment is powered by high horsepower diesel engines that can easily supply the torque needed to move the 100-ton rail cars. There are only a couple of options that are available to meet the operations of the current 742 horsepower freight switcher locomotive. SSCC was able to demonstrate a Titan Trackmobile rail car mover from Indiana Pickling. The 260 horsepower Titan Trackmobile was able to provide the same functionality and operations on the six, 100-ton rail cars on the same track that Feralloy currently uses to operate their freight switcher locomotive.

The current 742 horsepower, unregulated freight switcher is in operation four days a week moving railcars in and out of the Feralloy's facility. On an annual average, the current railcar operates 1,483 hours per year and consumes 20,812 gallons of diesel annually. The freight switcher experiences intense engine idle time as the result of the operation during the winter months. On average, the current freight switcher idles 682 hours annually. This is due to the fact that the 742 horsepower engine must remain on in order to keep the freight switcher from freezing.

### **Air Quality for Porter County**

This nonroad equipment project operates 100 percent of the time at the Port of Indiana - Burns Harbor in Porter County, which according to U.S. Census Bureau data has a population of 170,389. Porter County is listed on the U.S. Environmental Protection Agency's National-Scale Air Toxics Assessment list, meaning all or part of the population is exposed to more than 2.0 ug/m<sup>3</sup> of diesel particulate matter emissions. Additionally, Porter County is a designated Nonattainment area for exceeding the 2008 8-hour Ozone Standard and an air quality maintenance area for PM<sub>2.5</sub> emissions.

U.S. Census Bureau data indicates that Porter County has a larger number of residents that are 65 and older living in the county when compared with state and national data. These residents fall under the sensitive populations' category for air pollutants. The Centers for Disease Control and National Environmental Public Health Tracking



Network shows that 14.4 percent of Indiana adults have asthma compared to 7 percent at the national level.

The designation on the U.S. Environmental Protection Agency’s National-Scale Air Toxics Assessment list coupled with the larger amount of older populations residing in Porter County, higher-than-average adult asthma rates and sensitive populations make Porter County an excellent location for a project such as this.

In the figure below, the project emissions were calculated utilizing the United States Environmental Protection Agency’s (EPA) Diesel Emission quantifier (DEQ). Through the implementation of this project, approximately 20.7 tons of nitrogen oxides will not be emitted. As a result of this reduction, the negative health effects of exposure from nitrogen oxides for people with asthma, children and older adults will be limited to these harmful emissions. In consideration to the other emissions quantified, carbon monoxide and particulate matter are reduced significantly. This clean diesel project will continue to reduce diesel emissions throughout the life of the equipment. The expected life of the new fork truck and railcar mover is 25 years.

<b>Table 3: Clean Diesel Port Logistics</b>						
<b>Estimated Annual Emissions Reductions</b>						
<i>Data was used utilizing the most current U.S. EPA Diesel Emission Quantifier</i>						
<b><u>Annual Results</u></b> <i>(short tons)</i>	<b>NO<sub>x</sub></b>	<b>PM<sub>2.5</sub></b>	<b>HC</b>	<b>CO</b>	<b>CO<sub>2</sub></b>	<b>Fuel</b>
Baseline for Upgraded Vehicles	2.536	0.092	0.211	0.554	398.4	35,411
Amount Reduced After Upgrades	2.470	0.091	0.204	0.473	286.4	25,458
Percent Reduced After Upgrades	97.4%	98.9%	96.9%	85.3%	71.9%	71.9%
<b><u>Lifetime Results</u></b> <i>(short tons)</i>	<b>NO<sub>x</sub></b>	<b>PM<sub>2.5</sub></b>	<b>HC</b>	<b>CO</b>	<b>CO<sub>2</sub></b>	<b>Fuel</b>
Baseline for Upgraded Vehicles	21.293	0.733	1.751	4.209	3,497.6	310,898
Amount Reduced After Upgrades	20.728	0.726	1.698	3.410	2,732.7	242,910
Percent Reduced After Upgrades	97.3%	99.0%	97.0%	81.0%	78.1%	78.1%
<b><u>Lifetime Cost Effectiveness</u></b> <i>(\$/short ton reduced)</i>	<b>NO<sub>x</sub></b>	<b>PM<sub>2.5</sub></b>	<b>HC</b>	<b>CO</b>	<b>CO<sub>2</sub></b>	
<b>Total Cost Effectiveness</b> (includes all project costs)	\$48,275	\$1,379,140	\$589,120	\$293,412	\$366	

**Anticipated Outcomes**

The 2022 Titan Trackmobile and 2022 Toyota THD7000 are both powered by the Cummins QSB 6.7L engine which features cooled exhaust gas recirculation (EGR), a selective catalytic reduction system (SCR), diesel oxidation catalyst (DOC) and diesel exhaust fluid (DEF) delivery system to meet the EPA’s Tier 4-Final emission standard.



This Toyota high capacity fork truck also incorporates a start/stop function to reduce engine idling and unnecessary fuel consumption. This start/stop function will reduce idling hours by 95 percent. Additionally, the Cummins engine will reduce fuel consumption by 27 percent. The Titan Trackmobile offers the reliability and operational dependability of a high powered freight switcher locomotive while utilizing 88 percent fuel to do so. Additionally, fuel consumption is anticipated to lower due to engine block heaters that will reduce engine idling during the winter time.

### **Metrics**

Diesel fueling infrastructure is available on-site for proposed pieces of equipment and there are spaces available to plug in engine block heaters.

<b>Table 4: Anticipated Target Metrics</b>		
<b>Performance Measures:</b>	<b>Current (2021)</b>	<b>Target (2022)</b>
Volume of diesel used annually	31,615	9,962
Volume of diesel displaced annually (gallons)	0	21,653

This project represents a significant decrease in diesel emission reductions in just one year. Over the lifetime of the equipment, the citizens of not only Porter County but the entire state of Indiana will benefit from cleaner air.

Feralloy has implemented an idle reduction policy for their operators. Engine idling is prohibited and is part of every new hire's operator training. Feralloy is committed to reducing diesel emissions and recognizes the air quality benefits of anti-idling by only operating its diesel engines when necessary.

### **Project Success**

The success of this project will be based upon continued diesel emission reduction operations, fuel savings and uptime of the new Tier 4-Final powered high capacity fork truck and railcar mover. The management of produced steel products at Feralloy is dependent on the project-related heavy-duty equipment at the port. Feralloy continues to be a leader in providing rolled steel products and this project confirms their commitment to clean air. The economical and emission benefits from clean diesel technology allows this company to continue operations, while reducing operational emissions.

### **Grantees and Partner Roles**

SSCC is an Indiana 501(c)(3) nonprofit organization whose aim is to educate and assist both public and private fleet owners and individuals. SSCC is a SmartWay Affiliate Partner and will commit to promoting the use of alternative fuels as well as idle and fuel use reduction and air quality improvement efforts.

SSCC will track idling and fuel consumption on the existing equipment to provide a point of comparison to evaluate the success of the project. The same data will be tracked on the new vehicle once it is deployed. Fuel cost savings, fuel usage, idling time and



estimated emissions reductions will be tracked throughout the project. The data collected will allow for evaluation of the public benefits of the project and help assess the business case for similar projects for other Green Fleet Program members.

SSCC will also work with IDEM/VW Advisory Committee and Feralloy to implement the following aspects of this project through:

- Promoting diesel emission reduction projects and use policies and education and awareness programs with its employees.
- Celebrating and announcing the success of these projects with a press conference with IDEM.
- Feralloy Processing Company is a member of the SSCC Green Fleet Program which promotes partnerships and training with:
  - IDEM DieselWise
  - IDEM Partners for Clean Air
  - IDEM Environmental Stewardship Program
  - IDEM Partners for Pollution Prevention
  - U.S. EPA Midwest Clean Diesel Initiative and SmartWay Affiliate



**Key Personnel Contact Information**

Table 5. Project Contacts			
Contact	Organization/Title	Phone	Email
Tim Gensimore	Feralloy/Plant Director	219-787-6627	tgensimore@feralloy.com
Ryan Lisek	South Shore Clean Cities/Proj. Manager	219-644-3690	rlisek@southshorecleancities.org



**Evaluation Criteria**

This project aims to address diesel emissions at the Port of Indiana- Burns Harbor location which is an EPA designated air quality nonattainment area. This project encompasses two pieces of nonroad equipment that are vital to the steel manufacturing process that supports Indiana’s economy. The goal of this project is to reduce diesel emissions, specifically nitrogen oxides, from Northwest Indiana’s steel production industry.

This project provides a significant reduction in the amount of identified emissions and toxic pollutants identified within the 2021 DieselWise Indiana – DERA with Volkswagen DERA Option RFP. This is because the new replacement vehicles will be utilizing Tier 4-Final clean diesel technologies. Other fuel options were taken into consideration, however there are not any currently alternative fuel options available for this type of equipment. Tier 4-Final clean diesel is the only option available for the high horsepower engines needed to power this large equipment. This project will be implemented seamlessly into current fleet operations and will continue to operate through the entirety of the 25-year life of the equipment.

**Itemized Budget**

<b>Table 6. Itemized Budget</b>			
<b>Description</b>	<b>Project Cost</b>	<b>2021 DieselWise Funds (25% Cost Share)</b>	<b>Applicant Share (75% Cost Share)</b>
(1) 2022 Toyota THD7000-48 (Tier-4 Final)	\$520,993.00	\$130,249.00	\$390,744.00
(1) 2022 Titan Trackmobile (Tier-4 Final)	\$479,624.00	\$119,906.00	\$359,718.00
<b>Totals</b>	<b>\$1,000,617.00</b>	<b>\$250,155.00</b>	<b>\$750,462.00</b>

**Appendices**

- A. Feralloy Cost Share Commitment Letter
- B. State Forms 51778 & 47551
- D. W-9
- E. Equipment Quotes
- F. DieselWise Indiana Fleet Data Spreadsheet (Attached in email)





8755 W. Higgins Road, Chicago, IL 60631 Tel. (773) 380.1500 Fax: (773) 380.1535 [www.feralloy.com](http://www.feralloy.com)

November 22, 2021

Mr. Shawn M. Seals  
DieselWise Indiana Administrator  
Indiana Department of Environmental Management  
100 North Senate Avenue  
Mail Code 61-50 IGCN 1003  
Indianapolis, IN 46204-2251

RE: 2021 DIESELWISE INDIANA – DERA with Volkswagen DERA Option

Dear Mr. Seals:

On behalf of Feralloy Processing, I am pleased to offer this letter of support for the Indiana Office of Environmental Management's (IDEM) 2021 DIESELWISE INDIANA – DERA with Volkswagen DERA Option Program. This cost-effective clean air project will significantly reduce diesel emissions from nonroad equipment operating in Indiana. This specific project will reduce diesel emissions at the Port of Indiana in Porter County, Indiana.

Feralloy Processing acknowledges by submission of this funding request, assures that it possesses, or will possess the local (non-federal) funding needed to pay project related expenses. Feralloy Processing is prepared to immediately implement this project and will complete this nonroad equipment replacement project within the required timeline.

We appreciate the opportunity to support this very beneficial project and contribute to Indiana's air quality improvements. If you have any questions about this application, please contact Tim Gensimore at 219-787-9698

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Gensimore', is written over a horizontal line.

Tim Gensimore  
Plant Manager  
Feralloy Processing



# INDIANA ECONOMIC IMPACT - PROPOSALS AND CONTRACTS

State Form 51778 (R5 / 3-06)

DEPARTMENT OF ADMINISTRATION

Approved by State Board of Accounts, 2006

This information is required by the Indiana Department of Administration for all contractors, vendors/suppliers to the State of Indiana (complete all 22 items).

1	Legal Name of firm:	Feralloy Corporation
2	Address/City/State/Zip Code:	600 George Nelson Drive, Portage IN 46368
3	Telephone #/Fax #/Website:	219-787-6627 www.Feralloy.com
4	Federal Tax Identification Number:	
5	State/Country of domicile/incorporation:	
6	Location of firm's headquarters or principal place of business:	
7	Name of parent company or holding company (if applicable):	Feralloy Corporation
8	State/Country of domicile/incorporation of company listed in #7:	
9	Address of company listed in #7:	8755 W. Higgins RD Chicago, IL 60631
10	IN Department of Workforce Development (DWD) account number:	NA
11	IN Department of Revenue (DOR) account number:	NA
12	Number of Indiana resident employees per most recently completed IRS Form W-2 distribution:	41
13	Total number of employees per most recently completed IRS Form W-2 distribution:	41
14	Total amount of payroll paid to Indiana resident employees per most recently completed IRS Form W-2 distribution:	NA
15	Total amount of payroll paid to all employees per the most recently completed IRS Form W-2 distribution:	NA
16	Total amount of this proposal, bid, or current contract:	

**ACCOUNTING OF INDIANA RESIDENT EMPLOYEES**

17	<b>Prime Contractor Company</b> Name:	
18	<b>Number of Full Time Equivalent (FTE) employees</b> that are Indiana residents specifically for this proposal or contract:	

19	<b>Subcontractor Company</b> Name:				
20	Address/Contact Person/Telephone Number/Tax ID Number:				
21	<b>Number of Full Time Equivalent (FTE) employees</b> that are Indiana residents specifically for this proposal or contract:				

22	<b>Affirmation by authorized official:</b> I affirm under penalties of perjury that the foregoing representations are true to be the best of my knowledge and belief:				
	Signature:	Lisa C. Walters			
	Name of authorized official:	LISA C. WALTERS			
	Title:	OFFICE MANAGER			
	Date:	11/30-2021			





**AUTOMATED DIRECT DEPOSIT AUTHORIZATION AGREEMENT**

State Form 47551 (R7 / 5-18)  
Approved by State Board of Accounts, 2018  
Prescribed by Auditor of State, 2018

\* This agency is requesting disclosure of your Federal Identification Number / Social Security Number in accordance with IC 4-1-8-1. Disclosure is mandatory, and this record cannot be processed without it.

In accordance with **IC 4-13-2-14.8**, a person who has a contract with the State of Indiana or submits invoices to the State of Indiana for payment shall authorize the direct deposit by electronic funds transfer of all payments by the state to the person.

This form must be completed in order to receive payment from the State of Indiana and any time there is a change in banking information. This form must be accompanied by a W9. If you are changing an e-mail address to receive electronic notifications of EFT deposits, please contact [vendors@auditor.in.gov](mailto:vendors@auditor.in.gov).

New Enrollment

Change of Existing Account

Prior Routing Number: \_\_\_\_\_

Prior Account Number: \_\_\_\_\_

**SECTION 1: AUTHORIZATION**

According to Indiana law, your signature below authorizes the transfer of electronic funds under the following terms:

Feralloy Corporation  
Name of Company or Individual (as shown on the account)

36-2684994  
Federal Identification Number / Social Security Number \*

6755 Waterway  
Address (Number and Street and/or PO Box Number)

Portage, IN 46368  
City, State, and ZIP Code (00000-0000)

**SECTION 2: DIRECT DEPOSIT INFORMATION**

Type of Account:  Checking (Demand)  Savings

Please check this box if your direct deposit will be automatically forwarded to a bank account in another country.

Financial Institution: Bank of America

Routing Number (9 digits): 1 1 1 0 0 0 0 1 2

Account Number (maximum 17 digits - include leading zeros): 3 7 5 2 1 9 3 6 8 6

**SECTION 3: E-MAIL ADDRESS TO RECEIVE ELECTRONIC NOTIFICATION OF ELECTRONIC FUND TRANSFER (EFT) DEPOSITS \*Required**

(Please contact [vendors@auditor.in.gov](mailto:vendors@auditor.in.gov) to add more than four addresses.)

All future notices of EFT deposits to the bank account specified above will be sent to the following e-mail addresses:

credit@feralloy.com

tgensimore@feralloy.com

By checking this box, I authorize the information provided on this form to be accurate and I agree with the provisions on the reverse side of this form. I also authorize the State of Indiana to initiate credit entries and to initiate, if necessary, debit entries and adjustments for any credit entries in error to my account indicated above. This authorization will remain in effect until the state has received written notification of its termination and has adequate time to act upon the request.

NAME (type) Mike Borzych Signed by: \_\_\_\_\_ TITLE Controller TELEPHONE 773.380.1521

AUTHORIZED SIGNATURE Mike Borzych DATE (month, day, year) 11/23/2021

\* Under IC 26-2-8-106, your electronic signature on this form represents the same legal authority as your written signature.

Indiana Department of Revenue  
**General Sales Tax Exemption Certificate**

Indiana registered retail merchants and businesses located outside Indiana may use this certificate. The claimed exemption must be allowed by Indiana code. Exemption statutes of other states are not valid for purchases from Indiana vendors. **This exemption certificate can not be issued for the purchase of Utilities, Vehicles, Watercraft, or Aircraft.** Purchaser must be registered with the Department of Revenue or the appropriate taxing authority of the purchaser's state of residence.

**Sales tax must be charged unless all information in each section is fully completed by the purchaser.** Purchasers not able to provide all required information must pay the tax and may file a claim for refund (Form GA-110L) directly with the Department of Revenue. A valid certificate also serves as an exemption certificate for (1) county innkeeper's tax and (2) local food and beverage tax.

**Section 1 (print only)**

Name of Purchaser: Feralloy Corporation

Business Address: 6755 Waterway City: Portage State: IN ZIP Code: 46368

Purchaser must provide minimum of one ID number below.\*

Provide your Indiana Registered Retail Merchant's Certificate TID and LOC Number as shown on your Certificate.

TID Number (10 digits): 0003190501 - LOC Number (3 digits): 001

If not registered with the Indiana DOR, provide your State Tax ID Number from another State  
**\*See instructions on the reverse side if you do not have either number.**

State ID Number: \_\_\_\_\_ State of Issue: \_\_\_\_\_

**Section 2**

Is this a  blanket purchase exemption request or a  single purchase exemption request? (check one)

Description of items to be purchased: Lumber for skids used for packaging

**Section 3**

Purchaser must indicate the type of exemption being claimed for this purchase. (check one or explain)

Sales to a retailer, wholesaler, or manufacturer for **resale** only.

Sale of manufacturing machinery, tools, and equipment to be used directly in direct **production**.

Sales to **nonprofit organizations** claiming exemption pursuant to Sales Tax Information Bulletin #10. (May not be used for personal hotel rooms and meals.)

Sales of tangible personal property predominately used (greater than 50 percent) in providing **public transportation** - provide USDOT Number. A person or corporation who is hauling under someone else's motor carrier authority, or has a contract as a **school bus operator**, must provide their SSN or FID Number in lieu of a State ID Number in Section 1.

USDOT Number: \_\_\_\_\_

Sales to persons, occupationally engaged as farmers, to be used directly in production of **agricultural** products for sale.  
**Note:** A farmer not possessing a State Business License Number may enter a FID Number or a SSN in lieu of a State ID Number in Section 1.

Sales to a **contractor** for exempt projects (such as public schools, government, or nonprofits).

Sales to **Indiana Governmental Units** (agencies, cities, towns, municipalities, public schools, and state universities).

Sales to the **United States Federal Government** - show agency name.  
**Note:** A U.S. Government agency should enter its Federal Identification Number (FID) in Section 1 in lieu of a State ID Number.

Other - explain. \_\_\_\_\_

**Section 4**

I hereby certify under the penalties of perjury that the property purchased by the use of this exemption certificate is to be used for an exempt purpose pursuant to the State Gross Retail Sales Tax Act, Indiana Code 6-2.5, and the item purchased is not a utility, vehicle, watercraft, or aircraft.

I confirm my understanding that misuse, (*either negligent or intentional*), and/or fraudulent use of this certificate may subject both me personally and/or the business entity I represent to the imposition of tax, interest, and civil and/or criminal penalties.

Signature of Purchaser: Richard Johnson Date: 2-8-21

Printed Name: Richard Johnson Title: Accountant

The Indiana Department of Revenue may request verification of registration in another state if you are an out-of-state purchaser.  
**Seller must keep this certificate on file to support exempt sales.**



# Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9) for instructions and the latest information.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.  
**Feralloy Corporation**

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

Individual/sole proprietor or single-member LLC

C Corporation

S Corporation

Partnership

Trust/estate

Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) \_\_\_\_\_

Exemption from FATCA reporting code (if any) \_\_\_\_\_

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.  
**6755 Waterway**

6 City, state, and ZIP code  
**Portage, IN 46368**

7 List account number(s) here (optional)

Requester's name and address (optional)

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			-				
--	--	--	---	--	--	--	--

or

Employer identification number

3	6	-	2	6	8	4	9	9	4
---	---	---	---	---	---	---	---	---	---

## Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ *Patrick Leonard* Date ▶ *1-12-21*

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9).

### Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (Interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
  - Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
  - Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
  - Form 1099-S (proceeds from real estate transactions)
  - Form 1099-K (merchant card and third party network transactions)
  - Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
  - Form 1099-C (canceled debt)
  - Form 1099-A (acquisition or abandonment of secured property)
- Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.



Atlas Toyota Material Handling  
1815 Landmeier Rd  
Elk Grove Village, IL 60007-2420  
Phone: 847-678-3450  
Fax: 847-678-1750

To: FERALLOY CORPORATION  
6755 Waterway Dr  
Portage, IN 46368-1383  
Attn: Tim G.

Date: November 30, 2021  
Our Ref: 41088345  
Phone: 843-336-4107  
Fax: 219-787-8426

- **Budgetary Quote** – Pricing is accounted for last price increase and not final. Please reach out to Brandon Shaw for a final quote when the time is right.

We respectfully submit this quotation for the following NEW Toyota Internal Combustion Lift Truck (1 each):

*Toyota...Proud to be the world's #1 forklift manufacturer!*

**TOYOTA MODEL THD7000-48**, Internal Combustion Lift Truck, quality engineered with the following specification:

- Pneumatic Tires
- Diesel Powered

**INDUSTRIAL ENGINE**

Engineered to the highest standards of durability and reliability, your Toyota lift truck is outfitted with a Cummins Industrial Diesel Engine or optionally fitted with a PSI Industrial V8 Engine.

**AUTOMATIC 3-SPEED DANA POWERSHIFT TRANSMISSION**

Robust and field proven 3-speed forward and reverse transmission with easier shifting for increased operator comfort and performance.

**WET DISC BRAKES**

Force-cooled, outboard, wet disc brakes reduce premature wear and provide easier service access.

**HEAVY DUTY AXLETECH PLANETARY DRIVE AXLE**

Designed with durability and reliability in mind, your Toyota lift truck is outfitted with a rugged AxleTech planetary drive axle which is engineered to meet the increasing demands of today's aggressive lift truck applications.

**DASHLESS, PILLAR-LESS DELUXE STEEL CAB**

The insulated cab features a dashless design with seat mounted controls and LCD Multifunction Display, tilt-steering column, tinted glass, cab heater and many more standard operator comforts.



*Photo may portray optional equipment not included in your quotation.*

**Mast** 2-Stage (V) mast provides excellent visibility to load and fork tips, while providing smooth, quiet and consistent operation. Mast specifications:  
Maximum Fork Height - 144"  
Overall Lowered Height - 164.0"

**Lifting Capacity** **Base Model Capacity - 70,000 lbs. @ 48" load center**  
**Actual Capacity**, based on quoted specifications, - **70,000lbs. @48" load center to 144" MFH**  
**Actual Capacity**, based on quoted specifications, - **80,000lbs. @36" load center to 144" MFH**

*Actual capacity ratings stated above are based on standard features, options, and attachments available through Toyota at the time of quoting. Non-standard features, options, and attachments may affect actual capacity ratings. Please contact your Toyota sales representative for additional information.*

**Tilt** 12 degrees forward and 9 degrees backwards

**Forks** **LFRK-Less Forks**  
**Coil Ram Substitute – 72" long x 16" diameter**

**Speeds** Travel Speed: 21 mph Lift Speed: 50 fpm

**Engine** Cummins QSB6.7 Industrial Diesel Engine (Tier 4 Final Compliant)  
 409 cubic inch displacement, Inline 6 cylinder, overhead valve (OHV)  
 Net Horsepower Rating: 260 @ 2500 rpm (SAE HP)  
 Net Torque Rating: 730 @ 1500 rpm (SAE ft-lb)

**Transmission** Automatic transmission– Dana model TE  
 3 speed forward, 3 speed reverse standard.

**Steering** Full Hydraulic Power Steering with Tilt Steering Column

**Wheels and Tires** Front Tires: 16.00-25-28PR (Pneumatic, Dual Drive)  
 Rear Tires: 16.00-25-28PR (Pneumatic)

**Additional Equipment** **Standard Carriage, Forks only**  
**High-speed hydraulics**  
**Lift Accumulator**  
**Dual USB Charger**  
**Air-Conditioner**  
**Engine Block Heater**  
**Dual Camera System Visibility Aid**  
**Onboard Load Weighing System (non LFT)**  
**Self Adjusting Backup Alarm**  
**Central Lubrication System**  
**Pneumatic Tires**

**Optional requested Options –**

**Circle desired option – Not included in price below and will be applied to the total at time of order.**

- |   |            |
|---|------------|
| 1. Option C16B – High Air Intake with Pre-cleaner       | \$927.00   |
| 2. Option K41Z – Onboard Load weighing system (Non LFT) | \$655.00   |
| 3. Option M82b – Lift Accumulator                       | \$1,182.00 |



- Other**
- Operator Presence Sensing System (OPSS)
- Outstanding**
- Force-Cooled Wet Disc Brakes
- Toyota Features**
- LED Headlights and Rear Worklights
  - 24V Electrical System
  - Hydraulic Diagnostic
  - Front Indicator and Rear Combination Lights
  - Dashless Cabin
  - Adjustable Air-Ride Seat with Retractable Seat Belts
  - Integrated Multifunction Display
  - Tinted Glass to Minimize Glare
  - Lockable Doors with Greaseable Hinges
  - Fingertip Hydraulic Controls
  - Insulated Floor, Cabin Walls and Doors
  - Individually Controlled Front/Rear Wipers

*Some standard items listed within this quotation may be replaced or altered due to optional equipment.*

**Warranty**      12 Months or 2,000 hours whichever occurs first: Basic  
 36 Months or 6,000 hours whichever occurs first: Powertrain

See engine warranty certificate for engine and emissions warranty coverage information.

*Warranty coverage for non-standard option components will be covered by the manufacturer of that component and not covered under the Toyota forklift standard or powertrain warranty.*

*Warranty coverage for non-standard option components will be covered by the manufacturer of that component and not covered under the Toyota forklift standard or powertrain warranty.*

**Optional Warranty Options:**

- ❖ 36 month / 6,000 Hours      **\$19,000.**
- ❖ 48 months / 8,000 Hours      **\$21,500.**
- ❖ 60 months / 10,000 Hours for      **\$26,000.**

**UPGRADE TO TOYOTA 360 SUPPORT PLUS!**  
 Includes 1 year of scheduled planned maintenance (up to 4) and additional product assurance.

\*Not applicable to all models. See here for more details: [www.ToyotaForklift.com/360-support](http://www.ToyotaForklift.com/360-support)

**Investment**      Price-Toyota Model THD7000-48 as specified above:      **\$520,993**      Each

Net Price:

\$520,993 Each

**Financing and Maintenance**

A broad range of competitive and flexible financing options are available through Toyota. Financing requires credit approval. Terms and conditions are subject to change.

In addition, Full Maintenance and Planned Maintenance programs are available.

**Terms and Conditions**

Payment: Net 10 days / Cash or Financed

Delivery: Will advise at time of order.

F.O.B. Factory:

Expiration: Pricing Valid for 30 days from date of proposal

Cancellation: Buyer may cancel its order, reduce quantities, revise specifications or extend schedules only by mutual agreement. Reasonable and proper cancellation charges (minimum of 15% of purchase price per unit) will apply and which shall take into account expense already incurred and commitments made by Seller and shall indemnify Seller against any loss.

Prices are exclusive of any sales or use taxes now in force or which may be made effective in the future by any federal, state, or local governments.

Lease offerings subject to credit approval

Performance and specifications stated are based on specific testing and operating conditions.

Actual performance and specifications may vary based on application, option configuration, operating conditions, and environmental factors.

Some options and configurations may void UL.

Conditions subject to change to those in effect at time of delivery.

Your signature on this proposal constitutes an order.

Please contact your Toyota sales representative for additional information.

This quote and order will be subject to the terms and conditions on the reverse side hereof.

**California Users**

When operated in California, any Off-road diesel vehicle may be subject to the California Air Resources Board In-Use Off-Road Diesel Vehicle Regulation. It therefore could be subject to retrofit or accelerated turnover requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.

Sincerely,  
Atlas Toyota Material Handling

Accepted:  
FERALLOY CORPORATION

Cash Price \$ \_\_\_\_\_

Financed Payment \$ \_\_\_\_\_ Per Month \_\_\_\_\_ Months

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: Brandon Shaw

Title: Sales Representative

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



15241 South Commercial Avenue, Harvey, Illinois 60426

Phone 708-596-7000 Fax 708-596-6791

www.vossequipment.com

sales@vossequipment.com

ISO 9002

Material Handling  
Equipment

November 15, 2021

Quote#JBTITANTMGRANT-111521

Mr. Tim Gensimore  
Feralloy Processing Company  
600 George Nelson Drive  
Portage, IN 46368

Thank you for allowing Voss Equipment, Inc. in assisting Feralloy Processing in your new Trackmobile acquisition project. Per your request, please review the below proposal for a new "TITAN" model Trackmobile equipped with a **Cummins Tier IV** engine.

**New Tier IV Cummins Engine Titan Trackmobile – Standard Specifications:**

- **Tier IV Cummins** QSB6.7 Turbo charged 6 cylinder, 4 cycle engine
- John Deere Funk DF Series electronically controlled 4-speed "Smart Transmission" that doesn't allow the operator to down shift at too high of an RPM or plug which could cause damage to power-train
- Electronically controlled engine torque output. Helps railwheels from spinning
- Larger stand-up cab with integrated seat controls
- 360 Degree Safety View work area cameras
- 60 gallon diesel fuel tank
- Ingersoll Rand 100 CFM Continual Duty Air Compressor
- Safety Lights – (6) LED Lights – (3) in the front, and (3) in the rear. (2) Tail and stop light combination and (2) lateral work lights to illuminate roadbed. (2) Rope lights on both ladders for safe entry and exit off of step ladders
- Heavy Duty AAR cast steel couplers, Air operated electronically controlled knuckle release
- Pneumatically operated electronically controlled sanders – (8) total sanders
- Engine Shut Down System – Automatic shutdown system to protect all major components
- Please see attached Titan literature guide to review all standard and optional equipment

**Recommended Options INCLUDED IN SALES PRICE:**

- **Heater Package** – Heats all fluids, engine block, engine oil, transmission oil, hydraulic oil, compressor oil, and a battery wrap all with a one 110 plug on side on machine.

**Additional Options NOT Included in the below Sales Price:**

- **Air Conditioning (+\$5,719.)** - This 35,000 BTU headliner unit with 410 CFM is designed with dual air blower and high capacity coil that keeps the cab cool, even in the hottest working conditions. Designed with a low profile to maximize cab headroom, the unit offers a dual three speed blower motor with an adjustable thermostat and six 3.5" directional round louvres to direct airflow. This unit is constructed with heavy duty metal and includes a removable cover for easy access to the washable filter, offering years of reliable service. Measures 5" high by 35.5" wide and 14.75" deep with 24 amps @ 13.6 VDC draw



Material Handling  
Equipment

**Additional Options NOT Included in the below Sales Price continued;**

- **Rotary Broom (+\$21,875.)**- With its all-steel design, the Rotary Broom is easy to service and will prove to be a durable tool for your operation. This broom has a 93" [2362 mm] sweeping width and alternating Nylon / Steel Bristle to ensure that fewer passes are required when sweeping a large area. This translates into fewer man-hours being spent cleaning worksites. Each Rotary Broom works off of the hydraulic system of your Trackmobile. A control box is mounted in the Trackmobile's cab on the steering column, and allows angular control, raising and lowering, as well as starting and stopping of the broom.
- **Ballast Box (+\$20,875.)** - The Ballast Box accessory provides a similar tractive effort to double coupling, while maintaining an unobstructed operator view during operation. The ruggedly built and patented Ballast Box has an empty weight of 4,500 lbs. and offers 89.2 cu. ft. interior capacity to carry up to an additional 30,500 lbs. for a total of 35,000 pounds. In use, the Ballast Box increases tractive effort 30-90%.\*

**Sales Price for a new Trackmobile Titan w/ Heater Package Only:**

Subtotal Including Above Options, Excluding Applicable Tax and Freight.....\$479,624.

If Approved Grant Deduct.....(-\$119,906.)

=====

**TOTAL EXCLUDING APPLICABLE TAXES AND FREIGHT, INCLUDES 25% DEDUCT FOR GRANT.....\$359,718.**

**Terms and Conditions:**

- Credit and management approval needed before any order is placed.
- Taxes, if any and freight are additional.
- Purchase Order Number needed before Ordering Equipment
- Available Grant Funds if approved to only to be used with Voss Equipment
- Training – Free at time of delivery for one day.
- Warranty – 2 year or 4,000 hours whichever occurs first – 2 years or 2,000 hours whichever occurs first Cummins engine warranty.
- FOB – LaGrange, GA
- Pricing good for 30 days from 11/15/21. Above Quote is subject to any applicable future price increases changes.
- Grant Approval Needed for Special Deduct
- Please call for lead-times.





15241 South Commercial Avenue, Harvey, Illinois 60426

Phone 708-596-7000 Fax 708-596-6791

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

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

ISO 9002

*Material Handling  
Equipment*

Sincerely,

Jayne Bannerman  
Voss Equipment, Inc.  
Trackmobile Specialist

Approved By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Purchase Order Number: \_\_\_\_\_





*Leading Railcar Mobility Since 1948*

# TITAN



Joystick & Armrest Controls



Ergonomic Operator's Seat



Safe-T-Vue™ 360° Visibility System

**Up to 49,467 lbf. of Tractive Effort**





# INNOVATIVE RELIABLE EFFICIENT

## TITAN

Introduced in 2006, the Titan has been redesigned in 2019 engineered to conquer challenging rail conditions with an ergonomically designed cab to offer enhanced operator comfort. Titan's split pivoting mainframe is linked by an oscillating bearing that pivots up to 10° to assure 4-wheel rail contact at all times and extends axle life.



Titan control panel and operational controls.

### Standard Features

- CAN-Bus Control System with On-board Diagnostics
- UltraView 7" Color Touch Screen Display
- Safe-T-Vue™ 360° Visibility and Railing Display
- Rear Coupler Camera
- Ergonomic Air Ride, High Back 180° Swivel Seat
- Joystick and Armrest Controls
- Neutral Braking
- Programmed Throttle Control
- Automatic / Manual Power-Shift Transmission
- 100 CFM Rotary Screw Air Compressor
- In-Cab Front and Rear Train Air Valves
- Incremental Train Air Brake Controller
- Train Air Hold Button
- Steel Railwheels
- Accessible External Disc Brakes
- Impact Sensor/Recorder
- LED head lighting, strobes, and work lighting

**Safety** is at the forefront of all Trackmobile engineering designs. In addition to slip-resistant surfaces, abundant lighting, and crossover decks with steel bar tread ladders, Titan also offers these standard and optional\* safety features:

- **FREE\*\*** Seat in a Rail Safety Training Class
- Patent Pending Safe-T-Vue™ 360° Visibility / Railing Display
- Rear Coupler Camera
- Ramped Throttle Control - Quick and Slow
- Telematics Remote Monitoring & Diagnostics
- Rear Coupler Camera
- Electronic Speed Control
- Neutral Braking
- Hydraulic Lock-Out
- GPS Positioning Capabilities
- Train Air Charge Indicator\*
- MAX-Trac - Automatic Traction Control System\*
- Remote Control System\*
- MAX-Tran Automatic Weight Transfer System\*
- Vigilance Control\*

\* Feature is an option

\*\*With authorization code provided in newly manufactured Trackmobile models.

**Ask your Trackmobile Specialist about these and other options to help keep your crews safe and reduce workload fatigue.**





## Specifications TITAN

### Tractive Effort

<b>Double Coupled*</b>	49,467 lbf. [22,438 kg]
<b>Single Coupled*</b>	33,116 lbf. [15,021 kg]

### Dimensions / Performance

	On Rail	On Road
<b>Wheel Base</b>	149.3" [3,792.22 mm]	82.5" [2,095.5 mm]
<b>Rail &amp; Road Clearance**</b>	4.5" [114.3 mm]	11.5" [292.1 mm]
<b>Rail &amp; Road Height ***</b>	146.0" [4,015.7 mm]	158.9" [4,340.9 mm]
<b>Length</b>	201" [5,105 mm]	
<b>Width</b>	125.3" [3,208 mm] <sup>1</sup>	
<b>Weight Non-Ballasted</b>	50,850 lbs. [23,065 kg]	
<b>Rail Gauge ****</b>	AAR Standard 56.5" [1,435 mm]	
<b>Centerline to Cab Side</b>	65.16" [1,655 mm] <sup>1</sup>	
<b>Centerline to Non-Cab Side</b>	61.13" [1,553 mm] <sup>1</sup>	
<b>Cab Interior Volume</b>	199 cu. ft.	

### Road Turning Radius

<b>Inside Tire</b>	17' 10" [5.3 m]
<b>Outside Tire</b>	25' 7" [7.6 m]
<b>Outside Clearance</b>	29' 7" [8.5 m]

### Speeds (Forward & Reverse)\*\*\*\*\*

<b>Low</b>	2.4 MPH, [3.9 km/h]	1.5 MPH, [2.4 km/h]
<b>2nd Gear</b>	4.0 MPH, [6.4 km/h]	2.5 MPH, [4.0 km/h]
<b>3rd Gear</b>	8.0 MPH, [12.8 km/h]	5.1 MPH, [8.2 km/h]
<b>4th Gear</b>	13.6 MPH, [21.9 km/h]	8.7 MPH, [14.0 km/h]

### Engine

<b>Cummins</b> Electronic Turbo-Charged Diesel Engine	QSB-6.7 Liter
CARB Tier 4(f) , EU Stage IV, EPA Tier 4(f)	<b>STANDARD</b>
EPA Tier III - EU Stage III A Emissions Configuration	<b>OPTIONAL<sup>2</sup></b>
Valves per Cylinder	6 Cylinder inline
Engine Displacement Tier IV	4
Horsepower Tier IV	408 in <sup>3</sup> [6.7 liters]
Maximum Torque Tier IV	260 hp [194 kW] @ 2500 rpm
	550 lb-ft [746 N-m] @ 1500 rpm

**Fuel Tank** - High Strength steel fuel tank with Sixty (60) Gallon (227 liters) capacity with lockable cover

### Air Intake

Intake Air Heater - preheats incoming combustion air prior to start<sup>3</sup>  
3 Stage Filtration, including high-efficiency Pre-Cleaner, Primary and Safety Filters

### Powertrain

#### Transmission

**Funk, DF 150 series**, constant mesh spur gearing Four Speed Forward and Reverse with selectable Power-Shift manual or automatic with 4th or 3rd and 4th Lock-Out for Rail, Road, or Both

#### Axles

**On Road** - Two (2) heavy-duty steel axles  
**On Rail** - Two (2) out-board internal planetary type with high-strength ductile iron rear axle drive hubs with friction drive  
**Differential** - Automatic air locking differential  
**Transfer Case** - Heavy-duty, hardened alloy steel spur gears with oil bath lubrication

### Automatic Shutdown

Automatic shutdown as a result of: High Engine Temperature; Low Engine Coolant Level; High Compressor Temperature; High Hydraulic System Oil Temperature; (Optional Low Hydraulic System Oil Level)

**Note<sup>1</sup>** Machine width includes additional 3" taken in consideration for Safe-T-Vue cameras located on exterior of cab and engine side hand rail.

**Note<sup>2</sup>** EPA Tier III EU Stage III A Emissions engines are no longer manufactured in Trackmobiles for sale in the US and Canada after 12/31/18.

**Note<sup>3</sup>** DO NOT use ether starting fluid.

**Note<sup>4</sup>** Maximum application pressure is varied automatically, depending on whether the machine is in rail or road mode. If the machine is on rail, the application pressure will vary depending on weight transferred, for best stopping capability.

\* Depending on weight package option, actual tractive effort may vary with rail and weather conditions.

\*\* Rail clearance on the Titan is reduced 1" by a rotor cover plate that extends 3" toward the center of the machine, beyond each railwheel.

\*\*\* For shipping height, add 1.5" to rail height to account for a 2 x 4 block under wheel tread. Overall height can be reduced by 2" when airbags are deflated. Machine height also includes additional 1" of clearance for fully opened rain cover. Additional variations may occur due to options selected.

\*\*\*\* Various rail gauges available.

\*\*\*\*\* Actual speeds obtained will depend on grade, load, altitude, and other factors.

### Main Frame

Heavy-Duty, High-Strength welded steel with one front 3" [76.2 mm] and one rear 6" [152.4 mm] thick cross-member

**Pivoting Frame** - Heavy-duty 2" [51 mm] thick split pivoting mainframe linked by an oscillating bearing that pivots up to 10° assuring 4-wheel rail contact at all times and extends axle life

### Body Frame

Heavy-duty all-welded construction using pre-formed steel plates and structural forms

### Suspension

**Isolation Mounts** for reduced noise and vibration levels  
Eight (8) mounts between cab and body frame (deck), four (4) Firestone airbags between body and main frame with height adjustments

### Couplers

Two heavy-duty cast steel weight transfer design positive coupling and uncoupling with AAR contour coupler and locking knuckle  
Standard width beam handles most standard curve radius  
Optional wide traverse coupler beam for adverse and severe curve radius

### Brake System

**On Road Machine Braking<sup>4</sup>** - Hydraulic disc brakes with Dual Calipers  
**On Rail Machine Braking<sup>4</sup>** - Hydraulic disc brakes, 18" [457 mm] diameter  
**Machine Parking Brake** - Spring applied, air released 14" [355.6 mm] diameter disc, driveline mounted  
**Selectable Neutral Braking** - Automatically applies brake to full pressure within 5 seconds of selecting neutral

### Train Air Brakes

glad hand connections  
100 CFM Rotary Screw Compressor System **STANDARD**  
In-Cab Train Air Valves

### Pneumatic System

Air dryer for machine air system and to fill air ride seat. Heated with internal thermostatically controlled 12-Volt heater to prevent pneumatic line release valve freeze ups in damp/cold climates.

### Hydraulic

Constant Pressure Hydraulic System, piston pump and O-ring face seal fittings and oil filtered below ISO 18/16/13

### Steering

On Road - front axle power steering with pivot away steering wheel

### Electrical

Heavy-duty 12-Volt DC, 160 AMP Alternator with Dual 925 CCA batteries  
Digital Instrumentation - SAE-J1939 CAN-Bus Control System  
7" Digital Display for real-time machine statistics and diagnostic data  
Rear coupler camera  
Safe-T-Vue™ 360° visibility and railing camera with 10" color monitor  
Additional 2 inputs for extra camera locations  
Alarms - Automatic Backup Road-Mode Alarm, Selectable Electronic Warble-type alarm, blast type air horn, and amber strobe warning lights

### Wheels/Tire

#### On Road

Four (4), 16Ply 12.0 x 20 Heavy Duty Mine Service Rubber Tires

#### On Rail

Four (4), 27" [685.8 mm], heat-treated, forged steel, flanged railwheels  
AAR Profile Standard Gauge 56 1/2" [1,435 mm] \*\*\*\*  
Eight (8) Individual, Air- Operated, Electronically-Controlled Sanders





**TRACKMOBILE®**  
MOBILE RAILCAR MOVERS

## UNPARALLELED SERVICE AND SUPPORT

Trackmobile dealers provide the industry's best and most experienced sales and service support. Many of our dealers have been working with railcar movers, specifically Trackmobile, since its introduction in the early 1950's. From being there to help select the right machine for your operations, to providing knowledgeable ongoing support, Trackmobile dealers help keep your business on track. Our customers have reported maintaining up to 99.7% uptime due to Trackmobile's dependability and unsurpassed customer service support.

### Industry's Most Experienced Dealer Network

More than 100 facilities and over 300 factory-trained service technicians throughout North America



- 24 Hour Emergency service
- Service & Parts for all models of Trackmobiles
- Dedicated railcar mover technicians
- Customized railcar mover service vehicles
- On site or in shop service and repair
- NEW Trackmobile railcar movers
- Quality reconditioned railcar movers
- In shop or on site Operator training
- Late model rental units for emergencies
- Availability reduces downtime
- Machine demonstrations
- Machine safety evaluations
- Free site surveys

### Your Business + Our Dealers + Trackmobile Customer Service = Winning Team

#### Time is Money

Getting it right the first time requires having the tools and parts. Trackmobile has an inventory of parts to service even many of our legacy models. Understanding that uptime is a significant factor in operational success, our distributors and their service departments stock sufficient inventories to complete routine maintenance and most emergency calls. It takes great teamwork to "get the job done."

Trackmobile is part of the Global Railcar Mover Group, which also includes Zephyr Railcar Movers and LEAF Locomotives. The Global Railcar Mover Group is a Marmon-owned organization.



#### Headquarters

Telephone: 706-884-6651  
E-mail: trackmobile@trackmobile.com  
Address: 1602 Executive Drive, LaGrange, GA 30240

