

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): _____
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).	

SUMMARY ATTACHMENT

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

The primary goal of the State of Delaware's Volkswagen Environmental Mitigation plan is to improve and protect ambient air quality by implementing eligible mitigation projects that will achieve significant and sustained reductions in NOx emission exposures in areas with poor air quality; areas with historical air quality issues; and areas that receive a disproportionate quantity of air pollution from diesel. The Delaware Department of Natural Resources and Environmental Control (DNREC) is partnering with Suppi Construction, Inc. to scrap and replace 2 dump trucks in the Class 8 local freight category. Suppi Construction, Inc. currently operates their existing diesel units in a poorly served community in the Town of Bear, Delaware in New Castle County. Suppi Construction, Inc. is committed to providing reliable, innovative, and efficient green solutions in protecting air quality and the community. Delaware's Volkswagen Environmental Mitigation Plan is attached to further support this funding request.

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

DNREC is partnering with Suppi Construction, Inc. to scrap and replace 2 trucks in the Class 8 Local Freight and drayage truck category in an underserved community in the City of Wilmington. The lifetime emission reductions (in short tons) for the 2 trucks are as follows:

NOx – 10.379 HC – 0.860 CO – 1.383 PM2.5 – 0.742

Describe How the Beneficiary will Make Documentation Publicly Available (5.2.7.2)

Subparagraph 5.2.7.2 of the Environmental Mitigation Trust Agreement for State Beneficiaries requires that Beneficiaries include in their funding requests:

A commitment by the Beneficiary to maintain and make publicly available all documentation submitted in support of the 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, together with an explanation of the procedures by which the Beneficiary shall make such documentation publicly available;

DNREC is committed to maintaining and making publicly available all documentation submitted in support of the funding requests and all records supporting all expenditures of Eligible Mitigation Action funds. The public will be able to view funding requests on the DNREC website. DNREC will maintain these records on the Volkswagen (VW) Environmental Mitigation Trust Fund specific webpage. The webpage is designed to support public access and limit burden for the general public. The webpage can currently be found at <https://dnrec.alpha.delaware.gov/air/mobile-sources/vw-mitigation-plan/>.

DNREC also created an electronic listserv. The Listserv is open to the public, used to communicate news, events, and information related the Environmental Mitigation Trust Fund. The listserv is advertised through the website and at public events related to the Volkswagen Environmental Mitigation Fund.

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

The Delaware Department of Natural Resources and Environmental Control sent emails to the representatives from the U.S. Department of the Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the State Trust Agreement on February 19, 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).

The State of Delaware has been designated by the U.S. Environmental Protection Agency (EPA) as non-attainment for ozone (2008 and 2015 standards) in New Castle County and Sussex (2008 standards). Delaware's New Castle County has also been re-designated as attaining the fine particulate matter standard for both 1997 and 2006. New Castle County has a 10-yr maintenance plan in place.

DNREC's 2017 Emissions Inventory has concluded that up to 38% of in-state NOx emissions can be attributed to the transportation sector. Delaware's emissions from heavy and medium duty vehicles are becoming an increasingly larger source of overall mobile source emissions for nitrogen oxides (NOx).

This project is located in Bear, Delaware in New Castle County. The facility is located with 10 miles of two major railways and three major highways (I-95, US Route 40, and Delaware Route 1). The Department has recommended that Volkswagen Environmental Mitigation Funds under Phase 4 be used to replace 2 diesel dump trucks in the Class 8 Local Freight and Drayage Truck category with vehicles with Suppi Construction, Inc.

Lastly, the clean diesel trucks assist the Department in reducing emissions in Delaware's environmental justice areas. Environmental Justice is the act of equity among all races, ethnicities, income, and social classes of people and includes any census tract with a poverty level of 20% or higher and where 30% or more are considered minorities. The Department's mission relative to environmental justice ensures that no particular area receives disproportionate environmental impacts due to air pollution.

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: _____



[NAME] Lisa Borin Ogden
[TITLE] Deputy Secretary

[LEAD AGENCY]

for

[BENEFICIARY]

ATTACHMENT B

**Eligible Mitigation Action Management Plan Including Detailed Budget and
Implementation and Expenditures Timeline**

Project management Plan/ Project Schedule and Milestones

Milestone	Date
Solicitation of Phase 4 Project Partner	Q1 2022
Suppi Construction, Inc. Project selected for Phase 4	Q3 2022
DNREC/Suppi Construction, Inc. contract signed for Phase 4	Q1 2023
Suppi Construction, Inc. orders two new trucks	Q1 2023
Trustee Receives Funding Request - Funding Approved/Issued to DNREC	Q3 2023
DNREC makes reimbursements	Q4 2023

Project Budget

Budget Category	Model Year	Federal DERA Grant Funds	Share of Total Budget Funded by the Trust	Cost Share (Paid by Project Partner)	Total
Volvo UHD VIN 4V5KC9606N405267	`2006	-	\$40,056.50	\$120,169.50	\$160,226.00
GMC C8500 VIN: 16DD57H1C7J514389	2000	-	\$28,106.75	\$84,427.00	\$112,427.00
Project Totals		\$0	\$68,163.25	\$204,489.75	\$272,653.00
Cost Share Percentage		-	25%	75%	100%

This project was overbid by Suppi Construction. Suppi Construction originally bid the project at a 50% cost share. Rather than reject the project the Department offered to accept the project at a 25% cost share.

PROJECTED TRUST ALLOCATIONS

	2023
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$68,163.25
2. Anticipated Annual Cost Share	\$204,489.75
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$272,653.00
4. Cumulative Trustee Payments Requested/Made to Date Against Cumulative Approved Beneficiary Allocation	\$ 0
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$68,163.25
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$68,163.25
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$3,672,984.68
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$3,604,821.43

ATTACHMENT C

Detailed Plan For Reporting On Eligible Mitigation Action Implementation

The Delaware Department of Natural Resources and Environmental Control (DNREC) will provide detailed reporting on Volkswagen Replacements in the following ways:

- Timely updates to DNREC Volkswagen (VW) Environmental Mitigation Plan webpage;
- Delaware's semiannual reporting obligations to Wilmington Trust (the "Trustee"); and
- Quarterly reports submitted to the Environmental Protection Agency (EPA).

DNREC maintains a Volkswagen (VW) Environmental Mitigation specific webpage that has been designed to support public access and limit burden for the general public. DNREC's VW specific webpage can be found at <https://dnrec.alpha.delaware.gov/air/mobile-sources/vw-mitigation-plan/>. Timely updates to the webpage will inform the general public on the each project's status.

DNREC shall, in the next semiannual report following the Trustee's approval of this project, 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 per 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries. The report will also include a complete description of the status, development, implementation (including project schedule and milestone updates), and any modification to this Eligible Mitigation Action.

DNREC will submit timely reports to the EPA. They will also be included in the semiannual reports that DNREC provides to the Trustee.

ATTACHMENT D

Detailed Cost Estimates From Selected or Potential Vendors For Each Proposed Expenditure Exceeding \$25,000.

The Delaware Department of Natural Resources and Environmental Control (DNREC) has provided detailed cost estimates from Suppi Construction, Inc. This project was overbid by Suppi Construction. Suppi Construction originally bid the project at 50% cost share. Rather than reject the project the Department offered to accept the project at a 25% cost share. The Department has included a copy of NAT220002-Suppi Construction, Inc. Replacement Project application which includes copies of costs estimates on the replacement trucks.



1250 Porter Road

Bear, DE 19701

302-834-1405

APPENDIX B1

The Volkswagen Environmental Mitigation Trust Program

APPLICATION FORM

Project Title:

VW ENVIRONMENTAL MITIGATION TRUST FUND PROJECT
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General Information:

Applicant: Suppi Construction, Inc			
Mailing Address: 1250 Porter Road			
City: Bear	State: DE	Zip: 19701	County: NC
Daytime Phone: (302)834-1405		Alternate Phone: (302)463-5381	
Email: admin@suppiinc.com carlj@suppiinc.com			
Equipment Owner (if different from Applicant):			
Mailing Address:			
City:	State:	Zip:	County:
Daytime Phone:		Alternate Phone:	
Email:			

The following table lists **eligible mitigation actions** pursuant to the Environmental Mitigation Trust. Please select the eligible mitigation action(s) for which you are applying (Check all that apply).

Project Title: VW Environmental Mitigation	
Type of Mitigation Action: Vehicle Replacement: <input checked="" type="checkbox"/> Engine Repower: <input type="checkbox"/>	
Type of Entity: Government: <input type="checkbox"/> Non-government: <input checked="" type="checkbox"/>	
Quantity	Vehicle Replacement: <u>2</u> Engine Repower: _____
Check all that apply	Eligible Mitigation Actions
<input checked="" type="checkbox"/>	Class 8 Local Freight Trucks and Port Drayage Trucks (engine model year 2009-1992) repowered with any new diesel or alternate fueled engine or all-electric engine, or replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the eligible large trucks mitigation action occurs or newer.
<input type="checkbox"/>	Class 4-8 school buses, shuttle buses, or transit buses (engine model year 2009 to 1992) repowered with any new diesel or alternate fueled or all-electric engine, or replaced with any new diesel or all-electric vehicle, with the engine model year in which the eligible bus mitigation action occurs or newer.
<input type="checkbox"/>	Freight switchers that operate 1000 or more hours per year repowered with any new diesel or alternate fueled or all-electric freight switcher certified to meet the applicable EPA emissions.
<input type="checkbox"/>	Ferries/Tugs - Unregulated, Tier 1 or Tier 2 marine engines repowered with Tier 3, Tier 4, alternate fueled, or all-electric engine, or upgraded with an EPA certified remanufacture system or an EPA verified engine upgrade.
<input type="checkbox"/>	Ocean Going Vessels - Marine shore power systems or components of such systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth.
<input type="checkbox"/>	Class 4-7 local freight trucks (engine model year 1992-2009) repowered with a new diesel, alternate fueled or all-electric engine, or replaced with any new diesel, alternate fueled or all-electric vehicle, with the engine model year in which the eligible medium trucks mitigation action occurs.
<input type="checkbox"/>	Airport Ground Support Equipment - (Tier 0, Tier 1, or Tier 2 diesel powered) uncertified or certified to 3 g/bhp-hr. or higher emissions spark ignition engine powered airport ground support equipment repowered with an all-electric engine, or replaced with the same airport ground support equipment or newer in an all-electric form.
<input type="checkbox"/>	Forklifts and Port Cargo Handling Equipment - Forklifts with greater than 8000 pounds (lbs.) of lift capacity and port cargo handling equipment repowered with an all-electric engine, or replaced with the same equipment or newer in an all-electric form.

Mitigation Action Description

Please provide a brief narrative describing how the project relates to Delaware's VW Environmental Mitigation Plan by reducing NOx emissions and how this project will benefit the State of Delaware. If additional space is needed please label (no more than one page) in your application "Title of Project, Mitigation Action Description."

Suppi Construction Incorporated proposes to completely replace a 2000 dump truck as well as a 2006 dump truck in relation to Delaware's VW Environmental Mitigation Plan. Emission results from the Quantifier on the EPA's website found that the total replacement of these two vehicles could reduce NOx emission over 69%, annually. A critical decline of pollutants to the area.

According to the American Lung Association the State of Delaware is considered to have some of the worst air quality in the country and, unfortunately, it is only expected to get worse so any effort to reduce pollutants into the air would be beneficial to the state. With this information it is apparent that the drastic reduction in NOx emissions annually could have significant benefits to Delawarean's health. Additional reports from the EPA's website found that Suppi Constructions proposal to Delawares VW Environmental Mitigation Plan could save the state over \$100,000 a year towards health care in New Castle County alone.

The above- mentioned annual health savings as well as the reduction in pollutants to the area are evidence that Delaware's VW Environmental Mitigation Plan will be extremely beneficial to the state.

Estimated NOx Reductions

Please describe and calculate the NOx reductions achieved for this project using the Diesel Emission Quantifier (DEQ) on the EPA website. Estimate the NOx emission reductions from the project in terms of dollar per ton of NOx using the DEQ found at <https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq>. Attach a separate summary calculation worksheet generated by the DEQ for each vehicle or piece of equipment and label pages in your application "Title of Project, Estimated NOx Reductions."

Please identify the Inputs entered into the DEQ for Vehicles and/or Equipment proposed for replacement or repower under this application. Copy this form if more space is needed.

Diesel Emission Quantifier (DEQ) Inputs	Vehicles & equipment proposed for replacement or repower (Leave fields blank that do not apply)		
Vehicle or Engine Group	Volvo	GMC	
VIN	4V5KC9606N405267	16DD57H1C7JS14389	
Engine Serial Number	DIZ491502D21	8YL39653	
Propulsion Engine (marine)			
Total Auxiliary Engines (Marine)			
Vehicle Make	Volvo	GMC	
Vehicle Model	UHD	C8500	
Vehicle Model Year	2006	2000	
Engine Make	UDUO	CATERPILLAR	
Engine Model	D12D	B126	
Engine Model Year	2006	2000	
Engine Cylinder Displacement	12.1 L	7.21	
Number of Engine Cylinders	6	6	
Retrofit Year	Factory	Factory	
Engine Tier	1	1	
Engine Horsepower	395 HP	275 HP	
Annual Fuel Used (gal/yr)	2,679	1,918	
Annual Usage Rate (hrs)	1,400	1,400	
Annual Miles	16,540	11,987	
Annual Idling Hours	N/A	N/A	
Fuel Type	Diesel	Diesel	
Remaining Life	9 Years	5 Years	
Normal Attrition Year	25 Years	25 Years	
Proposed Fuel Type	Diesel	Diesel	
Technology Cost	80,113	56,213.50	

Project Budget

All projects require a cost share. Please be as detailed as possible when completing your budget. The applicant is responsible for detailing the proposed budget associated with the project. This includes “eligible mitigation actions” which includes the equipment necessary for the project while the “ineligible mitigation action expenditures” includes all administrative expenses related to the project.

Eligible Mitigation Actions are those projects that qualify for funding under this RFP. See Section 6 “Eligible Mitigation Actions” in the RFP for additional information. Copy this form if more space is needed.

Eligible Mitigation Actions					
Eligible Item	Make and Model	VIN or Serial Number	Number of Each Item	Cost per Item	Estimated Costs
Dump Truck	DC64	TBD	1	160,226.00	160,226.00
Dump Truck	Model 537	TBD	1	112,427.00	112,427.00
Total Eligible Mitigation Action Costs					\$ 272,653.00

Ineligible Mitigation Action Expenditures are those administrative expenses that do not qualify for funding under this announcement. See Section 8 “Ineligible Mitigation Action Expenditures” under this RFP for additional information. If additional space is needed please label pages in your application “Title of Project, Proposed Budget”

Ineligible Mitigation Action Expenditures				
Ineligible Item	Description	Number of Each Item	Cost per Item	Estimated Costs
ADD. Coverage	Warranties & Coverages	6	\$837.83	\$5027.00
Freight	Freight	2	\$2675.00	\$5350.00
FET	FET Tax Fee	2	\$17,529.56	\$35,059.12
Total Ineligible Mitigation Action Expenditures (no match requirement)				\$ 45,436.12

Total Budget Summary	
Total Eligible Mitigation Actions (from above)	\$ 272,653.00
Total Ineligible Projects Mitigation Action Expenditures (from above)	\$ 45,436.12
Total Costs	\$ 318,089.12
Cost Share Percentage (See Section 7 “Cost Share” of the RFP)	% 50
Total Cost share required from VW Mitigation Funds (matching funds)	\$ 136,326.50
Are you willing to accept funds from the DERA grant? If no, please explain below.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Proposed Project Location

Define the project area. Please note the following:

1. if the project is sited near a major highway or transportation corridor, shipping route, or near a shipping logistics center,
2. is the project in an environmental justice (EJ) area or related location that receives a disparate proportion of environmental impacts,
3. if the project avoids environmentally sensitive areas or areas containing critical habitats.

Indicate if the proposed project is located in a non-attainment and air quality maintenance areas. If additional space is needed please label page (no more than one) in your application "Title of Project, Proposed Project Location.

The area that this project will take place is Bear, Delaware where Suppi Construction Incorporated is located. Although this area could be considered a rural area to some, it is in fact considered to be environmentally sensitive due to high traffic and exposure to pollution from the Delaware City Refinery, which is less than 10 miles away. Bear is a small town within our state that covers less than six square miles. However, within that small area there are two major railways and many major road- ways including Interstate 95, US Route 40, and Delaware Route 1 that carry thousands of motorist on a daily basis.

Project Timeline

All projects must be completed within one (1) year of signing a final contract or MOU. The milestones included in this template are provided as guidance. Applicants may substitute other milestones that suit their purpose, please be as detailed as possible.

Project Timeline	
Milestone	Estimated Date
Project Equipment Purchase Made	Summer 2022
Equipment Delivery	Fall 2022
Equipment Installation (if applicable)	-
Submit Proof of Scrapping of Replaced Vehicle or Engine (pictures) and Certificate of Destruction, Bill of Sale, and an Invoice to the Department	Winter 2023

Ability to be Replicated throughout the State

Provide a brief narrative to explain how the proposed project has the ability to be replicated throughout the state with other fleets or for public access. If additional space is needed please label (no more than one page) in your application "Title of Project, Replication.

Proposals towards Delaware's VW Environmental Mitigation Plan are extremely replicable projects especially for other fleets and for public access. Included with the projects are proposals from experienced and affordable vendors in the area who are already familiar with the scope of work expected. Working with vendors that are familiar with the project shall make replicating the projects easier because of the ability to improve the replacement or repairs of the trucks and buses which could be both time effective and cost effective in the long run.

It would be irresponsible to not replicate this project based on the decrease in pollutants alone.

Collaboration with Other Entities in the State

Provide a brief narrative to demonstrate that the project includes collaborative efforts between the applicant and project team. If additional space is needed please label the narrative (no more than one page) in your application "Title of Project, Collaboration."

Preparing this proposal for Delaware's VW Environmental Mitigation Plan has been very collaborative effort, not only for the Suppi Construction team but also with various vendors in the area. Before deciding on total replacement of the two vehicles there was collaboration with these vendors in attempts to provide the greatest results of emission reduction, fastest turn around, at affordable prices. These collaborations have been both informative and motivating and provide the possibility of further reducing emissions in the state of Delaware.


Economic Development

Provide a brief narrative to explain how the project creates and/or retains local jobs for Delawareans and serves as an economic development engine for local Delaware based companies. If additional space is needed label the narrative (no more than one page) in your application "Title of Project, Economic Development."

A major benefit of this project is the potential to create and retain jobs in the area. There is a strong belief that the replacement vehicles will provide substantial savings on fuel cost which will allow competitive pricing for future projects. These competitive prices are not only beneficial for retaining jobs for Suppi Construction but also for the customers that they serve. Many of these customers are constructing new buildings that are providing new and renovated spaces for businesses that will create new jobs for Delawareans. Jobs will also be created and retained by the vendors working on this project who are working to complete it in a timely manner.

Certification

The Applicant certifies that they have been authorized by the Equipment Owner to submit this application. The Equipment Owner agrees to comply with all requirements of Delaware's Volkswagen Environmental Mitigation Plan and that the information provided is true, accurate, and complete.

Applicant's Signature:  Date: 3/21/2022

Equipment Owner's Signature: _____ Date: _____
(If different from Applicant)



DC64 - Heavy Duty Vocational Class 8 Model Year 2023

Autocar Industries, LLC.
551 S Washington St
Hagerstown, IN 47346

Prepared By : Rob Derks
111
rderks@autocartruck.com

Prepared For : CARL SUPPI
SUPPI CONSTRUCTION

Monday, March 14, 2022 9:04:55 AM EST

03/14/2022

Chassis Specification

		Description	Front Weight	Rear Weight
AUTOCAR TRUCKS				
S	0043001	MODELS	DC64-VOC	
S	5000001	CAB SHELL	SINGLE LEFT HAND DRIVE CAB	
S	3693001	FRONT AXLE POSITION	49 INCHES AXLE SETBACK POSITION	
O	100U002	CUSTOMER TYPE	PUBLIC/PRIVATE	
VEHICLE ADAPTATION				
S	114010	COUNTRY OF USE	UNITED STATES STD MARKET ADAPTATION	
SOLUTION				
O	C01307	APPLICATION	CONSTRUCTION DUMP TRUCK	
O	C023000	BODY TYPE	CONSTRUCTION DUMP	
O	C03001	TERRITORY	EAST COAST	
X	C049999	BODY COMPANY	UNDETERMINED / ALTER TO SPECIFY	
A	C06QXX	BODY STYLE	CONSTRUCTION DUMP TRUCK	
A	C05QXX	TOTAL BODY CAPACITY - BODY/HOPPER	16 FOOT DUMP BODY	
S	C070001	FUEL SYSTEM TYPE	DIESEL	
S	C080001	REAR SUSPENSION TYPE	STD/BEAM TYPE REAR SUSPENSION	
O	C090004	AXLE QUANTITY	4 AXLE	
S	D010200	FRONT GAWR	20000 LBS	
S	D020460	REAR GAWR	46000 LBS	
O	D040132	PUSHER AXLE GAWR	13200 LBS (TIRE LIMITED)	
O	D100792	GVWR	79200 LBS	
ENGINE				
O	1012302	ENGINE ASSY	X12, 430HP / 2000RPM / 1650 LB-FT, CUMMINS	
S	972A002	SPECIAL EMISSION CERTIFICATION LABELS	EPA CERTIFIED - NO LABEL REQUIRED (DIESEL)	
S	9722022	CERTIFICATION- EMISSIONS	COMPLIES WITH 2022 U.S. EMISSIONS	
ENGINE EQUIP				
S	128071	ENGINE CONTROL SPECIFICATIONS	DEFAULT SPECS	

S	1293001	ENGINE ELECTRONICS	CUMMINS DIESEL 500K, W/PARKED MANUAL REGEN INITIATE SWITCH
O	1313000	BRAKE-ENGINE	C BRAKE BY JACOBS 3 POSITION
S	132034	ENGINE PROTECT SYSTEM/WARNINGS	AUDIBLE/VISUAL ALARM/LOP, HT, LWL
O	4382004	FILTER-FUEL, CHASSIS MOUNTED	DAVCO 386 FILTER W/O 12V HEAT, WITH H2O PROBE
S	1700003	FILTER-FUEL, ENGINE MOUNTED	SPIN-ON, ENGINE MOUNTED
S	1750001	ENGINE OIL	STANDARD ENGINE OIL
S	2120003	RADIATOR SURGE TANK	STANDARD SURGE TANK W/ SIGHT GLASS
S	2003000	RADIATOR	HIGH CAPACITY ALUMINUM 1380 SQ INCH
S	236001	MUFFLER SUPPORT	STANDARD BLACK ACCESS PANELS FOR SMA
S	2083000	FAN & DRIVE-ENGINE	2 SPEED FAN W/ BORG WARNER CLUTCH
S	2203000	AIR CLEANER	OPTI AIR 1300 SERIES,PRE- CLEANER INTEGRATED, W/O SAFETY ELEMENT
S	2304001	MUFFLER SYSTEM	RH HORIZONTAL SMA
O	2323004	EXHAUST STACKS	11FT NO - POLISHED SS STACK, W/ CHROMED TURN OUT
O	2313001	EXHAUST SHIELDS	STAINLESS STEEL POLISHED SHIELD
O	7002000	AIR COMPRESSOR	CUMMINS WABCO 25.9 CFM COMPRESSOR
S	8200003	STARTING MOTOR	DELCO REMY 12V 39 MT W/OCF
S	8023002	ALTERNATOR	DELCO REMY 12V 160AMP 28SI
O	P010068	VEHICLE GOVERNED SPEED LIMIT	SPEED LIMIT 68MPH
O	P020002	ENGINE IDLE SHUT DOWN	ENGINE IDLE SHUT DOWN DISABLED
S	P030001	CRUISE CONTROL PARAMETER	CRUISE CONTROL ENABLED
S	P100001	REGEN IN PTO	REGEN IN PTO = DISABLED
S	P641200	RPM PTO MODE	1200 RPM MAX IN PTO
S	P661200	PTO ACCELERATOR OVERRIDE MAX ENGINE SPEED	PTO ACCELERATOR OVERRIDE MAX ENGINE SPEED = 1200 RPM
S	P701200	PTO SET SWITCH	PTO SET SWITCH = 1200 RPM

S	P711000	PTO RESUME SWITCH	PTO RESUME SWITCH = 1000 RPM
S	P721500	PTO ADDITIONAL SWITCH SPEED	PTO ADDITIONAL SWITCH SPEED = 1500 RPM
S	P730500	PTO RAMP RATE INCREMENT	PTO RAMP RATE INCREMENT = 500 RPM
S	P750001	REMOTE PTO	REMOTE PTO DISABLED
S	P830000	IGNORE VSS IN PTO MODE	IGNORE VSS IN PTO MODE = DISABLED

TRANSMISSION

O	2700028	TRANSMISSION	ALLISON 4500 SERIES,6- SPEED
O	2583001	VOCATION	RDS CONSTRUCTION DUMP TRUCK ON/OFF HIGHWAY - VOC 14-55-XX
S	26A0001	TRANSMISSION SHIFT SCHEDULE / FUEL SENSE	PRIMARY PERFORMANCE / SECONDARY ECONOMY
O	PT10001	TRANS DIRECTION CHANGE SHIFT INHIBIT	SHIFT INHIBIT ENABLED
S	269A001	AUTO NEUTRAL	NO AUTO-NEUTRAL
S	269B002	AUXILIARY HOLD	WITH AUXILIARY HOLD
S	269C001	PUMP MODE INPUT	NO PUMP MODE INPUT (4TH LOCKUP)
S	2690020	CONTROL MODULE (ELECT)	ON / OFF HIGHWAY,W/O AUTO NEUTRAL, VP223
S	290003	TRANSMISSION OIL FILL/CHECK	OIL FILL TUBE / DIPSTICK W/ LEVEL SENSOR
O	300013	DRIVESHAFT-MAIN	SPICER 1810HD HALF ROUND
O	3170010	PTO-TRANSMISSION MOUNTED	XS (TYPE C) OUTPUT CHELSEA 890 PTO HOT SHIFT 4000 SERIES TRANS 116%

FRONT AXLE

S	3703000	FRONT AXLE	HENDRICKSON STEERTEK NX, 20000 LB RATING
S	3713000	FRONT SUSPENSION	HENDRICKSON 20,000 LB TAPER LEAF GROUND CAP
S	371T98	SUSPENSION, FRONT AUX	NO AUX LOAD CUSHION PROVIDED
S	373002	SHOCK ABSORBERS- FRONT	DOUBLE ACTING SINGLE - HEAVY DUTY
O	751E002	BRAKES-FOUNDATION, FRONT AXLE	DISC BRAKES FRONT
S	904011	HUBS-FRONT	STEEL HUB PILOTED,285MM BOLT CIRCLE
S	9400001	WHEEL OIL SEALS-FRONT	SCOTSEAL PLUS XL
O	9210002	HUB CAPS - FRONT AXLE	STEMCO TRADITIONAL, ALUM.

S	374002	FRONT AXLE LUBRICANT	SYNTHETIC,DANA SPICER EP75W90,OR EQUIV
O	7510011	BRAKES-FOUNDATION, FRONT AXLE	MERITOR EX - 225 AIR DISC BRAKES
O	754998	BRAKE SLACK ADJUSTERS -FRONT AXLE	NO FRONT SLACK ADJUSTERS PROVIDED
O	9010003	BRAKE DRUM-FRONT	ROTORs - CAST IRON, VENTED, INBOARD MTD
S	3835000	STEERING GEAR	INTEGRAL POWER STEERING DUAL GEAR SHEPPARD M100
S	387003	POWER STEERING RESERVOIR	FOUR QUART REMOTE MOUNTED

REAR AXLE

S	330444	REAR DRIVE AXLE-SINGLE & TANDEM	MERITOR RT46-160 46,000 LB
S	330U98	REAR AXLE LUBE PUMP	NO LUBRICATION PUMP
O	331538	REAR DRIVE AXLE RATIO	5.38
O	333014	REAR DRIVE AXLE ANTI- SPIN DEVICES	FOUR WHEEL LOCK
S	3500004	REAR SUSPENSION	HENDRICKSON HMX-460 SUSP @ 54" AS
S	350X095	REAR SUSPENSION RIDE HEIGHT	9.5 RIDE HEIGHT
S	358005	TORQUE RODS	LONGITUDINAL & TRANSVERSE - RUBBER BUSHED
S	761E001	BRAKES-FOUNDATION, REAR AXLE	DRUM BRAKES REAR
S	9130001	HUBS-REAR	IRON HUB, HP 10 STUD
S	3400001	REAR AXLE BREATHER	STANDARD AXLE BREATHER
S	9410001	WHEEL OIL SEALS-REAR	SCOTSEAL PLUS XL
S	339002	REAR AXLE LUBRICANT	SYNTHETIC
S	7610003	BRAKES-FOUNDATION, REAR AXLE	MERITOR 16.5X7 Q PLUS
S	764013	BRAKE SLACK ADJUSTERS -REAR AXLE	MERITOR AUTOMATIC,TANDEM AXLE
O	7810007	BRAKE CHAMBERS- PARKING, TYPE/VENDOR	MGM TYPE 30/36 CHAMBERS (4) WITH REAR AXLE BRAKE CHAMBERS POSITIONED FOR ASPHALT APPLICATION
S	9103000	BRAKE DRUM-REAR	CAST IRON STANDARD DRUM

AUXILIARY AXLES

O	3P12002	PUSHER AXLE #1	HENDRICKSON COMPOSILITE EXS STEERABLE PUSHER, 13500 LBS CAPACITY
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O	3PQ0001	PUSHER AXLE QUANTITY	PUSHER AXLE QTY. 1
O	3PS0050	PUSHER AXLE #1 SPACING	50" SPREAD
O	9P10001	PUSHER AXLE HUBS	STEEL HUBS, 11.25" BOLT CIRCLE
O	9P60001	PUSHER AXLE WHEEL SEALS	SCOTSEAL PLUS XL
O	9P80001	PUSHER AXLE HUB CAPS	CR ZYTEL HUB CAPS
O	7P20004	PUSHER AXLE BRAKES	HENDRICKSON INTERGRAL 15X4
O	7P40001	PUSHER AXLE SLACK ADJUSTERS	MERITOR AUTOMATIC

BRAKES

S	729002	AIR LINES-PARKING BRAKE, CHASSIS	AIR LINES CHASSIS PARK BRAKE
S	7412002	BRAKE CONTROL SYSTEM	MERITOR WABCO ABS 6S/6M W/PLC AND ATC
O	782018	BRAKE VALVE-PARKING CONTROL	TRAILER/TRACTOR PARK AND SUPPLY VALVE

CHASSIS

O	400213	WHEELBASE	213 INCHES
S	402056	FRAME-REAR OVERHANG	56"
O	4033001	FRAME RAILS	11.25" STRAIGHT RAILS 160 KSI, 3.91M LBF.IN, 7/16"
S	4073000	FRAME-FRONT EXTENSION	STANDARD FRONT END
S	406001	FRAME-REAR CUT-OFF	STRAIGHT
S	409002	FRAME CROSSMEMBER- CENTER	ALUMINUM
S	460001	BUMPER-FRONT	STEEL PAINTED
S	4803001	TOWING DEVICE-FRONT	DUAL TOW PINS - 80,000 LBS TOWING CAPACITY
S	8742000	WIRING, BODY INTERFACE	RP 170 COMPLIANT
O	892014	BACKUP ALARM	ECCO SMART ALARM SA917
O	430043	FUEL TANK-LEFT	100 GAL 26" DIA POLISHED ALUMINUM
S	2395002	UREA DELIVERY SYSTEM	LH FRAME MNTD, 12GAL, NON LOCKABLE CAP
S	432002	FUEL TANK STRAP/ SUPPORT LEFT	PAINTED STEEL, LH
S	4280001	DRILLING FUEL TK SUPT- LEFT	FUEL TANK MTD FWD LHS - STANDARD (IF PROVIDED)
S	4363000	FUEL LINES	SAE J1402A1 WIRE BRAIDED
S	8120006	BATTERY BOX	STEEL BOX, 3 BATTERY, RHS
S	8090001	BATTERY BOX DRILLING	BOX LOCATED AS FAR FORWARD AS POSSIBLE

S	810089	BATTERY	3 JOHNSON CONTROL 31ECL 12V 2250CCA
S	8140002	BATTERY SHUT-OFF SWITCH	SHUTOFF W/ LOCKOUT, NO EMERGENCY JUMPER STUDS
S	7110001	AIR TANK-BRAKE	STEEL AIR TANKS
S	7090002	AIR TANK DRILLING	AIR TANKS IN STANDARD POSITION
S	715001	WET TANK DRAIN	MANUAL TYPE PETCOCK
O	715T003	AIR RESERVOIR DRAIN SYSTEM	CENTRAL MANIFOLD W/ PETCOCKS
O	7383000	EMERGENCY AIR SYSTEM CHARGING	SCHRADER VALVE, MNTD ON CAB SKIRT LH SIDE
O	7130001	AIR DRYER	WABCO 1800P
S	7103002	AIR DRYER DRILLING	MOUNT AIR DRYER INSIDE RAIL, BEHIND BACK OF CAB
S	724001	AIR LINES-CAB	SAE J844 NYLON TUBING
S	728001	AIR LINES-MAIN, CHASSIS	SAE J844 NYLON TUBING
O	7943000	TRAILER AIR CONNECTIONS-END OF FRAME	TRAILER AIR CONNECTIONS - END OF FRAME
O	8943000	TRAILER ELECT CONNECTION-END OF FRAME	TRAILER ELECT. CONN. E.O.F

CAB EXTERIOR

O	6773000	EXTERIOR TRIM PACKAGE	CAB EXTERIOR CHROME PACKAGE
S	6703001	HOOD	SINGLE PIECE HEAVY DUTY FIBERGLASS W/FENDERS
O	6723001	GRILLE	CHROME AUTOCAR GRILLE HOOD MNTD
O	6173001	HOOD MOUNTED MIRRORS	MIRRORS, CHROME, ROUND
O	5023001	CAB DOORS	POWER DOOR LOCKS DRIVER AND PASSENGER SIDE
S	5103000	GLASS	SINGLE PIECE WINDSHIELD, LAMINATED, TINTED, ROPED -IN
O	511001	VISIBILITY WINDOW	RIGHT HAND DOOR
S	5123000	POWER WINDOWS	POWER WINDOWS DRIVER AND PASSENGER SIDE
O	6223007	MIRRORS-MAIN DOOR MOUNTED	MIRROR, CHROME WITH LWR CONVEX, WITH HEAT, WITH POWER, WITH MARKER LIGHT/TURN SIGNAL
O	630022	HORN-AIR	ATR HORN MOUNTED UNDER CAB

O 631002 HORN-ELECTRIC DUAL

CAB INTERIOR

O 3803001 STEERING WHEEL 18" BLACK LEATHER
 WRAPPED RED STITCHING
 WHEEL, CROME SPOKES,
 AUTOCAR LOGO

S 3810002 STEERING COLUMN TILT AND TELESCOPIC
 STEERING COLUMN

O 5203000 SEAT-DRIVER BOSTROM T914, AIR RIDE,HI-
 BACK, DUAL ARMRESTS,
 MANUAL LUMBAR, BLACK
 MORDURA CLOTH

O 5213000 SEAT-PASSENGER BOSTROM T914, AIR RIDE,HI-
 BACK, DUAL ARMRESTS,
 MANUAL LUMBAR, BLACK
 MORDURA CLOTH

S 522003 SEAT BELTS-DRIVER THREE POINT RETRACTABLE

S 523003 SEAT BELTS-PASSENGER THREE POINT RETRACTABLE

S 5333000 CAB PANELS-DOOR DOOR PANEL LH WITH
 POCKET , RH WITH POCKET

S 5383000 CARPET & MAT HD ABRASION RESISTANT
 SURFACE WITH 1/2"
 ACOUSTICAL BARRIER

O 8753000 ADDITIONAL ELEC.
 SWITCHES 6 CARLING DASH SWITCHES,
 3 PWR 3 ACC

CAB CLIMATE CONTROL

S 0600002 CAB TEMPERATURE
 SYSTEM DUAL EVAPORATOR A/C
 WITH HEATER / DEFROSTER
 (RAD MOUNT CONDENSER)

GAUGES & INSTRUMENTATION

S 1443003 DRIVER INFORMATION SEVEN INCH DISPLAY WITH
 CENTER 2 X 5" COMBO GAUGES

S 225009 AIR INTAKE RESTRICTION GRADUATED, AIR CLEANER
 INDICATOR MOUNTED

O 3193001 PTO CONTROLS PTO ELECTRIC CONTROL
 SWITCH DASH MOUNTED

S 337001 INTERAXLE DASH MOUNTED WARNING
 DIFFERENTIAL LOCKOUT LIGHT & CONTROL
 CONTROLS

S 1472001 VEHICLE MONITORING AUTOCAR ADVANCED
 SYSTEM TELEMATICS - FULL
 INSTALLATION

LIGHTING

S 8360003 LAMPS-HEAD LED HEADLAMPS

S 8390002 STOP-TAIL HARNESS OMIT TAIL LAMPS, BB CONN
 @ EOF

S	8410002	LAMPS-TURN SIGNAL - FRONT	LED FRONT TURN SIGNALS
S	8510002	LAMPS-MARKER	AMBER LED ROOF MARKERS
S	859001	LAMPS-RUNNING	DAYTIME
S	8643000	LAMPS-CAB INTERIOR	LED LAMP INTERIOR, DOOR, ROOF

RADIO/MISC

S	509001	KEY & LOCK SETS-IGN/DOORS	DOOR & IGNITION SAME - UNIQUE PER TRUCK
O	5903000	RADIO	CUSTOM RADIO CSS-6020E AM/FM/WB/USB
S	5910002	ANTENNA/POWER SUPPLY	ANTENNA - ROOF MOUNTED
O	5963000	RADIO SPEAKERS	KENWOOD 5.25" REAR , 4" FRONT
O	5973000	2 WAY RADIO	CB RADIO READY OVERHEAD MOUNTED
S	8730001	WIRING-CAB	RADIO SHUT-OFF IN REVERSE
O	962003	FIRE EXTINGUISHER	DRY TYPE ABC 5LB. CAP MTD. IN CAB
O	963001	FLARE KIT	MOUNTED TO RH OF DRIVER SEAT ON FLOOR

FRONT TIRES / WHEELS

S	9312009	TIRE MANUFACTURER & TREAD - FRONT	BRIDGESTONE M870
S	930469	TIRE SIZE & LOAD RANGE - FRONT	315/80R22.5L
O	9052004	WHEELS-DISC FRONT	22.5X9.0" ALUMINUM, 6.02" INSET, ACCURIDE
O	924001	WHEEL POLISHING & BRIGHTWORK-FRONT AXLE	POLISHING FOR ALUMINUM DISC WHEELS

REAR TIRES / WHEELS

O	9340054	TIRE MANUFACTURER & TREAD - REAR	BRIDGESTONE M799
S	933062	TIRE SIZE & LOAD RANGE - REAR	11R22.5H
O	9142005	WHEELS-DISC REAR	22.5X8.25" ALUMINUM, 5.7" INSET, ACCURIDE
O	925002	WHEEL POLISHING & BRIGHTWORK-REAR AXLE	POLISHING-OUTER ALUM.DISC WHEELS TANDEM

AUXILIARY AXLE TIRES

O	9PQ0002	PUSHER AXLE TIRE QUANTITY	2 TIRES, PUSHER AXLE
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I	9P50028	PUSHER AXLE TIRE TREAD	BRIDGESTONE R250ED
O	9P4062	PUSHER AXLE TIRE SIZE	11R22.5H
O	9P26001	PUSHER AXLE WHEELS	22.5X8.25" ALUMINUM, 5.7" INSET, ACCURIDE #40008
O	9P30005	PUSHER AXLE WHEEL POLISH	ACCU-ARMOR FINISH
S	9TQ0000	TAG AXLE TIRE QUANTITY	NO TAG AXLE TIRES PROVIDED

PAINT

S	950001	CAB PAINT SCHEME	SINGLE COLOR PAINT
O	9550002	CAB PAINT TYPE	CAB FIRST COLOR OTHER THAN STD, NON METALLIC
A	9801000	CAB COLOR-FIRST	Approved -- DPBC-1027389EW -- YELLOW
S	950H001	HOOD PAINT SCHEME	SINGLE COLOR PAINT
O	955H002	HOOD PAINT TYPE	HOOD FIRST COLOR OTHER THAN STD, NON METALLIC
A	980H100	HOOD COLOR-FIRST	Approved -- DPBC-1027389EW -- YELLOW
S	9861U1	CHASSIS COLOR	BLACK P3036
S	987949	BUMPER COLOR	SAME AS CHASSIS,UNPAINTED ALUM OR CHROME
S	988401	DISC WHEEL OR RIM COLOR	STEEL, E-COAT WHITE / ALUM-UNPAINTED
S	989949	AXLE WHEEL END COLOR	SAME AS CHASSIS

ADDITIONAL OPTIONS

S	899002	CHASSIS WARRANTY	STANDARD WARRANTY
O	899A303	TRANSMISSION WARRANTY	ALLISON 5YR. EXT WARRANTY
O	899B3033	ENGINE WARRANTY	X12 PD1 5YRS/300K MILES EXTENDED WARRANTY PP1 MATRIX 236414
O	899K3008	EXHAUST AFTERTREATMENT EXTENDED WARRANTIES	X12 AT3 5YRS/300K MILES AFTERTREATMENT EXTENDED WARRANTY MATRIX 233813
S	978015	FLOOR PLAN	15 DAYS FLOORING

Quote Summary

03/14/2022

Values are in U.S. Dollar

EQUIPMENT	EACH	TOTAL
DC64 - Heavy Duty Vocational Class 8	\$160,226.00	\$160,226.00
SINGLE LEFT HAND DRIVE CAB		
QUANTITY	1	
ADDITIONAL PURCHASED COVERAGES	\$3,351.00	\$3,351.00
EPA SURCHARGE	\$0.00	\$0.00
ADDITIONAL PRICE ADJUSTMENT	\$0.00	\$0.00
FACTORY CONTRACT MODIFICATION	\$0.00	\$0.00
OUTSIDE CONTRACT FREIGHT	\$0.00	\$0.00
PDI CHARGES	\$0.00	\$0.00
ADDITIONAL SURCHARGE	\$0.00	\$0.00
NORTH AMERICAN FREIGHT VIA DESIGNATED SHIPPER	\$1,950.00	\$1,950.00
TEMPORARY FREIGHT CHARGE	\$600.00	\$600.00
TOTAL EQUIPMENT PRICE	\$166,127.00	\$166,127.00
OTHER CHARGES	EACH	TOTAL
FET AMOUNT TOTAL	\$19,533.12	\$19,533.12
STATE TAX/OTHER FEES	\$0.00	\$0.00
TOTAL QUOTE	\$185,660.12	\$185,660.12

 Dealer Signature

 Customer Signature

 Date

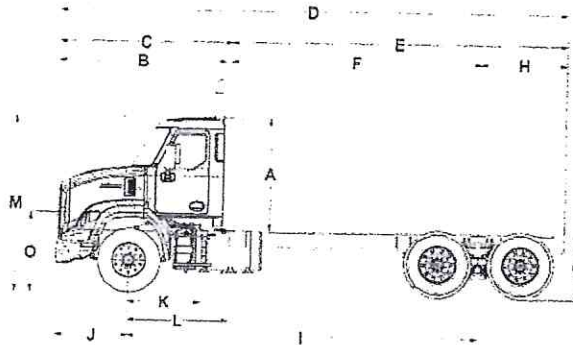
 Date

- By signing the Quote Summary, Customer approves the information contained in the Quote, subject to final approval by Autocar. Autocar endeavors to provide but does not guarantee error-free Quotes. All price quotations are for informational purposes only, and prices are subject to change without notice. Final prices will be reflected on the invoice for the Autocar chassis or on a document expressly evidencing Autocar's intent to be bound. Autocar may substitute comparable components for those listed on any quote. Estimates of unloaded weight distribution are provided for informational purposes only, are not guaranteed by Autocar and do not take into account vehicle application, body type or other modifications. Autocar is not responsible for modifications to the Autocar chassis after shipment from the Autocar assembly plant. Modifications by body builders and other upfitters or converters may void the Autocar limited warranty in whole or in part.

- Autocar will deliver the Autocar chassis to the designated agent for delivery.

Dimensions

03/14/2022



Dimension	Dimension(ft)	Description
A	74.50	CAB HEIGHT
B	112.70	BUMPER TO BACK OF CAB
C	116.70	EFFECTIVE BUMPER TO BACK OF CAB
D	318.30	OVERALL LENGTH
E	201.60	EFFECTIVE CAB TO END OF FRAME
F	145.60	EFFECTIVE CAB TO REAR AXLE
G	42.75	UNLADEN FRAME HEIGHT
H	56.00	OVERHANG
I	213.00	WHEELBASE
J	49.30	BUMPER TO FRONT AXLE
K	41.70	DRIVER CENTER OF GRAVITY
L	67.40	EFFECTIVE FRONT AXLE TO BACK
M	117.25	OVERALL HEIGHT
O	53.45	FLOOR HEIGHT

SPECIFICATION SUMMARY

Model	DC64 - Heavy Duty Vocational Class 8
Engine	X12, 430HP / 2000RPM / 1650 LB-FT, CUMMINS
Transmission	ALLISON 4500 SERIES, 6-SPEED
Rear Axle	MERITOR RT46-160 46,000 LB
Rear Axle Ratio	5.38
Rear Tire	11R22.5H

GAWR, GVWR & Tire Pressure

03/14/2022

GVW Rating - 79,200#			
Front GAWR	20,000#	Rear GAWR	46,000#
Front Suspension	20,000#	Rear Suspension	46,000#
Front Wheels	20,000#	Rear Wheels	59,200#
Front Tire Size And Tread	20,000#	Rear Tire Size And Tread	48,000#
Front Brakes	20,000#	Rear Brakes	52,000#
Front Axle	20,000#	Rear Axle	46,000#
Pusher 1 GAWR	13,200#		
Pusher 1 Wheels	16,200#		
Pusher 1 Tire Size And Tread	13,200#		
Pusher 1 Axle	13,500#		
PSI			
Front PSI	130.0	Rear PSI	105.0
Pusher 1 PSI	0.0		



G.L. Sayre Peterbilt (S100)
 120 Industrial Way
 Conshohocken, Pennsylvania 19428

Suppi Construction Inc
 1250 PORTER ROAD
 BEAR, Delaware 19701
 United States of America

Mark Miller
 Cell Phone:
 Office Phone: (610)277-2000
 Email: mjmillier@glsayre.com

CARL J SUPPI

Customer Quote

Equipment			
Quantity:	1		
Truck Price:	\$136,409		
Dealer Options:	\$0		
Extended Warranty:	\$1,676		
Equipment Price:	\$110,803		
Surcharges Not Subject to Discount:	\$500		
Options Not Subject to Discount:	\$0		
Factory Freight Cost:	\$2,800		
		<u>\$112,427</u>	
Total Equipment Price:			\$127,953
NET Sale Price:			
Miscellaneous			\$0
FET Tire Credit:			\$0
Net Chassis FET:			\$0
State Tax:			\$0
Body/Trailer/Accessories FET:			\$0
Fees:			\$2,000
Other:			\$127,953
Quotation Total:			

This quotation worksheet is provided to aid dealers in their pricing efforts. Since PACCAR Inc and its truck divisions have no control over data input and various transactional circumstances that may affect the FET calculation, it is not to be considered tax advice. The dealer should consult his own tax advisor for the proper calculation of any taxes under the variety of circumstances, which may occur.

Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed.

Price Level: January 1, 2022
 Deal: 33000 GVW 330HP JAKE
 Printed On: 3/15/2022 6:05:02 AM

Date: March 15, 2022
 Quote Number: QUO-912101-12L6X1



G.L. Sayre Peterbilt (S100)
 120 Industrial Way
 Conshohocken, Pennsylvania 19428

Suppi Construction Inc
 1250 PORTER ROAD
 BEAR, Delaware 19701
 United States of America

Mark Miller
 Cell Phone:
 Office Phone: (610)277-2000
 Email: mjmillier@glsayre.com

CARL J SUPPI

Vehicle Summary

	Unit		Chassis	
Model:	Model 537	Fr Axle Load (lbs):		12000
Type:	Full Truck	Rr Axle Load (lbs):		21000
Description 1:	33000 GVW 330HP JAKE	G.C.W. (lbs):		58000
Description 2:	4X2 DUMP 3000RDS			
	Application	Road Conditions:		
Intended Serv.:	Construction Dump-On/Off Highway	Class A (Highway)		100
Commodity:	Construction Materials	Class B (Hwy/Mtn)		0
		Class C (Off-Hwy)		0
		Class D (Off-Road)		0
	Body	Maximum Grade:		6
Type:	End Dump	Wheelbase (in):		175
Length (ft):	12	Overhang (in):		60
Height (ft):	12.5	Fr Axle to BOC (in):		67.5
Max Laden Weight (lbs):	2000			
		Cab to Axle (in):		107.5
		Cab to EOF (in):		167.5
	Trailer	Overall Comb. Length (in):		275
No. of Trailer Axles:	0			
Type:				
Length (ft):	0			
Height (ft):	0			
Kingpin Inset (in):	0			
Corner Radius (in):	0			
	Restrictions			
Length (ft):	40			
Width (in):	102			
Height (ft):	13.5			

Special Req.

Approved by: _____

Date: _____

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



Std/ Opt	Description	\$ List	Weight
Base Model			
		98,059	9,870
S	Model 537 The Peterbilt Model 537 is highly versatile to take on the big jobs. It is available as a Class 7 truck or tractor with a GVW up to 33,000 lbs. With a full range of suspensions and an available all-wheel-drive configuration, the 537 is the perfect match for applications such as wrecker, tanker, beverage delivery, and municipal utilities – just about any job you can throw at it.		
O	Construction Materials	0	0
O	Construction Dump-On/Off Highway Truck or tractor without liftable trailing axle which carries bulk materials (excavated earth, sand/gravel, asphalt, demolition debris, etc.) and unloads by dumping out the back, over the side of the body, or out the bottom of the trailer.	0	0
O	End Dump	0	0
S	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	0
Configuration			
S	Not Applicable Secondary Manufacturer	0	0
Frame & Equipment			
O	10-3/4" Steel Rails To 354" 10.75x3.5x.375 Dimension, 2,136,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 17.8 cubic inches. Weight: 1.74 lbs/Inch pair	609	231
O	Heavy Duty 5-Piece Crossmember BOC IPO Standard Class 5, 6, 7	17	20
S	1-Piece Steel Frame Rail Xmbr Excludes Suspension	0	0
O	Aluminum Frame Rail Crossmembers Excludes suspension	144	0
S	EOF Square without Crossmember End-of-frame square without crossmember. For use with body builder installed crossmember.	0	0
S	Omit Rear Mudflaps and Hangers	0	0
Front Axle & Equipment			
O	Hendrickson SteerTek NXT 12,000 lb 3.32 in Drop	0	0
S	Mono-Leaf Springs, Shocks, 12,000 LBS.	0	0
S	Power Steering Sheppard HD94	0	0

Price Level: January 1, 2022
 Deal: 33000 GWW 330HP JAKE
 Printed On: 3/15/2022 6:14:04 AM

Date: March 15, 2022
 Quote Number: QUO-912101-T2L.6X1



Std/ Opt	Description	\$ List	Weight
	Sheppard HD94 power steering gear is a light weight version of heavy duty line-haul power steering gear. For use with 10,000 to 13,200 lb. axle ratings.	0	0
O	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	0
S	PHP10 Iron PreSet PLUS Hubs PHP10 iron PreSet PLUS hubs have a fully integrated spindle nut design, an optimized wheel spacer, magnetic fill plug on drive and trailer hubs for inspection of metal particles in lubricant, with a long life oil seal and bearings are pre-adjusted. Use with Front Axle.	0	15
O	Hendrickson Wide Track IPO Standard Hendrickson Wide Track in place of standard front axle 71" KPI IPO 69" front axle for improved turning radius.	334	0
O	Meritor Q+ Air Cam Front Drum Brakes 16.5 x 5 Not RSD compliant. Not for use on U.S. or Canada Tractors, other than Car Carriers.	0	0
S	Gusseted Cam Brackets, Steer Axle	0	0

Rear Axle & Equipment

O	Meritor RS21-160 21,000 lb Laser factory axle alignment to improve handling & reduce tire wear. Magnetic rear axle oil drain plug captures & holds any metal fragments in drive axle lube to extend service life. Parking brakes on all drive axles for optimal performance. Cognis EMGARD® FE 75W-90 synthetic axle lube provides over 1% fuel economy improvement. Reduces wear & extends maintenance intervals, resulting in increased uptime. Provides improved fluid flow to protect components in extreme cold conditions & withstand the stress from high temperatures, extending component life.	753	94
S	PHP10 Iron PreSet PLUS Hubs	0	0
O	Rear Brake Camshaft Reinforcement Rear brake camshaft reinforcement helps guard against wear and corrosion.	11	9
O	Gusseted Cam Brackets, Drive Axle(s)	26	2
S	SBM Valve Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	0	0
O	Meritor Q+ Air Cam Rear Drum Brakes 16.5x8.625	46	5
O	Diff Lock, Single Drive Axle with Speed Interlock	1,042	30
S	Stability System Not Selected Or Not Available	0	0
S	Anti-Lock Braking System (ABS) 4S4M	0	0

Price Level: January 1, 2022
 Deal: 33000 GWV 330HP JAKE
 Printed On: 3/15/2022 6:14:04 AM

Date: March 15, 2022
 Quote Number: QUO-912101-T2L6X1



Std/ Opt	Description	\$ List	Weight
	ABS-6. Includes air braking system.	0	0
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	0
O	Ratio 5.38 Rear Axle	0	0
S	Reyco 79KB Taper Leaf 21,000 lb	0	0

Engine & Equipment

O	PACCAR PX-9 330@2000 GOV@2200 1000@1200 Productivity (2021 Emissions)	10,648	475
	N21350 C121 72....Maximum Accelerator Pedal Ve		
	N21370 C128 72....Maximum Cruise Speed (P059)		
	N21460 C132 1400..Max PTO Speed (P046)		
	N21520 C133 5.....Timer Setting (P030)		
	N21610 C188 39....Low Ambient Temperature Thre		
	N21620 C189 60....Intermediate Ambient Tempera		
	N21630 C190 80....High Ambient Temperature Thr		
	N21550 C206 35....Engine Load Threshold (P516)		
	N21340 C209 120...Hard Maximum Speed Limit (P1		
	N21510 C225 YES...Enable Idle Shutdown Park Br		
	N21450 C231 NO....Gear Down Protection (P026)		
	N21570 C233 NO....Idle Shutdown Manual Ovrul		
	N21440 C234 YES...Engine Protection Shutdown (
	N21480 C238 NO....Auto Engine Brake in Cruise		
	N21470 C239 NO....Cruise Control Auto Resume (
	N21430 C333 0.....Reserve Speed Limit Offset (
	N21410 C334 0.....Maximum Cycle Distance (N202		
	N21590 C382 YES...Enable Hot Ambient Automatic		
	N21500 C395 0.....Expiration Distance (N209)		
	N21530 C396 YES...Enable Impending Shutdown Wa		
	N21540 C397 60....Timer For Impending Shutdown		
	N21320 C399 120...Standard Maximum Speed Limit		
	N21400 C400 252...Reserve Speed Function Reset		
	N21420 C401 10....Maximum Active Distance (N20		
	N21330 C402 0.....Expiration Distance (N207)		
S	VMUX Electronics Architecture	0	0
O	Engine Idle Shutdown Timer Disabled	0	0
O	Enable EIST Ambient Temp Overrule	0	0
	Eff EIST NA Expiration Miles	0	0

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Std/ Opt	Description	\$ List	Weight
	Effective VSL Setting NA	0	0
O	Typical Operating Speed 68 MPH	0	0
O	Powertrain Optimized for Performance Best analysis for vehicles used in vocational applications or with heavy GCWRs.	0	0
S	CARB Engine Idling Compliance PACCAR PX-7, PX-9 and MX, Cummins X15 and ISX diesel engines will include the required factory installed serialized sticker on the drivers door to identify them as meeting the NOx idling standard.	0	0
S	Remote PTO/Throttle, 12-Pin, 250K BOC/BOS J1939, Remote Control Provision	0	0
S	14-Pin Body Lighting Connector	0	0
O	CARB Emission Warranty	0	0
S	PACCAR 160 Amp Alternator, Brushed PACCAR 160 AMP alternator, brushed producing 160 Amps at road speed and 100 Amps at idle.	0	0
O	Immersion Type Block Heater 110-120V Standard location for 2.1M and 1.9M models is left-hand under cab, Model 520 is in bumper, and for Model 220 it is at the driver step. Plug includes a weather-proof cover that protects the receptacle. This pre-heater keeps the coolant in the engine block from freezing when the engine is not running.	82	2
O	Oil Pan Heater 120V/300W Oil Pan Heater 120V/300W operates via 120V ShorePower system and keeps oil warm and free flowing for instant lubrication with oil and transmission immersion heaters when the engine is not running. This option utilizes the same receptacle as the immersion pre-heater if specified together.	154	2
O	PACCAR 12V Starter, N/A PACCAR MX Engines PACCAR 12-volt electrical system. With centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded.	0	0
O	3 PACCAR Premium 12V Dual Purpose Batt 2190 CCA Threaded stud type terminal. Stranded copper battery cables are double aught (00) or larger to reduce resistance.	302	62
O	Battery Jumper Terminal Mounted Under Hood LH Frame Rail. Not available with PX-7 engines.	113	4
O	Batteries In RH BOC Box	0	0
O	Low Voltage Disconnect System	0	0
O	MD - Battery Disconnect Switch Mounted on Battery Box	398	9
O	On/Off Fan Clutch	341	0

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Std/ Opt	Description	\$ List	Weight
	On/Off Fan Clutch provides increased torque to provide engine cooling to prevent the engine from overheating.	0	0
S	18.7 CFM Air Compressor N/A X15. Furnished on engine. Teflon lined stainless steel braided compressor discharge line.	2,420	90
O	C-Brake By Jacobs, PX-9 Features a dedicated cam lobe design for optimum power and three-stage engine brake operation.	0	0
S	PACCAR Fuel/Water Separator Standard Service PACCAR Fuel/Water separator standard service intervals. High efficiency media protects critical engine components.	0	0
S	No Fluid Heat Option for Fuel Filter	0	0
S	No Electric Heat Option for Fuel Filter	0	0
S	High Efficiency Cooling System Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks. Chevron Delo Extended Life Coolant (NOAT) extends maintenance intervals reducing maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 579/367 FEPTO 1325 sq in, 567/365/367: 1440 sq in, 365 FEPTO: 1184 sq in, 389/367 HH: 1669 sq in, 348: 1000 sq in, 520: 1242 sq in.	0	0
S	(1) Air Cleaner Engine Mounted	2,375	187
O	Exhaust Single RH Side of Cab DPF/SCR right-hand Under Cab.	39	1
O	Curved Tip Standpipe(s)	240	0
O	24" Ht, 5" Dia Chrome, Clear Coat Standpipe(s)		
Transmission & Equipment			
O	Allison 3000 RDS-P Transmission, Gen 5 Rugged Duty Series. Includes Rear Transmission Support except on MX engines, Mobil Delvac Automatic Transmission Fluid, and Water-Oil Heat Exchange. Also includes features that monitor the transmission fluid, filter and clutch condition. Will display percent life remaining for the transmission fluid, filter and clutches on the shift selector. This information may be displayed using the Mode and Up and Down buttons. A wrench icon will also be included to indicate when the transmission fluid, filter or clutches need servicing. Suited for vehicles operating on/off highway and/or requiring PTO operation. Forward ratios: 1st-3.49, 2nd-1.86, 3rd-1.41, 4th-1.00, 5th-0.75, 6th-0.65. Reverse ratios: DR-(5.03).	8,997	459
O	SPL170 HD-XL Driveline, 1 Midship Bearing	735	95

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Std/ Opt	Description	\$ List	Weight
O	Service Free Driveline Service free driveline for SPL350, SPL250, SPL170, SPL100.	0	0
O	Park Brake Interlock For use with transmission mounted PTO	71	2
O	(1) Dash Mounted Single Acting EOH PTO Control Electric-over-hydraulic, spec'ing PTO switch does not ensure the PTO will fit. Sends signal to Allison to engage PTO.	89	1
O	Allison FuelSense 2.0 Not Desired	0	0
O	Allison Neutral At Stop Neutral at Stop features and benefits: Reduces or eliminates the load on the engine when vehicle is stopped, can help lower fuel consumption and CO2 emissions, and is included in FuelSense 2.0 Plus and Max packages only.	0	0
O	Allison 6-Speed Configuration, Close Ratio Gears 3000 Series Transmissions.	0	0
O	Dash Mounted Push Button Shifter Available with Allison transmissions	513	3
O	LH Mounted Trans PTO Provisions	35	0
Air & Trailer Equipment			
O	Bendix AD-HF EP Air Dryer, Heater Coalescing filter, extended purge. 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.	210	-2
O	Mount Air Dryer Inside Rail LH	0	0
O	Pull Cords All Air Tanks	6	0
S	Nylon Chassis Hose	0	0
O	Aluminum Polished Air Tanks Exposed air tanks outside the frame rails will be polished aluminum. Air tanks mounted inside the frame rails or covered by other components will be either painted aluminum (4543340) or painted steel (4543320) air tanks depending on air tank option selected.	260	0
O	Aluminum Painted Air Tanks All air tanks are aluminum 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.	-35	-45
O	Self-Returning Brake Hand Valve Dash mounted controls	86	0



Std/ Opt	Description	\$ List	Weight
O	Body Connections 5' BOC Junction box contains light and power circuits for body connections located 5' from back-of-cab	82	4
O	AE Connection EOF, 7-Way Socket, Connection EOF Strapped to the rail	462	15

Tires & Wheels

O	FF: BR 16ply 11R22.5 R268 Ecopia Efficiency Rating: Poor R268 tread is not a Line Haul tire and is only for Pickup and Delivery or Regional use. Diameter = 41.5 inches; SLR = 19.3 inches	229	18
O	RR: GY 16ply 11R22.5 Fuel Max RTD Efficiency Rating: Poor	936	60
O	Code-rear Tire Qty 04	0	0
O	FF: Alcoa 885657 22.5X8.25 High Polish Aluminum wheel severe service.	433	-28
O	RR: Acc Steel Armor50291PK/Alcoa 885657 Steel inner/aluminum outer high polish finish 22.5X8.25.	540	12
O	Code-rear Rim Qty 04	0	0
O	FF: Mirror Polish Wheels, Outer Surface Single/tandem steer. Mirror Polish outer surface of outer wheel. Without chrome wheel nuts.	65	0
O	RR: Mirror Polish Wheels, Outer Surface, Single Drive without chrome wheel nuts. Mirror polish outer surface of outer wheel.	251	0
O	Wheel Guards, Single Axle Wheel guards provide a protective barrier to maintain the integrity between the brake drums and wheels to ensure the maximum life for your polished wheels.	16	0
O	FF: Dura-Bright Finish Outer Surface of Outer Wheel, requires Polished Option	233	0
O	RR: Dura-Bright Finish-Single Axle Outer Surface of Outer Wheel, requires Polished Option.	233	0

Fuel Tanks

O	D-Shaped Aluminum 70 Gallon Fuel Tank LH U/C Non-slip step LH under cab	128	0
O	Location LH U/C 70 Gallon	0	0
O	Polish (1) Non-Slip Fuel Tank Step, U/C Tank Only	30	0
O	Polish (1) Aluminum Fuel Tank	199	0
O	Polish All Fuel / Hydraulic Tank Straps Does not apply to rectangular DEF tank straps	2	0

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Std/ Opt	Description	\$ List	Weight
S	DEF Tank Mounted LH BOC Models 220 and 520 mounted left hand back-of-cab.	0	0
S	DEF To Fuel Ratio Between 1:1 And 2:1	0	0
O	Polished Stainless Steel Cover For DEF Tank	176	0
S	DEF Tank Small, HD 14 Gal 2.1M MD 5.5 Gal	0	0
Battery Box & Bumper			
O	Aluminum Space Saver Battery Box RH BOC Battery access from side	196	-84
O	Polish Battery/Tool Box(s), Aftertreatment Cab Entry complete	437	0
O	Aluminum Battery Box Cover	123	4
O	Aftertreatment Aluminum Non-Slip Cab Entry Aftertreatment right-hand under cab step. DPF/SCR for diesel engines, catalyst for natural gas engines. On Models 579 specifying chassis fairings, the box is aerodynamic.	0	0
O	Steel Bumper Tapered Painted Two tow points, painted same color as frame.	463	40
Cab & Equipment			
S	Aerodynamic 107in BBC Aluminum Cab & SMC Hood With molded gray crown.	0	0
O	Thermal Insulation Package in Cab Includes thick, closed-cell foam in floor, special mylar-faced foam in walls and roof structure.	67	2
O	Hood Crown - Bright Finish ipo Molded Gray	89	0
S	Seats Inc. Driver Seat	0	0
O	Seats Inc. Passenger Seat	-199	10
O	Drivers Armrest - RH Only	28	2
S	Toolbox Under Passenger Seat Non-Suspension Seat	0	0
S	Air Ride Driver	0	0
O	High Back Driver	44	0
S	Vinyl Driver	0	0
S	Non-Air Ride Passenger	0	0
O	High Back Passenger	8	0



Std/ Opt	Description	\$ List	Weight
S	Vinyl Passenger	0	0
O	Steering Wheel With Multi-Function Includes Peterbilt logo on horn button , audio volume, seek, mute and mode button on LH pod with cruise control on/off/cancel, set/resume and accelerate/coast on the right pod.	246	4
S	Adjustable Steering Column - Tilt/Telescope	0	0
O	Interior Grey/Black - Curved Roof	176	0
O	Exterior Cab Entry Grabhandle Textured; NFPA compliant. Available on Day Cab specifications only.	169	0
O	Dark Window Tint IPO Standard Tint - Day Cab	18	0
S	Day Cab Rear Window Day cab rear window flush to back of cab.	0	0
S	1-Piece Glass Rear Cab Window Fixed	0	0
S	1-Piece Curved Windshield	0	0
S	Power Door Locks and Power Window Lifts Standard	0	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	0
O	Outside Sunvisor - Stainless Steel Not available with 2.1M high roof sleeper.	250	4
S	Aero Rear View Mirror Housing, Molded Black	0	0
S	Look Down Mirror Over Passenger Door with Black Housing	0	0
S	Peterbilt Aero Rear View Mirror, Non-Motorized Includes top mirror with non-motorized, adjustable dual axis non-heated glass. Bottom mirror is an integrated convex surface. Includes black textured arms with breakaway feature.	0	0
O	Air Horn Mounted Under Cab	64	8
O	ConcertClass, AM/FM, Weatherband, 3.5 Aux	331	11
O	Standard Speaker Package For Cab (2) Speakers	50	4
O	Radio Mute When In Reverse For automatic or automated transmission	0	0
O	Bluetooth Phone and Audio Requires USB Port	38	0
O	USB Port	38	0

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Std/ Opt	Description	\$ List	Weight
O	Rear Wall Deep Record/Map Pocket	118	2
S	Peterbilt Electric Windshield Wipers With Intermittent Feature.	0	0
O	Cab Air Suspension	177	15
O	Auto Reset Circuit Protection Daycab and Sleeper	19	0
O	Fire Extinguisher, Passenger, Inboard Air seat base, Hazmat approved UL listed/rated ABC	52	9
O	Triangle Reflector Kit, Ship Loose Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	18	13
O	Backup Alarm (107 DB)	34	3
O	Drive Axle #1 Front Oil Temperature Gauge 52mm round, backlit. Physical gauges must be ordered in pairs and are limited to a total of 6. If this option is selected on a truck with VMUX electrical architecture, the gauge will be included in the digital display.	125	0
O	Transmission Oil Temperature (Main) Located in Digital Cluster Display.	24	0
O	Trailer Reservoir Air Pressure Gauge Trailer Emergency, 52mm round, backlit. Physical gauges must be ordered in pairs and are limited to a total of 6.	101	0
S	Air Restriction Indicator Mounted on air cleaner, intake piping, or firewall	0	0
O	Brake Application Air Pressure (Tractor) Located in Digital Cluster Display.	0	0
O	(2) Additional Dash Switches With Wiring Located on dash panel C. Availability subject to dash space. Includes 4" 14 gauge wire with butt splice at rear of each additional switch.	96	0
O	Engine Hourmeter Gauge Located in Digital Cluster Display	0	0
O	Engine PTO Hourmeter Gauge Located in Digital Cluster Display	0	0
O	Engine Manifold Pressure (Turbo Boost) Located in Digital Cluster Display	0	0
O	Engine Percent Torque Located in Digital Cluster Display	0	0
S	Main Instrumentation Panel Digital Cluster 7" Display includes: Physical (Analog) - Speedometer, Tachometer, Oil Pressure, Coolant Temp and Display Gauges - Fuel Level, DEF Level, DPF Filter Status, Fuel Economy, Volts Telltale, OAT and Primary Air Pressure, Secondary Air Pressure for air brake trucks.	0	0
O	Voltmeter Gauge (MD / 520 ONLY) Located in Digital Cluster Display	0	0
S	Headlights Composite Fender Mounted Integral park, turn, and side marker	0	0

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Std/ Opt	Description	\$ List	Weight
S	(5) Marker Lights, Aero LED	0	0
O	Switch & Wiring for F/O Beacon/Strobe Switch and wiring for furnished by owner beacon / strobe, 10' coiled wire back-of-cab / back-of-sleeper, at rear sill.	74	2
S	Self-Canceling Turn Signal	0	0
S	LED Stop/Turn/Tail/Backup Bracket mounted left-hand / right-hand end of frame	0	0
S	Moveable EOF Crossmember For Mounting Tail Lights Square end of frame with or without end of frame crossmember	0	0

Paint

O	Standard Paint Color Selection	-200	0
S	(1) Color Axalta Two Stage - Cab/Hood Base Coat/Clear Coat N85020 A - L0006EY WHITE N85700 BUMPER L0001EA BLACK N85500 CAB ROOF L0006EY WHITE N85300 FENDER L0006EY WHITE N85200 FRAME L0001EA BLACK N85400 HOOD TOP L0006EY WHITE	0	0

Shipping Destination

Options Not Subject To Discount

S	Peterbilt Class 7 Standard Coverage 1 year/Unlimited Miles/km	0	0
O	Prepaid Freight Increase For 2022 Delivery	500	0
O	Base Warr: Emissions (CARB Surcharge) 5YR/150K MI - PX-9 Engine	1,676	0

Miscellaneous

S	Aero Hood (MODEL 537)	0	0
O	State Registry: Delaware	0	0

Promotions

Order Comments

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Total List Price (W/O Freight & Warranty & Surcharges)	\$136,409
Marketing and Service Support Fee	\$670
Prepaid Freight	\$2,800
Total Surcharge/Options Not Subject To Discount	\$2,176
Total Weight	11,751

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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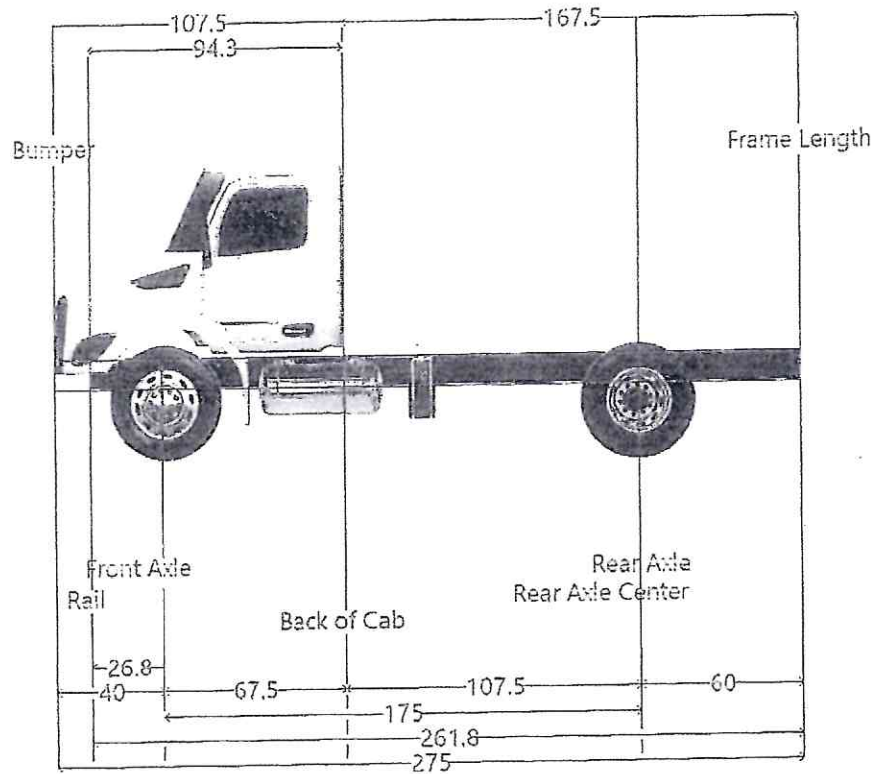


Shipping Destinations

Intermediate Destination: NONE

Final Destinations	Quantity
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HORIZONTAL DIMENSIONS



Dimension	Measurement	Start	End
Axle Spacing	0	175	175
Bumper to Back of Cab	107.5	-40	67.5
Bumper to Front Axle	40	-40	0
Bumper to Front Frame	13.2	-40	-26.8
Cab to End of Frame	167.5	67.5	235
Cab to End of Frame/Loadspace	CAB TO END OF FRAME EQUALS LOADSPACE ON THIS CONFIGURATION.		
Cab to Rear Axle	107.5	67.5	175
Effective Bumper to Back Of Cab	107.5	-40	67.5
Frame Length	261.8	-26.8	235
Front Axle to Back of Cab	67.5	0	67.5
Front of Frame to Axle	26.8	-26.8	0
Load Space	167.5	67.5	235
Overall Length	275	-40	235
Overhang	60	175	235
Pusher Offset #1	0	175	175
Pusher Offset #2	0	175	175
Pusher Offset #3	0	175	175
Tag Offset	0	175	175
Wheelbase	175	0	175

ENVIRONMENTAL MITIGATION PLAN ATTACHMENT

A Copy of Delaware's Environmental Mitigation Plan is attached.



DELAWARE DEPARTMENT OF
**NATURAL RESOURCES AND
ENVIRONMENTAL CONTROL**

Volkswagen Environmental Mitigation Plan

**December 2018
As amended on
February 2020
June 2021**

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I. BACKGROUND

On October 18, 2016, an initial Partial Consent Decree was finalized between the U.S. Justice Department, the Volkswagen (VW) Corporation, and its subsidiaries regarding the installation and use of emissions testing defeat devices in approximately 590,000 2.0 and 3.0 liter engine vehicles sold and operated in the United States beginning with model 2009 through 2014. A second partial settlement was approved for the 3.0 liter engine class of vehicles on May 17, 2017. Use of these defeat devices has increased air emissions of nitrogen oxide (NOx), resulting in adverse impacts to air quality and violating the federal Clean Air Act. NOx emissions contribute to the formation of ground-level ozone, which impairs lung function and cardiovascular health.

The Environmental Mitigation Trust Agreement for State Beneficiaries (Trust) dated October 2, 2017 has been established as part of the Partial Consent Decrees. Funds are to be used for environmental mitigation projects that reduce emissions of nitrogen oxides (“NOx”) where the Subject Vehicles were, are, or will be operated. The Trust Agreement is intended to fully mitigate the total, lifetime excess NOx emissions from the Subject Vehicles where the Subject Vehicles were, are, or will be operated.

The State of Delaware has been allocated approximately \$9.6 million from the Environmental Mitigation Trust based on the number of affected vehicles in Delaware. Delaware applied for Beneficiary status on November 27, 2017 and officially became eligible to receive funds on January 29, 2018. Wilmington Trust, as the court appointed Trustee, holds all funds and will disburse the funds upon receiving a state submitted work plan and budget. The Trust establishes a process to administer and receive the funds, including the development of a mitigation plan, and the types of mitigation projects eligible for funding¹.

¹ Appendix D of the Partial Consent Decree MDL No. 2672 CRB (JSC)

In addition to projects that reduce NO_x emissions, under the partial consent decree, states may allocate up to 15% of the funds towards zero emission vehicle fueling and charging infrastructure (i.e. Hydrogen fueling and electric vehicle charging stations).

II. OVERVIEW, OBJECTIVES AND FUNDING PRIORITIES

On behalf of the State of Delaware, the Department of Natural Resources & Environmental Control (DNREC) has developed this Proposed Environmental Mitigation Plan to provide the public with insight into the state's vision and overall approach to use the mitigation trust funds. The primary goal of the State of Delaware's mitigation plan is to improve and protect ambient air quality by implementing eligible mitigation projects that will achieve significant and sustained reductions in NO_x emission exposures in the following:

- Areas with poor air quality;
- Areas with historical air quality issues; and
- Areas that receive a disproportionate quantity of air pollution from diesel vehicles.

In accordance with Appendix D of the Partial Consent Decree,² this Proposed Environmental Mitigation Plan specifically describes:

- The funding priorities established to guide the planning, solicitation, and project selection processes,

² Section 4.1 Beneficiary Mitigation Plan, Appendix D of the Partial Consent Decree MDL No. 2672 CRB (JSC).

-
- The categories of eligible mitigation projects anticipated to be appropriate to achieve the stated goals and the assessment of the allocation of funds anticipated to be used for each type of eligible mitigation project,
 - How the state may consider the potential beneficial impact of the selected eligible mitigation projects on air quality in areas that historically bear a disproportionate share of the air pollution burden, and
 - The anticipated ranges of emission benefits that would be realized by implementation of the eligible mitigation projects identified in the Environmental Mitigation Plan.

In addition to the above listed Environmental Mitigation Plan components, DNREC will seek and consider public comments on the State of Delaware's Proposed Environmental Mitigation Plan, which will be included in the final plan as required by the Consent Decree³.

The State of Delaware has the discretion to adjust its objectives and specific spending plan when necessary to achieve the plan's goal; for that reason, this plan is a living document. The State of Delaware will provide updates of the mitigation plan to the Trustee and on DNREC's public webpage about Delaware's actions for meeting the requirements of the Partial Consent Decree and the Mitigation Trust, at:

<http://www.dnrec.delaware.gov/air/Pages/VWMitigationPlan.aspx>

This Proposed Environmental Mitigation Plan is not a solicitation for projects. As such, this plan does not include details on the competitive application.

³ <https://www.epa.gov/enforcement/third-partial-and-30l-second-partial-and-20l-partial-and-amended-consent-decree>

III. PHASED FUNDING APPROACH AND ELIGIBLE APPLICANTS

DNREC is proposing a phased-in plan for the State of Delaware's allocation of funding. A phased plan will allow the state to:

- Build transparency and involve the public in reviewing and revising the plan between phases;
- Learn which projects work best, and modify requests for proposals in subsequent phases to focus on the most effective projects;
- Allow the state to identify environmental justice areas; and
- Allow the state to adjust priorities and investments based on the newest and most up-to-date vehicle technology.

The first phase of funding will be the first step in achieving our goals for the program. The phases of funding are:

- **Phase 1: \$3,225,560.99 (2018-2023)** – DNREC proposes to replace old diesel school buses with new cleaner school buses over a five year period.
- **Phase 2: \$361,374.75 (2019-2020)** – DNREC offered a competitive RFP for projects in all categories. Two projects were determined by eligibility criteria set forth in the plan. These projects are described in Phase 2.
- **Phase 3: \$2,234,590 (2020-2021)** – DNREC will allocate 15% of the funds for electric vehicle supply equipment. Projects will consist of the replacement of five (5) government-owned dump trucks and a competitive RFP where applications will be accepted for projects in all categories as well as school bus replacements

with private transportations providers. Projects will be determined by the eligibility criteria set forth in the plan.

- **Phase 4: Up to \$3.8 million (2022-2023)** – Projects will consist of a competitive RFP where applications will be accepted for projects in all categories as well as school bus replacements with private transportations providers. Projects will be determined by the eligibility criteria set forth in the plan.

Delaware’s allocation of Trust funds is \$9,676,682.97 (0.33% of the total \$2.9 billion in Trust funds made available to states and Tribes). DNREC has proposed that Trust funds will be requested and made available for mitigation projects. A detailed project timeline can be found in **Table 1**.

Table 1 - Tentative Timeline of Events

Event	Time Frame
Court approves the partial settlement	October 25, 2016
Court Approves Trustee	March 15, 2017
Court Approves Trust	October 2, 2017
Delaware files Beneficiary Certification Application	November 27, 2017
Trustee Certifies Delaware as a Beneficiary	January 29, 2018
Public Comment on the draft Mitigation Plan	March 28, 2018
Delaware finalizes preliminary Mitigation Plan	December 2018
Delaware initiates Phase 1 – year 1 projects	Quarter 4 2018
Delaware releases RFP – Phase 2	January 28, 2019
Delaware selects Phase 2 projects	Quarter 3 2019
Delaware finalizes Phase 1 – year 1 projects	Quarter 4 2019
Public Comment opens on Draft Phase 3 Plan	December 2019
Delaware initiates Phase 1 – year 2 projects	Quarter 1 2020
Delaware initiates Phase 2 projects	Quarter 1 2020
Delaware releases an RFP on Phase 3 projects.	Quarter 1 2020
Delaware selects Phase 3 projects	Quarter 3 2020
Delaware finalizes Phase 1 – year 2 projects	Quarter 4 2020
Delaware finalizes Phase 2 projects	Quarter 4 2020*
Delaware initiates Phase 1 – year 3 projects	Quarter 1 2020*
Delaware initiates Phase 3 projects	Quarter 1 2020*
Delaware finalizes Phase 1 – year 3 projects	Quarter 4 2021*
Delaware finalizes Phase 3 projects	Quarter 4 2021*
Delaware releases an RFP on Phase 4 projects	Quarter 1 2022*
Delaware initiates Phase 1 – year 4 projects	Quarter 1 2022*
Delaware selects Phase 3 projects	Quarter 3 2022*
Delaware finalizes Phase 1 – year 4 projects	Quarter 4 2022*

Event	Time Frame
Delaware initiates Phase 4 projects	Quarter 1 2023*
Delaware finalizes Phase 3 projects	Quarter 4 2023*

*Dates are estimates and are subject to change.

DNREC will maintain and make publically available all documentation submitted in the support of each funding request on the VW Settlement project website⁴.

IV. SUMMARY OF PHASED SPENDING APPROACH

Phase 1 - School Bus Replacement Program:

The Department has recommended that Phase 1 funding be used to replace diesel school buses with cleaner school buses. DNREC's 2014 Emissions Inventory has concluded that up to 72% of in-state NO_x emissions can be attributed to the transportation sector. Delaware's emissions from heavy and medium duty vehicles (which include school buses) are becoming an increasingly larger source of overall mobile source emissions for nitrogen oxides (NO_x), as shown in Figure 1.

Research shows NO_x emissions will be reduced by 11 percent just by replacing a diesel school bus with a new propane school bus⁵.

⁴DNREC Website: <http://www.dnrec.delaware.gov/air/Pages/VWMitigationPlan.aspx>

⁵ Propane education and Research Council - <https://www.propanecouncil.org/>

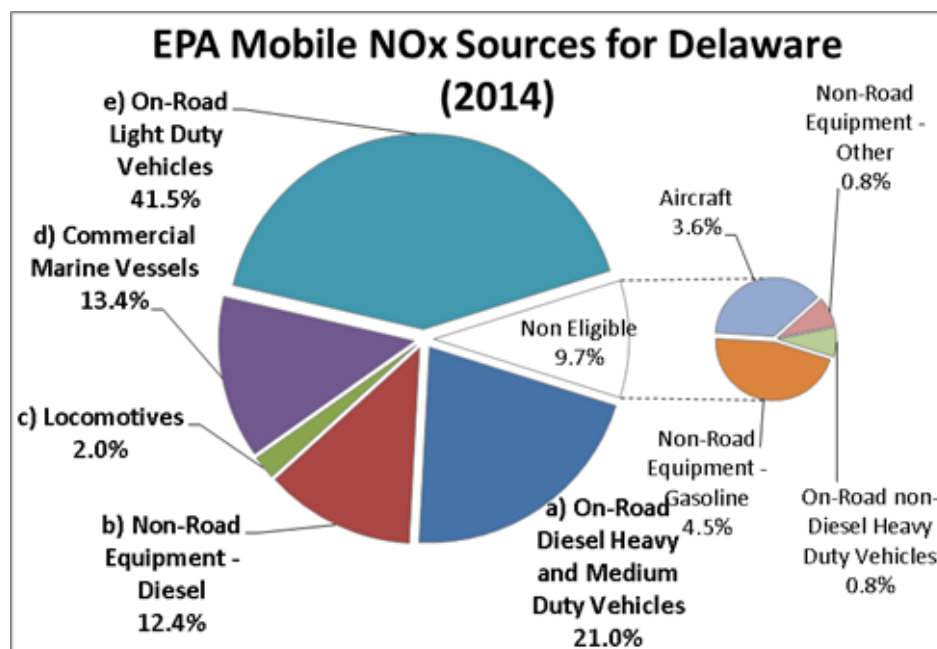


Figure 1 - Mobile NOx Sources for Delaware (Source 2014 NEI v1)

Studies have demonstrated that older, more polluting diesel school buses present significant health risks for the students who typically ride the bus. This includes the exacerbation of pre-existing pulmonary disorders such as asthma. Asthma is the most common long-term childhood disease, making newer and cleaner buses an urgent priority. Additionally, children are more susceptible to air pollution because their respiratory systems are still developing and they have faster breathing rates than do adults⁶.

Lastly, replacing school buses with buses that operate on cleaner burning fuel will assist the Department in reducing emissions in Delaware's environmental justice (EJ) areas. Environmental Justice is the act of equity among all races, ethnicities, income, and social classes of people and includes any census tract with a poverty level of 20% or higher and where 30% or more are considered minorities. The Department's mission relative to environmental justice ensures that no particular area receives disproportionate environmental impacts due to air pollution.

⁶ American Lung Association – <http://www.ala.org>

Phase 1 - Program Requirements:

In Phase 1, the Department proposes and continues to use up to 1/3 of the allocated Trust funds or \$3,225,560.99 to provide funds to the Department of Education for the replacement of school buses with cleaner burning fuel. The Department is proposing a cost share of 30% for government-owned school bus replacements.

To be eligible, each school bus being replaced must be:

- 1) Scrapped and destroyed at the time of replacement;
- 2) Owned and operated in Delaware;
- 3) Equipped with a model year 1992 to 2009 engine;
- 4) Serve a public school district or a charter school in Delaware where at least 40% of the students are disparately impacted as shown in **Table 2 and 3**;
- 5) Each new bus purchased must be of equivalent size as the bus being replaced;
- 6) The bus must be replaced with a current model year or newer; and
- 7) The replaced school bus must be fueled by propane or clean diesel.

Table 2 - Percentage of Disparately Impacted Students by School District

County	School District	Disparately Impacted (%)
New Castle	Appoquinimink	13.2
	Brandywine	29.8

County	Christina	42.9
	Colonial	39.8
	New Castle Co. Vo-Tech	27.6
	Red Clay	34.1
	Smyrna	24.9
Kent County	Caesar Rodney	30.5
	Capital	48.9
	Lake Forest	39.4
	Milford	41.2
	Polytech Vo-Tech	17.0
Sussex County	Cape Henlopen	29.0
	Delmar	14.2
	Indian River	36.0
	Laurel	47.4
	Seaford	47.7
	Sussex Technical	16.6
	Woodbridge	41.9

Table 3 - Percentage of Disparately Impacted Students by Charter School

County	Charter School	Disparately Impacted (%)
New Castle County	Academia Antonia Alonso	57.3
	Charter School of New Castle	51.4
	Delaware Academy of Public Safety and Security	39.9
	Delaware Design-Lab High School	29.9
	East Side Charter School	79.3
	First State Montessori Academy	11.6
	Freire Charter School	48.9
	Gateway Lab School	42.3
	Great Oaks Charter School	55.8
	Kuumba Academy Charter School	62.2
	Las Americas Aspira Academy	25.4
	MOT Charter School	5.3
	Moyer (Maurice J.) Academy	20.0
	Newark Charter School	8.0
Odyssey Charter School	14.4	
Prestige Academy	73.4	
Kent County	Academy of Dover	67.8
	Campus Community Charter School	40.0
	Early College High School at Delaware State University	33.1
	First State Military Academy	24.9
	Positive Outcomes Charter School	30.2
	Providence Creek Academy Charter School	18.0
Sussex County	Sussex Academy	9.0

Phase 2 - Competitive RFP Program:

In phase 2 of the plan, the Department proposed to provide up to 1/3 of the allocated Trust funds or \$3,225,560.99 in 2019 for the replacement of eligible mitigation

actions⁷. The Department will issue a competitive request for proposals (RFP) for projects that reduce nitrogen oxide (NOx) emissions from the transportation sector.

The following mitigation project types will be eligible for use of the VW Settlement Funds per the Trust Agreement found in Appendix D-2:

- 1.) Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)**
- 2.) Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)**
- 3.) Freight Switchers**
- 4.) Ferries/Tugs**
- 5.) Ocean Going Vessels (OGV) Shorepower**
- 6.) Class 4-7 Local Freight Trucks (Medium Trucks)**
- 7.) Airport Ground Support Equipment**
- 8.) Forklifts and Port Cargo Handling Equipment**

Environmental Benefits:

The retrofit, repower, or replacement of eligible vehicles and equipment may provide a wide range of emission benefits based on many variables, including the type of vehicle or engine replaced, the initial age of the engine, and the engine power rating.

⁷ The Department anticipates spending \$361,674.75 in Volkswagen Environmental Mitigation Trust Funds for Phase 2. The remaining \$2.8M will rollover to Phase 3 which will provide approximately \$6.0M to spend.

Each of the 8 project categories outlined in the VW Settlement Environmental Mitigation Plan will result in the following combined environmental benefits:

- Tons of pollution reduced or avoided over the lifetime of the zero emissions vehicle supply equipment, specifically, NO_x, PM_{2.5}, GHGs such as CO₂ and black carbon,
- Net reduction in gallons of diesel fuel and/or other fossil fuels used,
- Improved ambient air quality and human health in communities located in nonattainment areas, areas with historical air quality issues, or in areas that bear a disproportionate share of the air pollution burden, as well as benefits to the local economy, and the welfare of residents in such communities, and
- Reduced public exposure to diesel particulate matter, which the U.S. EPA has classified as a likely human carcinogen.

Additionally, based on current EPA exhaust emission standards for NO_x:⁸

- Heavy duty highway vehicles may provide up to a 96% reduction in NO_x emissions per vehicle, based on replacing a model year 1992 engine with a model year 2007 engine,
- Non-road equipment replacements, depending on the type of equipment and engine power rating, may provide between a 20% and 95% reduction in NO_x emissions per engine,
- In locomotives, replacing the oldest (Tier 0) engine with the newest (Tier 4) engine may provide up to an 89% NO_x reduction per engine,

⁸ EPA exhaust emission standard data retrieved from: <https://www.epa.gov/emission-standards-reference-guide>.

- In commercial marine vessels, an upgrade or repower of a ferry or tug engine may provide up to an 80% NOx reduction for each vessel, and
- Shorepower projects may reduce all NOx exhaust emissions from many ocean-going vessels.

These anticipated ranges of emission benefits were used to inform the plan's funding priorities, categories of eligible mitigation projects, and funding allocation considerations for each category of eligible mitigation projects. It is important to note that the range of emission benefits mentioned above are for individual engines and actual NOx emissions reductions will vary based on the type of projects received for funding consideration and the eligible mitigation projects ultimately funded. However, in order to achieve the goal of the state mitigation plan, it is a priority to fund sizeable projects designed to achieve the greatest emission reduction for the dollar (i.e., capital cost effectiveness in dollars/ton).

The cost shares and requirements involved for each vehicle or equipment repower or replacement will be equivalent to the terms of the Diesel Emission Reduction (DERA)⁹ grant. Cost shares identified in **Table 4** are based on the FY2017 State Clean Diesel Program Guide¹⁰.

⁹ The DERA program is a Congressionally-authorized project that enables the U.S. EPA to offer assistance for actions reducing diesel emissions. Thirty percent of the annual DERA funds are allocated to the DERA Clean Diesel State Grant Program. States and territories that match the base amount dollar per dollar receive an additional amount of EPA DERA funding to add to the grant (50% of the base amount). Trust funds can be used for states or territories non-federal match on a 1:1 basis.

¹⁰ 2017 FY2017 State Clean Diesel Program Guide - <https://www.epa.gov/sites/production/files/2017-02/documents/fy17-state-program-guide-2017-02.pdf>

Table 4 - Cost Shares for Eligible Mitigation Actions

Eligible Mitigation Action	Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	VW Funding	Cost Share Required
Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks) & Class 4-7 Local Freight Trucks (Eligible Medium Trucks)	Engine replacement with new diesel or alternate fueled engine	1992-2009	40%	60%
	Engine replacement with new all-electric engine	1992-2009	60%	40%
	Vehicle replacement with new diesel or alternate fueled vehicle	1992-2009	25% (50% for Drayage)	75% (50% for Drayage)
	Vehicle Replacement with all-electric vehicle	1992-2009	45%	55%
Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	Engine replacement with new diesel or alternate fueled engine	2009 and older	40%	60%
	Engine replacement with new all-electric engine	2009 and older	60%	40%
	Vehicle replacement with new diesel or alternate fueled vehicle	2009 and older	25%	75%
	Vehicle Replacement with all-electric vehicle	2009 and older	45%	55%
Freight Switchers	Engine replacement with new diesel or alternate fueled engine or generator sets that are EPA certified	Pre-Tier 4	40%	60%
	Engine replacement with new all-electric engine	Pre-Tier 4	60%	40%
	Locomotive replacement with new diesel or alternate fueled freight switcher that is EPA certified	Pre-Tier 4	25%	75%
	Locomotive replacement with	Pre-Tier 4	45%	55%

Eligible Mitigation Action	Activity	Vehicle and Equipment Eligibility (Engine Model Year or Tier)	VW Funding	Cost Share Required
	new all-electric freight switcher			
Ferries/Tugs	Engine replacement with new Tier 3 or 4 diesel or alternate fueled engine	Pre-Tier 3	40%	60%
	Engine replacement with new all-electric engine	Pre-Tier 3	60%	40%
	Certified Remanufacture System or Verified Engine Upgrade	Pre-Tier 3	40%	60%
Ocean Going Vessels	Costs associated with shore-side system	n/a	25%	75%
Airport Ground Support Equipment	Engine replacement with new all-electric engine	Pre-Tier 3	60%	40%
Forklifts and Port Cargo Handling Equipment	Equipment replacement with new all-electric equipment	8000+ lbs lift capacity	45%	55%

Non-government and government entities are eligible to apply for funding to implement mitigation projects. Project funding will be awarded through a competitive process in accordance with Delaware's procurement laws¹¹. Any unspent funds remaining at the end of Phase 2 will be rolled into a subsequent Phase.

Diesel Emission Reduction Act (DERA):

The Department may leverage the projects in all phases in order to received additional Diesel Emission Reduction Act (DERA) grant funding. Any source type applying for grant funding will be subject to the requirements of the DERA State Clean

¹¹ Delaware Procurement laws can be found at <http://mymarketplace.delaware.gov/>

Diesel Grant Program, including but not limited to general eligibility, project evaluation criteria, eligible project and administrative expenditures, cost-share, and funding restrictions.

The projects submitted via the RFP will be reviewed by a Department established Project Selection Committee. The committee will select and rank project applications based on a set “Project Scoring Criteria/Matrix” developed by the Department as shown in **Table 5** expressly for this purpose.

Phase 2, Phase 3, and Phase 4 Program Requirements:

To be eligible, each vehicle or piece of equipment to be repowered or replaced must be:

- 1) Scrapped and destroyed at the time of replacement;
- 2) Owned and operated in Delaware;
- 3) Equipped with an eligible model year engine or Tier level;
- 4) Serve an environmental justice area;
- 5) Each new vehicle or engine purchased must be of appropriate /equivalent size as the vehicle or engine being replaced; and
- 6) The new vehicle must be replaced with a current model year or newer.

Volkswagen RFP Scoring Matrix:

The Department has developed a project RFP scoring criteria/matrix. Each application submitted will be scored based on the factors outlined in the matrix in **Table 5**. The number of projects that are selected for funding in each phase will depend on the applications received and interest by vehicle and equipment owners.

The following criteria will be used by the grant Review Committee to review and score applications received for the VW Mitigation Funds:

Table 5 - VW Settlement RFP Award Criteria

Project Award Criteria	Points Possible	Points Awarded	Comments
<p>Measurable, verifiable reduction in NOx emissions</p> <ul style="list-style-type: none"> - The project will produce a net reduction in NOx emissions in the State and result in a measurable, verifiable reduction in NOx per ton of emissions using the Diesel Emission Quantifier. - Projects must meet eligibility requirements of Appendix D-2 of the VW Mitigation Plan 	30		
<p>Project Budget</p> <ul style="list-style-type: none"> -The proposed budget is thorough, robust, realistic and cost effective. - The applicant must show a detailed budget with all cost shares explained. 	15		
<p>Proposed Project Location</p> <ul style="list-style-type: none"> - The project is sited near a major highway or transportation corridor, shipping route, or near a shipping logistics center. - This project will address an environmental justice (EJ) area or related location that receives a disparate proportion of environmental impacts. - The project avoids environmentally sensitive areas or areas containing critical habitats. -Priority will be given to projects in non-attainment and air quality maintenance areas. 	15		
<p>Project Timeline</p> <p>The proposed project must define when the project will commence and will end.</p>	15		

Project Award Criteria	Points Possible	Points Awarded	Comments
Ability to be Replicated throughout the State - The proposed project has the ability to be replicated throughout the state with other fleets or for public access.	10		
Collaboration with other Entities in the State - The project includes collaborative efforts between the applicant and project team (an anchor fleet or fleets, utility/fuel provider, vehicle dealer, or manufacturer).	10		
Economic Development - The project creates and/or retains local jobs for Delawareans. - The project serves as an economic development engine for local Delaware based companies.	5		
Total Points	100		

Status Update of Phase 2 Program:

The Department selected two projects for replacement in 2020 under the Request for Proposal NAT19001-VWEMTFP. The Department is partnering with Waste Management, Inc. of Delaware in the replacement of ten (10) solid waste collection units as compressed natural gas (CNG) for the first project. The waste collection units will serve in New Castle and Sussex County, which are both designated as non-attainment areas. This project will use combined Diesel Emission Reduction Act (DERA) grant funds (\$316,019.00) and Volkswagen Mitigation Trust Funds (\$183,981.00).

For the second project, the Department is partnering with The Teens Warehouse, Inc. to replace one diesel school bus with new, electric school bus with associated electric vehicle supply equipment. The electric bus will serve New Castle County. Funds shall cover up to 45% of the cost of an eligible replacement vehicle powered by an engine certified to the 2019 model year or newer standards and the charging infrastructure associated with the new all-electric vehicle. The project will cost \$177,693.75. As previously described, any funds remaining from Phase 2 will rollover

to Phase 3. The Department estimates that \$2.8M will remain in Phase 2 so Phase 3 will have approximately \$6.0M available.

Status Update of Phase 3 Program:

The Department selected two projects for replacement in 2021 under the Request for Proposal NAT20002-VWEMTFP. The Department is partnering with Sutton Bus & Truck Company in the replacement of eight (8) diesel school buses with propane buses. The school buses will serve in New Castle County, which is a designated non-attainment area. This project will use combined Diesel Emission Reduction Act (DERA) grant funds (\$57,143.00) and Volkswagen Mitigation Trust Funds (\$128,857.00).

For the second project, the Department is partnering with Bowman Bus Service to replace one diesel school bus with new, clean diesel school bus that will serve Kent County. The project will cost \$25,750.00. Funds shall cover up to 25% of the cost of an eligible replacement bus powered by an engine certified to the 2019 model year or newer. Any funds remaining from Phase 3 will rollover to Phase 4.

During Phase 3 of this funding, DNREC's Division of Climate, Coastal, and Energy will receive 15% (\$1.45M) of the Trust funds to administer a competitive grant program for the deployment of electric vehicle supply equipment (EVSE). Specifically, these funds will be utilized to incentivize the construction and operation of DC Fast Charging stations in the state to provide residents and travelers with convenient and consistent access to electric vehicle supply equipment. Grant funding will be provided for the material costs of publically available DC Fast Charging Stations installed within the state of Delaware. Eligible entities for grant funding will include Delaware-based businesses, not-for-profit organizations, government entities, and educational institutions. Project proposals will be submitted through competitive Request for Proposal process and will be evaluated based on criteria in the categories of:

- Estimated greenhouse gas reductions

-
- Proximity to Alternative Fuel Corridors and proximity to high traffic volume routes
 - Accessibility regarding payment options
 - Thoroughness of the Operations and Maintenance Plan
 - Overall project budget and cost effectiveness

The RFP for Electric vehicle supply equipment will be released in Quarter 4 of 2021. Additionally, the Department will allocate up to \$700,000 to replace five (5) Class 8 government-owned dump trucks with the Division of Fish and Wildlife. These vehicles will be used around the state.

Phase 4 - A Hybrid Program:

The Department estimates that \$3.8M remains from all spending for Phase 4. A competitive request for proposals (RFP) will be released in Quarter 1 2022. In the Competitive RFP, the Department will pursue the following projects:

- School bus replacements with the privately-owned school bus contractors. In Delaware, private school bus contractors provide 2/3 of transportation services to Delaware schools. The Department will allocate funds in the replacement of propane or clean diesel school buses. The contractors are eligible for a 25% cost share and school bus replacements must match the criteria established in Phase 1 - Program Requirements and Phase 2 – Competitive RFP Program.
- All other eligible mitigation actions. The remaining Trust funds will be used for the replacement of eligible mitigation actions listed in Phase 2 – Competitive RFP Program.