



158 Arlington St.
Boston, MA 02136
Tel # 617-361-3242

www.murphyspecialty.com

The most trusted name in New England when it comes to Vehicle Exhaust Fume Removal Systems

REFERENCES

Highland Ambulance EMS, Inc.

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

Vehicle Exhaust Fume Removal System

Michael Rock

Service Director

P.O. Box 84
256 Main St.

Goshen, MA 01032

Office: 1-413-268-7272

Date: 09/2016



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REFERENCES

Westminster DPW Garage

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**Vehicle Exhaust Fume Removal System at the Garage
Hose Reels, Duct risers with Blast Gates**

Joshua W. Hall, P.E.

Director of Public Works

Town of Westminster

2 Oakmont Ave.

Westminster, Massachusetts 01473

Office: 978-874-5572

Date: 06/2016



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REFERENCES

Peabody Municipal Light Plant

New Group System

Installed by Murphy Specialty, Inc.

**Vehicle Exhaust Fume Removal System at the Garage
Hose Reels and Articulating Boom Arm**

Dennis Ahlin, CUSP

Asst. Superintendent of Electrical Distribution

Safety & Support - Peabody Municipal Light Plant

201 Warren St. Ext.

Peabody Ma. 01960

Office 978-573-1142

Date: 02/2016



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REFERENCES

West Peabody Fire Department - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**597 Lowell St.
Peabody, MA 01960**

Building Maintenance Supervisor: Joseph DaSilva

Tel. # 1-978-531-2200

1 Fire Station: 1 apparatus

Date: 4/2016

Because of the countless problems with the Existing Pneumatic system with Yellow and Black hoses, Murphy was brought in to make needed repairs and to remove the continually broken down Existing Pneumatic system. We were able to retrofit the existing Tracks and Ductwork, and installing the MagneGrip Group system, saving money for the City, and providing a much healthier work environment for the first responders.



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REFERENCES

Western Massachusetts Fire Academy - P

New **MagneGrip** Group System

Installed by Murphy Specialty, Inc.

**100 Grochmal Ave.
Springfield, MA 01151**

Facilities Director: James DiRico 1 State Rd. Stow,
MA 02360

Tel. # 1-978-567-3161

1 Fire Station: 7 apparatus

Date: 11/2015

**NOTE: The MA State Fire Marshall specified the
MagneGrip Group system as proprietary system.**



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REFERENCES

Boston EMS Garage – 22 Bay Station - P New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**203 River St.
Boston, MA 02126**

**Facilities Director: John Cushing 785 Albany St.
Boston, MA 02118**

Tel. # (617)-343-2367

1 Station: 22 Vehicles

Date: 10/2015

NOTE: The entire City of Boston uses the Pneumatic System with Yellow and Black hoses. The City was building a new state of the art EMS garage. Based on its research, and history with its Existing Pneumatic System, the City of Boston decided not to use the Yellow and Black hose system, and instead contracted Murphy to install the MagneGrip Group system.



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REFERENCES

Nahant – 4 Bay Station - P

New Group System

Installed by Murphy Specialty, Inc.

**67 Flash Rd.
Nahant, MA 01908**

Fire Chief: Michael Feinberg

Tel. # 1-781)-581-1235

1 Station: 4 Vehicles

Date: 09/2014



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REFERENCES

Provincetown Fire Department - P

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**25 Shank Painter Rd.
Provincetown, MA**

Deputy Fire Chief: James J. Roderick

Tel. # 1-508-487-7023

1 Fire Station: 8 apparatus

Date: 5/2014

NOTE: Provincetown Fire specified the MagneGrip Group system



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REFERENCES

Rutland Fire Department - P

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**240 Main St.
Rutland, MA 01543**

Fire Chief: Bradley D. Weber, EFO

Tel. # 1-508-886-4107

1 Fire Station: 7 apparatus

Date: 09/2013



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REFERENCES

Peabody Fire Department - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**41 Lowell St.
Peabody, MA 01960**

Building Maintenance Supervisor: Joseph DaSilva

Tel. # 1-978-531-2200

1 Fire Station: 1 apparatus

Date: 6/2014

Because of the countless problems with its Existing Pneumatic System with Yellow and Black hoses in the City's other stations, Murphy was brought in to install new MagneGrip System of Track, Ductwork, Fan, and Control Panel.



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REFERENCES

Massachusetts Firefighters' Academy - P

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**1 State Rd.
Stow, MA 02360**

Facilities Director: James DiRico

Tel. # 1-978-567-3161

1 Fire Station: 8 apparatus

1 Maintenance Building: 3 Vehicles

1 Emergency Response Building: 3 Vehicles

Date: 1/2010



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REFERENCES

General Dynamics / Electric Boat - M

New **MagneGrip** Group System

Installed by Murphy Specialty, Inc.

**Quonset Point-Fire Marshall
Electric Boat Corporation
North Kingstown, RI 02852**

Contact:

Jason J Pagano

Tel. # 1-860-433-17831

1 Fire Station: 3 Vehicles

Date: 4/2013

NOTE: General Dynamics / Electric Boat specified the MagneGrip Group system as proprietary system.



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REFERENCES

Cumberland Hill Fire Department - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**3502 Mendon Rd.
Cumberland, RI 02864**

Fire Chief: Kenneth A. Finlay

Tel: # 1-401-658-0544 x 401

1 Fire Station: 2 Vehicles

Date: 8/2012



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REFERENCES

Tully Fire Station - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**50 Millyard Road
Orange, MA 01364**

Fire Chief: Dennis M. Annear

Tel. # 1-978-544-3145

1 Fire Station: 3 Vehicles

Date: 6/2010

Because of the countless problems with the Existing Pneumatic System with Yellow and Black hoses in the Town's HQ's station, Orange, MA voted to make the MagneGrip System a proprietary system for their new station.

See Meeting Minutes Below

Information courtesy of Daniel Hardiman



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REFERENCES

Minutes of the Tully Fire Station Design and Building Committee

Chairman Dick Hall called the meeting of December 9, 2008 to order at 4:00pm.

Members present: Chairman Dick Hall, Jeff Cole, John Drew, David Gale, Clinton Smith and Lloyd Taylor.

Also present: Town Administrator Rick Kwiatkowski, Kevin Chrobak from Juster Pope and Frazer, and Diana Towle.

The Attorney General did not approve the fact that L N King Company had submitted two different bids for the HVAC system. The Attorney General said that we can protest it but in doing so we would have to delay going for general bids.

Town Administrator Rick Kwiatkowski wants to keep the project moving; so, Kevin has resubmitted the sub bids just for the HVAC system.

The request was submitted on Monday December 8, 2008. All sub bids have until December 31, 2008, at which time the bids will be opened in the Town Hall at 3:30pm.

The general bids will be opened on January 14 2009.

It was brought to our attention that we had to have a vote on which exhaust system we would like.

Jeff Cole made a motion stating that we only wanted the MagneGrip System installed into the Tully Station. John Drew seconded the motion.

The “Plymovent” exhaust system uses a pneumatic coupling to the vehicle exhaust system tailpipe. The Plymovent vehicle exhaust system as presently installed at the main Orange fire station has had repeated problems with the pneumatic coupling system therefore the building committee has requested that the bidding documents use the MagneGrip vehicle exhaust system at the Tully Station as a proprietary specification. The MagneGrip system uses a magnetic coupling. The Building Committee felt that it was in the best interest of the town to use the magnetic coupling system due to the continuing problems with the pneumatic coupling “Plymovent” system.

The motion was voted and passed.

Our next meeting will be held on January 14, 2009 at 4:00pm in the Fire Station.

Meeting adjourned at 5:05pm.

Information courtesy of Daniel Hardiman



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REFERENCES

Douglas, MA Fire Department - P

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**64 Main St.
Douglas, MA 01516**

Engineer: Dixon Salo Architects: Wayne Salo
Tel. # 1-508-238-6890

Fire Chief: Don Gonynor

Tel. # 1-508-476-2267

1 Fire Station: 8 apparatus

Date: 6/2010



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REFERENCES

Plymouth, Ma. Fire Department - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**114 Sandwich Street
Plymouth, MA 02360**

Fire Chief: G. Edward Bradley

Tel. # 1- 508-830-4213 x 1

7 Fire Stations and 1 Maintenance Building

37 Vehicles

Date: 7/2009



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REFERENCES

Mashpee, Ma. Fire Station # 2 - P

New **MagneGrip** Group System

Installed by Murphy Specialty, Inc.

**101 Redbrook Rd,
S. Mashpee, Ma. 02649**

Engineer: Richard Pomroy

Tel. # 1-508-238-6890

Deputy Fire Chief: Jack Phelan

Tel. # 1-508-539-1457

1 Fire Station: 3 Vehicles with expansion to 4 Vehicles

Date: 1/2009

NOTE: Mashpee uses an Existing Pneumatic System with Yellow and Black hoses at its headquarters station. Mashpee, based on its own research, decided not to use the same company, and instead contracted Murphy to install the MagneGrip Group system.



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REFERENCES

Reading, Ma. Fire Department P and M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**757 Main St.
Reading, MA 01867**

Fire Chief: Gregory J. Burns

Tel. # 1-781-944-3132

2 Fire Stations: 7 Vehicles

Date: 12/2008

Existing Existing Pneumatic System with Yellow and Black hoses needed to be upgraded. The Town contracted Murphy to install the MagneGrip Group System. We were able to retrofit the existing Tracks and Ductwork. Extensive Ductwork repairs needed to meet SMACNA standards. Original installer did not seal any of ductwork and did not seal any of the duct penetration through the exterior of the building. This caused toxic fumes to re-enter the fire station and caused mold issues.



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REFERENCES

Dudley, Ma. Fire Department - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**128 West Main Street
Dudley, MA 01571**

Fire Chief: Jeffrey E. Phelps

Tel. # 1-508-949-8040

1 Fire Station: 11 Vehicles

Date: 8/2008



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REFERENCES

Jamestown, RI Fire Department - M

New MagneGrip Group System

Installed by Murphy Specialty, Inc.

**50 Narragansett Ave
Jamestown, RI 02835**

Fire Chief: Jim Bryer

Tel. # 1-401-423-0062

1 Fire Station: 7 Vehicles

Date: 9/2007



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REFERENCES

Fall River, Ma. Fire Department - P

New **MagneGrip** Group System

Installed by Murphy Specialty, Inc.

**140 Commerce Drive
Fall River, MA 02722**

Senior Mechanic for the Fire Department:

Tel. # 1-508-324-2748

5 Fire Stations: 24 Vehicles

Date: 8/2007

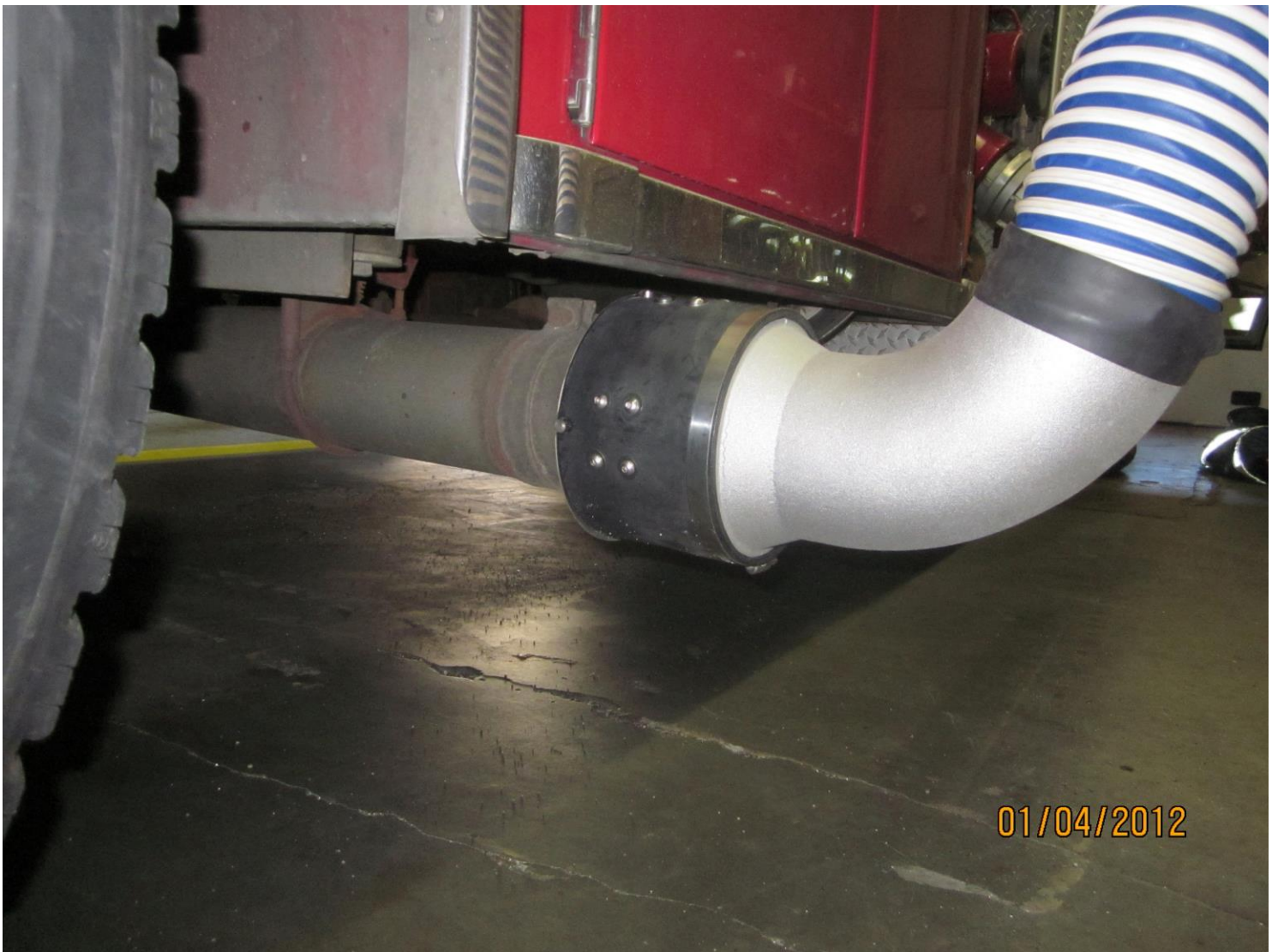


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REFERENCES



"NO Air Lines, NO Bladders, NO Problem".

Information courtesy of Daniel Hardiman



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REFERENCES

Contact Murphy Specialty, Inc.

@ 617-361-3242

We are

1 in New England

for

NON-Pneumatic and Pneumatic

Source Capture Vehicle Exhaust Fume Removal Systems



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an ISO 9000:2008 certified company
“To Ensure Quality”

Pneumatic = P
Magnetic = M



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The **MagneGrip Group** system uses a manual connection of the nozzle to the tailpipe, from an upright standing position without bending over. This is to reduce personnel exposure of the toxic diesel exhaust fumes and prevent personnel from possible burns from handling the nozzle or touching the hot exhaust tailpipe. Additionally, personnel do not have to bend down to connect the nozzle to the vehicle's tailpipe, which would put them out of view of the driver, which is not acceptable.

Information courtesy of Daniel Hardiman



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REFERENCES



Photo: John P. Hardiman - Outside Superintendent

**Nozzle attached to apparatus tailpipe
in less than 5 seconds, “without bending over”.**

Information courtesy of Daniel Hardiman



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REFERENCES


CERTIFICATE OF COMPLETION

This certificate is awarded to

**Daniel Bannon of
Murphy Specialty, Inc.**

Who has successfully completed the MagneGrip and HazVent Vehicle Exhaust Systems Installation and Maintenance Training Program. He is certified to perform all duties in accordance with standard service and installation procedures on all MagneGrip and HazVent Vehicle Exhaust Systems.

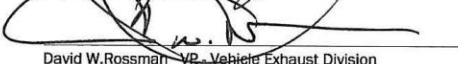
CLEAN AIR CONCEPTS
11449 DEERFIELD ROAD.
CINCINNATI, OH. 45242
1.800.875.5440



Kay Bogle Director of Training

11/09/07

Date



David W. Rossman VP, Vehicle Exhaust Division

11-09-07

Date

HazVent

MagneGrip



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REFERENCES

CERTIFICATE OF COMPLETION

This certificate is awarded to

**Paul G. Hardiman Jr. of
Murphy Specialty, Inc.**

Who has successfully completed the MagneGrip and HazVent Vehicle Exhaust Systems Installation and Maintenance Training Program. He is certified to perform all duties in accordance with standard service and installation procedures on all MagneGrip and HazVent Vehicle Exhaust Systems.

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11449 DEERFIELD ROAD.
CINCINNATI, OH. 45242
1.800.875.5440


Ray Bogle, Director of Training

David W. Rossman VP - Vehicle Exhaust Division

01/05/07
Date

1-10-2007
Date

HazVent

MagneGrip



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REFERENCES

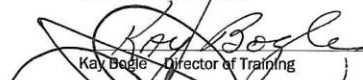
CERTIFICATE OF COMPLETION

This certificate is awarded to


**Brian T. Hardiman of
Murphy Specialty, Inc.**

Who has successfully completed the MagneGrip and HazVent Vehicle Exhaust Systems Installation and Maintenance Training Program. He is certified to perform all duties in accordance with standard service and installation procedures on all MagneGrip and HazVent Vehicle Exhaust Systems.

CLEAN AIR CONCEPTS
11449 DEERFIELD ROAD.
CINCINNATI, OH. 45242
1.800.875.5440



Kay Bogle Director of Training



David W. Rossman VP - Vehicle Exhaust Division

01/05/07
Date

1-10-2007
Date





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REFERENCES



A National Historic Landmark

MOUNT AUBURN CEMETERY

December 13, 2010

Re: Murphy Specialty
General Contracting Work for Mount Auburn Cemetery

To Whom It May Concern,

Mount Auburn Cemetery has for a number of years employed Murphy Specialty on a variety of projects where they have successfully provided the skills and services of General Contracting.

We have been pleased with the quality of their work, the caliber of their personnel, and their commitment to client service. We look forward to the next opportunity to use them, and would recommend the same to others.

I'm happy to answer questions or provide further specifics upon request.

William G. Barry, Jr.

Vice President of Preservation & Facilities
Mount Auburn Cemetery

wbarry@moundauburn.org
617-607-1906 direct



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REFERENCES



McGinley Kalsow
& Associates, Inc.
ARCHITECTS & PRESERVATION PLANNERS

December 15, 2010

Operational Services Division
One Ashburton Place, Room 1017
Boston, MA 02108-1552

Re: Murphy Specialty, Inc.
Business Reference

To Whom it May Concern:

We have had the pleasure of working with Murphy Specialty, Inc. on various projects throughout eastern Massachusetts. As General Contractors, Murphy Specialty, Inc. has always successfully completed each project on time, with excellent craftsmanship, without any safety of code violations and met their contractual responsibilities. Murphy Specialty, Inc. has always worked well with both building owners and users, carefully coordinating work complete by their own forces as well as work by their subcontractors.

If you wish to speak with me or have any questions, please do not hesitate to call me.

Sincerely,

Wendall C. Kalsow, AIA
Principal



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Tel # 617-361-3242

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REFERENCES



Facilities Planning, Design &
Construction

January 27, 2009

Murphy Specialty, Inc.
158 Arlington Street
Hyde Park, MA 02136

Attn: Paul Hardiman

Subj: Third Floor Lab Renovation, Science & Engineering Building

Mr Hardiman,

I want to thank you for taking the initiative for the redesign of the lab renovation project at our Science & Engineering Building. Your firm's input as the General Contractor on this project was invaluable. The finished product looks great and we would welcome working with your firm in the future.

Thank you,

Peter Geldmacher
Construction Project Manager
UMASS Dartmouth

mstyletter

www.umassd.edu

University of Massachusetts Dartmouth ■ 285 Old Westport Road ■ North Dartmouth ■ MA 02747-2300
Ph: 508.999.9223 ■ Fax: 508.999.9103



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REFERENCES

REV 01 2010 10-45

2222

P.01/01

Boston

John P. Henderson
Superintendent
Boston Fire Department
Communications & Dispatch
59 Fenway, Boston 02115
617-343-2050

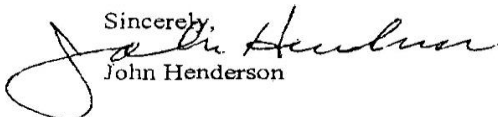
To Whom It May Concern:

The Boston Fire Department's Operation center located at 59 Fenway in the Back Bay where all of the department's dispatching, communications, 911, fire apparatus control, etc, is handled is located in a large 25 foot high ceiling room that was built in 1925. We were replacing an old and noisy HVAC system about 8 months ago and that was when I first met Murphy Specialty Inc. and their representatives. Ultimately they won the bid for the project and that was where our professional relationship began.

We had many special issues here such as noise containment, air circulation and working within a historical and public safety emergency operations environment that would have to be dealt with by this vendor. Their members, especially Mr. Paul Hardiman showed up almost daily to take pictures and asking questions in preparation of presenting a final plan. He ultimately was able to solve every one of our problematic issues and an old, loud, clunky system was replaced with a quiet, "out of site" HVAC system that functionally presented an environment with cool, fresh air.

He passed on all of the vital operational information to our building maintenance director with a full physical inspection followed by supporting documentation hard copy and CD form.

I would strongly recommend this Company for HVAC projects because they were very proactive in identifying our needs, planning the work and following through completely.

Sincerely,

John Henderson



Thomas M. Menino, Mayor/FIRE DEPARTMENT/115 Southamptton Street 02118

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REFERENCES

Boston

April 2, 2007

Project Name: Installation of Diesel Exhaust Systems (Engine #10, Tower Ladder #3, Rescue #1, and Division I) or the Boston Fire Department.

To whom it may concern,

I am writing this recommendation on behalf of Murphy Specialty, Inc. regarding the Diesel Exhaust Systems they installed at Engine 10, Rescue 1, Tower Ladder 3, and Division I, for the City of Boston Fire Department.

As the HVAC and General Contractor for this project, they performed and managed a wide variety of items, such as furnishing and installing: ductwork, fans, vehicle exhaust systems, concrete cutting, roofing, electrical, testing and balancing, plumbing/compressed air lines, and fireproofing. To this date, we've never had a problem with their workmanship.

Murphy Specialty, Inc. performed this work in one of the busiest firehouses in the City of Boston. Murphy Specialty, Inc., thru its coordination, quality workmanship, and scheduling completed the work with almost no interference to our day to day activities.

I would give my sincere recommendation to Murphy Specialty, Inc. and its staff for a job well done.

Sincerely

Dennis Flynn
Superintendent of Maintenance



Thomas M. Menino, Mayor/FIRE DEPARTMENT/115 Southampton Street 02118

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Information courtesy of Daniel Harman



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REFERENCES



CONTRACTING SPECIALISTS
INCORPORATED

April 13, 2011

Murphy Specialty, Inc.
P.O. Box 292
Readville, MA 02137

Contracting Specialists Incorporated appreciates the excellent work of Murphy Specialty, Inc. We have had the pleasure of working with Murphy Specialty, Inc. on several projects, all of which have been handled in a professional manner.

The following particular projects were recently performed on time and within budget:

Morton Hospital, Taunton, MA

Repaired Copper Sheet Metal Flashing for Copular and Slate Roofing Replacement

Harvard University (Multiple Projects), Cambridge, MA

Sheet Metal work for thru wall flashing. Work performed off of swing staging and lifts. All appropriate safety training was performed as required by Harvard University.

Children's Hospital, Boston, MA

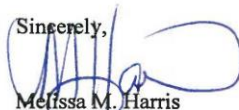
Installation of through wall flashings and aluminum

Fogg Library Renovations, South Weymouth, MA

Fabrication and Installation of zinc coated copper flashing. Work also included through wall flashing at rebuilt chimney.

Murphy Specialty excelled at being "team players" and was also conscientious about proper documentation and following approval procedures. We would highly recommend Murphy Specialty, Inc. for future projects that you may have.

Please feel free to contact me with any questions.

Sincerely,

Melissa M. Harris

CORPORATE OFFICE
Corporate Office Manager
Boston, MA

REGIONAL OFFICES
Fort Lauderdale, FL
Portland, ME



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Tel # 617-361-3242

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REFERENCES



TOWN OF DOUGLAS
FIRE DEPARTMENT

FIRE CHIEF DONALD P. GONYNOR
P.O. BOX 222 • 64 MAIN STREET
DOUGLAS, MASSACHUSETTS 01516
Office (508) 476-2267 • Fax (508) 476-3912

Re: Reference for Murphy Specialty Inc.

To Whom It May Concern:

My name is Chief Donald Gonynor and I am writing this letter of recommendation for Murphy Specialty Inc. I am Chief of the Town of Douglas Fire Department, in Douglas MA. Murphy Specialty Inc. was hired by the Town of Douglas to install a vehicle exhaust removal system in the fire station located at 64 Main St. Douglas MA.

I am very pleased with the work that Murphy Specialty performed in our station. This company was very professional and courteous to me and my entire staff. The job went very well and all on time. Their workmanship was excellent and all communications between Murphy and the Town of Douglas went well. There was very little disruption to our department and we continued to respond from this station without any problems.

I found Paul and Brian Hardiman to be excellent workers and very knowledgeable about what they we doing. If we had any questions they answered them in a timely manner. I would highly recommend Murphy Specialty Inc. for the installation of this type of exhaust system, as well as any other type of work they perform.

Summed up in one word our experience with Murphy Specialty Inc. was excellent.

Sincerely,

Chief Donald Gonynor
Town of Douglas Fire Department
dgonynor@douglasma.org



158 Arlington St.
Boston, MA 02136
Tel # 617-361-3242

www.murphyspecialty.com

The most trusted name in New England when it comes to Vehicle Exhaust Fume Removal Systems

REFERENCES



Business (508) 949-8040
Fax (508) 943-4424

**Dudley Permanent Firefighters Association
Local 4271
c/o Dudley Fire and Emergency Services
128 West Main Street
Dudley, Massachusetts 01571**



Re: Reference for Murphy Specialty Inc.

To Whom It May Concern:

I am writing this letter of recommendation of free minded about Murphy Specialty and the owner Paul G. Hardiman, Paul and his company won a public bid for installation on a vehicle exhaust system that would be installed at our Fire Station Located at 128 W. Main St.

After many years of breathing diesel fumes, Paul Became one of my heroes, he and his crew showed up two weeks before the agreed start date of the contract, to go over the layout of the project, in a small compacted station with Ambulances and rescue truck running in and out this did not change the pace or concentration of Paul and his crew to measure and mark and plan placement of product and storage of staging and tools.

Before they started drilling their first hole they made sure the fire Chief and I had no question or concerns with the information that was given to us. Paul every morning explained what their plan would be for the day so I was able to keep my crews informed so they knew what was going on in their house and where they would have to avoid. Once work started we could see progress every day and before I knew it they were done, not with out huge challenges of course in our old station, once the system was up and working removing all the contaminates from the station we saw immediate air quality changes with in the building on both floors.

Paul spent hours teaching the personnel how the system works and how to maintain and make adjustments. Paul was very patient and professional with the crews. If their was any time we had a issue with the system in the first couple of weeks of operation Paul would be back to our rescue with in one business day or less to fix any of the issues which 99% of the time where operator error firemen do not like change, and Paul's commitment to us still stands 2 years later if there is a issue he calls us back with in a hour or so and if he cannot talk us threw it on the phone he is in the truck headed this way.

So with that being said I am very happy with the quality of workmanship that Murphy Specialty, and Paul Hardiman and his crew did for this Department and the challenges they faced with my crews, I would have this company come back in the future if I ever need this king of service again . Summed up in one word with our experience with Murphy Specialty, EXCELLENT

Sincerely,

Brian Ceccarelli
President Local 4271
Ems Coordinator Town of Dudley

RECEIVED
MURPHY SPECIALTY, INC.
FROM: Dudley Fire
By: Paul Hardiman
Date: 2/4/11
Time: 2:05 pm



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REFERENCES



Mr. Paul Hardiman, Jr.
Murphy Specialties, Inc.
PO Box 292
Readville, MA 02137

Subject: Project Reference

Mr. Hardiman,
I am writing to acknowledge and confirm your firms satisfactory completion of recent project work which involved Hvac improvements made to the systems serving the Exhibit Halls located at the Boston Convention and Exhibition Center located at 415 Summer Street Boston, MA 02210.

The work performed by Murphy Specialties, Inc. has made significant improvements to the exhibit hall environment since completion and has contributed greatly to energy savings we have realized since the installation was completed.

The Massachusetts Convention Center Authority wishes to extend our sincere appreciation and thanks to you and your firm for a job well done. We look forward to Murphy Specialties, Inc. performing other work at our four facilities in the near future.

Respectfully and with best regards,

John T. Haley, Jr.
Chief Facilities Officer
Mass Convention Center Authority



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REFERENCES



Village Place | 448 Turnpike Street, Suite 2-1 | South Easton, MA 02375 | T 508/238-5040 | F 508/238-5042

www.pomroyassociates.com

Mashpee Fire Station No 2 Project *Memorandum*

Date: January 23, 2009
Subject: Vehicle Exhaust Recovery System
To: To Whom It May Concern
From: Richard W. Pomroy, Owner's Project Manager

The Town of Mashpee, MA recently completed the construction of its new Fire Station No 2. The project included the installation of a new Vehicle Exhaust Recovery System ("VERS") to accommodate (3) vehicles. The VERS work was bid separately from the general contract and scheduled to be installed after the general contractor was 100% complete and off of the project.

The Town of Mashpee bid the VERS work publically and the contract was awarded to Murphy Specialty Inc. on September 3, 2008 as the lowest responsible bidder. Murphy Specialty Inc's bid was based on a pneumatic exhaust venting system manufactured by HazVent. As part of the qualification of the bid, Mashpee FD and Pomroy Associates performed an inspection of a HazVent system installed by Murphy Specialties in Fall River. The Fall River FD was very pleased with the HazVent system and Murphy Specialty, and our inspection was very positive.

Murphy's submittal process began shortly after the award and the submittals were approved by the project architect in mid October 08. The equipment and materials were available for installation within 45 days of the approved shop drawings and Murphy was ready for the installation of the system in the first week of December 08. The Town of Mashpee requested that the install be delayed until after the official ribbon cutting on December 9, 2008. As such Murphy began its installation on December 22, 2008 and was 100% complete by January 5, 2009. Mashpee's electrical contractor then provided the service and equipment connections and the system was tested and training took place with the FD on January 12, 2009. The entire system from award to turn-over took just over 4 months of which the owner (Town of Mashpee) was responsible for at least a month of the time for ribbon cutting and electrician.

Our experience with Murphy Specialty, Inc has been very positive from the beginning of this project to the end. Their team has been very accommodating every step of the way and the quality of work has been excellent. The attention to detail and communication is also excellent. There was never a point in this project where someone from Murphy was not available to us and they kept us fully informed during the entire process. The HazVent system is also of the same quality and operates as expected. The Mashpee FD was fully trained on the system and are very pleased with the system and services provided by Murphy Specialty, Inc.

I would recommend Murphy Specialty Inc and the HazVent system without reservation and would be pleased to speak to any Awarding Authorities and/or prospective users regarding Murphy Specialty, Inc and the HazVent system.



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REFERENCES



TOWN OF PLYMOUTH FIRE DEPARTMENT

114 Sandwich Street
Plymouth, Massachusetts 02360-2453

(508) 830-4213
FAX: (508) 830-4174

Re: Reference for Murphy Specialty Inc. and Magne grip
To Whom It May Concern

The Town of Plymouth Fire Department completed the installation of new Source Capture Vehicle Exhaust Removal Systems in all seven Plymouth Fire Stations and the Apparatus Repair Division in July 2009.

The project was bid in accordance to M.G.L. Chapter 149 requirements; Murphy Specialty Inc. was the low bidder and subsequently installed the Magne grip System in all our facilities. The work also included the removal of the existing vehicle exhaust removal systems at the stations, those systems consisted of exhaust and make-up air fans which did nothing more than make 6 air changes per minute on the apparatus floor with outside ambient air.

Our experience with Murphy Specialty was very positive from the start of the project and continues today. Their staff has been accommodating to our crews and they worked without disruption in each of the seven Fire Stations. Their staff answered every question, provided training to all firefighters and left each job site neat and clean each day. Their communication and attention to all details is excellent. Murphy always kept us fully informed and has always been available to us for any reason.

The Magne grip System operates as expected and is a high quality system. The Magne grip System and adaptors were easily installed on our specialized fleet of Brush Breaker Apparatus. The systems have been operating in our stations for over a year now and the Town has seen substantial energy savings at each of the Fire Stations, both the heating and electrical usages have decreased. In today's economy all municipal departments are looking for any savings that are available, the Magne grip Systems have exceeded our expected energy savings.

I would recommend Murphy Specialty Inc. and the Magne grip System without any reservations.

Should you have any questions regarding this recommendation, please feel free contact me directly at 508-830-4213 X106

Sincerely,

G. Edward Bradley
Fire Chief





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Boston, MA 02136
Tel # 617-361-3242

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REFERENCES




READING PUBLIC SCHOOLS

Patrick A. Schettini, Jr.
Superintendent

62 Oakland Road
Reading, Massachusetts 01867
Telephone 781-942-5492
Fax 781-942-5436

Joseph P. Huggins
Director of Facilities

TO: To Whom It May Concern

FROM: Joseph P. Huggins 

DATE: April 1, 2009

RE: Source Capture Vehicle Exhaust Removal System

The Town of Reading has just completed the upgrades and installation of a Source Capture Vehicle Exhaust System at the Main Street and Woburn Street Fire Station. The project was bid out following M.G.L. Chapter 149 bid requirements. Murphy Specialty was the low bidder and successfully installed the Haz-Vent Systems.

Our key contact Paul Hardiman was informative, professional and sensitive to the needs of the Fire Department.

The installation at both stations went extremely well and all products used were as specified. The staff received proper training on the systems and the staff is very pleased with the end product.

I would highly recommend Murphy Specialty for anyone interested in installing this type of system at their facility.



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REFERENCES



William F. Ritchie
Director of Consolidated Facilities

CONSOLIDATED FACILITIES DEPARTMENT
525 CANTON AVE
MILTON, MASS 02186

To: Whom it may concern
From: William F. Ritchie, Director of Consolidated Facilities
Date: December 10, 2012
Re: Project Reference for Murphy Specialties, Inc.

During the summer and fall of 2011, Murphy Specialties Inc. under the direct supervision of Paul Hardiman Construction Superintendent, removed and installed new exterior duct systems to five RTU's at two school buildings in the Town of Milton. The project cost was \$187,000 which was advertised in the Central Registrar, DCAM and within our local newspaper. The entire project took approximately four months to complete and it was finished on time and on budget.

Without hesitation, I can professionally state that Murphy Specialties is a reputable Mechanical and Service Company that was reliable and 100% committed to our project. As far as doing business with Paul and Murphy Specialty Inc. they were one of the better mechanical contractors that we have dealt with over the years.

Based on my experience as a Facilities Director and Building Engineer for some twenty five years, I am pleased to recommend Murphy Specialty Inc. as contractor who I would hire and recommend in the future.

Should you have any questions or concerns regarding this personal recommendation you can contact me at 617-898-4930.

Sincerely,

William F. Ritchie CPE, CFA

525 Canton Ave Milton, Massachusetts 02186

Information courtesy of Daniel Hardiman



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 Boston, MA 02136
 Tel # 617-361-3242

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REFERENCES

Division of Capital Asset Management
 Standard Contractor Evaluation Form

Section I- General Project Information - Section I must be completed in its entirety.

Reference Name: <i>Joseph OToole</i>	Reference Telephone #: <i>617-806-4051</i>
Reference Position/ Title: <i>Director of Engineering</i>	Date: <i>9/21/11</i>
Reference Agency/ Firm: <i>The Royal Sonesta Hotel</i>	DCAM Interviewer (if any):
Name of Contractor Being Evaluated: <i>Murphy Specialty, Inc.</i>	Contract Cost Including Change Orders: \$ <i>98,870</i>
Project Title: <i>Kitchen Exhaust System</i>	Contract Start/ End Dates: <i>12/10/10 - 1/11/11</i>
Scope of Work: <i>Replace kitchen grease hood exhaust ducting.</i>	Actual Completion Date: <i>1/11/11</i>
Project Location (city and state): <i>Cambridge MA</i>	

- Did the contractor execute this project using their own employees? Yes No

Section II- Evaluation Questionnaire

Please rate this contractor's performance in each of the following areas. If you need additional space, attach additional sheets. If you rate the contractor below "satisfactory" in any area, please provide detailed information to explain the rating assigned. You are not restricted to using the numerical values (points) shown and may score in between the points shown. A total of 80 points are required for a passing grade.

I. Quality of Workmanship (0-28 points)

Carry over points here ↓

Rate the quality of this contractor's workmanship. Were there quality-related or workmanship problems on the contract? If so, provide specific examples.

- unacceptable 0 points
 poor 14 points
 satisfactory 24 points
 very good 26 points
 excellent 28 points
 → 28 points

comments:

Murphy Specialty, Inc and its employees are very knowledgeable and execute work precisely.



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REFERENCES

2. Project Management

- a) **Scheduling-** (0-13 points) Rate this contractor's performance with regard to adhering to contract schedules. Did this contractor meet the contract schedule or the schedule as revised by approved change orders? If not, was the delay attributable to this contractor? If so, provide specific examples.

unacceptable 0 points poor 7 points satisfactory 11 points very good 12 points excellent 13 points → 13 points

comments:

- b) **Subcontractor Management-** (0-13 points) Rate this contractor's ability, effort and success in managing and coordinating subcontractors (if no subcontractors, rate this contractor's overall project management). Was this contractor able to effectively resolve problems? If not, provide specific examples.

unacceptable 0 points poor 6 points satisfactory 11 points very good 12 points excellent 13 points → 12 points

comments:

- c) **Safety and Housekeeping Procedures-** (0-9 points) Rate this contractor's safety and housekeeping procedures on this project. Were there any OSHA violations or serious safety accidents? If so, provide specific examples.

unacceptable 0 points poor 3 points satisfactory 7 points very good 8 points excellent 9 points → 9 points

comments:

- d) **Change Orders-** (0-9 points) Did this contractor unreasonably claim change orders or extras? Were this contractor's prices on change orders and extras reasonable? If not, provide specific examples.

unacceptable 0 points poor 3 points satisfactory 7 points very good 8 points excellent 9 points → 9 points

comments:



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REFERENCES

e) **Working Relationships- (0-7 points)** Rate this contractor's working relationships with other parties (i.e. owner, designer, subcontractors, etc.). Did this contractor relate to other parties in a professional manner? If not, give specific examples.

unacceptable 0 points poor 2 points satisfactory 5 points very good 6 points excellent 7 points → 7 points

comments:

f) **Paperwork Processing- (0-7 points)** Rate this contractor's performance in completing and submitting required project paperwork (i.e. change orders, submittals, drawings, requisitions, payrolls, workforce reports, etc.). Did the contractor submit the required paperwork promptly and in proper form? If not, provide specific examples.

unacceptable 0 points poor 2 points satisfactory 5 points very good 6 points excellent 7 points → 7 points

comments:

3. On-Site Supervisory Personnel Rating (0-14 points)

a) **General Performance-** Rate the general performance of this contractor's on-site supervisory personnel. Did the superintendent(s) have the knowledge, management skills and experience to run a project of this size and scope? If not, provide specific examples.

unacceptable 0 points poor 3 points satisfactory 10 points very good 12 points excellent 14 points → 14 points

comments:

Please add up all points from this page and the preceding pages and enter total here: 100

Section III- Legal and Administrative Proceedings

Are you aware of any legal or administrative proceedings, invoked bonds, assessed damages, demands for direct payment, payment bond claims, contract failures, contract terminations, or penalties involving this contractor on this contract? What is the status of any pending litigation? What was the final outcome of any completed litigation? What are the dollar amounts of assessed damages or penalties?

comments:

NA



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REFERENCES

Section IV- Evaluator Certification

I certify that the information contained in this evaluation form represents, to the best of my knowledge, a true analysis of this contractor's performance record on this contract.

I also certify that I have no ties with this contractor either through a business or family relationship.

I have mailed a copy of this completed evaluation form to the contractor on 10/4/11
(public awarding authorities must mail a copy of this completed evaluation form to the contractor).


Signature

9/21/11
Date

Section VI- Additional Comments

Comments:

Murphy Specialty, Inc. provides exceptional service and is very detailed and precise in their execution.



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REFERENCES

Section II- Evaluation Questionnaire

Please rate this contractor's performance in each of the following areas. If you need additional space, attach additional sheets. If you rate the contractor below "satisfactory" in any area, please provide detailed information to explain the rating assigned. You are not restricted to using the numerical values (points) shown and may score in between the points shown. A total of 80 points are required for a passing grade.

1. Quality of Workmanship (0-28 points)

Carry over points
here ↓

Rate the quality of this contractor's workmanship. Were there quality-related or workmanship problems on the contract? Was the contractor responsive to remedial work required? If so or if not, provide specific examples.

unacceptable 0 points poor 14 points satisfactory 24 points very good 26 points excellent 28 points

→ 26 points

comments: FINISHED PRODUCT LOOKS GREAT

2. Project Management

a) **Scheduling- (0-13 points)** Rate this contractor's performance with regard to adhering to contract schedules. Did this contractor meet the contract schedule or the schedule as revised by approved change orders? If not, was the delay attributable to this contractor? If so, provide specific examples.

unacceptable 0 points poor 7 points satisfactory 11 points very good 12 points excellent 13 points

→ 13 points

comments: THE CONTRACTOR TOOK THE LEAD IN RE-DESIGNING THIS PROJECT DUE TO IMPROPER ASSUMPTIONS MADE BY THE DESIGN ENGINEER.

b) **Subcontractor Management- (0-13 points)** Rate this contractor's ability, effort and success in managing and coordinating subcontractors (if no subcontractors, rate this contractor's overall project management). Was this contractor able to effectively resolve problems? If not, provide specific examples.

unacceptable 0 points poor 6 points satisfactory 11 points very good 12 points excellent 13 points

→ 12 points

comments: NO ISSUES

c) **Safety and Housekeeping Procedures- (0-9 points)** Rate this contractor's safety and housekeeping procedures on this project. Were there any OSHA violations or serious safety accidents? If so, provide specific examples.



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REFERENCES

unacceptable 0 points poor 3 points satisfactory 7 points very good 8 points excellent 9 points → 7 points

comments: AT TIMES THE SPACE NEEDED
ADDITIONAL CLEANING.

d) **Change Orders- (0-9 points)** Did this contractor unreasonably claim change orders or extras? Were this contractor's prices on change orders and extras reasonable? If not, provide specific examples.

unacceptable 0 points poor 3 points satisfactory 7 points very good 8 points excellent 9 points → 8 points

comments: THE CONTRACTOR WORKED DIRECTLY
WITH US IN NEGOTIATING A SATISFACTORY
CHANGE ORDER (PRICES)

e) **Working Relationships- (0-7 points)** Rate this contractor's working relationships with other parties (i.e. Awarding Authority, designer, subcontractors, etc.). Did this contractor relate to other parties in a professional manner? If not, give specific examples.

unacceptable 0 points poor 2 points satisfactory 5 points very good 6 points excellent 7 points → 7 points

comments: VERY HELPFUL - THOUGH ~~AT~~ ^{FINAL} COMPLETION
DROPPED OUT AT THE END (A BIT).

f) **Paperwork Processing- (0-7 points)** Rate this contractor's performance in completing and submitting required project paperwork (i.e. change orders, submittals, drawings, requisitions, payrolls, workforce reports, etc.). Did the contractor submit the required paperwork promptly and in proper form? If not, provide specific examples.

unacceptable 0 points poor 2 points satisfactory 5 points very good 6 points excellent 7 points → 5 points

comments: THE PAPERWORK WAS A BIT SLOW
FOR THE CHANGE ORDER WORK HOWEVER THE
WORK WAS COMPLETED TIMELY. SUBMITTALS WERE TIMELY.

3. **On-Site Supervisory Personnel Rating (0-14 points)**

a) **General Performance-** Rate the general performance of this contractor's on-site supervisory personnel. Did the superintendent(s) have the knowledge, management skills and experience to run a project of this size and scope? If not, provide specific examples.

unacceptable 0 points poor 3 points satisfactory 10 points very good 12 points excellent 14 points → 12 points

comments: EVERYONE WAS VERY HELPFUL + CAREFUL.



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REFERENCES

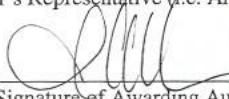
Section IV- Evaluator Certification

I certify that the information contained in this evaluation form represents, to the best of my knowledge, a true analysis of this contractor's performance record on this contract.

I also certify that I have no ties with this contractor either through a business or family relationship.

I have mailed a copy of this completed evaluation form to the contractor on 1-27-09
(Public Awarding Authorities must mail a copy of this completed evaluation form to the contractor).

For Public Projects below \$1,500,000, this form must be signed by the Awarding Authority and may be signed by the Owner's Representative (i.e. Architect/Designer) in conjunction with the Awarding Authority:

	<u>Peter Geromacher P.M.</u>	<u>1.27.09</u>
Signature of Awarding Authority	Print Name and Title	Date

_____	_____	_____
Signature of Awarding Authority's Representative (optional)	Print Name and Title	Date

For Public Projects above \$1,500,000 bid under M.G.L., c. 149, § 44A 1/2, this form must be signed by the Owner's (Awarding Authority's) Project Manager and the Awarding Authority:

_____	_____	_____
Signature of Owner's (Awarding Authority's) Project Manager	Print Name and Title	Date

_____	_____	_____
Signature of Awarding Authority	Print Name and Title	Date

Section V- Additional Comments

Comments: THE CONTRACTOR WAS EXTREMELY PROACTIVE IN WORKING WITH THE ENGINEER/OWNER IN AN EFFORT TO COMPLETE RE-DESIGN OF BOTH THE ELECTRIC AND PIPING ASSOCIATED TO THE NEW ERU. THE ORIGINAL DESIGN PROVIDED BY THE ENGINEER WAS FLAWED. I WOULD RECOMMEND THIS CONTRACTOR.



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REFERENCES

RUTLAND FIRE DEPARTMENT

240 Main Street Rutland, MA 01543 508-886-4107 Fax 508-886-4122



Brad Weber, Chief

September 25, 2014

To Whom It May Concern:

As the Chief of the Rutland Massachusetts Fire Department, I am writing this letter of recommendation for Murphy Specialty INC.

As for the work that was performed at the Rutland Fire Station 240 Main Street Rutland Ma (Vehicle Exhaust System), I am completely satisfied with the end result. Paul and Brian Hardiman are skilled at their craft. I have had excellent communication with the company and would recommend them for this type of work in the future.

Anyone wishing to contact me about this recommendation may do so at 508-886-4107 or by email at firechief@townofrutland.org

Sincerely,

Chief Bradley D Weber EFO
Town of Rutland Fire Department



12-5-2014

Effectiveness of the MagneGrip Group's Systems
Source Capture Emergency Vehicle Exhaust Fume Removal ("VEFR")

Dear Firefighting Industry Professionals, Government Officials, Architects, and Engineers:

On 1-10-2014, Murphy Specialty, Inc. retained the services of Cashins and Associates, Inc. to conduct a test and evaluate the effectiveness of the MagneGrip Group Source Capture Emergency Vehicle Exhaust Fume Removal System that we installed at the Reading, MA Fire Headquarters.

Murphy Specialty, Inc. has been installing all types of exhaust and ventilation systems since 1988. Since that time, we have been members of the Sheet Metal and Air Conditioning Contractors' National Association ("SMACNA") and the Sheet Metal Workers' International Association Union, Local # 17, Boston, MA. We take a proactive approach to ensure that the VEFR exhaust systems we install, are working as effectively as possible, day in and day out, for the **Health and Safety** of First Responders and Maintenance Garage Personnel.

We have listed some of our licenses, safety certificates, and a sample of recent past projects.

Licenses and Training

Massachusetts Master Sheet Metal Business License # 133
Massachusetts Master / Unrestricted Sheet Metal Worker License # 3853
Rhode Island Master Sheet Metal Worker License # 7613
Construction Supervisor License # 56479
Diesel / Gas Exhaust Fume Removal Certified
TABB / ICB - Fire Life Safety
Air Filtration Certified
Fire / Smoke Damper Testing Training
30 Hour OSHA Training
Confined Space Entry Training
M.B.T.A. Right of Way Safety / Access Training
OSHA Hoisting, Rigging, and Signaling Certified

Past Exhaust System Projects

Massachusetts Firefighters' Academy, Stow, MA
Boston, MA - Fire Department
Orange, MA - Fire Department
Plymouth, MA - Fire Department
Reading, MA - Fire Department
General Dynamics/Electric Boat, Quonset Point, RI
Jamestown, RI - Fire Department
Fall River, MA - Fire Department
Douglas, MA - Fire Department
Dudley, MA - Fire Department
Cumberland Hill, RI - Fire Department
Mashpee, MA - Fire Department
West Barnstable, MA - Fire Department
Army National Guard
Bourne, MA - DPW
Bedford, MA - DPW
Rutland, MA - Fire Department
Provincetown, MA - Fire Department
Peabody, MA - Fire Department

Please see the following report by Cashins and Associates, Inc., and Bulletin 371 from the Commonwealth of Massachusetts Department of Labor Standards.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Paul

Paul G. Hardiman, Jr.

**158 Arlington St.
Boston, MA 02136
Tel. # 617-361-3242
www.murphyspecialty.com**



January 17, 2014

Mr. Paul Hardiman, Jr.
Murphy Specialty, Inc.
158 Arlington St.
Boston, MA 02136

**RE: Assessment of Exhaust Capture System
Reading, Massachusetts Fire Department Headquarters**

Dear Mr. Hardiman:

Cashins & Associates, Inc. was retained by Murphy Specialty, Inc. to evaluate the effectiveness of a vehicle exhaust capture system installed at the Reading, Massachusetts Fire Department Headquarters. This assessment took place on January 10, 2014.

Overview

The Reading Fire Department's existing vehicle exhaust fume removal system at the Headquarters was retrofit with upgrades in March of 2009 by Murphy Specialty, Inc.. This system has been in real world use for over four (4) years. The components utilized in this system are manufactured by Clean Air Concepts / MagneGrip Group. There are two tailpipe connections that are utilized at the Reading Fire Station. One is a pneumatic boot called HazVent and one is a magnetic attachment called MagneGrip.

The HazVent connector attaches to the tailpipe and a rubberized boot inflates with air to clasp onto the tailpipe. The MagneGrip attaches with a magnetic coupling, creating a secure fit. These direct connect nozzles are ducted to an exhaust fan which discharges outside the building. When a vehicle is started exhaust is discharged into the attached nozzle and duct. A pressure sensor inside the duct immediately detects the pressure change which then actuates the exhaust fan. Informational cut sheets on these direct connect nozzles are attached in Appendix A.

During this assessment we evaluated a vehicle attached with the Hazvent and with the MagneGrip. The vehicles in the Fire Station are diesel powered.

Diesel exhaust is a highly complex and variable mixture of noxious gases, vapors and very small particles and has been classified as a Group 1 human carcinogen by the International Agency for Research on Cancer (IARC). The gases in the diesel emissions include carbon monoxide, carbon



dioxide, nitric oxide, nitrogen dioxide, sulfur dioxide, aromatic hydrocarbons, aldehydes, and others. The particulate matter consists of microscopic particles and liquid droplets which are small enough to be inhaled and retained in the lungs. The particles bear chemicals which include unburned fuel, oil, Polycyclic aromatic hydrocarbons and thousands of other compounds some of which are genotoxic (damages DNA molecules in genes). The amount and composition of the exhaust vary greatly, depending upon factors such as fuel and engine type, maintenance schedule, tuning, work load and exhaust gas treatment.

New research indicates that diesel exhaust in combination with cholesterol may significantly increase the risk for heart attack or stroke.

The complex mix of contaminants contained in diesel exhaust is difficult to assess. Elemental carbon (carbon in the soot particle core) can be used as a surrogate in the assessment of the exposure potential for long term, full shift exposures. In the fire station the vehicles are started and are quickly driven out of the station. Therefore the exposure potential can be high for short term duration. We determined that the best approach would be to measure carbon monoxide (CO), carbon dioxide (CO₂), ultra-fine particulate (UFP), and nitrous fume. These components are easily measured with direct reading instrumentation. These measurements lend itself nicely for this type of short term exposure evaluation.

Methodology

The following instruments were utilized for this assessment:

- TSI, Inc – Q-Trak® (CO, CO₂, Temperature, Relative Humidity)
- TSI, Inc. – P-Trak® (Ultra-Fine Particles - 0.02 µm – 1.0 µm in diameter)
- Draeger, Inc. Chip Measurement System (Nitrous Fume)

The instruments were all zeroed and field calibrated per manufacturer instructions prior to use.

Murphy Specialty was interested in determining worst case exposure data. This was achieved by positioning the monitoring equipment 2 – 3 feet away from the tailpipe of the test vehicle. In addition the instruments were placed three feet above the ground which is significantly closer to the source than an average humans breathing zone.

Initially background measurements were collected in the garage for CO, CO₂, and UFPs. After background measurements were obtained we had a firefighter start the engine and allow it to idle. After a minute of idling we had the firefighter throttle the engine as if they were exiting the building. This was done in order to maintain worst case condition. We did not want the garage bay doors opened which would bring in outside air causing dilution of the exhaust contaminants we are trying to evaluate. This procedure was done on the Ladder 1 vehicle with a MagneGrip connector and on Engine 4 with a HazVent connector. As a comparison we had a firefighter start Ladder 1 vehicle without the MagneGrip exhaust system connected. Results are reported in Table No.1. Photographs of the assessment are contained in Appendix B.



Table No.1

**Ladder 1 and Engine 4
 Air Monitoring Data – Reading, Massachusetts Fire Department Headquarters
 January 10, 2014**

Location	Conditions	Capture Device	CO ₂	CO	UFPs	Nitrous ¹ Fume
Ladder 1	Background	NA	440 – 500	0	30,000 – 33,000	NA
Ladder 1	Engine started, Idling and engine throttled	MagneGrip	500 – 560	0	32,000 – 38,000	<0.5
Ladder 1	Engine Started, Idling and engine throttled	NA – No exhaust capture device used	2,054	22	325,000 – 338,000	>15.0
Engine 4	Background	NA	505	0	18,000 – 22,000	NA
Engine 4	Engine Started, Idling and engine throttled	HazVent	496	0	18,000 – 21,000	<0.5
Outside	Outside Background	NA	373	0	23,000 – 25,000	NA

Instrumentation is sensitive and updates continuously. Ranges were provided if measurements were varied moment to moment.

Applicable Occupational Exposure Values

- Note these are 8 hour time weighted exposure values with the exception of the Ceiling limit.

	OSHA	ACGIH
CO ₂	5,000 ppm	5,000 ppm
CO	50 ppm	25 ppm
NO ₂	5 ppm Ceiling	0.2 ppm
NO	25 ppm	25 ppm
UFPs	NA	NA

Note: Typical CO₂ concentration in outdoor air is 300 – 400 ppm. The Massachusetts Department of Public Health recommends that CO₂ concentrations be maintained below 800 ppm in indoor environments. The EPA National Ambient Air Quality Standard for CO is 9 ppm.

1 – Nitrous Fume test was found to be an ineffective test for this assessment. The Draeger CMS unit required several minutes of sample collection time when concentrations are low. The sample collection time exceeded the amount of time that the engine remained idling.



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Results and Discussion

Our test was setup to be as worst case as possible. Our sensitive monitors were positioned directly at the tailpipe and the engines were throttled several times during the monitoring period. The main constituents tested (CO, CO₂ and UFPs) did not change significantly during the test with the exhaust extraction system operating. Results overwhelmingly indicate that the HazVent and MagneGrip system capture tailpipe emissions effectively. Levels of CO, CO₂, and UFPs were virtually the same as the background test values. Further the difference between the engine operating with the exhaust capture system and without it was very significant. Table No.2 provides a comparison of the highest background levels obtained to the levels measured with no exhaust capture system operating on Ladder 1.

**Table No. 2
 Comparison of Diesel Contaminants Levels with Exhaust Extraction and Without**

Contaminant	Highest Level With Exhaust Extraction Operating	Concentration Without Exhaust Extraction	Percent Difference
CO	0 ppm ¹	22 ppm	4,300 %
CO₂	560 ppm	2054 ppm	267 %
UFPs	38,000 pt/cc	338,000 pt/cc	789%

1 – Measured value was 0 ppm; for percentage calculation purposes a detection limit of 0.5 ppm was utilized.

It is concluded that use of the Clean Air Concepts / MagneGrip Group tailpipe extraction system is effective at capturing diesel exhaust emissions. Use of such a system will significantly reduce fire fighter exposure potential to cancer and asthma inducing diesel exhaust constituents in fire stations. The exhaust extraction system maintains airborne contaminant levels significantly below applicable Federal and State regulations\guidelines.

Based upon the effectiveness of this system we can recommend that Fire Departments consider this system for vehicle exhaust capture. In addition, implementation of this system will fulfill the recommendations outlined by the Massachusetts Division of Occupational Safety in a bulletin titled: *Engine Exhaust Fumes in Fire Stations: Health Effects and General Recommendations* (Bulletin# 371).

This concludes our work on this evaluation. If you have any questions, please call.

Sincerely,
 Cashins & Associates, Inc.



Michael R. Cashins, CIH
 Manager of Industrial Hygiene Services



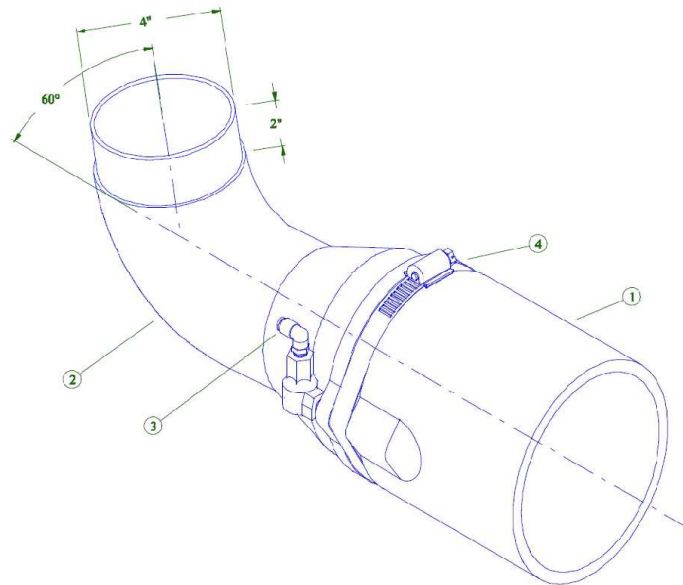
Appendix A

MagneGrip and HazVent Information



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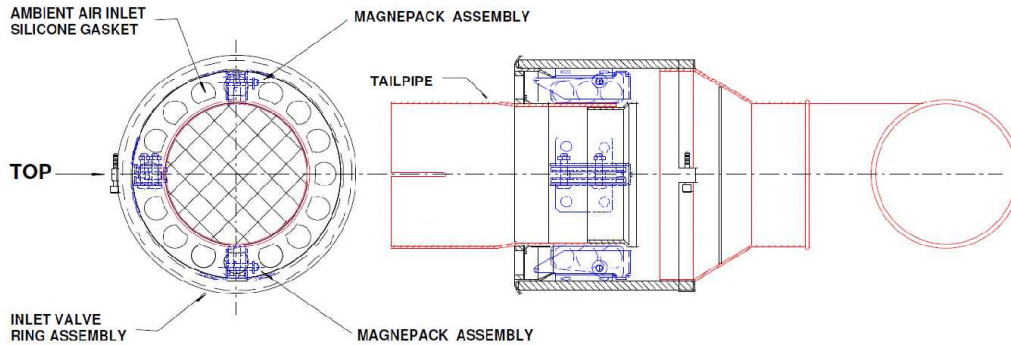
1. BLADDER: Offered in 4.75" to 8" diameter sizes. Designed to inflate and fit around vehicle tail pipe. Made from high temperature synthetic rubber offered with or without Nomex liner.
2. REDUCING ELBOW: 60 degree reducing elbow.
3. HOSE BARB: 9mm barb fitting incorporated into air bladder construction for filing and deflating Haz – Vent nozzle.
4. HOSE CLAMP: Heavy – steel hose clamp. A 5/16" drive nut for tightening clamp is located on top of air bladder.



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PATENTED MAGNEGRIP NOZZLE SYSTEM



- | | | |
|----|------------------|---|
| 1. | BOOT ASSY | Offered in 3 tailpipe sizes, Will fit all tailpipes from 1" to 7" diameter. Made from Nitrile Rubber, 80 Durometer compression molded. |
| 2. | TAILPIPE ASSY | Made from Aluminized 12 gauge steel incorporates ambient air inlet with a silicone gasket to allow for cooler air to enter and prevent dangerous back pressure on engines when system is running. Design prevents possible back wash into bays. |
| 3. | 5/8-HD CLAMP | Stainless Steel boot clamp 1/4 hex drive |
| 4. | ELBOW TRANSITION | Elbow-transition assembly fabricated from 319 cast aluminum includes removal debris screen. Designed to reduce temperatures by 40 to 50 over traditional chrome plated steel galvanized steel elbows. |



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Appendix B

Photographs



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Reading Fire Department Headquarters



Ladder 1 – MagneGrip – Test Setup



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Test Instruments Setup Close to Exhaust Tailpipe



Engine 4 – Test Setup



Engine 4 – Test Equipment Proximate to Exhaust Tailpipe



Engine 4 – Test Setup at Tailpipe



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Engine Exhaust Fumes in Fire Stations

Health Effects
and General
Recommendations



**Executive Office of Labor
and Workforce Development
Department of Labor Standards**



Introduction

It is the responsibility of the Workplace Safety and Health Program to investigate workplace conditions with respect to health hazards, to determine the severity of such hazards, and to recommend controls when necessary. In the late 1980s, this agency conducted a series of indoor air surveys at numerous fire stations in response to concerns expressed by firefighters. The following discussion and recommendations were a result of those surveys. Because of the high-risk fire fighters face on the job, exposures at the stations themselves should be carefully controlled and kept to the lowest possible level.

Fire departments are encouraged to self-evaluate each station. Factors to be considered in the evaluations include building design and construction, engine types, routes of air movement between apparatus floor and crew quarters, ventilation, and actual levels of air contaminants.

Health Effects

Gasoline and diesel exhaust and their combustion products contain carbon monoxide, oxides of nitrogen and sulfur, hydrocarbons and solid particles of respirable (breathable) size. Among the hydrocarbons are formaldehyde, methane, benzene, phenol, 1-3-butadiene, acrolein and a group of compounds known as polyaromatic hydrocarbons (PAHs), several of these hydrocarbons can cause cancer. The chemical compounds can also attach to the solid particles and be carried into the lungs. Fire fighters are often exposed to cancer causing chemicals while fighting fires. The presence of diesel and gasoline fumes in the fire station extends the time, variety and dose of materials to which employees may be exposed. This increases the risk of cancer.

A Canadian study [Scandinavian Journal of Work and Environmental Health 14 (1988) pp. 79-90] showed that increased gasoline exhaust exposure increased the risk of developing squamous cell lung cancer. Diesel exhaust contains 30-100 times more particles than gasoline exhaust. This may increase the quantity of organic compounds brought into the lungs. This, in turn, increases the risk of cancer. As a result of this and other experimental evidence, the National Institute for Occupational Safety and Health (NIOSH) released a bulletin in August 1988 stating that diesel exhaust should be considered a potential occupational carcinogen (cancer causing agent). Since there is no known "safe" (risk-free) level of exposure to carcinogens, exposure to diesel and gasoline exhaust in fire stations should be reduced to the lowest possible level.

In addition to the long-term effects described above, combustion products may also produce acute or short-term health effects. These include irritation of the eyes and respiratory tract. The carbon monoxide in combustion gases presents a serious hazard; it can cause headache, confusion, weakness and nausea as it reduces the ability of the blood to supply oxygen to the body. At very high concentrations it can lead to loss of consciousness, coma and death. The nitrogen and sulfur oxides irritate the lungs, and may reduce the body's ability to defend itself against infectious agents and other chemicals. These effects may contribute to the combustion products' ability to cause cancer.

General Recommendations

The impact of engine exhaust emissions in fire stations on firefighters' health depends upon the intensity and duration of carbon monoxide, nitrogen dioxide and diesel exhaust exposure. The intensity and duration of exposures will vary with the number of runs, types of engines, weather conditions, ventilation, and other factors.

There are several types of actions that can be taken to reduce engine exhaust exposures in fire stations. There are measures that reduce emissions at their source (i.e. engine maintenance and local exhaust capture), prevent significant build-up of exhaust emissions (general exhaust ventilation and minimal idling times), and hinder the migration of emissions into crew quarters (door and fire pole seals).

1. Engines should be properly maintained and tuned. Exhaust and emissions control systems should be properly operating. Engines that have particularly high particulate and gas emissions, despite tune-ups, should be removed from service until repaired and used only as a last resort. If such engines must be kept in service, they should be stationed where their emissions are best controlled. The best control is local exhaust ventilation capture of emissions (See recommendation 5).

2. Regular shift run-ups of engines are not advised unless the vehicles are removed from the station. Engines should idle as short a time as possible inside the fire station, never more than one minute. If brake pressure cannot be built up in less than a minute, auxiliary airline compressors should be used.
3. The positioning of vehicles can be important. Vehicle exhaust pipes should not be allowed to blow directly against doorways or up stairways to other areas. If alternate positioning of vehicles will not improve the situation, the vehicle exhaust pipe should be redirected.
4. Other equipment with internal combustion engines should be tested outside, not inside the building.
5. Ensure adequate ventilation of the apparatus area throughout the year to prevent the build-up of exhaust gases and fumes in any part of the fire station. Flexible hoses attached to the vehicles' exhaust pipes and venting directly to the outside are the most effective methods of removing exhaust and minimizing accumulation in the fire station. Professionals are needed to oversee the design and installation of mechanical exhaust systems in order to ensure their appropriateness and effectiveness.

In a small station with one or two vehicles and a low number of runs, and with crew quarters well sealed off from exhaust emissions, emissions may be adequately minimized by opening bay doors immediately when vehicles are started and keeping them open long enough to clear the apparatus floor of exhaust. This will not be very effective if there is poor or no cross-ventilation, weather conditions are inappropriate, or if there are staffing and security limits.

In stations with a high number of daily runs, that have poor natural ventilation, and/or have vehicles that can't be tuned adequately, a local or general exhaust ventilation system should be used. A local exhaust ventilation system uses a hose attachment to capture engine fumes at the tailpipe and exhaust the fumes directly outside. These systems have several advantages over general exhaust ventilation including that only low levels of emissions escape into room air and that less tempered air is exhausted from the space. The disadvantages for fire station purposes include maintenance, the fact that engine fumes on vehicle return would not be captured, the need to place the hose on the exhaust pipe and potential problems with system layout and installation. There are commercially available local exhaust ventilation systems that attempt to minimize these problems.

A less effective alternative is general ventilation, usually in the form of wall or window fans. These are easy to install and relatively inexpensive. For the highest effectiveness, they must be positioned close to the vehicles' tailpipes. The farther away the fans are located from the tailpipes, the more the contaminated air is likely to migrate into other areas. Because air travels the path of least resistance, there should be no openings to areas outside the apparatus floor between fan and tailpipe. In general, there should be no permanent openings at all, other than exhaust fans on the apparatus floors. These problems can be partially overcome by designing a partially ducted general exhaust ventilation system with large exhaust vents located where engine exhaust normally initially accumulates. Air volumes needed are generally smaller than with wall exhaust fans and fume capture is more effective. However, system layout and installation can be difficult.

In general exhaust ventilation, a two speed or variable speed fan can save on heat in the winter. A lower speed should be sufficient in preventing engine emissions from migrating into crew quarters, when used with doors and windows shut. The high speed should ensure a rapid clearing of apparatus room air. An effective system should provide a room air change every ten minutes. A makeup air heating unit may be needed to maintain reasonable temperatures in the wintertime.

When makeup air enters the apparatus room, as part of exhaust ventilation, it should be controlled and directed to enhance the clearing of engine emissions from the room air. Examples of accomplishing this might be the slight opening of a bay door opposite the fan or the automatic opening of a louvered vent in a bay door. Another example is a makeup air ventilation system with supply vents positioned to flush the apparatus floor.

Vehicle maintenance that requires engines to run inside a building must be done with adequate ventilation. Local exhaust ventilation is recommended. A flexible exhaust hose with one end attached to the exhaust pipe and the other outside the building can be effective, but, the hose must not be too long or damaged, and the end around the exhaust pipe must fit snugly.

6. Any exhaust system installed needs to be used and maintained properly and effectively. Station personnel should be familiar with the system and how it is to be used. A general exhaust system should run long enough after vehicles leave or return to clear the air in the apparatus area. As conditions vary from station to station, system running time should be determined locally.

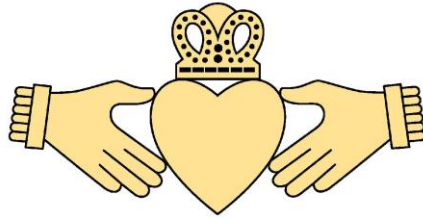
7. Some stations have automatic controls that turn on exhaust ventilation. They may be activated by bay door openings, by exhaust sensors, or by other means. A timer turns off the ventilation after a period of time thought sufficient to clear the air. Where such controls also control bay door operation, fail-safe mechanisms are needed to prevent accidents caused by moving bay doors.
8. Isolation is one method of controlling migration of exhaust fumes. There is a tendency for air (and engine exhaust fumes) to move between the apparatus floor and adjacent offices and crew quarters through openings of any size as a result of temperature differences, air pressure differences (because of outside winds) and human traffic between areas. Isolation measures, in effect, seal off the apparatus room from other areas. A potential problem is the trapping of fumes in the apparatus room. The significance of this depends upon the volume of the apparatus area, the rate and duration of engine emissions, the amount of time firefighters have to spend in the area, and the effectiveness of any mechanical or natural ventilation.
 - a) Keep all doors leading to the apparatus floor closed when not in use. Install self-closing mechanisms on these doors. Weather-strip these doors to ensure good seals.
 - b) Fire poles need self-closing lids or doors with weather-stripping that minimizes gaps. Permanently seal off those no longer in use.
 - c) Install a self-closing door and its supporting walls at either the top or bottom of open stairwells connecting with the apparatus floor.
 - d) Inspect seals and self-closing mechanisms for damage or wear every year and repair when necessary.
 - e) Seal or weather-strip all openings between the apparatus floor and occupied areas. These openings include, but are not limited to, hose towers, pipe runs, pole holes, windows and doors.
9. Efforts to seal off occupied areas from the apparatus floor can result in inadequate ventilation in some areas. Watch rooms commonly have this problem. If additional access to natural ventilation does not ensure good ventilation, positive pressure mechanical ventilation should be provided.
- 10 Besides exhaust ventilation and isolation, filtering mechanisms on vehicles and in apparatus rooms are additional ways of reducing engine emissions. Vehicle engine exhaust filtering and capturing devices can effectively minimize the release of particulate into stations. However, depending on the type, they may not prevent engine gases such as carbon monoxide and nitrogen oxides from being emitted. Improper use and maintenance can lead to engine problems. Vehicles not equipped with the devices would still be a potential engine exhaust source.

Re-circulating overhead air filtration units can save on heating costs. Properly positioned, they can do an effective job of removing airborne particulate. Special filters can remove some air borne combustion gases. Knowing when filters are no longer effective, and properly replacing them can be a problem.
11. Ensure that the annual Right to Know training required in Massachusetts includes the potential hazards of engine exhaust fumes within fire stations and other enclosed spaces.



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