Ronald D. Doemland Pennsylvania Department of Transportation

Refurbishing in Pennsylvania Department of Transportation (PennDOT) started slowly. In 1984, some construction equipment was converted from standard transmission and gasoline engines to hydrostatic drive and new diesel engines. In 1987, PennDOT began a rather aggressive equipment refurbishment program which is still in progress today.

Some advantages of refurbishing equipment are:

Saves money when compared to purchasing new equipment,

• Allows Capital Budget funds to be used for the purchase of new equipment,

• Provide the opportunity to bring updated technology into the equipment fleet,

• Familiar equipment remains in the fleet, and

• With refurbishing, end users often exhibit new equipment pride.

In PennDOT, refurbishing candidates must meet four criteria:

• The cost should not exceed 40-50% of a new unit,

• The completed unit must not only meet todays needs but tomorrows needs as well,

• The refurbished unit must approach the oife expectancy of a new unit, and

• The end user must be satisfied with the refurnished unit.

Since 1987, PennDOT has refurbished over 600 units at a savings of about \$25 million. Equipment which has been refurbished is listed below:

Equipment Type	Quantity	Total Savings, \$
Single Axle Dump Trucks	302	\$ 12,100,331
Tandem Dump Trucks	52	1,567,500
Road Tractors	14	323,704
Belt Loaders	30	2,215,926
Rubber Tire Rollers	25	953,350
3 Wheel Rollers	118	5,508,000
4-6 Ton Static Rollers	91	2,009,241
Total		\$ 24,678,052

Some refurbishing projects have been more successful than others and some have been dropped because the cost savings no longer existed. PennDOT remains committed to refurbishing whenever and wherever it is appropriate and we continue to look for new refurbishing projects. As Larry Stewart stated in a recent issue of *Construction Equipment*, "Equipment managers who measure just the right mix of rebuilt machines that work cheaper and new machines that work smarter should be heroes in the years ahead."

Type Cost Q tanity Cost 1, Gach) New, 5 (Tach) Per (Faid) Services, 5 (Tach) Service, 5 (Tach) Service, 5 (Tach) Service, 1 (Tach) Service, 2 (Tach) Servich Servich Service<	Type: Cost Quantity Cost (Stach) New, 5 (Each) Fer (Each) New (5) Sunget 3 Wheel 62,8 64 86-57 35 56,800 65,000 65,000 1,9300 1,93400 6 dion Rollers 67,8 65 88-93 22 16,000 65,000 67,000 1,93400 10/73/75 89-90 22 15,000 65,000 67,000 1,93400 10/13/15 89-90 22 15,000 65,000 67,000 1,93400 International Tandem 79 89-90 22 15,000 65,000 47,000 1,93400 International Single 23,4 24,95 24,96 23,900 65,137 27,110 Alce Dump Troks 33,6 16,000 65,300 74,000 74,710 31,240 Alce Dump Troks 33,6 16,876 53,000 36,14 36,516 Alce Dump Troks 34,6 34,700 36,14 37,100 36,14 Alce Dump Troks 34,6	Type	M.Y.	F.Y.	Refurbishment	Refurbishment	Retail Price	Savings, \$	Total
3 Wheel 65 & 64 86 + 37 86 16,000 63,000 4,000 1,34,000 Galion Rollers 67 & 66 88 + 39 22 16,000 63,000 47,000 1,034,000 International Tandem 79 89 - 90 22 15,000 63,000 47,000 1,034,000 International Tandem 79 89 - 90 22 15,000 65,157 47,100 1,034,000 International Tandem 79 99 - 90 24 24 24 25 25 1,000 1,034,000 1,044,000 1,044,00 1,044,00 1	3 Wheel 62 & 64 67 & 86 fr 67 & 86 fr 7073/55 86 + 57 88 + 95 89 + 90 86 + 56 16000 63000 63000 64000 77,000 1,148,000 1,043,000 1,0				Cost Q antity	Cost, \$ (Each)	New, \$ (Each)	Per (Each)	Savings, \$
Galon Rolers 65 & 67 (7)(73(75) 87-88 (85.89) 36 (5,00) 16,000 65,000 47,000 1,093,000 International Tandem 79 89-90 22 15,000 65,000 47,500 1,043,000 Dump Trucks 79 89-90 22 15,000 65,000 47,500 1,043,000 International Tandem 79 99-91 11 15,000 65,000 47,500 1,043,000 International Tandem 79 99-91 11 15,000 65,000 47,500 1,043,000 International Single 73 89-90 16 0,000 3,014 811,590 Aite Dump Trucks 99-93 16 0,000 3,010 3,513 1,045,000 Aite Dump Trucks 73 87.89 16 0,000 3,010 3,213 3,224,000 Aite Dump Trucks 73 87.89 16 0,000 7,440 7,312 Aite Dump Trucks 73 87.80 17,860 5,000 3,144	Galion Rollers 6.8, 6/7 87-38 36 16,000 6,300 7,000 1,092,000 70/73/75 89-90 22 16,000 6,500 7,000 1,093,000 Dump Trucks 79 89-90 22 15,000 6,500 7,700 1,093,000 Dump Trucks 79 89-90 22 1,5000 6,500 7,700 1,034,000 Dump Trucks 79 99-91 17 24,46 5,500 47,500 5,244 Mer Dump Trucks 91-92 1,6 2,4,46 5,300 7,700 3,24,480 Alter Dump Trucks 73 87 91-92 1,6 0,6,500 7,400 5,244 Alter Bet 73 87 91-92 5 2,4,460 5,500 3,244,80 Alter Bet 73 87 91-92 5 2,4,70 5,500 3,244,100 Alter Bet 73 86 91,900 7,400 7,410 3,72,200 Alter Bet	3 Wheel	62 & 64	86-87	×	\$ 16.800	\$ 63.000	\$ 46.000	\$ 1.748.000
		Galion Rollers	65 & 67	87-88	36	16,000	63,000	47,000	1,692,000
$ \begin{array}{l lllllllllllllllllllllllllllllllllll$	International Tandem 79 89-90 22 16,000 63,000 47,000 10,45,000 Dunp Trocks 79 89-90 21 15,000 62,500 47,500 81,250 Dunp Trocks 79 99-91 15 21,400 65,570 47,500 81,250 International Tandem 79 99-91 16 74,66 65,130 47,500 81,250 International Single 91-92 16 68,76 53,000 32,849 342,480 Atter Dump Trocks 73 87 91-92 12,60 16,876 53,000 32,641 342,480 Atter Dump Trocks 73 87 91-92 59,90 180,000 74,440 372,200 Atter Dump Trocks 73 87 91-92 57 35,000 36,500 36,560 36,560 36,560 36,560 36,560 36,560 36,560 36,560 36,560 36,560 36,560 36,560 36,560 37,260 36,560 37		67 & 68	88-89	22	16,000	63,000	47,000	1,034,000
International Tandem 79 99-91 11 15,000 6,500 47,500 1045,000 Dump Trucks 79 94-95 11 15,000 6,500 47,500 522,600 International Single 22,446 53,000 5,317 42,711 811,500 International Single 21,46 53,000 5,324 5,324 5,324,100 Ante Dump Trucks 91-95 16,876 53,000 32,844 1,045,000 Ante Dump Trucks 73 87 91-95 59,000 16,876 53,000 32,641 1,045,000 Ante Dump Trucks 73 87,6 91-95 59,000 16,876 53,000 32,641 1,045,000 Anter blet 73 87,6 91-95 33,550 168,000 74,410 732,500 To aders 73 87,6 91-95 33,590 108,000 74,410 732,300 To aders 76 92-93 33,580 108,000 74,410 733,500 <tr< td=""><td>International Tandem 79 89-90 22 15,000 6,5,500 47,500 30,500 30,500 30,500 30,500 30,500 31,500 35,240 37,500 35,240 37,500 35,240 37,500 35,241 36,261 36,261 3</td><td></td><td>70/73/75</td><td>89-90</td><td>22</td><td>16,000</td><td>63,000</td><td>47,000</td><td>1,034,000</td></tr<>	International Tandem 79 89-90 22 15,000 6,5,500 47,500 30,500 30,500 30,500 30,500 30,500 31,500 35,240 37,500 35,240 37,500 35,240 37,500 35,241 36,261 36,261 3		70/73/75	89-90	22	16,000	63,000	47,000	1,034,000
Dump Trucks 79 90-91 11 15,000 6,500 47,500 322,500 International Single 91-92 1/5 2,446 6,5157 42,711 811,509 Ante Dump Trucks 91-92 1/6 16,876 53,000 32,534 59,2440 Ante Dump Trucks 91-95 1/2 39,500 16,876 55,000 34,167 811,509 Ante Dump Trucks 73 87-95 39,500 16,870 32,534 10,85,667 Antey Bett 73 87-89 1 39,500 186,000 74,410 372,200 Antey Bett 73 87-6 92-93 33,3560 108,000 74,410 372,200 Antey Bett 73 87-6 92-93 37,3560 108,000 74,410 372,200 Antey Bett 73 87-6 92-93 37,3560 108,000 74,410 372,200 Antey Bett 73 87-9 33,560 108,000 74,410 372,300 <t< td=""><td>Dump Tracks 79 90-91 11 15,00 6,500 47,500 522,500 Arle Dump Tracks 91-92 146 22,446 5,177 42,711 811,500 Arle Dump Tracks 91-92 146 20,146 53,000 35,814 5,924,410 52,540 Arle Dump Tracks 91-92 146 20,000 31,613 1,815,94 5,924,410 51,613 1,815,94 5,924,410 52,540 5,924,410 52,540 5,924,410 52,540 5,924,410 52,540 5,924,410 5,924,410 5,924,410 5,924,410 5,924,410 5,924,410 5,924,61 5,924,60 5,161 1,018,544 1,018,544 5,924,60 5,161 1,018,544 1,018,544 1,018,544 1,018,544 5,927,00 5,920 6,8500 5,824 1,018,544 1,018,544 5,927,00 5,920 6,8500 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60</td><td>International Tandem</td><td>79</td><td>06-68</td><td>22</td><td>15,000</td><td>62,500</td><td>47,500</td><td>1,045,000</td></t<>	Dump Tracks 79 90-91 11 15,00 6,500 47,500 522,500 Arle Dump Tracks 91-92 146 22,446 5,177 42,711 811,500 Arle Dump Tracks 91-92 146 20,146 53,000 35,814 5,924,410 52,540 Arle Dump Tracks 91-92 146 20,000 31,613 1,815,94 5,924,410 51,613 1,815,94 5,924,410 52,540 5,924,410 52,540 5,924,410 52,540 5,924,410 52,540 5,924,410 5,924,410 5,924,410 5,924,410 5,924,410 5,924,410 5,924,61 5,924,60 5,161 1,018,544 1,018,544 5,924,60 5,161 1,018,544 1,018,544 1,018,544 1,018,544 5,927,00 5,920 6,8500 5,824 1,018,544 1,018,544 5,927,00 5,920 6,8500 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60 5,921,60	International Tandem	79	06-68	22	15,000	62,500	47,500	1,045,000
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International Single 91-92 146 16,876 53,000 36,124 5,74,100 36,124 5,74,100 36,124 5,74,100 36,124 5,74,100 36,124 3,942,480 39,34,480	International Single 1-92 1-6 16,876 53,000 55,124 5274,100 527,200 527,000 74,440 727,200 73,850 108,000 74,440 727,200 73,850 108,000 74,440 723,200 73,850 108,000 74,120 597,660 73,850 73,950 73,950 73,950 73,950 73,950 73,950 74,112 74,112 74,112		84	94-95	1.5*	22,446	65,157	42,711	811,509
Arle Dump Trucis 92-93 120 20,146 53,000 32,554 3,942,480 73-94 36 24,706 53,000 32,534 3,942,480 Ather Belt 73 87 94-95 54 35,000 32,534 3,942,480 Ather Belt 73 87 91-92 6 24,706 56,000 31,613 1,085,60 Ather Belt 73 87 6 91-92 6 33,560 108,000 74,400 375,200 76 91-92 6 33,590 108,000 74,112 54,117 57,600 37,320 76 91-92 3 37,800 108,000 71,120 213,360 7 76 91-92 7 37,800 109,000 71,120 213,360 7 76 91-92 25 77,860 109,000 71,120 213,360 7 7 7 7 7 8,573 24,600 56,000 56,100	Artle Dump Trucks 92.93 120 20,146 53,000 22,854 342,480 342,480 342,480 342,480 342,480 342,480 342,480 342,480 342,480 345,167 340,00 22,824 3,942,480 345,167 3,942,480<	International Single		91-92	146	16.876	53.000	36.124	5.274.100
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Athey Belt $24,387$ $59,*$ $24,387$ $56,00$ $31,613$ $1,865,167$ Athey Belt 73 & 76 $89,90$ 5 $33,560$ $108,000$ $68,500$ $68,500$ Ta & 76 $91,92$ 6 $33,560$ $108,000$ $74,410$ $372,200$ 73 & 76 $91,92$ 6 $33,560$ $108,000$ $74,410$ $372,200$ 76 $91,92$ 6 $33,780$ $109,000$ $74,712$ $597,696$ 77/78/80 $94,95$ 7 7 8 $33,258$ $109,000$ $74,712$ $597,696$ 76 $92,93$ 7 8 $33,280$ $109,000$ $74,712$ $597,696$ 77/78/80 $94,95$ 7 7 8 $33,280$ $109,000$ $74,712$ $597,696$ 6 $77/78/80$ $91,92$ 27 7 $8,73$ $90,000$ $74,712$ $597,696$ 7 76 $91,92$ 27 7 $8,573$ $90,900$ $74,712$ $597,696$ 7 76 $8,81$ $92,93$ 7 $9,916$ $33,134$ $173,223$ 8Rollers $76/77/80$ $92,93$ 7 $9,916$ $23,000$ $21,927$ 8 $8,673$ $9,916$ $33,134$ $9,732$ $9,916$ $33,000$ $21,927$ 7 $8,881$ $92,934$ $92,934$ $9,916$ $55,000$ $21,927$ $1,732,233$ 8 $8,81$ $92,934$ $92,934$ $9,916$ $55,000$ $21,927$ $21,927$ 8 $8,$	Athey Belt 24.95 59^{*} $24,387$ $5,000$ $31,613$ $1,865,167$ Athey Belt 73 & 76 $89-90$ 5 $33,560$ $108,000$ $68,500$ $68,500$ $64,74,170$ Loaders 73 & 76 $92-93$ 8 $33,560$ $108,000$ $74,440$ $372,200$ 73 & 76 $92-93$ 8 $33,560$ $108,000$ $74,712$ $59,720$ 78 & 76 $92-93$ 8 $33,580$ $109,000$ $74,712$ $59,766$ 76 $92-94$ 7 7 8 7 9 $372,200$ $71/78/60$ $91-92$ 7 7 8 $33,780$ $11,120$ $213,360$ $71/78/60$ $91-92$ 7 7 8 $33,780$ $109,000$ $74,712$ $953,350$ $71/78/60$ 70 8 7 $77,860$ $953,350$ $17,860$ $953,350$ 76 $76,779$ $79,960$			93-94	36	24,706	53,000	28,294	1,018,584
Athey Belt73 73 876 $88-99$ 1 $39,500$ $108,000$ $68,500$ $68,500$ $68,500$ To aders73 876 $91-92$ 6 $33,560$ $108,000$ $74,410$ $372,200$ 73 876 $91-92$ 6 $33,560$ $108,000$ $74,410$ $372,200$ 73 876 $92-93$ 8 $33,580$ $109,000$ $74,712$ $597,690$ 76 $93-94$ 3 $37,880$ $109,000$ $74,712$ $597,690$ 76 $71,880$ $94-95$ 7 7 8 $37,880$ $109,000$ $74,712$ 76 70 876 $92-93$ 7 8 $37,880$ $109,000$ $74,712$ $597,690$ Galion Rubber 70 876 $92-93$ 7 $92-93$ 7 $92-93$ $92,93$ $92-93$ $92-93$ $92-93$ $93,916$ $33,134$ $95,900$ $21,927$ $11,732,233$ A-6 Ton Galion Static 78 88 $92-93$ 79 $92-93$ $92,916$ $23,900$ $23,900$ $23,900$ $23,900$ $23,900$ Roulers 80 81 $92-93$ $22-93$ $22,920$ $23,900$ $23,900$ $23,900$ $23,900$ $23,900$ Roulers 80 81 $92-93$ $92-93$ $22,932$ $25,032$ $55,000$ $21,927$ $1,732,233$ Roulers 80 81 $92-93$ $22-93$ $22,932$ $23,900$ $23,900$ $23,900$ $23,900$ Roulers	Athey Belt73 73 876 $89-90$ 5 $33,500$ $108,000$ $68,500$ $68,500$ $68,500$ Loaders 73 8.76 $91-92$ 6 $33,536$ $108,000$ $74,410$ $372,200$ 73 8.76 $91-92$ 6 $23,911$ $108,000$ $74,410$ $372,200$ 76 $92-93$ $92-93$ 3 $33,580$ $109,000$ $74,712$ $597,696$ 76 $92-93$ $92-93$ 7 8 $33,238$ $108,000$ $74,712$ $597,696$ 76 $92-93$ $92-93$ 7 8 $33,238$ $109,000$ $74,712$ $597,696$ Galon Rubber 70 877 $91,960$ $86,500$ $38,134$ $953,356$ Galon Rubber 70 877 $91,960$ $86,139$ $93,350$ Galon Static $76/71/80$ $92-93$ 79 $86,73$ $9,916$ $33,000$ $21,927$ Rollers $76/71/80$ $92-93$ 79 $9,916$ $33,000$ $21,927$ $1,732,233$ Rollers $76/71/80$ $92-93$ $92-93$ $9,916$ $32,000$ $21,927$ $1,732,233$ Rollers 86 $92-93$ $92-93$ $92-93$ $92-93$ $92-93$ $92,916$ <t< td=""><td></td><td></td><td>94-95</td><td>59*</td><td>24,387</td><td>56,000</td><td>31,613</td><td>1,865,167</td></t<>			94-95	59*	24,387	56,000	31,613	1,865,167
Loaders73 & 7689-90533,560108,00074,44037,220073 & 7691-92628,971108,00074,112397,6967692-93833,238109,00074,112597,696777694-95777833,238109,00074,1127694-95777833,238109,00074,112513,60671/78/8094-957787878Galion Rubber70 & 7691-922517,86656,00038,134953,350Tire Rollers76/77/8092-93798,57330,50021,9271,732,233A-6 Ton Galion Static76/77/8092-93798,57330,50021,9271,732,233Road Tractors8192-93329,91633,00021,9271,732,233Road Tractors8192-93229,91633,00021,9271,732,233Road Tractors8192-932229,91633,00021,9271,732,233Road Tractors8192-932229,91635,00021,9271,732,233Road Tractors8192-932229,91635,00021,9288,39048194-9522222222228194-95222<		Athey Belt	73	88-89	L	39,500	108,000	68,500	68,500
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Loaders	73 & 76	89-90	5	33,560	108,000	74,440	372,200
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		73 & 76	91-92	9	28,971	108,000	79,029	474,170
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		73 & 76	92-93	8	33,288	108,000	74,712	597,696
71/1/8/8094-95 7 Galion Rubber $70 & 76$ $91-92$ 25 $17,866$ $56,000$ $38,134$ $953,350$ Tire Rollers $70 & 76/7/80$ $92-93$ 79 $8,573$ $30,500$ $21,927$ $1,732,233$ 4-6 Ton Galion Static $76/7/80$ $92-93$ 79 $8,573$ $30,500$ $21,927$ $1,732,233$ Rollers $78 & 80$ $93-94$ 12 $9,916$ $33,000$ $21,927$ $1,732,233$ Rollers 81 $92-93$ 3 3 $25,032$ $53,000$ $27,968$ $83,904$ Road Tractors $80 & 81$ $92-94$ 9 $32,800$ $55,000$ $27,968$ $83,904$ Road Tractors 81 $94-95$ $2*$ $2*$ $26,000$ $27,200$ $199,800$	Tills/8094-95 $1*$ Galion Rubber70 & 7691-922517,86656,00038,134953,350Tire Rollers70 & 7691-922539,50021,9271,732,2334-6 Ton Galion Static76/77/8092-93798,57330,50021,9271,732,233Rollers78 & 8093-94129,91633,00021,9271,732,233Road Tractors8192-93325,03253,00027,96883,904Road Tractors8194-952*2*32,80027,96883,904		76	93-94	ŝ	37,880	109,000	71,120	213,360
Galion Rubber 70 & 76 91-92 25 17,866 56,000 38,134 953,350 Tire Rollers 76/77/80 92-93 79 8,573 30,500 21,927 1,732,233 4-6 Ton Galion Static 76/77/80 93-94 12 9,916 33,000 21,927 1,732,233 Rollers 78 & 80 93-94 12 9,916 33,000 21,927 1,732,233 Rold Tractors 81 92-93 3 3 25,032 53,000 27,968 83,904 Road Tractors 81 94-95 2 2 25,032 55,000 27,968 83,904	Galion Rubber 70 & 76 91-92 25 17,866 56,000 38,134 953,350 Tire Rollers 76/77/80 92-93 79 8,573 30,500 21,927 1,732,233 4-6 Ton Galion Static 76/77/80 92-93 79 8,573 30,500 21,927 1,732,233 Rollers 78 & 80 93-94 12 9,916 33,000 21,927 1,732,233 Road Tractors 81 92-93 9 9,916 33,000 21,927 1,732,233 Road Tractors 81 92-93 2 25,032 53,000 27,968 83,904 Road Tractors 81 94-95 2 2 32,800 27,908 83,904		11/18/80	ce-56	*				
4-6 Ton Galion Static 76/7/80 92-93 79 8,573 30,500 21,927 1,732,233 Rollers 78 & 80 93-94 12 9,916 33,000 23,084 277,008 Rolars 81 92-93 3 3 25,032 53,000 27,968 83,904 Road Tractors 81 93-94 9 2 25,032 53,000 27,968 83,904 Road Tractors 81 94-95 2 2 25,000 22,200 199,800	4-6 Ton Galion Static 76/7/80 92-93 7) 8,573 30,500 21,927 1,732,233 Rollers 78 & 80 93-94 12 9,916 33,000 23,084 277,008 Road Tractors 81 92-93 3 32,800 53,000 27,968 83,904 Road Tractors 80 & 81 93-94 2 25,032 53,000 27,968 83,904 Road Tractors 81 94-95 2 2 32,800 25,000 27,968 83,904	Galion Rubber Tire Rollers	70 & 76	91-92	25	17,866	56,000	38,134	953,350
Rollers 78 & 80 93-94 12 9,916 33,000 23,084 277,008 Road Tractors 81 92-93 3 25,032 53,000 27,968 83,904 Road Tractors 81 92-94 9 25,032 53,000 27,968 83,904 Road Tractors 81 94-95 2* 25,000 22,200 199,800	Rollers 78 & 80 93-94 12 9,916 33,000 23,084 277,008 Road Tractors 81 92-93 3 25,032 53,000 27,968 83,904 Road Tractors 81 93-94 9 2 25,032 53,000 27,968 83,904 81 94-95 2* 2 25,000 22,200 199,800	4-6 Ton Galion Static	76/77/80	92-93	62	8.573	30,500	21.927	1.732.233
Road Tractors 81 92-93 3 25,032 53,000 27,968 83,904 80 & 81 93-94 9 32,800 55,000 22,200 199,800 81 94-95 2* 2* 2 32,800 55,000 22,200 199,800	Road Tractors 81 92-93 3 25,032 53,000 27,968 83,904 80 & 81 93-94 9 32,800 55,000 22,200 199,800 81 94-95 2* 2* 32,800 55,000 22,200 199,800	Rollers	78 & 80	93-94	12	9,916	33,000	23,084	277,008
80 & 81 93-94 9 32,800 55,000 22,200 199,800 81 94-95 2*	80 & 81 93-94 9 32,800 55,000 22,200 199,800 81 94-95 2* 22* 32,800 22,200 199,800	Road Tractors	81	92-93	6	25.032	53.000	27.968	83.904
81 94-95 2*	81 94-95 2*		80 & 81	93-94	6	32,800	55,000	22,200	199,800
			81	94-95	2*				
604 + * 87 units Total \$ 24,959,561					to be refurbished				