OKLAHOMA
Tax Commission

## 2022 BUSINESS <br> PERSONAL PROPERTY: VALUAION SCHEDULE <br> \author{ 100 

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## AD VALOREM

ISSUED IN ACCORDANCE WITH 68 O.S. 2011, § 2875 A4

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# Personal Property Valuation Schedule 

Introduction

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § 2875 $\mathrm{A}(4)$, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.

None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners. All forms of depreciation including physical, economic, and functional obsolescence should be considered as applicable to arrive at current fair cash value.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (select- Ad Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

Questions regarding the schedule, or suggestions for future schedules, may be directed to:
Oklahoma Tax Commission
Ad Valorem Division
Oklahoma City, OK 73194
(405) 319-8200

## DEPRECIATION / OBSOLESCENCE

Depreciation / obsolescence is loss in value due to any cause. It is the difference between the market value of an improvement or piece of equipment and its reproduction or replacement cost as of the date of valuation. Depreciation is divided into three general categories:

1. Physical depreciation is loss in values due to physical deterioration. This is most common and usually considered as normal "wear and tear".
2. Functional obsolescence is loss in value due to lack of utility or desirability of part or all the property, inherent to the equipment. This is a form of depreciation in which the loss in value or usefulness of a property is caused by inefficiencies or inadequacies inherent on the property itself, when compared to a more efficient or less costly replacement property. Examples of functional obsolescence include but are not limited to: old technology, overcapacity, lack of functional utility, and/or excess operating costs.
3. External or economic obsolescence is loss in value due to causes outside the property and independent of it. This is a form of depreciation where the loss in value or usefulness of a property is caused by factors external to the property. Examples of economic obsolescence include but are not limited to: inflation, loss of raw materials and/or labor, increased costs of raw materials and/or labor, new legislation/ordinances, reduced demand, and/or increased competition.

Functional and external depreciation / obsolescence are not directly included in the tables and any excessive obsolescence may require special consideration separate from the normal depreciation developed from the tables.

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## VALUATION OF PERSONAL PROPERTY

Although the valuation of personal property differs from that of real property in some ways the same basic appraisal concepts apply.

The International Association of Assessing Officers (IAAO) Standards on Valuation on Personal Property is the general accepted methodology for the appraisal of personal property.

The following is the Valuation Section of the standard that has been provided for the appraiser. The complete text may be found on the IAAO Website:
$\underline{\text { http://www.iaao.org/media/standards/StandardValuationPersonalProperty.pdf }}$

It is recommended that these standards be recognized by the appraiser.

# IAAO Standard on Valuation of Personal Property Section 7 

## 7. Valuation

### 7.1 Trade Level

All three approaches to value should consider the trade level concept, which refers to the production and distribution stages of a product. The appraiser should recognize threedistinct basic levels of trade: the manufacturing level, the wholesale level, and the retail level. Incremental costs (such as freight, overhead, handling, installation, sales and use taxes, and profits ) are added to a product as it advances from one level of trade to the next, thereby increasing its value as a final, in-service product. Thus the value of goods will differ, depending on their level of trade. The appraiser should value personal propertyat its current level of trade, theoretically to a buyer within that same trade level. Such considerations are particularly important in inventory valuation.

## Principle:

- Personal property valuers should employ the concepts associated application of thethree approaches to value.
- Personal property valuers should consider valuation techniques appropriate for thevaluation of tangible versus intangible property.


### 7.2 Valuation Techniques

The cost, sales comparison, and income approaches should be considered in the appraisalof personal property.

Consideration of the three approaches to value does not require the appraiser to use all three approaches, rather to evaluate their reliance in the valuation process. For example, If demand exceeds supply or supply exceeds demand, one or more of the three approachesmay produce distorted results The degree of dependence on any one approach couldalso change with the availability of reliable data. The strengths and weaknesses of each developed approach to value are evaluated in the reconciliation phase of the appraisal.

Units of comparison, such as value of personal property estimated by use of a market based per square foot rate of comparable properties can be used to check the value estimates derived from the standard appraisal approaches. Such units of comparison can also be used when the data required for other approaches are unavailable. Examples include cost/value per square foot of FF\&E in an office building or cost/value per square foot ofinventory for a retail business.

The valuation method and techniques employed should be market based, subject to governing statutes and appraisal standards. In most jurisdictions, market value is definedusing the value-in exchange concept, that is, the value to the next buyer as of the lien date. The Principles of value are applicable to the valuation of personal property. . The principles of substitution and Highest and Best Use determinations are essential in the valuation of personal property. The highest and best use of an asset is generally whenthe asset is fully installed and operating for the purpose in which the asset was intended.

### 7.2.1 Cost Approach

Costs used in the cost approach can be original construction cost, new or used acquisitioncost, replacement, or reproduction costs. Allocated cost can be used if items are purchasedin bulk, although often only original or acquisition costs are readily available for personal property assessment purposes. The cost approach provides an estimate of value based onthe depreciated cost of the property. In applying the cost approach to personal property, the appraiser must identify make and model number, year acquired, and total acquisitioncosts, including installation, freight, taxes, and fees. The acquisition
costs should thenbe trended and depreciated as appropriate to reflect current market values. Acquisition costs of equipment obtained pursuant to a lease-purchase agreement should include the total payments, not just the final payment. If financing costs are factored into the lease payments, an adjustment to the "selling price" may be required.

The assessor should recognize that appraisal and accounting practices for depreciating personal property may differ. Accounting practices provide for recovery of the cost ofan asset (the return of the asset), whereas appraisal practices strive to estimate a value related to the current market and should consider both return of the asset and return on the asset. A productive asset may continue to have value at the end of its scheduled life or conversely, an asset may lose its value prior to the end of its scheduled life. Appraisal practice must consider accrued depreciation in the forms of physical deterioration, functional obsolescence, and external (economic) obsolescence. The appraiser/auditor shouldalso be familiar with the purchase accounting methods used by businesses in their juris- diction. A company's depreciation schedule should provide life tables for various asset categories.

The restoration or modification of machinery or equipment may be treated differently for assessment and accounting purposes. For accounting purposes, the restoration/modification cost may be entered as a different asset, whereas the appraiser/assessor would addthe cost to the original item and adjust the effective age of the asset.

Useful guidelines in the form of depreciation schedules or tables are available from state or provincial assessing authorities, professional valuation companies, and appraisalpublishing firms. Because the personalty of a business normally is acquired throughout the year, acceptable depreciation schedules will permit the full year's depreciation or will consider the average age of six months (half-year convention). Generally, these guides are sufficiently accurate for use in mass appraisal of property. If guides do not exist for specific types of personal property, it is recommended that they be developed. Depreciation schedules can be developed from a study of asset lives and resale prices. The schedules can be asset specific or for general categories such as personal computers or furniture and fixtures. Most schedules base annual depreciation on a percentage of original cost or replacement cost.

There can be particular types of property where standard depreciation schedules may not apply and an accurate depreciation estimate can only be made by using an alternate method. One such method is the capitalization of income (rent) loss due to the inefficiency of the property. It is similar to the practice in real estate valuation of calculating the depreciation due to rent loss caused by internal or external forces. An example would be ifan existing machine can only run eight hours per day, but a modern replacement can runten hours per day, the loss in revenue from the two hours of non-production could be capitalized and the amount subtracted from the replacement cost. Whether the obsolescence was functional or economic would depend on whether the forces reducing the productionhours were internal or external. The appraiser/assessor's experience and judgment shouldinform their decision of whether to use a standard schedule, develop a new schedule, or apply an alternate method of calculating depreciation.

### 7.2.2 Sales Comparison Approach

The sales comparison approach may have limited application for appraising machineryand equipment used in business. Sales of used items are generally few and are often liqui-dation sales, which typically are not at market value, or are bulk asset purchases. In suchcircumstances, list prices including delivery costs and sales taxes, when supported by themarketplace, can be good indicators of value. Used assets acquired in bulk purchases mayhave been sold in an arm's-length transaction so market data may be evident. The value of an individual item to the entire sale price (purchase price allocation) may be availablein the buyer's records.

Care must be taken to assure that the property is valued at the proper level of trade. Trade and cash discounts should be subtracted from the list prices, particularly if the equipment sold is still at the wholesale level of trade. If reliable sales data are available, the adjustment process can be applied in the same manner as for real property. A negative adjustment may be necessary for accrued depreciation. A positive adjustment may be necessary due to inflation.

### 7.2.3 Income Approach

The income approach produces an estimate of the present worth of income to be receivedin the future. To apply this approach, the appraiser must estimate the income stream overthe remaining economic life of the subject property. This is an important concept as the future income-generating capacity of personal property is typically short-lived comparedto real estate. The direct capitalization technique (Income divided by Rate equals Value [I/R=V]) can be used if the single-year income applied is indicative of the annual incomefor the remaining life of the asset and the capitalization rate reflects the recapture period of the asset. Personal property can also be valued using a yield capitalization technique, which values the changing productivity (income) of the asset over its projected remaininglife more accurately than $I / R=V$. Many industries use gross income multipliers (GIM)or gross rent multipliers (GRM) to value personal property that has typical and similar operating expenses. When applying the income approach to value personal property, it isimportant to capitalize income from the rental of an asset not the income of the businessthat owns the asset.

When valuing personal property intensive specialty properties, such as mining or powerproducing properties, it is vital to be cognizant of the valuation method used in real estate. If a going concern has been valued in a yield capitalization (discounted cash flow) method, that value may intrinsically value the personal property with real property. In these cases, an allocation may need to be made for the personal property utilizing a depreciated valueestimated from the cost approach.

Typical gross incomes may differ under various leasing arrangements; lessors may be able to supply average gross revenues for each type and model. The historical pattern of net income streams, together with an analysis of current leasing patterns, will suggestthe likely shape of future income streams. The capitalization technique chosen should beconsistent with the anticipated income stream.

When reliable lease data on equipment leases are available, the income approachcan provide good value estimates. Lessors should be required to document operating expenses to be deducted from the gross income. These expenses include management expenses directly associated with the production of lease revenue, equipment maintenance expenses, and the like.

Developing an appropriate capitalization rate is a critical step in the capitalization process. Capitalization rates contain provisions for return on the investment (discount rate) and capital recovery (return of the investment), as discussed in the cost approach. Inaddition, property taxes may be accounted for as a component of the capitalization rate. (See Standard on Mass Appraisal of Real Property [IAAO 2002].)

Data on the economic lives of various types of personal property can be obtained from anumber of sources. Lessors are perhaps the best source, although typical economic lives should be documented with dates of acquisition and disposal of actual items. U.S. federaltax guidelines for modified accelerated cost recovery systems (MACRS) can be helpful asa starting point. Economic life data can also be used to estimate recapture rates. When theincome approach is applied, consideration should be given to the salvage or scrap value, if any, when the property has reached the end of its normal life expectancy (remaining economic life equals 0 ). An analysis of resale values of used equipment can be helpful in determining salvage value.

In cases where property is both sold and leased, gross income multipliers (GIM) shouldbe developed. Gross income multipliers can provide reliable value estimates for personalproperty items that have similar operating expenses, discount rates, and remainingeconomic lives.

### 7.3 Valuation Guidelines for Tangible Personal Property

As discussed in section 7.2, the cost, sales comparison, and income approaches should be considered in the appraisal of tangible personal property. However, certain types of personal property do not readily lend themselves to development of all three generally accepted approaches. If sufficient sales data are available to support use of thesales comparison approach, it should receive primary consideration. In many instances, however, sufficient sales data are not available, and in these
instances, more reliance should be placed on the cost approach or the income approach. The assessor must alwaysconsider the quality and quantity of the available market data.

The following are procedures typically used in the valuation of common types of tangible personal property.

### 7.3.1 Machinery and Equipment

Machinery and equipment (M\&E) are items of personal property used in the normal conduct of business that are not permanently attached to the real estate and, unlike inventory, are not intended to be sold. Utility and ability to produce income are factors thatinfluence the economic life of machinery and equipment. The market value of machineryand equipment typically follows a declining path once the assets are acquired and put intooperation due to normal wear and tear and technological changes. Salvage or scrap valueshould be considered at the end of economic life.

The most common approach for the valuation of machinery and equipment is the cost approach, although the sales comparison approach should receive primary considerationwhen adequate data are available. In particular, small equipment, for which there is often an active resale market, may lend itself to valuation by the sales comparison approach.

Machinery and equipment can be classified as short-lived (computer) or long-lived (drillpress), so not all M\&E can be grouped together for depreciation purposes.

### 7.3.2 Furniture and Fixtures

The procedures described for the appraisal of machinery and equipment are generally used in the appraisal of furniture and fixtures (F\&F). Because F\&F generally have similarlives, they are often grouped into one item for depreciation purposes.

### 7.3.3 Leased Equipment

Valuation of leased equipment is complicated by such factors as the wide variety of leased equipment, the variety of leasing arrangements, rapidly changing technologies, and changing market conditions. These factors can cause the quality and quantity of available market data to vary.

The income approach is often used in valuing leased equipment because data on sales and rental rates are usually available. When sales data are available, emphasis should begiven to income multipliers derived from market data.

The cost approach may be used cautiously in the valuation of leased equipment becausemarkups of cost to list prices vary from one company to another on the same type of equipment and also vary with the level of trade. If manufactured cost is the only infor- mation that is reported, the appraiser should obtain more data from the lessor or compare the equipment in question with similar equipment of known cost.

### 7.3.4 Inventories

The term inventories includes specific categories of goods held for resale in the course of business, goods in the process of production (termed goods in process), and raw mate-rials.

Whether certain types of goods are classified as inventories or as something else will change depending on the trade level at which the appraisal is being made. Machinery andother equipment that remain classified as inventories at the manufacturing, wholesale, and retail levels become machinery and equipment upon reaching the end user.

Inventory valuation, both for goods in process and for finished goods, should include the value of labor, materials, and overhead expended during production.

There are many methods for estimating the value of inventories. Some of the more common ones are:

- last in, first out (LIFO)
- first in, first out (FIFO)
- weighted average
- lower of cost or market

The most commonly used method for ad valorem purposes is lower of cost or market. First in, first out (FIFO) is also an acceptable measure of inventory replacement costs. Taxpayers often use last in, first out (LIFO) for income tax purposes, but it does not reflect inventory value for property tax purposes. The weighted average method providesfor distribution of inventory costs throughout the year.

Caution should be exercised when inventory values are estimated from the owner's accounting records because most accounting systems use an original acquisition cost basis for pricing inventory and this does not necessarily reflect market value as extractedfrom the marketplace, which may be more or less than original cost.

### 7.3.5 Supplies

Supplies are stocks of goods that are intended to be consumed during the production process, but are not part of the raw materials inventory that is processed into the finished product. Examples of supplies include chemicals, clothing, pallets, paper, shipping materials, fuels, and repair parts. Unlike inventory, supplies are not held for resale. Supplies should be valued at their acquisition cost.

### 7.3.6 Consigned Goods

Consigned goods are personal property in the possession of an agent, held for saleby that agent. They should be valued, at the appropriate level of trade, as part of the consignor's inventory.

### 7.3.7 Imports and Exports

Assessors should be aware of the legal status of import and export merchandise in orderto determine its taxable status. If there is no exemption provided by statute, then the techniques for estimating the value of inventories should be used for valuing imports andexports.

### 7.4 Valuation Guidelines for Intangible Personal Property

The discovery, reporting, verification, and proper valuation of intangible personal property are difficult and can be expensive. The methods for discovering, reporting, veri-fying, and auditing intangibles are the same as for tangible personal property. Pertinent information includes type of asset, name of issuer, date of acquisition, legal life, expecteduseful life, face value or par value, market value, and dividends or other income. Indi- vidual research can lead to sources that provide information on the selling prices of intan-gible personal property.

Statutes should provide concise guidance on the assessment of intangible personal property. The benefit/cost ratio of intangible personal property taxation is such that manystates have exempted intangible personal property from taxation. For a listing of state and provincial treatment of intangible property, see Property Tax Policies and AdministrativePractices in Canada and the United States (IAAO 2000).

Those states that continue to assess intangible property primarily do so for public utilities by using a unit valuation method. When centrally assessed property is not held bya public utility, the separation of tangible from intangible value may be required. Recentletter rulings and case law should be researched to provide guidance in this area. Carefulreview should underscore the purpose, use, and how necessary and integral the identifiedintangible personal property is to the taxable tangible personal property. This review could entail the examination of the taxpayer's books, records, and filings with regulatoryagencies.

### 7.5 Compliance with USPAP

IAAO requires that all appraisal work performed by its members in the United States and Canada be compliant with the Uniform Standards of Professional Appraisal Practice(USPAP) of the Appraisal Foundation, and the IAAO Code of Ethics and Standards of Professional Conduct . USPAP Standards relevant to the valuation of personal property are Standard 5: Mass Appraisal, Development. Standard 6: Mass Appraisal, Reporting Standard 7: Personal Property Appraisal, Development; and Standard 8: Personal Property Appraisal, Reporting.

# Personal Property Valuation Schedule 

Commodities

## Agricultural Products and Property

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § 2875 D4, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.

None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners. All forms of depreciation including physical, economic, and functional obsolescence should be considered as applicable to arrive at current fair cash value.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (select- Ad Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

## AGRICULTURAL PRODUCTS

All unmanufactured farm products shall be assessed and valued as of the preceding May 31. Every person, firm, company, association, or corporation, in making his or its assessment, shall assess all unmanufactured farm products owned by him or it on the preceding May 31, at its fair cash value on that date instead of January 1. 68 O.S. 2011, § 2817.

## Grain Report

## Commodities

|  | Price | Price |  |
| :--- | :---: | :--- | :---: |
| Wheat (per bushel) | $7.72-7.85$ | Corn (per bushel) | $5.45-5.68$ |
| Milo (per cwt) | $5.58-6.00$ | Soybeans (per bushel) | $12.46-12.9($ |
| Hay |  |  |  |
|  |  |  |  |
| Grass Hay Central Oklahoma: |  |  |  |
| Prairie hay $4 \times 5$ bales $25.00-35.00$ per bale, mostly $29.00-32.00$. Good Bermuda $50.00-60.00$ per bale in $5 \times 6$ bales. |  |  |  |
| Fair quality Bermuda $5 \times 6$ round bales $40.00-45.00$ per bale. Good alfalfa hay $120.00-140.00$ large square bales |  |  |  |
| Good alfalfa round bales $100.00-130.00$. Small square bales Bermuda grass $6.00-8.00$ per bale. |  |  |  |

## Peanuts

|  | Price Per ton |
| :--- | :---: |
| Runner Peanuts | 424.55 |
| Spanish Peanuts | 415.57 |
| Valencia Peanuts | 428.74 |
| Virginia Peanuts | 428.74 |

Section IV
January 2022

The following information from the Oklahoma Department of Agriculture is provided so the Assessor may check local market values as of May 31 of each year.

## Oklahoma Department of Agriculture's <br> New Voice Messaging Systems <br> Offers 24 Hours A Day <br> Market Reports Statewide

There's a new, faster way to get up-to-date market reports anytime and anywhere.

For daily market information dial, 1-405-621-5533

| Press Number for Selection |  |
| :--- | :--- |
|  |  |
| GRAIN | press 2 |
| LIVESTOCK SUMMARY | press 3 |
| FED CATTLE | press 4 |
| HOGS AND SHEEP | press 5 |
| HAY | press 6 |
| ADA LIVESTOCK AUCTION | press 7 |
| APACHE LIVESTOCK MARKET | press 8 |
| McALESTER LIVESTOCK MARKET | press 9 |
| OKLAHOMA CITY LIVESTOCK MARKET | press 10 |
| OKC WEST LIVESTOCK MARKET | press 11 |
| GUYMON LIVESTOCK MARKET | press 12 |
| TULSA LIVESTOCK MARKET | press 13 |
| WOODWARD LIVESTOCK MARKET | press 14 |

## BALERS

CASE IH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SB521 | 15,922 | 15,451 | 14,063 | 11,915 | 10,753 | 10,055 | 9,401 | 0 |
| SB541 | 19,562 | 18,984 | 17,394 | 14,693 | 13,294 | 917 | 11,550 | 0 |
| SB551 | 25,193 | 24,449 | 22,438 | 19,193 | 17,511 | 16,154 | 15,201 | 0 |
| LB434 | 95,770 | 92,940 | 85,534 | 70,668 | 64,667 | 59,570 | 55,568 | 0 |
| RB444 | 17,019 | 16,516 | 15,063 | 12,792 | 11,576 | 10,785 | 10,098 | 9,491 |
| RB455A | 16,382 | 15,898 | 14,665 | 12,376 | 11,232 | 0 | 0 | 0 |
| RB454 | 22,717 | 22,045 | 20,029 | 16,924 | 15,484 | 14,866 | 14,037 | 13,178 |
| RB464 | 26,841 | 26,048 | 23,713 | 20,090 | 18,121 | 17,355 | 16,299 | 15,369 |
| RB265 | 24,844 | 24,110 | 21,860 | 18,431 | 17,045 | 16,331 | 15,315 | 0 |

JOHN DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 328 | 16,247 | 15,767 | 14,523 | 12,469 | 11,421 | 10,575 | 9,979 | 9,451 |
| 348 | 19,796 | 19,211 | 17,866 | 15,421 | 14,121 | 13,265 | 12,227 | 11,807 |
| 449 | 17,740 | 17,216 | 16,000 | 0 | 0 | 0 | 0 | 0 |
| 459SS | 25,637 | 24,880 | 23,257 | 0 | 0 | 0 | 0 | 0 |
| 459STD | 16,628 | 16,136 | 15,297 | 0 | 0 | 0 | 0 | 0 |
| 459 | 21,449 | 20,815 | 19,439 | 0 | 0 | 0 | 0 | 0 |
| 469 | 28,653 | 27,806 | 26,296 | 0 | 0 | 0 | 0 | 0 |
| 469SS | 30,731 | 29,823 | 27,979 | 0 | 0 | 0 | 0 | 0 |
| 559SS | 34,867 | 33,836 | 31,498 | 0 | 0 | 0 | 0 | 0 |
| 559 | 25,363 | 24,613 | 22,881 | 0 | 0 | 0 | 0 | 0 |
| 569SS | 42,061 | 40,818 | 37,740 | 0 | 0 | 0 | 0 | 0 |
| 569 | 30,612 | 29,707 | 25,312 | 0 | 0 | 0 | 0 | 0 |

## MASSEY FERGUSON

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{1 8 4 1}$ | 26,170 | 25,396 | 23,240 | 19,822 | 18,037 | 16,509 | 15,357 | 14,445 |
| $\mathbf{1 8 3 7}$ | $\mathbf{1 8 , 1 9 2}$ | 17,654 | 16,092 | 13,663 | 12,365 | 11,374 | 10,628 | 9,969 |
| $\mathbf{1 8 3 5}$ | 16,735 | $\mathbf{1 6 , 2 4 1}$ | 14,793 | 12,551 | 11,345 | 10,468 | 9,776 | 9,167 |
| $\mathbf{2 1 5 0}$ | 0 | 0 | 74,288 | 63,576 | 58,085 | 53,433 | 49,079 | 46,282 |
| $\mathbf{2 1 9 0}$ | 0 | 0 | 101,556 | 86,680 | 79,345 | 74,376 | 68,078 | 64,026 |
| $\mathbf{2 1 7 0}$ | 0 | 0 | 84,530 | 71,592 | 67,005 | 61,653 | 58,047 | 54,397 |
| $\mathbf{1 7 4 5}$ | 17,201 | 16,692 | 15,222 | 12,933 | 11,713 | 10,727 | 9,940 | 9,395 |
| $\mathbf{1 7 3 4}$ | 13,650 | 13,246 | 12,055 | 10,214 | 9,222 | 8,523 | 7,951 | $\mathbf{7 , 4 4 3}$ |

Section IV
January 2022

| 2846 | 26,620 | 25,834 | 22,411 | 19,024 | 17,214 | 15,812 | 0 | 0 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2856 | 0 | 0 | 27,002 | 23,516 | 21,452 | 19,259 | 0 | 0 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| BC5050 | 17,358 | 16,845 | 15,386 | 13,261 | 12,201 | 11,302 | 10,629 | 0 |
| BC5080 | 27,564 | 26,749 | 23,880 | 20,617 | 19,007 | 40,504 | 16,390 | 0 |
| 330 | 83,545 | 81,076 | 76,190 | 0 | 0 | 0 | 0 | 0 |
| 340 | 100,752 | 97,774 | 89,953 | 0 | 0 | 0 | 0 | 0 |
| ROLL 45 | 17,303 | 16,791 | 15,433 | 13,224 | 12,087 | 0 | 0 | 0 |
| BR7050 | 18,155 | 17,618 | 16,201 | 13,886 | 12,701 | 11,689 | 10,927 | 10,321 |
| BR7070 | 27,761 | 26,940 | 24,797 | 21,085 | 19,490 | 18,108 | 16,782 | 16,174 |
| BR7090 | 40,189 | 39,001 | 25,983 | 21,925 | 20,472 | 19,249 | 17,803 | 16,749 |

## COMBINES

## AGCO GLEANER

| MODEL | $\mathbf{2 0 1 8}$ | 2017 | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| S67 | 265,601 | 257,751 | 236,774 | 203,154 | 186,238 | 0 | 0 | 0 |
| S88 | 321,877 | 312,364 | 387,061 | 340,206 | 321,445 | 0 | 0 | 0 |

RIGID PLATFORMS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 4200 12/13' | 17,493 | 16,976 | 16,437 | 14,910 | 14,520 | 14,331 | 13,121 | 11,997 |
| $\mathbf{7 2 0 0} \mathbf{2 4 / 2 5}$ | 22,213 | 21,557 | 19,770 | 17,935 | 16,910 | 15,986 | 15,044 | 14,218 |
| $\mathbf{7 2 0 0 - 3 5}$ | 29,877 | 28,994 | 26,591 | 24,121 | 22,745 | 21,502 | 20,233 | 19,124 |

FLEXIBLE PLATFORMS

| 8200-20' | 25,770 | 25,008 | 22,872 | 20,693 | 19,672 | 18,751 | 17,692 | 17,130 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 8200-24/25' | 28,103 | 27,273 | 24,943 | 22,565 | 21,452 | 20,447 | 19,190 | 18,580 |
| 8200-35' | 36,616 | 35,534 | 32,497 | 29,402 | 27,951 | 26,642 | 25,003 | 24,209 |
| DYNAFLEX PLATFORMS |  |  |  |  |  |  |  |  |
| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| 9250-25' | 48,927 | 47,481 | 43,983 | 39,855 | 37,951 | 0 |  |  |
| 9250 35' | 61,837 | 60,010 | 55,589 | 50,374 | 47,964 | 47,293 |  |  |
| 9250 40' | 67,224 | 65,237 | 60,431 | 54,761 | 52,143 | 51,413 |  |  |


| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{3 0 0 0 - 6}$ | 33,298 | 32,314 | 29,537 | 26,710 | 25,514 | 24,706 | 23,172 | 21,831 |
| $\mathbf{3 0 0 0 - 8}$ | 41,373 | 40,150 | 36,699 | 33,185 | 31,701 | 30,696 | 28,792 | 27,124 |
| $\mathbf{3 0 0 0 - 1 2}$ | 62,309 | 60,467 | 55,270 | 49,977 | 47,743 | 46,229 | 43,360 | 40,849 |

## CASE IH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{8 2 3 0}$ | 309,754 | 300,600 | 274,994 | 234,982 |  |  |  |  |
| $\mathbf{9 2 3 0}$ | 324,038 | 314,462 | 286,673 | 244,038 |  |  |  |  |
| $\mathbf{9 2 3 0 H}$ | 388,609 | 377,124 | 346,663 | 297,769 |  |  |  |  |
| $\mathbf{7 2 3 0 H}$ | 349,340 | 339,016 | 313,562 | 271,036 |  |  |  |  |


| CORN ROW HEADS |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| $\mathbf{3 2 0 0 - 6}$ | 37,472 | 36,364 | 33,024 | 29,678 | 28,632 | 27,998 | 26,809 | 18,133 |
| $\mathbf{3 2 0 0 - 8}$ | 42,215 | 40,968 | 39,297 | 35,318 | 34,071 | 33,317 | 31,563 | 21,349 |
| $\mathbf{3 2 0 0 - 1 2}$ | 63,588 | 61,708 | 59,193 | 53,198 | 50,774 | 49,122 | 46,535 | 31,475 |

## COMBINES

## CASE IH

## RIGID PLATFORMS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{2 0 1 0 ~ 2 0}$ | 17,041 | 16,537 | 15,218 | 13,849 | 1,348 | 13,396 | 11,548 | 12,056 |
| $\mathbf{2 0 1 0 ~ 3 0}$ | 20,849 | 20,233 | 18,617 | 16,942 | 16,550 | 16,388 | 15,554 | 14,749 |

## FLEXIBLE PLATFORMS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 3020 20' | 23,111 | 22,428 | 20,408 | 18,181 | 17,759 |  |  |  |
| 3020 30' | 29,108 | 28,248 | 25,704 | 22,834 | 22,368 |  |  |  |
| $\mathbf{3 0 3 0} \mathbf{3 5}$ | 32,805 | 31,835 | 28,969 | 25,807 | 25,210 |  |  |  |

## JOHN DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| S660 | 273,936 | 265,840 | 242,132 | 208,494 | 0 | 0 | 0 | 0 |
| S670 | 300,554 | 291,671 | 263,918 | 229,236 | 0 | 0 | 0 | 0 |
| S690 | 346,933 | 336,680 | 307,481 | 261,467 | 0 | 0 | 0 | 0 |
| S690H | 376,730 | 365,597 | 320,936 | 261,808 | 0 | 0 | 0 | 0 |
| S670H | 345,538 | 335,327 | 304,325 | 258,428 | 0 | 0 | 0 | 0 |

RIGID PLATFORMS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{6 0 0} \mathbf{- 1 4 / 1 5}$ | $\mathbf{2 1 , 9 0 8}$ | 21,260 | 19,877 | 17,954 | 17,410 | 17,113 | 16,469 | $\mathbf{1 5 , 9 2 1}$ |
| $\mathbf{6 0 0} \mathbf{- 2 0 / 2 2}$ | 0 | 0 | 20,775 | 18,548 | 17,775 | 17,268 | 16,425 | 15,355 |
| $\mathbf{6 0 0 - 2 4 / 2 5}$ | 0 | 0 | 21,235 | 18,958 | 18,169 | 17,650 | 16,789 | 15,695 |
| $\mathbf{6 0 0 - 3 0}$ | 0 | 0 | 24,269 | 21,666 | 20,919 | 20,180 | 19,002 | $\mathbf{1 7 , 9 3 7}$ |

FLEXIBLE PLATFORMS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{6 0 0} \mathbf{- 2 0}$ | 25,478 | 24,725 | 23,113 | 20,243 | 19,447 | 18,938 | 18,059 | 16,926 |
| $\mathbf{6 0 0 - 2 4 / 2 5}$ | 27,440 | 26,629 | 24,893 | 21,802 | 20,945 | 20,397 | 19,450 | 18,230 |
| $\mathbf{6 0 0 - 3 5}$ | 34,262 | 33,249 | 31,081 | 27,585 | 25,573 | 24,922 | 23,765 | 22,274 |

## CORN ROW HEADS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 600C - 6 | 38,789 | 37,643 | 35,313 | 31,204 | 30,242 | 29,393 | 27,525 | 25,887 |
| 600C-8 | 48,680 | 47,242 | 44,317 | 39,162 | 37,819 | 36,888 | 34,932 | 32,923 |
| 600C-12 | 70,488 | 68,405 | 64,169 | 56,704 | 55,113 | 53,222 | 49,506 | 46,920 |

## COMBINES

MASSEY FERGUSON

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{9 5 2 0}$ | 254,608 | 247,083 | 220,365 | 185,303 | 0 | 0 | 0 | 0 |
| $\mathbf{9 5 4 0}$ | 285,979 | 277,527 | 245,085 | 206,463 | 0 | 0 | 0 | 0 |
| $\mathbf{9 5 6 0}$ | 306,006 | 296,963 | 261,349 | 219,340 | 0 | 0 | 0 | 0 |


| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 4200 - 18' | $\mathbf{2 2 , 9 0 0}$ | 22,223 | 20,007 | 18,024 | 17,432 | 17,087 | 16,402 | 15,814 |
| $\mathbf{7 2 0 0} \mathbf{- 2 4 / 2 5}$ | 23,407 | 22,715 | 21,159 | 19,071 | 18,454 | 17,907 | 16,741 | 15,806 |
| $\mathbf{7 2 0 0} \mathbf{- 3 5}$ | 31,547 | 30,615 | 28,515 | 25,704 | 24,870 | 2,425 | 22,563 | 21,302 |


| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{8 2 0 0} \mathbf{- 2 5}$ | 24,924 | 24,187 | 22,769 | 20,517 | 19,846 | 19,459 | 18,086 | 16,978 |
| $\mathbf{8 2 0 0}-\mathbf{3 0}$ | 30,187 | 29,295 | 27,577 | 24,850 | 24,037 | 23,569 | 21,906 | 20,564 |
| $\mathbf{8 2 0 0}-\mathbf{3 5}$ | 34,863 | 33,833 | 31,848 | 28,698 | 27,761 | 27,219 | 25,300 | 23,749 |


| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{3 0 0 0} \mathbf{- 6}$ | 33,815 | 32,816 | 30,757 | 27,598 | 26,582 | 25,953 | 24,546 | 23,318 |
| $\mathbf{3 0 0 0} \mathbf{- 8}$ | 40,564 | 39,365 | 36,896 | 33,105 | 31,886 | 31,131 | 28,491 | 26,773 |
| $\mathbf{3 0 0 0 - 1 2}$ | 61,090 | 59,284 | 55,565 | 49,857 | 48,022 | 46,884 | 42,908 | 40,322 |


| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CX8080 | 279,841 | 271,571 | 238,160 | 199,153 | 172,759 | 154,202 | 142,160 | 131,669 |
| CX8090 | 301,485 | 292,575 | 255,531 | 214,019 | 186,013 | 166,689 | 154,059 | 143,039 |
| CR6090 | 263,712 | 255,919 | 227,572 | 193,189 | 0 | 0 | 0 | 0 |
| CR8090 | 339,642 | 329,604 | 297,180 | 256,558 | 0 | 0 | 0 | 0 |
| CR9090Z | 358,658 | 348,059 | 307,029 | 255,563 | 0 | 0 | 0 | 0 |
| CR9090 | 339,217 | 329,192 | 287,288 | 238,076 | 0 | 0 | 0 | 0 |
| RIGID PLATFORMS |  |  |  |  |  |  |  |  |
| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| 790CP - 14' | 19,482 | 18,907 | 17,557 | 15,908 | 0 | 0 | 0 | 0 |
| 790CP - 12' | 20,966 | 20,346 | 18,895 | 17,118 | 0 | 0 | 0 | 0 |
| 72C-24/25' | 21,097 | 20,474 | 18,832 | 17,042 | 16,556 | 14,749 | 14,220 | 13,479 |
| 72C-30' | 23,922 | 23,215 | 21,355 | 19,324 | 18,773 | 16,723 | 16,124 | 15,285 |

## FLEXIBLE PLATFORMS

2018

| 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 21,727 | 20,278 | 18,313 | 17,753 |  |  |  |

Section IV
January 2022

740CF - 30' $28,503 \quad 27,661 \quad 25,816 \quad 23,315 \quad 22,602$

## COTTON PICKERS \& STRIPPERS

## CASE IH

| MODEL | 2018 | 2017 | 2016 | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| ME635 | 501,298 | 486,483 | 437,736 | 367,466 | 329,287 | 0 | 0 | 0 |

## COTTON HARVESTERS

JOHN DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{7 4 6 0}$ | 179,683 | 174,372 | 157,308 | 143,724 | 129,466 | 111,146 | 95,464 | 90,486 |
| $\mathbf{7 7 6 0}$ | 589,707 | 572,279 | 517,708 | 442,494 | 397,128 | 360,272 | 320,017 | 298,921 |
| 7660 | 413,118 | 400,909 | 359,653 | 298,425 | 265,799 | 0 | 0 | 0 |

## FORAGE HARVESTERS

## CASE IH

| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| FHX300 | 42,399 | 41,146 | 37,267 | 31,442 | 28,274 | 25,587 | 23,762 | 22,158 |

## JOHN DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{3 9 7 5}$ | 35,093 | 34,056 | 31,063 | 26,404 | 23,936 | 21,822 | 20,312 | 19,060 |
| $\mathbf{3 9 5 5}$ | 2,840 | 2,756 | 25,123 | 21,330 | 19,309 | 17,605 | 15,894 | 14,901 |
| 7180 | 180,609 | 175,271 | 162,080 | 0 | 0 | 0 | 0 | 0 |
| 7380 | 224,629 | 217,990 | 200,576 | 0 | 0 | 0 | 0 | 0 |
| 7780 | 287,108 | 278,623 | 253,834 | 0 | 0 | 0 | 0 | 0 |
| 7580 | 274,018 | 265,920 | 244,123 | 0 | 0 | 0 | 0 | 0 |
| 7980 | 343,878 | 333,716 | 306,606 | 0 | 0 | 0 | 0 | 0 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 790 | 26,886 | 26,091 | 23,875 | 20,361 | 18,522 | 16,945 | 15,860 | 14,928 |
| FP230 | 38,106 | 36,980 | 33,758 | 28,720 | 26,062 | 23,786 | 22,128 | 20,779 |
| FR450 | 258,252 | 250,620 | 229,589 | 0 | 0 | 0 | 0 | 0 |
| FR500 | 289,869 | 281,302 | 257,720 | 0 | 0 | 0 | 0 | 0 |
| FR850 | 376,268 | 365,148 | 334,177 | 0 | 0 | 0 | 0 | 0 |
| FR700 | 345,990 | 335,764 | 307,271 | 0 | 0 | 0 | 0 | 0 |

## MOWER CONDITIONERS

## CASE IH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SC101 | 26,705 | 25,916 | 23,088 | 20,452 | 17,906 | 15,703 | 13,858 | 0 |
| DC92 | 16,498 | 16,010 | 14,218 | 12,547 | 10,934 | 9,732 | 8,572 | 0 |
| DC132 | 24,827 | 24,093 | 19,975 | 17,700 | 15,456 | 13,787 | 12,089 | 0 |
| DC162 | 0 | 0 | 23,520 | 20,939 | 18,428 | 16,343 | 14,504 | 0 |
|  |  |  |  |  |  |  |  |  |
|  |  | $\mathbf{J O H N}$ DEERE |  |  |  |  |  |  |
| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| $\mathbf{6 2 5}$ | 17,709 | 17,186 | 15,778 | 13,499 | 12,319 | 11,384 | 10,706 | 10,263 |
| $\mathbf{6 3 5}$ | 23,319 | 22,630 | 20,926 | 17,886 | 16,640 | 15,307 | 14,461 | 13,810 |
| $\mathbf{8 3 5}$ | 26,371 | 25,592 | 23,653 | 20,386 | 18,530 | 17,083 | 16,333 | 15,237 |
| $\mathbf{9 4 6}$ | 30,081 | 29,192 | 27,000 | 23,292 | 21,455 | 19,905 | 18,620 | 1,769 |
| $\mathbf{9 5 6}$ | 34,979 | 33,946 | 31,272 | 26,218 | 24,640 | 22,606 | 21,008 | 20,023 |
| $\mathbf{1 3 1}$ | 19,583 | 19,005 | 17,445 | 14,922 | 0 | 0 | 0 | 0 |
| $\mathbf{3 8 8}$ | 49,202 | 47,748 | 44,046 | 37,900 | 0 | 0 | 0 | 0 |

## MASSEY FERGUSON

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{1 3 5 9}$ | 19,895 | 19,307 | 17,550 | 14,856 | 13,581 | 12,433 | 11,598 | 10,862 |
| $\mathbf{1 3 7 5}$ | 34,508 | 33,488 | 30,558 | 25,987 | 23,573 | 21,508 | 19,947 | 18,712 |
| $\mathbf{1 3 7 2}$ | 28,030 | 27,201 | 25,037 | 21,265 | 19,262 | 17,542 | 16,410 | 15,338 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 472 | $\mathbf{1 5 , 0 2 9}$ | 14,585 | 13,329 | 11,348 | 10,297 | 9,519 | 8,916 | 8,384 |
| 488 | 16,127 | 15,651 | 14,313 | 12,194 | 11,076 | 10,211 | 9,568 | 9,002 |
| H7150 | 34,128 | 33,119 | 30,306 | 25,847 | 23,516 | 21,522 | 20,148 | 0 |
| H7220 | 2,096 | 2,034 | 18,654 | 15,866 | 14,384 | 13,353 | 12,508 | 11,095 |
| H7330 | 22,838 | 22,163 | 20,294 | 17,318 | 15,762 | 14,496 | 13,598 | 0 |
| H7230 | 23,984 | 23,275 | 21,322 | 18,068 | 16,575 | 15,197 | 14,296 | 0 |
| H7550 | 29,092 | 28,232 | 25,843 | 22,046 | 20,061 | 18,389 | 17,245 | 0 |
| H7460 | 35,073 | 34,036 | 31,147 | 26,566 | 23,960 | 22,128 | 20,677 | 0 |
| H7560 | 34,094 | 33,087 | 30,274 | 25,817 | 23,488 | 21,495 | 20,092 | 0 |
| $\mathbf{5 1 2}$ | 20,544 | 19,937 | 17,737 | 15,065 | 0 | 0 | 0 | 0 |
| $\mathbf{5 3 0}$ | 47,369 | 45,969 | 41,118 | 35,122 | 0 | 0 | 0 | 0 |

## MOWER CONDITIONERS

|  | VERMEER |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| MC840 | 21,694 | 21,052 | 19,509 | 16,911 | 15,706 | 14,754 | 13,539 | 12,555 |
| MC1030 | 25,659 | 24,901 | 22,667 | 19,221 | 17,372 | 15,935 | 14,870 | 13,938 |
| MC2800 | 19,232 | 18,664 | 0 | 0 | 0 | 0 | 0 | 0 |
| MC3300 | 20,704 | 20,092 | 0 | 0 | 0 | 0 | 0 | 0 |
| MC3700 | 26,347 | 25,569 | 0 | 0 | 0 | 0 | 0 | 0 |

## SPRAYERS

## CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Patriot3230 | 186,049 | 180,550 | 166,785 | 143,725 | 132,255 | 122,597 | 0 | 0 |
| Patriot3330 | 210,763 | 204,535 | 189,037 | 162,985 | 150,060 | 139,188 | 130,806 | 0 |
| Patriot4430 | 257,174 | 249,574 | 231,900 | 201,139 | 0 | 0 | 0 | 0 |

JOHN DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{4 6 3 0}$ | 170,501 | 165,462 | 153,183 | 131,170 | 120,021 | 111,772 | 0 | 0 |
| $\mathbf{4 7 3 0}$ | 218,829 | 212,361 | 196,466 | 163,125 | 151,102 | 139,819 | 129,536 | 123,375 |
| $\mathbf{4 8 3 0}$ | 237,431 | 230,415 | 219,850 | 176,749 | 160,100 | 145,615 | 136,562 | 132,745 |
| $\mathbf{4 9 4 0}$ | 295,087 | 286,367 | 26,955 | 221,894 | 0 | 0 | 0 | 0 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 275F | 0 | 0 | 209,654 | 178,198 | 161,445 | 0 | 0 | 0 |
| 275R | 198,714 | 192,841 | 175,540 | 148,829 | 134,511 | 0 | 0 | 0 |
| 240F | 220,633 | 214,113 | 194,924 | 165,220 | 149,208 | 0 | 0 | 0 |
| 240R | 186,734 | 181,216 | 164,591 | 130,342 | 116,875 | 0 | 0 | 0 |
| 365F | 288,721 | 280,188 | 255,931 | 184,721 | 165,500 | 0 | 0 | 0 |

## ROGATOR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RG900 | 211,722 | 205,465 | 188,352 | 160,921 | 161,445 |  |  |  |
| RG1100 | 230,465 | 223,654 | 206,762 | 178,311 | 134,511 |  |  |  |
| RG1300 | 288,733 | 280,200 | 257,873 | 221,333 | 149,208 |  |  |  |

## SPRA-COUPE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{4 4 6 0}$ | 88,058 | 85,455 | 79,210 | 68,489 | 63,246 | 58,845 | 55,792 | 0 |
| $\mathbf{4 6 6 0}$ | 88,654 | 86,034 | 81,522 | 69,320 | 66,428 | 59,235 | 57,756 | 0 |
| 7660 | 124,144 | 120,475 | 111,378 | 99,667 | 89,566 | 86,738 | 0 | 0 |

## TRACTORS

## CASE IH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 110MC | 73,877 | 71,694 | 68,314 | 60,856 | 0 | 0 | 0 | 0 |
| 110T4 | 66,020 | 64,069 | 60,918 | 54,143 | 0 | 0 | 0 | 0 |
| 120MC | 79,018 | 76,683 | 72,603 | 64,235 | 0 | 0 | 0 | 0 |
| 120T4 | 68,851 | 66,816 | 63,087 | 55,652 | 0 | 0 | 0 | 0 |
| 125A | 43,674 | 42,383 | 38,966 | 34,068 | 0 | 0 | 0 | 0 |
| 125MC | 83,718 | 81,244 | 77,247 | 686,554 | 0 | 0 | 0 | 0 |
| 125T4 | 74,263 | 72,069 | 68,323 | 60,531 | 0 | 0 | 0 | 0 |
| 140A | 47,752 | 46,340 | 43,085 | 37,823 | 0 | 0 | 0 | 0 |
| 140MC | 91,521 | 88,817 | 84,036 | 74,315 | 0 | 0 | 0 | 0 |
| 140T4 | 81,854 | 79,435 | 74,865 | 65,917 | 0 | 0 | 0 | 0 |
| F-ALL 75A | 24,067 | 23,355 | 21,940 | 19,257 | 18,133 | 17,070 | 0 | 0 |
| F-ALL 95C | 36,378 | 35,303 | 34,047 | 29,358 | 27,697 | 26,397 | 24,538 | 23,037 |
| F-ALL45A | 19,218 | 18,650 | 17,178 | 14,893 | 13,812 | 12,929 | 0 | 0 |
| F-ALL65A | 21,716 | 21,074 | 19,276 | 16,430 | 14,654 | 13,656 | 0 | 0 |
| F-ALL75C | 25,428 | 24,676 | 24,287 | 20,559 | 19,339 | 18,437 | 17,155 | 16,324 |
| MAG 225 | 155,268 | 150,680 | 143,206 | 127,257 | 121,119 | 107,954 | 0 | 0 |
| MAG 190 | 136,424 | 132,392 | 125,048 | 110,362 | 104,240 | 91,877 | 85,079 | 0 |
| MAG 235 | 151,848 | 147,361 | 139,732 | 123,847 | 117,523 | 0 | 0 | 0 |
| MAG 290 | 178,254 | 172,986 | 160,923 | 143,128 | 133,782 | 0 | 0 | 0 |
| MAG 315 | 202,397 | 196,415 | 182,439 | 161,060 | 150,401 | 0 | 0 | 0 |
| MAG 340 | 217,890 | 211,451 | 198,048 | 173,248 | 162,108 | 0 | 0 | 0 |
| PUMA 130 | 93,876 | 91,101 | 85,996 | 75,838 | 7,128 | 0 | 0 | 0 |
| PUMA 160 | 117,412 | 113,943 | 108,261 | 96,142 | 91,407 | 0 | 0 | 0 |
| PUMA 185 | 122,595 | 118,972 | 111,475 | 98,751 | 92,908 | 0 | 0 | 0 |
| PUMA 230 | 144,743 | 140,465 | 132,947 | 117,603 | 111,366 | 0 | 0 | 0 |
| QUAD 450 | 313,097 | 303,844 | 284,371 | 248,570 | 232,356 | 0 | 0 | 0 |
| QUAD 600 | 368,695 | 357,799 | 334,763 | 292,437 | 273,202 | 0 | 0 | 0 |
| STEIG 360 | 209,758 | 203,559 | 193,108 | 171,235 | 162,570 | 0 | 0 | 0 |
| STEIG 450 | 251,749 | 244,309 | 229,433 | 201,280 | 186,889 | 0 | 0 | 0 |
| STEIG 600 | 310,893 | 301,705 | 290,176 | 261,094 | 251,676 | 0 | 0 | 0 |

## TRACTORS

## CHALLENGER / CATERPILLAR

| MODEL |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
|  | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| MT525D P | 121,326 | 117,740 | 110,009 | 95,966 | 0 | 0 | 0 | 0 |
| MT525D D | 114,339 | 110,960 | 103,604 | 90,312 | 0 | 0 | 0 | 0 |
| MT525D C | 98,136 | 95,235 | 88,662 | 77,037 | 0 | 0 | 0 | 0 |
| MT545D P | 129,553 | 125,724 | 117,119 | 101,839 | 0 | 0 | 0 | 0 |
| MT545D D | 122,632 | 119,008 | 110,792 | 96,273 | 0 | 0 | 0 | 0 |
| MT545D C | 103,852 | 100,783 | 93,471 | 80,877 | 0 | 0 | 0 | 0 |
| MT565D | 140,792 | 136,631 | 127,766 | 111,595 | 0 | 0 | 0 | 0 |
| MT565D D | 132,989 | 129,059 | 120,591 | 105,241 | 0 | 0 | 0 | 0 |
| MT565D C | 113,826 | 110,462 | 102,911 | 89,526 | 0 | 0 | 0 | 0 |
| MT585D P | 153,857 | 149,310 | 139,398 | 121,532 | 0 | 0 | 0 | 0 |
| MT585D D | 146,584 | 142,252 | 132,726 | 115,642 | 0 | 0 | 0 | 0 |
| MT585D C | 127,520 | 123,752 | 115,159 | 100,047 | 0 | 0 | 0 | 0 |
| MT645D | 188,918 | 183,335 | 170,962 | 148,840 | 138,475 | 0 | 0 | 0 |
| MT665D | 216,209 | 209,819 | 194,669 | 168,556 | 155,954 | 0 | 0 | 0 |
| MT685D | 239,471 | 232,394 | 215,535 | 186,591 | 172,607 | 0 | 0 | 0 |
| MY955C | 268,655 | 260,716 | 239,540 | 205,224 | 187,690 | 172,785 | 156,987 | 0 |
| MT975C | 313,934 | 304,656 | 281,520 | 242,709 | 223,528 | 207,461 | 190,122 | 0 |
| MT835C | 280,924 | 272,622 | 254,256 | 220,336 | 204,568 | 191,571 | 174,652 | 0 |
| MT855C | 310,453 | 301,278 | 281,051 | 244,786 | 227,902 | 214,015 | 195,649 | 0 |
| MT875C | 351,259 | 340,878 | 317,905 | 276,820 | 257,685 | 241,966 | 221,206 | 0 |

## TRACTORS

## JOHN DEERE

| MODEL | 2018 | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 3320 | 17,368 | 16,854 | 16,504 | 14,381 | 13,234 | 12,499 | 11,468 | 10,770 |
| 3720 | 22,980 | 22,301 | 21,206 | 18,871 | 18,007 | 17,346 | 16,289 | 15,339 |
| 4105 | 18,542 | 17,994 | 16,672 | 14,080 | 13,164 | 12,156 | 11,124 | 10,490 |
| 4320 | 24,570 | 23,844 | 22,305 | 19,500 | 18,249 | 17,255 | 15,871 | 15,367 |
| 4720 | 29,827 | 28,946 | 27,234 | 24,337 | 22,623 | 21,125 | 19,523 | 18,262 |
| 3032E | 14,241 | 13,820 | 12,088 | 10,371 | 9,138 | 8,921 | 8,273 | 0 |
| 3038E | 15,757 | 15,292 | 13,030 | 11,379 | 10,278 | 9,823 | 9,283 | 9,495 |
| 5045D | 15,525 | 15,067 | 13,741 | 11,897 | 10,920 | 10,305 | 9,462 | 0 |
| 5045E | 21,305 | 20,675 | 19,291 | 16,818 | 15,692 | 14,755 | 13,549 | 0 |
| 5075E | 21,217 | 20,590 | 19,279 | 16,778 | 15,625 | 14,765 | 13,445 | 0 |
| 5075M | 38,993 | 37,840 | 34,027 | 29,515 | 27,934 | 26,718 | 25,555 | 0 |
| 5101E | 43,621 | 42,332 | 40,275 | 36,355 | 34,235 | 32,868 | 32,090 | 0 |
| 5115M | 52,004 | 50,467 | 48,864 | 41,955 | 0 | 0 | 0 | 0 |
| 6105R | 77,093 | 74,814 | 72,206 | 65,203 | 0 | 0 | 0 | 0 |
| 6115D O | 45,391 | 44,050 | 40,682 | 35,044 | 32,238 | 29,878 | 27,359 | 0 |
| 6115R | 81,287 | 78,884 | 76,723 | 68,444 | 0 | 0 | 0 | 0 |
| 6130D C | 57,036 | 55,350 | 51,700 | 45,533 | 42,024 | 39,517 | 35,815 | 0 |
| 6140R | 100,300 | 97,336 | 93,232 | 83,026 | 0 | 0 | 0 | 0 |
| 6170R | 118,620 | 115,115 | 113,112 | 99,510 | 0 | 0 | 0 | 0 |
| 6210R | 133,926 | 129,968 | 124,900 | 112,325 | 0 | 0 | 0 | 0 |
| 7230R | 165,387 | 160,499 | 149,459 | 133,092 | 128,918 | 0 | 0 | 0 |
| 8235R | 173,344 | 168,221 | 166,627 | 136,933 | 140,581 | 0 | 0 | 0 |
| 8285R | 194,366 | 188,621 | 187,022 | 164,245 | 148,497 | 0 | 0 | 0 |
| 8310RT | 237,977 | 230,944 | 216,403 | 188,420 | 177,203 | 0 | 0 | 0 |
| 8335RT | 250,536 | 243,132 | 245,888 | 203,999 | 185,333 | 0 | 0 | 0 |
| 8360RT | 269,975 | 261,996 | 251,517 | 216,092 | 200,753 | 0 | 0 | 0 |
| 9360R | 215,857 | 209,478 | 201,807 | 176,676 | 0 | 0 | 0 | 0 |
| 9410R | 238,497 | 231,448 | 223,203 | 196,765 | 0 | 0 | 0 | 0 |
| 9460R | 262,699 | 254,935 | 234,888 | 212,030 | 0 | 0 | 0 | 0 |
| 9460RT | 304,475 | 295,476 | 274,282 | 237,582 | 0 | 0 | 0 | 0 |
| 9560R | 307,491 | 298,403 | 277,651 | 244,554 | 0 | 0 | 0 | 0 |
| 9560RT | 339,768 | 329,727 | 306,591 | 262,859 | 0 | 0 | 0 | 0 |

## TRACTORS

## KUBOTA

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| B2320 | 10,177 | 9,877 | 9,208 | 8,002 | 7,450 | 6,969 | 6,475 | 6,162 |
| MX4700 | 18,697 | 18,145 | 17,005 | 14,895 | 13,613 | 12,874 | 11,908 | 0 |
| MX5100 | 19,541 | 18,964 | 17,762 | 15,405 | 14,451 | 13,775 | 12,714 | 12,135 |
| M7040 | 22,188 | 21,533 | 20,167 | 17,640 | 16,592 | 15,715 | 14,515 | 13,668 |
| M9960 | 34,265 | 33,253 | 31,576 | 28,222 | 0 | 0 | 0 | 0 |
| M110 | 55,468 | 53,828 | 51,368 | 45,837 | 38,520 | 36,985 | 34,653 | 0 |
| M108 | 44,328 | 43,018 | 41,162 | 36,180 | 34,346 | 32,951 | 30,712 | 28,920 |
| M135 | 63,167 | 61,301 | 58,670 | 52,621 | 45,365 | 43,478 | 40,960 | 0 |

## MAHINDRA

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MAX22 | 9,730 | 9,442 | 8,582 | 7,250 | 6,493 | 0 | 0 | 0 |
| MAX25 | 10,320 | 10,015 | 9,089 | 7,605 | 6,894 | 0 | 0 | 0 |
| 3016HST | 12,956 | 12,573 | 11,470 | 9,777 | 9,044 | 0 | 0 | 0 |
| 3016SHU | 12,048 | 11,692 | 10,609 | 9,022 | 8,174 | 0 | 0 | 0 |
| 3616 HST C | 20,926 | 20,307 | 18,928 | 16,536 | 15,436 | 0 | 0 | 0 |
| 3616 HST | 15,142 | 14,694 | 13,503 | 11,576 | 10,648 | 0 | 0 | 0 |
| 4010 GEAR | 14,451 | 14,024 | 13,297 | 11,391 | 10,726 | 0 | 0 | 0 |
| 4010 HST | 15,567 | 15,107 | 14,367 | 13,107 | 12,453 | 0 | 0 | 0 |
| 4035 SHU | 18,624 | 18,073 | 16,755 | 14,530 | 13,478 | 12,620 | 11,583 | 11,050 |
| 4035 HST | 19,876 | 19,289 | 17,935 | 15,602 | 14,553 | 13,682 | 12,498 | 11,932 |
| 4035 PST | 19,249 | 18,681 | 17,345 | 15,066 | 14,031 | 13,167 | 0 | 0 |
| 4025 4WD | 14,830 | 14,392 | 13,091 | 11,163 | 0 | 0 | 0 | 0 |
| 4025 2WD | 11,363 | 11,027 | 9,925 | 8,311 | 7,408 | 6,745 | 6,227 | 5,752 |
| 5010 HST | 22,997 | 22,318 | 20,827 | 18,183 | 16,987 | 16,060 | 0 | 0 |
| 5010 GEAR C | 21,852 | 21,206 | 19,748 | 17,145 | 16,031 | 0 | 0 | 0 |
| 5010 GEAR | 16,090 | 15,615 | 14,256 | 12,092 | 10,955 | 10,367 | 0 | 0 |
| 5530 HST | 20,829 | 20,213 | 18,736 | 16,268 | 15,045 | 14,099 | 12,841 | 12,271 |
| 6110 | 24,174 | 23,459 | 21,835 | 19,003 | 17,686 | 0 | 0 | 0 |
| 6010 | 25,436 | 24,685 | 23,046 | 20,152 | 20,047 | 0 | 0 | 0 |
| 6530 T3 | 22,899 | 22,222 | 20,530 | 17,751 | 16,343 | 15,222 | 13,883 | 13,198 |
| 6530 SHU | 18,375 | 17,832 | 16,279 | 13,898 | 12,632 | 0 | 0 | 0 |
| 7060 CAB | 35,199 | 34,158 | 32,106 | 28,253 | 26,554 | 25,268 | 23,427 | 21,981 |
| 7060 | 25,410 | 24,659 | 22,896 | 19,899 | 18,463 | 17,282 | 15,750 | 14,987 |

## TRACTORS

MASSEY FERGUSON

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{1 5 2 6}$ | 14,211 | 13,791 | 12,937 | 11,354 | 10,618 | 0 | 0 | 0 |
| $\mathbf{1 5 3 2}$ | 17,121 | 16,615 | 15,541 | 13,592 | 12,674 | 12,001 | 11,054 | 10,231 |
| $\mathbf{2 6 1 5}$ | 16,752 | 16,257 | 15,020 | 13,003 | 11,975 | 11,174 | 10,376 | 9,806 |
| $\mathbf{2 6 3 5}$ | 22,358 | 21,697 | 19,952 | 17,462 | 16,177 | 15,114 | 0 | 0 |
| 7615 PREM | 120,521 | 116,959 | 109,428 | 95,608 | 0 | 0 | 0 | 0 |
| 7615 DEL | 113,428 | 110,076 | 102,905 | 89,830 | 0 | 0 | 0 | 0 |
| 7615 CLAS | 97,397 | 94,518 | 88,160 | 76,770 | 0 | 0 | 0 | 0 |
| 7619 PREM | 142,005 | 137,808 | 129,063 | 112,881 | 0 | 0 | 0 | 0 |
| 7619 DEL | 133,246 | 129,308 | 120,991 | 105,714 | 0 | 0 | 0 | 0 |
| 7619 CLAS | 114,434 | 111,052 | 103,685 | 90,384 | 0 | 0 | 0 | 0 |
| $\mathbf{7 6 2 2}$ PREM | 149,777 | 145,351 | 136,328 | 119,457 | 0 | 0 | 0 | 0 |
| $\mathbf{7 6 2 2}$ DEL | 140,747 | 136,588 | 127,979 | 112,017 | 0 | 0 | 0 | 0 |
| $\mathbf{7 6 2 2}$ CLAS | 129,189 | 125,371 | 117,219 | 102,364 | 0 | 0 | 0 | 0 |
| $\mathbf{8 6 5 0}$ | 171,944 | 166,863 | 154,162 | 132,856 | 121,421 | 113,532 | 102,491 | 0 |
| $\mathbf{8 6 7 0}$ | 202,696 | 196,706 | 181,155 | 155,642 | 142,827 | 132,062 | 118,709 | 0 |
| $\mathbf{8 6 9 0}$ | 229,927 | 223,132 | 205,858 | 177,247 | 163,034 | 0 | 0 | 0 |

NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 45 | 14,343 | 13,919 | 12,521 | 10,527 | 9,520 | 8,740 | 0 | 0 |
| $\mathbf{6 5}$ | 17,672 | 17,149 | 15,590 | 13,252 | 11,952 | 0 | 0 | 0 |
| T4.75 | 26,838 | 26,045 | 24,261 | 21,152 | 19,658 | 0 | 0 | 0 |
| TS6.110 | 34,956 | 33,923 | 30,988 | 26,874 | 0 | 0 | 0 | 0 |
| TS6.140 | 45,453 | 44,110 | 40,842 | 35,256 | 0 | 0 | 0 | 0 |
| TS6.125 | 41,161 | 39,945 | 36,850 | 31,681 | 0 | 0 | 0 | 0 |
| T6.140 | 68,215 | 66,199 | 60,807 | 54,008 | 0 | 0 | 0 | 0 |
| T6.160 | 71,644 | 69,526 | 63,067 | 54,617 | 0 | 0 | 0 | 0 |
| T6.175 | 80,055 | 77,689 | 72,225 | 63,773 | 0 | 0 | 0 | 0 |
| T7.185 A | 106,810 | 103,653 | 96,194 | 84,838 | 80,041 | 0 | 0 | 0 |
| T7.170 A | 97,717 | 94,829 | 89,263 | 78,478 | 73,806 | 0 | 0 | 0 |
| T7.210 A | 119,439 | 115,909 | 109,630 | 96,889 | 91,644 | 0 | 0 | 0 |
| T7.235 M | 114,932 | 111,536 | 103,025 | 89,842 | 83,729 | 0 | 0 | 0 |
| T7.250S | 121,948 | 118,344 | 110,983 | 97,211 | 91,038 | 0 | 0 | 0 |
| T7.270 A | 141,973 | 137,777 | 129,618 | 113,908 | 107,093 | 0 | 0 | 0 |
| T8.275 | 157,466 | 152,812 | 142,959 | 125,736 | 118,651 | 0 | 0 | 0 |
| T8.300 | 167,941 | 162,978 | 148,290 | 130,439 | 122,674 | 0 | 0 | 0 |
| T8.330 | 178,013 | 172,752 | 158,542 | 138,971 | 130,330 | 0 | 0 | 0 |
| T9.390 | 205,353 | 199,284 | 186,325 | 162,609 | 151,688 | 0 | 0 | 0 |

Section IV
January 2022

| T9450HD | 238,377 | 231,332 | 215,891 | 188,066 | 175,109 | 0 | 0 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| T9.450 | 232,276 | 225,412 | 210,289 | 183,116 | 170,432 | 0 | 0 |

## TRACTORS

NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 45 | 14,343 | 13,919 | 12,521 | 10,527 | 9,520 | 8,740 | 0 | 0 |
| 65 | 17,672 | 17,149 | 15,590 | 13,252 | 11,952 | 0 | 0 | 0 |
| T4.75 | 26,838 | 26,045 | 24,261 | 21,152 | 19,658 | 0 | 0 | 0 |
| TS6.110 | 34,956 | 33,923 | 30,988 | 26,874 | 0 | 0 | 0 | 0 |
| TS6.140 | 45,453 | 44,110 | 40,842 | 35,256 | 0 | 0 | 0 | 0 |
| TS6.125 | 41,161 | 39,945 | 36,850 | 31,681 | 0 | 0 | 0 | 0 |
| T6.140 | 68,215 | 66,199 | 60,807 | 54,008 | 0 | 0 | 0 | 0 |
| T6.160 | 71,644 | 69,526 | 63,067 | 54,617 | 0 | 0 | 0 | 0 |
| T6.175 | 80,055 | 77,689 | 72,225 | 63,773 | 0 | 0 | 0 | 0 |
| T7.185 A | 106,810 | 103,653 | 96,194 | 84,838 | 80,041 | 0 | 0 | 0 |
| T7.170 A | 97,717 | 94,829 | 89,263 | 78,478 | 73,806 | 0 | 0 | 0 |
| T7.210 A | 119,439 | 115,909 | 109,630 | 96,889 | 91,644 | 0 | 0 | 0 |
| T7.235 M | 114,932 | 111,536 | 103,025 | 89,842 | 83,729 | 0 | 0 | 0 |
| T7.250S | 121,948 | 118,344 | 110,983 | 97,211 | 91,038 | 0 | 0 | 0 |
| T7.270 A | 141,973 | 137,777 | 129,618 | 113,908 | 107,093 | 0 | 0 | 0 |
| T8.275 | 157,466 | 152,812 | 142,959 | 125,736 | 118,651 | 0 | 0 | 0 |
| T8.300 | 167,941 | 162,978 | 148,290 | 130,439 | 122,674 | 0 | 0 | 0 |
| T8.330 | 178,013 | 172,752 | 158,542 | 138,971 | 130,330 | 0 | 0 | 0 |
| T8.390 | 210,046 | 203,838 | 184,751 | 160,567 | 149,113 | 0 | 0 | 0 |
| T9.390 | 205,353 | 199,284 | 186,325 | 162,609 | 151,688 | 0 | 0 | 0 |
| T9450HD | 238,377 | 231,332 | 215,891 | 188,066 | 175,109 | 0 | 0 | 0 |
| T9.450 | 232,276 | 225,412 | 210,289 | 183,116 | 170,432 | 0 | 0 | 0 |
| T9.560 HD | 262,107 | 254,361 | 236,441 | 205,090 | 190,077 | 0 | 0 | 0 |
| T9.615 | 274,240 | 266,135 | 248,109 | 215,886 | 200,765 | 0 | 0 | 0 |
| T9.670 HD | 299,973 | 291,108 | 269,487 | 232,713 | 214,518 | 0 | 0 | 0 |
| T9.670 | 293,993 | 285,304 | 264,010 | 227,883 | 209,963 | 0 | 0 | 0 |

## NEW HOLLAND / VERSATILE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| TV6070 | 112,455 | 109,131 | 103,088 | 90,991 | 85,956 | 82,021 | 76,335 | 0 |

## VERSATILE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{2 2 0}$ | 117,841 | 114,359 | 105,058 | 91,976 | 86,154 | 81,442 | 76,335 | 0 |
| $\mathbf{1 9 0}$ | 112,600 | 109,273 | 100,303 | 87,737 | 82,107 | 77,537 | 0 | 0 |
| $\mathbf{3 5 0}$ | 192,390 | 186,704 | 172,057 | 151,089 | 0 | 0 | 0 | 0 |

Section IV
January 2022

| $\mathbf{4 0 0 t 4}$ | 211,954 | 205,690 | 188,545 | 164,634 | 0 | 0 | 0 | 0 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{3 7 5 t 4}$ | 201,394 | 195,442 | 178,966 | 156,100 | 0 | 0 | 0 | 0 |
| $\mathbf{5 0 0}$ | 270,331 | 262,342 | 237,361 | 208,213 | 0 | 0 | 0 | 0 |
| $\mathbf{5 7 5}$ | 294,165 | 285,471 | 269,955 | 238,561 | 225,656 | 188,516 | 0 | 0 |

## WINDROWERS

## CASE IH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| WD1203 | 89,247 | 86,609 | 71,794 | 60,469 | 54,216 | 51,215 | 47,828 | 44,854 |
| WD1903 | 102,194 | 99,173 | 82,318 | 69,429 | 62,357 | 58,506 | 54,640 | 51,925 |
| WD2303 | 112,964 | 109,626 | 92,096 | 77,610 | 69,645 | 65,177 | 60,805 | 56,970 |

## JOHN DEERE

| MODEL | $\mathbf{2 0 1 8}$ | 2017 | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| D450 | 127,604 | 123,833 | 105,586 | 92,994 | 86,080 | 81,139 | 0 | 0 |
| R450 | 103,182 | 100,133 | 99,668 | 84,772 | 77,534 | 72,329 | 0 | 0 |

## MASSEY FERGUSON

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| WR9735 | 92,641 | 89,903 | 83,588 | 72,542 | 0 | 0 | 0 | 0 |
| WR9725 | 86,060 | 83,517 | 77,640 | 67,372 | 0 | 0 | 0 | 0 |
| WR9740 | 94,034 | 91,255 | 84,504 | 73,010 | 0 | 0 | 0 | 0 |
| WR9770 | 115,098 | 111,697 | 103,849 | 87,872 | 0 | 0 | 0 | 0 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| H8040 | 88,566 | 85,949 | 79,871 | 69,120 | 64,290 | 59,730 | 54,203 | 52,032 |
| H8060 | 103,497 | 100,439 | 93,130 | 80,588 | 74,517 | 69,568 | 63,527 | 60,441 |
| H8080 | 104,980 | 101,878 | 94,319 | 81,863 | 74,912 | 69,583 | 63,815 | 60,583 |

# BUSINESS RELATED Section V 

- Office Equipment
- Computers
- Printers
- Monitors
- Scanners
- Back ups
- Copiers

All business related equipment are shown with Replacement Cost New and are listed with Economic Lives. Depreciation Tables should be applied to determine Fair Market Value.

# Personal Property Valuation Schedule 

Introduction

## Business Related Property

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § 2875 D4, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.

None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners. All forms of depreciation including physical, economic, and functional obsolescence should be considered as applicable to arrive at current fair cash value.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (selectAd Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

# BUSINESS OFFICE EQUIPMENT OFFICE FURNITURE 

Economic Life: 10 years

Low<br>300-690



550-900


100-400

Low

DESK
Average
700-950
Good
1,000-2,500

## EXECUTIVE

Average
950-1,900

## CREDENZA

Average
400-990

## HUTCH

Average 300-800

Good 1,000-2,900

Good 800-2,900

## BUSINESS OFFICE EQUIPMENT

## CONFERENCE TABLE

Low
$180-300$

| Average | Good |
| :---: | :---: |
| $300-850$ | $850-1,692$ |

Excellent<br>2,650-7,140

## CHAIRS

Low<br>110-350

Average
Good
350-700

750-1,800

## FILES

Metal - Vertical

| Low | Average | Good |
| :---: | :---: | :---: |
| 70 | 180 | 270 |
| 110 | 200 | 340 |
| 180 | 380 | 480 |


| 2 Drawer | 70 |
| :--- | :---: |
| 3 Drawer | 110 |
| 4 Drawer | 180 |

Wood-Vertical

| Low | Average | Good |
| :---: | :---: | :---: |
| 40 | 150 | 250 |
| 100 | 180 | 300 |
| 150 | 375 | 450 |


| 2 Drawer | 40 |
| :--- | :--- |
| 3 Drawer | 100 |
|  | 150 |

4 Drawer 150
Metal - Lateral

|  | Average | Good |
| :--- | :---: | :---: |
| 2 Drawer | $250-400$ | $400-700$ |
| 4 Drawer | $500-600$ | $650-800$ |
| 5 Drawer | $650-900$ | $900-1,100$ |
|  | Open Shelf File |  |
|  | Average |  |

Fire Resistant

| Vertical | Low | Average | Good | Excellent |
| :--- | :---: | :---: | :---: | :---: |
| 2 Drawer | $540-650$ | $650-910$ | $1,270-1,870$ | $2,000-2,300$ |
| 4 Drawer | 970 | $1,120-1,930$ | $2,030-2,630$ | $2,930-4,500$ |
|  |  | Average | Good | Excellent |
| Lateral | Low | $1,870-2,040$ | $2,290-2,720$ | $2,790-3,040$ |

## COMPUTERS

Economic Life: 5 years
Computer Systems are shown with major features listed only. Price is an average of current advertised prices of various retailers.

Components prices are an average of current advertised prices of various retailers.
Please note that in the area of computers, software and calculators, market values for these products have generally shown a downward trend. We would suggest that you do not use cost trending table for these items.

## COMPUTER SYSTEMS

## DESKTOPS

| RAM | Price |
| :--- | ---: |
| 4GB | $300-450$ |
| 12GB | $600-1,200$ |
| 1TB | $700-1,700$ |
| ALL IN ONE | $800-2,200$ |

## LAPTOPS

| RAM | Price |
| :--- | ---: |
| 4GB | $300-2,000$ |
| 8GB | $600-2,800$ |

TABLETS
Price
250-2,650

## NETBOOKS

| RAM | Price |
| :--- | ---: |
| 4GB | $350-2,400$ |
| 6GB | $450-1,650$ |
| 8GB | $550-3,280$ |

IPADS
Price
350-2,500

## COMPUTER COMPONENTS

MULTIFUNCTION PRINTERS

| LOW | AVERAGE | HIGH |
| :---: | :---: | :---: |
| $40-400$ | $500-1,500$ | $2,000-U P$ |

## MONITORS

20" AND UNDER
21"-22"
23"-24"

100-250
100-350
150-2,500

# CONSTRUCTION EQUIPMENT 

Section VI

- Earthmoving Equipment

Backhoes
Crawler Loaders
Crawler Tractors
Excavators
Graders
Scrapers
Skid Steer Loaders
Trenchers
Wheel Loaders

- Lifting Equipment


## Aerial Lifts

Cranes - Cranes for Truck Mounting
Cranes - Hydraulic Cranes
Cranes - Lattice Boom Cranes
Rough Terrain Lift Trucks

- Other Equipment

Compaction Equipment
Concrete Equipment
Crushing Equipment
Drilling Equipment
Forestry Equipment
Miscellaneous Equipment
Paving Equipment
Pumps
Road Maintenance Equipment

# Personal Property Valuation Schedule 

## Introduction

## Construction Equipment

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § 2875

None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners. All forms of depreciation including physical, economic, and functional obsolescence should be considered as applicable to arrive at current fair cash value.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (select- Ad Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

Oklahoma Tax Commission
Ad Valorem Division
409 N. E. 28th St.
Oklahoma City, OK 73105
(405) 319-8200

## BACKHOES

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 416E | 0 | 0 | 64,963 | 61,556 | 61,453 | 57,603 | 55,109 | 51,925 |
| 420E | 94,044 | 87,191 | 81,209 | 75,640 | 67,707 | 59,508 | 63,440 | 58,776 |
| 420E IT | 114,900 | 106,527 | 97,486 | 89,213 | 81,641 | 79,275 | 69,706 | 64,359 |
| 420F | 118,257 | 109,640 | 99,748 | 87,061 | 76,697 | 9,677 | 62,311 | 0 |
| 420FST | 86,207 | 79,925 | 78,740 | 78,826 | 77,507 | 76,254 | 75,473 | 0 |
| 430E | 121,663 | 112,797 | 101,983 | 92,206 | 83,366 | 75,375 | 69,844 | 62,475 |
| 430E IT | 139,793 | 129,606 | 116,497 | 104,715 | 94,123 | 84,604 | 74,322 | 70,296 |
| 450E | 121,491 | 112,637 | 106,238 | 100,201 | 94,508 | 90,651 | 85,891 | 81,594 |

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 110 | 0 | 0 | 0 | 54,113 | 50,002 | 45,873 | 41,357 | $\mathbf{3 8 , 1 0 2}$ |
| 310J | 0 | 0 | 0 | 0 | 0 | 0 | 45,467 | 44,220 |
| 410 J | 98,636 | 91,448 | 84,781 | 78,601 | 75,765 | 69,119 | 65,472 | 60,265 |
| 710 J | 160,963 | 149,233 | 131,551 | 115,965 | 106,126 | 92,890 | 86,063 | 76,622 |

## JCB

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1CX8FT | 63,795 | 59,146 | 54,653 | 51,746 | 46,650 | 43,557 | 40,224 | 36,891 |
| 201S | 20,159 | 18,690 | 18,675 | 18,662 | 18,647 | 18,632 | 18,619 | 18,603 |
| 2CX 12FT | 92,176 | 85,459 | 78,487 | 72,006 | 64,915 | 55,780 | 47,606 | 40,628 |
| 4CX 14FT | 110,748 | 102,677 | 94,963 | 87,123 | 78,543 | 67,120 | 59,028 | 50,933 |
| 4CX 17FT | 165,720 | 153,644 | 141,007 | 129,364 | 116,626 | 99,965 | 89,255 | 78,543 |
| MIDI CX | 61,732 | 57,233 | 49,688 | 48,174 | 43,227 | 38,037 | 35,466 | 27,621 |

## KUBOTA

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| B26 | 35,187 | 32,623 | 30,146 | 28,574 | 25,760 | 23,036 | 21,055 | $\mathbf{1 9 , 0 7 2}$ |
| L39 | 43,646 | 40,465 | 37,392 | 35,442 | 31,953 | 29,476 | 27,743 | 26,503 |
| M59 | 55,155 | 51,135 | 47,018 | 43,135 | 38,887 | 37,155 | 35,173 | 33,439 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| B110B | 68,647 | 61,877 | 61,440 | 57,408 | 51,876 | 49,081 | 44,437 | 41,166 |
| B115B | 53,644 | 50,941 | 54,261 | 53,953 | 46,137 | 42,569 | 45,959 | 38,642 |
| B90B | 51,380 | 52,227 | 47,374 | 46,565 | 41,881 | 38,901 | 40,952 | 37,129 |
| B95B | 60,494 | 57,883 | 54,418 | 56,998 | 54,789 | 50,508 | 49,387 | 46,649 |
| B95B LR | 68,002 | 63,329 | 60,688 | 54,712 | 41,211 | 47,271 | 43,635 |  |
| B95B TC | 72,319 | 68,897 | 65,638 | 62,074 | 54,299 | 56,755 | 59,257 | 54,963 |
| B95C | 88,178 | 82,477 | 73,458 | 66,097 | 56,753 | 50,039 | 44,394 | 39,386 |

## TEREX

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TLB840 | 77,838 | 73,957 | 70,938 | 65,645 | 60,958 |  |  |  |
| TX860B | 68,200 | 63,076 | 57,868 | 52,170 | 46,953 | 42,940 | 40,532 | 37,923 |
| TX870B | 73,289 | 68,252 | 62,617 | 56,451 | 52,108 | 47,767 | 42,240 | 38,292 |
| TX970B | 78,158 | 72,787 | 66,777 | 60,202 | 55,661 | 51,319 | 46,976 | 42,240 |

## VOLVO

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| BL60B | 74,793 | 59,480 | 50,315 | 40,528 | 31,799 |  |  |  |
| BL70 | 72,040 | 69,651 | 68,898 | 62,425 | 58,093 | 53,937 | 53,257 | 48,697 |
| BL70B | 74,802 | 71,791 | 71,445 | 64,032 | 59,537 |  |  |  |

## CRAWLER TRACTORS

CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1150K | 198,505 | 184,040 | 159,299 | 150,698 | 134,443 | 124,942 | 114,415 | 108,933 |
| 1150K WT III | 184,299 | 170,869 | 148,555 | 136,248 | 120,952 | 106,920 | 94,796 | 82,255 |
| 1150K XLT III | 159,750 | 148,108 | 136,353 | 133,009 | 132,804 | 129,918 | 125,341 | 123,174 |
| 1850K LGP III | 331,882 | 307,697 | 262,891 | 241,110 | 214,040 | 180,200 | 155,358 | 132,186 |
| 1850K LT III | 276,461 | 256,315 | 220,182 | 201,940 | 179,267 | 154,925 | 132,274 | 108,933 |
| 1850K XLT III | 286,454 | 265,580 | 228,140 | 209,240 | 185,748 | 159,289 | 136,683 | 113,380 |
| 550H LGP | 96,230 | 89,218 | 77,309 | 70,903 | 62,944 | 56,729 | 52,229 | 48,475 |
| 805K LGP | 232,942 | 215,967 | 172,073 | 145,079 | 122,218 | 104,136 | 88,732 | 75,466 |
| 850L LGP | 133,452 | 123,727 | 114,238 | 108,964 | 96,717 | 90,113 | 83,282 | 76,448 |
| 850L XLT | 118,984 | 110,313 | 105,143 | 99,416 | 94,029 | 87,620 | 83,008 | 78,529 |
| TR270 | 53,122 | 49,251 | 42,194 | 38,694 | 36,588 | 346,255 | 31,360 | 0 |
| TR320 | 66,188 | 61,365 | 51,668 | 48,663 | 44,266 | 41,653 | 37,492 | 0 |
| TV380 | 74,866 | 69,410 | 56,057 | 49,837 | 44,587 | 41,406 | 36,087 | 0 |

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 247B III | 55,686 | 51,628 | 43,648 | 40,248 | 35,699 | 32,095 | 28,671 | 0 |
| 259B III | 59,658 | 55,310 | 48,224 | 44,759 | 41,781 | 38,534 | 36,153 | 0 |
| 587T | $1,299,913$ | $1,205,185$ | $1,046,110$ | 959,440 | 897,758 | 848,467 | 780,369 | 715,398 |
| 953D | 264,919 | 245,614 | 207,220 | 192,587 | 182,553 | 170,210 | 157,345 | 142,862 |
| 963D | 289,341 | 268,256 | 253,168 | 231,926 | 215,801 | 210,203 | 184,184 | 178,190 |
| D10T | 987,681 | 915,707 | 807,894 | 893,393 | 798,411 | 693,185 | 634,549 | 603,036 |
| D11T | 948,946 | 879,795 | 795,567 | 761,271 | 956,924 | 772,258 | 736,696 | 671,511 |
| D3K XL | 108,563 | 100,652 | 89,949 | 85,062 | 78,750 | 76,935 | 75,193 | 69,232 |
| D5K XL | 167,780 | 155,554 | 134,065 | 123,840 | 109,801 | 101,327 | 96,334 | 86,788 |
| D7R DS II | 549,898 | 509,826 | 435,868 | 396,121 | 351,648 | 317,733 | 300,792 | 282,933 |
| D7R II | 346,813 | 321,540 | 287,562 | 272,140 | 210,038 | 250,529 | 259,064 | 243,183 |
| D9T | 915,960 | 849,212 | 844,980 | 696,076 | 668,695 | 609,442 | 584,376 | 510,681 |
| PL61 | 528,842 | 490,304 | 426,834 | 391,471 | 347,519 | 313,054 | 292,638 | 271,256 |

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 319D | 56,346 | 52,239 | 41,909 | 36,485 | 31,096 | 26,243 | 23,443 | 0 |
| 329D | 77,374 | 71,736 | 58,267 | 49,455 | 44,286 | 37,769 | 34,004 | 0 |
| 450J | 134,978 | 125,142 | 108,441 | 93,965 | 86,989 | 78,877 | 69,590 | 63,836 |
| 450J LGP | 132,959 | 123,270 | 102,555 | 95,040 | 85,811 | 76,918 | 70,591 | 66,462 |
| 450J LT | 122,769 | 113,823 | 94,203 | 92,112 | 86,780 | 73,867 | 70,182 | 60,005 |
| 650J | 173,311 | 160,682 | 138,127 | 129,855 | 111,826 | 107,670 | 96,711 | 90,217 |
| 650J LT | 131,649 | 122,055 | 107,066 | 99,383 | 103,435 | 89,460 | 82,363 | 76,557 |
| 650J XLT | 140,541 | 130,300 | 113,363 | 104,369 | 97,108 | 92,808 | 86,652 | 83,903 |
| 650K XLT | 189,917 | 176,077 | 153,168 | 139,947 | 143,584 | 0 | 0 | 0 |
| 655C III | 287,236 | 266,304 | 231,114 | 210,040 | 186,459 | 155,614 | 126,878 | 98,742 |
| 750J | 238,713 | 221,317 | 193,023 | 187,177 | 176,996 | 162,694 | 143,786 | 139,329 |


| 750J WT | 324,096 | 300,478 | 260,281 | 236,763 | 217,709 | 199,720 | 169,396 | 148,214 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 850K | 456,386 | 423,128 | 356,482 | 290,903 | 240,003 | 208,530 | 0 | 0 |
| CT315 | 41,288 | 38,279 | 33,941 | 32,436 | 30,340 | 29,307 | 28,074 | 25,429 |
| CT323 | 42,487 | 39,391 | 35,415 | 33,581 | 29,142 | 30,108 | 28,916 | 0 |

## KOMATSU

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| D155AX-6 | 311,219 | 288,540 | 252,214 | 260,350 | 278,349 | 235,135 | 196,261 | 210,941 |
| D155AX-7 | 693,854 | 643,291 | 542,134 | 496,926 | 432,045 | 420,268 | 0 | 0 |
| D375A-6 | $1,934,528$ | $1,793,555$ | $1,191,894$ | 838,162 | 616,579 | 416,328 | 324,626 | 210,992 |
| D37EX-22 | 123,237 | 114,256 | 105,615 | 103,309 | 106,204 | 96,780 | 100,325 | 97,043 |
| D37PX-22 | 235,693 | 218,518 | 164,369 | 130,832 | 100,284 | 86,641 | 67,331 | 52,375 |
| D475A-5 | 873,633 | 809,969 | 708,180 | 655,216 | 605,712 | 566,343 | 529,559 | 494,905 |
| D65EX-16 | 203,415 | 188,592 | 169,559 | 154,540 | 164,847 | 150,367 | 144,820 | 0 |
| D65EX-17 | 273,358 | 253,438 | 222,281 | 214,149 | 201,006 | 182,054 | 0 | 0 |
| D65PX-15 | 116,280 | 107,807 | 99,229 | 96,651 | 94,059 | 92,585 | 99,090 | 107,183 |

NEW HOLLAND

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| C175 | 30,834 | 28,430 | 27,668 | 27,152 | 31,618 | $\mathbf{2 8 , 0 2 0}$ | 26,816 | $\mathbf{2 6 , 3 8 4}$ |
| C185 | 50,358 | 44,448 | 37,788 | 35,718 | 36,934 | 36,941 | 33,447 | 309,809 |
| C190 | 48,647 | 43,451 | 37,450 | 35,746 | 39,009 | 37,271 | 35,459 | 31,887 |
| C232 | 57,943 | 50,193 | 46,261 | 42,445 | 39,720 | - | - | - |
| C238 | 64,250 | 58,327 | 55,057 | 53,842 | 50,835 | - | - | - |
| D95B LGP | 151,046 | 130,330 | 119,532 | 106,112 | 93,096 | 79,805 | 67,833 | 56,484 |
| D95B WT | 144,561 | 124,815 | 114,024 | 101,224 | 88,808 | 76,129 | 64,707 | 53,881 |

## EXCAVATORS

## BOBCAT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 324 | 28,928 | 26,820 | 23,741 | 22,582 | 21,618 | 20,033 | 18,814 | 0 |
| 331 | 41,168 | 38,168 | 34,340 | 32,694 | 31,102 | 29,926 | 29,125 | $\mathbf{2 8 , 1 0 0}$ |
| 418 | 28,928 | 26,820 | 23,741 | 22,582 | 21,618 | 20,033 | 18,814 | 17,955 |
| E26 | 41,374 | 38,359 | 32,842 | 29,593 | 26,769 | 0 | 0 | 0 |
| E35 | 49,899 | 46,263 | 40,152 | 37,996 | 36,518 | 34,645 | 32,603 | 30,768 |
| E45 | 67,625 | 62,697 | 54,995 | 50,694 | 46,386 | 43,629 | 40,283 | 0 |
| E50 | 67,625 | 62,697 | 54,995 | 50,694 | 46,386 | 43,629 | 40,283 | 37,968 |
| E55 | 77,347 | 71,711 | 64,637 | 58,150 | 53,589 | 50,179 | 0 | 0 |
| E60 | 88,959 | 82,476 | 69,694 | 60,950 | 56,467 | 51,723 | 47,243 | 42,137 |
| E80 | 89,457 | 82,938 | 73,026 | 73,595 | 70,909 | 66,584 | 64,480 | 61,096 |
| E85 | 98,173 | 91,019 | 83,032 | 83,599 | 82,616 | 75,399 | 82,687 | 82,940 |

## CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 9010 | 149,180 | 138,309 | 115,604 | 106,558 | 96,443 | 90,770 | 84,219 | $\mathbf{7 9 , 6 1 1}$ |
| 9040 | 211,691 | 196,265 | 157,833 | 145,614 | 131,507 | 122,515 | 113,745 | 106,191 |
| CX130C | 175,560 | 162,766 | 123,033 | 117,320 | 103,239 | 89,554 | 81,733 | 74,316 |
| CX160 | 200,594 | 185,977 | 143,139 | 134,186 | 123,891 | 113,159 | 106,103 | 98,550 |
| CX160B | 197,871 | 183,451 | 148,250 | 137,628 | 125,400 | 117,336 | 104,934 | 103,998 |
| CX160C | 209,459 | 194,195 | 158,867 | 156,246 | 147,141 | 0 | 0 | 0 |
| CX210C | 232,381 | 215,447 | 174,031 | 157,587 | 145,077 | 0 | 0 | 0 |
| CX235C SR | 254,110 | 235,592 | 189,853 | 176,543 | 159,348 | 0 | 0 | 0 |
| CX250C | 240,281 | 222,771 | 209,005 | 198,066 | 186,325 | 180,953 | 0 | 0 |
| CX290B | 161,184 | 149,438 | 128,686 | 141,801 | 142,508 | 117,646 | 146,734 | 121,322 |
| CX300C | 406,820 | 377,174 | 286,550 | 229,438 | 187,170 | 164,851 | 0 | 0 |
| CX31B | 61,962 | 57,446 | 46,543 | 43,594 | 41,387 | 39,265 | 36,943 | 34,820 |
| CX350C | 415,941 | 385,631 | 273,692 | 247,640 | 218,068 | 196,949 | 0 | 0 |
| CX470B | 394,627 | 365,870 | 308,233 | 290,780 | 284,829 | 236,177 | 264,705 | 223,708 |
| CX470C | 650,679 | 603,263 | 478,733 | 425,415 | 377,412 | 342,512 | 323,068 | 274,108 |
| CX75 | 113,606 | 105,327 | 90,100 | 82,114 | 74,201 | 71,848 | 61,745 | 57,930 |
| CX75SR | 0 | 0 | 90,435 | 82,700 | 76,399 | 71,614 | 67,230 | 62,095 |
| CX80 | 107,431 | 99,602 | 93,777 | 89,905 | 82,709 | 75,180 | 75,197 | 70,596 |
| CX800 | 572,703 | 530,969 | 446,022 | 396,469 | 352,130 | 316,322 | 295,318 | 248,466 |
| CX800B | $1,166,914$ | $1,081,878$ | 933,851 | 856,481 | 767,245 | 665,048 | 569,967 | 490,654 |

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## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 301.4C | 23,808 | 22,073 | 21,339 | 21,314 | 22,451 | 21,825 | 0 | 0 |
| 301.6C | 29,601 | 27,444 | 24,295 | 23,102 | 22,105 | 20,496 | 19,253 | 18,370 |
| 301.8C | 30,624 | 28,393 | 24,869 | 23,051 | 23,416 | 20,716 | 19,502 | 18,937 |
| 303.5C CR | 49,528 | 45,918 | 41,154 | 39,032 | 36,988 | 35,457 | 34,678 | 33,327 |
| 303.5D CR | 49,537 | 45,927 | 40,630 | 38,035 | 36,760 | 35,655 | 36,356 | 0 |
| 303.5E CR | 54,559 | 50,583 | 45,301 | 42,617 | 39,660 | 0 | 0 | 0 |
| 303C CR | 48,707 | 45,158 | 39,888 | 37,284 | 34,821 | 33,708 | 32,170 | 30,273 |
| 305.5D CR | 81,061 | 75,154 | 63,171 | 57,784 | 50,262 | 46,015 | 41,862 | 0 |
| 305.5E CR | 83,936 | 77,819 | 62,789 | 57,518 | 50,448 | 42,495 | 37,354 | 32,773 |
| 305C CR | 55,406 | 51,369 | 46,885 | 45,283 | 43,911 | 45,670 | 43,682 | 41,223 |
| 305D CR | 80,158 | 74,317 | 60,194 | 51,593 | 44,618 | 40,486 | 34,863 | 0 |
| 305E CR | 72,764 | 67,462 | 60,658 | 54,378 | 49,112 | 0 | 0 | 0 |
| 307D | 95,529 | 88,568 | 78,464 | 75,457 | 71,720 | 67,985 | 66,414 | 61,207 |
| 311D LRR | 146,239 | 135,582 | 119,742 | 110,379 | 100,157 | 93,286 | 85,775 | 80,318 |
| 315D L | 149,164 | 138,294 | 123,782 | 117,241 | 118,586 | 112,759 | 105,060 | 102,573 |
| 321D LCR | 269,592 | 249,947 | 206,357 | 193,402 | 171,566 | 157,135 | 139,167 | 126,018 |
| 324E L | 278,943 | 258,615 | 219,372 | 203,271 | 181,842 | 165,542 | 145,589 | 0 |
| 329E L | 327,810 | 303,922 | 255,305 | 232,402 | 210,538 | 186,235 | 181,366 | 0 |
| 345D L | 336,518 | 311,995 | 272,723 | 252,268 | 253,405 | 240,082 | 227,344 | 208,242 |
| 349E | 505,608 | 468,763 | 434,234 | 377,565 | 344,521 | 325,827 | 301,438 | 268,728 |
| 349E L | 510,646 | 473,434 | 458,044 | 411,538 | 396,225 | 382,084 | 376,453 | 0 |
| 365C L | 641,082 | 594,365 | 497,719 | 441,044 | 390,499 | 351,788 | 351,933 | 300,767 |
| 380D CR | 104,368 | 96,762 | 89,421 | 82,628 | 81,637 | 77,591 | 73,648 | 71,263 |
| M313D | 198,265 | 183,817 | 143,577 | 137,157 | 117,457 | 104,172 | 92,144 | 78,991 |
| M315D | 180,055 | 166,934 | 150,953 | 143,897 | 116,495 | 109,507 | 99,997 | 89,722 |
| M318D | 0 | 200,671 | 168,359 | 170,261 | 155,205 | 137,521 | 111,090 | 104,889 |
| M322D | 0 | 306,274 | 259,536 | 245,229 | 218,454 | 197,655 | 177,725 | 157,155 |

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 120D | $\mathbf{1 5 9 , 4 4 5}$ | 147,825 | 128,770 | 118,700 | 112,963 | 103,496 | 96,280 | $\mathbf{8 8 , 7 6 9}$ |
| 130G | 182,618 | 169,310 | 145,867 | 127,798 | 114,886 | 103,701 | 0 | 0 |
| 160D LC | 196,714 | 182,379 | 149,475 | 139,760 | 128,997 | 116,867 | 108,388 | 99,822 |
| 160G LC | 211,122 | 195,737 | 173,011 | 154,911 | 144,042 | 0 | 0 | 0 |
| 200D LC | 214,487 | 198,857 | 171,460 | 153,730 | 148,853 | 135,483 | 123,108 | 112,605 |
| 210G | 246,220 | 228,277 | 191,409 | 168,891 | 149,215 | 0 | 0 | 0 |
| 210G LC | 237,437 | 220,135 | 179,884 | 166,740 | 151,829 | 0 | 0 | 0 |
| 240D LC | 155,708 | 144,361 | 131,026 | 125,843 | 120,766 | 126,871 | 124,470 | 118,318 |
| 250G LC | 278,081 | 257,817 | 206,115 | 177,861 | 155,083 | 135,845 | 0 | 0 |
| 290G LC | 327,963 | 304,064 | 246,492 | 214,565 | 189,389 | 165,516 | 0 | 0 |
| 350G LC | 392,903 | 364,272 | 291,973 | 235,279 | 200,861 | 189,363 | 0 | 0 |
| 35D | 60,290 | 55,896 | 47,650 | 43,293 | 40,797 | 36,391 | 34,229 | 32,374 |
| 450D LC | 503,222 | 466,552 | 373,415 | 316,266 | 259,843 | 238,822 | 214,786 | 175,825 |
| 470G LC | 502,156 | 465,562 | 382,545 | 350,754 | 330,815 | 295,925 | 0 | 0 |
| 50D | 110,487 | 102,435 | 60,073 | 57,170 | 53,391 | 48,912 | 45,250 | 42,551 |

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| 650D LC | 235,388 | 218,235 | 206,114 | 205,997 | 205,708 | 207,767 | 225,980 | 211,567 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 850D LC | $1,303,762$ | $1,208,754$ | 932,090 | 760,581 | 620,113 | 531,826 | 455,216 | 347,113 |
| 85D | 137,139 | 127,145 | 110,891 | 100,862 | 91,589 | 84,634 | 78,901 | 73,417 |

## DITCH WITCH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MX182 | 26,083 | 24,183 | 21,184 | 19,793 | 17,731 | 15,965 | 14,555 | 13,290 |
| MX202 | 34,024 | 31,545 | 28,769 | 26,959 | 25,752 | 23,815 | 22,856 | 22,149 |
| MX272 | 46,419 | 43,037 | 37,633 | 34,514 | 30,918 | 28,318 | 26,546 | 23,794 |
| MX352 | 47,534 | 44,070 | 38,603 | 35,405 | 31,716 | 28,894 | 26,592 | 24,484 |
| MX502 | 63,564 | 58,932 | 51,285 | 47,114 | 42,205 | 37,381 | 33,046 | 29,160 |
| MX9 | 21,131 | 19,591 | 17,004 | 15,595 | 13,970 | 12,397 | 11,369 | 10,688 |
| XT1600 | 466,353 | 432,368 | 301,791 | 222,908 | 164,507 | 122,793 | 91,661 | 58,422 |
| XT855 | 30,101 | 27,907 | 24,706 | 234,575 | 22,467 | 20,839 | 19,578 | 18,679 |

## HITACHI

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| EX1200-6 | $1,618,560$ | $1,500,612$ | $1,292,315$ | $1,185,247$ | $1,061,756$ | 938,001 | 835,086 | 742,765 |
| EX1200-6SHVL | $1,752,863$ | $1,625,128$ | $1,408,512$ | $1,255,230$ | $1,110,826$ | 988,903 | 875,623 | 773,861 |
| EX1900-6 | $3,681,619$ | $3,413,331$ | $2,946,302$ | $2,702,201$ | $2,739,478$ | $1,997,691$ | $1,650,134$ | $1,248,019$ |
| EX2500-6 | $3,419,738$ | $3,170,534$ | $2,734,718$ | $2,508,147$ | $2,246,823$ | $1,980,129$ | $1,823,133$ | $1,731,123$ |
| EX3600-6 | $4,503,158$ | $4,175,003$ | $3,607,501$ | $3,308,618$ | $2,963,894$ | $2,695,785$ | $2,448,588$ | $2,294,745$ |
| ZAXIS 120-3 | 194,742 | 180,551 | 155,431 | 144,047 | 129,039 | 112,114 | 101,417 | 90,317 |
| ZAXIS 135US-3 | 189,083 | 175,304 | 152,144 | 139,561 | 128,373 | 115,321 | 104,003 | 99,262 |
| ZAXIS 160LC-3 | 124,102 | 115,058 | 91,466 | 86,815 | 80,720 | 72,363 | 67,346 | 62,047 |
| ZAXIS 190W-3 | 468,113 | 434,001 | 373,433 | 342,493 | 306,809 | 259,240 | 216,365 | 180,866 |
| ZAXIS 200LC-3 | 307,527 | 285,116 | 245,472 | 225,238 | 201,771 | 184,881 | 143,685 | 113,499 |
| ZAXIS 220W-3 | 528,814 | 490,278 | 420,961 | 386,084 | 345,858 | 284,599 | 241,988 | 206,703 |
| ZAXIS 450LC-3 | 688,687 | 638,501 | 551,138 | 505,476 | 452,810 | 362,651 | 296,948 | 222,171 |
| ZAXIS 50U-3 | 66,329 | 61,495 | 53,944 | 49,718 | 45,483 | 42,783 | 39,489 | 37,228 |
| ZAXIS 85USB-3 | 124,588 | 115,509 | 100,078 | 93,615 | 85,944 | 79,717 | 73,561 | 67,689 |

## HYUNDAI

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| R110-7A | 119,274 | 110,583 | 958,541 | 85,927 | 69,618 | 64,552 | 59,377 | 54,577 |
| R130LC | 126,227 | 117,029 | 102,076 | 93,857 | 85,123 | 79,537 | 73,133 | 68,853 |
| R14OLC-9 | 148,574 | 137,747 | 119,387 | 107,036 | 88,760 | 74,444 | 0 | 0 |
| R140W-9 | 0 | 0 | 215,635 | 197,769 | 177,163 | 150,115 | 127,202 | 0 |
| R160LC-9 | 156,687 | 145,269 | 114,248 | 96,758 | 81,354 | 66,120 | 59,362 | 0 |
| R170W-9 | 0 | 0 | 263,029 | 241,237 | 216,103 | 194,064 | 174,282 | 0 |
| R210LC-9 | 175,351 | 162,573 | 138,271 | 127,691 | 115,384 | 106,398 | 97,749 | 90,521 |
| R210LC-9LR | 175,351 | 162,573 | 138,271 | 127,691 | 115,384 | 106,398 | 97,749 | 0 |
| R235LCR-9 | 199,129 | 184,618 | 154,707 | 150,630 | 140,200 | 130,776 | 0 | 0 |
| R250LC-9 | 203,510 | 188,680 | 163,061 | 150,410 | 138,727 | 121,470 | 116,391 | 113,492 |

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| R320LC-9 | 275,531 | 255,452 | 189,791 | 168,052 | 150,576 | 124,396 | 98,884 | 0 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| R380LC-9 | 291,385 | 270,151 | 219,582 | 196,972 | 159,158 | 135,898 | 107,573 | 0 |
| R480LC-9 | 347,452 | 322,133 | 248,592 | 247,620 | 233,448 | 209,246 | 171,811 | 0 |
| R55-9 | 72,262 | 66,996 | 55,174 | 51,350 | 43,076 | 40,505 | 39,442 | 0 |
| R55W-9 | 0 | 0 | 83,471 | 76,555 | 68,579 | 55,427 | 44,800 | 0 |
| R800LC-7A | 855,980 | 793,603 | 685,019 | 628,266 | 562,806 | 498,004 | 392,216 | 309,622 |
| R80CR-9 | 101,291 | 93,910 | 85,474 | 82,177 | 77,946 | 70,945 | 0 | 0 |

## IHI

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $35 \mathrm{~N}-3$ | 47,312 | 43,865 | 37,456 | 35,110 | 33,463 | 31,402 | 29,184 | 27,243 |
| $55 \mathrm{~N}-3$ | 69,815 | 64,727 | 55,300 | 51,293 | 47,174 | 43,621 | 40,571 | 37,678 |
| 80 VX | 84,367 | 78,219 | 67,784 | 64,018 | 58,842 | 54,616 | 50,316 | 46,203 |

JCB

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 8018 | 26,645 | 24,703 | 21,570 | 20,412 | 19,002 | 18,162 | 16,635 | 15,135 |
| 8025ZTS | 41,360 | 38,346 | 32,510 | 30,128 | 27,292 | 25,744 | 22,783 | 19,977 |
| 8045ZTS | 69,763 | 64,679 | 54,045 | 49,712 | 44,183 | 39,205 | 34,180 | 26,753 |
| MICRO 8008 | 19,516 | 18,094 | 15,704 | 14,404 | 12,903 | 11,514 | 10,316 | 9,517 |
| 8065 | 80,358 | 74,502 | 61,670 | 52,574 | 46,230 | 39,908 | 33,647 | 28,881 |
| 8085 | 85,334 | 79,116 | 68,561 | 64,729 | 59,494 | 55,220 | 50,875 | 0 |
| JS145 | 115,322 | 106,918 | 85,974 | 89,462 | 76,623 | 59,373 | 55,473 | 47,859 |
| JS160 | 127,021 | 117,764 | 99,803 | 96,288 | 92,848 | 81,202 | 61,826 | 57,193 |
| JS200 | 135,076 | 125,232 | 107,016 | 96,771 | 84,928 | 79,901 | 71,933 | 66,607 |
| JS330 | 294,020 | 272,594 | 234,393 | 193,064 | 174,760 | 134,739 | 131,860 | 116,220 |
| JS460 | 310,055 | 287,461 | 248,128 | 227,571 | 203,860 | 147,110 | 125,899 | 96,981 |

## KOMATSU

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| HB215LC-1 | 247,801 | 229,743 | 194,538 | 177,016 | 151,633 | 146,058 | 0 | 0 |
| PC-09-1 | 17,801 | 16,504 | 15,053 | 19,039 | 14,010 | 14,766 | 13,276 | 12,937 |
| PC1250LC-8 | $1,217,320$ | $1,128,611$ | $1,002,204$ | 941,747 | 884,203 | 947,843 | 797,395 | 749,402 |
| PC160LC-8 | 178,720 | 165,696 | 135,088 | 126,635 | 117,031 | 105,833 | 98,214 | 0 |
| PC18MR-3 | 28,393 | 26,324 | 23,300 | 22,168 | 21,229 | 19,665 | 18,463 | 17,623 |
| PC210LC-10 | 228,874 | 212,196 | 179,110 | 152,279 | 134,212 | 0 | 0 | 0 |
| PC220LC-8 | 187,278 | 173,630 | 156,297 | 148,882 | 148,833 | 144,466 | 145,954 | 133,493 |
| PC220LL-8 | 574,530 | 532,662 | 458,199 | 420,237 | 376,159 | 287,897 | 244,330 | 219,987 |
| PC240LC-10 | 267,821 | 248,304 | 221,631 | 203,986 | 191,022 | 192,469 | 0 | 0 |
| PC270LC-8 | 184,615 | 171,162 | 156,819 | 152,041 | 147,284 | 153,765 | 144,695 | 165,648 |
| PC290LC-10 | 278,817 | 258,499 | 221,444 | 209,830 | 203,650 | 195,752 | 0 | 0 |
| PC300LL-7EO | 722,468 | 669,820 | 576,182 | 528,446 | 472,934 | 350,785 | 293,301 | 264,960 |
| PC308USLC-3 | 235,235 | 218,093 | 166,287 | 158,769 | 151,466 | 157,973 | 158,784 | 128,671 |
| PC35MR-3 | 55,456 | 51,415 | 44,115 | 41,330 | 39,270 | 36,882 | 34,354 | 32,114 |

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| PC360LC-10 | 358,269 | 332,161 | 283,622 | 247,093 | 218,305 | 203,418 | 0 | 0 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| PC450LC-8 | 643,800 | 596,885 | 393,125 | 351,484 | 273,841 | 233,670 | 200,701 | 151,173 |
| PC45MR-3 | 112,132 | 103,961 | 78,282 | 62,527 | 52,021 | 39,569 | 33,689 | 287,171 |
| PC490LC-10 | 450,074 | 417,276 | 339,380 | 312,639 | 280,467 | 252,426 | 0 | 0 |
| PC55MR-3 | 64,999 | 60,263 | 51,411 | 47,710 | 43,877 | 40,552 | 37,714 | 35,023 |
| PC600LC-8 | 321,297 | 297,884 | 281,225 | 280,947 | 367,795 | 236,222 | 259,566 | 285,958 |
| PC800LC-8 | $1,036,759$ | 961,208 | 767,979 | 661,235 | 554,772 | 484,208 | 406,966 | 385,594 |

KUBOTA

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| KO08-3 | 23,249 | 21,554 | 18,250 | 16,520 | 15,385 | 14,298 | 12,402 | 12,189 |
| KXO18-4 | 28,663 | 26,574 | 20,094 | 21,604 | 20,283 | 18,511 | 0 | 0 |
| KXO40-4 | 62,378 | 57,833 | 55,561 | 54,213 | 54,018 | 54,392 | 54,773 | 55,051 |
| KX080-3 | 104,080 | 96,495 | 83,611 | 78,523 | 72,126 | 66,918 | 61,709 | 56,733 |
| KX41-3 | 28,608 | 26,524 | 23,478 | 22,335 | 21,385 | 19,814 | 18,605 | 17,757 |
| KX71-3 | 39,330 | 36,464 | 32,938 | 30,694 | 29,081 | 26,814 | 25,545 | 24,543 |
| KX71-3S | 37,978 | 35,210 | 32,032 | 29,149 | 26,982 | 26,017 | 24,894 | 23,026 |
| KX91-3 | 53,767 | 49,849 | 41,810 | 39,593 | 35,935 | 33,619 | 30,546 | 28,208 |
| U17 | 29,302 | 27,167 | 23,979 | 22,839 | 21,679 | 21,411 | 20,862 | 18,720 |
| U25 | 36,739 | 34,061 | 31,133 | 28,526 | 27,154 | 26,609 | 25,478 | 24,698 |
| U35 | 52,106 | 48,309 | 41,379 | 38,775 | 36,883 | 34,630 | 32,230 | 30,112 |
| U45 | 67,880 | 62,934 | 54,671 | 48,792 | 46,691 | 43,846 | 40,288 | 37,793 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| E175B | 200,969 | 186,324 | 160,333 | 147,050 | 131,728 | $\mathbf{1 1 0 , 1 3 5}$ | 91,569 | $\mathbf{7 5 , 9 8 8}$ |
| E18B | 27,725 | 25,705 | 22,358 | 20,582 | 18,922 | 16,521 | 16,159 | 13,654 |
| E215B | 92,548 | 85,804 | 96,494 | 69,785 | 59,998 | 67,414 | 59,092 | 57,345 |
| E27B | 42,583 | 39,480 | 32,566 | 29,141 | 25,027 | 22,050 | 20,706 | 16,988 |
| E50B | 46,462 | 43,076 | 39,884 | 39,075 | 44,923 | 39,886 | 41,685 | 39,887 |
| E55BX | 88,880 | 82,403 | 53,326 | 40,500 | 32,729 | 26,459 | 16,119 | 11,818 |
| E80B | 142,833 | 132,424 | 101,258 | 81,933 | 66,150 | 54,639 | 44,294 | 36,153 |

## VOLVO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| EC140CL | $\mathbf{1 1 3 , 8 4 3}$ | 105,547 | 92,047 | 85,571 | 80,636 | 74,222 | 73,710 | $\mathbf{7 2 , 4 7 8}$ |
| EC140LC | 85,887 | 79,628 | 71,001 | 66,992 | 63,158 | 56,700 | 57,428 | 54,658 |
| EC210B LC | 69,866 | 64,775 | 60,873 | 70,545 | 54,545 | 59,000 | 56,545 | 54,926 |
| EC250D | 205,436 | 190,466 | 164,086 | 167,696 | 158,687 | 149,567 | 0 | 0 |
| EC290C | 397,538 | 368,568 | 296,040 | 251,622 | 213,692 | 186,395 | 157,670 | 137,663 |
| EC330C | 425,630 | 394,613 | 339,468 | 316,365 | 283,403 | 234,258 | 199,859 | 175,023 |
| EC330CL | 697,075 | 646,278 | 480,299 | 377,720 | 296,804 | 235,885 | 171,051 | 140,347 |
| EC340D | 272,449 | 252,595 | 216,722 | 202,000 | 186,822 | 175,239 | 0 | 0 |

Section VI
January 2022

|  |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| EC480D | 349,248 | 323,798 | 305,788 | 311,311 | 313,134 | 314,255 | 0 | 0 |
| EC55B | 35,387 | 32,809 | 29,999 | 29,027 | 28,062 | 27,438 | 26,831 | 24,796 |
| EC700C L | 392,744 | 364,124 | 334,229 | 324,645 | 350,791 | 349,536 | 313,790 | 304,422 |
| ECR235DL | 224,312 | 207,965 | 180,899 | 164,008 | 151,251 | 0 | 0 | 0 |
| ECR28 | 48,213 | 44,699 | 37,692 | 34,880 | 33,969 | 28,620 | 27,321 | 24,585 |
| ECR305CL | 318,689 | 295,465 | 225,843 | 190,145 | 174,630 | 146,112 | 131,998 | 101,984 |
| ECR38 | 50,236 | 46,575 | 41,930 | 41,279 | 36,283 | 35,118 | 31,851 | 28,877 |
| ECR48C | 63,840 | 59,188 | 51,923 | 47,846 | 43,753 | 41,161 | 37,973 | 35,808 |

## YANMAR

| $\mathbf{2 0 1 1}$ |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ |
| B7-5A | 99,778 | 92,507 | 79,814 | 73,202 | 65,576 | 58,785 | 49,964 | $\mathbf{4 2 , 7 8 0}$ |
| VIO17 | 30,757 | 28,515 | 25,587 | 24,951 | 23,445 | 22,563 | 21,996 | 19,459 |
| VIO20-3 | 31,256 | 28,978 | 27,599 | 26,457 | 24,492 | 24,469 | 26,572 | 21,504 |
| VIO27-5 | 41,521 | 38,496 | 35,034 | 33,930 | 32,920 | 29,901 | 29,503 | 29,145 |
| VIO35-5 | 59,434 | 55,103 | 47,173 | 42,735 | 38,264 | 35,692 | 31,475 | 29,640 |

## GRADERS

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 120M | 299,240 | 277,433 | 245,793 | 232,448 | 204,021 | 183,252 | 160,903 | 145,448 |
| 12M | 301,925 | 279,923 | 238,754 | 228,530 | 215,080 | 189,318 | 179,376 | 162,110 |
| 14M | 563,370 | 522,316 | 446,982 | 399,619 | 366,769 | 342,294 | 308,861 | 278,978 |
| 160M | 303,303 | 281,201 | 247,564 | 230,738 | 229,541 | 209,112 | 198,983 | 183,586 |
| $16 M$ | 807,445 | 748,605 | 697,259 | 622,014 | 575,786 | 517,028 | 509,514 | 473,589 |
| 725 | 463,071 | 429,326 | 367,484 | 333,713 | 300,234 | 267,386 | 227,242 | 213,404 |
| 740 | 624,283 | 578,790 | 502,677 | 491,638 | 436,195 | 387,307 | 345,465 | 300,338 |
| 740 EJCTR | 914,808 | 848,144 | 736,612 | 658,427 | 585,190 | 513,972 | 430,490 | 377,135 |
| $740 B$ | 770,528 | 714,378 | 620,436 | 530,830 | 460,152 | 392,154 | 0 | 0 |

## CHAMPION

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| C110 C | 218,893 | 202,942 | 174,569 | 160,106 | 143,104 | 129,355 | 107,627 | 89,152 |
| C60 C | 109,893 | 101,885 | 88,557 | 81,220 | 72,594 | 64,539 | 59,772 | 55,792 |
| C70 C | 111,725 | 103,583 | 90,033 | 82,574 | 73,806 | 65,517 | 61,748 | 58,283 |

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 670G | 266,137 | 246,743 | 216,497 | 203,987 | 179,860 | 170,578 | 159,736 | 148,889 |
| 672G | 385,434 | 357,347 | 282,074 | 245,032 | 221,738 | 185,161 | 162,976 | 149,413 |
| 770G | 348,878 | 323,454 | 255,684 | 224,938 | 200,678 | 180,293 | 165,097 | 152,074 |
| 770GP | 0 | 0 | 243,501 | 216,615 | 208,874 | 201,379 | 182,303 | 169,195 |
| 772G | 349,186 | 323,740 | 296,801 | 257,746 | 241,819 | 232,058 | 214,204 | 205,954 |
| 772GP | 351,388 | 325,782 | 243,469 | 242,922 | 230,936 | 209,861 | 211,905 | 215,118 |
| 870G | 234,234 | 217,165 | 195,213 | 195,559 | 207,040 | 172,350 | 169,133 | 161,622 |
| 782G | 347,934 | 322,579 | 255,371 | 238,101 | 218,753 | 210,651 | 202,136 | 184,160 |
| 872GP | 0 | 0 | 346,767 | 316,576 | 284,511 | 267,317 | 237,906 | 211,337 |

## KOMATSU

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| HM300-2 | 558,330 | 517,643 | 442,957 | 398,794 | 354,437 | 282,546 | 254,371 | 222,312 |
| HM350-2 | 670,259 | 621,416 | 539,697 | 494,983 | 439,926 | 360,057 | 309,776 | 263,663 |

## VOLVO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| G930 | 187,996 | 174,296 | 165,382 | 150,799 | 145,500 | 122,028 | $\mathbf{1 1 6 , 6 5 3}$ | $\mathbf{1 0 9 , 0 7 4}$ |
| G930B | 225,103 | 208,699 | 194,338 | 181,854 | 169,440 | 0 | 0 | 0 |
| G960 | 267,544 | 248,047 | 215,107 | 170,875 | 153,497 | 143,820 | 127,404 | 111,675 |
| G970 | 134,663 | 124,849 | 117,381 | 116,783 | 137,932 | 132,775 | 139,509 | 124,703 |
| G990 | 283,906 | 263,217 | 203,041 | 189,161 | 173,035 | 167,418 | 161,255 | 145,622 |

## WHEEL DOZERS

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 814 F II | 449,094 | 416,367 | 334,074 | 306,091 | 280,788 | 251,583 | 220,436 | 196,471 |
| 824 H | 759,622 | 704,266 | 682,234 | 623,872 | 572,317 | 456,663 | 400,497 | 358,973 |
| 844 H | $1,396,021$ | $1,294,290$ | $1,078,081$ | 979,391 | 898,518 | 805,068 | 714,023 | 656,502 |

## SKID STEER LOADERS

## BOBCAT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 630 | 41,272 | 38,264 | 35,985 | 32,436 | 32,000 | $\mathbf{2 8 , 9 7 6}$ | $\mathbf{2 8 , 8 6 2}$ | $\mathbf{2 7 , 9 1 8}$ |
| A770 | 66,954 | 62,075 | 55,736 | 53,641 | 54,431 | 50,229 | 0 | 0 |
| S100 | 31,561 | 29,261 | 24,626 | 21,994 | 19,912 | 18,195 | 16,426 | 15,432 |
| S130 | 30,338 | 28,127 | 24,600 | 23,859 | 23,703 | 21,737 | 20,903 | 20,790 |
| S150 | 29,894 | 27,716 | 24,453 | 24,299 | 23,496 | 22,495 | 21,457 | 21,656 |
| S175 | 31,557 | 29,258 | 25,532 | 25,195 | 24,719 | 22,697 | 22,143 | 21,973 |
| S205 | 35,920 | 33,302 | 29,740 | 30,329 | 30,235 | 28,254 | 27,430 | 27,724 |
| S550 | 42,145 | 39,074 | 33,665 | 31,951 | 29,877 | 27,301 | 25,687 | 24,997 |
| S570 | 45,528 | 42,210 | 36,557 | 34,513 | 34,627 | 30,318 | 27,925 | 28,223 |
| S590 | 46,034 | 42,679 | 37,307 | 33,441 | 31,763 | 26,991 | 24,550 | 23,096 |
| S630 | 48,046 | 44,545 | 38,763 | 35,222 | 33,544 | 29,854 | 28,515 | 28,276 |
| S650 | 52,837 | 48,987 | 42,346 | 39,214 | 37,128 | 33,703 | 31,735 | 31,046 |
| S750 | 64,281 | 59,596 | 49,224 | 45,118 | 42,087 | 37,170 | 0 | 0 |
| S770 | 65,687 | 60,900 | 50,508 | 45,892 | 44,725 | 39,640 | 0 | 0 |
| S850 | 72,243 | 66,979 | 55,844 | 51,518 | 47,914 | 41,952 | 39,626 | 0 |

## CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 440 | 44,201 | 40,980 | 35,305 | 32,448 | 31,210 | $\mathbf{2 7 , 7 6 3}$ | $\mathbf{2 6 , 3 8 0}$ | $\mathbf{2 5 , 7 6 8}$ |
| SR130 | 34,636 | 32,112 | 27,374 | 26,571 | 25,012 | 23,696 | 22,057 | 0 |
| SR150 | 36,027 | 33,402 | 27,283 | 24,076 | 22,836 | 19,718 | 17,377 | 0 |
| SR175 | 38,097 | 35,320 | 30,211 | 27,282 | 25,341 | 23,085 | 19,972 | 0 |
| SR250 | 56,240 | 52,141 | 43,848 | 41,099 | 38,679 | 34,421 | 32,171 | 0 |
| SV185 | 46,043 | 42,688 | 34,368 | 31,234 | 28,254 | 24,358 | 23,137 | 0 |
| SV300 | 56,240 | 52,141 | 43,848 | 41,099 | 38,679 | 34,421 | 32,171 | 0 |

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 226B III | 36,538 | 33,876 | 29,945 | 28,925 | 28,675 | 27,309 | 25,703 | 0 |
| 226B3 | 37,918 | 35,155 | 29,421 | 28,013 | 27,259 | 25,150 | 23,837 | 20,798 |
| 236B III | 45,852 | 42,510 | 36,618 | 33,675 | 32,402 | 28,846 | 27,403 | 0 |
| 236B3 | 37,298 | 34,580 | 31,277 | 30,084 | 30,234 | 28,582 | 28,502 | 0 |
| 246C | 46,704 | 43,300 | 37,521 | 36,012 | 35,307 | 32,975 | 31,629 | 30,784 |
| 252B III | 49,859 | 46,226 | 39,858 | 36,003 | 34,773 | 30,764 | 29,042 | 0 |
| 256C | 57,488 | 53,299 | 44,828 | 42,006 | 39,548 | 35,201 | 32,898 | 31,580 |
| 262C | 56,549 | 52,429 | 44,363 | 41,483 | 39,537 | 35,860 | 34,243 | 31,710 |
| 272C | 53,739 | 49,823 | 43,725 | 43,218 | 42,889 | 39,589 | 37,593 | 40,424 |
| 272D | 61,106 | 56,653 | 50,139 | 46,472 | 46,183 | 0 | 0 | 0 |

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 313 | 28,353 | 26,287 | 23,079 | 22,810 | 22,145 | 20,351 | 19,492 | 19,230 |
| 315 | 33,714 | 31,257 | 26,653 | 25,643 | 24,650 | 22,475 | 21,140 | 20,747 |
| 320D | 45,277 | 41,977 | 34,938 | 32,219 | 29,903 | 25,380 | 23,829 | 0 |
| 326D | 0 | 0 | 35,763 | 34,497 | 33,410 | 29,763 | 28,238 | 0 |
| $326 E$ | 59,340 | 55,016 | 49,750 | 43,028 | 39,972 | 36,858 | 34,606 | 33,607 |
| 328D | 56,587 | 52,463 | 44,120 | 41,352 | 38,921 | 34,638 | 32,373 | 0 |
| 332D | 56,587 | 52,463 | 44,120 | 41,352 | 38,921 | 34,638 | 32,373 | 0 |

## GEHL

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $4640 E T$ | 34,103 | 31,618 | 27,552 | 25,556 | 24,294 | 22,510 | 21,345 | 21,106 |
| $7810 E$ | 49,281 | 45,689 | 40,639 | 39,335 | 39,556 | 36,665 | 37,553 | 35,999 |

NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| L218 | 34,893 | 32,350 | 29,237 | 26,887 | 25,685 | 23,313 | 0 | 0 |
| L220 | 45,147 | 41,857 | 35,000 | 31,747 | 29,481 | 26,153 | 0 | 0 |
| L223 | 51,531 | 47,776 | 37,510 | 33,624 | 30,638 | 25,862 | 0 | 0 |
| L225 | 51,564 | 47,806 | 40,885 | 38,419 | 37,070 | 33,689 | 0 | 0 |
| L230 | 53,653 | 49,743 | 45,259 | 42,481 | 42,308 | 38,580 | 0 | 0 |

## VOLVO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MC110B | 50,325 | 46,658 | 39,196 | 36,806 | 34,562 | 30,727 | $\mathbf{2 8 , 7 2 4}$ | $\mathbf{2 7 , 5 5 4}$ |
| MC110C | 75,936 | 70,402 | 41,320 | 28,586 | 19,423 | 14,936 | 0 | 0 |
| MC115C | 62,964 | 58,375 | 39,124 | 35,451 | 27,198 | 22,630 | 0 | 0 |
| MC135C | 56,186 | 52,091 | 45,768 | 43,011 | 36,137 | 29,092 | 0 | 0 |
| MC60C | 32,288 | 29,936 | 23,899 | 21,598 | 19,281 | 0 | 0 | 0 |
| MC70 | 32,251 | 29,901 | 25,470 | 24,522 | 23,544 | 21,456 | 20,162 | 19,779 |
| MC70C | 31,099 | 28,833 | 24,652 | 24,091 | 23,161 | 0 | 0 | 0 |
| MC85C | 29,048 | 26,931 | 23,901 | 22,905 | 23,429 | 0 | 0 | 0 |
| MC95C | 45,580 | 42,259 | 32,884 | 26,178 | 23,569 | 0 | 0 | 0 |

## TRENCHERS

ASTEC

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RT360 | 34,655 | 32,130 | 27,336 | 25,071 | 24,409 | 21,396 | 20,055 | $\mathbf{1 8 , 7 7 9}$ |
| RT460 | 44,827 | 41,560 | 35,358 | 32,429 | 31,572 | 27,068 | 25,003 | $\mathbf{2 3 , 1 3 4}$ |
| RT560 | 51,511 | 47,757 | 40,740 | 37,366 | 36,379 | 30,759 | 28,078 | 25,924 |
| RT960 | 79,162 | 73,394 | 62,397 | 57,226 | 55,715 | 48,464 | 44,796 | 42,456 |
| TF300B | 22,392 | 20,760 | 17,444 | 16,000 | 15,577 | 12,432 | 10,377 | 9,702 |
| RT60 | 12,346 | 11,446 | 9,852 | 9,035 | 8,797 | 6,475 | 6,018 | 6,016 |

## CLEVELAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 246-FD | 396,696 | 367,788 | 308,861 | 283,272 | 255,172 | 226,374 | $\mathbf{2 0 1 , 4 8 3}$ | $\mathbf{1 8 7 , 7 8 5}$ |
| 400W-HD | 655,409 | 607,648 | 510,291 | 468,013 | 421,589 | 366,511 | 337,621 | 307,284 |
| 7036 | 353,576 | 327,810 | 275,289 | 252,481 | 227,436 | 194,035 | 174,255 | 142,261 |
| $7036-H D$ | 370,824 | 343,802 | 288,719 | 264,798 | 238,530 | 210,204 | 185,147 | 176,404 |
| $7036-S D$ | 388,070 | 359,791 | 302,146 | 277,114 | 249,625 | 220,984 | 196,037 | 182,093 |
| 8700 | 482,932 | 447,740 | 376,004 | 344,851 | 310,646 | 274,883 | 239,602 | 227,617 |
| $9600-S$ | 353,576 | 327,810 | 275,289 | 252,481 | 227,436 | 194,035 | 179,701 | 147,951 |
| 9624 | 293,209 | 271,842 | 228,288 | 209,374 | 188,606 | 167,086 | 130,691 | 125,189 |

DITCH WITCH

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RT115 | 95,768 | 88,789 | 75,486 | 69,550 | 67,713 | 59,718 | 55,734 | 53,432 |
| RT55 | 68,639 | 63,637 | 54,287 | 51,093 | 49,743 | 43,018 | 37,326 | 32,595 |
| RT95 | 134,713 | 124,896 | 104,815 | 90,430 | 94,034 | 79,906 | 75,438 | 69,961 |
| HT115 | 169,587 | 157,229 | 132,021 | 121,083 | 117,886 | 101,525 | 90,738 | 76,405 |
| 100 SX | 9,946 | 9,221 | 7,782 | 7,137 | 6,959 | 6,242 | 6,043 | 6,041 |
| 255 SX | 22,184 | 20,568 | 17,359 | 15,921 | 15,525 | 14,044 | 12,087 | 11,807 |
| RT10 | 5,151 | 4,776 | 20,977 | 3,822 | 3,738 | 3,675 | 3,419 | 3,092 |
| RT24 | 21,256 | 19,707 | 13,795 | 10,509 | 8,935 | 6,329 | 4,981 | 3,775 |

## VERMEER

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RT450 | 38,419 | 35,619 | 30,807 | 28,960 | 31,205 | 25,499 | 24,972 | $\mathbf{2 5 , 5 1 0}$ |
| T555 COMM 3 | 433,117 | 401,555 | 337,067 | 309,142 | 300,977 | 238,092 | 203,944 | 188,528 |
| T655 COMM 3 | 597,930 | 554,357 | 465,331 | 426,778 | 415,508 | 383,018 | 363,440 | 316,945 |
| T755 COMM 3 | 709,084 | 657,412 | 551,836 | 506,117 | 492,751 | 424,426 | 379,127 | 327,874 |
| T855 COMM 3 | 850,902 | 788,894 | 662,203 | 607,340 | 591,300 | 522,768 | 444,494 | 390,905 |

## WHEEL LOADERS

CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1021F | 400,759 | 371,554 | 282,411 | 245,252 | 211,605 | 161,381 | 0 |
| 1121F | 384,429 | 356,415 | 305,222 | 286,797 | 273,314 | 248,731 | 0 |
| 221E | 68,754 | 63,744 | 56,877 | 64,361 | 60,125 | 53,743 | 60,817 |
| 621F | 194,683 | 180,496 | 150,454 | 139,333 | 133,581 | 0 | 0 |
| 621F XR | 228,812 | 212,138 | 168,765 | 148,155 | 131,820 | 0 | 0 |
| 621F XT | 194,683 | 180,496 | 150,474 | 139,333 | 133,581 | 0 | 0 |
| 721F | 224,026 | 207,701 | 160,385 | 148,914 | 143,675 | 128,497 | 0 |
| 721X FT | 224,026 | 207,701 | 160,385 | 148,914 | 143,675 | 128,497 | 0 |
| 821F | 247,566 | 229,525 | 195,565 | 184,842 | 177,349 | 153,024 | 0 |
| 921F | 185,455 | 171,940 | 169,867 | 170,358 | 170,261 | 157,542 | 0 |

CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 914G | 103,867 | 96,298 | 82,442 | 82,008 | 84,703 | 71,845 | 68,703 | 67,855 |
| 950G | 78,270 | 72,566 | 66,426 | 66,171 | 68,483 | 66,306 | 56,883 | 57,477 |
| 966H | 240,209 | 222,704 | 155,889 | 210,497 | 187,379 | 171,590 | 161,468 | 152,992 |
| 966K | 406,212 | 376,610 | 328,196 | 299,941 | 288,929 | 259,745 | 243,318 | 0 |
| 980H | 330,715 | 306,615 | 262,718 | 244,971 | 251,120 | 241,559 | 225,691 | 222,579 |
| 980K | 527,510 | 489,069 | 422,043 | 395,198 | 386,263 | 345,549 | 334,327 | 0 |
| 988H | 751,353 | 696,600 | 567,591 | 534,864 | 491,986 | 417,915 | 363,962 | 331,265 |
| 990H | 370,672 | 343,660 | 282,201 | 288,374 | 404,216 | 308,760 | 183,645 | 195,230 |
| 993K | 925,559 | 858,111 | 662,222 | 556,148 | 768,830 | 396,072 | 628,583 | 570,335 |
| IT38H | 210,628 | 195,279 | 168,699 | 158,597 | 171,058 | 147,309 | 139,737 | 138,780 |
| IT62H | 429,947 | 398,616 | 313,191 | 267,788 | 237,876 | 202,641 | 174,724 | 168,189 |

DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 344J | 149,034 | 138,173 | 113,799 | 103,944 | 100,347 | 84,617 | $\mathbf{7 8 , 8 0 6}$ | $\mathbf{7 0 , 9 4 3}$ |
| 444 K | 187,648 | 173,973 | 144,238 | 133,097 | 132,757 | 119,314 | 111,861 | 108,170 |
| 524 K | 196,815 | 182,472 | 153,687 | 141,332 | 135,911 | 120,823 | 113,899 | 109,150 |
| 544 K | 212,754 | 197,250 | 163,789 | 147,259 | 138,927 | 124,589 | 117,776 | 114,711 |
| 624 K | 267,054 | 247,593 | 187,477 | 163,586 | 149,840 | 129,199 | 112,582 | 101,850 |
| 644 K | 266,866 | 247,419 | 202,277 | 189,444 | 183,363 | 160,065 | 148,094 | 146,318 |
| 724K | 363,742 | 337,235 | 243,765 | 200,340 | 184,972 | 139,601 | 121,924 | 98,239 |
| 844 K | 528,068 | 489,587 | 385,792 | 317,203 | 278,193 | 233,610 | 216,383 | 188,864 |

## GEHL

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| AWS46 | 111,206 | 103,102 | 86,670 | 79,489 | 74,177 | 64,577 | 57,380 | 52,656 |

## HYUNDAI

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| HL730-9 | 133,804 | 124,053 | 96,015 | 90,485 | 83,228 | 63,325 | 57,262 | 0 |
| HL730TM-9 | $1,469,913$ | $1,362,797$ | 111,365 | 98,964 | 87,008 | 79,832 | 70,626 | 0 |
| HL740-9 | 163,523 | 151,607 | 124,422 | 116,931 | 112,297 | 97,242 | 90,471 | 0 |
| HL740TM-9 | 154,226 | 142,987 | 120,946 | 107,973 | 103,727 | 84,492 | 85,767 | 73,982 |
| HL74OXTD-9 | 159,238 | 147,634 | 125,307 | 110,736 | 109,199 | 92,275 | 87,086 | 78,974 |
| HL760-9 | 211,495 | 196,083 | 150,762 | 139,200 | 124,642 | 101,606 | 85,584 | 0 |
| HL760-9A | 218,243 | 202,339 | 170,635 | 164,566 | 151,868 | 136,950 | 128,415 | 124,543 |
| HL780-9 | 561,872 | 520,927 | 342,716 | 268,000 | 221,812 | 158,120 | 133,454 | 0 |

## KAWASAKI

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 65TMV-2 | 156,428 | 145,028 | 126,865 | 130,150 | 125,492 | 111,585 | 113,168 | $\mathbf{1 0 5 , 7 9 7}$ |
| 65ZV-2 | 208,044 | 192,883 | 148,244 | 130,582 | 114,862 | 97,964 | 88,054 | $\mathbf{7 2 , 9 2 1}$ |
| 7OZV-2 | 200,329 | 185,730 | 154,871 | 143,354 | 137,399 | 119,065 | 110,301 | 105,432 |
| 90Z7 | 366,127 | 339,447 | 293,947 | 274,479 | 268,032 | 0 | 0 | 0 |
| 92ZV-2 | 354,322 | 328,502 | 287,312 | 259,982 | 249,394 | 223,749 | 0 | 0 |


| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| WA100M-6 | 88,641 | 82,181 | 68,736 | 65,203 | 64,153 | 59,719 | 54,323 | 0 |
| WA200-5 | 177,166 | 164,256 | 135,171 | 121,052 | 112,626 | 98,031 | 88,725 | 71,608 |
| WA380-6 | 203,453 | 188,627 | 162,673 | 159,914 | 151,518 | 139,619 | 126,851 | 129,741 |
| WA380-7 | 258,893 | 240,026 | 209,129 | 194,920 | 192,796 | 182,210 | 169,857 | 171,000 |
| WA470-6 | 429,588 | 398,283 | 288,311 | 230,805 | 201,048 | 150,275 | 124,185 | 98,354 |
| WA470-7 | 358,718 | 332,578 | 275,875 | 241,338 | 228,565 | 193,637 | 170,032 | 127,264 |
| WA500-7 | 668,568 | 619,848 | 377,774 | 251,937 | 187,261 | 0 | 0 | 0 |
| WA600-6 | 453,559 | 420,507 | 345,367 | 366,892 | 284,386 | 278,428 | 238,572 | 202,350 |
| WA800-3 | $1,690,973$ | $1,567,748$ | $1,301,097$ | $1,193,301$ | $1,144,739$ | 957,618 | 859,335 | 747,278 |
| WA900-3 | 774,368 | 717,938 | 594,229 | 535,237 | 680,782 | 604,588 | 467,497 | 357,820 |

NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| W110B | 167,387 | 155,189 | 122,185 | 104,688 | 89,114 | $\mathbf{7 9}, 900$ | $\mathbf{7 4 , 6 9 4}$ | 60,180 |
| W110B TC | 194,066 | 179,924 | 152,405 | 139,778 | 134,090 | 112,403 | 99,368 | 90,352 |
| W170B | 182,347 | 169,059 | 140,865 | 130,549 | 125,238 | 108,257 | 100,316 | 95,891 |
| W190B | 111,148 | 103,049 | 86,410 | 90,118 | 74,753 | 68,888 | 78,670 | 53,731 |
| W50B TC | 99,403 | 92,160 | 77,696 | 71,260 | 68,360 | 62,844 | 56,783 | 53,065 |
| W80B TC | 111,616 | 103,482 | 82,466 | 76,820 | 71,020 | 54,561 | 55,158 | 50,960 |

## VOLVO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| L110G | 270,015 | 250,339 | 213,264 | 188,350 | 181,392 | 152,083 | 138,175 | 0 |
| L120F | 165,649 | 153,577 | 135,146 | 141,444 | 140,166 | 129,461 | 128,546 | 130,425 |
| L120G | 243,632 | 225,878 | 211,133 | 214,507 | 204,334 | 188,650 | 0 | 0 |
| L150 | 222,106 | 205,920 | 166,731 | 156,292 | 151,243 | 130,964 | 120,671 | 119,580 |
| L20F | 77,470 | 71,825 | 53,427 | 43,249 | 39,025 | 31,798 | 22,642 | 0 |
| L350F | 387,449 | 359,215 | 307,894 | 372,079 | 300,041 | 269,554 | 262,765 | 245,864 |
| L45F | 239,319 | 221,879 | 154,774 | 117,491 | 85,820 | 72,082 | 56,586 | 51,097 |
| L50G | 141,024 | 130,747 | 116,711 | 98,838 | 99,286 | 0 | 0 | 0 |
| L60F | 205,361 | 190,396 | 158,790 | 146,937 | 140,802 | 122,088 | 113,095 | 108,103 |
| L60G | 181,154 | 167,952 | 151,469 | 143,030 | 141,938 | 0 | 0 | 0 |
| L70F | 205,361 | 190,396 | 158,790 | 146,937 | 140,802 | 122,088 | 113,095 | 108,103 |
| L70G | 204,439 | 189,541 | 164,825 | 155,003 | 151,995 | 0 | 0 | 0 |
| L90B | 187,684 | 174,007 | 146,559 | 134,802 | 129,696 | 115,289 | 108,774 | 104,240 |
| L90F | 151,545 | 140,502 | 123,273 | 117,761 | 124,680 | 118,524 | 109,616 | 108,339 |
| L90G | 217,072 | 201,254 | 180,973 | 172,222 | 173,043 | 0 | 0 | 0 |

# LIFTING EQUIPMENT 

## AERIAL LIFT

## GENIE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| AWP-40S | 0 | 0 | 9,581 | 9,120 | 8,754 | 8,259 | 7,648 | 7,561 |
| GS-1530 | 10,383 | 9,626 | 8,260 | 7,713 | 8,135 | 6,934 | 6,406 | 6,254 |
| GS-2046 | 22,360 | 20,731 | 17,687 | 16,704 | 15,793 | 13,968 | 12,845 | 12,219 |
| GS-2646 | 18,407 | 17,065 | 14,326 | 14,082 | 13,740 | 12,051 | 11,337 | 10,604 |
| GS-3232 | 25,739 | 23,864 | 21,693 | 20,621 | 19,210 | 17,567 | 15,947 | 17,264 |
| GS-3268RT | 50,445 | 46,769 | 38,324 | 34,175 | 31,660 | 30,944 | 26,558 | 23,101 |
| GS-3390RT | 48,217 | 44,703 | 38,440 | 34,616 | 33,062 | 30,729 | 26,682 | 24,041 |
| GS-5390RT | 76,631 | 71,046 | 60,382 | 55,041 | 50,333 | 41,094 | 36,863 | 34,257 |
| S-100 | 0 | 0 | 153,002 | 140,326 | 133,540 | 119,372 | 115,359 | 104,111 |
| S-40 | 61,463 | 56,984 | 46,376 | 46,655 | 44,982 | 33,314 | 34,687 | 33,636 |
| S-60 | 98,257 | 91,097 | 76,117 | 76,090 | 67,260 | 61,171 | 55,859 | 55,428 |
| S-80 | 166,901 | 154,738 | 127,366 | 114,086 | 99,161 | 90,945 | 79,382 | 82,602 |
| SLC-24 | 0 | 0 | 3,143 | 3,095 | 2,733 | 2,348 | 2,213 | 2,100 |
| TMZ-50/30 | 28,511 | 26,433 | 23,848 | 23,415 | 23,885 | 22,793 | 22,617 | 23,213 |
| Z-135/70 | 271,732 | 251,930 | 214,869 | 201,771 | 190,595 | 176,555 | 162,205 | 153,617 |
| Z-30/20 | 55,049 | 51,037 | 40,844 | 38,169 | 37,058 | 35,215 | 31,790 | 31,055 |
| Z34/22N | 48,698 | 45,149 | 41,065 | 37,481 | 36,594 | 33,600 | 31,338 | 29,262 |
| Z-45/25 RT | 114,130 | 105,813 | 83,472 | 71,659 | 63,911 | 47,906 | 45,181 | 41,387 |
| Z45/25J | 79,298 | 73,520 | 59,203 | 54,228 | 53,858 | 49,110 | 43,385 | 40,252 |
| Z-45/25J BI-EN | 77,609 | 71,953 | 60,815 | 56,095 | 53,813 | 47,672 | 45,058 | 42,539 |
| Z-45/25J DC | 52,162 | 48,361 | 44,745 | 42,671 | 39,909 | 37,356 | 32,567 | 34,935 |

## GROVE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| T60 | $\mathbf{7 0 , 7 8 2}$ | 65,624 | 55,185 | 50,613 | 48,166 | 44,407 | 40,029 | 38,181 |
| T80 | 99,643 | 92,382 | 77,761 | 71,318 | 67,870 | 60,096 | 54,805 | 53,339 |
| A125J | 255,865 | 237,219 | 199,486 | 182,959 | 174,112 | 152,905 | 147,911 | 140,826 |
| A60J | 86,655 | 80,340 | 67,518 | 61,925 | 58,932 | 53,355 | 48,976 | 47,056 |
| A80J | 135,761 | 125,867 | 105,881 | 97,109 | 92,414 | 512,746 | 75,598 | 72,130 |

## JLG

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| E300AJ | 26,474 | 24,545 | 25,663 | 33,223 | 25,114 | 27,184 | 23,237 | 23,574 |
| E300AJP | 45,491 | 42,176 | 41,677 | 38,813 | 35,605 | 308,764 | 30,204 | 26,124 |
| E400AJP | 83,905 | 77,790 | 62,047 | 56,671 | 48,566 | 42,090 | 37,441 | 31,922 |
| E400AJP N | 66,591 | 61,739 | 52,132 | 48,224 | 46,263 | 40,122 | 36,270 | 34,079 |
| M400A N | 66,591 | 61,739 | 52,132 | 48,224 | 46,263 | 40,122 | 35,965 | 33,761 |
| M450A | 0 | 0 | 50,774 | 46,877 | 44,970 | 39,505 | 35,983 | 33,809 |
| M450AJ | 106,993 | 99,197 | 80,104 | 70,395 | 64,269 | 54,894 | 48,753 | 44,785 |

Section VI
January 2022

| M600J | 135,706 | 125,816 | 104,392 | 94,259 | 88,421 | 77,596 | 70,809 | 66,832 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| M600JP | 128,247 | 118,901 | 94,143 | 82,734 | 74,795 | 63,259 | 58,527 | 50,908 |
| E400AJPN | 87,467 | 81,093 | 60,659 | 57,340 | 51,727 | 45,556 | 41,047 | 36,245 |
| E600J | 0 | 0 | 72,992 | 66,944 | 63,708 | 56,926 | 52,488 | 50,765 |
| 1250AJP | 238,013 | 220,668 | 190,835 | 174,425 | 137,578 | 139,982 | 134,441 | 130,923 |
| 150HAX | 373,084 | 345,896 | 297,126 | 277,757 | 269,750 | 245,087 | 246,285 | 233,134 |
| 600A | 99,938 | 92,655 | 84,268 | 73,680 | 72,746 | 67,029 | 60,796 | 57,132 |
| 600AJ | 113,589 | 105,311 | 97,883 | 84,748 | 85,594 | 72,601 | 65,241 | 64,894 |
| 260MRT | 24,350 | 22,575 | 23,761 | 25,496 | 21,892 | 25,606 | 23,355 | 20,034 |
| 400S | 59,522 | 55,185 | 55,947 | 51,717 | 48,798 | 41,112 | 37,911 | 34,392 |
| 460SJ | 81,234 | 75,314 | 66,307 | 62,360 | 60,969 | 52,904 | 43,697 | 42,494 |
| 660SJ | 126,076 | 116,889 | 99,592 | 87,739 | 85,475 | 74,587 | 68,065 | 66,451 |
| 1230ES | 17,678 | 16,390 | 15,020 | 13,520 | 11,912 | 9,323 | 8,157 | 7,332 |
| 1930ES | 10,589 | 9,817 | 10,124 | 9,938 | 9,471 | 8,438 | 8,476 | 7,565 |
| 2630ES | 13,422 | 12,444 | 13,278 | 12,036 | 11,372 | 10,370 | 9,015 | 9,824 |
| 3369LE | 23,151 | 21,464 | 22,345 | 20,939 | 16,435 | 18,567 | 17,582 | 17,223 |

## SKYJACK

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 7127 | 75,461 | 69,962 | 53,910 | 45,206 | 39,382 | 32,708 | $\mathbf{2 7 , 2 0 1}$ | $\mathbf{2 4 , 0 8 2}$ |
| 8243 | 113,206 | 104,957 | 78,309 | 63,583 | 53,636 | 42,327 | 34,732 | 29,478 |
| 8841 | 49,429 | 45,827 | 39,294 | 36,665 | 37,283 | 32,231 | 30,394 | 29,645 |
| 8850 | 60,779 | 56,350 | 47,568 | 43,626 | 41,389 | 34,394 | 32,076 | 30,448 |
| SJ7135 | 42,901 | 39,775 | 36,343 | 33,591 | 32,455 | 26,418 | 24,512 | 26,038 |
| SJ45T | 83,727 | 77,626 | 64,165 | 54,249 | 53,188 | 39,022 | 36,147 | 32,981 |
| 3220 | 18,683 | 17,321 | 13,806 | 11,975 | 10,774 | 9,096 | 8,491 | 7,229 |
| 4626 | 22,999 | 21,323 | 17,134 | 15,465 | 13,909 | 12,331 | 11,073 | 10,253 |
| 6826 | 71,893 | 66,654 | 50,854 | 42,223 | 34,626 | 29,390 | 24,661 | 21,403 |
| SJIII 3219 | 9,634 | 8,932 | 7,882 | 8,210 | 8,022 | 6,952 | 6,121 | 6,433 |
| SJIII 3226 | 14,667 | 13,598 | 12,423 | 12,434 | 12,426 | 10,141 | 10,789 | 9,506 |
| SJIII 4632 | 21,723 | 20,140 | 19,477 | 18,130 | 17,592 | 13,163 | 13,162 | 13,450 |

# ROUGH TERRAIN LIFT TRUCKS 

BOBCAT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| V417 | 66,380 | 61,543 | 57,635 | 52,349 | 51,064 | 46,715 | 43,889 | 44,194 |

CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 585G | 0 | 0 | 50,544 | 46,357 | 43,407 | 37,984 | 34,141 | 32,359 |
| $586 G$ | 66,436 | 61,595 | 52,238 | 48,212 | 50,138 | 42,482 | 38,973 | 37,792 |
| $588 G$ | 107,772 | 99,918 | 84,307 | 68,540 | 63,704 | 56,124 | 42,005 | 38,665 |
| 588 H | 85,048 | 78,850 | 72,510 | 67,866 | 67,554 | 0 | 0 | 0 |

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| TH406 | 0 | 0 | 87,066 | $\mathbf{7 9 , 2 5 1}$ | 74,917 | 63,797 | 61,183 | $53, \mathbf{7 5 1}$ |
| TH514 | 114,981 | 106,602 | 108,517 | 102,543 | 103,766 | 98,622 | 89,955 | 104,248 |
| TL1255 | 155,540 | 144,206 | 121,729 | 109,745 | 113,553 | 99,909 | 90,792 | 87,551 |
| TL1255C | 168,794 | 156,493 | 136,384 | 123,248 | 115,922 | 102,542 | 95,000 | 91,032 |
| TL943 | 129,274 | 119,853 | 99,071 | 91,205 | 87,308 | 78,323 | 69,510 | 70,494 |
| TL943C | 146,297 | 135,636 | 107,915 | 98,550 | 88,106 | 72,737 | 64,095 | 58,416 |

## DEERE

| MODEL | 2018 | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 3200 | 0 | 0 | 58,360 | 54,021 | 50,584 | 44,442 | 40,147 | 38,365 |
| 3400 | 0 | 0 | 62,086 | 57,470 | 53,811 | 47,057 | 42,788 | 40,297 |

## GEHL

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| CT5-16 | 0 | 0 | 46,190 | 42,363 | 39,667 | 35,202 | 31,671 | $\mathbf{2 9 , 8 4 1}$ |
| CT5-16 TURBO | 0 | 0 | 51,118 | 46,883 | 43,898 | 38,542 | 35,046 | 32,825 |
| CT6-18 TURBO | 0 | 0 | 55,736 | 51,118 | 47,865 | 41,624 | 37,901 | 35,537 |
| CT7-23 TURBO | 0 | 0 | 64,172 | 58,855 | 55,110 | 48,702 | 44,309 | 41,995 |
| DL-10 | 0 | 0 | 108,481 | 99,494 | 93,161 | 84,145 | 81,149 | 79,145 |
| DL-6 | 0 | 0 | 91,064 | 83,520 | 78,204 | 70,376 | 665,237 | 63,532 |
| DL12-40 | 0 | 0 | 108,481 | 99,494 | 93,161 | 84,145 | 81,149 | 79,145 |
| RS-5 | 0 | 0 | 70,310 | 65,021 | 60,882 | 54,057 | 49,977 | 48,186 |
| RS-8 | 0 | 0 | 80,485 | 74,157 | 69,438 | 62,878 | 59,354 | 57,664 |
| RS6-34 | 99,281 | 92,046 | 77,066 | 68,457 | 66,333 | 57,858 | 51,209 | 47,794 |
| RS6-42 | 89,018 | 82,531 | 60,461 | 62,693 | 60,605 | 50,647 | 48,352 | 48,680 |

Section VI
January 2022

## GENIE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| GTH-1056 | 134,011 | 124,245 | 102,572 | 96,127 | 88,002 | 79,113 | $\mathbf{7 3 , 3 3 9}$ | 68,609 |
| GTH-1056C | 0 | 0 | 168,492 | 147,415 | 133,991 | 113,938 | 100,744 | 92,134 |
| GTH5519 | 80,671 | 74,792 | 63,575 | 60,097 | 55,625 | 48,721 | 44,706 | 43,521 |
| GTH-644 | 74,899 | 69,441 | 56,393 | 54,199 | 51,680 | 47,141 | 42,185 | 41,409 |
| GTH-844 | 94,547 | 87,658 | 74,462 | 67,776 | 64,458 | 57,279 | 52,170 | 49,923 |

JCB

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 930 | 70,085 | 64,978 | 48,099 | 49,904 | 46,139 | 39,653 | 37,667 | 34,305 |
| 940 | 77,625 | 71,969 | 62,226 | 60,149 | 55,074 | 49,022 | 41,091 | 45,061 |
| 506C | 0 | 0 | 53,834 | 49,157 | 46,029 | 40,844 | 37,808 | 35,655 |
| $506 C$ HL | 57,788 | 53,577 | 46,857 | 42,110 | 44,097 | 40,792 | 39,237 | 38,559 |
| $520-40$ | 98,971 | 91,759 | 63,280 | 63,260 | 56,335 | 46,474 | 41,551 | 39,413 |
| $520-50$ | 47,829 | 44,343 | 47,956 | 45,288 | 43,999 | 39,685 | 36,436 | 38,786 |
| 530 | 0 | 0 | 54,793 | 50,718 | 47,491 | 41,074 | 37,142 | 35,066 |
| $530 T$ | 0 | 0 | 56,152 | 51,977 | 48,667 | 43,263 | 39,898 | 37,974 |
| $535-140$ | 109,839 | 101,835 | 82,058 | 76,733 | 77,434 | 64,242 | 58,750 | 57,520 |
| $536-60$ AGRI PLUS | 150,953 | 139,953 | 113,419 | 100,161 | 87,318 | 73,646 | 59,966 | 60,440 |
| 550 | 0 | 0 | 84,406 | 78,029 | 73,062 | 64,906 | 60,452 | 57,283 |
| $550-140$ | 108,875 | 100,941 | 84,628 | 79,001 | 73,973 | 66,740 | 61,722 | 59,081 |

## JLG

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| G10-55A | 155,920 | 144,558 | 124,379 | 113,784 | 105,527 | 89,465 | 82,461 | 76,811 |
| G12-55A | 0 | 0 | 124,935 | 114,584 | 107,293 | 98,457 | 93,622 | 89,884 |
| G5-18A | 0 | 0 | 47,107 | 43,204 | 40,455 | 35,471 | 32,448 | 30,870 |
| G9-43A | 107,959 | 100,092 | 85,273 | 75,718 | 74,911 | 64,095 | 58,555 | 58,219 |

LIFT KING

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| LK100R | 0 | 0 | 81,840 | $\mathbf{7 5 , 0 6 0}$ | 70,283 | 61,564 | 56,450 | 52,981 |
| LK60R | 0 | 0 | 61,387 | 56,302 | 52,718 | 46,049 | 42,080 | 39,330 |
| LK630R | 0 | 0 | 58,287 | 53,458 | 50,055 | 43,979 | 39,728 | 37,419 |
| LK80R | 0 | 0 | 72,549 | 66,347 | 62,303 | 54,327 | 49,137 | 46,705 |
| LK848R | 0 | 0 | 78,749 | 72,225 | 67,628 | 58,466 | 53,319 | 50,733 |
| LK6M22 | 0 | 0 | 32,054 | 29,398 | 27,529 | 24,046 | 21,837 | 20,537 |
| LK6P44 | 0 | 0 | 54,072 | 49,593 | 46,442 | 40,261 | 36,582 | 34,804 |
| LK8M22 | 0 | 0 | 35,636 | 32,684 | 30,604 | 26,816 | 24,141 | 22,986 |
| LK8P44 | 0 | 0 | 53,136 | 48,734 | 45,633 | 39,559 | 35,944 | 34,197 |

LIFTALL

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| L-60 | 0 | 0 | 33,674 | 30,884 | 28,918 | 25,127 | 22,929 | 21,679 |
| LT-60 | 0 | 0 | 35,292 | 32,368 | 30,309 | 26,477 | 24,294 | 22,533 |
| M-80 | 0 | 0 | 41,126 | 37,718 | 35,318 | 30,263 | 27,845 | 26,246 |
| MT-80 | 0 | 0 | 46,625 | 42,762 | 40,042 | 34,583 | 31,391 | 29,664 |

## MASTERCRAFT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| AE5112 | 0 | 0 | 30,115 | 27,620 | 25,864 | 22,697 | 20,474 | $\mathbf{1 9 , 3 9 8}$ |
| AE8112 | 0 | 0 | 34,648 | 31,778 | 29,755 | 25,938 | 23,750 | 21,965 |
| MC5115 | 0 | 0 | 34,648 | 31,778 | 29,755 | 25,938 | 23,750 | 21,965 |
| MC5115FW | 0 | 0 | 36,268 | 33,263 | 31,147 | 27,561 | 25,116 | 23,393 |
| MC5675 | 0 | 0 | 32,383 | 29,699 | 27,808 | 24,048 | 22,112 | 20,825 |
| MC8675 | 0 | 0 | 37,887 | 34,747 | 32,537 | 28,102 | 25,663 | 24,248 |
| RT/C 06-643 | 0 | 0 | 32,383 | 29,699 | 27,808 | 24,048 | 22,112 | 20,825 |
| RT/C 10-643 | 0 | 0 | 40,153 | 36,826 | 34,483 | 29,723 | 27,298 | 25,674 |
| S-10-648 | 0 | 0 | 41,449 | 38,015 | 35,596 | 30,803 | 27,845 | 26,531 |
| S-12-648 | 0 | 0 | 44,687 | 40,985 | 38,378 | 33,775 | 30,030 | 28,526 |
| S-4-P | 0 | 0 | 31,087 | 28,512 | 26,696 | 22,968 | 21,020 | 19,684 |
| S-8-P | 0 | 0 | 36,268 | 33,263 | 31,147 | 27,561 | 25,116 | 23,677 |
| SHD 06-665 | 0 | 0 | 34,648 | 31,778 | 29,755 | 25,938 | 23,750 | 21,965 |
| SHD 10-665 | - | 42,129 | 38,639 | 36,180 | 31,883 | 28,633 | 26,758 | 22,492 |

## NEW HOLLAND

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| M427 | 108,455 | 100,552 | 84,312 | $\mathbf{7 7 , 0 7 2}$ | 72,167 | 64,448 | 58,342 | 55,522 |
| M428 | 135,905 | 126,002 | 106,249 | 96,288 | 90,967 | 80,321 | 73,250 | 69,721 |
| M459 | 126,022 | 116,839 | 96,512 | 88,516 | 82,883 | 72,739 | 67,190 | 63,082 |

## NOBLE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| R40 | 0 | 0 | 38,209 | 35,044 | 32,814 | 28,641 | 25,934 | 24,248 |
| R60 | 0 | 0 | 45,983 | 42,173 | 39,488 | 34,587 | 31,668 | 29,669 |
| R60 4WD | 0 | 0 | 55,373 | 50,786 | 47,554 | 41,341 | 37,401 | 35,658 |
| R80 | 0 | 0 | 47,731 | 43,777 | 40,992 | 36,112 | 32,461 | 30,277 |
| R80 10K 4WD | 0 | 0 | 61,527 | 56,428 | 52,838 | 46,475 | 42,314 | 39,369 |
| R80 4WD | 0 | 0 | 58,234 | 53,409 | 50,010 | 44,078 | 39,703 | 37,565 |
| RC60 | 0 | 0 | 40,473 | 37,120 | 34,758 | 29,720 | 27,570 | 26,242 |
| RT60 | 0 | 0 | 36,264 | 33,260 | 31,143 | 27,559 | 25,386 | 23,960 |
| RT80 | 0 | 0 | 39,136 | 35,894 | 33,611 | 28,939 | 26,556 | 24,947 |

SKY TRAK

Section VI
January 2022

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 10042 | 99,714 | 92,448 | 79,281 | 78,991 | 74,184 | 68,480 | 63,355 | 59,967 |
| 10042 LCGCY | 0 | 0 | 80,666 | 73,982 | 69,275 | 62,211 | 58,214 | 56,527 |
| 10054 | 155,106 | 143,803 | 120,948 | 107,151 | 102,436 | 88,687 | 78,832 | 73,551 |
| 6036 | 80,737 | 74,853 | 61,081 | 58,621 | 56,011 | 51,111 | 45,969 | 45,139 |
| 8042 | 115,378 | 106,970 | 89,854 | 79,931 | 76,866 | 70,388 | 59,259 | 61,455 |
| 9038 |  |  |  |  |  |  |  |  |

## UP-RIGHT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| XR636 | 0 | 0 | 53,325 | 48,907 | 45,796 | 40,099 | 36,591 | 34,414 |
| XT637 | 0 | 0 | 52,706 | 48,339 | 45,263 | 39,581 | 36,070 | 33,868 |
| SR640 | 0 | 0 | 55,186 | 50,613 | 47,393 | 41,908 | 38,160 | 35,780 |
| XR840 | 0 | 0 | 62,000 | 56,864 | 53,244 | 46,561 | 42,337 | 39,872 |

# HYDRAULIC CRANES 

## BRODERSON

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RT-300-2C | 254,959 | 236,379 | 200,751 | 184,119 | 171,495 | 145,470 | 133,612 | 128,452 |

## GROVE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| GMK2035E | 0 | 0 | 480,617 | 440,797 | 410,574 | 372,854 | 360,896 | $\mathbf{3 5 7 , 8 6 1}$ |
| GMK3055 | 741,927 | 687,862 | 596,968 | 563,803 | 591,352 | 507,797 | 490,076 | 508,056 |
| TMS700E | 706,488 | 655,004 | 580,532 | 553,530 | 533,477 | 389,388 | 419,965 | 476,930 |
| TMS800E | 0 | 0 | 780,450 | 738,625 | 687,982 | 626,685 | 612,049 | 600,985 |
| GMK4115 | $1,471,145$ | $1,363,940$ | $1,171,010$ | $1,073,991$ | $1,000,353$ | 911,543 | 844,628 | 808,182 |
| GMK5120B | $1,456,163$ | $1,350,049$ | $1,159,085$ | $1,152,047$ | $1,073,056$ | 977,453 | 936,899 | 947,290 |
| GMK6350 | $3,775,983$ | $3,500,818$ | $2,995,355$ | $2,747,190$ | $2,558,828$ | $2,335,864$ | $2,273,878$ | $2,233,275$ |
| GMK7550 | $4,113,393$ | $3,813,641$ | $3,263,010$ | $2,992,669$ | $2,787,476$ | $2,565,577$ | $2,490,513$ | $2,462,918$ |
| RT530E-2 | 319,213 | 295,952 | 250,801 | 232,626 | 216,676 | 195,491 | 179,784 | 171,993 |
| RT640E | 406,569 | 376,942 | 327,008 | 326,708 | 326,253 | 294,428 | 265,093 | 274,639 |
| RT880E | 829,173 | 768,750 | 650,307 | 621,240 | 602,254 | 536,996 | 491,367 | 442,800 |
| RT9130E | $1,364,513$ | $1,265,078$ | $1,102,875$ | $1,051,425$ | $1,044,090$ | 975,600 | 906,468 | 900,695 |
| RT9150E | $1,370,926$ | $1,271,024$ | $1,108,059$ | $1,056,367$ | $1,048,997$ | 980,186 | 0 | 0 |

## LINK BELT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RTC80100 II | $1,253,231$ | $1,161,905$ | 999,961 | 917,115 | 887,355 | 810,863 | 782,936 | 763,972 |
| RTC8080 II | 982,572 | 910,970 | 781,446 | 716,703 | 689,872 | 629,051 | 588,659 | 582,478 |
| ATC-3200 | $3,290,302$ | $3,050,531$ | $2,603,454$ | $2,387,758$ | $2,224,040$ | $1,993,057$ | $1,882,304$ | $1,801,154$ |
| HTC-8640 SL | 624,520 | 579,010 | 496,960 | 455,787 | 424,535 | 363,510 | 328,192 | 302,125 |
| HTC-8660 II | 491,220 | 455,424 | 392,223 | 359,728 | 440,457 | 389,290 | 362,052 | 353,841 |

TADANO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| GT-900XL | $1,188,623$ | $1,102,005$ | 949,250 | 870,604 | 859,523 | 794,152 | 766,113 | 768,119 |
| TT-300XL | 584,683 | 542,075 | 459,776 | 421,683 | 381,101 | 298,877 | 253,860 | 217,809 |

## LATTICE BOOM CRANES

| LINK-BELT |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| 108 HYLAB 5 | 620,694 | 575,462 | 492,633 | 451,819 | 420,840 | 387,237 | 374,819 | 371,666 |
| 138 HLS | 1,036,934 | 961,370 | 822,144 | 754,029 | 702,328 | 649,910 | 634,731 | 634,691 |
| 348 HS | 3,426,226 | 3,176,550 | 2,699,859 | 2,477,522 | 2,307,652 | 1,944,314 | 1,827,586 | 1,715,383 |
| LS-278H | 3,194,503 | 2,961,712 | 2,518,631 | 2,309,962 | 2,151,578 | 1,749,339 | 1,630,601 | 1,538,127 |
| LS 308H II | 1,224,589 | 1,135,350 | 976,904 | 895,968 | 834,537 | 774,939 | 751,827 | 753,136 |
| HC278H II | 2,393,943 | 2,219,491 | 1,898,656 | 1,741,351 | 1,755,823 | 1,662,686 | 1,630,601 | 1,658,204 |
| MANITOWOC |  |  |  |  |  |  |  |  |
| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| 2250 T | 2,753,821 | 2,553,144 | 2,184,077 | 2,003,126 | 1,965,389 | 1,809,129 | 1,774,357 | 1,781,566 |
| 10000 | 1,196,084 | 1,108,923 | 954,166 | 875,112 | 815,110 | 746,876 | 714,070 | 709,143 |
| 111 | 1,077,102 | 998,611 | 853,991 | 783,238 | 729,534 | 687,680 | 641,333 | 619,919 |
| 12000 | 1,308,568 | 1,213,210 | 1,038,711 | 952,655 | 887,336 | 822,063 | 810,291 | 8,203,279 |
| 180 | 1,077,102 | 998,611 | 853,991 | 783,238 | 729,534 | 677,101 | 630,645 | 608,749 |
| 222 | 1,143,095 | 1,059,795 | 911,893 | 836,342 | 778,999 | 726,824 | 703,940 | 687,975 |
| 2250 SER 2 | 3,378,809 | 3,132,588 | 2,663,942 | 2,443,234 | 2,275,713 | 2,057,751 | 1,929,346 | 1,876,509 |
| 2250 SER 3 | 3,443,473 | 3,192,540 | 2,714,925 | 2,489,994 | 2,319,266 | 2,110,650 | 1,977,447 | 1,910,018 |
| 5000 | 566,067 | 524,817 | 449,302 | 412,076 | 383,822 | 362,356 | 347,390 | 346,261 |
| 555 | 1,605,176 | 1,488,204 | 1,274,154 | 1,168,590 | 1,088,467 | 951,831 | 920,950 | 925,156 |
| 777 SER 2 | 2,441,345 | 2,263,439 | 1,924,667 | 1,765,207 | 1,644,176 | 1,512,896 | 1,448,346 | 1,440,891 |
| 8500 | 1,073,962 | 995,700 | 851,502 | 780,955 | 727,409 | 671,685 | 638,105 | 624,470 |
| 999 SER 3 | 2,803,720 | 2,599,406 | 2,210,528 | 1,991,967 | 2,014,388 | 1,836,302 | 1,817,112 | 1,820,661 |

## COMPACTION

## BEUTHLING

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| B155 | 17,778 | 16,483 | 13,888 | 12,736 | 11,685 | 10,322 | 9,385 | 8,446 |
| B265 | 30,597 | 28,367 | 23,143 | 21,226 | 19,474 | 16,423 | 13,842 | 11,495 |
| B300 | 19,922 | 18,471 | 14,763 | 13,540 | 12,422 | 10,976 | 9,809 | 8,873 |
| B400 | 65,532 | 60,756 | 45,191 | 41,470 | 38,568 | 33,611 | 30,120 | 25,972 |

BOMAG

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| BMP851 | 9,402 | 8,717 | 7,999 | 7,988 | 9,857 | 8,044 | 9,423 | 8,474 |
| BC472RB | 377,965 | 350,422 | 294,245 | 269,867 | 194,044 | 116,024 | 72,288 | 46,582 |
| BW151AC-4 | 166,824 | 154,668 | 129,823 | 119,067 | 114,441 | 100,075 | 87,065 | 83,352 |
| BW161AC-4 | 183,508 | 170,135 | 142,806 | 130,974 | 153,861 | 107,025 | 95,491 | 88,047 |
| BC462EB | 524,579 | 486,352 | 405,181 | 371,611 | 306,457 | 210,724 | 150,418 | 111,054 |
| BW900-2 | 23,359 | 21,657 | 21,858 | 19,746 | 19,164 | 16,300 | 14,751 | 16,088 |
| BW11AS | 110,896 | 102,815 | 86,293 | 79,144 | 71,007 | 58,977 | 48,624 | 44,644 |
| BW5AS | 75,304 | 69,816 | 58,487 | 53,641 | 49,533 | 43,677 | 39,351 | 36,420 |

## CASE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SV208 | 98,150 | 90,998 | 77,635 | 76,783 | 74,123 | 67,359 | 60,423 | 60,451 |
| SV210D | 145,051 | 134,481 | 113,668 | 104,251 | 95,652 | 81,157 | 73,531 | 65,230 |
| SV210PD | 156,866 | 145,435 | 122,926 | 114,528 | 105,082 | 90,320 | 78,820 | 70,758 |
| SV210PDB | 164,955 | 152,934 | 129,266 | 120,401 | 110,471 | 96,866 | 85,962 | 76,838 |
| SV216D | 172,663 | 160,080 | 134,905 | 123,728 | 113,523 | 95,262 | 89,913 | 86,017 |
| SV216PD | 188,359 | 174,633 | 147,169 | 134,976 | 123,843 | 110,303 | 101,310 | 97,927 |
| SV216PDB | 196,206 | 181,908 | 153,301 | 140,600 | 129,003 | 110,303 | 103,843 | 100,574 |

CATERPILLAR

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| CP-433E | 114,371 | 106,407 | 98,997 | 90,318 | 86,855 | 85,629 | 71,995 | $\mathbf{7 2 , 0 9 3}$ |
| CP-56 | 182,198 | 170,966 | 165,405 | 140,414 | 133,285 | 120,794 | 113,057 | 101,428 |
| CP-74 | 261,522 | 240,119 | 220,292 | 194,611 | 181,461 | 168,312 | 155,163 | 143,041 |
| CS-423E | 78,199 | 75,547 | 72,986 | 70,511 | 77,477 | 74,289 | 67,720 | 66,089 |
| CS533E | 83,779 | 97,468 | 81,465 | 88,408 | 84,549 | 77,077 | 77,637 | 76,052 |
| CS-54 | 151,850 | 139,954 | 128,090 | 119,888 | 111,104 | 103,312 | 97,318 | 89,944 |
| CB-24 | 56,028 | 49,930 | 42,571 | 38,642 | 34,883 | 30,258 | 26,980 | 24,670 |
| CB534D XW | 110,714 | 102,657 | 95,188 | 88,261 | 88,518 | 75,883 | 83,238 | 70,189 |
| CB-64 | 221,807 | 191,433 | 147,379 | 124,689 | 100,897 | 81,542 | 69,331 | 62,025 |
| PS-360C | 190,693 | 175,140 | 162,166 | 150,078 | 137,570 | 125,065 | 115,058 | 105,054 |
| 816F II | 624,114 | 570,483 | 523,380 | 419,417 | 350,094 | 318,896 | 291,165 | 263,435 |
| 815F II | 862,151 | 781,882 | 733,817 | 679,109 | 560,534 | 488,670 | 459,926 | 427,587 |

Section VI
January 2022

## DYNAPAC

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| LP6500 | 24,150 | 15,694 | 10,198 | 6,627 | 3,924 | 3,603 | 1,819 | 1,757 |
| CC800 | 29,701 | 29,615 | 25,809 | 24,058 | 22,425 | 21,475 | 19,487 | 18,600 |
| CS142N | 141,557 | 128,973 | 118,324 | 109,504 | 97,336 | 82,736 | 70,569 | 60,191 |
| CA150PD | 83,926 | 77,345 | 76,921 | 67,409 | 60,542 | 50,493 | 51,422 | 49,364 |
| CA250PD | 875,896 | 87,048 | 81,424 | 81,673 | 65,169 | 66,642 | 60,180 | 63,213 |
| CA602PD | 93,129 | 87,451 | 82,117 | 77,111 | 73,742 | 67,992 | 63,846 | 59,952 |
| CC222C HF | 197,275 | 180,294 | 165,407 | 153,077 | 131,448 | 108,153 | 90,515 | 81,198 |
| CC232C HF | 218,719 | 199,892 | 183,387 | 169,715 | 143,093 | 121,463 | 109,817 | 98,502 |
| CC234C HF | 223,009 | 203,812 | 186,983 | 173,044 | 153,077 | 126,455 | 104,463 |  |
| CC722C | 347,703 | 317,476 | 291,263 | 269,548 | 232,944 | 176,371 | 153,077 | $\mathbf{1 3 6}, 438$ |

HYPAC

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| C550H | 121,570 | 111,537 | 102,328 | 94,699 | 87,596 | 80,494 | 73,391 | 66,916 |
| C560H | 133,727 | 122,691 | 112,561 | 104,169 | 94,699 | 82,863 | 73,391 | 65,003 |
| C812D | 81,118 | 72,965 | 77,882 | 65,554 | 59,897 | 55,316 | 52,397 | 48,061 |
| C835D | 143,736 | 131,828 | 120,942 | 106,844 | 96,310 | 90,291 | 83,670 | 77,533 |
| C852D | 205,019 | 188,080 | 172,551 | 152,436 | 138,056 | 126,551 | 113,609 | 101,988 |


| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| VMT160 | 45,042 | 41,328 | 36,962 | 33,056 | 28,685 | 26,440 | 23,646 | 20,661 |
| VMT500 | 68,308 | 62,683 | 57,507 | 50,804 | 44,105 | 39,080 | 421,306 | 32,381 |
| VM115D | 87,888 | 82,776 | 78,421 | 78,465 | 74,705 | 65,957 | 63,913 | 59,854 |
| VM115PD | 389,168 | 200,857 | 103,666 | 53,504 | 33,095 | 23,015 | 7,356 | 11,511 |
| VM146D | 195,876 | 179,692 | 164,856 | 145,638 | 125,649 | 109,943 | 97,092 | 83,956 |
| VM200D | 201,232 | 184,765 | 169,509 | 149,748 | 130,690 | 111,631 | 95,296 | 88,489 |
| VM75PD | 166,607 | 138,684 | 115,439 | 95,534 | 79,986 | 66,580 | 55,421 | 45,541 |
| VM1500M | 34,789 | 31,788 | 29,164 | 25,765 | 20,917 | 17,092 | 14,541 | 12,500 |

## MAULDIN

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | :---: | :---: | :---: | :---: | :---: | :---: | ---: |
| 3000 | 11,321 | 10,384 | 9,526 | 8,926 | 8,677 | 8,378 | 7,778 | 7,181 |
| 4000 | 11,674 | 10,706 | 9,823 | 9,268 | 8,976 | 8,677 | 8,378 | 7,778 |

## MULTIQUIP

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| R2000H | 7,949 | 7,249 | 6,649 | 6,052 | 5,535 | 4,958 | 4,380 | 4,150 |
| MRH-800DS2 | 16,137 | 14,731 | 13,516 | 11,940 | 9,503 | 8,528 | 7,311 | 6,336 |
| V30-4E | 9,552 | 8,719 | 7,999 | 7,067 | 5,848 | 5,361 | 4,776 | 4,289 |
| AR-13D | 30,584 | 28,051 | 25,735 | 22,737 | 19,895 | 18,474 | 15,986 | 14,922 |

January 2022

| MTR40F | 3,359 | 2,939 | 2,641 | 2,656 | 2,477 | 2,151 | 2,214 | 1,912 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| MTX60 | 3,023 | 2,719 | 2,528 | 2,357 | 2,017 | 1,915 | 1,526 | 1,510 |
| MTX80 | 4,949 | 3,907 | 3,370 | 2,961 | 2,531 | 2,051 | 1,798 | 1,267 |

RAMMAX

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | :---: | :---: | :---: | :---: | :---: | ---: | ---: |
| AR12 | 31,734 | 29,105 | 26,702 | 23,589 | 21,905 | 18,816 | 16,288 | 14,042 |
| AR20 | 35,889 | 32,917 | 30,199 | 26,680 | 23,589 | 20,781 | 17,973 | 15,445 |
| AR26 | 41,071 | 37,769 | 34,650 | 30,611 | 26,680 | 23,589 | 21,063 | 18,816 |
| AR40 | 47,577 | 43,659 | 40,053 | 35,384 | 30,048 | 27,240 | 24,433 | 21,905 |
| P33/24FCR | 28,464 | 26,761 | 24,550 | 22,402 | 18,545 | 16,415 | 15,085 | 12,903 |
| RX1510C | 28,464 | 26,761 | 24,550 | 22,402 | 18,545 | 16,415 | 15,085 | 12,903 |
| P35K | 48,462 | 44,275 | 40,619 | 35,884 | 30,679 | 27,118 | 23,558 | 19,448 |
| P54KA | 68,408 | 62,863 | 57,672 | 50,949 | 43,279 | 36,705 | 32,048 | 27,666 |

## SAKAI

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SW320-1 | 47,331 | 43,310 | 38,847 | 35,994 | 33,109 | 31,291 | 27,995 | 24,984 |
| SW800 | 132,885 | 118,630 | 107,131 | 95,347 | 85,307 | 75,346 | 63,931 | 60,048 |
| SW990 | 145,246 | 124,219 | 110,823 | 94,470 | 84,324 | 74,734 | 69,353 | 68,534 |
| SV510TB-III | 115,972 | 115,847 | 113,498 | 122,043 | 116,438 | 107,897 | 115,223 | 115,098 |
| SV510TF-III | 222,387 | 204,014 | 187,169 | 166,001 | 145,461 | 125,496 | 109,809 | 96,975 |
| TW330-1 | 60,763 | 55,760 | 51,155 | 47,342 | 42,848 | 38,652 | 34,758 | 31,255 |

STONE

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2500 | 10,657 | 9,719 | 8,916 | 7,821 | 6,921 | 6,619 | 6,318 | 5,656 |
| TR24 | 33,963 | 31,033 | 28,471 | 25,150 | 22,276 | 19,641 | 17,006 | 14,611 |
| 3100 | 18,727 | 17,177 | 15,758 | 13,922 | 12,608 | 11,821 | 11,295 | 9,720 |
| 6100 | 45,003 | 41,385 | 37,969 | 33,544 | 27,999 | 24,672 | 22,731 | 20,791 |
| SD66XC | 91,269 | 83,977 | 77,043 | 68,064 | 58,421 | 50,763 | 45,942 | 41,689 |
| SD84XC | 136,063 | 127,554 | 117,799 | 113,843 | 103,736 | 89,796 | 88,184 | 79,745 |

VOLVO

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SD116F | 193,644 | 178,174 | 163,461 | 144,405 | 127,078 | 115,524 | 106,861 | 95,309 |
| SD160DX | 124,531 | 126,408 | 116,931 | 113,307 | 107,829 | 110,749 | 87,630 | 100,422 |
| SD200F | 291,081 | 267,258 | 245,191 | 216,610 | 184,839 | 153,071 | 138,630 | 127,078 |
| SD45D | 62,463 | 62,150 | 55,460 | 52,109 | 52,177 | 46,451 | 46,481 | 43,166 |
| CR30 | 78,194 | 71,755 | 65,830 | 60,921 | 54,829 | 47,213 | 43,863 | 40,817 |
| DD118HF | 117,463 | 105,682 | 104,927 | 91,567 | 80,466 | 74,706 | 61,866 | 63,689 |
| DD118HFA | 210,421 | 169,260 | 130,204 | 113,705 | 110,341 | 70,877 | 64,000 | 44,777 |


| DD138HF | 184,740 | 152,104 | 128,244 | 119,349 | 88,497 | 79,875 | 49,552 | 50,031 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| DD138HFA | 206,124 | 163,912 | 133,599 | 102,158 | 83,857 | 72,516 | 52,123 | 43,296 |
| DD14S | 39,316 | 36,060 | 33,082 | 28,949 | 26,206 | 24,378 | 22,854 | 21,535 |
| PT125R | 94,318 | 87,615 | 80,193 | 77,483 | 68,892 | 64,086 | 62,299 | 57,312 |
| PT240R | 156,304 | 143,405 | 131,564 | 121,756 | 105,875 | 89,993 | 82,053 | 64,583 |

## WACKER

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RT56-SC | 50,909 | 38,657 | 29,353 | 22,289 | 17,016 | 13,613 | 9,950 | 8,182 |
| RD12A | 20,225 | 18,081 | 16,095 | 14,956 | 13,049 | 11,868 | 10,128 | 9,060 |
| RS800A | 12,511 | 11,421 | 10,478 | 9,257 | 8,228 | 7,200 | 6,172 | 5,399 |
| RSS800A | 13,205 | 12,056 | 11,060 | 9,773 | 8,743 | 7,715 | 6,943 | 5,915 |
| RD12A | 17,499 | 19,890 | 17,838 | 16,655 | 14,364 | 12,729 | 13,600 | 11,864 |
| RD16 | 35,798 | 32,832 | 30,123 | 26,612 | 22,886 | 19,691 | 18,362 | 17,027 |

## WEBER

| MODEL | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| DVH550 | 10,080 | 9,201 | 8,442 | 7,457 | 6,686 | 5,915 | 4,835 | 4,526 |
| TRC66 | 31,616 | 28,873 | 26,488 | 23,400 | 19,286 | 16,200 | 13,628 | 11,571 |
| TRC86 | 32,309 | 29,507 | 27,070 | 23,914 | 19,801 | 16,714 | 14,144 | 12,086 |

## CONCRETE EQUIPMENT

## PAVERS

## CMI TEREX

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| SF-2204B HVW | 489,526 | 453,853 | 103,406 | 362,116 | 332,387 | 293,730 | 252,426 | $\mathbf{2 2 9 , 4 7 2}$ |
| SF-6004 I | 656,572 | 608,726 | 532,697 | 486,992 | 446,778 | 394,700 | 353,396 | 321,261 |
| SF-6004 II | 664,159 | 615,760 | 538,892 | 492,654 | 451,974 | 399,290 | 362,576 | 330,440 |

GOMACO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| COMMANDER II | 159,669 | 148,034 | 144,969 | 132,827 | 121,860 | 107,654 | 90,528 | 85,632 |
| CURB CADET | 39,204 | 36,347 | 31,459 | 28,909 | 26,522 | 23,480 | 21,323 | 19,915 |
| GT-6000-78 | 104,832 | 97,193 | 84,312 | 77,478 | 71,080 | 62,795 | 54,360 | 49,668 |
| GP-2600 | 413,819 | 383,663 | 300,921 | 277,534 | 254,617 | 224,936 | 210,879 | 206,189 |
| GP-4000 | 520,999 | 483,032 | 425,514 | 392,444 | 360,039 | 318,070 | 278,925 | 269,131 |

## MILLER FORMLESS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| M-1000 | 191,708 | 177,738 | 157,759 | 144,548 | 132,612 | 117,154 | 107,783 | $98, \mathbf{4 0 8}$ |
| M-8100 | 266,409 | 246,995 | 215,022 | 196,586 | 180,353 | 159,331 | 145,274 | 117,152 |
| M-8800 | 284,686 | 263,940 | 227,670 | 208,150 | 190,963 | 168,703 | 154,646 | 135,897 |

## CONVEYORS

## AGGREGATE

| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 18" X30' | 22,878 | 21,210 | 19,409 | 17,805 | 15,864 | 14,713 | 13,268 | 12,404 |
| $18^{\prime \prime} \times 50^{\prime}$ | 29,051 | 26,934 | 24,348 | 22,338 | 19,903 | 18,461 | 16,731 | 15,576 |
| $24^{\prime \prime} \times 30^{\prime}$ | 24,615 | 22,822 | 20,820 | 19,102 | 17,018 | 15,577 | 13,845 | 12,981 |
| 24" X 50' | 31,289 | 29,009 | 26,467 | 24,282 | 21,634 | 19,039 | 17,596 | 15,864 |
| 24"X 70' | 39,216 | 36,359 | 33,171 | 30,432 | 27,114 | 24,518 | 21,923 | 19,327 |
| $30^{\prime \prime} \times 30$ | 33,374 | 30,942 | 28,231 | 25,900 | 23,077 | 20,192 | 18,750 | 17,018 |
| $30^{\prime \prime} \times 50$ | 37,965 | 35,198 | 32,113 | 29,462 | 26,249 | 23,942 | 21,058 | 19,039 |
| $30^{\prime \prime} \times 70^{\prime}$ | 42,554 | 39,453 | 35,995 | 33,023 | 29,422 | 26,538 | 24,519 | 22,500 |
| $36^{\prime \prime} \times 30^{\prime}$ | 35,446 | 32,863 | 29,994 | 27,519 | 24,518 | 21,634 | 19,327 | 18,460 |
| $36^{\prime \prime} \times 50^{\prime}$ | 41,702 | 38,663 | 35,288 | 32,375 | 28,844 | 25,961 | 23,943 | 21,634 |
| $36^{\prime \prime} \times 70^{\prime}$ | 48,794 | 45,239 | 41,288 | 37,879 | 33,748 | 30,576 | 27,981 | 25,960 |
| $42^{\prime \prime} \times 40^{\prime}$ | 43,789 | 40,598 | 37,053 | 33,994 | 30,289 | 27,403 | 24,806 | 23,077 |
| $42^{\prime \prime} \times 60^{\prime}$ | 43,789 | 40,598 | 37,053 | 33,994 | 30,289 | 27,403 | 24,806 | 23,077 |

## CRUSHERS

## CONE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $36 "$ | 192,925 | 178,866 | 162,329 | 148,927 | 132,688 | 112,498 | 98,076 | 92,305 |
| $54 "$ | 306,162 | 283,851 | 260,941 | 239,395 | 213,296 | 190,239 | 184,474 | 172,940 |
| $66^{\prime \prime}$ | 480,291 | 445,291 | 409,351 | 375,551 | 334,605 | 311,533 | 294,227 | 271,144 |

## HAMMERMILL

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 20" X 33" | 63,569 | 58,936 | 54,346 | 49,858 | 44,422 | 41,250 | 38,077 | 34,615 |
| $30 " \times 33 "$ | 66,456 | 61,613 | 56,815 | 52,124 | 46,441 | 43,268 | 39,806 | 36,922 |
| $40 " \times 34 "$ | 86,487 | 80,185 | 74,012 | 67,902 | 63,460 | 58,845 | 54,807 | 51,344 |
| $50 " \times 42 "$ | 131,960 | 122,344 | 112,925 | 103,601 | 923,180 | 80,768 | 76,153 | 71,536 |

JAW

| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 " X 16" | 64,232 | 59,551 | 54,698 | 50,182 | 44,710 | 41,250 | 38,364 | 35,191 |
| 10 " $\times 24$ " | 77,078 | 71,461 | 65,636 | 60,218 | 53,653 | 48,749 | 44,999 | 41,825 |
| 18 " X 30 " | 112,582 | 104,378 | 95,985 | 88,060 | 78,460 | 73,846 | 68,076 | 62,305 |
| $12 \mathrm{C} \times 42$ | 141,329 | 131,030 | 119,982 | 110,075 | 98,075 | 92,306 | 80,769 | 76,151 |
| 22" $\times 36{ }^{\prime \prime}$ | 128,312 | 118,961 | 109,395 | 100,362 | 89,421 | 78,461 | 74,999 | 70,382 |
| $12 \mathrm{C} \times 48{ }^{\prime \prime}$ | 145,486 | 134,884 | 123,511 | 113,313 | 100,958 | 95,191 | 86,536 | 76,151 |
| 24 " $\times 36{ }^{\prime \prime}$ | 153,146 | 141,986 | 130,568 | 119,787 | 106,729 | 106,730 | 98,076 | 92,305 |
| 22" $\times 48{ }^{\prime \prime}$ | 232,778 | 215,815 | 197,617 | 181,300 | 161,535 | 126,922 | 115,384 | 106,728 |
| 27" $\times 42$ " | 174,583 | 161,860 | 148,214 | 135,976 | 121,150 | 115,384 | 106,730 | 103,841 |
| 32 " $\times 42$ " | 249,404 | 231,229 | 211,734 | 194,251 | 173,073 | 161,536 | 126,923 | 115,382 |
| 42 " $\times 48{ }^{\prime \prime}$ | 374,108 | 346,846 | 317,600 | 291,377 | 259,607 | 242,303 | 230,766 | 201,915 |
| $54 " \mathrm{X} 60$ " | 698,333 | 647,444 | 592,852 | 543,901 | 484,603 | 438,455 | 386,534 | 369,217 |

## ROLL

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 24" X 20" D | 105,589 | 97,895 | 90,340 | 82,881 | 73,845 | 68,076 | 63,461 | 58,844 |
| 30" X 25" D | 181,481 | 168,256 | 155,272 | 142,450 | 126,921 | 121,151 | 115,384 | 103,841 |
| 30" X 25" T | 197,895 | 183,474 | 169,386 | 155,401 | 138,457 | 126,922 | 126,923 | 115,382 |
| 30" X 18" T | 173,231 | 160,608 | 148,214 | 135,976 | 121,150 | 112,498 | 100,959 | 92,305 |
| 30" X 36" D | 164,912 | 152,895 | 141,156 | 129,500 | 115,383 | 103,843 | 92,307 | 85,382 |
| 41" X 32" D | 189,651 | 175,831 | 162,329 | 148,927 | 132,688 | 126,922 | 121,152 | 115,382 |
| 40" X 36" D | 197,895 | 183,474 | 169,386 | 155,401 | 138,457 | 126,922 | 126,923 | 115,382 |
| 55" X 30" D | 346,319 | 321,082 | 296,428 | 271,952 | 242,301 | 224,997 | 207,691 | 196,146 |


| $54 " ~ X ~ 24 " ~ D ~$ | 288,596 | 267,565 | 247,021 | 226,626 | 201,917 | 184,613 | 149,998 | 138,456 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| $54 " \times 30 " D$ | 321,580 | 298,146 | 275,254 | 252,526 | 224,994 | 207,690 | 196,150 | 178,838 |
| $41 " \times 36 " D$ | 197,895 | 183,474 | 169,386 | 155,401 | 138,457 | 132,689 | 126,923 | 121,149 |

## APRON FEEDERS

## STANDARD

| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 30" X 6' | 32,222 | 29,874 | 27,524 | 25,251 | 22,500 | 19,903 | 19,039 | 17,595 |
| $36^{\prime \prime} \times 6^{\prime}$ | 36,022 | 33,397 | 30,700 | 28,165 | 25,095 | 23,077 | 21,058 | 19,615 |
| $30^{\prime \prime} \times 8^{\prime}$ | 37,594 | 34,855 | 32,112 | 29,461 | 26,249 | 23,942 | 22,211 | 19,615 |
| $36^{\prime \prime} \times 8^{\prime}$ | 40,991 | 38,004 | 34,936 | 32,051 | 28,558 | 26,538 | 24,806 | 22,787 |
| 30 " X 12' | 41,725 | 38,685 | 35,641 | 32,697 | 29,134 | 27,115 | 25,096 | 23,077 |

## HEAVY DUTY

| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 36 " X 14' | 60,014 | 55,640 | 51,168 | 46,944 | 41,826 | 38,364 | 34,904 | 32,595 |
| $48{ }^{\prime \prime} \times 14^{\prime}$ | 78,462 | 72,745 | 66,896 | 61,373 | 56,826 | 51,345 | 47,884 | 44,422 |
| $36^{\prime \prime} \times 18^{\prime}$ | 73,261 | 67,922 | 62,462 | 57,305 | 51,055 | 47,308 | 43,846 | 40,672 |
| $42^{\prime \prime} \times 18^{\prime}$ | 84,435 | 78,282 | 71,988 | 66,044 | 61,153 | 56,827 | 51,633 | 48,171 |
| $36^{\prime \prime} \times 22^{\prime}$ | 87,748 | 81,353 | 74,814 | 68,636 | 61,153 | 56,250 | 51,345 | 47,883 |
| $48{ }^{\prime \prime} \times 20^{\prime}$ | 104,301 | 96,700 | 88,927 | 81,584 | 72,689 | 65,769 | 62,306 | 57,690 |
| 42" X $22^{\prime}$ | 89,214 | 82,713 | 76,064 | 69,783 | 64,614 | 59,999 | 55,096 | 50,479 |
| $48{ }^{\prime \prime} \times 26^{\prime}$ | 128,308 | 118,958 | 109,395 | 100,362 | 89,421 | 80,768 | 77,306 | 70,382 |

## EXTRA HEAVY DUTY

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 72" X11' | 154,182 | 142,946 | 130,568 | 119,787 | 106,729 | 98,076 | 92,307 | 80,767 |
| 60" X 20' | 183,352 | 169,991 | 155,272 | 142,450 | 126,921 | 115,384 | 106,730 | 106,728 |
| 72" X 16' | 175,018 | 162,264 | 148,214 | 135,976 | 121,150 | 115,384 | 106,730 | 103,841 |
| 60" X 22' | 233,357 | 216,351 | 197,617 | 181,300 | 161,535 | 126,922 | 115,384 | 106,728 |
| 72" X 18' | 216,691 | 200,900 | 183,503 | 168,351 | 149,995 | 121,151 | 115,384 | 106,728 |
| 72" X22' | 241,692 | 224,080 | 204,676 | 187,776 | 167,303 | 149,997 | 121,152 | 115,382 |

## SCREENS

| LOW | AVG | GOOD |
| :--- | :--- | ---: |
| 41,874 | 50,678 | 67,993 |

## ROAD MAINTENANCE

## BROOMS \& SWEEPERS

## ELGIN

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| CROSSWIND FSX | 125,780 | 116,614 | 96,893 | 88,619 | 81,301 | 72,909 | 63,796 | 51,788 |
| EAGLE F | 173,548 | 160,901 | 152,298 | 139,292 | 127,790 | 114,600 | 100,277 | 85,948 |
| GEOVAC | 170,530 | 158,103 | 139,284 | 127,390 | 116,870 | 104,806 | 86,580 | 75,186 |
| ROAD WIZARD | 150,232 | 139,284 | 127,390 | 116,871 | 104,805 | 91,137 | 77,467 | 70,630 |

TYMCO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 210 W/DIESEL | 57,286 | 53,111 | 40,612 | 37,145 | 30,110 | 30,561 | 27,456 | 24,114 |
| 600 | 108,657 | 100,739 | 98,360 | 89,959 | 82,531 | 74,014 | 68,761 | 63,984 |

## PAVEMENT MILLERS

CMI TEREX

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| PR-300BT | 0 | 0 | 0 | 412,877 | 378,002 | 346,794 | 310,998 | 273,497 |
| PR-600 | 0 | 0 | 0 | 701,769 | 643,408 | 590,289 | 529,359 | 480,823 |
| PR-800-7 | 0 | 0 | 0 | 713,465 | 654,130 | 600,125 | 538,182 | 489,645 |

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| PM-102 | 0 | 0 | 0 | 420,331 | 384,827 | 353,056 | 316,614 | 292,251 |
| PM-200 | 0 | 0 | 0 | 391,969 | 419,353 | 366,928 | 343,174 | 319,391 |

## WIRTGEN

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| W100 | 298,741 | 276,971 | 267,773 | 259,698 | 238,160 | 218,498 | 195,944 | 182,269 |
| W120F | 449,103 | 416,376 | 410,239 | 400,233 | 338,516 | 310,569 | 277,724 | 226,852 |
| W130F | 487,956 | 452,397 | 441,542 | 405,139 | 371,685 | 333,321 | 317,557 | 297,281 |
| W150 | 571,030 | 529,418 | 451,483 | 413,350 | 379,218 | 322,230 | 301,792 | 279,264 |
| W2000 | 686,292 | 636,281 | 615,492 | 564,309 | 521,346 | 467,536 | 434,812 | 392,724 |

## FORESTRY EQUIPMENT

## BRUSH CHIPPERS

| BANDIT |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| 1090XP | 43,136 | 39,992 | 38,036 | 35,037 | 32,144 | 28,791 | 25,816 | 23,150 |
| 1490XP | 52,713 | 48,872 | 45,577 | 41,984 | 38,518 | 34,626 | 30,124 | 26,657 |
| 65XP | 0 | 0 | 25,406 | 23,149 | 21,237 | 19,104 | 16,450 | 14,062 |
| VERMEER |  |  |  |  |  |  |  |  |
| MODEL | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 |
| BC1500 | 25,833 | 23,951 | 26,417 | 28,610 | 29,063 | 28,404 | 27,165 | 27,215 |

## BUNCHERS

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 643J | 304,280 | 282,106 | 257,419 | 236,164 | 205,359 | 176,766 | 132,575 | 106,578 |
| 843J | 331,498 | 307,341 | 280,227 | 257,089 | 223,555 | 181,965 | 132,575 | 114,376 |
| 703G | 337,643 | 313,038 | 284,829 | 261,311 | 227,226 | 197,330 | 171,419 | 148,906 |
| 753J | 447,949 | 415,306 | 377,980 | 346,770 | 301,539 | 247,472 | 210,041 | 178,835 |

## TIGER CAT

| MODEL | $\mathbf{2 0 1 8}$ | 2017 | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 726 | 405,418 | 375,874 | 342,716 | 314,418 | 283,107 | 236,413 | 204,308 | 186,791 |

## TREE HARVESTERS

## DEERE

MODEL
1070E
1270E
753JH

| $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ |  |
| ---: | ---: | ---: | ---: | ---: |
| 515,200 | 477,656 | 369,800 | 320,193 | 283 |
| 791,475 | 733,799 | 673,185 | 617,697 | 514 |
| 398,866 | 369,800 | 320,193 | 283,975 | 248 |
|  |  |  |  |  |
|  |  | LOG LOADERS |  |  |

## CATERPILLAR

MODEL
320D FM
324D FM
325D FM
330D FM

| $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 0}$ |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| 420,230 | 389,607 | 376,972 | 298,865 | 283,264 | 261,489 | 219,856 | 202,008 |
| 555,932 | 515,420 | 478,941 | 439,396 | 392,891 | 318,058 | 245,894 | 205,798 |
| 602,693 | 558,773 | 509,473 | 467,406 | 420,315 | 321,891 | 252,725 | 210,155 |
| 698,569 | 647,663 | 592,896 | 543,941 | 486,821 | 385,737 | 311,251 | 244,738 |

## DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2154D | 0 | 0 | 363,709 | 291,244 | 277,027 | 256,288 | 198,002 | 164,748 |
| 2454D | 0 | 0 | 465,445 | 426,432 | 371,315 | 312,479 | 262,282 | 220,212 |
| 2954D | 0 | 0 | 539,648 | 495,090 | 412,573 | 341,849 | 282,911 | 234,128 |
| 3754D | 0 | 0 | 568,429 | 521,908 | 453,829 | 353,636 | 274,069 | 212,399 |

## DOOSAN

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| DX225LL | 343,879 | 318,819 | 275,127 | 252,306 | 226,631 | 188,861 | 145,752 | 118,711 |
| DX300LL | 369,288 | 342,377 | 311,751 | 286,009 | 257,263 | 213,477 | 164,213 | 131,368 |

## HITACHI

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| ZAXIS 210F-3 | 0 | 0 | 346,012 | 333,665 | 306,113 | 274,303 | 238,526 | $\mathbf{2 1 4 , 6 6 8}$ |
| ZAXIS 240F-3 | 0 | 0 | 487,916 | 456,594 | 418,890 | 375,677 | 316,046 | 265,353 |
| ZAXIS 290F-3 | 0 | 0 | 564,107 | 513,645 | 471,231 | 423,421 | 350,837 | 290,348 |
| ZAXIS 370F-3 |  |  |  |  |  |  |  |  |

## LINK-BELT

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 210 LX TL | 372,804 | 345,637 | 314,718 | 288,733 | 258,403 | 227,867 | 190,281 | 162,088 |
| 240 LX TL | 456,434 | 423,172 | 336,592 | 308,800 | 277,892 | 233,894 | 208,421 | 171,364 |
| 290 LX TL | 458,881 | 425,441 | 357,080 | 327,608 | 294,102 | 240,841 | 213,054 | 175,996 |
| 370 LX TL | 485,349 | 449,981 | 409,729 | 375,898 | 335,924 | 298,341 | 253,709 | 199,673 |

## PETTIBONE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 154-D | 226,683 | 210,164 | 193,952 | 176,564 | 161,984 | 145,446 | 114,279 | 93,499 |
| 254 | 360,819 | 334,526 | 297,393 | 270,730 | 248,375 | 223,362 | 181,808 | 129,859 |
| $304-A$ | 535,090 | 496,097 | 436,392 | 397,267 | 364,462 | 327,251 | 244,141 | 186,998 |

## SKIDDERS

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 517 GR | 415,207 | 384,950 | 352,048 | 322,980 | 290,564 | 250,944 | 213,964 | 203,393 |
| 527 CA | 518,929 | 481,114 | 437,940 | 401,781 | 359,243 | 324,907 | 272,077 | 237,733 |

DEERE

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 548 H | 221,425 | 205,289 | 198,721 | 180,383 | 165,488 | 147,975 | 122,542 | 108,666 |
| 540 H | 0 | 0 | 0 | 191,085 | 159,858 | 132,297 | 109,488 | 93,519 |
| 640 H | 233,805 | 216,767 | 197,828 | 181,494 | 163,507 | 148,041 | 132,575 | 106,058 |

## PAVERS

## CATERPILLAR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| AP-1000D | 0 | 0 | 0 | 442,194 | 406,038 | 372,515 | 329,091 | 258,203 |
| AP-500E | 0 | 0 | 0 | 396,425 | 383,842 | 333,959 | 295,030 | 239,070 |
| AP-600D | 0 | 0 | 0 | 421,784 | 387,297 | 382,094 | 313,901 | 245,547 |

## CEDARAPIDS

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| CR352L | 0 | 0 | 0 | 311,394 | 285,932 | 262,326 | 231,746 | 168,315 |
| CR452 | 0 | 0 | 0 | 301,470 | 262,976 | 229,400 | 190,490 | 183,101 |
| CR552 | 0 | 0 | 0 | 309,937 | 284,594 | 261,108 | 230,662 | 184,525 |

## LEE BOY

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1000F | 0 | 0 | 0 | 57,982 | 52,778 | 48,421 | 42,776 | 37,166 |
| 700B | 0 | 0 | 0 | 47,526 | 43,261 | 39,689 | 35,063 | 30,153 |

## ROADTEC

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| RP-170 | 0 | 0 | 0 | 277,561 | 254,866 | 233,825 | 206,568 | 155,530 |
| RP-190 | 0 | 0 | 0 | 301,080 | 276,461 | 254,196 | 224,565 | 166,608 |

## PILE DRIVERS

## AMERICAN PILEDRIVING

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| D19-42 | 0 | 0 | 0 | 57,382 | 52,221 | $\mathbf{4 7 , 9 0 9}$ | 42,878 | $\mathbf{3 8 , 4 9 2}$ |
| D30-32 | 0 | 0 | 0 | 108,728 | 99,395 | 91,189 | 81,614 | 70,649 |
| D36-32 | 0 | 0 | 0 | 127,015 | 115,714 | 106,161 | 95,013 | 76,739 |
| D46-32 | 0 | 0 | 0 | 126,841 | 115,714 | 106,741 | 94,424 | 77,283 |
| D62-22 | 0 | 0 | 0 | 246,333 | 225,496 | 206,879 | 185,153 | 158,350 |
| D80-23 | 0 | 0 | 0 | 421,359 | 385,716 | 353,872 | 316,710 | 282,596 |
| HHK12A | 0 | 0 | 0 | 557,457 | 510,332 | 468,200 | 419,023 | 377,607 |
| HHK14A | 0 | 0 | 0 | 612,554 | 580,602 | 514,475 | 460,446 | 419,021 |
| 100 VIBRO | 0 | 0 | 0 | 141,255 | 130,550 | 119,742 | 107,194 | 99,900 |
| 200 VIBRO | 0 | 0 | 0 | 224,606 | 204,725 | 187,823 | 168,099 | 138,862 |
| 300 VIBRO | 0 | 0 | 0 | 260,414 | 237,265 | 217,668 | 194,899 | 180,277 |

## TRAMAC

| $\mathbf{2 0 1 1}$ |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 5}$ |
| $230 M$ | 0 | 0 | 0 | 41,792 | 38,528 | 35,348 | 31,636 | 29,359 |
| $328 M$ | 0 | 0 | 0 | 42,996 | 39,659 | 36,366 | 32,547 | 30,499 |
| $428 M$ | 0 | 0 | 0 | 51,024 | 46,845 | 42,977 | 38,465 | 35,423 |
| $625 M$ | 0 | 0 | 0 | 54,341 | 49,894 | 45,774 | 40,967 | 38,464 |

## AIR COMPRESSORS

## ATLAS COPCO

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| XAS185JD7 | 13,821 | 12,814 | 12,388 | 10,218 | 10,224 | 8,402 | 7,533 | 7,751 |

## DOOSAN

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| C185WKUB | 20,487 | 18,994 | 18,395 | 16,700 | 15,265 | 14,025 | 12,765 | 11,576 |
| HP1600WCU | 188,334 | 174,610 | 148,452 | 133,231 | 113,530 | 102,821 | 85,677 | 74,304 |
| P185WJD | 17,032 | 15,791 | 14,490 | 14,256 | 13,276 | 12,156 | 11,622 | 10,613 |

INGERSOLL RAND

| MODEL | 2018 | 2017 | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| HP1600WCU | 170,221 | 157,816 | 143,304 | 130,126 | 127,642 | 107,295 | 102,243 | 91,281 |

## SULLAIR

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 185 | 14,467 | 13,412 | 12,802 | 12,014 | 11,133 | 10,291 | 9,803 | 9,665 |
| 375 | 53,491 | 49,593 | 42,204 | 35,916 | 29,968 | 26,183 | 22,079 | 19,357 |
| 750 | 110,856 | 102,778 | 84,165 | 68,923 | 56,442 | 46,221 | 37,850 | 30,644 |

## SULLIVAN-PALATEK

| MODEL | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| D185P3JD | 13,158 | 12,200 | 11,855 | 11,461 | 11,146 | 10,892 | 10,077 | 0 |
| D210Q6JD | 14,820 | 13,740 | 13,595 | 12,363 | 11,458 | 10,648 | 9,894 | 9,394 |

## GENERATORS

## CATERPILLER

| MODEL | KW | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 1}$ |
| :--- | :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 3412 | $401-600$ | 0 | 0 | 0 | 106,818 | 102,521 | 98,399 | 94,442 | 93,173 |
| G3306TA | $101-200$ | 0 | 0 | 74,434 | 74,006 | 66,500 | 78,448 | 72,740 | 70,755 |
| XQ100 | $51-100$ | 101,720 | 94,307 | 79,491 | 67,001 | 56,474 | 50,242 | 41,090 | 35,254 |
| XQ1000 | $801-1000$ | 0 | 0 | 0 | 0 | 0 | 0 | 322,996 | 314,588 |
| XQ20 | $20-50$ | 0 | 0 | 0 | 0 | 24,144 | 20,992 | 19,867 | 16,310 |
| XQ2000 | $1501-2000$ | 930,379 | 862,580 | 806,708 | 754,956 | 706,285 | 660,763 | 540,097 | 581,887 |
| XQ400 | $201-400$ | 305,296 | 283,048 | 244,942 | 211,965 | 183,426 | 158,733 | 137,364 | 121,969 |

# PETROLEUM RELATED Section VII 

| - | Crude Oil in Storage |
| :--- | :--- |
| - | Casing and Tubing |
| - | Drilling Equipment |
| - | Gas Compressor |
| - | Pipeline |
| - $\quad$ Oil Storage Tanks |  |

All petroleum related items are shown as current market value. Items with Economic Life should have Depreciation Tables applied to determine Fair Cash Value.

# Personal Property Valuation Schedule 

Introduction

## Petroleum Equipment


#### Abstract

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § $2875 \mathrm{~A}(4)$, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.


None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners. All forms of depreciation including physical, economic, and functional obsolescence should be considered as applicable to arrive at current fair cash value.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (select- Ad Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

## PETROLEUM PRODUCTS IN STORAGE

The Value of Petroleum Products in Storage is the average of the NYMEX of the previous twelve months.

## CRUDE OIL IN STORAGE

Sweet : 66.22 per barrel
Sour: 60.43 per barrel

## GAS COMPRESSORS

Economic Life: 20 years
Due to the various components of compressor systems, requested information should include but not be limited to the following:
Compressor Type: year, fuel, BHP, stages, discharge pressure, etc.
Compressor Equip.: turbine or recipitating, cooling, controls, piping, skids, measurement system, etc.
Site Preparation: leveling, gravel, concrete, electrical service, fencing, etc.

| PIPELINE COMPRESSOR |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| VALUES ARE ESTIMATES PER HORSEPOWER |  |  |  |  |  |
| $(50-99$ h.p. $)$ | $(100-399$ h.p. $)$ | $(400-699$ h.p. $)$ | $(700-1099$ h.p. $)$ | $(1100-1699$ h.p $)$ | $(1700$ h.p. \& above $)$ |
| 1840 | 1700 | 1490 | 1365 | 1240 | 1115 |

## SMALL PRODUCTION COMPRESSOR

Single stage compressors not included under Gross Production In-LieuTax as defined by OTC rule 710-10-8-2. Generally, the lower the horsepower, the higher the cost per horsepower.

Small production under 50 horsepower
2,000

## METERS and METER STATIONS, LOW PRESSURE

Economic Life: 20 Years

|  | $2 "$ | $3 "$ | $4 "$ | $6 "$ | $8 "$ | $10 "$ | $12 "$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Manual | 6,936 | 8,949 | 12,548 | 24,296 | 40,576 | 52,749 | 65,937 |
| Electronic | 9,349 | 12,598 | 15,742 | 29,572 | 45,398 | 59,018 | 73,773 |
| Add for: |  |  |  |  |  |  |  |
| Gas Sampler | 1,303 | 1,303 | 2,609 | 2,609 | 3,915 | 3,915 | 5,210 |
| Electric Field Measure | 4,788 | 4,788 | 4,788 | 4,788 | 4,788 | 4,788 | 4,788 |
| Building | 3,047 | 3,128 | 3,505 | 3,937 | 4,875 | 5,118 | 6,398 |
| Shed | 400 | 400 | 400 | 400 | 500 | 750 | 800 |
| Meter Setting: | 1,095 | 1,095 | 1,848 | 2,330 | 2,330 | 3,500 | 3,500 |

## VALVE STATIONS and or LAUNCHERS/RECEIVERS <br> Are included in typical pipeline cost.

## PIPELINES

Pipelines for ad valorem purposes are generally identified and separated into three catagories.

1. Transmission Lines: In general are those larger diameter and are assessed as Public Service
2. Gathering Lines: In general are those pipelines which extend from the production site to a storage facility and or as gas plant. These lines are generally represented as four inch and larger lines, but include all pipeline connected to form a gathering system. This class of pipelines is typically of better quality and require more rigid controls than production lines. Gathering lines are assessed locally.
3. Production Lines: In general are referred to as "Flow Lines" and are typically smaller diameter used on a well site to flow production from the well head to the point of sales or to a point of comingling mineral ownership. These lines may be subject to Gross Production Tax, if not they are subject to Ad Valorem Tax.

Valuation will be based on Replacement Cost New, less a 26.5 life year using actual age and condition to determine a loss in value. Evidence of additional depreciation, which may include but not limited to: Federal and/or State financial reports, income and expense statements and journals, impairment studies, and other information that may be required or requested by the county assessor to substantiate additional depreciation.

All information shall be organized in a comprehensive document and provided to the county assessor each year in which additional depreciation is claimed. The assessor may consider additional depreciation upon submission of written documents demonstrating such depreciation by the taxpayer.

## 2022 PIPELINE

## TYPICAL PIPELINE COSTS

## GATHERING PIPELINE INSTALLED

Typical pipeline components used in a gathering pipeline systems include:
bare pipe, coating, wrapping, transportation to job site, applicable sales tax, survey fees, x-ray, testing, cathodic protection, tie-ins, in-ground valves and fittings, road and creek crossings, markers, fencing, valve stations, pig launchers, pig receivers, damages, re-seeding, design, engineering, administrative costs, company labor, and lay cost, etc. Does not include Compressors or Meters.

Normal operating pressure, long-run (over 5 miles in length), cross-country, welded steel, underground oil and gas transmission lines, not including compressors, pumping stations, bridges, etc. Costs are smoothed averages of contract costs excluding extremes. The cost may increase depending on the length and type of pipe and pipe protection, terrain and geology, climate, location, etc.:e.g., the shorter the run, the more difficult, complex or urbanized the site, the higher the costs. Right-of-way costs are not included.

Renditions shall be made on Oklahoma Tax Commission approved forms, and shall contain the minimum following data: size, type, length, situs, year acquired (new or used), and ACTUAL INVESTMENT COST. The assessor may request/consider additional information as needed.
*Note: All gathering system pipe must be rendered regardless of size and length or if specific cost data does not appear in this schedule.

| Pipe Size | $\mathbf{2 "}$ | $\mathbf{3 "}$ | $\mathbf{4 "}$ | $\mathbf{6 "}$ | $\mathbf{8 "}$ | $\mathbf{1 0 "}$ | $\mathbf{1 2 "}$ | $\mathbf{1 4 "}$ | $\mathbf{1 6 "}$ | $\mathbf{2 0 "}$ | $\mathbf{2 4 "}$ |
| ---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| per foot | 24.91 | 37.36 | 49.82 | 62.27 | 66.03 | 72.83 | 76.47 | 92.37 | 108.27 | $\mathbf{1 4 2 . 1 4}$ | $\mathbf{1 7 5 . 5 2}$ |
| 214.24 |  |  |  |  |  |  |  |  |  |  |  |

Note: All forms of depreciation should be properly accounted for, including physical, functional, and economic depreciation. Physical: Depreciation arising solely from a lowered physical condition of the property or a shortened life span as a result of ordinary use, abuse, and action of elements.
Functional: Synonymous with the term obsolescence.
Economic: 1) Depreciation due the (a) to an increase in supply of the property under consideration or (b) to a reduction in the monetary demand for properties of this type under consideration unaccompanied by shifts in demand from such properties to other properties and/or personal services. 2) Depreciation of any sort other than physical. Note: A depression is accompanied by economic depreciation of the type indicated in 1(b) because of the general decline in purchasing power. Depressions are also accompanied by obsolescence because of changes in the relative distribution of purchasing power.

For poly/pvc type pipe: Installed in the ground, use 50\% of the above schedule.
For steel pipe in storage: Use $40 \%$ of the above schedule.
For poly/pvc type pipe in storage: Use $20 \%$ of the above schedule.

## IDLE PIPE:

Defined: Pipe which has not been used in the flow, gathering, transportation or delivery of petroleum based products or any other product or other service, for a period of two (2) consecutive calendar years.
Value of idle pipe may be based on twenty ( $20 \%$ ) percent of current replacement cost new.

## DRILLING RIGS and ASSOCIATED EQUIPMENT

OTC Rule 710:10-2-5(b). Exploration related equipment. All taxable personal property used in the exploration of oil, natural gas, or other minerals, including drilling equipment and rigs shall be assessed annually at its fair cash value, based upon the value set by the first Hadco International monthly bulletin published for the current tax year and such other available relevant and reliable market data, if any, concerning the fair cash value of property of the same kind, using the appropriate depth rating assigned to the drawworks by its manufacturer and actual condition of the rig.

## DRILLING RIGS

Economic Life: 20 years
Typical rigs include but are not limited to the following equipment:
Derrick and substructure, draw works and motors, mud pumps and tanks, generator sets, elevators and rotary table, fuel tanks, blowout preventers, water systems.
Ancillary equipment such as top drives, drill pipe, drill collars, slips, tongs, cat walks, etc should be vauled seperately and are not included in the values listed below.

Due to the various components of drilling rigs, requested information should include but not be limited to the following:
Rig Type: depth rating, year, mechanical, SCR, AC, horsepower,etc.
Ancillary Equipment: Top Drives, Drill pipe, drill collars, slips, tongs, cat walks, etc.
Rig Activity: days stacked vs days utilized.

## REPLACEMENT COST NEW (RCN) the values listed below are per foot of depth rating:

| DEPTH RATING | $\frac{\text { MECH }}{1 \text { TO } 2500}$ | 210 | $\frac{\text { SCR }}{}$ |
| ---: | :---: | :---: | :---: |
| $2501-5000$ | 210 | 336 | $\frac{\text { AC }}{420}$ |
| $5001-7500$ | 210 | 252 | 315 |
| $7501-10,000$ | 315 | 280 | 349 |
| $10,001-12,500$ | 546 | 504 | 630 |
| $12,501-15,000$ | 700 | 638 | 797 |
| $15,001-17,500$ | 839 | 755 | 944 |
| $17,501-20,000$ | 813 | 720 | 899 |
| $20,001-25,000$ | 797 | 776 | 971 |
| 25,001 AND UP | 769 | 722 | 902 |
|  |  | 700 | 874 |

## NEW DRILL PIPE AND DRILL COLLARS

DRILL PIPE (PER FOOT)
DRILL COLLARS (EACH)

| PIPE SIZE | PRICE | COLLAR SIZE | PRICE |
| :---: | :---: | :---: | :---: |
| 2 | 14.65 | 3 | 1,355 |
| 3 | 29.17 | 4 | 2,725 |
| 4 | 44.25 | 5 | 4,108 |
| 5 | 59.92 | 6 | 6,119 |
| 6 | 68.18 | 7 | 7,446 |
|  |  | 8 | 11,783 |
|  |  | 9 | 13,223 |
|  |  | 10 | 13,952 |
|  |  | 11 | 16,006 |

## TANKS <br> UNDERGROUND FUEL STORAGE

Economic Life: 20 years

Values are averages for fiberglass and steel tanks, singlewall, completely installed, including fittings, access manway, excavation and backfill. Values do not include piping.

The RCN of the tanks listed below are averages of total costs in place at the site, including necessary foundations and tank fittings, but not pillings, pipe, fencing, site roads, etc.

| Nominal <br> Capacity <br> (Gallons) | Feet |  | Diameter | Length | Fiberglass |
| :---: | :---: | :---: | :---: | :---: | :---: | Steel | Coated |
| :---: |
| Steel |

## WELDED STEEL TANK (API)

Values are averages for tanks erected on sand or gravel with steel ring curb, and include cone roofs with support as needed, manholes, vents and paint. Catwalks, stairways and platforms are not included.

| Capacity <br> (Barrels) | Size | Cost | Capacity <br> (Barrels) | Size | Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2,000 | $30 \times 16$ | 178,000 | 75,000 | $120 \times 36$ | $1,396,000$ |
| 3,000 | $30 \times 24$ | 201,000 | 100,000 | $140 \times 37$ | $1,797,000$ |
| 4,000 | $30 \times 32$ | 229,000 | 125,000 | $160 \times 35$ | $2,184,000$ |
| 5,000 | $38 \times 24$ | 252,000 | 150,000 | $180 \times 33$ | $2,557,000$ |
| 7,500 | $38 \times 36$ | 292,000 | 200,000 | $200 \times 36$ | $3,121,000$ |
| 10,000 | $55 \times 24$ | 360,000 | 250,000 | $220 \times 36$ | $3,565,000$ |
| 15,000 | $55 \times 36$ | 453,000 | 300,000 | $240 \times 37$ | $4,185,000$ |
| 20,000 | $60 \times 40$ | 535,000 | 350,000 | $260 \times 37$ | $4,652,000$ |
| 30,000 | $80 \times 34$ | 704,000 | 400,000 | $260 \times 42$ | $5,195,000$ |
| 50,000 | $90 \times 44$ | 997,000 | 500,000 | $280 \times 46$ | $6,192,000$ |

## BOLTED STEEL TANKS (API)

Values include root deck and supports, sand and gravel foundation with retaining ring, painting and typical basic fittings.

| Capacity <br> (Barrels) | Size | Cost | Capacity <br> (Barrels) | Size | Cost |
| ---: | ---: | ---: | ---: | ---: | ---: |
| 100 | $9 \times 8$ | 14,500 | 2,000 | $30 \times 16$ | 140,000 |
| 200 | $9 \times 16$ | 23,800 | 3,000 | $30 \times 24$ | 158,000 |
| 500 | $16 \times 16$ | 51,000 | 5,000 | $39 \times 24$ | 183,000 |
| 750 | $16 \times 24$ | 67,000 | 7,500 | $39 \times 36$ | 224,000 |
| 1,000 | $22 \times 16$ | 83,250 | 10,000 | $55 \times 24$ | 271,000 |
| 1,500 | $22 \times 24$ | 115,000 | 15,000 | $55 \times 36$ | 352,000 |
|  |  |  |  |  |  |
|  |  | WELDED STEEL PRESSURE TANKS |  |  |  |
| Capacity | Size |  | Capacity | Size |  |
| (Gallons) | (Feet) | Cost | (Gallons) | (Feet) | Cost |
| 125 | $2 \times 5.5$ | 2,000 | 6,500 | $7 \times 26$ | 71,250 |
| 250 | $2.5 \times 8$ | 2,650 | 9,000 | $7 \times 35$ | 85,750 |
| 500 | $3 \times 10$ | 4,800 | 12,000 | $7 \times 45$ | 106,000 |
| 1,000 | $3.5 \times 15$ | 8,500 | 15,000 | $7 \times 54$ | 129,000 |
| 1,500 | $5 \times 11$ | 12,700 | 20,000 | $9 \times 49$ | 162,000 |
| 2,000 | $5 \times 15$ | 16,700 | 30,000 | $11 \times 47$ | 226,000 |
| 2,500 | $5 \times 19$ | 20,600 | 45,000 | $11 \times 63$ | 323,000 |
| 3,000 | $5 \times 22$ | 22,500 | 60,000 | $11 \times 90$ | 419,000 |
| 4,000 | $5 \times 29$ | 29,500 | 90,000 | $11 \times 133$ | 616,000 |

## SPHERE PRESSURE TANKS

| Diameter |
| :---: |
| (feet) |

20
25
30
35

Capacity
(Gallons) 105,000 210,000 420,000 840,000

| Capacity <br> (cu. ft.) | Cost | Diameter <br> (feet) | Capacity <br> (cu. ft.) | Cost |
| ---: | ---: | :---: | ---: | ---: |
| 4,190 | 207,000 | 40 | 33,510 | 609,000 |
| 8,180 | 293,000 | 45 | 47,715 | 731,000 |
| 14,135 | 391,000 | 50 | 65,450 | 857,000 |
| 22,450 | 495,000 | 60 | 113,095 | $1,140,000$ |

## HEMISPHEROID PRESSURE TANKS

5 lb. w.p.
288,000
411,000
594,000
848,000
10 lb. w.p.
333,000
485,000
710,000
$1,033,000$

25 lb. w.p. 387,000 585,000 884,000
1,338,000

# OTHER EQUIPMENT Section VIII 

- Vending Machines
- Food Merchandisers
- Billboards
- Towers
- Pumps and Dispensers

Equipment are listed with Replacement Cost New. Economic Lives are listed. Depreciation Tables should be applied to determine Fair Market Value.

# Personal Property Valuation Schedule 

## Introduction

## Other Equipment

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § 2875 D4, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.

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## VENDING MACHINES

| Coffee, Hot Chocolate, Tea, Soup | $5,325-6,075$ |
| :--- | ---: |
| Snack | $2,195-4,950$ |
| Ice Cream Bar Vendor | $5,275-6,975$ |
| Cold, All Purpose, Milk, Juice | $4,575-4,975$ |
| Deli, Salad | $2,495-6,295$ |
| Video / DVD Vending Machine | $4,000-14,000$ |
|  |  |
| Soft Drink |  |
| 6 Selection Bottle / Can | $2,825-3,450$ |
| 8 Selection Bottle / Can | $2,995-3,195$ |
| 10 Selection Bottle / Can | $3,265-3,725$ |
| 12 Selection Bottle / Can | $3,675-3,895$ |
| 30-40 Selection Bottle / Can | $4,995-5,125$ |

## Billboard Valuation information

Economic Life: 20 years

## Definitions

Wood sign - A billboard structure having wooden poles as primary support.
Steel sign - A billboard structure having steel I-Beams as primary support.
Steel monopole - A billboard structure having a single steel pole as primary support.
Original construction date (OCD) - The date that the structure was initially constructed at its present site.

RCN - Replacement cost new - The cost to replace the utility of property with new construction using the best available materials and construction methodology.

Base rate - The typical price per square foot per class determined by calculating the area of the largest display on a billboard structure and choosing the appropriate class. The base price includes all costs such as direct labor, direct materials and other incidental costs such as engineering, excavation, and design to erect a single face unlighted billboard structure.

## Structural Components

Vertical supports (uprights) - wood, metal, or other material used to support the sign in an upright position.

Platform or Catwalk - A horizontal walking area at the base of the sign face used when work is being performed on the sign.

Cross members (stringers) - Horizontal and/or vertical supporting members across the back of the sign.

Panels - The flat area to which the message is pasted or painted.

Molding - The decorative frame surrounding the printed message.
Apron - Decorative trim at the bottom of the sign.
Walk rail - Dimensional lumber or steel across the back of the sign used to walk on while performing work on illumination.

Posting rail, scaffold rail - Dimensional lumber or steel across the top of the sign used to support a scaffold when work is being performed on the sign.

Art and display - Word copy, message, background, etc., to be displayed on the face of sign.
Pictorial - The portions of the copy which have artistic work.

Cut outs - The portions of the copy which are reproduced to emphasize a certain figure and draw attention.

## BILLBOARD VALUATION INFORMATION

Illumination - Fixtures are attached to sign so that the message is visible during the hours of darkness.

Ballast - Regulates electricity input to fluorescent and mercury vapor fixtures. Incandescent and quartz illumination will not have this ballast present, whereas fluorescent and mercury vapor will.

Height above ground level (HAGL) - Height above ground level is that distance in feet from the ground to the lowest edge of the bottom molding. Such components as apron and platforms are not considered when measuring HAGL.

Lease Cost - Cost which is accrued in order to obtain a lease site.

## BILLBOARD VALUATION INFORMATION

## CLASS 1- WOOD POLE A FRAME CONSTRUCTION

## BASE SPECIFICATIONS

1. STRUCTURE- Wood support poles or post.
2. FOUNDATION- Embedded in ground or equivalent.
3. PLATFORM OR CATWALK - Included in Base.
4. PANELS- Included in Base.
5. APRON - Included in Base.
6. LIGHTING -Included in Base.
7. ADDITIONAL PANELS - None.

## TOTAL BASE COST PER STRUCTURE

1A - SINGLE FACE WOOD A FRAME

| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL | 80+' HAGL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 300' | 6,980 | 7,760 | 9,300 | 10,140 |  |  |
| 378' | 8,180 | 9,110 | 10,960 | 11,790 |  |  |
| 480' | 9,670 | 11,380 | 14,790 | 15,400 |  |  |
| 672' | 13,080 | 15,400 | 20,060 | 20,790 |  |  |
| 1B - DOUBLE FACE WOOD A FRAME |  |  |  |  |  |  |
| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL | 80+' HAGL |
| 300' | 9,110 | 10,140 | 12,190 | 13,130 |  |  |
| 378' | 10,600 | 11,790 | 14,170 | 15,290 |  |  |
| 480' | 13,030 | 15,290 | 19,850 | 20,690 |  |  |
| 672' | 17,680 | 20,790 | 26,990 | 28,030 |  |  |
| 1 C - V BUILT AND SIDE BY SIDE WOOD A FRAME |  |  |  |  |  |  |
| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL | 80+' HAGL |
| 300' | 13,960 | 15,510 | 18,620 | 20,160 |  |  |
| 378' | 16,390 | 18,190 | 21,820 | 23,680 |  |  |
| 480' | 19,350 | 22,750 | 29,580 | 30,710 |  |  |
| 672' | 26,230 | 30,810 | 40,020 | 41,580 |  |  |

CONSTRUCTION ADJUSTMENTS

Stacked Displays Add 25\% No Illumination Deduct 5\%

## BILLBOARD VALUATION INFORMATION

## CLASS 2- STEEL A FRAME CONSTRUCTION

## BASE SPECIFICATIONS

1. STRUCTURE - Steel pole, angle iron, I beam or equivalent as primary support.
2. FOUNDATION - Concrete gravel or equivalent.
3. PLATFORM OR CATWALK - Included in Base.
4. PANELS - Included in Base.
5. APRON - Included in Base.
6. LIGHTING - Included in Base.
7. ADDITIONAL PANELS - None.

TOTAL BASE COST PER STRUCTURE

2A - SINGLE FACE A FRAME STEEL

| Size | $\mathbf{0 - 2 0}$ | HAGL | $\mathbf{2 1 - 3 0}$ 'HAGL | $\mathbf{3 1 - 4 0 '}$ HAGL | $\mathbf{4 1 - 5 5 '}$ HAGL $\mathbf{5 6 - 8 0}$ ' HAGL 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 17,970 | 19,970 | 23,780 |  |  |
| $378^{\prime}$ | 18,790 | 22,100 | 28,330 |  |  |

2B - DOUBLE FACE A FRAME STEEL

| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL 80+' HAGL |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 300' | 24,240 | 26,930 | 32,070 |  |  |
| 378' | 26,400 | 31,060 | 39,810 |  |  |
| 2C-V BUILT A FRAME STEEL |  |  |  |  |  |
| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL 80+' HAGL |
| 300' | 35,880 | 39,870 | 47,480 |  |  |
| 378' | 37,560 | 44,210 | 56,670 |  |  |

CONSTRUCTION ADJUSTMENTS

Stacked Displays Add 25\% No Illumination Deduct 5\%

# BILLBOARD VALUATION INFORMATION 

## CLASS 3- MULTI MAST STEEL

## BASE SPECIFICATIONS

1. STRUCTURE - Steel pole, angle iron, I beam or equivalent as primary support.
2. FOUNDATION - Concrete gravel or equivalent.
3. PLATFORM OR CATWALK - Included in Base.
4. PANELS - Included in Base.
5. APRON - Included in Base.
6. LIGHTING - Included in Base.
7. ADDITIONAL PANELS - None.

TOTAL BASE COST PER STRUCTURE

## 3A - SINGLE FACE MULTI MAST STEEL

| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL 56-80' HAGL 80+' HAGL |
| :---: | :---: | :---: | :---: | :---: |
| 300' | 21,400 | 23,780 | 28,310 |  |
| 378' | 25,490 | 28,330 | 33,730 |  |
| 480' | 29,600 | 32,880 | 39,160 |  |
| 672 | 35,170 | 39,090 | 46,540 |  |

3B - DOUBLE FACE MULTI MAST STEEL

| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL 80+' HAGL |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 300' | 28,920 | 32,140 | 38,270 | 45,560 |  |
| 378' | 34,790 | 38,660 | 46,020 | 54,780 |  |
| 480' | 39,410 | 43,780 | 52,120 | 62,050 |  |
| 672' | 46,280 | 51,430 | 61,220 | 72,890 |  |
| 3C - V BUILT MULTI MAST STEEL |  |  |  |  |  |
| Size | 0-20' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | 56-80' HAGL 80+' HAGL |
| 300' | 34,790 | 38,660 | 46,020 | 54,780 |  |
| 378' | 42,850 | 47,610 | 56,670 | 67,460 |  |
| 480' | 48,630 | 54,030 | 64,320 | 76,590 |  |
| 672' | 57,860 | 64,270 | 76,530 | 91,090 |  |

CONSTRUCTION ADJUSTMENTS

Stacked Displays Add 25\% No Illumination Deduct 5\%

# BILLBOARD VALUATION INFORMATION cont. 

## CLASS 4- STEEL MONOPOLE CONSTRUCTION

BASE SPECIFICATIONS

1. STRUCTURE - Tubular Steel Supports.
2. FOUNDATION - Poured concrete.
3. PLATFORM OR CATWALK - Included in Base.
4. PANELS - Included in Base.
5. APRON - Included in Base.
6. LIGHTING - Included in Base.
7. ADDITIONAL PANELS - None.

## TOTAL BASE COST PER STRUCTURE

4A - SINGLE POLE SINGLE FACE CENTER MOUNTED MONOPOLE

| Size | $\mathbf{0 - 2 0}$ ' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | $\mathbf{5 6 - 8 0}$ ' HAGL | 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 23,320 | 25,740 | 30,630 | 35,470 | 45,190 |  |
| $378^{\prime}$ | 24,450 | 28,530 | 36,720 | 44,880 | 61,220 |  |
| $480^{\prime}$ | 35,740 | 39,410 | 46,740 | 54,080 | 68,870 |  |
| $6722^{\prime}$ | 47,630 | 51,400 | 58,950 | 66,500 | 81,690 | 95,140 |
| $960^{\prime}$ | 57,030 | 60,810 | 68,360 | 75,900 | 91,100 | 111,890 |
| $1000^{\prime}$ | 63,030 | 66,800 | 74,350 | 81,890 | 97,100 | 117,880 |

4B - SINGLE POLE SINGLE FACE PARTIAL FLAG MONOPOLE

| Size | $\mathbf{0 - 2 0}$ ' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | $\mathbf{5 6 - 8 0}$ ' HAGL | 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 24,250 | 26,790 | 31,840 | 36,920 | 46,950 |  |
| $378^{\prime}$ | 25,540 | 29,790 | 38,270 | 46,740 | 63,710 |  |
| $480^{\prime}$ | 37,130 | 40,960 | 48,610 | 56,260 | 71,650 |  |
| $672^{\prime}$ | 49,270 | 53,270 | 61,220 | 69,180 | 85,010 | 98,860 |
| $960^{\prime}$ | 59,110 | 63,080 | 71,050 | 79,000 | 94,830 | 116,430 |
| $1000^{\prime}$ | 65,310 | 69,290 | 77,240 | 85,210 | 100,940 | 122,650 |

4C - SINGLE POLE SINGLE FACE FULL FLAG MONOPOLE

| Size | $\mathbf{0 - 2 0} \mathbf{~ H A G L}$ | $\mathbf{2 1 - 3 0}$ 'HAGL | $\mathbf{3 1 - 4 0}$ ' HAGL | 41-55' HAGL | $\mathbf{5 6 - 8 0}$ ' HAGL | 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 36,370 | 38,140 | $\mathbf{4 4 , 4 6 0}$ |  |  |  |
| $378^{\prime}$ | 38,320 | 42,400 | 50,570 | 58,740 | 75,070 |  |
| $480^{\prime}$ | 52,280 | 55,530 | 62,050 | 68,560 | 81,790 |  |
| $672^{\prime}$ | 56,360 | 60,200 | 67,840 | 75,490 | 90,700 | 104,970 |
| $960^{\prime}$ | 65,930 | 69,700 | 77,240 | 84,790 | 100,010 | 121,830 |
| $1000^{\prime}$ | 73,160 | 76,840 | 84,180 | 91,530 | 106,000 | 128,860 |

# BILLBOARD VALUATION INFORMATION 

## CLASS 4- STEEL MONOPOLE CONSTRUCTION

BASE SPECIFICATIONS

1. STRUCTURE - Tubular Steel Supports.
2. FOUNDATION - Poured concrete.
3. PLATFORM OR CATWALK - Included in Base.
4. PANELS - Included in Base.
5. APRON - Included in Base.
6. LIGHTING - Included in Base.
7. ADDITIONAL PANELS - None.

## TOTAL BASE COST PER STRUCTURE

4D - SINGLE POLE DOUBLE \& V FACE CENTER MOUNTED MONOPOLE

| Size | $\mathbf{0 - 2 0}$ ' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | $\mathbf{5 6 - 8 0}$ ' HAGL | 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 34,110 | 36,010 | $\mathbf{3 9 , 8 1 0}$ |  |  |  |
| $378^{\prime}$ | 37,130 | 39,200 | 43,320 | 47,480 | 55,850 |  |
| $480^{\prime}$ | 43,130 | 46,850 | 54,310 | 61,740 | 76,530 |  |
| $6722^{\prime}$ | 51,750 | 55,750 | 63,710 | 71,650 | 87,680 | 105,480 |
| $960^{\prime}$ | 60,440 | 64,740 | 73,320 | 81,890 | 90,080 | 121,830 |
| $1000^{\prime}$ | 66,340 | 70,630 | 79,210 | 87,800 | 104,970 | 127,820 |

4E - SINGLE POLE DOUBLE \& V FACE PARTIAL FLAG MONOPOLE

| Size | $\mathbf{0 - 2 0} \mathbf{~ H A G L}$ | $\mathbf{2 1 - 3 0}$ 'HAGL | $\mathbf{3 1 - 4 0}$ ' HAGL | 41-55' HAGL | $\mathbf{5 6 - 8 0}$ ' HAGL | 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 35,390 | 37,380 | 41,360 |  |  |  |
| $378^{\prime}$ | 38,570 | 40,740 | 45,090 | 49,430 | 58,120 |  |
| $480^{\prime}$ | 44,820 | 48,710 | 56,460 | 64,210 | 79,630 |  |
| $672^{\prime}$ | 53,610 | 57,820 | 66,190 | 74,550 | 91,210 | 126,050 |
| $960^{\prime}$ | 62,870 | 67,320 | 76,210 | 85,110 | 103,000 | 145,710 |
| $1000^{\prime}$ | 69,080 | 73,520 | 82,430 | 91,300 | 109,210 | 152,740 |

4F - SINGLE POLE DOUBLE \& V FACE FULL FLAG MONOPOLE

| Size | $\mathbf{0 - 2 0}$ ' HAGL | 21-30'HAGL | 31-40' HAGL | 41-55' HAGL | $\mathbf{5 6 - 8 0} \mathbf{' H}^{\prime}$ HAGL | 80+' HAGL |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| $300^{\prime}$ | 47,870 | 49,720 | 53,400 |  |  |  |
| $378^{\prime}$ | 52,170 | 54,190 | 58,220 | 62,250 | 70,420 |  |
| $480^{\prime}$ | 52,530 | 56,980 | 65,870 | 74,770 | 92,670 |  |
| $672^{\prime}$ | 57,250 | 62,050 | 71,650 | 81,290 | 100,620 | 115,310 |
| $960^{\prime}$ | 70,540 | 74,770 | 83,240 | 91,740 | 108,990 | 133,820 |
| $1000^{\prime}$ | 75,800 | 80,250 | 89,130 | 98,030 | 115,920 | 140,740 |

## CONSTRUCTION ADJUSTMENTS

*Stacked Displays Add 25\%

[^0]
## BILLBOARD VALUATION INFORMATION

CLASS 4- STEEL MONOPOLE CONSTRUCTION

## BASE SPECIFICATIONS

1. STRUCTURE - Tubular Steel Supports.
2. FOUNDATION - Poured concrete.
3. PLATFORM OR CATWALK - Included in Base.
4. PANELS - Included in Base.
5. APRON - Included in Base.
6. LIGHTING - Included in Base.
7. ADDITIONAL PANELS - None.

TOTAL BASE COST PER STRUCTURE
4G - TRI-SIDED CENTER MOUNTED
Size 25' HAGL 40' HAGL 50' HAGL 70' HAGL 100' HAGL
300'
378'
480'
672'
960'
1000'
$108,990 \quad 140,740 \quad 199,070$

Size 25' HAGL 40' HAGL 50' HAGL 70' HAGL 100' HAGL
300'
378'
480'
672' 101,870
960'
1000'

CONSTRUCTION ADJUSTMENTS
Stacked Displays Add 25\%
No Illumination Deduct 5\%

## Digital Sign Faces

## Economic Life: 7 years

The valuation of each digital display face will be determined by calculating the replacement cost new (RCN) using the cost table below, then deducting depreciation based on an actual age depreciation schedule listed below. LEDs in the displays have a typical average useful life of about 100,000 hours or 11 years of continuous use. The depreciation schedule is based on a 7 -year life for digital sign faces.

SIZE OF DIGITAL FACE
$10.5 \mathrm{FT} \times 36 \mathrm{FT}$
14 FT X 48 FT

TOTAL COST
\$105,000
\$175,000

COST PER SQ. FT.
\$278.00
\$260.00

## DEPRECIATION SCHEDULE

| ACTUAL AGE | REMAINING LIFE \% |
| :---: | :---: |
| 1 | 89 |
| 2 | 77 |
| 3 | 66 |
| 4 | 54 |
| 5 | 43 |
| 6 | 31 |
| 7 | 20 |
| 8 | 20 |
| 9 | 20 |
| 10 | 20 |

## TOWERS

Economic Life: 20 years
Included in the costs are concrete footings, erection, painting, guy wires, lighting, platforms, and designers' fees. Antennas and transmission cables are not include . Multiple antenna installations and mono-poles will tend to be at the high end of the range. These towers will typically have a communication building on site.

## SELF SUSTAINING TOWERS AND GUYED TOWERS

| HEIGHT (FEET) | COSt RANGE |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Low | Average |  | Good |
|  | \$ per foot | \$ per foot |  | \$ per foot |
| 50-74 | 299 | 389 |  | 480 |
| 75-99 | 404 | 506 |  | 608 |
| 100-149 | 480 | 591 |  | 703 |
| 150-199 | 628 | 740 |  | 851 |
| 200-224 | 644 | 685 |  | 726 |
| 225-249 | 609 | 643 |  | 678 |
| 250-299 | 589 | 632 |  | 676 |
| 300-349 | 522 | 579 |  | 635 |
| 350-399 | 515 | 572 |  | 630 |
| 400 plus | 505 | 564 |  | 623 |
| 20" Taxi and public service bands |  | 144 | 176 | 207 |
| 24" Radio, V>H>F> bands |  | OTHER TOWERS80 | 226 | 271 |
| 30" Cellular applications |  | 217 | 289 | 361 |
| 40" Microwave towersje per linear foot, |  | up to 400 feet high) Tower $2 \underline{2 r y}$ y-No | uegtre | 440 |
| 54 " Masters TV systems |  | 440 | 708 | 975 |

Add $22.5 \%$ for every 100 feet of height over 400 feet.

## PUMPS AND DISPENSERS

## Economic Life: 10 years

|  | Low Quality | Avg Quality | Good Quality |
| :---: | :---: | :---: | :---: |
| Mechanical dispenser including vapor recovery, exclusive of submerged pumps: |  |  |  |
| Single | 4,350 | 5,000 | 5,650 |
| Twin | 6,500 | 7,375 | 8,250 |
| Electronic dispenser including vapor recovery, exclusive of submerged pumps: |  |  |  |
| Single | 7,400 | 8,700 | 10,000 |
| Twin | 10,000 | 11,750 | 13,500 |
| Three hose | 14,000 | 17,250 | 20,500 |
| Add for double sided operation | 5,250 | 5,675 | 6,100 |
| Add to all multiple types for mixed products, per hose | 381 | 498 | 615 |
| Add for point of purchase, per accepter (credit card readers, etc) | 3,450 | 3,900 | 4,350 |
| Add for ticket printer and counter | 555 | 675 | 795 |
| Submerged pumps, one pump may serve several dispensers |  |  |  |
| 1/3 HP | 1,600 | 1,750 | 1,900 |
| 3/4 HP | 1,870 | 2,120 | 2,370 |
| $11 / 2 \mathrm{HP}$ | 2,340 | 2,620 | 2,900 |
| Add for water or air hydrant, per unit | 655 | 848 | 1,040 |
| Add for leakage monitoring system, per tank | 1,570 | 1,865 | 2,160 |
| Piping Costs: |  |  |  |
| Add for piping costs, per pump or dispenser per product | 1,310 | 1,525 | 1,740 |
| Add for piping costs, per tank | 855 | 998 | 1,140 |
| Add for piping costs, each air and water stand | 450 | 518 | 585 |

Above costs include 10\% installation cost on aboveground items, 20\% for submerged pumps. For tanks, see section VII - Petroleum (underground fuel storage tanks)

# RENEWABLE ENERGY Section IX 

- Wind Generation


# Personal Property Valuation Schedule 

Introduction

## Renewable Energy

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § 2875 A4, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.

None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (select- Ad Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

## WIND GENERATION COMMERCIAL

Commercial wind generation facilities are defined to have multiple wind turbines that produce electricity for sale and are subject to local ad valorem taxation.

Addressing Functional Obsolescence as required by the IAAO appraisal standards requires a different valuation process for Wind Generation. Taking the moveable parts section of the Wind Turbine known as the Nacelle and giving it a life year of 12 addresses the Functional Obsolescence issue and maintains the integrity of the Schedule. The remainder of the components will use the 25 year life using actual age and condition to determine loss in value. Addressing Economic Obsolescence may also be required as advances in technology are making the turbines more efficient so as the effective age increases so does the obsolescence factor to be applied. Evidence of additional depreciation which may exist shall be provided by the taxpayer to the county assessor. Evidence may include but not limited to: Federal and/or state financial reports, income and expense statements, balance sheets and journals, impairment studies, and other information that may be required or requested by the county assessor to substantiate additional depreciation.

|  | Per Mega Watt | Per Tower |
| :--- | :---: | :---: |
| Replacement Cost New | $1,576,835$ | $3,126,566$ |

The above replacement cost new values have been derived from the median value of current investment cost of newly installed wind generation parks. The Nacelle customarily represent approximately $60 \%$ of RCN and the remainder of the components represents $40 \%$ of RCN. The above values should be depreciated based on the assets current effective age using a 12 year life table for the nacelle and a 25 year life table for the remainder of the assets as stated above. (Trending factors do not need to be applied to replacement cost new.)

All information shall be organized in a comprehensive document and provided to the county assessor each year additional depreciation is claimed. The assessor may consider additional depreciation upon submission of written documents demonstrating such depreciation by the tax payer.

# COMMERCIAL PERSONAL PROPERTY 

## ECONOMIC LIVES AND

## DEPRECIATION TABLES

## CONTENT

Use of Commercial Personal Property Depreciation Tables

Listing of Basic Personal Property Categories

Listing of Retail, Wholesale, and Service Businesses

## Listing of Industrial Groups

Listing of Itemized Equipment Types \& Miscellaneous Commercial Groups

Original Cost Trending Factors
Depreciation Tables
SIC Codes to NAICS Conversions

Section X
January 2022

# Personal Property Valuation Schedule 

Introduction

Commercial Personal Property, Economic Lives and Depreciation Tables

This schedule has been prepared by the Ad Valorem Tax Division, pursuant to 68 O.S. 2011, § $2875 \mathrm{~A}(4)$, to help achieve equity in the assessment of the personal property of commercial and industrial establishments through uniform application of valuation guidelines. It is the goal of this Division that equity be realized within and between all classes of property throughout all taxing jurisdictions in Oklahoma.

None of the content of this schedule is intended, in any way, to relieve property owners or assessing officials of their obligations by law to report, value, or assess personal property at its true and full market value. Application of the valuation guidelines, procedures, and rates contained in this publication, together with sound judgment on the part of assessment officials, will help determine the validity of values received from a variety of commercial operations. Methodologies contained herein are intended only to provide the user with an approximation of value for the personalty "typical" for that class, not an absolute value. The replacement cost less normal depreciation tables are provided to determine estimated market value based on adjustments to information obtained from property owners. All forms of depreciation including physical, economic, and functional obsolescence should be considered as applicable to arrive at current fair cash value.

This Schedule is available on the Oklahoma Tax Commission website. www.tax.ok.gov (select- Ad Valorem, select- Publications, select Business Personal Property Valuation Schedule.)

## COMMERCIAL PERSONAL PROPERTY

The depreciation tables found herein are recommended by the Ad Valorem Division of the Oklahoma Tax Commission for use in conjunction with the Business Personal Property forms approved by the agency.

## ORIGINAL COST TRENDING TABLE

This table should be used to bring established or known original or historical costs up-to-date to determine Replacement Cost New values. Select the appropriate industry class and move down the column to the appropriate year acquired. Enter that factor and multiply by the original or historical cost to determine Replacement Cost New.

## DEPRECIATION TABLES

The depreciation tables are expressed as Normal Depreciation - Percentage Good, with columns across for typical life expectancy in years and columns down for effective age or year of personal property. Selection of the typical life expectancy may be based on overall category, business or industry type, or on a per item basis from the following tables.

Once the appropriate life expectancy is selected, move down the column to the line representing the effective age of the asset or group of assets to determine the percent good. Multiply the Replacement Cost New (RCN) of the asset or group of assets times the percent good to determine Replacement Cost New Less Normal Depreciation (RCNLD).

Assets no longer in production but retained by the owner may be shown as salvage value ( $20 \%$ of Replacement Cost New). If such assets are returned to production, values should be calculated accordingly.

Example:
Assets of a 10 year old bakery, with original cost of $\$ 10,000$

| Original costCost Trending Table | 10,000 |  |
| :---: | :---: | :---: |
|  | x | 1.2127 |
| Equals RCN |  | 12,127 |
| Normal Depreciation - Percentage Good |  |  |
| Bakery Economic Life $=12$ years |  |  |
| Percentage Good | x | 0.29 |
| Equals RCNLD |  | 516.83 |

## ORIGINAL COST TRENDING FACTORS 2022

The purpose of the trending factor is to adjust previously established cost (original or historical) to a current date for estimating REPLACEMENT COST NEW values. The original cost trending factors represent a composite average of all equipment costs.

The following cost trending factors may be used to estimate the current replacement cost new of an item when the original cost and acquisition date is known. The purchase price and details of the purchase should be verified to establish the original cost. If the reliability of the original cost is doubtful, multiplying by a cost trending factor will not improve the reliability.

Calculation process:
Original cost of the item should be cost new or, in the case of used items, cost at the time of acquisition. Enter the factor for the appropriate year and multiply times the original cost to estimate replacement cost new.

Due to constant changes in value of desk top computers, printers, fax machines, adding machines, calculators, copiers, and other office electronic equipment, no trending factor required on original cost.

| Year <br> Acquired | Factor | Year <br> Acquired | Factor |
| :--- | :--- | :--- | :--- |
| 2021 | 1.0000 | 2006 | 1.5893 |
| 2020 | 1.1920 | 2005 | 1.6632 |
| 2019 | 1.1979 | 2004 | 1.7885 |
| 2018 | 1.2411 | 2003 | 1.8503 |
| 2017 | 1.2838 | 2002 | 1.8816 |
| 2016 | 1.3093 | 2001 | 1.8930 |
| 2015 | 1.2987 | 2000 | 1.9089 |
| 2014 | 1.3110 | 1999 | 1.9435 |
| 2013 | 1.3279 | 1998 | 1.9493 |
| 2012 | 1.3389 | 1997 | 1.9662 |
| 2011 | 1.3769 | Prior to | 1.9979 |
| 2010 | 1.4202 | 1996 |  |
| 2009 | 1.4094 |  |  |
| 2008 | 1.4502 |  |  |
| 2007 | 1.5072 |  |  |

## DEPRECIATION-FIXTURES AND EQUIPMENT

ECONOMIC LIFE DEPRECIATION - PERCENT GOOD

| Effective |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Age | 3 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 20 | 25 | 26.5 | 30 |
| 1 | 70 | 85 | 87 | 89 | 90 | 91 | 92 | 93 | 94 | 94 | 95 | 95 | 96 | 96 | 96 | 97 | 98 | 98 | 98 |
| 2 | 50 | 69 | 73 | 76 | 79 | 82 | 84 | 86 | 87 | 88 | 89 | 90 | 91 | 91 | 92 | 93 | 95 | 96 | 97 |
| 3 | 30 | 52 | 57 | 62 | 67 | 72 | 76 | 78 | 80 | 82 | 84 | 85 | 86 | 87 | 88 | 90 | 93 | 94 | 95 |
| 4 | 20 | 34 | 41 | 48 | 54 | 61 | 68 | 70 | 73 | 75 | 77 | 79 | 81 | 82 | 83 | 86 | 90 | 91 | 93 |
| 5 |  | 23 | 30 | 37 | 43 | 51 | 58 | 62 | 66 | 69 | 71 | 73 | 75 | 77 | 79 | 82 | 87 | 89 | 91 |
| 6 |  | 20 | 23 | 28 | 33 | 41 | 49 | 54 | 58 | 62 | 65 | 68 | 71 | 73 | 75 | 78 | 84 | 86 | 89 |
| 7 |  |  | 20 | 23 | 26 | 33 | 39 | 45 | 50 | 54 | 58 | 62 | 65 | 68 | 70 | 74 | 81 | 83 | 86 |
| 8 |  |  |  | 20 | 22 | 26 | 30 | 37 | 43 | 47 | 51 | 55 | 58 | 62 | 65 | 70 | 78 | 80 | 84 |
| 9 |  |  |  |  | 20 | 22 | 24 | 30 | 36 | 41 | 45 | 49 | 53 | 57 | 60 | 65 | 75 | 78 | 82 |
| 10 |  |  |  |  |  | 20 | 21 | 25 | 29 | 34 | 39 | 43 | 47 | 51 | 54 | 60 | 71 | 74 | 79 |
| 11 |  |  |  |  |  |  | 20 | 22 | 23 | 29 | 33 | 37 | 42 | 46 | 49 | 55 | 68 | 71 | 76 |
| 12 |  |  |  |  |  |  |  | 20 | 22 | 25 | 28 | 31 | 36 | 40 | 44 | 50 | 64 | 68 | 74 |
| 13 |  |  |  |  |  |  |  |  | 20 | 22 | 24 | 26 | 31 | 35 | 39 | 45 | 60 | 64 | 71 |
| 14 |  |  |  |  |  |  |  |  |  | 20 | 22 | 23 | 27 | 31 | 34 | 40 | 56 | 61 | 68 |
| 15 |  |  |  |  |  |  |  |  |  |  | 20 | 21 | 24 | 28 | 31 | 35 | 52 | 57 | 65 |
| 16 |  |  |  |  |  |  |  |  |  |  |  | 20 | 22 | 25 | 27 | 31 | 48 | 53 | 61 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  | 20 | 21 | 23 | 27 | 44 | 50 | 58 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  | 20 | 22 | 24 | 39 | 45 | 54 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 20 | 22 | 34 | 41 | 51 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 21 | 30 | 37 | 47 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 20 | 28 | 34 | 43 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 26 | 32 | 40 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 24 | 29 | 37 |
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| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 20 | 23 | 28 |
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## GLOSSARY

## OF

TERMS

ACCOUNT - A record of a particular type of transaction expressed in money and kept in the books of original entry.

ACCOUNTANCY - The theory and practice of accounting, its professional responsibilities, standards, and generally associated activities.

ACCOUNTANT - One skilled in accounting.
ACCOUNTING RECORDS - The formal journals and ledgers, vouchers, invoices, correspondences, contracts and other sources or support for such records $=$ Books of Account.

ACCOUNTING VALUATION - The historical money amount attaching to any asset or expense, generally representing cost.

ACQUISITION COST - The cost used in accounting to represent the purchase price of an asset. If installation and other associated costs are included, this cost should be referred to as total acquisition cost.

AD VALOREM - Designating a property tax or import or other duty computed as a percentage (rate) of the value of the property.

APPRAISE - To make an estimate of value, particularly of the value of property. Note: If the property is valued for purposes of taxation, the less inclusive term "assess" (q.v.) is substituted for the above term.

APPRAISER - One who appraises property, an owner, a prospective buyer, or, more commonly, a group of professionally skilled persons holding themselves out as experts on valuation.

ASSESS - To value property officially for the purpose of taxation.
ASSESSED VALUATION - A valuation set upon real estate and personal property government as a basis for levying taxes.

ASSET - Any owned physical object (tangible) or right (intangible) having value; a source of wealth, expressed in terms of its cost, depreciated cost or, less frequently, some other value.

ASSOCIATED GAS - Natural gas which is in contact with crude oil in the reservoir.

AUDIT - An audit is a systematic investigation or appraisal of procedures or operations for the purpose of determining conformity with specifically prescribed criteria.

AUDIT PROGRAM - The procedures undertaken or particular work done by an accountant in conducting an examination.

## -B-

BALANCE SHEET - A statement of financial position of any economic units, disclosing of a given moment of time its asset, liabilities and equity.

BARREL (BBL) - 42 (US) gallons at 60 degrees Fahrenheit at atmospheric pressure.
BATTERY (TANK BATTERY) - The production handling equipment on the lease.
-B-
BOOK VALUE - Book value is the amount appearing in an asset account, while net book value is the gross book value less any accumulated depreciation.

## -C-

CAPITAL - The amount invested in an owner or owners. This amount so invested plus retained income is commonly referred to as net worth, net assets, or stockholder's equity.

CASING HEAD GAS - Associated and dissolved gas produced with crude oil; oil well gas.
CERTIFIED PUBLIC ACCOUNTANT - Accountants who, having met the statutory requirements of a state, have been registered or licensed to practice public accounting are permitted by the state to call themselves "certified public accountants" and to use the initials "CPA" after their names.

CHART OF ACCOUNTANT - A list of accounts systematically arranged, applicable to a specific concern, giving account names and numbers.

CHRISTMAS TREE - The assembly of valves, pipes and fittings used to control flow of oil and gas from the well.

COMBINATION SEPARATOR-DEHYDRATORS - Used to remove water vapor from raw natural gas.

COMMON TANK BATTERY - The equipment used to separate and store the production from multiple wells. Equipment commonly includes storage tanks, heater-treaters, separators and other equipment as needed.

COMPRESSOR - A device that raises the pressure of compressible liquids and/or gases.

COMPUTER PRODUCTION CONTROL - An operation wherein field conditions and activities are monitored and/or controlled automatically by a computer system.

CONDENSATE - Hydrocarbons which are in the gaseous state under reservoir conditions but which become liquid either in passage up the hole or in the surface equipment.

CONSIGNED GOODS - A type of inventory in the possession of a selling agent but owned by another party. The seller has no equity, no control of price or sale, and receives none of the profit (as such) from sale of the property (but may receive a sales commission).

CONSTRUCTION-IN-PROGRESS - Property that is in a process of change from one state to another, such as the conversion of personal property from inventory to fixed asset by installation or the conversion of personal to real by becoming a fixture.

CONTRA ACCOUNT - One or more accounts which partially or wholly offset other accounts on financial statements may either be merged or appear together.

CONTROL PANEL - Switches and devices to start, stop, measure, monitor or signal what is taking place.
CORPORATION - A legal entity (business organization form) operating under a grant of authority from a state or other political autonomy in the form of a charter and articles of incorporation.

CREDIT - An accounting entry recording the reduction or elimination of an asset or expense or the creation of or addition to a liability or item of new worth or revenue.

CURRENT ASSET - Unrestricted cash or other asset held for conversion, within a relatively short period, into cash or other similar asset or useful goods or services. Usually the period is one year or less but for some items, such as accounts receivable in installments, the period may be longer (by contract).

CURRENT LIABILITY - A short-term debt regardless of its sources, including any liability accrued and defered, and unearned revenue that is paid out of current assets or is transferred to income within a relatively short period, usually one year or less.

CRUDE OIL - A mixture of hydrocarbons that exists in the liquid phase in the underground reservoir and remains liquid at atmospheric pressure after passing through surface separating facilities.

CUBIC FOOT OF GAS - Defined as the volume of gas contained in one cubic foot of space at a standard pressure base and a standard temperature base. The standard temperature base is 60 degrees Fahrenheit.

## -D-

DATE OF ACQUISITION - The effective purchase date of an asset. From the date of acquisition, the asset must appear in the accounts and in financial statements and deprecation, if any, must be recorded.

DEBIT - An accounting entry or posting recording the creation of or addition of an asset or an expense, or the reduction or elimination of a liability, credit valuation account or item or net worth or revenue.

DEPRECIATION - Lost usefulness; expired; the diminution of service yield from a fixed asset or grouping of assets that cannot or will not be restored by repairs, caused by wear and tear from use, disuse, poor maintenance, obsolescence and inadequacy to the particular enterprise.

DEPRECIATION RESERVE - Accumulated depreciation.
DEHYDRATOR - Removes water vapors from raw natural gas.
DISCOVERY - The process whereby the assessor identifies all taxable property in the jurisdiction and ensures that it is included on the assessment roll.

DISPOSAL WELL - A well through which water (usually salt water) is returned to subsurface formations.
DRY GAS - Natural gas that is produced without liquid hydrocarbons. Also gas that has been dehydrated to remove water (Pipeline gas).

DUMP VALVE - The discharge valve through which oil and water are discharged from separators, treaters, etc.

EARNINGS - A general term embracing revenue, profit or net income.
EARNINGS STATEMENT - Income (profit and loss) statement.
ECONOMIC LIFE - The period of time over which an asset's operation is economically feasible. The economic life may or may not be equivalent to physical life of the asset.

EFFECTIVE AGE - An age assigned to an asset based on a combination of its actual age and condition.

EXAMINATION - A limited audit qualified by words or phrases indicating the character of the limitation.
EXAMINE - To prove records or inspect documents, procedures and scope, for the purpose of arriving at opinions of accuracy, propriety, sufficiency, etc.

EXPENSE - An expired cost.
EXPENSE ACCOUNT - Any account maintained for particular expenses.
EXTERNAL (economic) OBSOLESCENCE - The loss of appraisal value (relative to the cost of replacing a property with property of equal utility) resulting from causes outside the property that suffers the loss. Usually locational in nature in the depreciation of real estate, it is more commonly market wide in personal property and is generally considered to be economically unfeasible to cure.

## -F-

FIBERGLASS TANKS - Fiberglass tanks store water for disposal. The tank performs the same function as a cement pit. Water disposal trucks drain the tanks on a regular basis. In some cases, the tank is partially submerged in the ground.

FIELD - An area consisting of a single reservoir or multiple reservoirs all grouped on, or related to, the same geological structural feature and/or stratigraphic condition. The field name refers to the surface area, although at times it may refer to both the surface and the underground productive formations.

FINISHED GOODS - Inventory at the end stage of a manufacturing process. Finished goods are the result of combining raw materials with labor, capital, machine time, and other components of production.

FIRST IN, FIRST OUT (FIFO) - An inventory cost-accounting procedure whereby unsold inventory, including inventory carried over from prior years, is valued at the prices most recently paid for inventory purchases.

FISCAL YEAR - A 12-month period of time to which the annual budget applies and at the end of which a government unit determines its financial position and results of its operation.

FIXED ASSETS - Personal property that has been brought to the point of highest and best use, that is, it is fully installed and used to produce income in an economically feasible manner. In a business: Permanent assets required for the normal conduct of a business.

FIXED LIABILITY - Long-term (over one year's duration) debts.
FIXTURE - Generally, an asset that has become part of real estate through attachment in such a manner that its removal would result in a loss in value to either the asset or the real estate to which the asset is affixed.

## -F-

FREIGHT-IN - Freight paid on incoming shipments treated as an element of cost of goods received.

## -G-

GAS - All natural gases and all hydrocarbons not defined as oil.
GAS INJECTION - Natural gas injected under high pressure into a producing reservoir through an INPUT or INJECTION WELL as part of an enhanced recovery operation.

GATHERING LINE - A pipeline used to gather gas from the field to a central point.
GATHERING SYSTEM - a series of gathering lines used to deliver gas to a gas processing plant. The system is typically managed by one entity.

GENERAL JOURNAL - The journal which has recorded transactions not provided for in specialized journals.
GENERAL LEDGER - A ledger (book) containing accounts which are classified in detail or, in summary, all the transactions of a business enterprise.

GENERALLY ACCEPTED - Given authoritative recognition by professional bodies such as the American Institute of Certified Public Accountants and the American Accounting Association.

GOODS HELD FOR SALE OR RESALE - Any inventory held for sale by a wholesaler, distributor, or retailer after having passed through one or more other levels of trade.

GOODS-IN-PROCESS - Inventory, formerly raw materials, that has begun to undergo the manufacturing process, resulting in finished goods.

GOODWILL - The present value of expected future income in excess of a normal return of the investment in tangible assets.
-H-
HEATER-TREATER - Is used to separate oil, water and gas.
HISTORICAL COST - Cost to the present owner at the time of acquisition.

## -I-

IMPROVEMENTS - Buildings, other structures and attachments or annexations to land which are intended to remain so attached or annexed, such as sidewalks, trees, drives, tunnels, drains, and sewers. Note: Sidewalks, curbing, sewer and highways are sometimes referred to as "Betterment," but the term "Improvements" is preferred.

IMPROVEMENTS OTHER THAN BUILDINGS - A fixed asset account which reflects the acquisition value of permanent improvements, other than buildings, which add value to land. Examples of such improvements are fences, retaining walls, sidewalks, pavements, gutters, tunnels, and this account contains the purchase or contract price. If improvements are obtained by gift, it reflects the appraised value at time of acquisition.

INJECTED GAS - High pressure gas injected into a formation to maintain or restore reservoir pressure or otherwise enhance recovery. Also, gas injected for gas lift.

INJECTED GAS - High pressure gas injected into a formation to maintain or restore reservoir pressure or otherwise enhance recovery. Also, gas injected for gas lift.

INVENTORY - The group of personal property items whose value is exhibited by value in exchange; that is, ownership is solely for the purpose of sale rather than use.

IN-TRANSIT GOODS - Personal property in movement from one jurisdiction to another. In-transit goods are not assessable because they lack situs.

## -L-

LAST IN, FIRST OUT (LIFO) - An inventory cost-accounting procedure whereby unsold inventory, including inventory carried over from the prior year, is valued at the prices paid for the earliest inventory purchases.

LEASE - A tract of land, where the producing wells and production equipment are located.
LEASE AUTOMATIC CUSTODY TRANSFER (LACT OR ACT) - Metering equipment that automatically measures, samples and transfers oil or gas from a lease into a pipeline.

LEASEHOLD - An interest in real property under the terms of a lease or contract for a specified period of time, in return for rent or other compensation.

LEASEHOLD IMPROVEMENTS - Items of personal property, such as furniture and fixtures associated with a lessee (the tenant), that have been affixed to the real property owned by a lessor.

LIABILITY - An amount owed by one person (a debtor) to another (a creditor), payable in money, goods or services.

LOWER OF COST OR MARKET - An inventory accounting concept which states the present value of inventory is based on the lower of either historic cost or current selling price (example: obsolete inventory items).

LUBRICATOR - A specially fabricated length of pipe that is usually placed above a valve on top of the Christmas tree. Lubricators are used to run special tools into a well.
-M-
MASTER VALVE - A large valve located on the Christmas tree used to shut in a well.
MCF - The abbreviation for 1,000 cubic feet (usually applied to natural gas).
MMCF - The abbreviation for 1,000,000 cubic feet (usually applied to natural gas).

## -N-

NATURAL GAS - A mixture of hydrocarbons and varying quantities of non-hydrocarbons that exists either in the gaseous phase or in solution with crude oil in natural underground reservoirs.

NATURAL GAS LIQUIDS - Those portions of the reservoir gas which are liquefied at the surface in separators, field facilities or gas processing plants. Olant products are also known as LIQUEFIED PETROLEUM GAS (LPG).

NET PROFIT - Excess of revenue over operating expenses.
-N-
NET WORTH - The aggregate of the equities representing proprietary interest; the excess of the going-concern value of assets over liabilities to outsiders; in the case of a corporation, the total of paid-in capital and retained earnings; in a sole proprietorship, the owner's capital account; in a partnership, the sum of the partner's capital accounts.

NON-ASSOCIATED GAS - Natural gas which is in reservoirs that does not contain significant quantities of crude oil.

## -P-

POSTING - The act of transferring to an account in a ledger the date, either detailed or summarized, contained in a book or document of original entry.

PLUG AND ABANDON - Often abbreviated "P\&A", referring to the act of placing plugs in a depleted well, then abandoning it.

PRE-AUDIT - An examination for the purpose of determining the propriety of proposed financial transactions and financial transactions which have already taken place but which have not yet been recorded, or, if such approval is required, before the approval of the financial transactions by designated officials for recording.

PUMP - A device used to increase the pressure of or move liquids.
PUMPING UNIT - The surface pumping unit is the equipment that is used to artificially lift oil and water from the reservoir through the well bore to the surface.

## -R-

RADIO TELEMETRY UNIT (RTU) - Telemetry is a system for the electronic transmission of oil field data.
RAW MATERIALS - Goods purchased for use as an ingredient or component part of a finished product.

REAL ESTATE - Land and land improvements, including buildings and appurtenances, standing timber and orchard trees.

REMAINING ECONOMIC LIFE (REL) - The number of years in the future over which the operation of an asset is anticipated to be economically feasible, often expressed as a percentage of the total economic life (REL\%).
-S-
SALTWATER DISPOSAL - The method and the system for the disposal of salt water produced with crude oil.
SCRUBBER - A vessel through which gas is passed to remove liquid and foreign matter.

SEPARATOR - Separates natural gas from crude oil and water.
SITUS - The taxable location of an asset. For personal property, situs may be the physical location of the property or, in the instance of highly mobile property, the more-or-less permanent location of the property owner.
-S-
SOLE PROPRIETORSHIP - A business enterprise net worth which belongs entirely to one individual.

STEEL TANK - Steel tanks store oil for sale or water for disposal. Tanks may be welded or bolted.
SUPPLIES - A type of personal property, usually treated as inventory, that is consumed as part of the process of bringing other assets to a saleable condition.
-T-
TANGIBLE PROPERTY - Property whose value is measured in accordance with its actual physical presence.

TAX - A compulsory charge levied by a government unit against the income or property of a person, natural or corporate, for the common benefit of all citizens. The term does not include specific charges made against particular person or property for current or permanent benefits and privileges accruing only to those paying such charges, such as licenses, permits, and specific assessments.

TRADE LEVEL - Refers to the production and distribution stages of a product. Appraisers recognize three distinct levels of trade; the manufacturing level, the wholesale level, and the retail level. Personal property should be assessed at the trade level at which it is found. The valuation of the inventory of one owner should be based on the price for which it would be exchanged with a similar business at the same trade level, for example; from one manufacturer to another. Value-in-exchange increases as a property moves from manufacturing through retail levels of trade.

TRENDING FACTOR - A figure representing the increase in selling price over a period of time. Trending accounts for the relative difference in the value of a dollar between two periods.
-U-
UNIT COST - A valuation guideline expressing the relationship between cost or value of inventory or fixed assets and some unit of measure; for example, cost per square foot or per employee

USEFUL LIFE - Estimated normal operating life in terms of utility to the owner of a fixed asset or group of assets.

## -V-

VALUATION - A judgment expressing or implying preference, or relative approval or disapproval, most often expressed in money, after a careful weighing of evidence, related experience, training, native shrewdness and other factors.

## -W-

WEIGHTED AVERAGE - a method of inventory cost accounting whereby inventory is valued according to the unit price of all units owned throughout the year; calculated by dividing total acquisition cost of all inventory by the number of units owned.

WELLHEAD - The wellhead is used to maintain surface control of the well. It is formed by the combination of parts including the casing head, tubing head, Christmas tree, stuffing box and pressure gauges.

## VALUATION RESOURCES

## Agricultural Related Equipment

North American Equipment Dealers Association
Guides 2000 - Southwest Association
4629 Mark IV Parkway, Fort Worth, Texas 76106
Farm Equipment Guide - Hotline
1003 Central Avenue, P. O. Box 1115
Fort Dodge, Iowa 50501
Business Related Equipment

Dataquest - SpecCheck
Computers, Printers, Copier, Facsimile

## Industrial Related Equipment

North American Equipment Dealers Association Industrial Equipment Guide - Southwest Association
4629 Mark IV Parkway, Fort Worth, Texas 76106

## Dataquest

Green Guide for Construction Equipment
1290 Ridder Park Drive, San Jose, California 95131-2398

## Petroleum Related Equipment

Marshall Valuation Service
915 Wilshire Boulevard, Los Angeles, CA, 90017-3409
Pennwell Oil and Gas Journal
1421 S. Sheridan, Tulsa, OK, 74101

# BIBLIOGRAPHY 

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[^0]:    *No Illumination Deduct 5\%

