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TO: Director, Preliminary Plan Review Bureau



# ENGINEERING INSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

**SUPERSEDED BY EI 76-046  
EFFECTIVE 6/21/1976**

SUBJECT: APPROVED EQUIPMENT LIST -  
BITUMINOUS CONCRETE VIBRATORY  
COMPACTION EQUIPMENT  
Subject Code: 7.42

Distribution:

Main Office     Regions     Special

Code: EI 74-48

Date: 5/20/74

APPROVED:

*John P. Hoffmann*

Deputy Chief Engineer, Technical Services

Supersedes:

EI 73-048 DATE 7/6/73

This Engineering Instruction supersedes E.I. 73-48 dated July 6, 1973.

The following vibratory rollers are approved and are in conformance with the requirements of the New York State Department of Transportation Specifications pertaining to vibratory compaction.

### APPROVED EQUIPMENT LIST

MAKE	MODEL	AMPLITUDE* SETTING	MINIMUM ALLOWABLE OPERATING FREQUENCY	
			TOP & BINDER	BASE COURSE
BROS	SPV-735-VA	Full	1700	1450
		3/4	1700	1700
		Lower than 3/4	Not Acceptable	Not Acceptable
BUFFALO-BOMAG	BW-210A (pneumatic tire)	Full	1700	1500
		3/4	1700	1500
		1/2	1700	1700
		1/4	2000	2000
		Lower than 1/4	Not Acceptable	Not Acceptable
FERGUSON	SP 75B	Fixed	1700	1400
FERGUSON	SP 75B (modified)	Fixed	1700	1700
GALION	VOS-84	Fixed	1700	1400
INGERSOLL-RAND	SPA-54	Fixed	1750	1750
RAYGO	404 B	High	1700	1450
		Low	1950	1950
REX	SP-900	Fixed	1700	1550
TAMPO	RS-28A	High	Not Acceptable	Not Acceptable
		Medium	1700	1400
		Low	Not Acceptable	Not Acceptable

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VIBRATORY COMPACTION EQUIPMENT

MAKE	MODEL	AMPLITUDE* SETTING	MINIMUM ALLOWABLE OPERATING FREQUENCY	
			TOP & BINDER	BASE COURSE
TAMPO	RS-288A	High	Not Acceptable	Not Acceptable
		Medium	1700	1400
		Low	Not Acceptable	Not Acceptable
VIBRO-PLUS	CA-25A	High	1700	1550
		Low	2200	2200

\*NOTE: In general, for vibratory rollers with variable amplitudes, it is recommended that the higher amplitude settings be used on base course and the lower amplitude settings be used on top and binder courses. The frequencies listed are the minimum allowable and it is recommended that higher frequencies be used whenever possible. In addition, all specification requirements such as roller speed, must be strictly enforced in order to obtain satisfactory pavement compaction.

Other rollers meeting the requirements of the specifications will be evaluated on an individual basis. If acceptable, these additional rollers will be approved and added to this list.

All questions regarding this "Approved Equipment List" and requests for evaluation should be addressed to:

Mr. Harry H. McLean, Director  
Engineering Materials  
New York State Department of Transportation  
Materials Bureau, Building 7A, Room 210  
1220 Washington Avenue  
State Campus  
Albany, New York 12226

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