

Acct No.	Payment	Date	Time	Invoice Number	SP	P.O. Number	Tax ID	Pg.#
	Discover	3/16/18	8:50AM	6W127057	J>			1
Starting Date	Ending Date	Make	Model	Serial Number	Stock Number			
5/30/17	3/16/18	NH	TS115A	ACP262043				
Promised	Call When Ready	Deliver?	Usage	2nd Serial Number	Invoice Type	St.#		
	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	5 H		FINAL	60		
QUANTITY	B/O	DESCRIPTION OF WORK DONE/PART NUMBERS				PRICE	AMOUNT	
CUSTOMER-TS115A	ISSUES	A/C NEEDS SERVICED						
		DETERMINE ISSUE WITH IGNITION SWITCH						
		HR METER DOES NOT DISPLAY, DETERMINE ISSUE						
		DIFF LOCK STUCK ON, DETERMINE ISSUE						
		3 PT FROZE UP. DETERMINE ISSUE.						
		stopped by 06/20/2017 to see progress. Kevin feels lift issue is with lift arms internally not cylinders.						

		WASHED UNIT OFF AND PULLED IN SHOP.						
		DIAGNOSED A/C PROBLEM.						
		RAN UNIT, TURNED ON A/C SWITCH, TURNED TEMP.						
		CONTROL KNOB TO COLD AND SELECTED BLOWER SPEED.						
		A/C WAS BLOWING WARM. CONNECTED A/C MACHINE TO						
		UNIT AND CHECKED PRESSURES, PRESSURES WERE						
		EXTREMELY LOW, RECOVERED FREON, THERE WAS ONLY						
		TRACE AMOUNTS OF FREON IN THE SYSTEM. PULLED						

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		<p>VACUUM ON SYSTEM FOR 30MIN. ALLOWED UNIT TO SET FOR 30MIN. WATCHING FOR ANY DROP IN VACUUM. UNIT HELD VACUUM. CHARGED A/C SYSTEM WITH 2.4LBS OF FREON. STARTED UNIT AND RAN WITH A/C ON, BLOWER ON HIGH. A/C WAS BLOWING COLD UNTIL HIGH PRESSURE LINE BLEW UNDERNEATH CAB. INSPECTED LINE AND FOUND IT HAD RUSTED THROUGH.</p> <p>REMOVED LEFT HAND TIRE TO ACCESS A/C LINE, REMOVED A/C LINE FROM UNDERNEATH CAB, DISCONNECTED AT FRAM SPLIT CONNECTION. INSTALLED NEW A/C LINE WITH NEW O-RINGS.</p> <p>PULLED VACUUM ON SYSTEM FOR 30MIN. ALLOWED UNIT TO SIT AND WATCH FOR ANY SIGNS OF PRESSURE LOSS. NO LOSS OF VACUUM AT THIS TIME. CHARGED A/C SYSTEM WITH 2.4 POUNDS OF FREON. STARTED UNIT AND ALLOWED A/C SYSTEM TO RUN. A/C BLOWING COLD, PRESSURES OF SYSTEM GOOD FOR GIVEN AMBIANT AIR TEMP. ALLOWED UNIT TO RUN FOR 15MIN. NO CHANGE IN PRESSURE, UNIT BLOWING COLD.</p> <p>TESTED IGNITION SWITCH AND DETERMINED IT NEEDED TO BE REPLACED. REPLACE WITH NEW SWITCH.</p> <p>HOOR METER IS GETTING POWER BUT SCREEN WILL NOT LIGHT UP. INSTALLED NEW DISPLAY.</p> <p>DIAGNOSED 3 POINT</p>						

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STARTED UNIT AND ATTEMPTED TO RAISE AND LOWER 3
 POINT HITCH, HITCH WOULD NOT MOVE UP OR DOWN.
 DISCONNECTED 3 POINT CYLINDERS FROM UPPER
 CONNECTION POINT, DISCONNECTED HYDRAULIC LINES AND
 ATTEMPTED TO MANUALLY MOVE CYLINDERS. LEFT
 CYLINDER WOULD MOVE, OIL LEAKING PAST SEALS, RIGHT
 CYLINDER WOULD NOT MOVE IN OR OUT, USED LARGE
 RUBBER DEAD BLOW TO TRY AND FORCE CYLINDER TO
 BREAK FREE, CYLINDER WOULD STILL NOT MOVE. UPON
 FURTHER INSPECTION OF 3 POINT FOUND LOWER TOOL
 CONNECTION SEAL ON RIGHT HAND SIDE LEAKING.
 DRAINED ALL HYDRAULIC FLUID FROM TRANSMISSION.
 REMOVED RIGHT HAND CYLINDER AND REPLACED, REMOVED
 LEFT HAND CYLINDER, AND RESEALED CYLINDER.
 REMOVED LOWER TOOLING CONNECTION FROM BOTTOM OF
 TRANSMISSION. HEATED EACH SPACER AND REMOVED FROM
 HOUSING, CLEANED HOUSING IN PARTS WASHER.
 ASSEMBLED NEW SPACERS WITH SEALS AND BEARINGS,
 INSTALLED ASSEMBLIES INTO HOUSING, INSTALLED
 HOUSING TO TRANSMISSIONS WITH NEW O-RING AND FLANG
 SEALANT. RE-CONNECTED 3 POINT TO LIFT CYLINDERS
 AND LOWER TOOLING CONNECTION. FILLED TRANSMISSION
 WITH REMOVED HYDRAULIC FLUID, SYSTEM WAS 5 GALLONS
 LOW FROM LEAKING SEAL AND REMOVAL OF CYLINDER.
 ADDED ADITTIONAL OIL. STARTED UNIT AND TESTED UP
 AND DOWN OPERATION OF 3 POINT, 3 POINT OPERATED
 PROPERLY.

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DIAGNOSE OF DIFF. LOCK
 NOTICED WIRING UNDERNEATH CAB NEXT TO FUEL TANK
 FOR DIFF LOCK SOLENOID, PTO SOLENOID WAS
 UNPLUGGED, REMOVED LEFT SIDE STEP AND FUEL TANK TO
 GAIN ACCESS TO SOLENOID VALVE. FOUND A PREVIOUS
 SHOP HAD WIRED IN A RELAY TO THE MAIN HARNESS.

10/03/17

WAMEGO TECH CAME DOWN AND MOUNTED FUEL TANK AND
 INSTALLED REAR WHEEL. ON THE DIFF LOCK, THE TECH
 DID FURTHER WORK AND DETERMINED THAT THE DIFF LOCK
 IS WORKING AND CAN BE ACTIVATED BY THE SWITCH ON
 THE RIGHT HAND CONSOLE. THE DIFF LOCK PRESSURE
 LIGHT WOULD NOT GO OFF ON THE PANEL DUE TO A
 FAULTY PRESURE SWITCH. THIS PRESSURE SWITCH IS NO
 LONGER AVAILABLE THROUGH CNH. THE TECH HAD INSTALL
 A JUMPER WIRE TO COMPLETE THIS CIRCUIT TO MAKE THE
 LIGHT GO OUT. THERE IS AN ISSUE INTERNALLY FOR THE
 REAR AXLES, THAT BEING SOMETHING IS NOT CORRECT
 WITH THE FREE SPIN ON THE REAR AXLES WHEN THEY
 WERE UP ON JACK STANDS. WHEN ONE WHEEL IS SPUN,
 THE OPPOSITE WHEEL SHOULD TURN IN THE OPPOSITE
 DIRECTION. CODE WAS SHOWING IN DASH FOR FUEL
 SENSOR. FOUND THERE WAS NOT A SENSOR IN THE BOTTOM
 OF THE FUEL FILTER CAUSING ERROR TO SHOW.
 INSTALLED NEW SENSOR AND FUEL FILTER AND CODE HAS
 GONE AWAY.

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		MARKS MACHINERY 82038259 TUBE INVOICE YI19861						
		Shop Supplies & Gov Compliance						
		MARK'S MACH FREIGHT CHARGE INVOICE YI19861						
		Freight						
5		NH 82007847	O-RING					
5		NH 82007848	GASKET					
2		NH 10319983	O-RING					
2		NH 10318883	O-RING					
2		NH 5109977	BEARING		C04A1			
2		NH 47129340	SEAL		JB07E2			
2		NH 5171675	SPACER		K05DB3			
1		NH 47134496	CYLINDER					
1		NH 47134497	KIT, SEA					
1		NH 47441086	INSTRUME					
1		NH 87561528	SWITCH		F03C1			
1		NH 82023542	EXP VALV		F04D4			
1		NH 9827058	O-RING		B10B7			
1		NH 9827059	O-RING		B10C4			
1		NH 9861410	O-RING		B11C3			
1		NH 128483A1	O-RING		B10A7			
1		NH 47446236	AC DRYER		U03B			
1		NH 14465481	O-RING					
1		NH ZPX51550	ADHESIVE		45A			
1		NH 73341774	5G MASTE		Z			
-1		NH 82023542	EXP VALV		F04D4			
1		NH 87356400	HARNESS,					
1		NH 82034686	GAUGE, F					

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QUANTITY		B/O			DESCRIPTION OF WORK DONE/PART NUMBERS		PRICE	AMOUNT
1		NH 82012056			GASKET GF2			
5		NH ZQC502211100			11" TIE JG01A1			
-1		NH 82012056			GASKET GF2			
1		HA P2007969			M10N F11G3			
1		HA P2008277			M10F F11G7			
2		NH 87651026			M18 NUT JD04D2			
1		HA P1380075			716N JH08A1			
1		NH 504063255			SENDER U F06D4			
1		NH 84565884			FUEL FLT T03C			
*** TOTAL LABOR								

LABOR	2966.00
PARTS	2896.11
FREIGHT	63.54
MILEAGE	0.00
OTHER	650.00
SHOP SUPPLIES	80.00
TOTAL CHARGES	6655.65
SALES TAX	608.99
TOTAL AMOUNT	7264.64