

Quantity	Item	N/R	Description	Unit Price	Extended
CONNECTED WIRING TO ALTERNATOR. INSTALLED AIR TANK AND CONNECTED AIR LINES. MOUNTED RIPPER LOCK VALVE ONTO REAR OF TRANSMISSION. INSTALLED REAR BUMPER AND WING POST ONTO MACHINE. WITH MACHINE RUNNING THE SHIFT LINKAGE AND MANUAL MODULATION LINKAGE WERE ADJUSTED.					
3	1P-8116		SEAL-O-RING	S	
10	3B-4510		LOCKWASHER	S	
3	3D-2992		SEAL-O-RING	S	
10	4D-3704		WASHER	S	
1	5F-3181		GASKET	S	
1	7F-8268		SEAL O RING	S	
3	7X-0448		NUT	S	
1	8W-1285		SWITCH	N	
1	379-0198		ACTUATOR-CLA	N	
	TOTAL PARTS		SEG. 30		*
			F/R LBR		*
26.75	CAT TDTO TMS SYN				
	TOTAL MISC CHGS		SEG. 30		*
	SEGMENT 30 TOTAL				T

RECONDITION BEFORE FAILURE TRANSMISSION					
CUSTOMER COMPLAINT:					
RECONDITION BEFORE FAILURE TRANSMISSION					
CAUSE OF FAILURE:					
HOURS					
RESULTANT DAMAGE:					
VERY SLIGHT UNEVEN SURFACE ON NUMBER THREE CLUTCH FRICTION DISCS. MINIMAL SCORING FOUND ON CHARGE PUMP END PLATE.					
REPAIR PROCESS COMMENTS:					
REPLACED ALL BEARINGS, SEALS, GASKETS AND FRICTION DISCS. SET END PLAYS AT .004' TO .005'. HAD MACHINE SHOP RESURFACE CHARGE PUMP PLATE.					
ASSEMBLED COMPLETE AND BENCH TESTED. RECORDED RESULTS ON ATTACHED SHEET. NO EXTERNAL LEAKS NOTED. NO EXTRAS. JDM					
3 YEAR/5000 HOUR WARRANTY: EFFECTIVE (8/14/2012)					
CUSTOMER MUST PERFORM SCHEDULED MAINTENANCE AND SOS 1 HOUR AFTER INSTALLATION AND EVERY 500 HOURS THEREAFTER IN ORDER TO VALIDATE WARRANTY. FAILURE TO DO SO MAY VOID WARRANTY.					
1	0L-2315		BOLT	S	
1	0S-1579		BOLT	S	
1	1R-0719		FILTER A	S	
3	3D-4245		SEAL-O-RING	S	
4	3H-0107		RING	S	
3	3P-0817		SPRING	S	
1	4H-6112		BREATHER	S	
8	4M-8303		SEAL O RING	S	
3	6F-6673		SEAL	S	
2	6V-0852		CAP	S	
14	6Y-2027		DISC	S	
4	6Y-5914		DISC	S	
12	6Y-7981		DISC	S	
1	116-9904		BRG KIT-TX	S	
1	288-2552		KIT-GASKET-T	S	
1	SOS001		SOS 1 PACK	S	
			F/R ALL		*

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SEGMENT 31 TOTAL					T

REBEARING & RESEAL DIFFERENTIAL					
1	1P-2636		CUP	S	
1	1P-2662		CONE	S	
1	1P-2696		CONE	S	
1	1P-2697		CUP	S	
1	2A-3398		GASKET	S	
1	2H-3911		SEAL	S	
1	2S-1914		SEAL	S	
1	2S-8439		SEAL O RING	S	
4	3J-1907		SEAL	S	
4	3J-7354		SEAL O RING	S	
1	4D-1577		SEAL O RING	S	
1	4F-7952		SEAL	S	
1	4F-8946		SEAL	S	
1	6F-0698		DOWEL	S	
2	6G-6274		RING-SEAL	S	
2	6V-0852		CAP	S	
1	7D-8225		SEAL	S	
1	7D-8226		SEAL	S	
1	7D-8348		CUP	S	
1	7D-8349		CONE	S	
1	7F-8268		SEAL O RING	S	
1	7S-4571		SEAL-O-RING	S	
4	7T-5620		PIN	S	
2	8D-4064		WASHER	S	
4	8D-4065		WASHER	S	
4	8M-4438		SEAL O RING	S	
1	8M-4990		SEAL O RIN	S	
1	9B-0143		LOCK	S	
1	9D-8799		RING	S	
1	9M-8406		CLIP	S	
1	030-0060		CUP	S	
1	030-0061		CONE A	S	
4	030-8535		BOLT	S	
1	130-5300		CLIP	S	
1	155-2270		PLUG KIT	S	
4	174-6822		BEARING	S	
F/R ALL					*
SEGMENT 34 TOTAL					T

EXTRA PARTS/LABOR/MIS FOR DIFFERENTIAL					
CUSTOMER CONCERN:					
REBEARING & RESEAL DIFFERENTIAL					
CAUSE OF FAILURE:					
THERE WAS NO FAILURE DETECTED, HIGH HOUR MACHINE					
REBUILD.					
REPAIR PROCESS COMMENTS:					
THE DIFFERENTIAL WAS DISASSEMBLED, CLEANED AND					
INSPECTED. ALL GEARS WERE FOUND TO BE IN GOOD					
REUSABLE CONDITION. ALL NECESSARY SURFACES WERE					
BUFFED, ALL PARTS WERE WASHED. THE DIFFERENTIAL					
WAS REASSEMBLED USING ALL NEW SEALS, BEARINGS,					
FRICTION DISCS, AND DIFFERENTIAL LOCK VALVE. THE					
SEAL DRAG ON THE PINION SHAFT WAS MEASURED AT 5					
IN. LBS. THE ROLLING TORQUE WAS SET AT 11 IN.					
LBS. THE SPEC REQUIRES THE ROLLING TORQUE BE SET					
6 (+ OR -) 4 IN. LBS MORE THAN THE MEASURED SEAL					
DRAG. THE BACKLASH WAS SET AT .010". THE SPEC					

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CALLS FOR .008" PLUS OR MINUS .003". DIFFERENTIAL WAS TAGGED NO OIL. JDM					
1	5D-5886		HOSE A	N	
1	5P-7981		ELBOW	S	
7	6Y-7954		DISC	S	
1	174-3705		VALVE GP-MTG	S	
TOTAL PARTS				SEG. 35	*
SEGMENT 35 TOTAL					T

REPAIR FINAL DRIVE TOOLS					
REPAIR FINAL DRIVE					
REPAIR PROCESS COMMENTS:					
WITH FINAL DRIVES REMOVED FROM TANDEMS, FINAL DRIVES WERE DISASSEMBLED. ALL BEARINGS, WEAR SLEEVES AND SEALS WERE REMOVED. SEALING SURFACES WERE CLEANED WITH WIRE WHEEL AND ALL OTHER SURFACES WERE POLISHED AND BROUGHT TO STEAM BAY TO BE CLEANED. ONCE ALL PARTS WERE CLEANED AND DRIED, FINAL DRIVE WAS RE-ASSEMBLED WITH NEW SEALS, WEAR SLEEVES AND CUP AND CONE BEARINGS. ONCE FINAL DRIVES WERE ASSEMBLED, FINALS WERE BOTH INSTALLED ON MACHINE AND SHIMMED ON MACHINE. BOLTS HOLDING RETAINER RING ONTO FINAL DRIVES WERE TORQUED TO 185 FT LBS AND HAD BLUE LOCKTITE ON THEM. OUTER SPROCKETS ON MACHINE WERE ALIGNED OFFSET FROM EACH OTHER TO AVOID CONTACT OF COTTER PINS ON MASTER LINKS ON DRIVE CHAINS. PROPER TORQUE PROCEDURE WAS DONE ON BOTH FINALS FOR TORQUEING LOCK NUT.					
REPAIR PROCESS COMMENTS:					
WITH FINAL DRIVES REMOVED FROM TANDEMS, FINAL DRIVES WERE DISASSEMBLED. ALL BEARINGS, WEAR SLEEVES AND SEALS WERE REMOVED. SEALING SURFACES WERE CLEANED WITH WIRE WHEEL AND ALL OTHER SURFACES WERE POLISHED AND BROUGHT TO STEAM BAY TO BE CLEANED. ONCE ALL PARTS WERE CLEANED AND DRIED, FINAL DRIVE WAS RE-ASSEMBLED WITH NEW SEALS, WEAR SLEEVES AND CUP AND CONE BEARINGS. ONCE FINAL DRIVES WERE ASSEMBLED, FINALS WERE BOTH INSTALLED ON MACHINE AND SHIMMED ON MACHINE. BOLTS HOLDING RETAINER RING ONTO FINAL DRIVES WERE TORQUED TO 185 FT LBS AND HAD BLUE LOCKTITE ON THEM. OUTER SPROCKETS ON MACHINE WERE ALIGNED OFFSET FROM EACH OTHER TO AVOID CONTACT OF COTTER PINS ON MASTER LINKS ON DRIVE CHAINS. PROPER TORQUE PROCEDURE WAS DONE ON BOTH FINALS FOR TORQUEING LOCK NUT.					
2	1H-9696		RING	S	
4	1P-4693		CUP	S	
2	1P-4694		CONE	S	
12	1S-9110		BEARING A	S	
2	4D-6695		SEAL O RING	S	
2	5P-3490		CONE BEARING	S	
4	5T-7133		RING	S	
4	6G-3206		WASHER THRUS	S	
2	6G-3212		SHIM PACK	S	
2	7S-4571		SEAL-O-RING	S	
2	8D-3877		GEAR	N	
2	8D-3902		SEAL	S	
6	8X-8377		WASHER	S	
3	129-2381		GEAR	N	
2	282-4350		SEAL-LIP TYP	S	

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Quantity	Item	N/R	Description	Unit Price	Extended
	LABOR		TOTAL PARTS	SEG. 37	*
			19.00 RT HOURS		
			TOTAL LABOR	SEG. 37	*
			SEGMENT 37 TOTAL		T

REMOVE & INSTALL TANDEM DRIVE HOUSING					
REMOVE AND INSTALL BOTH TANDEM DRIVE HOUSINGS					
REPAIR PROCESS COMMENTS:					
WITH MACHINE ON CLEAN AND ON STANDS IN SHOP, ALL					
TIRES WERE REMOVED. OIL WAS DRAINED FROM BOTH					
TANDEMS. AIR HOSE GOING TO TANDEM AIR BLOCK WAS					
REMOVED. SUITABLE LIFTING LINKS WERE INSTALLED					
ONTO TANDEM HOUSINGS TO LIFT OFF. AXLE COVERS					
AND AXLES WERE REMOVED. WITH AXLES REMOVED, NUTS					
WERE REMOVED ON FINAL DRIVE AND TANDEM AND FINAL					
DRIVE ASSEMBLIES WERE BOTH REMOVED FROM MACHINE					
AND SET ON STANDS FOR REPAIR. ONCE REPAIRS WERE					
MADE TO FINAL DRIVES, BRAKE ASSEMBLIES AND					
TANDEMS, FINAL DRIVE NUTS WERE TORQUED TO 320 FT					
LBS. FINAL DRIVE BOLTS HOLDING FINAL TO TANDEM					
HOUSING WERE TORQUED TO 185 FT LBS. AIR HOSE WAS					
INSTALLED TO AIR BLOCK ON ON TANDEM AND TIRES					
WERE THEN INSTALLED. TANDEMS WERE THEN FILLED					
WITH 17 GALLONS OF 30W EACH.					
REPAIR PROCESS COMMENTS:					
WITH MACHINE ON CLEAN AND ON STANDS IN SHOP, ALL					
TIRES WERE REMOVED. OIL WAS DRAINED FROM BOTH					
TANDEMS. AIR HOSE GOING TO TANDEM AIR BLOCK WAS					
REMOVED. SUITABLE LIFTING LINKS WERE INSTALLED					
ONTO TANDEM HOUSINGS TO LIFT OFF. AXLE COVERS					
AND AXLES WERE REMOVED. WITH AXLES REMOVED, NUTS					
WERE REMOVED ON FINAL DRIVE AND TANDEM AND FINAL					
DRIVE ASSEMBLIES WERE BOTH REMOVED FROM MACHINE					
AND SET ON STANDS FOR REPAIR. ONCE REPAIRS WERE					
MADE TO FINAL DRIVES, BRAKE ASSEMBLIES AND					
TANDEMS, FINAL DRIVE NUTS WERE TORQUED TO 320 FT					
LBS. FINAL DRIVE BOLTS HOLDING FINAL TO TANDEM					
HOUSING WERE TORQUED TO 185 FT LBS. AIR HOSE WAS					
INSTALLED TO AIR BLOCK ON ON TANDEM AND TIRES					
WERE THEN INSTALLED. TANDEMS WERE THEN FILLED					
WITH 17 GALLONS OF 30W EACH.					
1	1H-9696		RING	S	
2	4H-6112		BREATHER	S	
	LABOR		TOTAL PARTS	SEG. 38	*
			15.00 RT HOURS		
			TOTAL LABOR	SEG. 38	*
35.00			CAT TDIO TO4 30W		
			TOTAL MISC CHGS	SEG. 38	*
			SEGMENT 38 TOTAL		T

REMOVE & INSTALL BRAKE & WHEEL SPINDLE HSG					
REMOVE AND INSTALL BRAKE ASSEMBLIES FROM TANDEMS					
REPAIR PROCESS COMMENTS:					
WITH TANDEM, FINAL AND BRAKE ASSEMBLIES OFF OF					
MACHINE, DRIVE CHAINS WERE REMOVED FROM BOTH					
TANDEM HOUSINGS. WITH DRIVE CHAINS REMOVED, AIR					

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TUBES GOING TO BRAKE ASSEMBLIES WERE REMOVED. BRAKE ASSEMBLIES WERE THEN LABELED AND REMOVED. ONCE BRAKE ASSEMBLIES WERE REPAIRED AND TANDEM PREPPED AND CLEANED FOR INSTALL, BRAKE ASSEMBLIES WERE RE-INSTALLED ONTO TANDEM AND TORQUED TO BOLT SPECIFICATION. REPAIR PROCESS COMMENTS: WITH TANDEM, FINAL AND BRAKE ASSEMBLIES OFF OF MACHINE, DRIVE CHAINS WERE REMOVED FROM BOTH TANDEM HOUSINGS. WITH DRIVE CHAINS REMOVED, AIR TUBES GOING TO BRAKE ASSEMBLIES WERE REMOVED. BRAKE ASSEMBLIES WERE THEN LABELED AND REMOVED. ONCE BRAKE ASSEMBLIES WERE REPAIRED AND TANDEM PREPPED AND CLEANED FOR INSTALL, BRAKE ASSEMBLIES WERE RE-INSTALLED ONTO TANDEM AND TORQUED TO BOLT SPECIFICATION.					
8	2B-3147		GASKET	S	
2	2G-9791		GASKET	S	
4	3D-2981		GASKET	S	
2	3J-5390		PLUG	S	
3	4S-5879		SEAL O RING	S	
2	5K-9238		FITTING	S	
1	6G-1415		BLOCK	S	
1	6K-6826		FITTING	S	
1	8W-9004		TUBE A	S	
1	8W-9005		TUBE A	S	
LABOR			TOTAL PARTS	SEG. 39	*
			9.00 RT HOURS		
			TOTAL LABOR	SEG. 39	*
			SEGMENT 39 TOTAL		T

REPLACE DRIVE CHAIN REPLACE DRIVE CHAINS REPAIR PROCESS COMMENTS: WITH TANDEM HOUSINGS REMOVED OFF OF MACHINE ON STANDS. TANDEM HOUSING COVERS WERE REMOVED, MASTER LINKS WERE FOUND ON DRIVE CHAINS AND MASTER LINKS WERE PRESSED OUT. ONCE ALL REPAIRS WERE MADE TO TANDEM HOUSING, FINALS, AND BRAKE ASSEMBLIES AND CLEANED, NEW DRIVE CHAINS WERE INSTALLED WITH NEW MASTER LINKS AND NEW COTTER PINS. REPAIR PROCESS COMMENTS: WITH TANDEM HOUSINGS REMOVED OFF OF MACHINE ON STANDS. TANDEM HOUSING COVERS WERE REMOVED, MASTER LINKS WERE FOUND ON DRIVE CHAINS AND MASTER LINKS WERE PRESSED OUT. ONCE ALL REPAIRS WERE MADE TO TANDEM HOUSING, FINALS, AND BRAKE ASSEMBLIES AND CLEANED, NEW DRIVE CHAINS WERE INSTALLED WITH NEW MASTER LINKS AND NEW COTTER PINS.					
4	6G-1633		CHAIN G	S	
LABOR			TOTAL PARTS	SEG. 40	*
			3.00 RT HOURS		
			TOTAL LABOR	SEG. 40	*
			SEGMENT 40 TOTAL		T

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Quantity	Item	N/R	Description	Unit Price	Extended
2	9X-4492		BULB	S	
2	106-8154		SPEAKER GP	S	
4	155-2270		PLUG KIT	S	
1	165-4026		SWITCH AS	S	
			TOTAL PARTS	SEG. 56	*
	LABOR		26.50 RT HOURS		
			TOTAL LABOR	SEG. 56	*
			SEGMENT 56 TOTAL		T

REPAIR AIR CONDITIONERREPAIR AIR CONDITIONING --REPLACE COMPRESSOR -
HOSES --DRYER

REPAIR PROCESS COMMENTS:

THE SEAT, SUSPENSION, AND HEATER BOX PANELS WERE REMOVED FROM CAB TO REPLACE THE HEATER HOSES. DISCONNECTED ELECTRICAL, A.C. HOSES, AND HEATER HOSES FROM THE HEATER AND A.C. UNIT. REMOVED THE HEATER AND AIR CONDITIONER ASSEMBLY FROM CAB. CLEANED THE HEATER CORE AND EVAPORATOR CORE AND STEAM CLEANED COMPLETE HEATER AND A.C. UNIT. REPLACED THE EXPANSION VALVE AND THERMOSTATIC SWITCH WITH NEW. REPLACED THE HEATER VALVE WITH NEW. TESTED OPERATION OF BLOWER MOTOR ASSEMBLIES AND FOUND BLOWER MOTORS OK. REPLACED A.C. WATER DRAIN TUBES WITH NEW. INSTALLED HEATER AND AIR CONDITIONER ASSEMBLY IN CAB WITH NEW MOUNTING INSULATION. REPLACED ALL A.C. HOSES WITH NEW AND INSTALLED P CLIPS AND ZIP TIES ON HOSES AS NEEDED. REPLACED A.C. REFRIGERANT DRYER WITH NEW AND REPLACED QUICK COUPLERS FOR DRYER WITH NEW. CLEANED INSPECTED AND PAINTED A.C. CONDENSER. REMOVED OLD A.C. COMPRESSOR FROM ENGINE. REMOVED OLD A.C. COMPRESSOR MOUNTING FROM THE ENGINE. INSTALLED A NEW 3E1906 COMPRESSOR WITH A MOUNTING GROUP FROM THE 140 H SERIES MOTOR GRADER. VACUUMED SYSTEM FOR 2 HOURS AND CHARGED SYSTEM WITH R134A AND NEW PAG OIL. TESTED OPERATION OF A.C. AND FOUND AIR CONDITIONER WORKING GREAT.

REPAIR PROCESS COMMENTS:

THE SEAT, SUSPENSION, AND HEATER BOX PANELS WERE REMOVED FROM CAB TO REPLACE THE HEATER HOSES. DISCONNECTED ELECTRICAL, A.C. HOSES, AND HEATER HOSES FROM THE HEATER AND A.C. UNIT. REMOVED THE HEATER AND AIR CONDITIONER ASSEMBLY FROM CAB. CLEANED THE HEATER CORE AND EVAPORATOR CORE AND STEAM CLEANED COMPLETE HEATER AND A.C. UNIT. REPLACED THE EXPANSION VALVE AND THERMOSTATIC SWITCH WITH NEW. REPLACED THE HEATER VALVE WITH NEW. TESTED OPERATION OF BLOWER MOTOR ASSEMBLIES AND FOUND BLOWER MOTORS OK. REPLACED A.C. WATER DRAIN TUBES WITH NEW. INSTALLED HEATER AND AIR CONDITIONER ASSEMBLY IN CAB WITH NEW MOUNTING INSULATION. REPLACED ALL A.C. HOSES WITH NEW AND INSTALLED P CLIPS AND ZIP TIES ON HOSES AS NEEDED. REPLACED A.C. REFRIGERANT DRYER WITH NEW AND REPLACED QUICK COUPLERS FOR DRYER WITH NEW. CLEANED INSPECTED AND PAINTED A.C. CONDENSER. REMOVED OLD A.C. COMPRESSOR FROM ENGINE. REMOVED OLD A.C. COMPRESSOR MOUNTING FROM THE ENGINE. INSTALLED A NEW 3E1906 COMPRESSOR WITH A MOUNTING GROUP FROM THE 140 H SERIES MOTOR GRADER.

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VACUUMED SYSTEM FOR 2 HOURS AND CHARGED SYSTEM WITH R134A AND NEW PAG OIL. TESTED OPERATION OF A.C. AND FOUND AIR CONDITIONER WORKING GREAT.					
1	3D-5279		GROMMET	N	
1	3E-1906		COMP G BSC	S	
1	3E-4054		FITTING AS	S	
1	3E-4067		FITTING AS	S	
1	3E-5465		SWITCH A	S	
1	3E-9343		VALVE AS	S	
1	3W-2647		SPACER	S	
6	4L-9337		BOLT	S	
1	4N-7335		VEE BELT	S	
1	4W-3753		SPACER	S	
2	5P-4620		CLIP	N	
1	5P-7070		M STRIP STK	S	
2	5S-7383		BOLT	S	
1	6D-1641		CLIP	S	
2	6D-2667		CLIP	N	
1	6M-5062		SEAL O RING	S	
1	6P-6641		GROMMET	S	
1	6V-7383		CLIP	N	
2	6V-8188		NUT	S	
6	6V-8801		NUT	S	
1	7C-8236		V BELT	S	
1	7C-8434		BRACKET	N	
1	7E-6460		BRACKET	N	
1	7W-4975		STRAP	N	
1	7W-4978		NUT ASSEM	N	
1	7X-0337		BOLT	S	
1	8T-2502		BOLT	S	
3	8T-4223		WASHER	S	
1	8T-4835		BOLT	S	
13	8T-4896		WASHER	S	
1	8T-9389		BOLT	S	
1	8X-7150		HOSE AS	N	
1	9F-8885		SPACER	N	
1	9X-7379		SEAL-O-RING	S	
4	9X-7380		SEAL O RING	S	
2	9X-7381		SEAL O RING	S	
2	9X-7382		SEAL O RING	S	
4	9X-7385		SEAL	S	
1	097-0832		SPACER	S	
2	103-6100		DISCONNECT	S	
2	106-4127		BRACKET	N	
1	106-5533		DRYER	S	
1	108-4550		HOSE AS	N	
1	108-4551		HOSE AS	N	
1	108-4560		HOSE AS	N	
1	110-6392		PLATE WARNIN	N	
TOTAL PARTS					
LABOR	31.00 RT HOURS		SEG. 57		*
TOTAL LABOR					
			SEG. 57		*
SEGMENT 57 TOTAL					
					T

MACHINE/GRIND/MILL FAN DRIVE					
REPAIR PROCESS COMMENTS:					
MACHINE PULLEY GOVES TO CLEAN UP.					
LABOR	1.00 RT HOURS				
TOTAL LABOR					
			SEG. 70		*
SEGMENT 70 TOTAL					
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	REMOVE & INSTALL ALTERNATOR				
	HAD RUN MACHINE SHORT TIME -- NOT OUT PUT FROM				
	R TERMINAL				
	REPAIR PROCESS COMMENTS:				
	RAN MACHINE AFTER INSTALLING REMANUFACTURED				
	ALTERNATOR AND ALTERNATOR CHARGE LIGHT WOULD NOT				
	GO OUT ON THE EMS PANEL. CHECKED THE OUTPUT OF				
	THE R TERMINAL AT THE ALTERNATOR AND FOUND 0				
	VOLTS. R TERMINAL WOULD NOT WORK AT ANY RPM.				
	REPLACED ALTERNATOR WITH ANOTHER REMAN ALTERNATOR				
	AND FOUND R TERMINAL OUTPUT OK.				
	REPAIR PROCESS COMMENTS:				
	RAN MACHINE AFTER INSTALLING REMANUFACTURED				
	ALTERNATOR AND ALTERNATOR CHARGE LIGHT WOULD NOT				
	GO OUT ON THE EMS PANEL. CHECKED THE OUTPUT OF				
	THE R TERMINAL AT THE ALTERNATOR AND FOUND 0				
	VOLTS. R TERMINAL WOULD NOT WORK AT ANY RPM.				
	REPLACED ALTERNATOR WITH ANOTHER REMAN ALTERNATOR				
	AND FOUND R TERMINAL OUTPUT OK.				
1	OR-3668		ALTERNATOR G	S	
1			CORE CHARGE	S	
1-			CORE CREDIT	S	
			TOTAL PARTS	SEG. 91	*
			LESS 100%-PARTS		.*
LABOR			1.00 RT HOURS		
			TOTAL LABOR	SEG. 91	*
			LESS 100%-LABOR		.*
			SEGMENT 91 TOTAL		T

	TEST/CHECK & ADJUST MACHINE				
	OPERATE MACHINE AFTER REASSEMBLY, CHECK FOR OIL				
	LEAKS AND MACHINE OPERATION.				
	LABOR		12.00 RT HOURS		
			TOTAL LABOR	SEG. 94	*
			SEGMENT 94 TOTAL		T

	SERVICE MACHINE				
	SERVICE MACHINE AFTER PAINT				
	REPAIR PROCESS COMMENTS:				
	BROUGHT MACHINE BACK FROM THE PAINT SHOP.				
	INSTALLED REAR GRILL AND WARNING SIGNS.				
	INSTALLED TAIL LIGHTS, SIGNAL LIGHTS, AND FLOOD				
	LIGHTS. INSTALLED PRECLEANER COVER AND EXHAUST				
	STACK. INSTALLED RIGHT AND LEFT CAB LADDERS.				
	INSTALLED WINDSHIELD WIPERS AND ARMS. CLEANED				
	CAB AND WINDOWS. TOUCHED UP PAINT AS NEEDED.				
	INSTALLED NEW SEAT, SEAT SUSPENSION, AND SEAT				
	BELT. INSTALLED A NEW FLOOR MAT. INSTALLED THE				
	FANS AND REAR VIEW MIRROR IN THE CAB. INSTALLED				
	LOUVERS AND ASH TRAY IN CAB. INSTALLED RADIO				
	SPEAKERS IN CAB. INSTALLED REAR VIEW MIRRORS ON				
	THE OUTSIDE OF THE CAB. INSTALLED RADIO ANTENNA				
	ONTO CAB. INSTALLED TOOL BOX. FINAL INSPECTED				
	MACHINE.				
	REPAIR PROCESS COMMENTS:				

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BROUGHT MACHINE BACK FROM THE PAINT SHOP. INSTALLED REAR GRILL AND WARNING SIGNS. INSTALLED TAIL LIGHTS, SIGNAL LIGHTS, AND FLOOD LIGHTS. INSTALLED PRECLEANER COVER AND EXHAUST STACK. INSTALLED RIGHT AND LEFT CAB LADDERS. INSTALLED WINDSHIELD WIPERS AND ARMS. CLEANED CAB AND WINDOWS. TOUCHED UP PAINT AS NEEDED. INSTALLED NEW SEAT, SEAT SUSPENSION, AND SEAT BELT. INSTALLED A NEW FLOOR MAT. INSTALLED THE FANS AND REAR VIEW MIRROR IN THE CAB. INSTALLED LOUVERS AND ASH TRAY IN CAB. INSTALLED RADIO SPEAKERS IN CAB. INSTALLED REAR VIEW MIRRORS ON THE OUTSIDE OF THE CAB. INSTALLED RADIO ANTENNA ONTO CAB. INSTALLED TOOL BOX. FINAL INSPECTED MACHINE.					
1	5B-9916		FITTING	S	
2	9U-6773		FITTING KIT	S	
1	9U-6834		FITTING KIT	S	
	LABOR		TOTAL PARTS	SEG. 95	*
			28.00 RT HOURS		
			TOTAL LABOR	SEG. 95	*
			SEGMENT 95 TOTAL		T

PAINT MACHINE					
CLEAN/BLAST/PAINT MACHINE					
4	1P-2807		FILM SYMBOL	S	
1	3E-3267		FILM	N	
1	3E-3269		FILM STRIPE	S	
1	3E-3270		FILM STRIPE	N	
1	5P-1175		FILM	S	
2	5P-1426		FILM	S	
2	5P-1436		DECAL	N	
1	5P-4114		FILM	S	
3	7X-7644		FILM	S	
2	8C-0606		PLATE	N	
2	8C-8485		FILM	N	
2	9X-8711		FILM CATERPI	S	
	LABOR		TOTAL PARTS	SEG. 96	*
			15.00 RT HOURS		
	LABOR		2.00 OT HOURS		
	LABOR		24.00 RT HOURS		
			TOTAL LABOR	SEG. 96	*
1.00			PAINT SUPPLY		
10.00			PAINT CAT (GAL)		
6.00			PAINT PRIMER-GAL		
7.00			SAND-HOPPER-1		
			TOTAL MISC CHGS	SEG. 96	*
			SEGMENT 96 TOTAL		T

PAINT OPERATOR STATION					
PAINT OPERATOR STATION					
			F/R ALL		*
			SEGMENT 97 TOTAL		T

Quantity	Item	N/R	Description	Unit Price	Extended

TRANSPORT MACHINE					
1.00			TRANSPORT HAUL		
1.00			TRANSPORT HAUL		
1.00-			NAT-MLP-345		.
			TOTAL MISC CHGS	SEG. 98	*
			SEGMENT 98 TOTAL		T

1.00-			ELIGIBLE PARTS		-
			TOTAL MISC CHGS	SEG. 99	-*
			SEGMENT 99 TOTAL		-T

			REMAN PRTS WARR-ZIEG INST		
			COVERED REPAIRS		
			* * * INVOICE COPY * * *		
			INVOICE TOTAL		88,930.40

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Quantity	Item	N/R	Description	Unit Price	Extended
REPAIR BRAKE & WHEEL SPINDLE HSG					
REPAIR BRAKES AND WHEEL BEARINGS					
REPAIR PROCESS COMMENTS:					
WITH TANDEM HOUSING OFF OF MACHINE AND BRAKE					
ASSEMBLIES REMOVED, BRAKE ASSEMBLIES WERE					
DISASSEMBLED. ALL OLD BEARING CUPS AND CONES AND					
DUO CONES WERE REMOVED. DUO CONE AREAS WERE					
CLEANED WITH WIRE WHEEL. ALL SURFACES WERE					
POLISHED AND BROUGHT TO STEAM BAY AND CLEANED					
THOROUGHLY. ONCE ALL PARTS WERE DRIED, BRAKE					
PISTON WAS INSTALLED INTO BRAKE HOUSING. BOLTS					
HAD BLUE LOCKTITE APPLIED TO THEM AND TORQUED TO					
36 FT LBS. DUO CONE AREAS WERE THEN CLEANED AND					
SEALS WERE INSTALLED. BEARING WERE INSTALLED					
ONTO WHEEL SPINDLES. BEARING CUPS WERE INSTALLED					
ONTO BRAKE HOUSINGS. BRAKE HOUSINGS WERE THEN					
MATED WITH WHEEL SPINDLES. FRICTION DISCS AND					
PLATES WERE ALL MEASURE AND OILED BEFORE					
RE-INSTALLING. ALL DISCS AND PLATES WERE WITHIN					
SPEC. ONCE BRAKE ASSEMBLIES WERE FINISH BEING					
ASSEMBLED. ALL BRAKE ASSEMBLIES WERE SHIMMED IN					
THE PROCESS AS DESCRIBED ON SIS.					
REPAIR PROCESS COMMENTS:					
WITH TANDEM HOUSING OFF OF MACHINE AND BRAKE					
ASSEMBLIES REMOVED, BRAKE ASSEMBLIES WERE					
DISASSEMBLED. ALL OLD BEARING CUPS AND CONES AND					
DUO CONES WERE REMOVED. DUO CONE AREAS WERE					
CLEANED WITH WIRE WHEEL. ALL SURFACES WERE					
POLISHED AND BROUGHT TO STEAM BAY AND CLEANED					
THOROUGHLY. ONCE ALL PARTS WERE DRIED, BRAKE					
PISTON WAS INSTALLED INTO BRAKE HOUSING. BOLTS					
HAD BLUE LOCKTITE APPLIED TO THEM AND TORQUED TO					
36 FT LBS. DUO CONE AREAS WERE THEN CLEANED AND					
SEALS WERE INSTALLED. BEARING WERE INSTALLED					
ONTO WHEEL SPINDLES. BEARING CUPS WERE INSTALLED					
ONTO BRAKE HOUSINGS. BRAKE HOUSINGS WERE THEN					
MATED WITH WHEEL SPINDLES. FRICTION DISCS AND					
PLATES WERE ALL MEASURE AND OILED BEFORE					
RE-INSTALLING. ALL DISCS AND PLATES WERE WITHIN					
SPEC. ONCE BRAKE ASSEMBLIES WERE FINISH BEING					
ASSEMBLED. ALL BRAKE ASSEMBLIES WERE SHIMMED IN					
THE PROCESS AS DESCRIBED ON SIS.					
8	1P-4693		CUP	S	
4	4B-7270		CONE	S	
4	4D-5497		SEAL O RING	S	
8	4S-5879		SEAL O RING	S	
4	5K-5288		SEAL G	S	
1	7D-8434		DISC	S	
4	7D-8436		SEAL	S	
4	7D-8437		CONE	S	
5	7D-8441		SHIM	S	
2	9F-2247		PLUG	S	
TOTAL PARTS				SEG. 41	*
LABOR	22.00 RT HOURS				
TOTAL LABOR				SEG. 41	*
SEGMENT 41 TOTAL					T

REMOVE & INSTALL IMPLEMENT PUMP					
REMOVE AND INSTALL IMPLEMENT PUMP					
REPAIR PROCESS COMMENTS:					
WITH MACHINE CLEAN AND ON STANDS. FRONT DRIVE					

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Quantity	Item	N/R	Description	Unit Price	Extended
SHAFT GUARDS WERE REMOVED ALONG WITH DRIVE SHAFT. SUCK TUBE AND ALL HOSES WERE REMOVED FROM IMPLEMENT PUMP AND PUMP WAS REMOVED. UPDATED PUMP WAS RE-INSTALLED WITH NEW UPDATED KIT OF PROPER CLAMPS AND SPACERS. TWO HOSES WERE UPDATED WITH NEW LENGTH FOR UPDATED PUMP (SIGNAL AND CONTROL VALVE DRAIN). WITH NEW PUMP INSTALLED, UPDATED KIT WAS INSTALLED ONTO PUMP AND ALL HOSES WERE RE-INSTALLED. DRIVE SHAFT WAS THEN INSTALLED. BOLTS HAD BLUE LOCKTITE APPLIED TO THEM AND WERE TORQUED TO 40 FT LBS. GUARDS WERE RE-INSTALLED.					
REPAIR PROCESS COMMENTS:					
WITH MACHINE CLEAN AND ON STANDS. FRONT DRIVE SHAFT GUARDS WERE REMOVED ALONG WITH DRIVE SHAFT. SUCK TUBE AND ALL HOSES WERE REMOVED FROM IMPLEMENT PUMP AND PUMP WAS REMOVED. UPDATED PUMP WAS RE-INSTALLED WITH NEW UPDATED KIT OF PROPER CLAMPS AND SPACERS. TWO HOSES WERE UPDATED WITH NEW LENGTH FOR UPDATED PUMP (SIGNAL AND CONTROL VALVE DRAIN). WITH NEW PUMP INSTALLED, UPDATED KIT WAS INSTALLED ONTO PUMP AND ALL HOSES WERE RE-INSTALLED. DRIVE SHAFT WAS THEN INSTALLED. BOLTS HAD BLUE LOCKTITE APPLIED TO THEM AND WERE TORQUED TO 40 FT LBS. GUARDS WERE RE-INSTALLED.					
4	3D-2824		SEAL O RING	S	
2	5H-8848		RING	S	
21	5P-1295		CM-HOSE STK	S	
2	5P-4868		CLAMP	S	
4	6V-9746		SEAL O RING	S	
4	7B-3235		CAP SCREW	S	
4	8C-3425		BOLT	S	
1	8W-7637		HOSE A	N	
LABOR			TOTAL PARTS	SEG. 50	*
			8.50 RT HOURS		
			TOTAL LABOR	SEG. 50	*
			SEGMENT 50 TOTAL		T

REPAIR IMPLEMENT PUMP					
CUSTOMER CONCERN:					
REPAIR IMPLEMENT PUMP.					
CAUSE OF FAILURE:					
DISSEMBLED THE IMPLEMENT PUMP AND INSPECTED.					
RESULTANT DAMAGE:					
FOUND THE QTY 9 9T-7765 PISTONS HAD EXCESSIVE SLIPPER END PLAY. FOUND THE 9T-7768 WEAR PLATE HAD ROTATIONAL SCORING FROM THE PISTON SLIPPERS. FOUND THE 9T-7772 SPACER LIMITER WAS SCORED. THE 9T-7772 SPACER LIMITER HAD NO AVAILABILITY, WHICH FORCED US TO BUY A NEW PUMP.					
REPAIR PROCESS COMMENTS:					
BOUGHT A NEW 6E-5072 UPDATED PUMP, ALONG WITH THE REQUIRED ADAPTERS AND HOSES TO INSTALL THE UPDATED PUMP. SWAPPED FITTINGS FROM THE OLD PUMP TO THE NEW PUMP.					
JDM					
1	4J-0520		SEAL-O-RING	S	
4	4S-5414		SLEEVE	N	
1	5H-8848		RING	S	
1	6E-5072		PUMP GP	N	

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Quantity	Item	N/R	Description	Unit Price	Extended
4	6V-8397		SEAL	S	
1	7T-8593		BLOCK	N	
4	8T-4223		WASHER	S	
4	8T-5005		BOLT	S	
4	8T-6868		BOLT	S	
1	118-8682		ADAPTER	N	
70	165-0016		XT3 ES HOSE	S	
2	323-6157		COUPLING AS	S	
1	323-6162		COUPLING AS	S	
1	323-6167		COUPLING AS-	S	
			TOTAL PARTS	SEG. 51	*
	LABOR		7.00 RT HOURS		
			TOTAL LABOR	SEG. 51	*
			SEGMENT 51 TOTAL		T

REPLACE TRANSMISSION LINES/HOSES					
REPLACE TRANSMISSION HOSES					
REPAIR PROCESS COMMENTS:					
REPLACED TRANSMISSION COOLER HOSES WITH NEW.					
INSTALLED NEW TRANSMISSION COOLER HOSES WITH NEW					
ORING SEALS.					
REPAIR PROCESS COMMENTS:					
REPLACED TRANSMISSION COOLER HOSES WITH NEW.					
INSTALLED NEW TRANSMISSION COOLER HOSES WITH NEW					
ORING SEALS.					
2	8W-0128		HOSE A	S	
			TOTAL PARTS	SEG. 53	*
	LABOR		1.00 RT HOURS		
			TOTAL LABOR	SEG. 53	*
			SEGMENT 53 TOTAL		T

REPAIR TRANSMISSION CONTROL					
REPAIR TRANSMISSION CONTROL LINKAGE					
REPAIR PROCESS COMMENTS:					
TRANSMISSION CONTROL CONSOLE IN CAB WAS LOOSE.					
FOUND CONSOLE MOUNTS WERE DETERIORATED AND NEEDED					
TO BE REPLACED. DISCONNECTED GOVERNOR LINKAGE					
AND TRANSMISSION CONTROL CABLES FROM CONSOLE.					
DISCONNECTED AIR LINES AND ELECTRICAL FROM					
CONSOLE. REMOVED CONSOLE FROM CAB. CLEANED					
CONSOLE MOUNTING SURFACES. REPLACED RUBBER					
MOUNTS AND INSULATION WITH NEW. STEAMED CONSOLE					
AND INSTALLED IN CAB. CONNECTED AIR LINES AND					
ELECTRICAL TO CONSOLE. CONNECTED GOVERNOR					
LINKAGE AND TRANSMISSION CABLES TO CONSOLE.					
REPLACED TRANSMISSION SHIFT CABLE ENDS THAT					
CONNECT TO CONSOLE WITH NEW. REPLACED SHORT					
LINKAGE ROD ASSEMBLY FOR FORWARD REVERSE WITH					
NEW.					
REPAIR PROCESS COMMENTS:					
TRANSMISSION CONTROL CONSOLE IN CAB WAS LOOSE.					
FOUND CONSOLE MOUNTS WERE DETERIORATED AND NEEDED					
TO BE REPLACED. DISCONNECTED GOVERNOR LINKAGE					
AND TRANSMISSION CONTROL CABLES FROM CONSOLE.					
DISCONNECTED AIR LINES AND ELECTRICAL FROM					
CONSOLE. REMOVED CONSOLE FROM CAB. CLEANED					
CONSOLE MOUNTING SURFACES. REPLACED RUBBER					

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Quantity	Item	N/R	Description	Unit Price	Extended
MOUNTS AND INSULATION WITH NEW. STEAMED CONSOLE AND INSTALLED IN CAB. CONNECTED AIR LINES AND ELECTRICAL TO CONSOLE. CONNECTED GOVERNOR LINKAGE AND TRANSMISSION CABLES TO CONSOLE. REPLACED TRANSMISSION SHIFT CABLE ENDS THAT CONNECT TO CONSOLE WITH NEW. REPLACED SHORT LINKAGE ROD ASSEMBLY FOR FORWARD REVERSE WITH NEW.					
6	2G-8097		MOUNTING	N	
1	2G-8222		PAD	N	
1	2G-8307		PAD	N	
2	5L-4426		NUT	S	
2	6L-7751		ROD-END	S	
1	6V-9164		ROD-END	N	
1	7H-3641		ROD-END	S	
1	7M-0706		KNOB	S	
1	7N-1996		LAMP	S	
6	7N-5876		LAMP	S	
1	9D-5331		GASKET	S	
			TOTAL PARTS	SEG. 54	*
LABOR			4.00 RT HOURS		
			TOTAL LABOR	SEG. 54	*
			SEGMENT 54 TOTAL		T

REPAIR GOVERNOR CONTROL LINKAGE					
REPAIR GOVERNOR CONTROL LINKAGE					
REPAIR PROCESS COMMENTS:					
REPLACED GOVERNOR CONTROL CABLE WITH NEW AND INSTALLED NEW ROD ENDS ON CABLE. CONNECTED NEW GOVERNOR CABLE TO CAB AND TO GOVERNOR. DECEL PEDAL WAS MISSING FROM GOVERNOR LINKAGE AT CAB. INSTALLED A NEW DECEL PEDAL. ROUTED CABLE AND INSTALLED P CLIPS AND ZIP TIES AS NEEDED. ADJUSTED GOVERNOR LINKAGE AND CHECKED ENGINE SPEEDS.					
REPAIR PROCESS COMMENTS:					
REPLACED GOVERNOR CONTROL CABLE WITH NEW AND INSTALLED NEW ROD ENDS ON CABLE. CONNECTED NEW GOVERNOR CABLE TO CAB AND TO GOVERNOR. DECEL PEDAL WAS MISSING FROM GOVERNOR LINKAGE AT CAB. INSTALLED A NEW DECEL PEDAL. ROUTED CABLE AND INSTALLED P CLIPS AND ZIP TIES AS NEEDED. ADJUSTED GOVERNOR LINKAGE AND CHECKED ENGINE SPEEDS.					
2	1B-4202		NUT	N	
1	1F-7958		NUT	S	
2	3F-9556		LOCK WASHER	S	
1	3V-1549		NUT	S	
1	4H-2186		TREADLE A	N	
2	7H-3641		ROD-END	S	
1	8D-9974		GASKET	S	
2	8T-9043		BOLT	S	
1	9D-0148		CABLE A	S	
			TOTAL PARTS	SEG. 55	*
LABOR			5.00 RT HOURS		
			TOTAL LABOR	SEG. 55	*
			SEGMENT 55 TOTAL		T

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Quantity	Item	N/R	Description	Unit Price	Extended

REPAIR WIRING					
REPAIR MISC. WIRING					
REPAIR PROCESS COMMENTS:					
REPLACED ALTERNATOR WITH A REMANUFACTURED					
ALTERNATOR. INSTALLED THE REMANUFACTURED					
ALTERNATOR WITH A NEW ALTERNATOR PULLEY.					
REPLACED THE HOUR METER WITH NEW AND INSTALLED					
NEW HOUR METER WITH A FILM SHOWING THE HOURS					
ACCUMULATED ON THE LAST HOUR METER. INSTALLED A					
NEW COOLANT TEMPERATURE GAUGE. INSTALLED A NEW					
VHP SWITCH ON THE TRANSMISSION SPEED SELECTOR					
CABLE HOUSING. INSTALLED A NEW KEY SWITCH IN THE					
CAB. INSTALLED A NEW STARTER RELAY IN THE CAB.					
INSTALLED A NEW MAIN POWER RELAY FOR THE CAB.					
REPLACED THE HEADLIGHT DIMMER SWITCH WITH NEW.					
REPLACED THE BLOWER MOTOR SWITCH WITH NEW.					
REPLACED CAB POWER BREAKER WITH NEW. REPLACED					
VHP BREAKER WITH NEW.					
REPAIR PROCESS COMMENTS:					
REPLACED ALTERNATOR WITH A REMANUFACTURED					
ALTERNATOR. INSTALLED THE REMANUFACTURED					
ALTERNATOR WITH A NEW ALTERNATOR PULLEY.					
REPLACED THE HOUR METER WITH NEW AND INSTALLED					
NEW HOUR METER WITH A FILM SHOWING THE HOURS					
ACCUMULATED ON THE LAST HOUR METER. INSTALLED A					
NEW COOLANT TEMPERATURE GAUGE. INSTALLED A NEW					
VHP SWITCH ON THE TRANSMISSION SPEED SELECTOR					
CABLE HOUSING. INSTALLED A NEW KEY SWITCH IN THE					
CAB. INSTALLED A NEW STARTER RELAY IN THE CAB.					
INSTALLED A NEW MAIN POWER RELAY FOR THE CAB.					
REPLACED THE HEADLIGHT DIMMER SWITCH WITH NEW.					
REPLACED THE BLOWER MOTOR SWITCH WITH NEW.					
REPLACED CAB POWER BREAKER WITH NEW. REPLACED					
VHP BREAKER WITH NEW.					
4	1H-3337		BOLT	S	
1	1W-0613		INDICATOR	S	
2	2G-0988		CAP RUBBER	S	
1	2H-1855		SWITCH	S	
4	3D-5074		NUT	S	
1	3E-8320		PLATE INST	S	
1	3T-2662		BREAKER	S	
1	3T-8730		COVER A	N	
2	4D-8948		CLIP	S	
1	4W-0483		INDICATOR	S	
1	6G-6643		SEAL	N	
2	6G-7134		SPACER	N	
1	6T-3645		BREAKER	S	
2	6V-3507		SEAL	S	
1	7G-9730		LAMP A	N	
2	7H-2976		BULB	S	
2	7N-5876		LAMP	S	
2	7N-7779		SOCKET	S	
2	7N-7780		PIN	S	
1	7N-9737		HOUSING	S	
1	7N-9738		HOUSING	S	
1	8T-3618		FILM	N	
2	8T-8799		BOOT	N	
1	8W-1515		PLATE-INSTRU	N	
1	9F-3099		SWITCH	S	
1	9G-7641		SWITCH G	S	
6	9W-0844		SOCKET	S	
6	9W-0852		PIN	S	
1	9W-1494		METER KIT	S	
2	9X-0023		SWITCH A	S	

Sold To:

Invoice Number: SW000167032

Date: 10/04/12

Account No.:

Ship To:

Invoice Information

WO Number: WM54666
WO Date: 6/21/12
Store: MINNEAPOLIS
Payment Terms: CHARGE
P/O Number:
Ship Via:
Invoice Type: 101010

Make: CATERPILLAR
Model: 140G
Serial: 072V17678
PIN:
Id No: NN669
Cust Unit: 8W
Meter: 2.0

Invoice Summary

Parts: 38,244.71
Labor: 55,043.92
Misc: 4,358.23-
Taxes: .00

Amount Due: \$88,930.40

Invoice Total: 88,930.40

Credit card payments are only accepted at Point of Sale.
A service charge of 1 1/2 % per month will be assessed on all past due accounts.

To ensure proper credit, please detach this portion, at the perforation, and return with remittance.



Account Number:
Invoice Number: SW000167032
Invoice Date: 10/04/12

INVOICE COPY

Amount Due:

\$88,930.40

Amount Enclosed:

Invoice Number: SW000167032

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Quantity	Item	N/R	Description	Unit Price	Extended
<p>MONONA COUNTY MACHINE REBUILD REFERANCE WM54786 AND WM54666 CHARGE OUT TO WM55855 NMP *****</p>					
<p>CLEAN MACHINE CLEAN MACHINE REPAIR PROCESS COMMENTS: WITH INSPECTION DONE ON MACHINE, MACHINE WAS BROUGHT TO STEAM BAY AND THOROUGHLY CLEANED BEFORE REPAIRS WERE MADE. ONCE REPAIRS WERE MADE MACHINE WAS BROUGHT BACK TO STEAM BAY AND STEAMED BEFORE BEING SHIPPED. REPAIR PROCESS COMMENTS: WITH INSPECTION DONE ON MACHINE, MACHINE WAS BROUGHT TO STEAM BAY AND THOROUGHLY CLEANED BEFORE REPAIRS WERE MADE. ONCE REPAIRS WERE MADE MACHINE WAS BROUGHT BACK TO STEAM BAY AND STEAMED BEFORE BEING SHIPPED.</p>					
	LABOR		11.50 RT HOURS		
	TOTAL LABOR		SEG. 00		*
	SEGMENT 00 TOTAL				T

<p>REPLACE WITH CAT REMAN ALTERNATOR REPLACE ALTERNATOR WITH REMAN REPAIR PROCESS COMMENTS: REMOVED ALTERNATOR FROM MACHINE. INSTALLED A REMAN ALTERNATOR WITH A NEW ALTERNATOR PULLEY. REPAIR PROCESS COMMENTS: REMOVED ALTERNATOR FROM MACHINE. INSTALLED A REMAN ALTERNATOR WITH A NEW ALTERNATOR PULLEY.</p>					
1	0R-3668		ALTERNATOR G	S	446.70
1			CORE CHARGE	S	492.30
1-			CORE CREDIT	S	492.30
1	9S-6129		PULLEY	S	263.02
	LABOR		TOTAL PARTS	SEG. 09	*
			2.00 RT HOURS		
	TOTAL LABOR		SEG. 09		*
	SEGMENT 09 TOTAL				T

<p>REMOVE & INSTALL RADIATOR REMOVE ANDINSTALL RADIATOR FROM HARDNOSE REPAIR PROCESS COMMENTS: WITH MACHINE CLEAN AND IN SHOP, PROCESS TO REMOVE RADIATOR BEGAN. COOLANT WAS DRAINED IN CONTAINER NOT MEANT TO BE RE-USED. REMOVED BOTH UPPER AND LOWER RADIATOR TUBES ALONG WITH SMALL ELBOW SECTION OF TUBE ON TOP RADIATOR TUBE. REMOVED HARNES CONNECTION FROM MACHINE FRAME TO REAR LIGHTS. CONNECTED SUITABLE LIFTED DEVISE TO PICK UP HARDNOSE. REMOVED ALL MOUNTING HARDWARE AND REMOVED COOLING PACKAGE FROM MACHINE. WHEN REPAIRS WERE MADE, MOUNTING SURFACE ON FRAME WAS PREPPED. ALL MOUNTING HOLES WERE TAPPED OUT AND SPRAYED WITH KROIL. LIFTED HARDNOSE ONTO MACHINE AND INSTALLED ALL MOUNTING HARDWARE WITH ANTI-SEIZE. CLEANED ALL RADIATOR TUBE SECTIONS AND INSTALLED WITH NEW HOSE SECTIONS AND CLAMPS.</p>					

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Quantity	Item	N/R	Description	Unit Price	Extended
RE-CONNECTED ELECTRICAL TO REAR LIGHTS AND FILLED RADIATOR WITH 11 GALLONS OF CAT ELC. REPAIR PROCESS COMMENTS: WITH MACHINE CLEAN AND IN SHOP, PROCESS TO REMOVE RADIATOR BEGAN. COOLANT WAS DRAINED IN CONTAINER NOT MEANT TO BE RE-USED. REMOVED BOTH UPPER AND LOWER RADIATOR TUBES ALONG WITH SMALL ELBOW SECTION OF TUBE ON TOP RADIATOR TUBE. REMOVED HARNESS CONNECTION FROM MACHINE FRAME TO REAR LIGHTS. CONNECTED SUITABLE LIFTED DEVICE TO PICK UP HARDNOSE. REMOVED ALL MOUNTING HARDWARE AND REMOVED COOLING PACKAGE FROM MACHINE. WHEN REPAIRS WERE MADE, MOUNTING SURFACE ON FRAME WAS PREPPED. ALL MOUNTING HOLES WERE TAPPED OUT AND SPRAYED WITH KROIL. LIFTED HARDNOSE ONTO MACHINE AND INSTALLED ALL MOUNTING HARDWARE WITH ANTI-SEIZE. CLEANED ALL RADIATOR TUBE SECTIONS AND INSTALLED WITH NEW HOSE SECTIONS AND CLAMPS. RE-CONNECTED ELECTRICAL TO REAR LIGHTS AND FILLED RADIATOR WITH 11 GALLONS OF CAT ELC.					
2	5P-0598		CLAMP	S	
22	5P-1262		CM-HOSE STK	S	
1	238-8647		CAT ELC	S	
2	238-8649		COOLANT-ELC	S	
	LABOR		TOTAL PARTS	SEG. 10	*
			14.00 RT HOURS		
			TOTAL LABOR	SEG. 10	*
			SEGMENT 10 TOTAL		T

REPAIR RADIATOR SEND RADIATOR OUT TO BE REPAIRED REPAIR PROCESS COMMENTS: WASHED RADIATOR. STRAPPED RADIATOR TO PALLET AND SENT OUT FOR REPAIR. REPAIR PROCESS COMMENTS: WASHED RADIATOR. STRAPPED RADIATOR TO PALLET AND SENT OUT FOR REPAIR.					
	LABOR		1.00 RT HOURS		
			TOTAL LABOR	SEG. 11	*
			SEGMENT 11 TOTAL		T

REPAIR RADIATOR 1.00					
			REPAIR AS NEEDED		
			TOTAL MISC CHGS	SEG. 12	*
			SEGMENT 12 TOTAL		T

REMOVE & INSTALL AIR DRYER REPLACE BRAKE SYSTEM AIR DRYER, GOVERNOR AND ELEMENT.					
1	6I-1240		GOVERNOR AS	S	
1	8V-9101		DRYER G	S	
1	8W-3087		ELEMENT A	S	
	LABOR		TOTAL PARTS	SEG. 13	*
			3.00 RT HOURS		

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Quantity	Item	N/R	Description	Unit Price	Extended
			TOTAL LABOR	SEG. 13	*
			SEGMENT 13 TOTAL		T

REMOVE & INSTALL ENGINE					
REMOVE AND INSTALL ENGINE					
REPAIR PROCESS COMMENTS:					
WITH MACHINE CLEANED AND BACK IN SHOP ON STANDS,					
HOOD AND ENGINE ACCESS DOORS WERE REMOVED.					
COOLANT WAS DRAINED FROM RADIATOR, ENGINE OIL WAS					
DRAINED AND TRANSMISSION OIL WAS DRAINED.					
RADIATOR WAS REMOVED ALONG WITH AIR TANK, FUEL					
TANK AND TRANSMISSION/DIFF. ALL ELECTRICAL WAS					
REMOVED OFF OF ENGINE ALONG WITH HEATER AND A/C					
HOSES. ONCE ENGINE WAS FREE FROM MACHINE, LOAD					
LEVELER WAS ATTACHED TO ENGINE AND MOUNTING					
HARDWARE WAS REMOVED. ENGINE WAS THE LIFTED OUT					
OF THE MACHINE AND SENT TO SPEC SHOP TO HAVE					
REPAIRS DONE. ONCE REPAIRS WERE MADE TO ENGINE,					
ENGINE WAS SET BACK INTO FRAME WITH LOAD LEVELER.					
MOUNTING BOLTS WERE TORQUED TO BOLT					
SPECIFICATION. ALL ENGINE ELECTRICAL WAS					
P-CLIPPED AND ZIP TIED INTO PROPER LOCATIONS ON					
ENGINE TO MINIMIZE FUTURE WEAR. HEATER HOSES AND					
A/C HOSES WERE ALSO ROUTED WITH P-CLIPS AND ZIP					
TIED INTO POSITION.					
REPAIR PROCESS COMMENTS:					
WITH MACHINE CLEANED AND BACK IN SHOP ON STANDS,					
HOOD AND ENGINE ACCESS DOORS WERE REMOVED.					
COOLANT WAS DRAINED FROM RADIATOR, ENGINE OIL WAS					
DRAINED AND TRANSMISSION OIL WAS DRAINED.					
RADIATOR WAS REMOVED ALONG WITH AIR TANK, FUEL					
TANK AND TRANSMISSION/DIFF. ALL ELECTRICAL WAS					
REMOVED OFF OF ENGINE ALONG WITH HEATER AND A/C					
HOSES. ONCE ENGINE WAS FREE FROM MACHINE, LOAD					
LEVELER WAS ATTACHED TO ENGINE AND MOUNTING					
HARDWARE WAS REMOVED. ENGINE WAS THE LIFTED OUT					
OF THE MACHINE AND SENT TO SPEC SHOP TO HAVE					
REPAIRS DONE. ONCE REPAIRS WERE MADE TO ENGINE,					
ENGINE WAS SET BACK INTO FRAME WITH LOAD LEVELER.					
MOUNTING BOLTS WERE TORQUED TO BOLT					
SPECIFICATION. ALL ENGINE ELECTRICAL WAS					
P-CLIPPED AND ZIP TIED INTO PROPER LOCATIONS ON					
ENGINE TO MINIMIZE FUTURE WEAR. HEATER HOSES AND					
A/C HOSES WERE ALSO ROUTED WITH P-CLIPS AND ZIP					
TIED INTO POSITION.					
4	0L-0478		BOLT	S	
4	0S-1571		CAP SCREW	S	
1	0S-1619		CAP SCREW	S	
21	1F-0750		NUT	S	
2	2A-3398		GASKET	S	
1	2G-4706		HOSE A	S	
1	2N-2766		LOCK NUT	S	
1	2P-0698		HOSE A	N	
1	2T-0676		HOSE A	S	
20	3S-2093		TIE	S	
50	4L-6454		BOLT	S	
2	4S-4455		CLIP	S	
2	5D-1026		CLAMP	S	
2	5M-2894		WASHER	S	
5	6D-4246		CLIP	S	
1	6I-2501		ELEMENT AS	S	
1	6I-2502		ELEMENT AS	S	

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Quantity	Item	N/R	Description	Unit Price	Extended
20	6K-0806		TIE	S	
2	6V-1535		LATCH A	S	
6	7C-4354		CLIP	S	
1	7N-0296		CYLINDER ETH	S	
2	8F-8151		COCK	S	
1	8H-2778		GASKET	S	
1	8N-7140		HOSE A	S	
1	8W-0328		CYL-DAMPER	S	
1	8X-2336		TUBE A	N	
5	9L-1566		SUPPORT	N	
2	9M-1853		MOUNTING	S	
1	9M-2341		ELEMENT A-F	S	
5	9M-8406		CLIP	S	
1	9N-5253		CORD A	S	
1	9X-2205		FILTER KIT	S	
1	9X-8600		SEAL O RING	S	
2	207-3814		WIRE AS.-SPL	S	
2	238-8648		COOLANT-ELC	S	
			TOTAL PARTS	SEG. 20	*
	LABOR		29.50 RT HOURS		
	LABOR		1.00 RT HOURS		
			TOTAL LABOR	SEG. 20	*
1.00			MISC FITTINGS		
			TOTAL MISC CHGS	SEG. 20	*
			SEGMENT 20 TOTAL		T

RECONDITION ENGINE					
MAJOR					
3 YEAR/5000 HOUR WARRANTY. EFFECTIVE: (8/14/2012)					
CUSTOMER MUST PERFORM SCHEDULED MAINTENANCE					
(INCLUDING 500 HR VALVE ADJUSTMENT) AND SCHEDULED					
OIL SAMPLING. SOS MUST BE TAKEN 1 HOUR AFTER					
INSTALLATION AND EVERY 250 HOURS THEREAFTER IN					
ORDER TO VALIDATE WARRANTY. FAILURE TO DO SO MAY					
VOID WARRANTY.					

REPAIR PROCESS COMMENTS:					
DISASSEMBLED ENGINE, CLEANED AND INSPECTED ALL					
PARTS. ASSEMBLED ENGINE AS TO CATERPILLAR					
PROCEDURES WITH ALL NEW GASKETS AND SEALS.					
INSTALLED CRANKSHAFT 7C-6464 (STD /STD) WITH MAIN					
BEARINGS PN#232-3233. INSTALLED CYLINDER PACKS					
PN#0R-4488 ALONG WITH ROD BEARINGS PN#328-5572.					
THE ROD AND MAIN BEARINGS WERE THEN TORQUED.					
INSTALLED THE FRONT GEAR TRAIN ALONG WITH THE					
CAMSHAFT AND LIFTERS. THE FRONT AND REAR HOUSINGS					
WERE INSTALLED ALONG WITH DAMPER AND FLYWHEEL.					
THE CYLINDER HEAD WAS INSTALLED AS WERE THE PUSH					
TUBES AND ROCKER SHAFT ASSEMBLIES. THE VALVES					
WERE ADJUSTED 0.015"IN. 0.025"EX. INSTALLED OIL					
PUMP, OIL PAN, WATER PUMP, EXHAUST MANIFOLD,					
INTAKE MANIFOLD AND TURBO. INSTALLED THE ENGINE					
OIL COOLER ASSEMBLY PN#7N-0165. INSTALLED FUEL					
PUMP ALONG WITH 6 NOZZLES PN#8N-7005. THE ENGINE					
WAS DYNAMOMETER TESTED TO VERIFY PERFORMANCE AND					
FACILITATE PROPER BREAK IN. THE ENGINE PRODUCED					
194HP @ 2192 RPM. HP SPEC IS 192HP @ 2200RPM.					
THE ENGINE WAS ACCESSORIZED AND PAINTED.					
TAK.					
1	OR-0920		PUMP G OIL	S5	

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Quantity	Item	N/R	Description	Unit Price	Extended
1			CORE CHARGE	S5	
1-			CORE CREDIT	S5	
6	OR-4488		CYL KIT	S5	
6			CORE CHARGE	S5	
6-			CORE CREDIT	S5	
1	OR-5811		REB TURBO G	N5	
1			CORE CHARGE	N5	
1-			CORE CREDIT	N5	
1	OR-8256		COMPRESOR GP	S5	
1			CORE CHARGE	S5	
1-			CORE CREDIT	S5	
3	OS-1571		CAP SCREW	S5	
12	1B-4203		NUT	S5	
1	1B-4971		SPACER	S5	
15	1B-5355		NUT	N5	
1	1M-7643		SPACER	S5	
1	1N-4102		HOSE	S5	
2	1P-1367		PLUNGER	S5	
1	1R-0750		FILTER AS	S5	
1	1R-1807		LUBE FILTER	S5	
4	1S-5440		DOWEL	S5	
1	1W-1219		TRUNNION A	N5	
1	1W-5912		TAPPET A	S5	
6	1W-6541		PLUNGER A	S5	
1	1W-6810		PIPE	S5	
2	2M-2488		STUD	S5	
2	2M-4108		GASKET	S5	
24	2N-2766		LOCK NUT	S5	
1	2P-0220		GASKET	S5	
1	2P-2547		TUBE A	S5	
1	2P-2697		TUBE A	S5	
1	2P-9632		DAMPER A	N5	
1	2S-7905		PLUG	S5	
1	2S-8398		SPRING	S5	
1	2W-5240		PIPE	N5	
1	2W-9162		BREATHER A	S5	
1	3E-2026		SWITCH AS	S5	
1	3E-2026		SWITCH AS	S5	
2	3K-8460		PLUG	S5	
2	4B-3938		PLUG	S5	
1	4D-2560		UNION	N5	
1	4J-2667		BEARING	S5	
2	4J-7533		SEAL O RING	S5	
1	4N-0432		BEARING	S5	
1	4N-3841		GASKET	S5	
1	4N-9216		HOSE	S5	
1	4P-9383		LINE AS	S5	
6	4P-9832		LIFTER AS	S5	
1	4W-1309		HOSE A	N5	
1	5F-3106		SEAL	S5	
1	5F-5434		VENT A	S5	
1	5F-9144		SEAL	S5	
1	5L-8855		RING	S5	
20	5M-2894		WASHER	S5	
2	5P-0597		CLAMP	S5	
1	5P-4443		SLEEVE	S5	
1	5P-4448		NUT	S5	
2	5P-8118		RING	S5	
2	5S-6051		GASKET	S5	
1	5T-3475		SHAFT	S5	
1	6H-9691		RING	S5	
1	6I-1240		GOVERNOR AS	S5	
1	6I-2842		CAMSHAFT	N5	
1	6K-8179		CLIP	S5	
1	6N-0009		RING	S5	

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Quantity	Item	N/R	Description	Unit Price	Extended
1	6N-2985		CAP A OIL	S5	
1	6N-5926		SENDER-TEMP	S5	
12	6N-7174		SHIELD-OIL	S5	
1	6N-9995		ATOMIZER A	S5	
1	6V-2982		KIT GASKET	S5	
3	7E-2464		VALVE AS	S5	
1	7E-2681		PLATE	S5	
1	7E-3667		SPACER	S5	
2	7E-4892		RACE	S5	
1	7E-5346		VALVE G	S5	
1	7K-2135		BEARING	S5	
1	7L-3326		BEARING	S5	
2	7L-6443		BOLT	S5	
4	7M-4046		BEARING	S5	
1	7M-7219		BEARING	S5	
4	7N-7264		WEIGHT	S5	
1	7N-7970		BEARING	S5	
1	7N-8421		RING	S5	
2	7N-8821		RING	S5	
10	7S-6719		STUD	S5	
1	7W-0250		SLEEVE	S5	
1	7W-4272		NUT SELF SEL	S5	
1	8C-3445		CAP DUST	S5	
1	8C-3446		VALVE	S5	
1	8D-9974		GASKET	S5	
1	8H-2046		SEAL-O-RING	S5	
2	8M-3182		SPRING	S5	
11	8M-7145		WASHER	S5	
1	8N-4110		BEARING	S5	
1	8N-4485		VALVE A	S5	
6	8N-7005		NOZZLE A	S5	
1	8N-9594		SPRING	S5	
2	8T-0328		WASHER	S5	
2	8T-4984		CLAMP	S5	
2	8T-6757		PLUG	S5	
6	8T-8730		SOCKET-CONNE	S5	
6	9F-2247		PLUG	S5	
1	9F-4337		WIRE A	S5	
12	9H-1110		WASHER	S5	
2	9H-1112		SPRING	S5	
2	9H-1113		RING	S5	
2	9L-2295		BOLT	S5	
2	9M-2904		CLAMP	S5	
1	9M-6527		WASHER	S5	
2	9M-9886		WASHER	S5	
1	9N-3040		HOSE A	N5	
1	9W-0275		ADAPTER	N5	
1	9Y-6860		GASKET	S5	
2	100-3652		THRUST-PLATE	S5	
1	104-9258		SOLENOID A	S5	
1	107-0616		SWITCH AS	S5	
1	111-8010		REGULATOR	S5	
3	114-2687		SEAL-O-RING	S5	
1	115-8244		GASKET KIT	S5	
1	120-8998		GASKET KIT	S5	
1	121-0178		PLATE INFO	S5	
1	130-1950		GASKET KIT	S5	
1	131-6645		HOSE	S5	
1	146-3135		TUBE	S5	
6	148-7425		GUIDE-VALVE	S5	
6	148-7455		VALVE-EXH	S5	
3	155-2270		PLUG KIT	S5	
1	170-0567		REBUILD KIT	S5	
1	187-0605		GASKET KIT	S5	
1	195-0302		BEARING-SLEE	S5	

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Quantity	Item	N/R	Description	Unit Price	Extended
1	196-9988		BEARING-SLEE	S5	
1	203-3220		SWITCH AS-TE	S5	
1	203-3222		SWITCH AS-TE	S5	
7	232-3233		BEARING-MAIN	S5	
1	261-0899		MANIFOLD-CLA	S5	
6	328-5572		BEARING-ROD	S5	
1	SOS001		SOS 1 PACK	S5	
F/R ALL					*
SEGMENT 21 TOTAL					T

EXTRA PARTS/LABOR/MIS FOR ENGINE					
THIS SEGMENT IS FOR PARTS NOT INCLUDED IN THE					
GUARANTEED PRICE REPAIR OPTION					

CAUSE OF FAILURE:					
ENGINE MOF. STARTER.					
RESULTANT DAMAGE:					
10R-0399 REMAN STARTER, 9F-4337 WIRE.					
REPAIR PROCESS COMMENTS:					
INSPECTED STARTER. THIS MACHINE IS IN FOR A					
CERTIFIED REBUILD. CERTIFIED REBUILDS RECEIVE					
REMAN STARTERS. REPLACED STARTER WITH REMAN					
STARTER LISTED ABOVE. REPLACED THE GROUND WIRE					
WITH THE WIRE LISTED ABOVE TAK.					
1	10R-0399		MOTOR GP ELE	S	
1			CORE CHARGE	S	
1-			CORE CREDIT	S	
LABOR					
			TOTAL PARTS	SEG. 22	*
			0.50 RT HOURS		
			TOTAL LABOR	SEG. 22	*
SEGMENT 22 TOTAL					T

REPAIR FAN DRIVE					
REPAIR FAN DRIVE					
REPAIR PROCESS COMMENTS:					
WITH FAN ASSEMBLY OUT OF MACHINE AND ON WORKBENCH,					
BEARINGS AND SEALS WERE REMOVED FROM HUB. ALL					
PARTS WERE POLISHED AND CLEANED THOROUGHLY IN					
STEAM BAY. ONCE ALL PARTS WERE DRIED, NEW					
BEARINGS WERE PACKED AND RE-INSTALLED INTO HUB.					
NEW FAN HUB SEAL WAS INSTALLED. ONCE FAN					
ASSEMBLY WAS BACK IN MACHINE, FAN GREASE LINE AND					
FITTING WERE REMOVED. GREASE LINE WAS CLEANED					
OUT AND RE-INSTALLED. NEW GREASE FITTING WAS					
INSTALLED AND FAN WAS PUMPED WITH HIGH SPEED					
BEARING GREASE.					
REPAIR PROCESS COMMENTS:					
WITH FAN ASSEMBLY OUT OF MACHINE AND ON WORKBENCH,					
BEARINGS AND SEALS WERE REMOVED FROM HUB. ALL					
PARTS WERE POLISHED AND CLEANED THOROUGHLY IN					
STEAM BAY. ONCE ALL PARTS WERE DRIED, NEW					
BEARINGS WERE PACKED AND RE-INSTALLED INTO HUB.					
NEW FAN HUB SEAL WAS INSTALLED. ONCE FAN					
ASSEMBLY WAS BACK IN MACHINE, FAN GREASE LINE AND					
FITTING WERE REMOVED. GREASE LINE WAS CLEANED					
OUT AND RE-INSTALLED. NEW GREASE FITTING WAS					
INSTALLED AND FAN WAS PUMPED WITH HIGH SPEED					
BEARING GREASE.					

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Quantity	Item	N/R	Description	Unit Price	Extended
1	3L-1425		BEARING	S	
1	5S-2106		SEAL	S	
1	7M-4702		VEE BELT SET	S	
1	8H-9789		BEARING	S	
			TOTAL PARTS	SEG. 26	*
LABOR			4.00 RT HOURS		
			TOTAL LABOR	SEG. 26	*
			SEGMENT 26 TOTAL		T

REPLACE HEATER HOSE/LINES					
REPLACE HEATER HOSES					
REPAIR PROCESS COMMENTS:					
REMOVED OLD HEATER HOSES FROM ENGINE. REMOVED					
SEAT, SUSPENSION, AND HEATER PANELS FROM CAB TO					
GAIN ACCESS TO HEATER HOSES. REPLACED SHORT					
SECTIONS OF HEATER HOSE AT THE HEATER CORE WITH					
NEW AND INSTALLED THEM WITH NEW CLAMPS.					
INSTALLED NEW HEATER LINE SHUT OFF VALVES ON THE					
ENGINE. ROUTED NEW HEATER HOSES FROM THE CAB TO					
THE ENGINE. INSTALLED P-CLIPS AND ZIP TIES AS					
NEEDED. CONNECTED HEATER HOSES TO CAB AND ENGINE					
WITH NEW CLAMPS.					
REPAIR PROCESS COMMENTS:					
REMOVED OLD HEATER HOSES FROM ENGINE. REMOVED					
SEAT, SUSPENSION, AND HEATER PANELS FROM CAB TO					
GAIN ACCESS TO HEATER HOSES. REPLACED SHORT					
SECTIONS OF HEATER HOSE AT THE HEATER CORE WITH					
NEW AND INSTALLED THEM WITH NEW CLAMPS.					
INSTALLED NEW HEATER LINE SHUT OFF VALVES ON THE					
ENGINE. ROUTED NEW HEATER HOSES FROM THE CAB TO					
THE ENGINE. INSTALLED P-CLIPS AND ZIP TIES AS					
NEEDED. CONNECTED HEATER HOSES TO CAB AND ENGINE					
WITH NEW CLAMPS.					
3	4S-1962		CLIP	S	
4	5D-1026		CLAMP	S	
8	5P-0598		CLAMP	S	
26	5P-1262		CM-HOSE STK	S	
1	6D-1641		CLIP	S	
1050	6V-5651		CM HOSE STK	S	
1	112-2903		VALVE AS	S	
1	117-3600		BRACKET	S	
4	119-5026		SCREW	S	
24	371-8949		CM HOSE BULK	S	
			TOTAL PARTS	SEG. 27	*
LABOR			8.00 RT HOURS		
			TOTAL LABOR	SEG. 27	*
			SEGMENT 27 TOTAL		T

REMOVE & INSTALL POWERSHIFT TRANSMISSION					
REMOVE AND INSTALL TRANSMISSION					
REPAIR PROCESS COMMENTS:					
THE COOLING PACKAGE WAS ALREADY REMOVED.					
DISCONNECTED LINES FROM AIR TANK AND REMOVED AIR					
TANK FROM MACHINE. REMOVED REAR WING POST AND					
REAR BUMPER FROM MACHINE. DISCONNECTED					
ELECTRICAL FROM ALTERNATOR AND REMOVED FAN DRIVE					
AND ALTERNATOR FROM MACHINE. DISCONNECTED					

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Quantity	Item	N/R	Description	Unit Price	Extended
			<p>ELECTRICAL AND AIR CONDITIONER LINES FROM FUEL TANK. DISCONNECTED FUEL LINES FROM FUEL TANK. REMOVED FUEL TANK FROM MACHINE. AXLES WERE ALREADY REMOVED WHEN TANDEMERS WERE REMOVED. DISCONNECTED TRANSMISSION SHIFT AND MANUAL MODULATION CABLES FROM TRANSMISSION. REMOVED PARKING BRAKE CHAMBER AND BRACKET FROM TRANSMISSION. DISMOUNTED RIPPER LOCK VALVE FROM REAR OF TRANSMISSION. 140G TRANS LIFTING BRACKET WAS INSTALLED ON TOP OF TRANSMISSION. HARDWARE WAS REMOVED MATING TRANS AND ENGINE. WITH HARDWARE REMOVED, TRANS AND DIFF WERE LIFTED OUT OF MACHINE. CLEANED TRANSMISSION CASE. REMOVED TRANSMISSION DIP STICK AND FILL TUBE. CLEANED TRANSMISSION DIP STICK AND FILL TUBE AND INSTALLED WITH NEW GASKETS AND SEALS. ONCE TRANS AND DIFFERENTIAL WERE REPAIRED, LIFTING BRACKET WAS RE-INSTALLED ONTO TRANS AND TRANS AND DIFF WERE RE-INSTALLED BACK INTO MACHINE WITH A NEW MOUNTING SEAL. INSTALLED PARKING BRAKE CHAMBER ONTO TRANSMISSION AND ADJUSTED LINKAGE. CLEANED TRANSMISSION SHIFT AND MANUAL MODULATION CABLES AND INSTALLED ONTO TRANSMISSION WITH NEW SEALS. INSTALLED FUEL TANK ONTO MACHINE AND CONNECTED FUEL LINES, A.C. LINES, AND ELECTRICAL. INSTALLED FAN AND ALTERNATOR ASSEMBLY AND CONNECTED WIRING TO ALTERNATOR. INSTALLED AIR TANK AND CONNECTED AIR LINES. MOUNTED RIPPER LOCK VALVE ONTO REAR OF TRANSMISSION. INSTALLED REAR BUMPER AND WING POST ONTO MACHINE. WITH MACHINE RUNNING THE SHIFT LINKAGE AND MANUAL MODULATION LINKAGE WERE ADJUSTED.</p> <p>REPAIR PROCESS COMMENTS:</p> <p>THE COOLING PACKAGE WAS ALREADY REMOVED. DISCONNECTED LINES FROM AIR TANK AND REMOVED AIR TANK FROM MACHINE. REMOVED REAR WING POST AND REAR BUMPER FROM MACHINE. DISCONNECTED ELECTRICAL FROM ALTERNATOR AND REMOVED FAN DRIVE AND ALTERNATOR FROM MACHINE. DISCONNECTED ELECTRICAL AND AIR CONDITIONER LINES FROM FUEL TANK. DISCONNECTED FUEL LINES FROM FUEL TANK. REMOVED FUEL TANK FROM MACHINE. AXLES WERE ALREADY REMOVED WHEN TANDEMERS WERE REMOVED. DISCONNECTED TRANSMISSION SHIFT AND MANUAL MODULATION CABLES FROM TRANSMISSION. REMOVED PARKING BRAKE CHAMBER AND BRACKET FROM TRANSMISSION. DISMOUNTED RIPPER LOCK VALVE FROM REAR OF TRANSMISSION. 140G TRANS LIFTING BRACKET WAS INSTALLED ON TOP OF TRANSMISSION. HARDWARE WAS REMOVED MATING TRANS AND ENGINE. WITH HARDWARE REMOVED, TRANS AND DIFF WERE LIFTED OUT OF MACHINE. CLEANED TRANSMISSION CASE. REMOVED TRANSMISSION DIP STICK AND FILL TUBE. CLEANED TRANSMISSION DIP STICK AND FILL TUBE AND INSTALLED WITH NEW GASKETS AND SEALS. ONCE TRANS AND DIFFERENTIAL WERE REPAIRED, LIFTING BRACKET WAS RE-INSTALLED ONTO TRANS AND TRANS AND DIFF WERE RE-INSTALLED BACK INTO MACHINE WITH A NEW MOUNTING SEAL. INSTALLED PARKING BRAKE CHAMBER ONTO TRANSMISSION AND ADJUSTED LINKAGE. CLEANED TRANSMISSION SHIFT AND MANUAL MODULATION CABLES AND INSTALLED ONTO TRANSMISSION WITH NEW SEALS. INSTALLED FUEL TANK ONTO MACHINE AND CONNECTED FUEL LINES, A.C. LINES, AND ELECTRICAL. INSTALLED FAN AND ALTERNATOR ASSEMBLY AND</p>		