

Invoice Date		05-31-19
Invoice Number	Amount	
SS000038333	11,086.97	

TO VIEW AND PAY ONLINE	
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SS000038333	05-31-19				00	G	068	2	1 of 7
PSO/WO. NO.	DOC. DATE	PG	LC	MC	SHIP VIA			INV. SEQ. NUMBER	
0084326	04-09-19	1G	1G	1G				1198935	
MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER		METER READING	MACH ID.NO	
AA	CS563	C8XF01068			1405		3134.0	94-N068	
QUANTITY	ITEM	N/R	DESCRIPTION			UNIT PRICE		EXTENSION	

CUSTOMER CONCERN FRONT DRUM LOCKS UP.

#### TROUBLESHOOT MACHINE

COMPLAINT: DRUM LOCKING UP WHILE DRIVING.

CAUSE: CUSTOMER SAYS MACHINE LOCKS UP AFTER USING IT FOR A WHILE.

CORRECTION: WENT AND TEST RAN MACHINE IN THE DIRT PILE MACHINE SEEMED TO OPERATE NORMALLY FOR ABOUT 30-45 MINS THEN STARTED INTERMITTENTLY LOCKING UP THE FRONT DRUM AND THE REAR WHEELS WOULD TRY TO PUSH THE MACHINE. HAD TO LET MACHINE SIT FOR A LITTLE BIT TO GET MACHINE TO RELEASE. GOT MACHINE BACK TO THE SHOP AFTER IT LOCKED UP SEVERAL TIMES MORE SEEMED LIKE PARK BRAKE WAS SETTING AND LOCKING UP MACHINE AND THEN ONCE PRESSURE BLED OFF MACHINE WOULD MOVE MORE. CHECKED PARK BRAKE RELEASE PRESSURE FOUND IT WAS PRESSURING UP TO ABOUT 450 PSI AND STAYING THERE. OPENED UP THE OUTER CAP OF THE MOTOR AND RELEASED THE BRAKES AND FOUND THAT OIL STARTED RUNNING OUT THE CAP WHEN IT TRIED TO RELEASE THE BRAKES LIKE IT WAS PASSING PAST THE PISTON SEAL FOR THE PARK BRAKE. HOOKED UP A MANUAL HAND PUMP AND GAUGE TO VERIFY. PUMPED UP GOT BRAKE TO RELEASE BUT COULDN'T BUILD MUCH OVER 150PSI AND WOULD BLEED DOWN VERY QUICKLY AND WOULD LEAK OUT OF THE PLUG IN THE OUTSIDE OF THE MOTOR. NEED TO REMOVE DRIVE MOTOR AND BRAKE ASSEMBLY AND HAVE IT SENT OUT FOR REPAIR.

SHOP LABOR



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0064326	04-09-19	1G	1G	1G			1198935	
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AA	CS563	08XF0105E			1405	3134.0	94-N068	
QUANTITY	ITEM	N/R	DESCRIPTION			UNIT PRICE	EXTENSION	

TOTAL LABOR SEG. 01  
SEGMENT 01 TOTAL

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REMOVE & INSTALL PUMP DRIVE, DRIVE GEAR  
COMPLAINT: REMOVE AND INSTALL DRUM DRIVE MOTOR.  
CAUSE: THE DRUM DRIVE MOTOR NEEDED TO BE REMOVED  
IN ORDER TO BE ABLE TO RECONDITION IT DUE TO THE  
BRAKES LEAKING INTO THE FINAL. THE BRAKES LEAKING  
INTO THE FINAL WOULD CAUSE THE DRUM TO LOCK UP AND  
NOT WANT TO DRIVE IN EITHER DIRECTION.  
COMPLICATION: SQUARE TUBING NEEDED TO BE WELDED TO  
THE MACHINE SO THAT IT WOULD NOT ALLOW THE MACHINE  
TO ARTICULATE ONCE THE FRONT OF THE MACHINE WAS  
OFF THE GROUND. THE PIN THAT IS NORMALLY USED TO  
PREVENT THE ARTICULATION OF THE MACHINE WAS SEIZED  
IN IT BORE AND COULD NOT BE REMOVED FOR USE.  
CORRECTION: THE MACHINE WAS BROUGHT INTO THE SHOP  
AND LOCKED OUT AND TAGGED OUT. THE FRONT OF THE  
MACHINE WAS LIFTED SLIGHTLY OFF THE GROUND TO  
ALLOW THE REMOVAL OF THE DRUM FROM THE MACHINE. A  
BRACE WAS PUT ON THE BACK OF THE MACHINE TO  
PREVENT THE MACHINE FROM TILTING BACK ONCE THE  
DRUM WAS REMOVED FROM THE MACHINE. THE HYDRAULIC  
LINES AND ELECTRICAL CONNECTORS ON BOTH THE  
VIBRATORY MOTOR AND THE PROPEL MOTOR ON THE DRUM  
WERE DISCONNECTED TO ALLOW FOR THE REMOVAL OF THE  
DRUM. THE WATER TANK, TOP BRACE AND FRONT BRACE OF  
THE MACHINE WERE REMOVED FROM THE MACHINE TO BE



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QUANTITY	ITEM	N/R			DESCRIPTION		UNIT PRICE	EXTENSION	

ABLE TO REMOVE THE DRUM. CHAINS WERE CONNECTED TO THE DRUM AND THE LAST FOUR MOUNTING BOLTS FOR THE DRUM WERE REMOVED. THE DRUM WAS CAREFULLY REMOVED FROM THE MACHINE. THE DRUM DRIVE MOTOR WAS REMOVED FROM THE DRUM AND SENT FOR RECONDITION. ONCE THE DRUM DRIVE MOTOR WAS BACK, THE DRIVE MOTOR WAS MOUNTED TO THE DRUM AND TORQUED. THE DRUM WAS INSTALLED ONTO THE MACHINE CAREFULLY. THE MOUNTING BOLTS FOR THE DRUM WERE INSTALLED AND TORQUED. THE HYDRAULIC LINES AND ELECTRICAL CONNECTORS WERE INSTALLED ON BOTH SIDES OF THE DRUM. THE FINAL WAS FILLED TO SPEC. THE WATER TANK. TOP BRACE AND FRONT BRACE OF THE MACHINE WERE INSTALLED ONTO THE MACHINE. THE MACHINE WAS LOWERED BACK TO THE GROUND AND THE HYDRAULIC TANK WAS FILLED TO SPEC. THE MACHINE WAS STARTED AND CHECKED FOR LEAKS AND THERE ARE NO LEAKS AT THIS TIME. THE OPERATION OF THE MACHINE WAS CHECKED AND THE MACHINE OPERATES AS IT SHOULD. THE MACHINE IS READY FOR SERVICE.

1	9X6185	GEAR-85W140 5G	S
6	0S-1618	CAP SCREW	S
2	2K-4973	NUT	S
4	3E-9862	LOCKNUT	S
8	5P-8248	WASHER	S
8	6B-6682	NUT	S
2	8C-8842	BOLT	S
6	9M-1974	WASHER	S
10	9S-8752	NUT	S



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TOTAL PARTS SEG. 02  
SHOP STD JOB  
TOTAL LABOR SEG. 02  
SEGMENT 02 TOTAL

RECONDITION ENGINE & PUMP DRIVE

COMPLAINT: NEED TO INSPECT AND REPAIR MOTOR FOR THE PROPEL DRUM

CAUSE: THE DRUM STOPS WORKING AFTER THE MACHINE IS WARMED UP, AND THE OIL IS HOT.

COMPLICATION: THE MOTOR HAD BOLTS THAT HAD BEEN TAKEN LOOSE, AND WERE RUSTED IN THE MOTOR. I COULD TELL WHERE SOMEONE HAD TRIED TO REMOVE THE MOTOR BRACKET BOLTS, AND PUT THEM BACK IN BECAUSE THEY COULD NOT GET THE HOSE ADAPTERS OFF THE MOTOR. THE ADAPTERS HAD TO BE REMOVED, AND RESEALED, THEY HAD BEEN DISTURBED, AND WOULD LEAK IF THEY WERE NOT RESEALED.

THE BOLTS FOR THE SPEED SPOOL WERE RUSTED TO THE POINT THE HEADS WERE GONE. 4 OF THE BOLTS IN THE LINE ADAPTERS HAD TO BE DRILLED OUT, AND THEN THE STUDS REMOVED AFTER THE ADAPTER WAS REMOVED. THE FITTINGS IN THE ADAPTERS WERE CORRODED SO BAD THEY WOULD LEAK IF THEY WERE USED AGAIN. THE HOSES NEEDED TO BE REPLACED FROM THE LINE ADAPTERS TO THE VALVE, THEY WERE REALLY HARD AND BRITTLE. THE SERVICE INFORMATION SHOWS 16 PLATES, AND 16 DISKS IN THE BRAKES, IT ALSO SHOWS STACK HEIGHTS



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FOR ALL OF THE DISKS THAT ARE NOT CONSISTENT WITH 16 DISKS, I REMOVED 21 DISKS, AND 22 PLATES FROM THE MOTOR. I SET THE END PLAY OF THE BRAKE DISKS USING THE ORIGINAL SHIM AMOUNT, AND THE QUANTITY OF DISKS, AND PLATES THAT CAME IN THE BRAKE KIT CORRECTION: THE MOTOR WAS WASHED, AND THEN THE BRAKE SECTION WAS REMOVED, I FOUND THE BRAKE DISKS, AND PLATES TO BE HOT, AND DAMAGED. THE CAP FOR THE SPEED SELECTOR WAS VERY RUSTY, AND THE BOLT HEADS WERE RUSTED TO THE POINT THEY WERE NO LONGER CLAMPING THE CAP ON. THE CAP CAN NOT BE REMOVED WITHOUT TAKING THE BRAKE HOUSING OFF, NOW IS THE TIME TO REPAIR THE CAP, AND BOLTS. SOME OF THE BOLTS IN THE LINE ADAPTERS WERE LOOSE, AND THE OTHERS WERE STRIPPED, OR RUSTED TO THE ADAPTERS. I HAD TO DRILL 4 OF THE BOLTS IN THE ADAPTERS, AND DRILL ALL 4 BOLTS IN THE CAP. I CLEANED ALL OF THE PARTS, AND SMOOTHED, AND POLISHED THE BRAKE SHAFT SEAL AREA. I INSTALLED A NEW SEAL FOR THE BRAKE SHAFT, INSTALLED THE HOUSING WITH NEW SEALS, AND INSTALLED THE BRAKES, AND DISKS. THE SPRINGS WERE INSTALLED, AND THEN THE COVER. I TESTED THE BRAKES WITH A DIAL INDICATOR IN THE EMERGENCY RELEASE HOLE, AND FOUND THE BRAKE PISTON TO MOVE .030 AT 500 PSI. THIS SHOWS THE BRAKES ARE RELEASING, AND THE SEALS ARE HOLDING ON THE BRAKE SHAFT, AND ON THE PISTON. THE LINE ADAPTERS WERE MEDIA BLASTED, AND THEN PAINTED TO PREVENT FURTHER CORROSION, THE



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90 FITTINGS WERE INSTALLED WITH NEW SEALS, AND THE NEW LINES WERE INSTALLED. THE ADAPTERS WERE PAINTED AGAIN, AND THE MOTOR IS READY TO BE INSTALLED BACK ON THE MACHINE.

1	7R3550	CAP	N
2	1G-3515	SEAL O RING	S
-2	1G-3515	SEAL O RING	N
5	3J-1907	SEAL	S
2	3K-6060	NUT	S
-2	3K-6060	NUT	S
1	4H-6520	RING	S
2	4J-0520	SEAL-O-RING	S
5	6V-8397	SEAL	S
2	6V-8636	CONNECTOR	S
-2	6V-8636	CONNECTOR	S
2	6V-8724	ELBOW	S
1	7R-3559	RING BACKUP	S
-1	7R-3559	RING BACKUP	N
8	8T-0273	BOLT	S
2	8T-4149	ELBOW	S
4	8T-4896	WASHER	S
-4	8T-4896	WASHER	S
2	8T-7008	BOLT	S
-2	8T-7008	BOLT	S
1	104-5352	SEAL BRAKE	N
1	110-5288	HOSE A	N
1	110-5290	HOSE A	N
1	112-2380	BRAKE KIT	N



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1	160-5267		O-RING	S					
4	191-8921		BOLT-SOCKET	S					
1	204-7140		HOSE AS.	N					
			TOTAL PARTS		SEG. 03				
			SHOP STD JOB						
			TOTAL LABOR		SEG. 03				
2			EXPEDITE CHRG						
1			FED EX						
1			UPS GROUND						
			TOTAL MISC CHGS		SEG. 03				
			SEGMENT 03 TOTAL						

TEST AFTER REPAIR MACHINE

COMPLAINT: POST INSPECT MACHINE.

CAUSE: MACHINE CAME IN FOR BRAKES LOCKING UP.

CORRECTION: MACHINE IS POST REPAIR INSPECTED AND  
INSPECTION IS ATTACHED TO THE SEGMENT HEADER.

F/R LBR

SEGMENT 98 TOTAL

10% OFF AT PARTS.CAT.COM - USE PROMO CODE FOLEY19 AT CHECKOUT. VALID  
MAY 1-31.

THANK YOU FOR YOUR BUSINESS



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RETURN PARTS ARE SUBJECT TO FOLEY EQUIPMENT COMPANY RETURN POLICY AVAILABLE  
AT EACH FOLEY FACILITY.

TERMS ON APPROVED CHARGE ACCOUNTS:

PAYMENT IS DUE WITHIN 30 DAYS OF THE INVOICE DATE. ANY PAST DUE BALANCE WILL BE  
SUBJECT TO INTEREST CHARGES AT THE RATE OF 1.5% PER MONTH (18% PER ANNUM)  
PAYMENT BY CREDIT CARD MAY BE SUBJECT TO SURCHARGE AS ALLOWED BY LAW

ALL EQUIPMENT, PARTS OR SERVICES PROVIDED UNDER THIS INVOICE WERE DONE IN  
ACCORDANCE WITH FOLEY'S STANDARD TERMS OF SALE AND NO OTHER TERMS AND  
CONDITIONS SHALL APPLY UNLESS SIGNED IN WRITING BY AN AUTHORIZED  
REPRESENTATIVE OF FOLEY.

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CUSTOMER INVOICE

PAY THIS  
AMOUNT

11,086.97 USD