

STOMER ORIGINAL INVOICE

Remit To: _____

SOLD TO:

SHIP TO:

0000516 0000516-005 0000241 0001037 1R 1130

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INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
	11-30-12	4131350			T			1
PSO/WO NUMBER	DOC. DATE	PC	LC	MC	SHIP VIA			
	10-25-12	10	12	10				
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH. ID NO.	
AA	C15	ONXS08555		48	703385.			
QUANTITY	ITEM	N/R	DESCRIPTION		UNIT PRICE		EXTENSION	
IN-FRAME OVERHAUL ENGINE								
<p>COMPLAINT:: HIGH OIL CONSUMPTION CAUSE:: PISTON RINGS LOST TENSION CORRECTION:: MOVED THE TRACTOR INTO THE SHOP. THE ENGINE WAS SMOKING. MADE A PRINT OUT OF THE ECM INFORMATION. REMOVED THE CHARGE AIR PIPING AND FOUND A LARGE AMOUNT OF SOOT AND DEBRIS IN THE COOLER. FOUND DEBRIS IN THE INTAKE MANIFOLD FOR THE CYLINDER HEAD. THE TWO TURBOCHARGERS HAD OIL RUNNING OUT OF THE INTAKE AND EXHAUST SNAILS. REMOVED TEH INTAKE AND EXHAUST SYSTEMS AND FOUND THAT OIL WAS ALSO COMING OUT OF THE EXHAUST PORTS. DRAINED THE COOLANT FROM THE ENGINE. REMOVED THE AIR CLEANERS AND FOUND A LARGE AMOUNT OF DIRT IN THE FILTERS AND THE HOUSINGS. THE DIRT HAD BEEN GETTING INTO THE ENGINE. REMOVED THE VALVE COVERS IVAS, INJECTORS, HOSES, PIPES, HARNESS'S AND THE ENGINE CYLINDER HEAD. AFTER INSPECTING THE ENGINE CYLINDER PACKS FOR DAMAGE, FOUND LARGE GROVES AND SCORE MARKS ON THE LINERS. SEVERAL OF THE ROCKER ARMS WERE PITTED AND THE THE CAM LOBES HAD DAMAGE FROM THE DEBRIS. REMOVED THE ENGINE OIL AND PULLED THE OIL PAN, PICK UP TUBE AND THE OIL PUMP. PULLED DOWN A ROD BEARING AND MAIN BEARING AND FOUND THAT THE BEARINGS HAD BEEN DMAGED BY THE DEBRIS. MADE UP A QUOTE--AFTER RECIEVING APPROVAL TO MAKE THE NEEDED REPAIRS.--COMPLETED THE TEAR</p>								
PLEASE PAY THIS AMOUNT					CONT'D			
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<p>DOWN ONF THE ENGINE. REMOVED THE CHARGE AIR COOLER AND CLEANED THE DEBRIS FROM THE INSIDE. REINSTALLED THE COOLER. CLEANED THE BLOCK AND THE PARTS. INSPECTED THE BLOCK AND PARTS, NO CRACKS WERE FOUND. ROLLED IN NEW ROD AND MAIN BEARINGS. THE CRANKSHAFT THRUST WAS WITHIN THE FACTORY SPECIFICATIONS. INSTALLED THE SIX NEW CYLINDER PACKS. SWAPPED OVER THE CYLINDER HEAD TO THE REMAN. INSTALLED THE HEAD USING NEW HEAD BOLTS. REPLACED THE CAMSHAFT WITH A REMAN, REPLACED THE ROCKER ARMS AS NEEDED. REASSEMBLED THE ENGINE. ADJUSTED THE OVERHEAD. REPLACED THE FILTERS AS NEEDED. INSTALLED NEW REGULATORS, WATER PUMP, OIL PUMP AND SIX INJECTORS. INSTALLED FRESH OIL AND CO OLANT. PRIMED THE FUEL SYSTEM AND PRESSURE TESTED THE COOLING, NO LEAKS WERE FOUND. WARMED THE ENGINE UP TO THE OPERATING TEMPERATURE, NO LEAKS WERE FOUND ON THE WORK PERFORMED. PERFORMED A IVA SOLENOID TEST AND THE ENGINE PASSED. PERFORMED A I INJECTOR CUT OUT TEST AND THE ENGINE PASSED. NO LEAKS WERTE FOUND ON THE WORK PERFORMED. TURNED IN THE CORES FOR CREDIT. COMPLETED THE NEEDED PAPER WORK. PARKED THE TRUCK OUT FRONT.</p> <table border="0"> <tr> <td>15</td> <td>6K-0806</td> <td></td> <td>TIE</td> <td></td> <td>S</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td>6V-5223</td> <td></td> <td>BOLT</td> <td></td> <td>S</td> <td></td> <td></td> </tr> <tr> <td>32</td> <td>6V-8843</td> <td></td> <td>CM-HOSE STK</td> <td></td> <td>S</td> <td></td> <td></td> </tr> <tr> <td>15</td> <td>7K-1181</td> <td></td> <td>TIE</td> <td></td> <td>S</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td>9S-8004</td> <td></td> <td>PLUG</td> <td></td> <td>S</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>9S-8008</td> <td></td> <td>PLUG</td> <td></td> <td>S</td> <td></td> <td></td> </tr> </table>									15	6K-0806		TIE		S			4	6V-5223		BOLT		S			32	6V-8843		CM-HOSE STK		S			15	7K-1181		TIE		S			6	9S-8004		PLUG		S			2	9S-8008		PLUG		S		
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MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH. ID NO.	
AA	C15	ONXS08555		48	703385.			
QUANTITY	ITEM	N/R	DESCRIPTION	UNIT PRICE	EXTENSION			
1	10R-2112		CORE AS OIL	S				
1			CORE DEPOSIT	S				
1-			CORE RETURN	S				
1	10R-3323		CAMSHAFT	S				
1			CORE DEPOSIT	S				
1-			CORE RETURN	S				
3	10R-3483		ARM AS ROCKE	S				
3			CORE DEPOSIT	S				
3-			CORE RETURN	S				
10	10R-4708		ARM AS V ROC	S				
10			CORE DEPOSIT	S				
10-			CORE RETURN	S				
1-			CORE RETURN	S				
1	10R-9925		KIT ENG OVER	S				
1			CORE DEPOSIT	S				
2	113-5304		SEAL	S				
10	124-1854		BOLT 12PT	S				
16	124-1855		BOLT 12PT	S				
2	161-6963		CLAMP	S				
1	168-8974		TUBE AS	S				
1	172-3450		TUBE AS	S				
6	214-7568		SEAL-O RING	S				
4	222-3117		CLEANER-BRAK	S				
2	238-5082		SEAL-O-RING	S				
1	238-8253		HOSE	S				
10	238-8648		CAT ELC 50/50 1GL	S				
2	246-6036		HOSE	S				
1	247-0055		HOSE	S				
1	247-0266		HOSE	S				
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MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER	METER READING	MACH. ID NO.	
AA	C15	0NXS08555			48	703385.		
QUANTITY	ITEM	N/R	DESCRIPTION			UNIT PRICE	EXTENSION	
2	248-4841		CLAMP-V-BAND			S		
4	284-3502		CLAMP-BAND			S		
10	291-3866		15W40 DEO(ULS) 1GLS					
18	371-8949		CM HOSE BULK			S		
1	46842		AIR FILTER			N		
			TOTAL PARTS			SEG. 01		
						F/R LBR		
1.00				OPT WARRANTY				
			TOTAL MISC CHGS			SEG. 01		
						SEGMENT 01 TOTAL 27062.91 T		

REMOVE & INSTALL TURBOCHARGER								
			BOTH					
1	10R-1888		TURBO GP			S		
1			CORE DEPOSIT			S		
1-			CORE RETURN			S		
1	10R-2407		TURBO GP BAS			S		
1			CORE DEPOSIT			S		
1-			CORE RETURN			S		
			TOTAL PARTS			SEG. 02	3929.92 *	

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MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER	METER READING	MACH. ID NO.	
AA	C15	ONXS08555			48	703385.		
QUANTITY	ITEM	N/R	DESCRIPTION			UNIT PRICE	EXTENSION	
1.00-	FREE 3YR OPT		NAT-ENG-225					
TOTAL MISC CHGS						SEG. 02		
SEGMENT 02 TOTAL							1889.92 T	

PLEASE PAY THIS AMOUNT						28952.83		
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