

INVOICE NO	INVOICE DATE
	08-04-2020

CUSTOMER NO	PAGE NO
	1

PAYMENT TERMS
NET 30 DAYS

# SERVICE INVOICE

CUSTOMER PO
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INVOICE TO:

WORK SITE:

SALESMAN:  
CONTACT :

SERVICE ORDER  
REF:

POWERS SCREENING MODEL:PREMIERTRAK 400 S/N:400239EEXR CUST UNIT: UNIT:  
METER : 4515

SEGMENT : 1 Clutch Retro fit Repair General REVENUE FIELD REPAIR  
SEGMENT TYPE: Chargeable

POWERS SCREENING MODEL:PREMIERTRAK 400 S/N:400239EEXR CUST UNIT: UNIT:  
WORK SITE:  
METER : 4515

LOCATION

## CORRECTION:

After machine was electrically re programmed and fixed, found that clutch was not hydraulically fit correct. Obtained "PT CLUTCH RETRO FIT" instructions and re plumbed hydraulics to receive pressure from a reducing valve oppose to the dirt conveyor. After installing all new fittings and adpaters along with the reducing valve machine worked as should. No issues or codes present at the time, no leaks.

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
2550-8049	Reducing Valve	1			
10.01.0004	3/8 - 1/2 M/M Restri	2			
10.12.0026	1/2 Bonded Seal	6			
10.04.1217	3/4 - 3/4 Tee	2			
10.04.1118	3/4 X 3/4 M/M adapte	2			
19243-12-12	3/4 X 3/4 F BSPP STR	3			
1B243-12-12	3/4 X 3/4 F BSPP 90	2			
19243-8-8	1/2 X 1/2 F BSPP STR	2			
1B243-8-8	1/2 X 1/2 F BSPP 90	2			
FL	FIELD LABOR	3.00			
TL	TRAVEL COST	6.00			
	HOSES	1.00			
	HOSES	1.00			
	SERVICE SUPPLIES	1.00			
	ENVIRONMENTAL	1.00			

SEGMENT	TOTAL:				
	PARTS	LABOR	MISC.	TAX	3,396.00 TOTAL

INVOICE NO	INVOICE DATE 04-24-2020
PAYMENT TERMS NET 30 DAYS	

CUSTOMER NO	PAGE NO 1
CUSTOMER PO	

SERVICE INVOICE  
REPRINT

INVOICE TO:

WORK SITE:

LOCATION CUSTOMER SITE

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SERVICE ORDER :  
REF:

POWERS SCREENING MODEL:PREMIERTRAK 400 S/N:400239EEXR CUST UNIT: UNIT:  
METER : 0

SEGMENT : 1 REPLACE DISPLAY SCREEN General REVENUE FIELD REPAIR  
SEGMENT TYPE: Chargeable

POWERS SCREENING MODEL:PREMIERTRAK 400 S/N:400239EEXR CUST UNIT: UNIT:EQ0000421  
WORK SITE:  
METER : 0

LOCATION CUSTOMER SITE

**CORRECTION:**

4/8/2020 - Drove to customer location Installed the PLC that was re programmed back into machine, re set display parameters to meet "PT CLUTCH" requirements. At the control block I unplugged solenoid that restricts pressure for the MIT clutch. Turned pressure regulator up and set to 28 bar (per PT TECH) also have the main switch pressure solenoid wired to 24 volts constant to keep open. In other words, made a reducing valve out of a control block. Customer was advised for us to do it the right way by getting a reducing valve and reroute the hydraulic plumbing to match the PT CLUTCH specs.

4/1/2020 - Drove to customer location installed new front screen and programed they were not compatible removed plc to bring back to the shop and send out to get programed. Customer wanted pressures checked at the clutch and new high pressure filter changed and pressures checked once more.  
Delivered plates and bolts to customer to install.

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
FL	FIELD LABOR	6.50			
TL	TRAVEL COST	8.00			
	DISPLAY SHIPMENT	1.00			
	SERVICE SUPPLIES	1.00			
	ENVIRONMENTAL	1.00			
SEGMENT	TOTAL: PARTS	LABOR	MISC.	TAX	2,243.44 TOTAL