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AA	950	02JS00604							8957.0		
QUANTITY	ITEM	N/R	DESCRIPTION			UNIT PRICE		EXTENSION			

* * * PROFORMA INVOICE * * *

CUSTOMER AGENT:

WASH MACHINE

COMPLAINT: WASH MACHINE

CAUSE: DIRTY

COMPLICATION: *HC4- ERGONOMICS (STRAIN, HUMAN
ERROR)CORRECTION: WASHED MACHINE PRIOR TO AND AFTER
REPAIR.

F/R LBR

SEGMENT 00 TOTAL

INSPECT MACHINE

COMPLAINT: INSPECT MACHINE

CAUSE: MULTIPLE ISSUES

BOUGHT FROM AUCTION

CORRECTION: TESTED FUEL PRESSURE 10PSI BELOW SPEC
20-50 PSI SPEC

TESTED PILOT PRESSURE 500 PSI IT IS WITHIN SPEC

TESTED PARKING BRAKE PRESSURE 2000 PSI BRAKES

PRESS WITHIN SPEC PARKING BRAKE VALVE IS SEIZED

IMPLEMENT WORK SLOW AND DON'T ENGAGE RIGHT AWAY

TESTED PILOT PRESSURE TO CONTROL VALVE 500 PSI

TOTAL AMOUNT	CONT'D
CREDIT AMOUNT	

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TESTED PILOT PRESSURE TO LIFT SPOOL VALVE PRESSURE
WOULD BUILD UP SLOW AND WAS SLOW WITH RESPONSE
REMOVED END COVER FOR SPOOL AND REMOVED SPOOL TO
INSPECT

SPOOL MOVES FREELY PRESSURE TO SPOOL WAS ONLY
150 MAX SPEC IS 350

REPLACED LIFT SOLENOID TO FIX AND VERIFY CAUSE OF
LACK OF RESPONSE AND SLOW MOVEMENT

STEERING CYLINDERS LEAKING OIL

BUCKET AND LOADER ARM CYLINDERS ARE LEAKING AND
HAVE DAMAGED WIPER SEALS

PARTICLE COUNTED SYSTEM 21/15/11 WAS THE COUNT,
VERY DIRTY HYD OIL.

TURBO SUPPLY AND RETURN OIL LINES LEAKING

DIRT IN HYDRO OIL FILTER

REPLACED FILTER

OIL LOOKS MILKY IN TANK

RECOMMEND FULL SERVICE FOR ALL FLUIDS

FUEL WATER SEPARATOR IS BYPASSED

WITH ADDED ON INLINE FUEL PUMP

BATTERIES NEED REPLACEMENT

CUTTING EDGES NEED REPLACEMENT

HARNESS FOR CONTROL VALVE NEEDS REPLACEMENT DUE TO
INSULATION BEING CUT

FUEL WATER SEP FILTER HOUSING AND LINES

FUEL SYSTEM

CENTER HITCH PIN IS BACKED OUT HITCH PIN BOLT

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BROKEN OFF
HITCH PIN BOLT NEEDS TO BE DRILLED OUT
MACHINE DIRECTION SWITCH ASSEMBLY NEEDS DIAG

SEGMENT 02 TOTAL 1644.50

REPAIR IMPLEMENT CONTROLS
SOLENOID VALVE SET (ALL)

COMPLAINT: REMOVE AND REPLACE SOLENOIDS
CAUSE: CORROSION
SLOW IMPLEMENT FUNCTION
CORRECTION: REMOVED AND REPLACE LIFT AND LOWER
SOLENOIDS AND REPLACED RACK AND DUMP SOLENOIDS
TESTED AND MACHINE PERFORMS AS NORMAL
REPAIR COMPLETE

1 1G-8878 FILTER-HYDR/TRANS S
1 207-6806 VALVE GP-SOL N

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TOTAL PARTS SEG. 04

F/R LBR
SEGMENT 04 TOTAL 1451.17 T

REMOVE & INSTALL HYDRAULIC CYLINDERS
SET (ALL)

COMPLAINT: LEAKING CYLINDERS

CAUSE: OLD DRY ROT SEALS

COMPLICATION: *HC4- ERGONOMICS (STRAIN, HUMAN
ERROR)

CORRECTION: REMOVED LINES TO BOTH LIFT CYLINDERS

REMOVED PINS AND REMOVED CYLINDERS

REMOVED SIDE PANELS REMOVED LINES REMOVED CLAMPS

AND REMOVED PINS TO TURN CYLINDER

AND REMOVED CYLINDERS

CHANGED THE BOSS AND K FACE O RINGS FOR ALL OF THE

FITTINGS ON THE CYLINDERS. INSTALLED THE STEERING

CYLINDERS CLAMPS AND PINS. INSTALLED THE LIFT

CYLINDERS AND HOSES AND PINS. TWO OF THE BOLTS TO

THE HOSE CLAMPS WERE DAMAGED AND ALLOWING THE HOSE

TO LEAK. INSTALLED TWO NEW BOLTS AND BLEED THE AIR

OUT OF THE LIFT CYLINDERS. RUN STEERING CYLINDERS

TOTAL AMOUNT	CONT'D
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ALL THE WAY OUT AND INSTALL THE UPPER PINS. GREASE FITTINGS AND RUN TO BLEED AIR. ADD HYDRAULIC OIL UNTIL THE CORRECT LEVEL IS REACHED.

6	3D-2824	SEAL O RING	S
4	5K-9090	SEAL O RING	S
4	6V-9746	SEAL O RING	S

TOTAL PARTS

SEGMENT 06 TOTAL

2309.36 T

REPLACE GASKET/RESEAL HYDRAULIC CYLINDERS
SET (ALL)

COMPLAINT: LEAKING CYLINDERS

CAUSE: WORN PACKINGS

COMPLICATION: *HC4- ERGONOMICS (STRAIN, HUMAN
ERROR)

*HC5- FALL (SLIP, TRIP)

CORRECTION: DISASSEMBLE ALL CYLINDERS USING PRESS
AND HYDRAULIC BUILD TABLE. RESEAL ALL PACKINGS ON
GLAND AND PISTONS FOR ALL FOUR CYLINDERS. USING
THE HYDRAULIC BUILD TABLE. TORQUED THE ROD NUT
BOLTS TO THE PROPER TORQUE SPECIFICATIONS. TORQUED

TOTAL AMOUNT	CONT'D
CREDIT AMOUNT	

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* * * PROFORMA INVOICE * * *

THE GLAND CAP BOLTS TO THE CORRECT SPECIFICATIONS.
TOOK ALL CYLINDERS BACK TO THE EQUIPMENT AND
INSTALLED.

4	1P-3703	SEAL	S
4	4J-5267	SEAL-O-RING	S
4	6V-9746	SEAL O RING	S
1	244-2062	KIT-SEAL-H.C	N
1	295-9890	KIT-SEAL-H.C	N
2	376-9016	KIT-SEAL-H.C	N

TOTAL PARTS

SEGMENT 08 TOTAL 2864.76 T

REMOVE & INSTALL FUEL TRANSFER PUMP

COMPLAINT: FUEL LINES MISSING/DISCONNECTED/DIRTY

CAUSE: AUCTION MACHINE

COMPLICATION: *HC4- ERGONOMICS (STRAIN, HUMAN
ERROR)

CORRECTION: INSTALLED MISSING FITTING, CONNECTED
LINES AS THEY SHOULD BE, WATER SEPARATOR DIAPHRAGM
FAILED, INSTALLED NEW UPDATED PART. PRIMED FUEL
SYSTEM AND TESTED PRESSURE. PRESSURE @ HIGH IDLE

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40PSI. (WITHIN SPEC).

1	1R-0751	FILTER-FUEL	S
1	1R-0753	FILTER AS	S
3	3J-1907	SEAL	S
1	6V-8397	SEAL	S
1	6V-8636	CONNECTOR	S
1	6V-8724	ELBOW	S
1	149-2683	SEPARATOR GP	N
1	151-2409	ELEMENT-FLTR	S

TOTAL PARTS

SEGMENT 10 TOTAL 650.10 T

REMOVE & INSTALL PARKING BRAKE
VALVE

COMPLAINT: BRAKE VALVE SEIZED

CAUSE: OLD AND RUSTED BRAKE VALVE
SEIZED SPOOL

CORRECTION: REMOVED LADDER STEPS REMOVED
STEP/FENDER TANK COVER PANEL
REMOVED BRAKE VALVE

TOTAL AMOUNT	CONT'D
CREDIT AMOUNT	

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* * * PROFORMA INVOICE * * *

AND INSTALLED NEW BRAKE VALVE
 STARTED MACHINE TO TEST VALVE
 VALVE IS NOT DISENGAGING BRAKES LEVER MOVEMENT IS
 FIXED BUT BRAKES STILL DONT DISENGAGE
 FURTHER REPAIR ON TROUBLESHOOT SEGMENT.

SEGMENT 12 TOTAL

715.00 T

TROUBLESHOOT PARKING BRAKE

COMPLAINT: TROUBLESHOOT PARK BRAKE
 CAUSE: NEW PARK BRAKE IS NOT PROPERLY FUNCTIONING
 SPOOL MACHINED INCORRECTLY
 NOTE
 CUSTOMER SUPPLIED PARTS*
 COMPLICATION: *HC4- ERGONOMICS (STRAIN, HUMAN
 ERROR)
 CORRECTION: AFTER HAVING NEW VALVE INSTALLED
 BRAKES STILL WOULDN'T DISENGAGE HOOKED UP TO
 ACCUMULATOR CHARGE VALVE TO CHECK PRESSURE GOT
 2100PSI
 WHICH IS SPEC VALVE CUT IN AT 1700 CUT OUT AT 2100
 PSI WHICH IS SPEC
 LOOKED AT SCHEMATIC TO VERIFY THERE WAS NO OTHER
 COMPONENTS THAT COULD AFFECT PARK BRAKE VALVE

TOTAL AMOUNT	CONT'D
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THERE ARE NO OTHER COMPONENTS IN THE WAY
 REMOVED BRAKE SWITCH TO INSTALL PRESSURE TAP
 HOOKED UP TO GAUGE AND HAD NO PRESSURE AT LINE TO
 BRAKE CHAMBER

DISCONNECTED SUPPLY LINE TO BRAKE VALVE AND HOOKED
 UP GAUGED HAD 2100 PSI TO SUPPLY VALVE WHICH IS
 SPEC

REMOVED VALVE AND DISASSEMBLED NEW AND OLD VALVE
 FOUND THAT THE NEW VALVE SPOOL WAS MACHINED
 INCORRECTLY FROM FACTORY

SWAPPED SPOOLS RE ASSEMBLED INSTALLED ONTO MACHINE
 AND TESTED PARK BRAKE

PARK BRAKE NOW FUNCTIONS CORRECTLY

INSTALLED PANELS

REPAIR COMPLETE

SEGMENT 13 TOTAL 567.00 T

REPAIR SHIFT CONSOLE

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* * * PROFORMA INVOICE * * *

COMPLAINT: COVER MISSING, SWITCH UPSIDE DOWN,
HARNESS TWISTED.

CAUSE: AUCTION MACHINE

CORRECTION: ORDERED NEW COVER AND HARNESS.

INSTALLED NEW HARNESS, CORRECTED SWITCH AND
INSTALLED COVER. INSTALLED JOYSTICK ONTO MACHINE
AND INSTALLED COVERS
STARTED AND TESTED MACHINE. MACHINE RANDOMLY
JUMPS INTO NEUTRAL.

1	151-6984	COVER	N
1	152-6432	HARNESS AS	N
2	153-8002	BOLT	S

TOTAL PARTS

SEGMENT 14 TOTAL 428.80 T

REPAIR HITCH

COMPLAINT: BROKEN BOLT

CAUSE: UPPER HITCH PIN HAS BROKEN HOLD DOWN BOLT.

CORRECTION: CLEAN BOLT AND INSPECT DAMAGES.

ARTICULATE EQUIPMENT UNTIL THE BROKEN BOLT CAN BE

TOTAL AMOUNT	CONT'D
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EXTRACTED. USE DEBURRING TOOL TO LEVEL THE BOLT SURFACE. THE BOLT IS BROKEN OFF AT AN ANGLE INSIDE THE THREADS. USE THE DEBURRING BIT TO DRILL FAR ENOUGH INTO THE BOLT TO USE A 90 DEGREE DRILL. USING A 90 DEGREE DRILL AND STUBBY DRILL BITS. DRILL THE BOLT OUT ENOUGH TO USE THE FIRST EXTRACTOR. THEN DRILLED THE BOLT OUT TO USE A LARGER EXTRACTOR. USING TWO DIFFERENT SIZE EXTRACTORS I WAS UNABLE TO REMOVE THE BROKEN BOLT. USING THE 90 DEGREE DRILL AND LARGER STUBBY BITS WAS ABLE TO DRILL THE REMAINDER OF THE BOLT OUT. THEN USED A HALF INCH STANDARD TAP TO THREAD THE BOLT HOLE BACK TO THE CORRECT THREADS. TAP THE BOLT HOLE AND THREAD A NEW BOLT AND WASHER. USING A LIFT AND THE WEIGHT OF THE BUCKET WE WERE ABLE TO TURN REALIGN AND REINSTALL THE HITCH PIN AND THE NEW BOLT.

SEGMENT 16 TOTAL

715.00 T

PERFORM MAINTENANCE ON MACHINE

COMPLAINT: SERVICE

CAUSE: CUSTOMER REQUEST

COMPLICATION: *HC5- FALL (SLIP, TRIP)

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*HC4- ERGONOMICS (STRAIN, HUMAN ERROR)
 CORRECTION: PERFORM PM SERVICE. CHANGED ENGINE
 OIL AND FILTER, AIR FILTERS, FUEL FILTERS, HYD
 FILTER AND OIL.

1	1G-8878	FILTER-HYDR/TRANS S
1	1R-1807	ENGINE OIL FILTER S
1	6I-2502	ELEMENT AS S
1	128-2686	ELEMENT AS N
45	3145168	10W HYDO ADV BULK S
8	5153957	15W40 DEO ULS BULKS

TOTAL PARTS

SEGMENT 18 TOTAL 1745.59 T

REMOVE & INSTALL BATTERY

COMPLAINT: REMOVE AND INSTALL BATTERIES
 CAUSE: OLD BATTERIES NOT HOLDING CHARGE
 COMPLICATION: *HC4- ERGONOMICS (STRAIN, HUMAN
 ERROR)
 CORRECTION: REMOVED OLD BATTERIES CUT OLD TERMINAL
 ENDS CAUSE THEY ARE NOT THE CORRECT ONES STRIPPED
 AND CRIMPED NEW ONES ON INSTALLED BATTERIES HOOKED

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UP AND VERIFIED THAT MACHINE HAD POWER AND STARTED
MACHINE
BATTERIES INSTALLED

2 3S-6049	TERMINAL +	S
2 3S-6050	TERMINAL -	S
2 115-2422	BATTERY	S

TOTAL PARTS

SEGMENT 20 TOTAL 617.68 T

REPAIR GOVERNOR CONTROL LINKAGE

COMPLAINT: DIAG AND REPAIR STICKING THROTTLE
CONTROL

CAUSE: PEDAL LINKAGE AND CABLE RUSTED

CORRECTION: REMOVED FLOOR MAT REMOVED BOLTS
REMOVED THROTTLE PEDAL AND DISASSEMBLED BEARINGS
WERE DRIED OUT AND RUSTY CHECKED CABLE FOR FREE
MOVEMENT

CABLE BARELY MOVES AND IS RUFF
ORDERED NEW BEARINGS AND CABLE
REMOVED AND REPLACED CABLE
INSTALLED NEW BEARINGS

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ADJUSTED THROTTLE CABLE STARTED AND TESTED MACHINE
THROTTLE IS SMOOTH AND RETURNS TO IDLE
REPAIR COMPLETE

2	6P-0593	BEARING	S
1	112-9650	GASKET	N
1	131-1990	CABLE AS	N

TOTAL PARTS

SEGMENT 22 TOTAL 1125.45 T

REMOVE & INSTALL PARKING BRAKE
SHOE

COMPLAINT: REMOVE AND REPLACE BRAKE SHOE

CAUSE: WORN OUT

CORRECTION: REMOVED CAPS TO DRIVE SHAFT. REMOVED
DRIVE SHAFT REMOVED BOLTS TO DRUM REMOVED DRUM
REMOVED SPRINGS TO SHOES REMOVED SHOES CLEANED
INSTALLED NEW SHOES INSTALLED SPRINGS, GROUND DOWN
LIP ON DRUM, INSTALLED DRUM, INSTALLED DRIVE SHAFT

TOTAL AMOUNT	CONT'D
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AND TORQUED TO 45FTLBS AND ADJUSTED BRAKES AND
TESTED BRAKES
PARK BRAKE HOLDS MACHINE FROM MOVING. REPAIR
COMPLETE

2 283-9978 SHOE AS N

TOTAL PARTS SEG. 24

SEGMENT 24 TOTAL 1887.82 T

REPAIR TRANSMISSION
ELECTRONIC CONTROL

COMPLAINT: TROUBLESHOOT TRANSMISSION DIRECTION
CONTROL SWITCH

CAUSE: MACHINE WILL INTERMITTENTLY KICK INTO
NEUTRAL

CORRECTION: VERIFIED COMPLAINT HOOKED UP TO ET
FOUND THAT WHEN MACHINE GETS KICKED INTO NEUTRAL
THAT ALL SWITCHES IN JOYSTICK VOLTAGE GOES ABOVE
NORMAL

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LOOKED IN SCHEMATIC FOR ANYTHING THAT WAS IN COMMON FOR JOYSTICK FOUND THAT EACH SWITCH SHARED A GROUND INSPECTED GROUND IN JOYSTICK CONNECTION WAS DIRTY SO CLEANED THE CONNECTION AND TESTED MACHINE AGAIN.

MACHINE STILL WAS GETTING THROWN INTO NEUTRAL BROUGHT BACK TESTED GROUND FOUND THERE IS A INTERMITTENT OPEN ON THE GROUND CIRCUIT REPLACED GROUND WIRE FROM STEERING CONSOLE TO FRAME. TESTED MACHINE AGAIN
MACHINE IS STAYING IN GEAR REPAIR COMPLETE

SEG. 26

SEGMENT 26 TOTAL 725.00 T

TEST AFTER REPAIR MACHINE

TESTED AFTER REPAIR, RAN MACHINE OUT AFTER REPAIR.
ALL APPROVED REPAIRS COMPLETED.

SEGMENT 99 TOTAL 286.00 T

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EPA & DISPOSAL

Subtotal Before Taxes 17852.23

* * * C O D * * *

TOTAL AMOUNT	19548.18
CREDIT AMOUNT	