

SOLD TO
SK0301

SHIP TO
[REDACTED]

DRESSER TD20G SN:4460020U35065 HR 9363.0 W:00 C: INVOICE
Sold By: SHPROM PO #: TD20G DRESSER DO Date 11/26/13 WORK ORDER WM23883
Ship By: Tax #: 12:01:15 PRT: 9

Tax	D	Qty	Description	Price	Amount
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repair engine has needed

I SHIPPING & HDLG
I 0 ENGINE FRT

** TOTAL SHIPPING & HDLG

I SHIPPING & HDLG
I 0 MILEAGE CHARGE

** TOTAL MILEAGE CHARGE

PARTS COUNTER

I	4	KOB	P-10643-16-12	FITTING FEM	VB-11-2	16.42
I	14	KOB	P-471TC-12-RL	HOSE	HOSERACK	8.71
I	1	KOB	P-13943-8-8	90DEG JIC F	VB-9-2	17.51
I	1	KOB	P-10643-8-8	FITTING	VB-9-1	8.36
I	5	KOB	P-471TC-8-RL	HOSE	HOSERACK	5.38
I	1	CAS	73341712	OIL #1 10W-	FLOOR	89.25
I	2	CAS	CC2735QS	OIL SAMPLE	VA-14-1	19.16

** TOTAL PARTS COUNTER

PARTS MISC

I REMAN CUMMINS LTA-10C
I 1- 3048002 EXHAUSTOUT
I 1- 3048563 EXHAUSTOUT
I 2- 1209785H1 BUSHING
I 2- 333707R92 BUSHING
I 2- 1304619H1 CLAMP
I 1-1120331C1 SWITCH
I 1-B524072 WATER FILTER
I 1-B551970 OIL FILTER
I 1-B551749 OIL FILTER
I 1-B533674 FUEL FILTER
I 1-321988R1 ORING

** TOTAL PARTS MISC

LABOR

** TOTAL LABOR

SHOP SUPPLIES

I MISC SHOP SUPPLIES
I ENVIRON FEES
I ENVIROMENTAL FEE

COMMENT

CHECKED ENGINE AND COOLANT LEVELS. STARTED ENGINE AND LISTENED

1. Service charges will be charged after 30 days.
2. Items classified non-returnable, by our vendor, not acceptable for credit.
3. No returns without permission.
4. Returns must include packing list or invoice no. and items must be in saleable condition.
5. Returns must be shipped to MHR office from which the item was purchased.
6. 20% handling charge on all returns - 25% after 90 days.



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FOR ANY ABNORMAL NOISES. ENGINE RAN AND SOUNDED GOOD. CHECKED
ENGINE OIL PRESSURE, IT WAS 32 AT IDLE, 47 HIGH IDLE, WITH
ENGINE AT 185 DEGREES. CHECKED RADIATOR AND COOLANT TO MAKE SURE
COMPRESSION WAS NOT GETTING INOT COOLING SYSTEM. CHECKED
EXHAUST MANIFOLD WITH TEMP GUN. ALL 6 CYLINDERS WERE RUNNING
VERY CLOSE IN TEMP. REMOVED ENGINE OIL FILTERS AND DUMPED INTO
CLEAN PAN. FOUND LARGE AMOUNT OF METAL IN FILTERS. ALOT OF THE
METAL WAS NON MAGNETIC. BEARING MATERIAL. ENGINE OIL PSI SENSOR
IS LEAKING. REMOVED SENSOR AND FOUND PIPE BUSHING THAT SCREWS
INTO ENGINE BLOCK IS CRACKED. TRIED TO EXTRACT BUSHING, DRILLED
BUSHING OUT AND PLUGGED HOLE. ENGINE WILL NEED NEW OIL PSI
SENSOR. ENGINE HAS TO BE REMOVED AND INSPECTED FOR REPAIR.
REMOVED ENGINE AND BROUGHT TO SHOP FOR REPAIR.
REMOVED ENGINE OIL PAN, FOUND #2 CYLINDER VERY SCORED ON
BOTTOM SKIRT OF PISTON AND LOWER CYLINDERS WALL. #5 CYLINDER
IS STARTING TO SCORE ALSO. SENT ENGINE OUT FOR REBUILD.
REMOVED BOLT THAT WAS BROKEN OFF ON REAR ENGINE MOUNT, INSTALLED
NEW ENGINE WITH NEW MOUNTS AND NEW TORQUE CONVERTOR ORING.
INSTALLED ENGINE WITH NEW MOUNTS AND NEW TORQUE CONVERTOR ORING.
INSTALLED NEW ENGINE OIL HOSES TO REMOTE FILTER. INSTALLED
NEW COOLANT AND FUEL FILTERS. PRIMED ENGINE OIL PRESSURE AND
STARTED ENGINE. OIL PSI 70 HIGH IDLE 50 AT IDLE. WARMED UP
ENGINE AND CHECKED FOR LEAKS. INSTALLED BLADE CYLINDERS AND
BRACKET, ALL PANELS AND GAURDS OVER HOOD. RECHECKED ALL FLUID
LEVELS. ADDED OIL TO TRANS. ORDERED NEW PSI SENDER AND SENT TO
CUSTOMER. CUSTOMER SUPPLIED ENGINE OIL AND ANTIFREEZE.

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** SUBTOTAL
** SALES TAX

Charge Sale