

CUSTOMER INVOICE

SOLD TO

SHIP TO

COPY

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
02	C38197	33599	07-21-20	02WO0232476	1 of 12
SHIP VIA	DOC DATE	REFERENCE NO.			
	08-01-20	0271974			
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	613C	092X02178	1939.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

WORK PERFORMED AT BISMARCK BUTLER
TROUBLESHOOT BOWL LIFT CYLINDER
COMPLAINT: LIFT CYLINDERS WON'T LIFT WHEN WARM.
CAUSE: TROUBLESHOOT AND REPAIR ISSUE.
RESULTANT DAMAGE: BAD RELIEF VALVE.
CORRECTION: GOT MACHINE AND READ THE COMPLAINT IN
THE SERVICE TICKET AS THE BOWL WOULD NOT LOWER
ONCE WARMED UP. STARTED TROUBLESHOOTING THAT AND
GOT THE OIL UP TO TEMPERATURE AND FOUND THAT THE
BOWL SEEMED TO BE WORKING FINE. DECIDED TO
DISASSEMBLE THE CARRY CHECK VALVES JUST TO MAKE
SURE THERE WAS NO DEBRIS IN THEM. FOUND NOTHING
OUT OF THE ORDINARY INSIDE THEM. REASSEMBLED THEM
AND PUT THEM BACK ON. SERVICE ADVISOR SAID THAT
THE CUSTOMER COMPLAINT THAT HE WAS TOLD WAS THAT
THE BOWL WOULD NOT RAISE WHEN WARM. STARTED
TROUBLESHOOTING THAT AND HOOKED A GAUGE UP TO THE
MAIN RELIEF VALVE AND TESTED PRESSURE, PRESSURE
ONLY CAME UP TO AROUND 1000PSI. SPEC WAS 2500 +25
-0. DETERMINED THERE WAS SOMETHING WRONG WITH THE
RELIEF VALVE AND REMOVED IT FROM THE MACHINE AND
DISASSEMBLED IT. FOUND A LITTLE CHUNK OF METAL
STUCK ON THE VALVE SEAT AND FIGURED THIS WAS

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CAUSING THE ISSUE. ORDERED A NEW VALVE AND
INSTALLED IT. PROBLEM WENT AWAY AND SYSTEM
PRESSURE CAME BACK UP TO 2500 PSI.

F/R LBR

SEGMENT 01 TOTAL

TROUBLESHOOT AIR CONDITIONER

A/C NOT WORKING AS SHOULD

COMPLAINT: A/C NOT WORKING.

CORRECTION: CHECKED A/C BELT. CHECKED FUSES.

TURNED ON A/C AND TESTED FOR POWER TO CLUTCH ON
COMPRESSOR. THERE WAS NO POWER TO CLUTCH WITH
SYSTEM TURNED ON. OPENED SCHEMATIC AND TRACED
POWER. POWER STARTS AT BLOWER SWITCH. REMOVED
PANEL OVER SWITCH. TESTED POWER AT SWITCH IT WAS
GOOD. LOCATED NEXT HARNESS CONNECTION IN FRONT OF
CAB AND TESTED FOR POWER. THERE IS POWER AT THAT
CONNECTION. FOUND HARNESS WAS CUT OFF GOING TO THE
REFRIGERANT SWITCH ON THE RECEIVER DRYER. SWITCH
TERMINAL WAS ALSO BROKEN OFF SO A NEW DRYER WILL
BE REQUIRED BECAUSE SWITCH IS NOT SERVICED
INDIVIDUALLY. TIE WIRES TOGETHER TO BYPASS SWITCH.
RETESTED FOR POWER AT COMPRESSOR THERE IS POWER TO

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CLUTCH BUT SURE SEAL CONNECTION NEEDS NEW ENDS ON WIRES AND A NEW PLUG THAT IS DAMAGED FOR FUEL. SYSTEM STILL WOULD NOT RUN. TRACED GROUND FROM CLUTCH TO TEMP CONTROL IN CAB. FOUND TEMP CONTROL WAS OPEN CIRCUIT AND NOT WORKING. GROUNDED DIRECT TO FRAME AND COMPRESSOR WAS WORKING. ADDED SEGMENTS FOR REPAIR.

F/R LBR

SEGMENT 02 TOTAL

REPLACE RADIATOR CAP

COMPLAINT: CAP FELL OFF WHILE HOT AND WAS DAMAGED.
CAUSE: LOST COOLANT WHEN CAP FELL OFF DUE TO HOT PRESSURIZED SYSTEM.
CORRECTION: ADDED 7 GALLONS OF COOLANT. INSTALLED A NEW RADIATOR CAP.

6 238-8648 CAT ELC-1 GAL S
1 RW0021-1 7 LB. RADIATOR CAPS

TOTAL PARTS

SEG. 03

F/R LBR

SEGMENT 03 TOTAL

REPAIR WIRING HARNESS

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AIR CONDITIONER

COMPLAINT: FRONT LIGHT AND A/C HARNESS CUT OFF.
 CAUSE: WIRES TO RECEIVER DRYER CUT OFF FOR A/C.
 CORRECTION: REPAIRED PLUG AND WIRE ENDS AT A/C
 CLUTCH CONNECTION. SPliced WIRE ONTO CUT HARNESS
 AND INSTALLED ENDS TO BE CONNECTED TO RECEIVER
 DRYER SWITCH. MADE CONNECTIONS.

2 1-1962 Butt Connector - SS
 4 1-1971 Slip-On Terminal -3

TOTAL PARTS

SEG. 04
 F/R LBR

SEGMENT 04 TOTAL

REPLACE A/C RECEIVER/DRYER

COMPLAINT: PRESSURE SWITCH BROKEN.
 CAUSE: NOT SERVICED SEPARATELY.
 CORRECTION: CONNECTED A/C MACHINE AND EVACUATED
 SYSTEM. REMOVED LINES AND DRYER. INSTALLED NEW
 SEALS AND NEW DRYER. RECHARGED SYSTEM WITH 4 LBS
 OF 134 A ACCORDING TO RETROFIT INSTRUCTIONS.

2 9X-7380 SEAL O RING S
 1 218-2277 DRYER N
 2 2899023 VALVE CORE S

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4 134A

R134A FREON PER LBS

TOTAL PARTS

SEG. 05

F/R LBR

SEGMENT 05 TOTAL

REPLACE AIR CONDITIONER

TEMPERATURE CONTROLLED

COMPLAINT: A/C NOT WORKING.

CAUSE: FOUND TEMP CONTROL WAS OPEN CIRCUIT DURING TROUBLESHOOTING.

CORRECTION: INSTALLED NEW CONTROL AND CONNECTED WIRING. REASSEMBLED DASH. TESTED OPERATION.

1 3E-5465

SWITCH A N

TOTAL PARTS

SEG. 06

F/R LBR

SEGMENT 06 TOTAL

REPLACE MAIN SYSTEM RELIEF VALVE

COMPLAINT: REPLACE MAIN RELIEF VALVE.

CAUSE: REPLACE VALVE.

RESULTANT DAMAGE: VALVE HAD A BIT OF METAL IN IT CAUSING IT TO STICK OPEN.

CORRECTION: GOT THE TANK VACUUM KIT AND PULLED A

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VACUUM ON THE HYDRAULIC TANK. REMOVED THE VALVE FROM THE BODY AND GOT THE NEW ONE AND GREASED UP THE O RINGS AND INSTALLED IT AND TIGHTENED IT DOWN. TESTED THE VALVE AND IT WORKED FINE AND WAS SET AT THE RIGHT PRESSURE.

1 2T-1851 VALVE GP N 2
 TOTAL PARTS SEG. 07
 F/R LBR
 SEGMENT 07 TOTAL

TROUBLESHOOT ENGINE

COMPLAINT: ENGINE RUNNING ROUGH AND KNOCKS.
 CORRECTION: REMOVED ENGINE OIL FILTERS AND CUT OPEN. THERE WAS A VERY LARGE AMOUNT OF METAL AND ALUMINUM IN FILTERS. INSTALLED NEW FILTERS SO MACHINE COULD BE MOVED. MOVED MACHINE TO ANOTHER BAY FOR FURTHER INSPECTION. DRAINED HYD TANK AND SUCTION LINES TO ENABLE REMOVAL OF OIL PAN. HYD OIL WAS SAVED FOR REUSE. DRAINED ENGINE OIL AND DISCARDED. REMOVED OIL PAN BOLTS AND REMOVED OIL PAN FROM ENGINE. FOUND LARGER PIECES OF ALUMINUM AND METAL IN OIL PAN. INFORMED CUSTOMER. CUSTOMER LOCATED A DIFFERENT ENGINE TO BE INSTALLED.

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QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

2	1R-0713		FILTER A	S	
1	2H-6338		SEAL	S	
1	6J-2630		SEAL O RING	S	
4	3145168B		10W ADV HYDO BULK S		
			TOTAL PARTS	SEG. 08	
				F/R LB	
			SEGMENT 08 TOTAL		

REMOVES; INSTALL ENGINE

COMPLAINT: ENGINE BEING REPLACED WITH REBUILT PROVIDED BY CUSTOMER.

CAUSE: ENGINE IS KNOCKING.

CORRECTION: DRAINED COOLANT FROM ENGINE. REMOVED RADIATOR. DISCONNECTED WIRING AND LINES. SUPPORTED TORQUE CONVERTER. REMOVED MOUNTING BOLTS FROM CONVERTER. REMOVED ENGINE MOUNTING BOLTS LIFTED ENGINE OUT OF FRAME. CLEANED GASKET FROM CONVERTER AND INSTALLED NEW GASKET. INSTALLED ENGINE IN FRAME AND INSTALLED MOUNTING BOLTS. INSTALLED CONVERTER BOLTS AND TORQUED TO SPEC. CONNECTED LINES AND WIRING. REPLACING GASKETS AND SEALS WHERE NEEDED. TEST DROVE AFTER INSTALL AND VERIFIED OPERATIONS.

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1	2H-6338		SEAL	S	
1	3L-0625		GASKET	N	
2	4D-4064		ROD-END	N	
1	6J-2680		SEAL O RING	S	
1	9L-2695		BALL JOINT	N	
5	238-8648		CAT ELC-1 GAL	S	
5	3192260B		10W30 DEO-ULS BULKS		
			TOTAL PARTS	SEG. 09	
				F/R LBR	
			SEGMENT 09 TOTAL		

MOVE ENGINE

COMPONENTS

COMPLAINT: MOVE ENGINE COMPONENT FROM OLD ENGINE
TO NEW ENGINE

CAUSE: CUSTOMER PURCHASED REBUILT ENGINE.

RESULTANT DAMAGE: NOT ALL ACCESSORY'S WERE ON NEW
ENGINE.

CORRECTION: REMOVED FLYWHEEL AND INSTALLED ON NEW
ENGINE BOLTS WERE TORQUED WITH TREAD LOCK TO SEAL
THREADS. REMOVED PLUGS FROM REAR HOUSING CLEANED
AND REINSTALLED ON NEW ENGINE. REMOVED HEAT SHIELD
AND BRACKETS. INSTALLED ON NEW ENGINE. TRANSFERRED

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FITTINGS FROM OLD ENGINE TO NEW ENGINE FITTINGS WERE SEALED WITH THREAD SEALANT. INSTALLED NEW OIL PRESSURE SWITCHES IN CYLINDER HEAD. INSTALLED NEW COOLANT SWITCHES IN ENGINE. STARTED WAS REMOVED CLEANED AND REINSTALLED WITH NEW GASKET. TORQUED MOUNTING BOLTS TO SPEC. REMOVED OIL LEVEL GAUGE AND REINSTALLED IN NEW ENGINE. REMOVED ENGINE HARNESS CLEANED AND REINSTALLED ON NEW ENGINE. HARNESS WAS MODIFIED WITH TWO PIN CONNECTORS TO MATCH NEW SENSORS AND SWITCHES AT 4 LOCATIONS. MOVED ALTERNATOR AND BRACKETS TO NEW ENGINE. MOVED AIR COMPRESSOR MOUNTING AND BRACKETS TO NEW ENGINE. A NEW COMPRESSOR WAS INSTALLED DUE TO CONTAMINATION. MOVED CRANKSHAFT PULLEY TO NEW ENGINE AND TORQUED BOLTS. ONE NEW BELT WAS INSTALLED ON AIR COMPRESSOR DUE TO IT BEING TO SHORT. OTHER BELTS LOOKED LIKE THEY WERE RECENTLY REPLACED AND WERE REUSED.

1	2W-4723	GASKET	N
1	2W-5447	GASKET	S
1	3N-2903	GASKET	S
6	3T-3434	PLUG	S
5	4D-7794	CLIP	S

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1	4N-2745		VEE BELT	S
1	6N-3374		GASKET	N
1	6N-8891		GASKET	S
1	6T-2217		RESISTOR A	S
1	7J-8611		ELBOW-PIPE	S
1	8M-7065		GASKET	S
3	8S-2332		BOLT	S
8	8T-8730		CONNECTOR	S
1	9L-8015		GASKET	N
1	9L-8146		GASKET	N
1	9N-1828		GASKET	N
1	011-5224		BUSHING	N
3	107-0612		SWITCH A	N
4	155-2270		PLUG KIT	S
1	203-3220		SWITCH AS-TE	S
1	203-3222		SWITCH AS-TE	N
1	236577N		GASKET	S

TOTAL PARTS SEG. 10
F/R LBR

SEGMENT 10 TOTAL

REPLACE WITH REMAN AIR COMPRESSOR

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SOLD TO

SHIP TO

STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
02	C38197	33699	07-21-20	02WO0232476	11 of 12
SHIP VIA			DOC.DATE	REFERENCE NO.	
			08-01-20	0271974	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	613C	092X02178	1939.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

COMPLAINT: ENGINE WAS FULL OF METAL AND WAS RUN
THROUGH COMPRESSOR.

RESULTANT DAMAGE: REPLACED DUE TO ENGINE FAILURE

CORRECTION: REMOVED COMPRESSOR FROM ENGINE.

REMOVED FITTINGS AND GOVERNOR. CLEANED PARTS

INSTALLED FITTINGS AND GOVERNOR ON RE MAN

COMPRESSOR. REMOVED PULLEY AND INSTALLED ON RE

MAN. TORQUED NUT TO SPEC AND INSTALLED LOCK,

INSTALLED COMPRESSOR ON NEW ENGINE.

1	OR-2903	COMPRESSOR G	N
1		CORE CHARGE	N
1-		CORE CREDIT	N
1	1S-7107	GASKET	S
1	6L-1883	GASKET	S
1	8M-7065	GASKET	S

TOTAL PARTS SEG. 11

F/R L

SEGMENT 11 TOTAL

----- TROUBLESHOOT ELECTRIC HOUR METER

COMPLAINT: HOUR METER NOT WORKING.

CORRECTION: CHECKED SCHEMATIC. KEY VOLTAGE SHOULD
BE AT OIL PRESSURE SWITCH ON ENGINE. THERE WAS NO

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Payment Terms: Open Accounts: Parts, Service, & Rental Net 30; Machine sales Net 10; Installment contracts and leases per contract.

COO Accounts: Payment due at time of purchase.

Statements: Generated as of month end.

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Butler Machinery Company's service labor is warranted to the customer for a period of 90 days from the date of work, to include defects in workmanship performed by Butler Machinery employees. This warranty would include the replacement of parts and labor, damaged by that defect in workmanship. Any failures caused by defect of parts, whether replaced now at the time of our work, or re-used, will be covered by the original manufacturer's applicable warranties, if any. Goods cannot be returned without our permission and are subject to restocking charge. All items marked with an asterisk (*) have been declared non-returnable by the manufacturer and are not acceptable for credit. Items not shown are backordered. Claims for shortages must be made within 5 days.

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STORE	CUSTOMER NUMBER	YOUR ORDER NUMBER	INVOICE DATE	INVOICE NUMBER	PAGE
02	C38197	33699	07-21-20	02WO0232476	12 of 12
SHIP VIA			DOC DATE	REFERENCE NO.	
			06-01-20	0271974	
UNIT NUMBER	MAKE	MODEL	SERIAL NUMBER	METER READING	MACHINE ID NO.
	AA	613C	092X02178	1939.0	
QUANTITY	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENDED PRICE

POWER TO SWITCH. UNBOLTED DASH TO CHECK WIRING AT
METER FOR POWER. FOUND WIRES WERE NOT CONNECTED TO
METER. LOCATED INSTRUCTIONS FOR INSTALLING DIGITAL
REPLACEMENT METER. CONNECTED WIRES TO METER AND
TESTED OPERATION. METER WAS WORKING. ALSO
RECONNECTED WIRE FOR FRONT WIPER THAT WAS NOT
CONNECTED TO SWITCH. REINSTALLED DASH MOUNTING
BOLTS.

F/R LBR

SEGMENT 12 TOTAL

N D STATE TAX
BISMARCK CITY TAX
BURLEIGH COUNTY TAX

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6/24/20

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INVOICE

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SHIP TO

CARRIER	REFERENCE NO. PAID 6.16.2020	PO NUMBER TRENT	SALES ORDER NO. 565592	SHIP DATE 6/24/20
DOCUMENT TYPE INVOICE	TERMS COD	SALES REPRESENTATIVE Pilot Engines 1		CURRENCY USD

LINE	PART NUMBER / DESCRIPTION	QUANTITY ORDERED	QUANTITY SHIPPED	QUANTITY BACKORD.	UNIT EXCHANGE PRICE	EXTENDED EXCHANGE PRICE	UNIT CORE DEPOSIT	EXTENDED CORE DEPOSIT	TOTAL
1	58E2D188 3208 TC ENG 186HP Sales Tax - All States	1	1	0	58120F007				
			SUB-TOTAL INVOICE TOTAL						12053.55
	Tracking: MGUL 4694484								

NO RETURNS ACCEPTED WITHOUT ORIGINAL INVOICE. NO RETURNS ACCEPTED AFTER 120 DAYS FROM DATE OF PURCHASE.
CORES ARE TO BE RETURNED WITHIN 30 DAYS OR PAID FOR IN 30 DAYS