

REPLACED. AND I HAVE CONTINUITY THROUGH THE GROUND WIRE TO THE FRAME WHICH TELLS ME THE GROUND IS GOOD. TC THEN SAID TO GO BACK TO THE RELAY AND CHECK FOR POWER ON THE POWER WIRE COMING OUT OF THE RELAY. USED SPOONS TO GET INTO THE BACK OF THE POWER WIRE COMING OUT OF THE FUSE BLOCK AND DIDN'T HAVE ANY VOLTAGE. I USED BOLTS IN THE FRAME FOR GROUND AND RAN A JUMPER FROM THE MULTIMETER TO BATTERY GROUND BUT STILL HAD NO POWER. TC THEN REQUESTED ME TO SNAP RELAYS AND THEN CHECK POWER AGAIN BECAUSE HAD NO POWER AT PIN WIRE 196 FOR THE RELAY, AND HAVE TRIED OTHER RELAYS. TC ASKED TO CHECK THE WORK TOOL FUSE. FOUND FUSE TO BE BLOWN FROM THE PREVIOUS SHORT IN THE WIRING HARNESS. THEN HAD POWER AT THE HIGH FLOW SOLENOID AND PERFORMED ANOTHER PUMP FLOW TEST AND SAW NO IMPROVEMENT. TC THEN ASKED ME TO CHECK THE THUMBWHEEL POSITION IN ET AND SEND A PSR TO THEM. TC NOTICED THE CALIBRATIONS FOR THE AUXILIARY SWITCH WERE NOT COMPLETED. CALIBRATED THE SWITCHES, AND RAN ANOTHER PUMP FLOW TEST WITH NO IMPROVEMENT. TC THEN HAD ME CHECK THAT THE QUICK COUPLERS IN THE CORRECT LOCATION ON THE MACHINE AND THEY ARE. TC THEN WANTED ME TO CHECK IF THE BLOCKING VALVE IS ENERGIZED WHEN YOU ROLL. THE THUMB SWITCH FORWARD AND IT WAS. THEY THEN HAD ME CHECK THE DIRECTION OF FLOW THROUGH THE QUICK COUPLERS. I CONFIRMED THAT THE OIL IS FLOWING OUT OF THE TOP PORT WHICH IS THE MALE FITTING ON THE



THAT "IT WOULD CERTAINLY BE WORTH LOOKING AT THE  
COUPLER SEALS PER 107578908", FOLLOWED  
INSTRUCTION IN MEDIA 107944090 TO CHECK LOAD SENSE  
SYSTEM PRESSURE/SIGNAL, RESTING WITH NO ACTION  
THERE WAS 500PSI, WHILE STALLING OUT THE MACHINE  
THE WAY IT SAYS, READ 3000PSI, PRESSURES READ THE  
SAME WITH AND WITHOUT THE JUMPER INSTALLED,  
REMOVED BOTH COUPLERS, THE TOP MALE COUPLER IS  
MISSING THE SMALLER SEAL AND BELIEVE THERE IS  
SUPPOSED TO BE A SPRING THAT THE COUPLER SITS  
AGAINST AND PUSHES ON WHEN YOU SCREW THE COUPLER  
IN, THE BOTTOM FEMALE COUPLER HAD BOTH SEALS AND  
THE SPRING, THIS WOULD TELL ME SOMEONE HAS BEEN IN  
THERE AND DIDN'T PUT IT BACK TOGETHER CORRECTLY,  
THE SEAL IS PROBABLY ONE THING AS THERE IS A KNOWN  
PROBLEM FOR THAT BOT THE SPRING WAS MISSING, TO  
REQUESTED WE REPLACE THE COUPLER AND THEY GAVE ME  
THE PART NUMBER "388-7960" TO ORDER AND REPLACE, I  
GOT THAT PART AND THE PART WAS NOT CORRECT FOR  
THIS MACHINE, I THEN FOUND THE CORRECT COUPLER AND  
CONFIRMED WITH TC THAT I HAD THE CORRECT NUMBER  
AND THEN ORDERED AND REPLACED THE COUPLER, I NOW  
HAVE 29.6 GPM, I THEN CONNECTED TO THE MULCHING  
ATTACHMENT AND RAN IT WITH AND WITHOUT THE JUMPER  
TO ENSURE THERE IS A NOTICEABLE DIFFERENCE IN  
SOUND MEANING IT IS OR ISN'T IN HIGH FLOW,

SHOP LABOR  
TOTAL LABOR

SEG. 01

950.78  
950.78 \*



QUANTITY	ITEM	NIR	DESCRIPTION	UNIT PRICE	BALENO
			SEGMENT 03 TOTAL		1,686.36 T

TEST IMPLEMENT PUMP  
 COMPLAINT: OIL FLOW THROUGH AUXILIARY CIRCUIT LOW  
 CAUSE: FAILED AUXILIARY COUPLERS  
 COMPLICATION: NOT HAVING THE HOSES TO TEST THE  
 PUMP FLOW, WORK WITH PARTS TO MAKE THE CORRECT  
 HOSES WITH THE CORRECT FITTINGS  
 CORRECTION: WORK WITH PARTS TO MAKE THE CORRECT  
 HOSES WITH THE CORRECT FITTINGS, TEST PUMP FLOW  
 FOLLOWING "106285861" AND HAD 16.5 GPM WITH THE  
 OIL AT 122 DEGREES AND 1450 PSI AND THE MACHINE AT  
 1800 RPM AS THE INSTRUCTIONS STATE FOR A HIGH FLOW  
 MACHINE WITH THE WORK TOOL JUMPER INSTALLED. THEN  
 TEST PRESSURES TO ENSURE PUMP IS GOING FULL,  
 STROKE, RUN PUMP FLOW TEST AGAIN AFTER REPLACING  
 THE SAME. RUN PUMP FLOW TEST AGAIN AFTER REPLACING  
 HARNESS AND NOTICE NO CHANGE, TROUBLESHOOT  
 ELECTRICAL AND WORK WITH TO GAIN POWER AT THE  
 SOLENOID AND RUN THE PUMP FLOW TEST AGAIN BUT  
 NOTICE NO CHANGE. REPLACE HYDRAULIC PUMP, TEST  
 PUMP FLOW, NOTICE NO CHANGE, REPLACE AUXILIARY  
 COUPLERS, RUN PUMP FLOW TEST, PUMP FLOW IS NOW AT  
 29.6 GPM

SHOP LABOR  
 TOTAL LABOR  
 SEGMENT 04 TOTAL

SEG. 04

722.74 T

REMOVE & INSTALL IMPLEMENTS  
 WIRING HARNESS

JUNGLE  
 FORMULA  
 INSECT  
 REPEL



Make: CATERPILLAR  
 Model: 29H02H22C  
 Serial #: CAT0296D0X200350\*

Equipment #:  
 Machine ID #: HGN0746  
 Meter Reading: 2170.0

SEQ	DESCRIPTION	PARTS	LABOR	MISC	TOTAL
TOTAL		5,051.75	6,827.83	732.36	8,611.94

- 01 CUSTOMER EO NUMBER IS FOR REFERENCE ONLY
- 02 CLEAN ATTACHMENT
- 03 PRESSURE TEST & INSPECT HYDRAULIC SYSTEM
- 04 TEST IMPLEMENT PUMP
- 05 REMOVE & INSTALL IMPLEMENTS
- 06 REMOVE & INSTALL IMPLEMENT PUMP
- 07 REMOVE & INSTALL WORK TOOL

<b>SUBTOTAL</b>	7,917.35
KANSAS SALES TAX	
SALINE CO KS	
<b>TOTAL</b>	8,549.71

RETURN PARTS ARE SUBJECT TO FOLEY EQUIPMENT COMPANY RETURN POLICY AVAILABLE AT EACH FOLEY FACILITY.

**TERMS ON APPROVED CHANGE ACCOUNTS:**  
 PAYMENT DUE WITHIN 30 DAYS OF THE INVOICE DATE. ANY PAST DUE BALANCE WILL BE SUBJECT TO INTEREST CHARGES AT THE RATE OF 1.5% PER MONTH (18% PER ANNUM) PAYMENT BY CREDIT CARD MAY BE SUBJECT TO SURCHARGE AS ALLOWED BY LAW  
 ALL EQUIPMENT, PARTS OR SERVICES PROVIDED UNDER THIS INVOICE WERE DONE IN ACCORDANCE WITH FOLEY'S STANDARD TERMS OF SALE AND NO OTHER TERMS AND CONDITIONS SHALL APPLY UNLESS SIGNED IN WRITING BY AN AUTHORIZED REPRESENTATIVE OF FOLEY.





TOTAL LABOR SEC. 05  
SEGMENT 05 TOTAL

REMOVE & INSTALL IMPLEMENT PUMP  
COMPLAINT: LOW HYDRAULIC FLOW AT AUXILIARY PORTS  
CAUSE: FAILED AUXILIARY COUPLERS  
CORRECTION: RAISE CAB, DRAIN HYDRAULIC OIL, REMOVE  
HOSES FROM IMPLEMENT PUMP, UNBOLT AND REMOVE  
IMPLEMENT PUMP, INSTALL NEW IMPLEMENT PUMP,  
CONNECT ALL HOSES WITH NEW O-RINGS, FILL HYDRAULIC  
OIL WITH NEW OIL, LOWER CAB, START MACHINE, RAISE  
CAB, CHECK FOR LEAKS, NO LEAKS, LOWER CAB

8	3145168	HYDO-10W BULK	S
1	2M-9780	SEAL O RING	S
1	3J-7354	SEAL O RING	S
1	5K-9090	SEAL O RING	S
1	5P-8074	ADAPTER	S
1	6V-8397	SEAL	S
1	7J-9108	SEAL	S
1	7M-8485	SEAL O RING	N
1	8T-5049	PUMP GP-PS	N
1	20R-8951	CORE DEPOSIT	N
-1		CORE CREDIT	N
1		ELEMENT AS-O	S
1	421-5479	TOTAL PARTS	SEG. 06
		LESS	75%-PARTS
		SEGMENT 06 TOTAL	