

2012 Challenger MT675D NR9350

Engine & Transmission Replacement

Total Parts/Labor
\$76,268.57

W0230007367 04-01-22 685107 23 F UNA 2 1
DX03290 12-27-21 10 10 10 9078348
AF MT675D B313075

CLEAN MACHINE

CLEAN MACHINE FOR REPAIRS

CUSTOMER COMPLAINT:

CLEAN FOR REPAIRS

REPAIR PROCESS COMMENTS:

WASHED THE MUD AND GREASE OFF THE MACHINE BEFORE
GOING TO THE SHOP TO BE FIXED.

AG CLEANING 2.35 RT HOURS 46010

TOTAL LABOR SEG. 01

SEGMENT 01 TOTAL

INSPECT MACHINE

PERFORM PMI INSPECTION WITH ESITMATE

CUSTOMER COMPLAINT:

PMI

REPAIR PROCESS COMMENTS:

INSPECTED MACHINE AND LOGGED WHAT WAS FOUND.

F/R LBR

SEGMENT 02 TOTAL

CONT'D

| | | | | | | | | |
|-------------|----------|---------|----|----|---|-----|---|---------|
| WO230007367 | 04-01-22 | 685107 | | 23 | F | UNA | 2 | 2 |
| DX03290 | 12-27-21 | 10 | 10 | 10 | | | | 9078348 |
| AF | MT675D | B313075 | | | | | | |

REPAIR TRANSMISSION

REPAIR TRANS FOR NOT PULLING.

CUSTOMER COMPLAINT:
TRACTOR STOPS MOVING
CAUSE OF FAILURE:
CVT

REPAIR PROCESS COMMENTS:
CUSTOMER SAID IT WOULD STOP MOVING WHEN IT WAS
HEATED UP AND CLUTCH WAS PUSHED. READ BACK
STORIES, IN 2020 A FIELD TECH WENT OUT FOR THIS
SAME PROBLEM AND CVT HAD METAL IN IT AND THEY
KEPT RUNNING IT. THE ENGINE WAS BAD, HAD MAIN
BEARINGS OUT OF IT, SO I WAS NOT ABLE TO
TEST TRANSMISSION. CUSTOMER SAID HE WANTED IT
REPLACED. ORDERED NEW CVT. REMOVED CAB. HAD TO
REMOVE ALL WIRING HARNESSSES AND EVERY HYDRAULIC
LINE. THERE WAS ALOT OF THEM GOT DOWN TO THE
TOP OF THE CVT. REMOVED TOP AND REMOVED CONTROL
VALVES. REMOVED CVT AND REMOVED HYD PUMP TO THE
CVT. CHECKED FOR BAD GEARS, THEY LOOKED GOOD.
ALAN WANTED ME TO REMOVE THE PTO HOUSING AND CHECK
REAR AXLE BEARINGS TO MAKE SURE THEY WERE NOT BAD.
REMOVED HOUSING, CHECKED THE BEARNGS. THEY LOOKED
GOOD. CLEANED ALL OF THE GEARS AND CVT HOUSING

CONT'D

W0230007367 04-01-22 685107

23 F UNA 2 3

DX03290 12-27-21 10 10 10

9078348

AF MT675D B313075

WITH BRAKE CLEAN. GOT ALL OF THE METAL OUT.
REINSTALLED THE CVT INSERT. ADJUSTED SIDE TO SIDE
PER SERVICE MANUAL. HOOKED UP A HYDRAULIC FILL AND
PRIMED THE CVT. MADE SURE THE PUMPS WOULD SWING.
HOOKED UP LINES IN THE CVT AND REINSTALLED THE
CONTROL VALVES. STARTED TO REINSTALL THE
HYDRAULIC STACK AND ALL OF THE HYDRAULIC LINES.
REINSTALLED THE WIRING HARNESSSES AND REINSTALLED
THE CAB. FILLED THE CVT WITH 821 XL PLUS OIL.
WILL RUN AND TEST WHEN THE ENGINE IS REPLACED.
TESTED TRANSMISSION AND COULD NOT GET IT TO
CALIBRATE. KEPT SAYING THE CLUTCH WAS
NOT PUSHED DOWN WHEN IT WAS. HOOKED UP EDT AND
CHECKED THE CLUTCH. EVERYTIME I PUSHED IT TO THE
FLOOR IT WOULD STOP READING 100% VALUE AND DROP
BACK DOWN TO 0%. UPDATED SOFTWARE TO SEE IF IT
WOULD FIX IT. ADJUSTED THE CLUTCH TO READ 100%
WHEN PUSHED TO THE FLOOR. WAS THEN ABLE TO GET
THE TRANSMISSION TO CALIBRATE. RAN AND CHECKED
FOR LEAKS. FOUND A FEW LEAKS AND FIXED THEM.
EVERYTHING WORKED AS IT SHOULD.

| | | | | |
|---|-----------|-------|---------------------|---|
| 4 | BULK821 | | LUBRICANT-BULK PERS | |
| | | 45100 | | |
| 1 | 3008359X1 | | O-RING/METRIC | N |
| | | 45100 | | |
| 2 | 3014123X1 | | O-RING | N |
| | | 45100 | | |
| 1 | 3014124X1 | | O-RING | N |
| | | 45100 | | |

CONT'D

WO230007367 04-01-22 685107

23 F UNA 2 4

DX03290 12-27-21 10 10 10

9078348

AF MT675D B313075

| | | | | |
|----|-----------|-------|---------------------|---|
| 2 | 3014125X1 | | O-RING | N |
| | | 45100 | | |
| 1 | 4285539M3 | | OIL COOLER | S |
| | | 45100 | | |
| 1 | 4289086M2 | | HYDR. HOSE | N |
| | | 45100 | | |
| 1 | 4289997M1 | | TRANSDUCER | N |
| | | 45100 | | |
| 4 | 72310677 | | BUSHING | N |
| | | 45100 | | |
| 3 | 72313421 | | O-RING/11X3-FPM 80S | |
| | | 45100 | | |
| 3- | 72313421 | | O-RING/11X3-FPM 80S | |
| | | 45100 | | |
| 4 | 72313426 | | O-RING/12.3X2.4-NRN | |
| | | 45100 | | |
| 2 | 72313450 | | O-RING/24X2,5-FPM S | |
| | | 45100 | | |
| 2 | 72313458 | | O-RING/27X3-FPM 80S | |
| | | 45100 | | |
| 1 | 72313469 | | O-RING/36.2X3-FPM N | |
| | | 45100 | | |
| 1 | 72426251 | | KIT, SEAL | N |
| | | 45100 | | |
| 1 | 72608824 | | GASKET-0,3 | N |
| | | 45100 | | |
| 1 | 72655135 | | VARIO-TRANS.- ML26N | |
| | | 45100 | | |
| 1 | | | CORE DEPOSIT | N |
| | | 45100 | | |

CONT'D

WO230007367 04-01-22 685107 23 F UNA 2 5
 DX03290 12-27-21 10 10 10 9078348
 AF MT675D B313075

24 79035450G 821XL+/GALLON DISPS
 45405

| | | |
|----------|------------------|---------|
| | TOTAL PARTS | SEG. 03 |
| AG LABOR | 98.42 RT HOURS | 46010 |
| AG LABOR | 12.00 RT HOURS | 46010 |
| | TOTAL LABOR | SEG. 03 |
| 4.00 | INBOUND FREIGHT | 15555 |
| | TOTAL MISC CHGS | SEG. 03 |
| | SEGMENT 03 TOTAL | |

REPAIR ENGINE

REPAIR ENGINE FOR NOISE AND LOW OIL PRESSURE.

CUSTOMER COMPLAINT:

BAD KNOCK IN ENGINE. CUSTOMER REQUESTED ENGINE
 OVERHAUL OR REPLACEMENT

REPAIR PROCESS COMMENTS:

CONT'D

W0230007367 04-01-22 685107

23 F UNA 2 6

DX03290 12-27-21 10 10 10

9078348

AF MT675D B313075

REMOVED HOOD. DRAINED WATER OUT. DRAINED ENGINE OIL. IT HAD A LOT OF METAL IN THE OIL. UNHOOKED HYDRAULIC LINES TO THE FRONT AXLE. DRAINED A/C. REMOVED ALL PARTS TO PULL FRONT AXLE OUT. BLOCKED UP THE ENGINE. UNBOLTED THE FRONT AXLE FRAME. PULLED THE FRONT AXLE FRAME AWAY FROM THE REST OF THE TRACTOR AND BLOCKED UP. REMOVED OIL PAN. CHECKED MAIN BEARINGS, THEY WERE GONE. THERE WERE BEARING PARTS IN THE BOTTOM OF THE OIL PAN. ALAN TOLD CUSTOMER, IT WOULD NEED A LONG BLOCK. STARTED REMOVING PARTS OFF THE ENGINE AND HOOKED HOIST UP. REMOVED THE ENGINE AND SET ON BLOCKS. TRANSFERRED BELL HOUSING AND FLYWHEEL TO NEW ENGINE. INSTALLED THE NEW ENGINE INTO MACHINE. STARTED PUTTING PARTS BACK ON. ORDERED A NEW CCV AND REPLACED. THE OLD TURBO WAS SHOT. ORDERED A NEW TURBO AND REPLACED. CRANK SENSOR WAS WORN. ORDERED NEW AND REPLACED. INSTALLED REMAN INJECTORS, AS THAT WAS ALL THAT WAS AVAILABLE. WASHED THE AXLE AND FRAME OFF. PUT BACK INTO PLACE. TORQUED FRAME BOLTS. REINSTALLED ALL PARTS. TOPPED OFF WITH OIL AND ANTIFREEZE. STARTED ENGINE TO CHECK FOR ANY LEAKS. RECHARGED A/C. REINSTALLED HOOD.

| | | |
|---|------------|---------------------|
| 9 | ACP0320100 | COOLANT-50/50 SI-OS |
| | 45100 | |
| 1 | ACW0830170 | SENSOR S |
| | 45100 | |
| 6 | BULK10W30 | LUBRICANT-BULK 10WS |
| | 45100 | |

CONT'D

WC230007367 04-01-22 685107

23 F UNA 2 7

DX03290 12-27-21 10 10 10

9078348

AF MT675D B313075

| | | | | |
|---|------------|-------|--------------------|---|
| 4 | V614600724 | 45100 | O-RING | N |
| 1 | V614602930 | 45100 | O-RING | S |
| 1 | V614603230 | 45100 | O-RING | N |
| 7 | V615801420 | 45100 | GASKET | S |
| 1 | V640016016 | 45100 | PLUG | N |
| 1 | V640016018 | 45100 | PLUG | N |
| 2 | V640016020 | 45100 | PLUG | N |
| 1 | V836015156 | 45100 | THERMOSTAT | S |
| 1 | V836329632 | 45100 | GASKET | N |
| 1 | V836862582 | 45100 | FILTER, OIL | S |
| 1 | V836867753 | 45100 | GASKET | S |
| 1 | V836867924 | 45100 | DIPSTICK | c |
| 1 | V837073734 | 45100 | BREATHER VALVE | S |
| 1 | V837074402 | 45100 | PULLEY, IDLER-PK12 | S |
| 1 | V837084949 | 45100 | THERMOSTAT | S |

CONT'D

WO230007367 04-01-22 685107

23 F UNA 2 8

DX03290 12-27-21 10 10 10

9078348

AF MT675D B313075

| | | | | |
|----|------------|-------|------------------|---|
| 2 | V837091436 | | FUEL FILTER KIT | S |
| | | 45100 | | |
| 1 | V866873827 | | TURBO, REMAN | N |
| | | 45100 | | |
| 1 | | | CORE DEPOSIT | N |
| | | 45100 | | |
| 1- | | | FULL CREDIT | S |
| | | 45100 | | |
| 6 | V867079432 | | REMAN INJECTOR | N |
| | | 45100 | | |
| 6 | | | CORE DEPOSIT | N |
| | | 45100 | | |
| 6- | | | FULL CREDIT | N |
| | | 45100 | | |
| 1 | 4279550M1 | | HOSE | N |
| | | 45100 | | |
| 1 | 4282175M2 | | TENSIONER PULLEY | S |
| | | 45100 | | |
| 1 | 4282379M2 | | HOSE | N |
| | | 45100 | | |
| 1 | 4285534M1 | | COOLER | S |
| | | 45100 | | |
| 1 | 4286479M2 | | ELEMENT,A/F 600C | S |
| | | 45100 | | |
| 1 | 4287376M2 | | BELT | N |
| | | 45100 | | |
| 1 | 4299993M1 | | O-RING | N |
| | | 45100 | | |
| 1 | 4348738M1 | | BELT/600C | S |
| | | 45100 | | |

CONT'D

WO230007367 04-01-22 685107

23 F UNA 2 9

DX03290 12-27-21 10 10 10

9078348

AF NT675D B313075

| | | | | |
|----|------------|-------|------------------|---|
| 2 | 4348897M2 | | STUD BOLT-M8/M10 | N |
| | | 45100 | | |
| 1 | 4350486M4 | | TUBE | N |
| | | 45100 | | |
| 2 | 658081M2 | | DAMPER | S |
| | | 45100 | | |
| 1 | 72437627 | | ELEMENT | S |
| | | 45100 | | |
| 2 | | | CORE DEPOSIT | N |
| | | 45100 | | |
| 1- | | | FULL CREDIT | N |
| | | 45100 | | |
| 1 | 865279486T | | EXCH. LONG ENG. | S |
| | | 45100 | | |
| 1- | | | FULL CREDIT | N |
| | | 45100 | | |

TOTAL PARTS SEG. 04

| | | |
|----------|----------------|-------|
| AG LABOR | 94.16 RT HOURS | 46010 |
| AG LABOR | 10.75 RT HOURS | 46010 |
| AG LABOR | 5.00 OT HOURS | 46010 |

TOTAL LABOR SEG. 04

8.00 INBOUND FREIGHT 15555

TOTAL MISC CHGS SEG. 04

CONT'D

| | | | | | | | | |
|-------------|----------|---------|----|----|---|-----|---|---------|
| W0230007367 | 04-01-22 | 685107 | | 23 | F | UNA | 2 | 10 |
| DX03290 | 12-27-21 | 10 | 10 | 10 | | | | 9078348 |
| AF | MT675D | B313075 | | | | | | |

SEGMENT 04 TOTAL

REPAIR SUSPENSION CYLINDER

CUSTOMER COMPLAINT:

LEFT FRONT CAB CYLINDER LEAKING

REPAIR PROCESS COMMENTS:

ORDERED AND REPLACED CYLINDER BEFORE CAB WAS
 WAS INSTALLED. SHOWED ALAN THE BUSHINGS THAT HELD
 THE CAB ON. THEY WERE GONE AND RUBBING ON METAL.
 ORDERED AND REPLACED THE BUSHINGS. PUT BACK
 TOGETHER AND TRIED TO DO A CAB CALIBRATION.
 IT CAME UP THE RIGHT FRONT CYLINDER OUT OF RANGE.
 IT WAS UNHOOKED WHEN IT CAME IN, SO IT WILL
 PROBABLY NEED REPLACED TO GET CAB TO WORK
 PROPERLY. WILL ASK CUSTOMER WHAT HE WANTS TO DO.
 ALAN TALKED TO CUSTOMER AND HE WANTED IT FIXED.
 HOOKED UP EDT AND THE RIGHT FRONT WAS NOT READING
 ANY HEIGHT. RAISED CAB AND REMOVED CAB CYLINDER.
 HOOKED IT UP ON THE LEFT SIDE AND IT STILL WOULD
 NOT READ. THE CYLINDER SENSOR WAS BAD. ORDERED A
 NEW CAB CYLINDER, HOOKED IT UP TO THE RIGHT SIDE
 HARNESS. IT WOULD READ HEIGHT. TRANSFERRED HOSES
 OVER TO NEW CYLINDER AND INSTALLED. WAS ABLE TO
 GET CAB TO CALIBRATE. RAN AND CHECKED FOR LEAKS.

2 3014717X1 SCREW-12P M12X55 1N

45100

CONT'D

W0230007367 04-01-22 685107 23 F UNA 2 11
DX03290 12-27-21 10 10 10 9078348

AF MT675D B313075

| | | | | |
|---|------------|-------|----------------|---|
| 2 | 4295028M2 | 45100 | BUSH | N |
| 2 | 4295703M1 | 45100 | SPACER | N |
| 4 | 4297162M1 | 45100 | BUSH | N |
| 1 | 4352383M93 | 45100 | AIR SUSPENSION | N |
| 1 | 4352383M93 | 45100 | AIR SUSPENSION | N |

TOTAL PARTS SEG. 05

AG LABOR 12.00 RT HOURS 46010

TOTAL LABOR SEG. 05

4.00 INBOUND FREIGHT 15555

TOTAL MISC CHGS SEG. 05

SEGMENT 05 TOTAL

TEST DYNO

RUN TRACTOR ON DYNO.

CONT'D

| | | | | | | | | |
|-------------|----------|---------|----|----|---|-----|---|---------|
| WO230007367 | 04-01-22 | 685107 | | 23 | F | UNA | 2 | 12 |
| DX03290 | 12-27-21 | 10 | 10 | 10 | | | | 9078348 |
| AF | MT675D | B313075 | | | | | | |

CUSTOMER COMPLAINT:
 RUN ON DYNO FOR CUSTOMER
 REPAIR PROCESS COMMENTS:
 CUSTOMER WANTED TO SEE TRACTOR RAN ON THE DYNO.
 HOOKED UP DYNO AND RAN MACHINE. IT MADE RATED
 POWER.

F/R LBR

SEGMENT 06 TOTAL

 REPAIR THROTTLE

REPAIR THROTTLE FOR NOT REVING ENGINE UP.

ENGINE WOULD NOT REV PAST 1500 RPM AFTER REBUILD.
 HOOKED UP EDT AND CHECKED FOR CODES. NO CODES
 PRESENT. UPDATED SOFTWARE. MACHINE STILL WOULD NOT
 REV UP. GOT AHOLD OF BRENT B. HE WANTED TO JUMP IN
 ON MY COMPUTER. HE TOOK OVER COMPUTER AND CHECKED
 A FEW THINGS. IT WAS SHOWING DERATE, BUT NO ACTIVE
 CODES. HE DIDN'T REALLY KNOW WHAT TO DO. HE
 WENT AHEAD AND ERASED THE STORED CODES. IT WENT
 OUT OF DERATE AND WOULD REV FULL THROTTLE.

| | | |
|----------|---------------|-------|
| AG LABOR | 7.08 RT HOURS | 46010 |
|----------|---------------|-------|

| | |
|-------------|---------|
| TOTAL LABOR | SEG. 07 |
|-------------|---------|

CONT'D

| | | | | | | | | |
|-------------|----------|---------|----|----|---|-----|---|---------|
| WO230007367 | 04-01-22 | 685107 | | 23 | F | UNA | 2 | 13 |
| DX03290 | 12-27-21 | 10 | 10 | 10 | | | | 9078348 |
| AF | MT67SD | B313075 | | | | | | |

SEGMENT 07 TOTAL

REPAIR POWER TAKEOFF DRIVE

REPAIR PTO LIGHT.

PTO LIGHT KEPT FLASHING NO MATTER WHAT BUTTON WAS
PUSHED. WENT THROUGH AUTO 5 CALIBRATION AND
CALIBRATED PTO. LIGHT WOULD GO OUT WHEN IT WAS
SUPPOSED TO.

| | | |
|----------|---------------|-------|
| AG LABOR | 2.42 RT HOURS | 46010 |
|----------|---------------|-------|

| | |
|-------------|---------|
| TOTAL LABOR | SEG. 08 |
|-------------|---------|

SEGMENT 08 TOTAL

REPAIR BRAKE ACTUATOR

REPAIR FOR BRAKE PRESSURE DROP.

PARKING BRAKE WOULD COME ON WHEN BOTH OF THE FOOT
PEDALS WAS PUSHED. HOOKED UP EDT AND WATCHED THE
PRESSURES. WHEN BOTH PEDALS WERE PUSHED, THE BRAKE
PRESSURE WOULD GO TO LOW BAR CAUSING PARKING

CONT'D

WO230007367 04-01-22 685107

23 F UNA 2 14

DX03290 12-27-21 10 10 10

9078348

AF MT675D B313075

BRAKES TO COME ON. CHECKED EACH BRAKE. WHEN PUSHED
THEY WERE GOOD AROUND 60 BAR. THE NEXT STEP WAS
TO CHECK THE ACCUMULATOR. IT SHOULD HAVE 44 BAR.
PULLED OFF AND CHECKED. IT ONLY HAD AROUND 12 BAR.
THIS WAS LETTING THE PRESSURE DROP AND SET THE
PARKING BRAKE. ORDERED AND REPLACED ACCUMULATOR.
REBLED THE BRAKES AND MADE SURE THEY WORKED
PROPERLY. OPERATED MACHINE AND WHEN THE BRAKES
WERE PUT ON, IT WOULD NOT GO INTO PARK. TOLD
CUSTOMER WHAT I HAD DONE AND HE SAID IT WENT INTO
PARK WHEN HE BOUGHT IT SO IT WAS WRONG FOR SEVERAL
YEARS.

1 4276645M1 ACCUMULATOR N
45100

TOTAL PARTS SEG. 09

AG LABOR 6.00 RT HOURS 46010

TOTAL LABOR SEG. 09

SEGMENT 09 TOTAL

ADD MACHINE

TIME NOT CHARGED TO THE JOB PER AMS

CONT'D

| | | | | | | | |
|-------------|----------|----------|----|---|-----|---|---------|
| WC230007367 | 04-01-22 | 685107 | 23 | F | UNA | 2 | 15 |
| DX03290 | 12-27-21 | 10 10 10 | | | | | 9078348 |
| AF | MT675D | B313075 | | | | | |

TIME NOT CHARGED TO JOB.

SEGMENT 11 TOTAL

PERFORM MAINTENANCE ON HYDRAULIC SYSTEM

SERVICE HYD SYSTEM AND REPAIR LEAK ON FILTER BASE.

DRAINED HYD OIL. ORDERED NEW FILTERS AND O-RINGS. DRAINED OIL. REMOVED FILTER AND REPLACED. REMOVED FRONT CANISTER WHERE THERE WAS AN OIL LEAK. REPLACED O-RINGS AND REPLACED CANISTER. WILL CHECK FOR LEAKS WHEN IT IS REFILLED. ADDED 26 GALLONS OF BULK 821. RAN AND DID NOT SEE ANY LEAKS.

| | | | |
|----|-----------|-------|---------------------|
| 26 | BULK821 | | LUBRICANT-BULK PERS |
| | | 45100 | |
| 1 | 1444800X1 | | ORING-151.77X5.33 S |
| | | 45100 | |
| 1 | 4285174M1 | | ELEMENT/FILTER/6008 |
| | | 45100 | |
| 1 | 4289985M1 | | O-RING S |
| | | 45100 | |
| 1 | 4289986M1 | | O-RING S |
| | | 45100 | |
| 1 | 4289991M1 | | O-RING N |
| | | 45100 | |
| 1 | 4289992M1 | | BUSHING N |
| | | 45100 | |

CONT'D

WO230007367 04-01-22 685107 23 F UNA 2 16
 DX03290 12-27-21 10 10 10 9078348

AF MT675D B313075

| | | | |
|------|----------|------------------|---------|
| 1 | 72453362 | BEND | N |
| | 45100 | | |
| | | TOTAL PARTS | SEG. 12 |
| | AG LABOR | 5.50 RT HOURS | 46010 |
| | | TOTAL LABOR | SEG. 12 |
| 2.00 | | INBOUND FREIGHT | 15555 |
| | | TOTAL MISC CHGS | SEG. 12 |
| | | SEGMENT 12 TOTAL | |

REPAIR HOSES & LINES

REPAIR LEAK ON HYD HOSE UNDER ENGINE.

HYDRAULIC HOSE FOR THE FRONT END SUSPENSION WAS
 LEAKING. ORDERED NEW. REMOVED THE OLD HOSE AND
 INSTALLED THE NEW ONE. RAN AND CHECKED FOR
 LEAKS.

| | | |
|----------|---------------|-------|
| AG LABOR | 1.00 RT HOURS | 46010 |
| AG LABOR | 1.00 RT HOURS | 46010 |

CONT'D

| | | | | | | | | | | |
|-------------|----------|---------|----|----|--|----|---|-----|---|---------|
| WO230007367 | 04-01-22 | 685107 | | | | 23 | F | UNA | 2 | 17 |
| DX03290 | 12-27-21 | 10 | 10 | 10 | | | | | | 9078348 |
| AF | MT675D | B313075 | | | | | | | | |

TOTAL LABOR SEG. 13

SEGMENT 13 TOTAL

REPAIR FOR WARRANTY FUEL INJ VALVE/NOZZLE

REPAIR FOR MULTIPLE FAILED REMAN INJECTORS.

CUSTOMER COMPLAINT:

REMAN INJECTORS FAILED

REPAIR PROCESS COMMENTS:

AFTER I GOT ENGINE RUNNING, IT RAN FOR ABOUT 5 MINUTES THEN STARTED SMOKING AND MISSING. HOOKED UP EDT AND CUT OUT EACH CYLINDER. WHEN CUT OUT, #3 WOULD STOP SMOKING AND ENGINE MISS DID NOT CHANGE. ORDERED A NEW INJECTOR. REMOVED HOSES, INTAKE HOSES, A/C, BRACKETS, AND FRONT VALVE COVER. INSTALLED NEW INJECTOR. REINSTALLED EVERYTHING AND STARTED UP MACHINE. RAN GOOD FOR ABOUT 2 MINUTES, THEN IT STARTED KNOCKING AND SMOKING WORSE THAN BEFORE. SOUNDED LIKE 2 INJECTORS FELL OUT OR ONE WAS NOT SHUTTING OFF AND SPRAYING ALL THE TIME. TALKED TO ALAN HE WANTED 5 NEW ONES INSTALLED WHERE THE REMANS WERE INSTALLED. WE HAVE BEEN GETTING BAD REMANUFACTURED INJECTORS. ORDERED 5 NEW ONES.

CONT'D

| | | | | | | | |
|-------------|----------|----------|----|---|-----|---|---------|
| W0230007367 | 04-01-22 | 685107 | 23 | F | UNA | 2 | 18 |
| DX03290 | 12-27-21 | 10 10 10 | | | | | 9078348 |
| AF | MT675D | B313075 | | | | | |

REMOVED HOSES. INTAKE HOSES, A/C, BRACKETS, AND ALTERNATORS. REMOVE EXHAUST DOC TO GET BACK VALVE COVER OFF. REPLACED THE REMAINING 5 INJECTORS WITH NEW ONES. PUT EVERYTHING BACK ON AGAIN. STARTED MACHINE AND IT RAN LIKE IT WAS SUPPOSED TO.

| | | | |
|----|------------|-----------------|---|
| 6 | V837079432 | INJECTOR COMPL. | N |
| | 45100 | | |
| 6 | | CORE DEPOSIT | N |
| | 45100 | | |
| 6- | | FULL CREDIT | N |
| | 45100 | | |

| | |
|-----------------|---------|
| TOTAL PARTS | SEG. 98 |
| LESS 100%-PARTS | |

| | | |
|----------|----------------|-------|
| AG LABOR | 24.00 RT HOURS | 46010 |
|----------|----------------|-------|

| | |
|-----------------|---------|
| TOTAL LABOR | SEG. 98 |
| LESS 100%-LABOR | |

SEGMENT 98 TOTAL

CONT'D