

PLEASE REFER TO THIS INVOICE NUMBER WITH YOUR REMITTANCE

> INVOICE NUMBER <	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
TK520092813	07-03-24		* HEAVY RENTS *	52	G		2	1
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			
TT82543	12-27-23	30	30	30				6123223
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH. ID NO.			
AA	745C	*CAT0745CHTFK01526*	1710N016	6478.0	UE5119			
QUANTITY	ITEM	*N/E	DESCRIPTION	UNIT PRICE	EXTENSION			

TROUBLESHOOT TRANSMISSION

COMPLAINT: LOW POWER

CAUSE: TRANSMISSION CLUTCHES SLIPPING.

CORRECTION: 12-27 INSPECTED THE MACHINE AND DOWNLOADED A PSR. FOUND NO STORED OR LOGGED CODES/EVENTS INDICATING AN ISSUE WITH THE ENGINE. CHANGED THE FUEL FILTERS AND PRIMED THE FUEL SYSTEM. STARTED THE MACHINE AND RAN IT TO SEE IF THE ISSUE COULD BE DUPLICATED. FOUND THAT THE ENGINE HAD NO ISSUES BUT AFTER DRIVING THE MACHINE, THE TRANSMISSION STARTED TO RECORD CLUTCH SLIPPING EVENTS UNTIL EVENTUALLY IT QUIT MOVING IN THE FORWARD DIRECTION. CHECKED AND CONFIRMED THAT THE SOFTWARE WAS UP TO DATE. CHECKED THE TRANSMISSION MAIN PRESSURE AND FOUND IT WAS WITHIN SPEC. IT WAS AT 450PSI AND SPEC IS 460+-20PSI. ATTEMPTED TO CALIBRATE THE CLUTCHES BUT IT FAILED EACH ATTEMPT DUE TO CLUTCH #2 BEING AT THE LIMIT. THE ERROR IS ATTACHED TO THE WORK ORDER. REMOVED AND INSPECTED THE TRANSMISSION FILTER AND FOUND SOME EVIDENCE OF CLUTCH MATERIAL. UPDATED THE POC AND WILL TRY TO SWAP THIS MACHINE OUT AND BE BROUGHT TO THE SHOP.

COMPLICATIONS:

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CONTINGENT DAMAGE (IF ANY):

3/12/24 3232 - TOOK PSR. VERIFIED THAT MACHINE
WILL NOT MOVE IN FORWARD BUT WILL REMOVE IN
REVERSE. SUBMITTED KACE TICKET.

*****TRANS SERIAL NUMBERS*****
****REMOVED RT933034 ----- INSTALLED RT924089*****

TOOK PRESSURES, CLUTCH 3 HAS NO PRESSURE AT ALL.
DRAINED OIL FROM TRANS AND TRANSFER CASE. THERE
WAS SOME METAL ON BOTH PLUGS. SOME PRETTY LARGE
FLAKES ON THE TRANS PLUG. THERE WAS ALSO A LOT OF
NON-MAGNETIC METAL IN THE OIL. THERE IS AN
ABNORMAL SPEED SENSOR CODE. REMOVED THE SENSOR AND
IT LOOKS LIKE IT HAS BEEN CONTACTED SLIGHTLY.
SWAPPED SENSOR WITH #2 BUT CODE DID NOT FOLLOW.
CHECKED POWER AND I HAD 10V LIKE IT SHOULD AND I
RAN AN OVERLAY WIRE FROM ECM TO SENSOR BUT NO
CHANGE. TRIED A DIFFERENT SENSOR BUT STILL NO
CHANGE. ADDED TO KACE TICKET.

3/28/24 3232 - MEASURED FLYWHEEL HOUSING DAMAGE
AND ADDED TO KACE TICKET. DSN SUGGESTS REPLACING
FLYWHEEL HOUSING DUE TO DAMAGE CAUSED BY PUMP
DRIVE GEAR. LOOKED UP PARTS.

1	177-9343	CAP&PROBE G.	S
1	SOS SINGLE	OIL ANALYSIS	S

TOTAL PARTS

SEG. 02

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REMOVE & INSTALL TRANSMISSION

4/9/24 3232 INSTALLED TRANSMISSION AND STARTED
CONNECTING EVERYTHING.

4/10/24 3232 - CONTINUED REINSTALLING EVERYTHING.
SHOULD HAVE CAB ON TOMORROW.

4/11/24 3232 - EVERYTHING CONNECTED MINUS A FEW
COOLER LINES. WILL PUT CAB ON IN MORNING AND THEN
DO TCASE REAR OUTPUT YOKE SEAL.

4/12/24 3232 - CONNECTED COOLER LINES. INSTALLED
CAB AND STARTED CONNECTING LINES TO IT.

4/15/24 3232 - FINISHED INSTALLING CAB. DOUBLE
CHECKED EVERYTHING AND FILLED ALL FLUIDS. WILL
CALIBRATE AND TEST TOMORROW.

4/16/24 3232 - CALIBRATED MACHINE. HAD A FEW LEAKS
THAT I HAD TO TAKE CARE OF. RAN MACHINE OUTSIDE
FOR A WHILE AND IT RAN WELL.

COMPLAINT: REMOVE AND INSTALL TRANSMISSION.

CAUSE: TRANSMISSION FAILED IN FORWARD.

CORRECTION: DRAINED COOLANT. REMOVED PANEL ON
RIGHT FENDER THEN REMOVED RAILING. RECOVERED AC.
DISCONNECTED EVERYTHING FROM CAB AND REMOVED CAB
FROM MACHINE. REMOVED PT COOLER AND HYDRAULIC
PUMPS. PUMP BOLTS WERE VERY LOOSE. SO WAS RIGHT

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PUMP ADAPTER. DISCONNECTED ALL LINES IN THE WAY OF TRANSMISSION. REMOVED TRANS MOUNT BOLTS WHICH WERE NOT TIGHTENED. LIFTED TRANS AND ENGINE UP AND PUT STAND UNDER FLYWHEEL HOUSING. REMOVED BOLTS FROM TRANS TO FW HOUSING. REMOVED TRANS/TC AND PUT ON STANDS. TRANSFERRED NECESSARY PARTS OVER TO NEW TRANSMISSION/TC. REPLACED HARNESS BECAUSE IT WAS DAMAGED IN SEVERAL PLACES. REMOVED REAR GEAR TRAIN FOR INSPECTED. FOUND IDLER GEARS HAD BAD BEARINGS. FLYWHEEL HOUSING HAD A DAMAGED THRUST FACE ON THE RIGHT SIDE. LEFT ADAPTED NEED NEW BEARING. RIGHT ADAPTER AND RIGHT DRIVE GEAR NEEDED TO BE REPLACED BECAUSE THE BEARING SPUN OUT OF ADAPTER AND GOT STUCK ON THE GEAR SHAFT. BRAKE/HOIST/FAN PUMP NEEDED TO BE REPLACED BECAUSE THE SHAFT WAS OVERHEATED WHEN THE BEARING SPUN. INSTALLED NEW FW HOUSING AND NECESSARY GEAR TRAIN COMPONENTS. INSTALLED SWING TRANS/TC. REPLACED PT COOLER. WENT THROUGH TRANS PUMP AND CLEANED REINSTALLED ALL REMOVED COMPONENTS. FILLED FLUIDS. SET CLUTCH PRESSURES AND RAN FILL CALIBRATION. RESET BIAS. RAN MACHINE OUTSIDE FOR A FEW HOURS AND MADE SURE IT SHIFTS THROUGH ALL THE GEARS PROPERLY. FIXED ALL THE LEAKS AND HAD TO REPLACE SEVERAL HOSES AS WELL.

 COMPLICATIONS: MANY. A LOT OF PARTS WERE MISSING OR MISPLACED. HAD TO REPLACE A LOT OF EXTRA DAMAGED PARTS - PUMP, GEARTRAIN, FW HOUSING.

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 CONTINGENT DAMAGE (IF ANY): FW HOUSING, MOST OF
 THE REAR GEAR TRAIN, BRAKE/FAN/HOIST PUMP.

30	1556213X	TDTO 30 BULK	S
7	1562653X	ANTI FRZ 50/50	S
2	1H-6227	RING	S
1	1P-3704	SEAL	S
10	3D-2824	SEAL O RING	S
2	3J-7354	SEAL O RING	S
6	3K-0360	SEAL	S
25	3S-2093	TIE	S
1	4F-7389	RING	N
6	4J-0522	SEAL-O-RING	S
3	4J-0527	SEAL O RING	S
2	4J-0528	SEAL O RING	S
3	4J-5477	SEAL O RING	S
1	4M-6480	GASKET	S
1	5D-5957	SEAL	S
2	5P-7701	SEAL	S
5	6J-2680	SEAL O RING	S
5	6U-0455	LASHING TIE	S
5	6U-0456	LASHING TIE	S
1	6V-4590	SEAL O-RING	N
2	6V-5141	SEAL	N
10	6V-8397	SEAL	S
10	6V-8398	SEAL O RING	S
16	6V-9746	SEAL O RING	S
1	7J-0204	SEAL O RING	S

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40	7K-1181		TIE	S	
1	7M-8485		SEAL	S	
3	8L-2786		O RING	S	
1	8T-4123		WASHER	S	
1	8X-4575		FILTER	S	
1	033-6033		O-RING	S	
3	061-7540		SEAL O RING	S	
2	061-9455		SEAL	S	
2	175-7904		SEAL-O-RING	S	
2	190-7673		SEAL-O-RING	N	
4	204-2281		TIE-WRAP	S	
1	206-9295		SEAL O RING	N	
4	209-4574		CLAMP TBOLT	N	
2	209-4579		CLAMP-T' BOLT	N	
1	214-7566		SEAL-O-RING	S	
3	214-7568		SEAL-O RING	S	
1	228-4947		SEAL-O-RING	S	
1	228-7090		SEAL-O-RING	S	
5	228-7092		SEAL-O-RING	S	
2	228-7093		SEAL-O-RING	S	
3	234-3544		SEAL-O-RING	N	
1	235-2475		SEAL-O-RING	N	
1	238-5080		SEAL-O-RING	S	
4	238-5082		SEAL-O-RING	S	
6	238-5084		SEAL-O-RING	S	
5	290-5562		MOUNT-DUAL	S	
1	300-6036		CLAMP-BAND	S	
1	327-0282		SEAL- INTEGRA	S	
1	327-0283		SEAL- INTEGRA	S	

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1	374-3551		HOSE AS.	N	
1	376-0958		HOSE AS.	N	
1	394-6783		HOSE AS.	N	
4	424-0045		SEAL-WASHER	N	
1	436-1250		HOSE AS.	N	
1	450-3480		COOLER AS-BK	N	
1	452-9905		HARNESS AS	N	
1	454-6568		HOSE AS.	N	
2	480-6338		SEAL LIP TYP	S	
1	526-7731		HOSE HUMP	S	
1	546-5409		SENSOR GP-SP	N	
1	571-5253		ELEMENT AS-X	S	

TOTAL PARTS SEG. 04

TOTAL LABOR SEG. 04

SEGMENT 04 TOTAL

RECONDITION/OVERHAUL TRANSMISSION

COMPLAINT: TRANSMISSION IS NOT WORKING IN FORWARD.
NO PRESSURE IN CLUTCH THREE.

CAUSE: RETURN SPRING CAME OUT OF BORE.

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WAS CRUSHED BETWEEN PISTON AND 600-7987 PLATE.
 SPRING MATERIAL WAS EMBEDDED IN NUMBER THREE CLUTH
 PISTON RING.

 CORRECTION:

 COMPLICATIONS:

 CONTINGENT DAMAGE (IF ANY):

2	1P-9216	RING-SEAL	N
1	1S-6515	RING	S
1	1T-0234	RING	S
11	1T-0679	ROLLER	S
11	1T-0680	SPRING	S
5	1T-1597	RING-SEAL	S
2	1T-1599	RING-SEAL	N
6	2J-0157	SEAL O RING	S
1	2S-1362	RING	S
2	3H-4970	SEAL O RING	S
1	3J-1907	SEAL	S
1	3S-1279	RING SEAL	S
6	3S-2093	TIE	S
1	4M-0189	SEAL O RING	S
1	4P-7429	CLIP	S
1	5P-8286	SEAL O RING	S
2	6F-0155	RING	S
2	6J-2244	SEAL O RING	S
2	6T-0248	RING	S

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1	6T-0838		RING		N
12	6V-0852		CAP		S
1	6V-3955		SEAL O RING		S
1	6V-8001		SEAL		S
2	6Y-2983		RING SEAL		S
1	7M-8485		SEAL		S
1	7S-7018		SEAL O RING		S
1	7T-5987		RING		S
1	7X-4744		SEAL		S
1	8L-2786		O RING		S
1	8P-8744		RING-SEAL		N
1	8T-3293		RING		S
2	8T-5093		BOLT		S
1	9G-8718		RING-SEAL		S
1	9M-2008		RING		S
16	9N-1653		SPRING		N
1	9U-9484		RING		N
1	004-1964		SEAL		S
1	061-9457		SEAL		S
1	107-3119		SEAL-O-RING		S
1	133-6578		SEAL O RING		S
1	150-3296		RING - SEAL		S
1	165-0507		RING-SEAL		N
12	214-7568		SEAL-O RING		S
4	228-4947		SEAL-O-RING		S
2	238-0120		SENSOR GP-SP		S
1	243-2737		SEAL-O-RING		N
21	271-3426		SPRING RETUR		N
1	311-6130		SEAL-O-RING		S

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1	330-8197		SEAL-O-RING	S			
3	350-5720		CLIP-LADDER	S			
56	353-4922		BUTTON-THRUS	S			
1	353-4938		GASKET	S			
1	359-2811		GASKET	N			
1	359-2813		GASKET	N			
1	365-3179		SEAL LIP TYP	N			
1	367-9384		SEAL-O-RING	S			
1	367-9385		SEAL-O-RING	N			
1	370-4648		GASKET	N			
1	385-3954		GASKET	N			
1	385-3955		GASKET	N			
1	387-2970		GASKET	S			
1	387-2971		GASKET	N			
1	387-2973		GASKET	N			
1	421-8199		VALVE GP-SOL	S			
1	425-5636		GASKET	S			
1	466-6259		RING-RETAINI	N			
2	478-0048		RING SEAL	N			
1	488-6382		RING SEAL	N			
2	509-5767		RING SEAL	N			
1	509-9176		HOUSING AS	N			
1	518-3168		RING SEAL	S			
48	538-7564		SCREW TRUSS	S			
1	594-5702		GASKET	N			
7	600-8815		VALVE GP-SOL	S			

TOTAL PARTS

SEG. 15

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PAYMENT DUE ON AGREED TERMS. LATE FEES APPLY TO ALL PAST DUE INVOICES AND WILL ACCRUE AT A RATE OF 1.5% PER MONTH OR 18% PER ANNUM.

PAY THIS
AMOUNT ➤

CONT'D

AMOUNT
CREDITED ➤

* - NOT RETURNABLE
ITEMS NOT SHOWN ARE BACKORDERED

PLEASE REFER TO THIS INVOICE NUMBER WITH YOUR REMITTANCE

> INVOICE NUMBER <		INVOICE DATE		CUSTOMER NO.		CUSTOMER PURCHASE ORDER NUMBER		STORE	DIV	SALESMAN	TERMS	PAGE
TK520092813		07-03-24				* HEAVY RENTS *		52	G		2	12
PGO/VO NO.		DOC. DATE		PC	LC	MC	SHIP VIA					
TT82543		12-27-23		30	30	30				6123223		
MAKE		MODEL		SERIAL NUMBER			EQUIPMENT NUMBER		METER READING		MACH. ID NO.	
AA		745C		*CAT0745CHTFK01526*			1710N016		6478.0		UE5119	
QUANTITY		ITEM		*N/R		DESCRIPTION			UNIT PRICE		EXTENSION	

TOTAL LABOR SEG. 15

SEGMENT 15 TOTAL

DYNAMOMETER TEST TRANSMISSION

TRANS NEEDS POST REBUILD FUNCTIONAL TESTING
 MOUNTED TRANS ON TEST BENCH
 PREFORMED FUNCTIONAL TEST
 REVIEWED TEST RESULTS AND FOUND CLUTCH 3 CLUTCH
 PRESSURE DEGRADING
 RERAN TRANS AND PRESSURE WAS VERY LOW OFFERED TO
 SWAP SOLENOIDS BUT WAS TOLD TO REMOVE TRANS FROM
 DYNO AND SHIP BACK TO EAST DUNDEE

TOTAL LABOR SEG. 16

SEGMENT 16 TOTAL

TROUBLESHOOT TRANSMISSION

COMPLAINT: LOW POWER

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PAYMENT DUE ON AGREED TERMS.
 LATE FEES APPLY TO ALL PAST
 DUE INVOICES AND WILL ACCRUE
 AT A RATE OF 1.5% PER MONTH
 OR 18% PER ANNUM.

PAY THIS AMOUNT	➤	CONT'D
AMOUNT CREDITED	➤	

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>INVOICE NUMBER<	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
TK520092813	07-03-24		* HEAVY RENTS *	52	G		2	13
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			
TT82543	12-27-23	30	30	30				6123223
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH. ID NO.			
AA	745C	*CAT0745CHTFK01526*	1710N016	6478.0	UE5119			
QUANTITY	ITEM	M/R	DESCRIPTION	UNIT PRICE	EXTENSION			

 CAUSE: TRANSMISSION CLUTCHES SLIPPING.

CORRECTION: 12-27 INSPECTED THE MACHINE AND DOWNLOADED A PSR. FOUND NO STORED OR LOGGED CODES/EVENTS INDICATING AN ISSUE WITH THE ENGINE. CHANGED THE FUEL FILTERS AND PRIMED THE FUEL SYSTEM. STARTED THE MACHINE AND RAN IT TO SEE IF THE ISSUE COULD BE DUPLICATED. FOUND THAT THE ENGINE HAD NO ISSUES BUT AFTER DRIVING THE MACHINE, THE TRANSMISSION STARTED TO RECORD CLUTCH SLIPPING EVENTS UNTIL EVENTUALLY IT QUIT MOVING IN THE FORWARD DIRECTION. CHECKED AND CONFIRMED THAT THE SOFTWARE WAS UP TO DATE. CHECKED THE TRANSMISSION MAIN PRESSURE AND FOUND IT WAS WITHIN SPEC. IT WAS AT 450PSI AND SPEC IS 460+-20PSI. ATTEMPTED TO CALIBRATE THE CLUTCHES BUT IT FAILED EACH ATTEMPT DUE TO CLUTCH #2 BEING AT THE LIMIT. THE ERROR IS ATTACHED TO THE WORK ORDER. REMOVED AND INSPECTED THE TRANSMISSION FILTER AND FOUND SOME EVIDENCE OF CLUTCH MATERIAL. UPDATED THE POC AND WILL TRY TO SWAP THIS MACHINE OUT AND BE BROUGHT TO THE SHOP

1	177-9343	CAP&PROBE G.	S
1	SOS SINGLE	OIL ANALYSIS	S

TOTAL PARTS

SEG. 97

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PAY THIS AMOUNT	➤
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CONT'D

AMOUNT CREDITED	➤
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> INVOICE NUMBER <	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV.	SALESMAN	TERMS	PAGE
TK520092813	07-03-24		* HEAVY RENTS *	52	G		2	14
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			
TT82543	12-27-23	30	30	30	6123223			
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER		METER READING	MACH. ID NO.	
AA	745C	*CAT0745CHTFK01526*		1710N016		6478.0	UE5119	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

TOTAL LABOR SEG. 97 *

SEGMENT 97 TOTAL T

IL SALES TAX

* * *

INVOICE COPY

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USD

PAYMENT DUE ON AGREED TERMS. LATE FEES APPLY TO ALL PAST DUE INVOICES AND WILL ACCRUE AT A RATE OF 1.5% PER MONTH OR 18% PER ANNUM.

PAY THIS AMOUNT	➤	17011.75
AMOUNT CREDITED	➤	



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