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For Invoice questions ple	ase call:	
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Please follow Remittance Advice in the detachable section.

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# TROUBLESHOOT CYLINDER HEAD GASKET

COMPLAINT: MACHINE HAD WHITE SMOKE AND COOLANT
COMING OUT OF THE TURBO
CAUSE: LINERS HAVE HOLES AND HEAD GASKET IS BLOWN
CORRECTION: BROUGHT MACHINE IN AND VERIFIED
COMPLAINT THERE WAS NO COOLANT IN MACHINE AFTER
PUTTING SOME IN IT STARTED BLOWING IT OUT OF THE
TURBO AND RADIATOR. REMOVED HOOD AND SIDE PANELS.
TOOK TO WASH BAY AND WASHED. BROUGHT IN AND
DRAINED WATER OUT AND REMOVED OIL PLUG ENGINE OIL
WAS FULL OF WATER. REMOVED AIR CLEANER, EXHAUST,
AND ALL LINES AROUND THE HEAD. REMOVED FUEL LINES
AND PRECOMBUSTION CHAMBERS. REMOVED VALVE COVER,
ROCKER ASSEMBLY, PUSH TUBES AND HEAD BOLTS. TOOK
HEAD OFF AND FOUND COOLANT SITTING ON TOP OF THE
PISTONS. PISTONS HAD CRACKS ACROSS THE TOP AND
NEED REPLACED. REMOVED OIL PAN AND PLATE AND
DROPPED MAIN BEARINGS BUT NOT A LOT OF DAMAGE TO
THE CRANK. GOT PARTS ORDERED. REMOVED CYLINDER
PACKS AND MAIN BEARINGS. CLEANED EVERYTHING UP AND
INSTALLED NEW MAIN BEARINGS AND THRUST WASHER.
FOUND THE CRANK HAD BEEN TURNED AND WAS .030
UNDER. HAD TO CUT THE BLOCK FOR THE NEW CYLINDER
PACKS. INSTALLED PACKS AND SHIMS CHECKED CYLINDER
PROTRUSION. INSTALLED NEW CYLINDER PACKS AND ROD

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#### CLEAN COOLING PACKAGE

COMPLAINT: COOLING PACKAGE NEEDS CLEANED
CAUSE: PACKED WITH DIRT
CORRECTION: TOOK TO WASH BAY AND WASHED OUT ALL
DIRT AND DEBRIS CONTINGENT DAMAGE:

SEGMENT 03 TOTAL

F/R LBR

# REPLACE V-BELT (S)

COMPLAINT: BELTS ARE CRACKED AND HAVE A CHUNK MISSING CAUSE: NORMAL USE
CORRECTION: REMOVED BELTS AND INSTALLED NEW.
CONTINGENT DAMAGE:
COMPLICATION: 1 6N-3637 VEE BELT SET N

TOTAL PARTS

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### SEGMENT 05 TOTAL

#### CRACK/LEAK TEST CYLINDER HEAD ASSEMBLY

COMPLAINT: CYLINDER HEAD NEEDS TESTED FOR
LEAKS/CRACKS
CAUSE: COOLANT IN THE CYLINDERS
CORRECTION: TOOK HEAD AND STRIPPED EVERYTHING OFF
OF IT. TOOK TO CYLINDER TEST BENCH AND SUBMERGED
LET SET FOR A COUPLE HOURS AND FOUND NO LEAKS.
REMOVED AND CLEANED UP BEFORE REINSTALLING
EVERYTHING
CONTINGENT DAMAGE:
COMPLICATION:

PROBLEM NO. 100 TOTAL

F/R LBR

# MACHINE/GRIND/MILL CYLINDER HEAD ASSEMBLY

COMPLAINT: MILL CYLINDER HEAD CAUSE: BLOWN HEAD GASKET CORRECTION: FINISHED STRIPPING THE CYLINDER HEAD TO SET UP IN THE MILL. MEASURED THE HEAD



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THICKNESS AND IT WAS AT NORMAL THICKNESS SPEC.
TOOK CYLINDER HEAD OVER TO THE MACHINE SHOP AND
SET UP IN THE MILL. MILLED CYLINDER HEAD AND IT
CLEANED UP AT .010 IN. BROUGHT BACK TO THE SHOP
AND WASHED IT OFF AND DRIED IT. STAMPED THE MILL
AMOUNT AND DATE ON THE CYLINDER HEAD AND PUT IT
BACK IN THE BAY WITH THE MACHINE. PUT LIFTING
LINKS BACK IN THE HEAD.
CONTINGENT DAMAGE:
COMPLICATION. COMPLICATION:

F/R LBR

SEGMENT 07 TOTAL

COUNTERBORE CYLINDER BLOCK

COMPLAINT: COUNTERBORE CYLINDER BLOCK.
CAUSE: WORN LINER SEATS.
CORRECTION: SET UP TOOLING AND COUNTERBORE
CYLINDER BLOCK FOR .032" SHIMS. 0234.
CONTINGENT DAMAGE:
COMPLICATION:
4 104-5512 INSERT SEAT N

INSERT SEAT N

TOTAL PARTS SEG. 08

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PROFORMA INVOICE

F/R LBR

SEGMENT 08 TOTAL

#### REPLACE GEARS

COMPLAINT: GEAR TEETH ARE MISSING ON FRONT GEAR TRAIN. CAUSE: PREVIOUS DAMAGE FROM A EARLIER FAILURE MAY HAVE OCCURRED CORRECTION: WHILE LOOKING FROM UNDERNEATH THE ENGINE WITH THE OIL PAN OFF NOTICED THE RIGHT SIDE BALANCE SHAFT AND OIL PUMP WAS MISSING TEETH ON THE DRIVE GEARS. CRANK GEAR FUEL PUMP IDLER ALSO HAD DAMAGE. REMOVED RADIATOR AND FAN. REMOVED HAD DAMAGE. REMOVED RADIATOR AND FAN. REMOVED WATER PUMP, COMPRESSOR, ALTERNATOR, AND FRONT TRUNNION. TOOK LOOSE THE FRONT COVER AND THEN REMOVED THE FRONT PLATE. CLEANED UP ALL PARTS AND REPLACED ALL BROKE AND DAMAGED GEARS. REASSEMBLED AND TORQUED ALL BOLTS TO PROPER SPEC. INSTALLED OIL PUMP WITH NEW GEARS AND SEALS. HAD TO REMOVE THE RIGHT BALANCE SHAFT AND TO INSTALL A NEW GEAR. PINNED THE BALANCE SHAFTS AND TIMED TO THE OIL PUMP. HAD TO RESET THE FUEL TIMING AS WELL SINCE THE FUEL PUMP GEAR HAD BEEN REMOVED. INSTALLED A NEW FRONT CRANKSHAFT SEAL. REINSTALLED EVERYTHING

NEW FRONT CRANKSHAFT SEAL, REINSTALLED EVERYTHING

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# PROFORMA INVOICE Page No. 13

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