

Sales Order

Date	9/11/2023
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Quantity	Item	Description	Unit Price	Invoiced	Amount
		1560 DRIFTER RESEAL			
1	55039115	SEAL KIT .18KG FOR HF 1560T-80 HAMMER			
4	09260298	DIAPHRAGM .04 KG			
1	04114808	DIAPHRAGM .03KG			
2	81613279	NEEDLE BEARING			
1	87166799	CYL.ROLLER BEARING .58KG			
1	AF02900012	WASHER, LOCK, EXTERNAL TOOTH, LOCK (Old PN 51441160)			
1	AF02200012	LOCK NUT			
1	AF21080019	SPHERICAL ROLLER BEARING			
5	80759069	VALVE .06 KG			
5	08537018	CAP RUBBER			
1	55035048	BEARING BUSHING .44KG			
1	55035049	BUSHING .79KG			
1	55035051	BUSHING .9KG			
1	55035052	BUSHING .36KG			
1	55052162	BUSHING			
1	88494279	SEAL KIT .34KG FLUSHING KIT for 1500			
1	15238718	BUSHING			
1	7600-6030-05	SHANK GT60 HL1500 D80 L760			
		SANDVIK DP1500i S/N: 109T13122-1 SERVICE DATE: SEPTEMBER 13, 2023 ENGINE HOURS: 19622 PERCUSSION HOURS: 5473			
40	MILEAGE				
1	TRAVEL TIME				

Percussion hour		Subtotal
5038 Service		Sales Tax (0.0%)
5473 history		Total Order Amount
Phone #	Fax #	

engine 19622.

Sales Order

Date

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Quantity	Item	Description	Unit Price	Invoiced	Amount
1	MISC PART	BOLT SET AND SUPPLIES			
16	LABOR-BW	LABOR Drifter was dropped off at ACS, we washed drifter and tore down and inspected all parts. We replaced all stabulator bushings, rotation bushings and bearings along with lip seals, we replaced lower shank bushing and shank, we replaced all diaphragms and charging valves, we resealed entire drifter and flushing head, we reassembled with new bolts and washers and torqued all bolts and charging valves, we resealed entire drifter and flushing head, we reassembled with new bolts and washers and torqued all bolts Sales Tax			

Subtotal

Sales Tax (0.0%)

Total Order Amount

\$10,520.00

		INVOICE DATE				CUSTOMER ORDER NUMBER			
		06-26-20						1	
		DOC. DATE	PC	LC	MC	SHIP VIA		INV SEQ NO	
		06-01-20	1T	10	10			2	
MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER		METER READING		MACH ID NO.
AA		DGLS01742					1.0		
QTY.	PART NUMBER	N/R	DESCRIPTION			UNIT PRICE		EXTENSION	
<p>CUSTOMER COMPLAINT:</p> <p>RECONDITION ENGINE FOR HIGH HOURS</p> <p>CAUSE OF FAILURE:</p> <p>NO MAJOR FAILURE. CAM GEAR HAD SOME TEETH THAT WERE PITTING. REST OF GEAR TRAIN WAS GOOD. ROCKER SHAFTS AND INJECTOR ROCKER ARMS WERE WORN FAN DRIVE SUPPORT BRACKET WAS BROKEN. BLOCK, CRANK, CAM, AND CAM FOLLOWERS WERE IN GOOD CONDITION. EXHAUST MANIFOLD WAS REUSED.</p> <p>RESULTANT DAMAGE:</p> <p>NORMAL HIGH HOUR ENGINE WEAR.</p> <p>REPAIR PROCESS COMMENTS:</p> <p>REMOVED ECM. RAN PRODUCT STATUS REPORT AND INSTALLED LATEST FLASH FILE. ORDERED NEW EMISSION LABELS. DISASSEMBLED, CLEANED AND INSPECTED PARTS. BLOCK, CRANK AND CAM WERE SENT TO EVERPAC FOR INSPECTION AND SALVAGE REPAIRS. REASSEMBLED ENGINE WITH REMAN COMPONENTS; CYLINDER PACKS, CYLINDER HEAD, OIL PUMP, WATER PUMP, FUEL TRANSFER PUMP, OIL COOLER, TURBOCHARGER, INJECTORS, INJECTOR ROCKER ARMS, STARTER, AND ALTERNATOR. RESEALED BOTH OIL FILTER BASES AND FUEL FILTER BASE. RECONDITION OIL COOLER ASSEMBLY</p>									

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MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH ID NO.
AA		0GLS01742		1.0	
QTY.	PART NUMBER	N/R	DESCRIPTION	UNIT PRICE	EXTENSION

WITH NEW SPRINGS AND PLUNGERS. RECONDITION
AUXILIARY DRIVE FOR FUEL PUMP DRIVE.
RECONDITIONED FAN HUB. REPLACED ALL BEARINGS IN
ENGINE. REPLACED ALL SENSORS, INJECTOR WIRING
HARNESS, FUEL HARNESS, AND MAIN HARNESS. ADJUSTED
VALVES AND INJECTORS. PRIMED OIL SYSTEM.
INSTALLED DYNO TEST EQUIPMENT. MOVED TO DYNO AND
HOOKED UP NECESSARY HOSES AND LINES. RAN FOR 2
HOURS. ENGINE PUT OUT 350 H.P. @ 2100 RPM. TOOK
OIL SAMPLE AND CUT OPEN OIL FILTER. REMOVED FROM
DYNO AND INSTALLED REMAINING PARTS. SENT TO PAINT
SHOP.

1	QLAB 17		OIL SAMPLE-SHOP	S	
			DISCOUNT	22.62%	
1	1A-2170		SPRING	S	
			DISCOUNT	10.00%	
1	1P-0436		GASKET	S	
3	1P-1669		PLUG	N	
1	1R-0762		FILTER A-FUE	S	
			DISCOUNT	50.00%	
2	1R-1808		FILTER AS-LU	S	
			DISCOUNT	50.00%	
2	2N-5243		SEAL O RING	S	
1	2W-6766		V-BELT SET	N	
4	3B-0623		PLUG	S	
1	3E-6788		SEAL-O RING	S	
1	3K-0360		SEAL	S	

N/R = NON RETURNABLE

PAY THIS
AMOUNT

CONT'D