

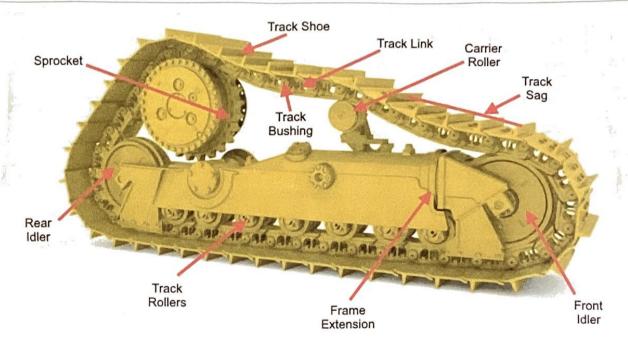
Custom Track Service Simplified

FOLEY EQUIPMENT COMPANY

BRIAN NAIL

Prepared By: Spenser Reeder

Model	D6TXW	Job Site	_	9 -	Inspection Date	07Nov2
Manufacturer	Caterpillar		Left	Right	Next Inspection Date	
Serial Number	TMY00230	Track Sag (1.80 in -		_	Next Inspection Hours	
Reference Number		2.60 in)			Underfoot Conditions	
Hour Meter Reading	9908	Frame Ext (max 5.70 in)	2.10 in	1.90 in	Impact	Modera
Hours Per Week	15.4	Frame Ext %	37 %	33 %	Abrasion	Modera
Total Odometer Reading	21512 miles	Dry Joints	0	0	Moisture	Modera
Forward Odometer	12015 miles	Link Roller System	28 %	25 %	Packing	Moderat
Reverse Odometer	9497 miles				Bushing Allowable	Greater
Distance Per Week	25.8 miles/week				Wear Link Allowable Wear	Greater



Component			atus	Part	Number		urement	Darra	
Link Assembly		Left	Right	Left	Right	N STATE OF THE PARTY OF THE PAR	ches)		ent Worn
		Left: 56544;	21	Right: 5654	ACTOR AND ADDRESS OF THE PARTY	Left	Right	Left	Righ
rack Link		Replaced	Replaced	2482307	2482307				
Bushing (Int)		Replaced	Replaced			1.57	1.59	24%	20%
Bushing (Ext)		Replaced	•	8E7222	8E7222	32.00	32.00	0%	0%
Track Shoe		replaced	Replaced	8E7222	8E7222	0.52	0.52	4%	4%
			Left Width:	30.00 in			Right Width	: 30.00 in	
dlers		Original	Original	-	-	2.81	2.80	-	-
Front									
		Replaced	Replaced	2024304	2024304	1.00	1.00	12%	12%
Rear		Replaced	Replaced	2024304	2024304	1.00	1.00	12%	12%
Carrier Roller									
Front		Replaced	Replaced	2355974	2355974	7.70	7.70	14%	14%
Track Roller									
Front	S	Replaced	Replaced	2880934	2880934	1.75	1.74	19%	21%
2	D	Replaced	Replaced	2880936	2880936	-	-	-	-
CONDITION: Guarded				CON	IDITION: Gua	ırded			3
3	S	Replaced	Replaced	2880934	2880934	1.77	1.78	16%	15%
4	D	Replaced	Replaced	2880936	2880936	1.74	1.75	23%	22%
5	S	Replaced	Replaced	2880934	2880934	-		-	-
CONDITION: Guarded				CON	IDITION: Gua	rded		- 15	25
6	D	Replaced	Replaced	2880936	2880936	1.75	1.75	22%	22%
7	S	Replaced	Replaced	2880934	2880934	1.67	1.68	32%	30%
Sprocket									
19		Replaced	Replaced	1730946	1730946	-	-	-	-
CONDITION: Good				CON	DITION: Goo	d			

Recommendations



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AH COOK

							THE COURSE OF STREET	STORE	DIV	SALESMAN	TERMS	PAGE
INVOICE NU	IMBER	INVOICE D	ATE	CUSTO	MER NO	CUSTOME	R PURCHASE ORDER NUMBER		-	155	2	1
SS4300	19014	06-20-	23	0098	385			43	G		INVOICE S	FO NO
		DOC. DA		PC	TLC	MC	SHIP V	IA			INVOICE	FU NO
PSO/WO	NO.	DOC. DA	16	PC	LC	IVIC					38	11124
431226	55	05-09-	23	1C	1C	1C			CTED DE	ADING	MACH.	ID NO.
MAKE	N	ODEL			SERIAL N	UMBER	EQUIPMENT NUMBER	M	EIEH HE	ADING		
			400	TOOD	C TO A TO A	V00220*	\$#\$#\$		8695	.0	NGN0	327
AA	D6T X	WDSSU	*CA	TOOD	DIAIM	Y00230*			UNIT P	RICE	EXTEN	SION
QUANTITY		ITEM			N/R		DESCRIPTION		ONT	11100		

CUSTOMER PO NUMBER IS FOR REFERENCE ONLY

WASH MACHINE

COMPLAINT: WASH MACHINE

CAUSE: MACHINE HAS OIL ALL AROUND THE TRANSMISSION LINES AND ON THE TORQUE CONVERTER AS WELL AS DIRT OVER EVERYTHING. NEED TO WASH EVERYTHING AND INSPECT FOR LEAKS.

CORRECTION: 6/2/23- TOOK MACHINE TO THE WASH BAY WITH THE FLOOR PLATE AND THE BELLY PANS OFF THE MACHINE. USED THE POWER WASHER TO WASH THE ENGINE BAY OUT AS WELL AS THE TRANSMISSION AND TORQUE CONVERTER. WASHED OFF AROUND THE HOUR METER AND THE FILTERS ON THE RIGHT SIDE OF THE MACHINE. GOT UNDER THE MACHINE AND WASHED A LOT OF THE DIRT AND OIL OFF OF EVERYTHING. TOOK THE MACHINE BACK TO THE SHOP TO LET IT DRY OFF AND I CLEANED UP THE DIRT FROM THE WASH BAY THAT CAME OFF THE MACHINE. SHOP LABOR

481.82

TOTAL LABOR

SEG. WA

481.82 *

SEGMENT WA TOTAL

481.82 T

THANK YOU FOR YOUR BUSINESS!

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

TERMS ON APPROVED CHARGE ACCOUNTS: PAYMENT IS DUE ON OR BEFORE THE 10th OF THE MONTH FOLLOWING INVOICE DATE. ANY PAST DUE BALANCES WILL BE SUBJECT TO INTEREST CHARGES AT THE RATE OF 1.5% PER MONTH (18% PER ANNUM)

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QUANTITY		ITEM			N/R			DESCRIPTION		UNIT P	RICE	EXTENS	SION
AA	D6T X	WDSSU	*CA	TOOD	6TAI	MY	(00230*	\$#\$#\$		8695	.0	NGN0	327
MAKE	M	IODEL			SERIA	L NL	JMBER	EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO
431226	55	05-09-	23	1C	10		1C					38	11124
PSO/WO	NO.	DOC. DA	TE	PC	LC		MC	SHIP V	/IA			INVOICE S	EQ NO
SS4300	19014	06-20-	23	009	885				43	G	155	2	2
INVOICE N	JMBER	INVOICE D	ATE	CUST	OMER N	NO.	CUSTOME	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE

INSPECT MACHINE SPECIAL PROGRAM

COMPLAINT: PERFORM SHOP QC INSPECTION

CAUSE: MACHINE IS COMING INTO THE SHOP TO BE

WORKED ON

CORRECTION: 5/15/23- MOVED MACHINE INTO THE SHOP AND WENT THROUGH THE INSPECTION FORM TO FIND ANYTHING THAT NEEDS TO BE ADDRESSED OR FIXED. DOCUMENTED INSPECTION ITEMS TO SEE IF THE CUSTOMER

WANTED TO FIX ANYTHING.

1.00-

INSPECTION ADJ

236.69 * 236.69-

TOTAL MISC CHGS

SEG. 00

F/R LBR

236.69-*

SEGMENT 00 TOTAL

.00 T

REMOVE & INSTALL TRACK ASSEMBLY

BOTH SIDES

COMPLAINT: R&I TRACK ASSEMBLIES

CAUSE: TRACK RAILS ARE WORN OUT AND ARE GETTING REPLACED ALONG WITH OTHER UNDERCARRIAGE COMPONENTS THE NEW TRACK RAIL WAS UPDATED AND TOOK NEWER BIGGER BOLTS AS WELL AS TRACK PADS WITH LARGER HOLES FOR THE BIGGER BOLTS. HAD TO CLEAN THE PAINT

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QUANTITY		ITEM		TIN	100		DESCRIPTION	1	UNIT P		EXTEN	1 100 100

OFF THE NEW GROUSER PADS AS WELL AS CUT THEM DOWN IN SIZE TO MATCH THE OTHER WORN DOWN TRACK PADS. CORRECTION: 5/15/23- I BROUGHT IN STANDS TO PUT UNDER THE MACHINE AND HOLD IT UP OFF THE GROUND. I HAD ANOTHER TECHNICIAN RUN THE MACHINE WHILE I MOVED EVERYTHING. I PUT METAL BARS UNDER THE FRONT BLADE AND METAL DISCS UNDER THE RIPPEH AND LIFTED THE BACK OF THE MACHINE UP OFF THE GROUND AND GOT IT PUT ONTO THE JACK STANDS. MOVED TO THE FRONT AND GOT THESE JACK STANDS PLACED UNDER THE FRONT AND THE MACHINE SAT DOWN ON THE JACK STANDS. THE TECHNICIAN RUNNING THE MACHINE SAT THE BLADE AND RIPPER DOWN WHILE I FOUND THE MASTER LINK TO LINE UP INTO PLACE.

5/16/23- DISCONNECTED THE TRACKS FROM THE RIGHT SIDE OF THE MACHINE AFTER GETTING THE MASTER LINK ON TOP OF THE REAR IDLER. USED THE HOIST TO LOWER IT TO THE GROUND. HAD A TECHNICIAN RUNNING THE FORK LIFT WHILE I RAN THE MACHINE TO REMOVE THE TRACKS AND ANOTHER PERSON WATCHING TO MAKE SURE NOTHING WAS GOING TO CATCH ON ANYTHING. MOVED THE TRACKS OUTSIDE AND ANOTHER TECHNICIAN WRAPPED UP THE FIRST SET WHILE I GOT THE OTHER SIDE READY TO REMOVE. THE PROCESS WAS REPEATED FOR THE LEFT SIDE TRACK AND THEN WE LOADED THEM UP AND PUT THEM ONTO PALLETS TO SHIP TO WICHITA. SENT EMAILS TO GET THEM SHIPPED AND TO THE PEOPLE IN WICHITA RECEIVING THEM TO WORK ON THEM.

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INVOICE N	UMBER	INVOICE D	ATE	CUST	OMER N	0	CUSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	009	885				43	G	155	2	-
PSO/WC	NO.	DOC. DA	TE	PC	LC	1	AC	SHIP V	1A			INVOICE S	EQ NO
431226	55	05-09-	23	1C	1C		l C					38	11124
MAKE	M	ODEL			SERIAL	-		EQUIPMENT NUMBER	M	ETER RE	ADING	MACH.	
AA	D6T X	WDSSU	*CA	TOOD	6TAT	MYO(0230*	\$#\$#\$		8695	.0	NGN0	327
QUANTITY		ITEM			N/R			DESCRIPTION		UNIT P	BICE	EXTENS	SION

5/25/23- I TOOK THE NEW TRACK SHOES THAT WE HAD TO ORDER TO THE WELD SHOP AND CUT THE HEIGHT OF THE GROUSER DOWN TO MATCH THE ONES ALREADY ON THE TRACKS USING A TORCH. GROUND DOWN THE EDGES AND THEN REMOVED THE PAINT OFF THE MOUNTING SURFACES OF THE GROSSER. INSTALLED THE LEFT SIDE TRACK THAT HAD ALREADY BEEN WRAPPED WITH THE NEW MASTER LINK TRACKPAD AND THE NEW BOLTS. TORQUED DOWN THE BOLTS TO 370 FT LBS AND THEN TURNED THEM 180 DEGREES. REPEATED THIS FOR THE OTHER SIDE AFTER WRAPPING THE TRACK AROUND THE TRACK FRAME AND CLEANING OFF THE MASTER LINKS WHERE THEY WERE PAINTED. 5/26/23- HAD A TECHNICIAN OPERATE THE MACHINE AND I REMOVED THE MACHINE OFF THE JACK STAND IT WAS ON AND SAT THEM TO THE SIDE TO USE ON ANOTHER MACHINE AFTER MINE. RAN THE MACHINE BACK AND FORTH TO MAKE SURE EVERYTHING WORKED SMOOTHLY. 6/2/23- MOVED THE MACHINE OUTSIDE AND BACK AND FORTH A FEW TIMES TO LET THE TRACKS SETTLE WHERE THEY WANT TO BE. TIGHTENED THE BOLTS FOR THE CARRIER ROLLERS AND THEN CHECKED THE TRACK TENSION AND ADJUSTED IT TO 2 INCHES OF CLEARANCE ON BOTH SIDES. INSTALLED THE SIDE COVERS AND PUT AWAY MY TOOLS.

1	CORE DEPOSIT	N	2550.00	2550.00
1 -	CORE CREDIT	N	2550.00	2550.00-
1	CORE DEPOSIT	S	2550.00	2550.00
1 -	CORE CREDIT	N	2550.00	2550.00-

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INVOICE N		INVOICE D	ATE	CUSTO	MER NO	cus	STOMER PUI	RCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
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431226	55	05-09-	-23	1C	1C	1C						38	11124
MAKE	M	ODEL			-	NUMBER		EQUIPMENT NUMBER	M	ETER RE	ADING	MACH.	
AA	D6T X	WDSSU	*CA	T00D6	TATM	Y002	30*	\$#\$#\$		8695	.0	NGN0	327
QUANTITY		ITEM			I/R		-	SCRIPTION		UNIT P	RICE	EXTEN	SION
8 2	254-022	4		В	OLT-	TCK I		N OUNT 15.00%		6.57	-	44	.64
					TO	TAL I	PARTS	SEG. 0)1			44	.64 *
								F/R	LBR			1591	.20 *
					S	EGMEN	NT 01	TOTAL				1635	.84 T

REMOVE & INSTALL TRACK SHOE

BOTH SIDES

COMPLAINT: LOOSE TRACKS
CAUSE: EXCEEDED TRACK LIFE

CORRECTION: R&I TRACK PADS ONTO NEW RAIL WITH NEW HARDWARE, TORQUE TO MEDIA SPEC. KENR8564-01 RAIL

SERIAL # HC-3S5F16H54 &# HD-03212H36

350 1S-1860 S 1.34 DISCOUNT 15.00% .20-399.00 350 6V-1792 BOLT-TRACK 2.47 DISCOUNT 15.00% .37-735.00 565-4421 LINK AS-TRAC S 7514.03 DISCOUNT 15.00% 1127.10-12773.86

TOTAL PARTS

SEG. 02

F/R LBR

13907.86 *

SEGMENT 02 TOTAL

3182.40 *

17090.26 T

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INVOICE N		INVOICE D	ATE	CUSTO	MER NO	. CUS	TOMER P	URCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	06-20-23		009885				43	G	155	2	6
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431226	55	05-09-23		1C	1C	1C				3811124			
MAKE	M	ODEL				NUMBER		EQUIPMENT NUMBER METER READING			ADING	MACH ID NO	
AA	D6T X	WDSSU	*CA	TOOD	STATN	1Y002	30*	\$#\$#\$	8695.0		.0	NGN0327	
QUANTITY				N/R	DESCRIPTION				UNIT P	RICE	EXTENSION		

REMOVE & INSTALL IDLER/IDLER WHEEL TRACKS OFF MACHINE EACH

COMPLAINT: R&I TRACK IDLERS CAUSE: IDLERS ARE WORN OUT

CORRECTION: 5/16/23- MOVED IN THE IDLERS FROM OUTSIDE AND REMOVED THE LEFT REAR IDLER. LIFTED

THE IDLER OFF WITH THE HOIST.

5/17/23- INSTALLED THE FRONT LEFT IDLER WITH NEW BOLTS AND HAD TO ORDER MORE AS WELL FOR ALL THE OTHER IDLERS. CLEANED UP ALL MATING SURFACES AND APPLIED ANTI-SEIZE TO BOLTS TO MAKE REMOVING NEXT TIME EASIER. INSTALLED THE BOLTS AND TIGHTENED TIGHTENED UP THE ABUTMENT SIDE OF THE THEM DOWN. CAP FIRST AND LEFT THE OTHER SIDE LOOSE SO IT WILL NOT INTERFERE WHEN TORQUEING DOWN THE BOLTS. REPEATED THIS PROCESS FOR ALL OTHER IDLERS. 5/18/23- INSTALLED ALL NEW BOLTS INTO THE IDLER HOLDERS AND TIGHTENED UP THE SIDE THAT SAID TIGHTEN FIRST AND I LEFT THE OTHER SIDE LOOSE. TORQUED THE BOLTS TO 420 FT LBS AND THEN I TIGHTENED UP THE OTHER HALF OF THE CAP TO THE SAME AND REPEATED THIS PROCESS FOR ALL BOLTS ON ALL IDLERS. MOVED THE OLD IDLERS OUTSIDE AND THREW THEM INTO THE METAL DUMPSTER AND CLEANED UP MY TOOLS.

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INVOICE	NUMBER	INVOICE D	ATE	CUSTON	AER NO	CUST	OMER PUF	CHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS430	019014	06-20-	-23	0098	85				43	G	155	2	7
PSO/W	VO NO.	DOC. DA	TE	PC	LC	MC	T	SHIP V	IA		<u>' </u>	INVOICE SEQ N	
43122	265	05-09-	-23	1C	1C	1C						38	11124
MAKE	M	ODEL		SERIAL NUMBER EQUIPMENT NUMBER M						ETER RE	ADING	MACH.	ID NO
AA	The state of the s					Y0023	0*	\$#\$#\$.0	NGN0	327	
QUANTITY		ITEM	-	*N	/R		DE	SCRIPTION		UNIT P	RICE	EXTEN	SION
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					TC	TAL P	ARTS	SEG.	03			5942	.84
					S	SEGMEN	T 03	F10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	LBR			1591 7534	

REMOVE & INSTALL TRACK ROLLER TRACKS OFF MACHINE SET (ALL)

COMPLAINT: R&I TRACK ROLLERS

CAUSE: TRACK ROLLERS ARE WORN OUT AND NEED

REPLACED

COMPLICATION: A SPACER FOR ONE OF THE ROCK GUARDS BROKE WHEN TORQUING DOWN THE BOLT, I ORDERED IT AND WILL INSTALL IT WHEN IT COMES IN.

CORRECTION: 5/16/23- I REMOVED THE ROCK GUARDS OFF THE MACHINE AND REMOVED THE BOLTS OFF THE BACK SIDES OF ALL THE TRACK ROLLERS. I USED A JACK AND REMOVED THE BOLTS ON THE OUTSIDE. I SAT THE IDLERS IN THEIR ORDER OFF TO THE SIDE AND USED A GRINDER TO CLEAN UP ALL OF THE RUST AND DIRT FROM THE BOTTOM OF THE TRACK ROLLER FRAME. I HAD ANOTHER TECHNICIAN MOVE IN ALL OF OUR PARTS AND I FOUND

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QUANTITY	UANTITY				N/R		DESCRIPTION			UNIT PRICE			EXTENSION	
AA	D6T X	WDSSU	*CA	TOOD	STATM	1400230	*	\$#\$#\$	8695.0		.0	NGN0	327	
MAKE	M	ODEL			SERIAL I	NUMBER		EQUIPMENT NUMBER	METER READING			MACH	ID NO.	
431226	5	5 05-09-23		1C	1C	1C							3811124	
PSO/WO		DOC DATE		PC	LC	MC		SHIP V	iA	-		INVOICE S	EQ NO	
SS4300		06-20-23		009885						G	155	2	8	
INVOICE N		INVOICE D	ATE	CUSTO	MER NO	CUSTO	MER PUR	CHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE	

THAT THE ROLLERS ORDERED DID NOT MATCH UP WITH THE ONES THAT WERE TAKEN OFF THE MACHINE. I HAD TO ASK AND WAIT ON A WORD BACK FOR WHAT TO DO ON THE ORDER OF THE ROLLERS.

5/17/23- I LAID OUT AND WITH ANOTHER TECHNICIAN I INSTALLED ALL THE ROLLERS WITH TWO BOLTS EACH ONE ON EACH SIDE. THE SET UP WE WERE USING I WAS ONLY ABLE TO GET THE LEFT SIDE AND HALF THE RIGHT SIDE. I HAD TO DO THE OTHER THREE WITH A JACK. I WILL RUN THE BOLTS ALL IN SNUG AND INSTALL THE OTHER SIDE AND THEN PULL THE ONE BOLTS BACK LOOSE AND THEN TORQUE DOWN ALL THE BOLTS. I MOVED SOME OF THE ROLLERS AND THE BROKEN PARTS OUT OF THE WAY AND OUTSIDE TO THE DUMPSTER.

5/18/23- I INSTALLED ALL OF THE OTHER BOLTS AND USED AN IMPACT TO RUN THEM ALL UP TIGHT AND LOOSENED UP THE SIDE THAT DID NOT SAY TIGHTEN FIRST. I HAD A SECOND PERSON HELP ME TORQUE DOWN THE BOLTS TO 384 FT LBS. WE TORQUED THE SIDE THAT SAID TIGHTEN FIRST AND THEN TORQUED DOWN THE OTHER HALF OF THE CAPS. I REPEATED THIS PROCESS FOR ALL TRACK ROLLER BOLTS. I CLEANED UP THE ROCK GUARD MATING SURFACE TO THE BOTTOM OF THE TRACK FRAME AND CLEANED UP ALL OF THE BOLTS AND SPACERS. I INSTALLED ALL BOLTS AND RAN THEM UP SNUG AFTER PUTTING ANTI-SEIZE ON THE BOLTS. I THEN HAD ANOTHER TECH HELP WITH TORQUING DOWN ALL OF THE BOLTS TO MAKE IT EASIER. WHEN TORQUING ONE OF THE BOLTS THE SPACER CRACKED AND BROKE. I ORDERED A

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INVOICE N	UMBER	INVOICE D	ATE	CUSTON	MER NO	CUS	STOME	R PURCHASE	ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE	
SS4300	019014	06-20-	23	0098	85					43	G	155	2	9	
PSO/WC	NO.	DOC. DAT	TE.	PC	LC	MC			SHIP V	'IA			INVOICE S	EQ NO	
431226	65	05-09-	23	1C	1C	1C							38	11124	
MAKE	M	ODEL		S		UMBER		EQ	UIPMENT NUMBER	N	ETER RE	ADING	MACH	ID NO	
AA	D6T X	WDSSU	*CA	T00D6	TATM	Y002	30*	\$#\$	#\$		8695	.0	0 NGN0327		
QUANTITY		ITEM		*N	*N/R DESCRIPTION UNIT PRI								EXTENS	SION	
COMES		WILL IN TORQUED		E BOL							5.88		329	.28	
56	8T-3282			W	ASHE	R-HA	RD	S			1.21		67	.76	
1 :	166-228	7		SI	PACE	R		N			1.55		31	. 55	
4 :	288-093	4		R	OLLE	R GP	SF	N	I.	48	9.66				
							DI	SCOUNT	15.00%	7	3.45	_	1664.	. 84	
10	288-093	6		R	OLLE	R GP	DF	N		53	5.18				
							DI	SCOUNT	15.00%	8	0.28	-	4549.	.00	
28 .	317-908	0		C	AP T	RK R	LR	S	i i		4.73				
							DI	SCOUNT	15.00%		5.21	-	826.	.56	
					TO	TAL	PARI	rs	SEG. (0.4			7468.	.99 *	
									F/R	LBR			2784.	60 *	
1.0	0				EX	PEDI	TE C	CHRG					337.		
					TO	TAL	MISC	CHGS	SEG.	0 4			337.	.16 *	
					S	EGME	NT C	4 TOTA	L				10590.	.75 T	

REMOVE & INSTALL 2 CARRIER ROLLER EACH

COMPLAINT: R&I TRACK CARRIER ROLLERS

CAUSE: CARRIER ROLLERS ARE WORN OUT AND NEED REPLACED WITH ALL THE OTHER UNDERCARRIAGE

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QUANTITY		ITEM *N/R					DESCRIPTION			UNIT P	RICE	EXTENS	SION
AA	D6T X	WDSSU	*CA	TOOD	STAT	MYOO	230*	\$#\$#\$		8695.0		NGN0327	
MAKE	M	ODEL			SERIAL	NUMBI	ER	EQUIPMENT NUMBER	EQUIPMENT NUMBER METER READING			MACH ID NO.	
431226	5	05-09-23		1C	1C	1	C					38	11124
PSO/WO	NO.	DOC. DA	TE	PC LC			1C	SHIP V	INVOICE SEQ NO				
SS4300		06-20-			009885				43	G	155	2	1(
INVOICE N	MBER	INVOICE D	INVOICE DATE C		TE CUSTOMER NO.		O. CUSTOMER PURCHASE ORDER NUMBER			DIV	SALESMAN	TERMS	PAGE

CORRECTION: 5/19/23- MOVED IN THE NEW CARRIER ROLLERS ON A PALLET AND CUT THE BAND OFF THEM. REMOVED THE TWO BOLTS ON THE MACHINE THAT RETAIN THE ROLLERS AND SAT THEM ASIDE. PULLED THE OLD ROLLER OUT AND SAT THEM ON A PALLET TO THROW AWAY AND CLEANED UP THE DIRT IN BETWEEN THE TWO METAL PIECES THAT PINCH AND HOLD THE REAR OF THE ROLLER. ANTI-SEIZED ALL PARTS AND THE BOLTS AFTER CLEANING THEM UP. INSTALLED THE NEW ROLLERS TO THE MACHINE AND THE BOLTS INTO THEIR HOLES BUT DID NOT TIGHTEN THEM SO THAT WHEN THE TRACKS ARE INSTALLED AND THE MACHINE IS MOVED THE ROLLERS WILL MOVE WHERE THEY ARE CENTERED ON THE TRACK RAIL AND THEN TIGHTEN UP THE BOLTS TO HOLE THE CARRIER ROLLERS. TOOK THE OLD CARRIER ROLLERS AND THREW THEM INTO THE METAL DUMPSTER.

2 235-5974

ROLLER GP-CA

A S DISCOUNT 15.00% 310.86

46.63-

528.46

TOTAL PARTS

SEG. 05

528.46 *

F/R LBR

397.80 *

SEGMENT 05 TOTAL

926.26 T

REMOVE & INSTALL SPROCKET SEGMENT TRACKS OFF MACHINE BOTH SIDES

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INVOICE N	UMBER	INVOICE D	ATF	CUST	ONUR	vo T	CUSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
55430	019014	06-20-	-23 00		009885				43	G	155	2	11
PSO-WC	ON C	DOC DA	TE	PC LC			MC	SHIP V	SHIP VIA INVO				
43122	65	05-09-	23	1C	10		10					38	11124
MAKE	M	ODEL				NUM	SF FF	EQUIPMENT NUMBER	- N	ETER RE	ADING	MACH	ID NO
AA	D6T X	WDSSU	*CA	TOOD	6TAT	MYU	0230*	\$#\$#\$		8695	. 0	NGNO.	327
QUANTITY					DESCRIPTION			UNIT PRICE		EXTENSION			

COMPLAINT: R&I SPROCKET SEGMENTS

CAUSE: SPROCKET SEGMENTS ON MACHINE ARE WORN OUT CORRECTION: 5/17/23- REMOVED ALL OF THE SEGMENTS

FROM THE MACHINE AND CLEANED UP THE MATING

SURFACES TO GET RID OF THE DIRT AND RUST. CLEANED UP ALL THE BOLTS, WASHERS AND NUTS LAYING ON THE GROUND AND PUT THEM INTO A BASKET. TOOK THE NEW SEGMENTS OUT AND CLEANED THEM OFF IN THE PARTS WASHER. INSTALLED THE SPROCKETS TO THE MACHINE AND PUT ANTI-SEIZE ON ALL BOLTS AND STARTED THEM ALL BY HAND. RAN THEM ALL DOWN USING AN IMPACT UNTIL THEY TOUCHED.

5/18/23- TORQUED DOWN ALL THE BOLTS ON BOTH SIDES OF THE MACHINE TO 130 FT LBS AND THEN MARKED ALL THE BOLTS TO TURN THEM AN ADDITIONAL 1/3RD OR 2 FLATS ON THE BOLTS.

WASHER

50	6V-0937	BOLT	S	1.44	
		DIS	COUNT 15.00%	.22-	61.00
50	7H-3607	NUT	S	1.46	73.00
10	173-0946	SEGMENT-SPRO	S	127.93	
		DIS	COUNT 15.00%	19.19-	1087.40
		TOTAL PARTS	SEG. 0	6	1264.90 *

F/R LBR

S

994.50 *

43.50

SEGMENT 06 TOTAL

2259.40 T

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TERMS ON APPROVED CHARGE ACCOUNTS:

50 25-5658

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QUANTITY	JANTITY ITEM			*N/R	7731	DESCRIPTION			UNIT P	RICE	EXTENS	SION		
AA	D6T X	WDSSU	SSU *CATOOD6TATM				0230*	0* \$#\$#\$ 8695.0			.0	NGN0327		
MAKE	M	ODLL			SERIA	L NUM	1BER	EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO.	
431226	65	05-09-	23	1C	10		1C					38	11124	
PSO/WO	NO.	DOC DA			LC		MC	SHIP V	IA	A			INVOICE SEQ NO	
	019014	06-20-	23	00988			10 21 33		43	G	155	2	12	
INVOICE N		INVOICE D	ATE	CUST	TOMER	NO	CUSTOMER PURCHASE ORDER NUMBER			DIV	SALESMAN	TERMS	PAGE	

ADD FLUID

COMPLAINT: FLUIDS IN MACHINE NEED TO BE FILLED UP CAUSE: MACHINE IS LEAKING OUT FLUIDS SOMEWHERE CAUSING THEM TO BE LOW

CORRECTION: 5/15/23- CHECKED ALL THE FLUID OF THE MACHINE BEFORE STARING IT TO MOVE IT INTO THE SHOP. FOUND THAT THE COOLANT WAS LOW ALONG WITH THE HYDRAULIC AND THE TRANSMISSION OIL LEVEL IS LOW. THE HYDRAULIC OIL WAS NOT IN THE SIGHT GLASS AND I HAD TO PUT 1 GALLON INTO THE SYSTEM TO GET IT INTO THE GLASS. THE TRANSMISSION IS ON THE END OF THE DIP STICK AND THE COOLANT LEVEL IS LOW AND AT THE MIDDLE OF THE COOLANT TANK. ORDERED OIL AND COOLANT TO FILL THE SYSTEM BACK AND AND TO CHECK FOR ANY LEAKS WHILE RUNNING THE MACHINE AND DOING OTHER THINGS. ADDED SOME TRANSMISSION FLUID TO THE MACHINE AND HAD TO WAIT ON IT TO DRAIN DOWN TO READ THE OIL LEVEL. ADDED 1 GALLON OF HYDRAULIC OIL TO THE TANK AND THEN MOVED ON TO THE COOLANT TANK.

HAD TO ADD ALMOST 4 GALLONS OF COOLANT TO THE MACHINE TO GET IT INTO THE SIGHT GLASS AND READ FULL.

5/16/23- CHECKED THE TRANSMISSION OIL LEVEL AND IT WAS STILL LOW AFTER 1 GALLON OF OIL WAS ADDED. PUT IN A GALLON AT A TIME AND HAD TO WAIT FOR IT TO DRAIN DOWN IN BETWEEN EACH FILL BECAUSE THE OIL

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DUANTITY		ITEM			N/R			DESCRIPTION		UNITP	RICE	EXTENS	SION
AA	D6T X	WDSSU	*CA	TOOD	6TAT	MYOO	230*	\$#\$#\$		8695	. 0	NGN0	327
MAKE	M	IODEL,			SERIAL	NUMBE	R	EQUIPMENT NUMBER	M	ETER PE	ADING	MACH	ID NO_
431226	5	05-09-	23	1C	1C	1	C						1112
PBOIWO	NO	DOC DA	TE	PC	I,C	M	C	SHIP V	A			INVOICE S	EO NO
\$54300	19014	06-20-	23	009	885				43	G	155	2	1.
INVOICE N	IMBER	INVOICE D	ATE	CUST	OMER NO	0 0	USTOMER!	PURCHASE ORDER NUMBER	STORE	DIA	SALESMAN	TEHMS	PAGE

NEEDED TIME TO DRAIN DOWN THE FILLER NECK/DIPSTICK TUBE. ADDED 6 GALLONS OF OIL TO THE MACHINE AND I GOT UP ABOVE THE ADD LINE WITH COLD OIL ENGINE STOPPED. LET IT SET AND ADDED ANOTHER 3 GALLONS AND WE ARE NOW AT 9 GALLONS ADDED IN TOTAL.

2 2 4	3096932 8T9572 238-8648	HYDO-10W 1G TDTO-30W 5G COOLANT-ELC	S S	25.59 100.47 17.20	51.18 200.94 68.80
		TOTAL PARTS	SEG.	07	320.92 *
		SHOP LABOR			285.05
		TOTAL LABOR	SEG.	07	285.05 *
		SEGMENT 07 TO	TAL		605.97 T

REMOVE & INSTALL TRACK GUIDE WEAR STRIP

COMPLAINT: R&I TRACK WEAR GUIDES

CAUSE: WEAR GUIDES ON MACHINE ARE WORN OUT AND

NEED REPLACED

CORRECTION: 5/17/23- REMOVED THE OLD WORN DOWN

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INVOICE NU	JMBER	INVOICE D	ATE	CUSTO	OMER N	10.	CUSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	0098	885				43	G	155	2	14
PSO/WO	NO	DOC. DA	TE	PC	LC	1	MC	SHIP V	IA			INVOICE S	EQ NO.
431226	5	05-09-	23	1C	1C		1C					38	1112
MAKE	M	ODEL			SERIAL			EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO
AA	D6T X	WDSSU	*CA	T00D	6TAT	MY0	0230*	\$#\$#\$		8695	.0	NGN0	327
QUANTITY		ITEM		Τ.	*N/R D			DESCRIPTION		UNIT P	RICE	EXTEN	SION

GUIDES OFF THE MACHINE AND DISCARDED THEM ALONG WITH THE WORN BOLTS. CLEANED OFF THE MATING SURFACES AND INSTALLED THE FRONT 4 WEAR GUIDES TO BOTH SIDES AND I AM JUST WAITING ON THE BACK 4 AND THEN I WILL INSTALL THEM.

5/18/23- RECEIVED THE REAR WEAR STRIPS AND I REMOVED THE STICKERS OFF OF THEM. INSTALLED THEM

5/18/23- RECEIVED THE REAR WEAR STRIPS AND I REMOVED THE STICKERS OFF OF THEM. INSTALLED THEM TO THE MACHINE WITH THE NEW BOLTS AND ANTI-SEIZE ON THE BOLTS. INSTALLED ALL 4 OF THE REAR ONES CLEANED UP THE TOOLS USED TO REMOVE AND INSTALL THE WEAR GUARDS.

28	8T-4139	BOLT	S		1.26	35.28
28	8T-4223	WASHER	S		.91	25.48
4	189-3032	STRIP	N		85.04	
			DISCOUNT	15.00%	12.76-	289.12
4	279-2570	STRIP	S		73.46	
			DISCOUNT	15.00%	11.02-	249.76
				000000000000 00 Jan 1000000000000000000000000000000000000		

TOTAL PARTS SEG. 08 599.64 *

F/R LBR 397.80 *

SEGMENT 08 TOTAL

397.80 * 997.44 T

ADJUST PUSH ARMS BLADE

COMPLAINT: ADJUST PUSH ARM CONNECTIONS

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INVOICE N	JMBER	INVOICE D	ATE	CUSTO	OMER NO	CL	JSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	009	385				43	G	155	2	15
PSO/WO	NO.	DOC. DA	TE	PC	LC	МС		SHIP V	IA	-		INVOICE S	EQ NO.
431226	55	05-09-	23	1C	1C	10						38	11124
MAKE	M	IODEL			SERIAL	NUMBER		EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO.
AA	D6T X	WDSSU	*CA	TOOD	STATE	4Y002	230*	\$#\$#\$		8695	.0	NGN0	327
QUANTITY		ITEM		1.	N/R		DESCRIPTION UNIT PRICE				RICE	EXTEN:	SION

CAUSE: PUSH ARMS HAVE SOME SLOP IN ALL CONNECTIONS CAUSING THE BLADE TO HAVE A LOT OF PLAY IN IT UP AND DOWN AS WELL AS SIDE TO SIDE.

CORRECTION: 5/30/23- REMOVED THE BOLTS HOLDING THE FRONT LEFT CAP ON THE PUSH ARM TO THE BLADE. USED A COME ALONG TO HOLD THE BLADE IN THE SOCKET OF THE PUSH ARM TO KEEP IT FROM SLIDING OUT OR MOVING WHILE I REMOVED THE CAP AND SET THE NEW CLEARANCE WITH SHIMS. CLEANED UP THE CAP AS WELL AS THE BOLTS AND NUTS. ANTI-SEIZED THE CAP AND INSTALLED IT AND ADJUSTED THE SHIMS ON THE CONNECTION TO THE WORN DOWN BALL. INSTALLED THE NEW SHIM STACKS ALONG WITH THE BOLTS. TIGHTENED DOWN THE BOLTS AND MOVED THE DISASSEMBLING THE BACK LEFT PUSH ARM ATTACHMENT TO THE TRACK FRAME.

5/31/23- HOOKED A COME ALONG TO KEEP THE LEFT PUSH ARM FROM MOVING FORWARDS WHEN THE CAP IS REMOVED OFF THE TRUNNION BALL. CLEANED THE CAP AND THE BOLTS ALONG WITH THE MOUNTING SURFACE AND BALL. PUT ANTI-SEIZE ON THE CAP AND INSTALLED IT AND INSTALLED SHIMS TOLL THE CAP WAS JUST BARELY LIFTED OFF THE BALL. INSTALLED THE SHIMS AND THE NUTS INTO THE BOLTS. TORQUED THE BOLTS FOR THE CAP DOWN TO 665 FT LBS. MOVED ON TO DOING THE FRONT RIGHT SIDE WHERE THE PUSH ARM CONNECTS TO THE BLADE. CLEANED ALL HARDWARE AND SHIMMED IT LIKE I DID THE OTHER SIDE. ANTI-SEIZED ALL PARTS AND INSTALLED THE BOLTS WITH THE NUTS AND TIGHTENED DOWN THE BOLTS. ADJUSTED THE RIGHT REAR TRUNNION

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QUANTITY		ITEM		Τ.	*N/R			DESCRIPTION		UNIT P	RICE	EXTENSION	
AA	D6T X	WDSSU	*CA	TOOD	6TAT	MY0	0230*	\$#\$#\$		8695	.0	NGN0	327
MAKE	M	ODEL			SERIAL	NUM	BER	EQUIPMENT NUMBER	M	ETER RE	ADING	MACH.	ID NO.
431226	55	05-09-	23	1C	1c		1C					38	11124
PSO/WO	NO.	DOC. DA	re	PC	LC		MC	SHIP V	ΊA			INVOICE S	EQ NO.
SS4300		06-20-	-23 009885					43	G	155	2	1	
INVOICE N	JMBER	INVOICE D	ATE	CUSTO	OMER N	NO.	CUSTOM	R PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE

BALL. THERE WERE ONLY 4 SHIMS ON EACH SIDE OF THIS CAP TO START WITH SO I HAD TO GET THE SHIMS SET AND THEN I HAD TO CUT THE ENDS OF THE BOLTS OFF TO GET THEM TO TIGHTEN UP WITHOUT HITTING THE PUSH ARM. ANTI-SEIZED THE CAP AND BOLTS AND INSTALLED THE BOLTS AND TORQUED THEM DOWN. MOVED ALL MY TOOLS OUT OF THE WAY AND UNLOCKED THE MACHINE. RAN THE BLADE UP AND DOWN AS WELL AS TILTED IT SIDE TO SIDE TO VERIFY THAT ALL THE PARTS WERE NOT BINDING UP WHEN MOVING IN ALL POSITIONS. THERE WAS A LITTLE NOISE WHEN MOVING THE BLADE AT FIRST BUT THEN IT STOPPED AND ONLY A LITTLE SQUEAK HERE AND THERE WHEN MOVING THE BLADE AROUND.

SHOP LABOR

1281.79

TOTAL LABOR

SEG. 09

1281.79 *

SEGMENT 09 TOTAL

1281.79 T

ADJUST BLADE TILT

COMPLAINT: REPLACE PARTS FOR BLADE TILT TO REMOVE BLADE SLOP/PLAY AND ADJUST BLADE CONNECTIONS CAUSE: BLADE HAS A LOT OF PLAY IN THE TILT AND THE PARTS FOR THE BLADE TILT NEED TO BE ADJUSTED OR

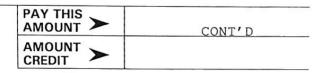
THANK YOU FOR YOUR BUSINESS!

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

TERMS ON APPROVED CHARGE ACCOUNTS:

PAYMENT IS DUE ON OR BEFORE THE 10th OF THE MONTH FOLLOWING INVOICE DATE. ANY PAST DUE BALANCES WILL BE SUBJECT TO INTEREST CHARGES AT THE RATE OF 1.5% PER MONTH (18% PER ANNUM)

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SHIP TO

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INVOICE N	JMBER	INVOICE D	ATE	CUST	OMER	NO	CUSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	009	885				43	G	155	2	17
PSO/WO	NO	DOC DAT	TE	PC	LC	: [MC	SHIP V	IA		<u> </u>	INVOICE S	EQ NO
431226	55	05-09-	23	1C	10		1C					38	11124
MAKE	M	ODEL			SERIA			EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO
AA	D6T X	WDSSU	*CA	TOOD	6TA	CMYC	00230*	\$#\$#\$		8695	.0	NGN0	327
QUANTITY		ITEM			*N/R		DESCRIPTION UNIT PRICE				RICE	EXTENSION	

REPLACED IF NEEDED.

COMPLICATION: ONE OF THE BOLTS ON THE RIGHT SIDE FOR THE TILT CYLINDER WAS STUCK AND HAD TO BE CUT OFF. THE OTHER BOLTS ARE REALLY RUSTY AND HAD TO BE WORKED AT TO GET THE NUTS OFF THE BOLTS.
REPLACED ALL THE BOLTS AND NUTS TO MAKE REASSEMBLY EASIER AND TO REPLACE THE BOLT THAT HAD TO BE CUT OFF.

CORRECTION: 5/26/23- REMOVED THE BOLTS FROM THE LEFT SIDE TILT ARM. REMOVED THE PIN FROM THE BOTTOM OF THE ARM AFTER PICKING UP THE BLADE TO RELEASE TENSION ON THE PIN. CLEANED UP THE OLD BOLTS AND THE CAP TO REUSE ON THE NEW TILT ARM. CLEANED THE PAINT OFF THE SOCKET WHERE THE ARM ATTACHES TO THE BLADE AND INSTALLED IT TO THE MACHINE WITH A NEW PIN. I INSTALLED THE RETAINER FOR THE PIN AND RE SHIMMED THE SIDE WHERE THE BLADE CONNECTS TO THE NEW ARM. I TIGHTENED THE BOLTS FOR THE CAP AND MOVED ALL TOOLS TO THE OTHER SIDE. SAT THE BLADE BACK DOWN ON THE GROUND. REMOVED THE BOLTS TO THE TILT CYLINDER BUT ONE BOLT WAS STUCK AND WOULD NOT COME LOOSE. THE BOLT WAS ALREADY LOOSE BUT THE NUT WAS STUCK ON THE BOLT. I CUT THE BOLT OFF AND ORDERED NEW HARDWARE TO INSTALL AND MAKE PUTTING THE CYLINDER BACK ON LIFTED THE RIGHT SIDE OF THE BLADE TO EASIER. TAKE PRESSURE OFF THE TILT CYLINDER PIN AND USED THE HOIST TO REMOVE THE LIFT CYLINDER. FOUND THAT THE BUSHING IN THE TILT CYLINDER WAS LOOSE AND THE

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INVOICE NUMBER	INVOICE DATE	CUNTOMPICHO CUSTOME	R PURCHASE OPDER NUMBER	BTONE T UNY T	BALERMAN THE	AS PALL
534 1001 901	4 06-20 23	009005		43 6	155 2	111
PRO/WO NO	UOI CAN	L PC I LC T MC T	BHEVIA	, ,	[hivoir	r bra na
4 112265	05-09-23	10 10 10				1011124
MARE	Month	BÉRIAL NUMBER	EQFHEMINT NUMBER	WHITE HA	tions - 1 MA	Chi di here
AA D6T	XWDSSU *CA	T00D6TA1MY00230*	5#5#5	8695.	0 1101	19 17 1
QUANTITY	HIM	*N/H	DESCRIPTION	T trat en	4 11 11	na kasaraka

HOLE HAS WORN AROUND THE BUSING AND NOT THE PIN. MEASURED THE NEW PARTS AND COMPARED THEM TO THE OLD PARTS, OLD PIN- 1.748 IN AND THE NEW PIN IS 1.749 IN. THE OLD BUSHING WAS 1.757 IN ON THE INSIDE AND 2.129 IN ON THE OUTSIDE. THE NEW BUSHING WAS 1.755 IN ON THE INSIDE AND 2.130 IN ON THE OUTSIDE. THE PIN IN THE MACHINE IS ONLY 1 THOUSANDS OF A DIFFERENCE IN SIZE AND THE BUSHING IS ONLY 3 THOUSANDS. THERE IS NOT ENOUGH WEAR IN ANY OF THESE PARTS TO JUSTIFY INSTALLING THE NEW PARTS AND MOST OF THE WEAR IS IN THE PUSH ARM OR IN THE CYLINDER BORE WHERE THE BUSHING GOES. CLEANED UP ALL THE PARTS FOR THE TILT CYLINDER AND REINSTALLED ALL THE PARTS, REINSTALLED THE CAP FOR THE CYLINDER TO THE BLADE AND SHIMMED IT TO GET RID OF THE PLAY BUT THE BALL ON THE BLADE IS WORN DOWN AND I HAD TO LEAVE IS A LITTLE LOOSE SO THAT WHEN THE CYLINDER MOVED THE BLADE DOES NOT BIND UP TIGHTENED THE BOLTS DOWN AFTER AND GET STUCK. ANTI SEIZING THEM AND PUT MY TOOLS AWAY AND THREW THE METAL INTO THE METAL DUMPSTER. INSTALLED THE OLD PIN AND BUSHING AFTER ANTI-SEIZING THEM FOR LUBRICATION. INSTALLED THE RETAINING BOLT AND CLEANED UP ALL MY TOOLS.

4	6V-7742	NUT	5	2.03	8.12
1	124-9672	TILT BRACE A	N	1596.36	1596,36
1	290-8226	PIN	5	62.31	62.31
4	295-2409	BOLT-HEX HEA	5	11.78	47.12

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OLICY AVAILABLE AT EACH FOLEY FACILITY

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INVOICE DATE ANY PAST DUE BALANCES WILL BE SUBJECT TO INTEREST
CHARGES AT THE RATE OF 1.5% PER MONTH (18% PER ANNUM)

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INVOICE NU	IMBER	INVOICE D	ATE	CUSTON	MER NO	CUSTO	MER PUF	RCHASE ORDER	NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	00988	3.5					43	G	155	2	19
PSO/WO	NO.	DOC. DAT	DOC. DATE		PC LC MC			SHIP VIA				INVOICE SEQ. NO.		
431226	5	05-09-	23	1C	1C	1C	35 20W 1					3811124		
MAKE	M	IODEL	SE		UMBER		EQUIPMEN	T NUMBER	M	ETER RE	ADING	MACH.	ID NO.	
AA	D6T X	WDSSU	T00D61	CATM	Y00230)*	\$#\$#\$			8695	.0	NGN0	327	
QUANTITY		ITEM	*N/	R	R DESCRIPTION					UNIT P	RICE	EXTEN	SION	
				ТО	TAL PA	ARTS		SEG. 1					.91 * .50 *	
1.00					EX	PEDITE	CHR	G					111	.75
					TO	TAL MI	SC C	HGS	SEG. 1	.0			111	.75 *
					S	EGMENT	10	TOTAL					2745	.16 T

ADJUST BLADE LIFT CYLINDER

COMPLAINT: ADJUST BLADE LIFT CYLINDERS
CAUSE: THE CONNECTION TO THE CYLINDER AND THE
BLADE IS WORN DOWN AND NEEDS TO BE ADJUSTED TO
TAKE OUT THE PLAY IN THE LIFT CYLINDERS.
CORRECTION: 5/25/23- REMOVED THE BOLTS ON THE LEFT
SIDE AND CLEANED UP THE SURFACE OF THE CAP.
CLEANED OFF THE BOLTS AND SEPARATED ALL THE SHIM
STACK. INSTALLED ONE SHIM ONTO EACH SIDE TILL
THERE WAS NO MORE WIGGLE ON THE CAP. INSTALLED THE
BOLTS WITH ANTI-SEIZE ON THEM AND THE CAP.
TIGHTENED THE BOLTS AND THEN MOVED ONTO THE OTHER
SIDE AND REPEATED THE PROCESS.

SHOP LABOR

601.34

TOTAL LABOR

SEG. 11

601.34 *

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INVOICE NU	IMBER	INVOICE D	ATE	CUSTO	OMER N	o cus	TOMER PL	JRCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	0098					43	G	155	2	20
PSO/WO	NO.	DOC. DA	TE	PC	LC	MC	Т	SHIP V	IA			INVOICE S	EQ NO.
431226	5	05-09-	23	1C 1C		1C						381112	
MAKE	М	ODEL			_	NUMBER		EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO
AA	D6T X	WDSSU	*CA	TOOD	6TAT	MY0023	30*	\$#\$#\$		8695	.0	NGN0	327
QUANTITY		ITEM			N/R		DESCRIPTION			UNIT P	RICE	EXTENS	SION

SEGMENT 11 TOTAL

601.34 T

REMOVE & INSTALL BOTTOM GUARD

COMPLAINT: MACHINE NEEDS BOTTOM GUARD REMOVED CAUSE: ACCESSING BELLY PAN TO INVESTIGATE LEAK CORRECTION: STRAIGHTENED COTTER PINS AND REMOVED THE HINGE PINS THAT ARE USED TO PIVOT THE BELLY PAN. SUPPORTED THE BELLY PAN WITH A JACK. REMOVED NUTS THAT HOLD THE BELLY PAN IN PLACE AND LOWERED THE BELLY PAN. DRUG BELLY PAN OUT FROM UNDER MACHINE AND PREPARED TO WASH.

6/2/23- INSTALLED THE FRONT BELLY PAN THAT WAS REMOVED AND CLEANED WHILE THE MACHINE WAS IN THE SHOP. TIGHTENED UP ALL THE BOLTS AND PUT IN THE PIVOT PINS. INSTALLED THE REAR BELLY PAN AND INSTALLED THE BOLTS AND THE PIVOT PINS. TIGHTENED UP ALL THE BOLTS THE BELLY PAN JACK. CLEANED UP MY TOOLS AND PUT THEM AWAY.

F/R LBR

1034.28 * 1034.28 T

SEGMENT 12 TOTAL

TROUBLESHOOT TRANSMISSION FOR LEAKS

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INVOICE NU	JMBER	INVOICE D	ATE	CUSTO	MER NO	CUSTO	IER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS4300	19014	06-20-	23	0098				43	G	155	2	21
PSO/WO	NO.	DOC. DA	TE	PC	LC	MC	SHIP V	IA			INVOICE S	EQ NO
431226	55	05-09-	23	23 1C		1C					3811124	
MAKE	N	IODEL	T		1C SERIAL N	NUMBER	EQUIPMENT NUMBER	M	ETER RE	ADING	MACH	ID NO
AA	D6T X	WDSSU	*CA	AT00D6TATMY		Y00230	\$#\$#\$		8695	.0	NGN0327	
QUANTITY		ITEM			N/R	DESCRIPTION			UNIT P	RICE	EXTENS	SION

COMPLAINT: TROUBLESHOOT TRANSMISSION FOR A LEAK CAUSE: TRANSMISSION LINE LEAKING OIL CORRECTION: WENT UNDER THE MACHINE AFTER THE BELLY PAN HAD BEEN REMOVED AND I INSPECTED THE AREA. FOUND THAT ONE OF THE LINES FOR THE TRANSMISSION TO TORQUE CONVERTER WAS LEAKING. ALSO FOUND THAT THERE WERE OTHER LINES THAT HAD GOTTEN HOT AND WERE ROCK HARD. THE OUTER RUBBER COATING HAD STARTED FALLING OFF AND THEY WOULD START LEAKING SOON IF THEY ARE NOT REPLACED WITH THE HOSE THAT IS LEAKING CURRENTLY. QUOTED TO REPLACE THE THREE LINES TO FIX THE LEAK.

SHOP LABOR

319.99

TOTAL LABOR

SEG. 13

319.99 *

SEGMENT 13 TOTAL

319.99 T

TROUBLESHOOT HYDRAULIC SYSTEM FOR LEAKS

COMPLAINT: TROUBLESHOOT HYDRAULIC OIL LEAK CAUSE: PILOT SYSTEM OIL FILTER LEAKING CORRECTION: 6/1/23- LOOKED AT THE CYLINDER OF THE MACHINE AND INSPECTED THEM FOR ANY LEAKS AROUND ANY OF THE RODS AND FOUND NOTHING. LOOKED AT THE

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INCVOILE NO	Upri H	HAY HE D	ATE CUSTOM	MH NO CUS	MER MIN HASE CONT.	P NOME IN	STORE DIV	SALFEMA	M TERMS PAGE
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P51 A	40	DOC DAT	T PC	LC MC	T	SHEF YEA			
431226	5	05-04-	23 1 C	10 10					T MACH 10 PM
MAKE		#OOe L	56	HIAH WHEH	CONTRACT	N F NAJAMBERI	MEYER R	EADING	-
AA	D6T)	(WDSSU	*JATOLD61	AIMYTOZE	0. 50500		869	5.0	NG17-127
CHANTITY		ITEM	- N/		DE SCRIPTIUM		Luhai f	property of the same	EXTENSION

FILTERS AND FOUND THAT THE PILOT SYSTEM WAS LEAKING AROUND THE TOP SEAL. TRIED TO TIGHTEN THE FILTER BUT IT DID NOT HELP THE LEAK. REMOVED THE FILTER AND INSPECTED THE SEALS AND FOUND NOTHING WRONG. QUOTED TO REPLACE THE FILTER AND SEE IF THE LEAK WAS STILL PRESENT WITH A NEW FILTER. SHOP LABOR

SEG. 15

365.97

TOTAL LABOR

365.97 *

SEGMENT 15 TOTAL

365.97 T

REMOVE & INSTALL PRIMARY AIR FILTER

COMPLAINT: REPLACE PRIMARY AIR FILTER

CAUSE: PRIMARY AIR FILTER IS PLUGGED UP WITH DIRT

AND NEEDS REPLACED

CORRECTION: 5/19/23- OPENED THE ENGINE ACCESS AND REMOVED THE AIR BOX COVER, REMOVED THE PRIMARY AIR FILTER AND REPLACED IT WITH A NEW ONE AFTER CLEANING ALL THE DIRT OUT OF THE AIR FILTER HOUSING. WROTE THE DATE AND HOURS ON THE FILTER AND THE THE OLD FILTER INTO THE TRASH.

1 577-1433

ELEMENT-PRIM

S

115.86

115.86

TOTAL PARTS

SEG. 17

115.86 *

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QUANTITY		ITEM	*N/R				UNIT PRICE		RICE	EXTENSION			
AA	D6T X	WDSSU	*CA	CATOOD6TATMY		TMY00230* \$		\$#\$#\$		8695.0		NGN0327	
MAKE	M	ODEL			SERIAL	NUM	BER	EQUIPMENT NUMBER	M	METER READING		MACH ID NO	
431226	5	05-09-	-23	1C	10	:	1C					-	11124
PSO/WO	NO	DOC DA	TE	PC LC			MC	SHIP V	A			INVOICE SEQ NO	
SS4300	19014	06-20-	-23	009	885				43	G	155	2	23
INVOICE N	JMBER	INVOICE D	DATE	CUST	OMER N	OV	CUSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE

F/R LBR

39.78 *

SEGMENT 17 TOTAL

155.64 T

REMOVE & INSTALL SECONDARY AIR FILTER

COMPLAINT: REPLACE SECONDARY AIR FILTER

CAUSE: THE SECONDARY AIR FILTER HAD DIRT ON IT AS A RESULT OF THE PRIMARY AIR FILTER BEING PLUGGED

UP WITH DEBRIS.

CORRECTION: 5/19/23- INSTALLED THE NEW SECONDARY AIR FILTER AND PUT THE MACHINE HOURS AND THE DATE ON THE FILTER. CLOSED THE ENGINE ACCESS DOOR AND

THREW THE OLD FILTER INTO THE TRASH.

337-0790 ELEMENT ACL S

51.36

51.36

TOTAL PARTS

SEG. 18

51.36 *

F/R LBR

39.78 *

SEGMENT 18 TOTAL

91.14 T

PRESSURE TEST & INSPECT ENGINE COOLING SYSTEM FOR LEAKS

COMPLAINT: PRESSURIZE COOLING SYSTEM

THANK YOU FOR YOUR BUSINESS!

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TERMS ON APPROVED CHARGE ACCOUNTS.

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NAIL EXCAVATION LLC 22238 E US HIGHWAY 136 \$100 BETHANY MO 64424-9103

INVOICE N	UMBER	INVOICE DATE	Cos APER NO CUSTON	ER PLRCHASE ORDER BURNER	Stone Der	SA . MAN	TERMS PA I
5 4300	019 14	06-25-23	1-35		43 6	155	1 . 1 . 2
$\mathbf{P} = \mathbf{A}$	Tall i	DOC DATE	I'M LIFE WET	Ban P	via		May 1 Strains
431224	55	01-09-23	10 11 10				141.12
MAKE	M	DULL	BERLAL NUMBER	EQUIPMENT NUMBER	AND TERM	Marine S	MACHINE
AA	DET X	WLS5U FC	AT00D6TA1MY00230	5#5#5	84.7	5.0	NGH 1327
QUANTITY		ITEM		DESCRIPTION	UNIT	PNet 1	EXTENSIM

CAUSE: COOLING SYSTEM WAS ALMOST 4 GALLONS LOW ON COOLANT AND NEEDS TO BE CHECKED FOR A LEAK CORRECTION: 5/19/23- I GOT ONE OF THE COOLING SYSTEM PRESSURE TESTERS FROM THE TOOL ROOM AND CONNECTED IT TO THE MACHINE AND PRESSURIZED THE SYSTEM AND LET IT SET TO SEE IF IT LEAKS ANY. TESTED MY CONNECTIONS FOR ANY LEAKS AND FOUND NONE. LEFT THE COOLING SYSTEM PRESSURIZED FOR 5 HOURS AND FOUND THE SYSTEM ONLY LOST 1 PSI OF PRESSURE BUT THAT COULD HAVE BEEN FROM MY CONNECTIONS ON THE TOOL USED TO PRESSURIZE THE SYSTEM. CAN NOT SEE THIS AS A PROBLEM BUT THE SYSTEM COULD BE LEAKING COOLANT WHEN IT GETS HOT AND THE MACHINE WILL NEED TO BE RAN TO OPERATING TEMPERATURE AND SEE IF THE COOLANT LEVEL DROPS ANY AFTER RUNNING IT. CHECKED THE COOLANT LEVEL AFTER RUNNING IT AND THE

SHOP LABOR

281.37

TOTAL LABOR

SEG. 20

281.37 *

SEGMENT 20 TOTAL

281.37 I

REMOVE & INSTALL PST OIL FILTER

LEVEL DID NOT GO DOWN ANY.

THANK YOU FOR YOUR BUSINESS!

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

TERMS ON APPROVED CHARGE ACCOUNTS:

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PAY THIS >	CONI'D
AMOUNT >	

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3619 PEAR ST, St. Joseph, MO 64503 (816) 233-2516 For credit inquiries on your account, please call (316) 529-5845.

SOLD TO

SHIP TO

NAIL EXCAVATION LLC 22208 E US HIGHWAY 136 #100 BETHANY MO 64424-9103

INVOICE N	JMBER	INVOICE D	ATE	CUST	OMER NO	CUSTOMER	PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
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QUANTITY		ITEM	*N/B				DESCRIPTION		UNIT PIECE		EXTENSION	

COMPLAINT: REPLACE PILOT SYSTEM FILTER

CAUSE: FILTER IS LEAKING OIL

CORRECTION: 5/19/23- STARTED WITH ORDERING THE NEW FILTER AND THEN I REMOVED THE FILTER. INSPECTED THE FILTER BASE AND FOUND THAT THERE IS A SEAL ON THE FILTER BASE AND IT WAS VERY SOFT. ORDERED ONE OF THESE SEALS AS WELL TO INSTALL. CLEANED THE FILTER BASE AND MADE SURE THAT THERE WERE NO DEFECTS IN ANY OF THE METAL TO CAUSE THE LEAK AND I FOUND NOTHING. INSTALLED THE NEW SEAL AND FOUND THAT THERE WAS A BUNCH OF DIRT BUILD UP ON THE BACK SIDE OF THE FILTER BASE. CLEANED OFF AS MUCH OF IT AND CLEANED THE FILTER BASE AND GOT ALL THE DIRT OUT OF THE THREADS. LUBRICATED THE NEW FILTER SEAL AND SCREWED ON THE NEW FILTER. I STARTED THE MACHINE AND LET IT RUN TO TEST THE NEW FILTER FOR ANY LEAKS. CLEANED UP WHILE THE MACHINE RAN AND THEN I SHUT IT OFF AFTER 15 MINS OF IT RUNNING. THERE WAS NO OIL LEAKING FROM THE TOP OF THE FILTER. I WILL CHECK THE FILTER AGAIN AFTER THE MACHINE IS RUN AROUND AND GETS TO OPERATING TEMPERATURE.

1 126-1813 1 373-9231 ELEMENT-FILT RING FRICTN S

86.39

86.39

TOTAL PARTS

SEG. 21

93.10 *

SHOP LABOR

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THANK YOU FOR YOUR BUSINESS!

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

TERMS ON APPROVED CHARGE ACCOUNTS:

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COMPLAINT: ORCER NEW MASTER TRACK SHOES

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BA1. AND USA BIMERA BULIS

CUMMACTION: 6/12/41- GRURASS HEW MARTER TRACE SADS

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REMOVE A INSTALL BOTTOM GUARD

THANK YOU FOR YOUR BUNINESS'

MATTER VALUE TO THE PROPERTY OF THE PARTY SERVICES AND THE PROPERTY AND THE PARTY AND HIGHEY SMARLAGES AT EACH-HOUSE PRODUCTS.

TERMS ON APPROVED CHARGE ACCOUNTS.

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PERSONAL PROPERTY FOR 79 Oct. (MD 55)

THE PERSON NAMED IN



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SHIP TO

INVOICE NUMBER INVOICE		INVOICE D	ATE	ATE CUSTOMER NO.			CUSTOMER PURCHASE ORDER NUMBER			SALESMAN	TERMS	PAGE
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QUANTITY	ITEM			•N	I/R		DESCRIPTION		UNIT PRICE			31014

COMPLAINT: WASH OUT BELLY PANS

CAUSE: BELLY PANS ARE FULL OF DIRT AND OTHER

DEBRIS AND NEEDS TO BE CLEANED OUT

CORRECTION: 5/31/23- REMOVED THE FRONT BELLY PAN ALONG WITH THE REAR BELLY PAN AND TOOK THEM TO THE WASH BAY USING THE FORKLIFT. CLEANED THE DIRT OUT OF THE INSIDE OF THE BELLY PAN AND THEN FLIPPED THEN OVER TO CLEAN THE OTHER SIDE. USED THE FORKLIFT TO MOVE THEM OUT OF THE WASH BAY AND SET THEM IN THE SHOP BY THE MACHINE. CLEANED UP ALL OF THE DIRT LEFT IN THE WASH BAY AFTER CLEANING OUT THE BELLY PANS. GOT UNDER THE MACHINE AND CLEANED OUT ANY LARGE DIRT PILES FOUND TO HELP CLEAN UP UNDER THE MACHINE.

F/R LBR

459.75 * 459.75 T

SEGMENT 31 TOTAL

DRAIN & REFILL TRANS & TORQUE CONVERTER

COMPLAINT: DRAIN AND REFILL POWERTRAIN SYSTEM CAUSE: SOME TRANSMISSION HOSES THAT ARE LEAKING

AND NEED REPLACED

CORRECTION: 5/31/23- DUG OUT THE DIRT FROM AROUND THE DRAIN PLUG FOR THE TRANSMISSION. REMOVED THE DRAIN PLUG THAT HAD BEEN REMOVED A FEW TIMES AND IS ALMOST STRIPPED OUT AND WILL NEED REPLACED WITH A NEW ONE. USED THE ECOLOGY DRAIN AND DRAINED THE

THANK YOU FOR YOUR BUSINESS!

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TRANSMISSION OIL AND PUT IT INTO A CLEAN CONTAINER TO REUSE. I ALSO DRAINED THE TORQUE CONVERTER TO MAKE SURE THAT I GOT AS MUCH OF THE OIL OUT OF THE SYSTEM AS I COULD. I CLOSED THE TORQUE CONVERTER DRAIN AND INSTALLED A NEW ECOLOGY DRAIN PLUG. PUT THE LID ON THE TRANSMISSION OIL TO KEEP OUT CONTAMINATES.

6/1/23- VERIFIED THAT THE DRAINS FOR THE SYSTEM WERE ALL CLOSED OFF. INSTALLED THE NEW ECOLOGY DRAIN PLUG AND TIGHTENED IT UP. REMOVED THE TRANSMISSION FILTER TO INSPECT FOR ANY ABNORMAL DEBRIS. FOUND THAT THERE WAS NO LARGE DEBRIS AND ONLY FINE CLUTCH MATERIAL AND SOME REALLY FINE METAL PARTICLES. CLEANED OUT THE FILTER HOUSING AND INSTALLED THE NEW FILTER. LUBRICATED THE SEALS AND INSTALLED THE FILTER TO THE MACHINE. 6/2/23- USED THE KIDNEY LOOP SYSTEM TO FILL THE TRANSMISSION WITH THE OIL THAT I TOOK OUT OF THE TRANSMISSION. PUT IT AWAY AND CHECKED THE TRANSMISSION FLUID LEVEL AND HAD TO ADD OIL TO GET IT TO THE FULL MARK BECAUSE OF THE OIL LOST FROM THE KIDNEY LOOP AND FROM REMOVING THE TRANSMISSION HOSES TO REPLACE THEM. CHECKED THE TRANSMISSION AFTER LETTING THE OIL WARM UP AND VERIFIED THAT IT WAS IN THE FULL LINE AND THERE WERE NO LEAKS ANYWHERE.

1 8T9572 1 6F-0711 TDTO-30W 5G RING S

100.47

100.47

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AMOUNT >	



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REMOVE & INSTALL FLOORPLATE

COMPLAINT: REMOVE AND INSTALL FLOOR PLATE CAUSE: GAIN ACCESS TO TRANSMISSION LINES THAT ARE EASIER TO ACCESS FROM THE TOP CORRECTION: 6/1/23- USED A SHOP VAC TO REMOVE AS MUCH OF THE DIRT FROM THE CAB AS I COULD. REMOVED THE TWO PLASTIC FEET RESTS AND THEN THE RUBBER FLOOR MAT. USED THE SHOP VAC AGAIN TO PULL MORE DEBRIS FROM AROUND THE BOLTS AND ALL AROUND THE FLOOR PLATE. REMOVED THE BOLTS FROM THE TWO FLOOR PLATE AND REMOVED THEM AND SET THEM ASIDE. 6/2/23- CLEANED OFF THE FLOOR PLATE OUTSIDE TO GET THE DIRT OFF. I INSTALLED THE FLOOR PLATES BACK INTO THE MACHINE AND INSTALLED ALL BOLTS THEN TIGHTENED THEM ALL DOWN. INSTALLED THE RUBBER FLOOR MAT OVER THE FLOOR PLATE AND INSTALLED THE PLASTIC FOOT RESTS INTO THE CAB. PUT AWAY TOOLS AND CLEANED UP.

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F/R LBR

367.80 *

SEGMENT 33 TOTAL

367.80 T

REMOVE & INSTALL TRANSMISSION HOSE(S)

COMPLAINT: REPLACE TRANSMISSION LINES
CAUSE: ONE OF THE TRANSMISSION LINES IS LEAKING
AND TWO OF THE OTHER TRANSMISSION LINES ARE VERY
HARD AND THE OUTER COATING IS CRACKING OFF THEM
AND THEY WOULD HAVE STARTED LEAKING OF NOT
REPLACED.

CORRECTION: 6/1/23- STARTED WITH CLEANING OUT MOST OF THE LOOSE DIRT LAYING ON TOP OF THE HOSES AS WELL AS AROUND THE SIDES AND WHERE THE LINES SEAL. STARTED WITH REMOVING THE LOSER SIDES OF THE HOSES TO LET THEM DRAIN OUT. REMOVED ONE HOSE AT A TIME AND INSTALLED THE NEW HOSE IN ITS PLACE AND CONNECTED BOTH SIDES OF THE LINE BEFORE TIGHTENING UP ANY OF THE BOLTS FOR THE HALF CLAMP. WHEN THE HOSE WAS ATTACHED ON BOTH ENDS AND THE LINE WAS SITUATED I TIGHTENED UP ALL OF THE BOLTS. REPEATED THIS PROCESS FOR ALL THREE OF THE HOSES. HAD TO GAIN ACCESS TO ONE OF THE HOSES FROM UP TOP TO BE ABLE TO LOOSEN THE BOLTS ON TOP OF THE LINE. DUMPED THE OIL THAT HAD DRAINED OUT AND FELL INTO A CATCH CONTAINER THAT I HAD UNDER THE MACHINE.

THANK YOU FOR YOUR BUSINESS!

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DUE 30 DAYS FROM INVOICE

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