



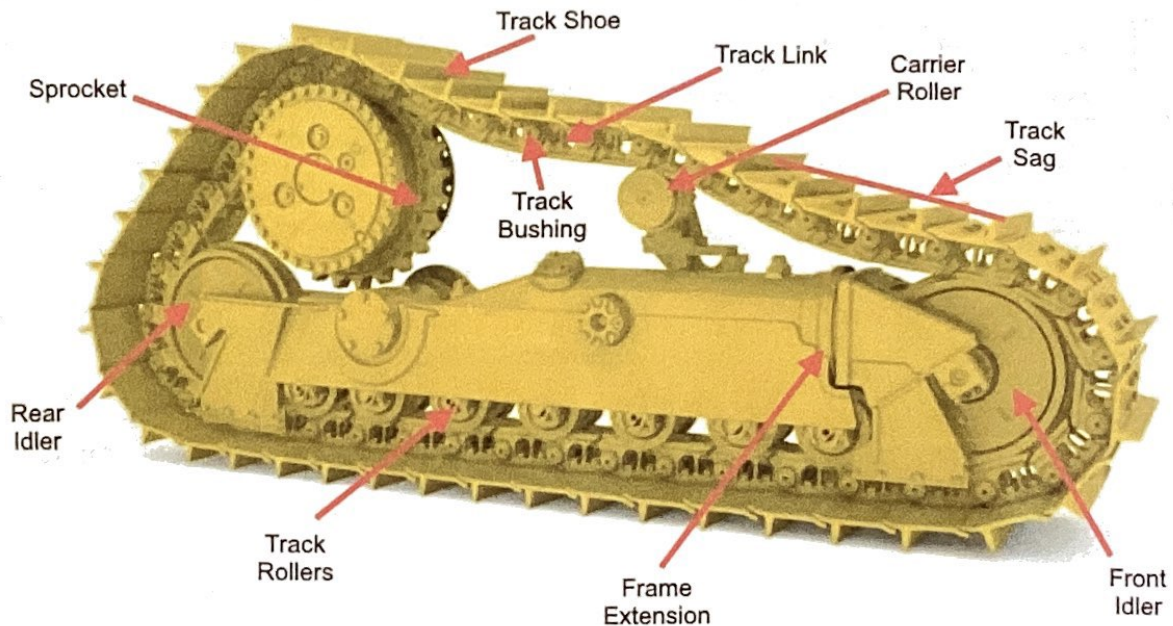
Custom Track Service
Simplified

FOLEY EQUIPMENT
COMPANY

BRIAN NAIL

Prepared By: Spenser Reeder

Model	D6TXW	Job Site	-		Inspection Date	07Nov24
Manufacturer	Caterpillar		<u>Left</u>	<u>Right</u>	Next Inspection Date	-
Serial Number	TMY00230	Track Sag (1.80 in - 2.60 in)	-	-	Next Inspection Hours	-
Reference Number	--	Frame Ext (max 5.70 in)	2.10 in	1.90 in	<u>Underfoot Conditions</u>	
Hour Meter Reading	9908	Frame Ext %	37 %	33 %	Impact	Moderate
Hours Per Week	15.4	Dry Joints	0	0	Abrasion	Moderate
Total Odometer Reading	21512 miles	Link Roller System	28 %	25 %	Moisture	Moderate
Forward Odometer	12015 miles				Packing	Moderate
Reverse Odometer	9497 miles				Bushing Allowable Wear	Greater
Distance Per Week	25.8 miles/week				Link Allowable Wear	Greater



Component	Status		Part Number		Measurement (inches)		Percent Worn		
	Left	Right	Left	Right	Left	Right	Left	Right	
Link Assembly		Left: 5654421		Right: 5654421					
Track Link	Replaced	Replaced	2482307	2482307	1.57	1.59	24%	20%	
Bushing (Int)	Replaced	Replaced	8E7222	8E7222	32.00	32.00	0%	0%	
Bushing (Ext)	Replaced	Replaced	8E7222	8E7222	0.52	0.52	4%	4%	
Track Shoe		Left Width: 30.00 in		Right Width: 30.00 in					
	Original	Original	--	--	2.81	2.80	--	--	
Idlers									
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				CONDITION: Guarded					
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				CONDITION: Guarded					
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									
	Replaced	Replaced	1730946	1730946	--	--	--	--	
CONDITION: Good				CONDITION: Good					

Recommendations

--

FOLEY
EQUIPMENT

CAT

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Matt Cook

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS430019014	06-20-23	009885		43	G	155	2	1
PSO/WO NO	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SFO NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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

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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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PSOWO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
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AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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	F/R LBR	236.69 *
			236.69-
	TOTAL MISC CHGS	SEG. 00	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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PSO/NO	DOC DATE	PC	IC	MC	SHIP VIA			INVOICE MO NO
4312265	05-09-23	IC	IC	IC				341124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MATERIAL NO	
AA	D6T XWDSSU	CAT00D6TATMY00230*		S0505	8695.0		NGN0127	
QUANTITY	ITEM	UNIT	DESCRIPTION		UNIT PRICE	EXTENSION		

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 RIPPER 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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MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH. ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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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SS430019014	06-20-23	009885		43	G	155	2	5
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MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER	METER READING	MACH. ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*			\$\$\$#\$	8695.0	NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION			UNIT PRICE	EXTENSION	

8	254-0224		BOLT-TCK MST	N		6.57		
			DISCOUNT	15.00%		.99-		44.64
			TOTAL PARTS		SEG. 01			44.64 *
					F/R LBR			1591.20 *
			SEGMENT 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		NUT	S		1.34		
			DISCOUNT	15.00%		.20-		399.00
350	6V-1792		BOLT-TRACK	S		2.47		
			DISCOUNT	15.00%		.37-		735.00
2	565-4421		LINK AS-TRAC	S		7514.03		
			DISCOUNT	15.00%		1127.10-		12773.86
			TOTAL PARTS		SEG. 02			13907.86 *
					F/R LBR			3182.40 *
			SEGMENT 02 TOTAL					17090.26 T

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QUANTITY	ITEM	*N/R	DESCRIPTION			UNIT PRICE	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
THEM DOWN. TIGHTENED UP THE ABUTMENT SIDE OF THE
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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AA	D6T XWDSSU	*CAT00D6TATMY00230*			\$\$\$	8695.0	NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION			UNIT PRICE	EXTENSION	

16	1D-4615		CAP SCREW	S	9.32	149.12	
16	5P-8248		WASHER	S	1.52	24.32	
4	202-4304		IDLER G TRAC	S	1696.88		
			DISCOUNT 15.00%		254.53-	5769.40	
			TOTAL PARTS	SEG. 03		5942.84	*
				F/R LBR		1591.20	*
			SEGMENT 03 TOTAL			7534.04	T

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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 BETHANY MO 64424-9103

SHIP TO

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS430019014	06-20-23	009885		43	G	155	2	8
PSO/WO NO.	DOC DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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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QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

NEW ONE AND WILL INSTALL IT TO THE MACHINE WHEN IT COMES IN. I TORQUED THE BOLTS TO 420 FT LBS.

56	6V-3669		BOLT	S		5.88	329.28
56	8T-3282		WASHER-HARD	S		1.21	67.76
1	166-2287		SPACER	N		31.55	31.55
4	288-0934		ROLLER GP SF	N		489.66	
			DISCOUNT	15.00%		73.45-	1664.84
10	288-0936		ROLLER GP DF	N		535.18	
			DISCOUNT	15.00%		80.28-	4549.00
28	317-9080		CAP TRK RLR	S		34.73	
			DISCOUNT	15.00%		5.21-	826.56
			TOTAL PARTS		SEG. 04		7468.99 *
					F/R LBR		2784.60 *
1.00			EXPEDITE CHRG				337.16
			TOTAL MISC CHGS		SEG. 04		337.16 *
			SEGMENT 04 TOTAL				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 PRICE		EXTENSION	

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	S	310.86		
			DISCOUNT 15.00%		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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AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$S	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	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.

50	2S-5658	WASHER	S		.87	43.50
50	6V-0937	BOLT	S		1.44	
				DISCOUNT 15.00%	.22-	61.00
50	7H-3607	NUT	S		1.46	73.00
10	173-0946	SEGMENT-SPRO	S		127.93	
				DISCOUNT 15.00%	19.19-	1087.40
TOTAL PARTS					SEG. 06	1264.90 *
					F/R LBR	994.50 *
SEGMENT 06 TOTAL						2259.40 T

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QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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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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	3096932		HYDO-10W 1G	S	25.59	51.18
2	8T9572		TDTO-30W 5G	S	100.47	200.94
4	238-8648		COOLANT-ELC	S	17.20	68.80
			TOTAL PARTS	SEG. 07		320.92 *
			SHOP LABOR			285.05
			TOTAL LABOR	SEG. 07		285.05 *
			SEGMENT 07 TOTAL			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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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 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
TOTAL PARTS				SEG. 08	599.64 *
				F/R LBR	397.80 *
SEGMENT 08 TOTAL					997.44 T

ADJUST PUSH ARMS
 BLADE

COMPLAINT: ADJUST PUSH ARM CONNECTIONS

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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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INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS430019014	06-20-23	009885		43	G	155	2	16
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH. ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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

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INVOICE NUMBER	INVOICE DATE	CUSTOMER NO	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS430019014	06-20-23	009885		43	G	155	2	17
PSO/WO NO	DOC DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		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 EASIER. LIFTED THE RIGHT SIDE OF THE BLADE TO 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	CUSTOMER NO	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
534 30019014	06-20-23	009885		43	0	155	2	10
PRO/WO NO	DOB DATE	PC	LC	MC	SHIP VIA	INVOICE REF NO		
4112265	05-09-23	10	10	10		181124		
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READINGS	MACHINE NO		
AA	D6T XWD3SU	*CAT00D6TAIMY00230*		58583	8695.0	H011127		
QUANTITY	ITEM	*NUT		DESCRIPTION	UNIT PRICE	EXTENSION		

HOLE HAS WORN AROUND THE BUSHING 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 AND GET STUCK. TIGHTENED THE BOLTS DOWN AFTER 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	S	2.03	8.12
1	124-9672	TILT BRACE A	N	1596.36	1596.36
1	290-8226	PIN	S	62.31	62.31
4	295-2409	BOLT-HEX HEA	S	11.78	47.12

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SS430019014	06-20-23	009885		43	G	155	2	19
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ. NO.
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

		TOTAL PARTS	SEG. 10	1713.91 *
			F/R LBR	919.50 *
1.00		EXPEDITE CHRG		111.75
		TOTAL MISC CHGS	SEG. 10	111.75 *
		SEGMENT 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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SS430019014	06-20-23	009885		43	G	155	2	20
PSO/WO NO.	DOC DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO.
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER	METER READING	MACH ID NO	
AA	D6T XWDSSU	*CAT00D6TATMY00230*			\$\$\$	8695.0	NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION			UNIT PRICE	EXTENSION	

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 AND PUT AWAY THE BELLY PAN JACK. CLEANED UP MY TOOLS AND PUT THEM AWAY.

F/R LBR

1034.28 *

SEGMENT 12 TOTAL

1034.28 T

TROUBLESHOOT TRANSMISSION FOR LEAKS

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SS430019014	06-20-23	009885		43	G	155	2	21
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ. NO.
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER	METER READING	MACH ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*			\$#\$\$	8695.0	NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION			UNIT PRICE	EXTENSION	

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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INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER PROJECT/ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS43019014	06-23-23	03985		43	G	155	2	2
PSI NO	DOC DATE	PC	LC	MC	SHIP VIA			INVOICE NO
4312265	05-09-23	10	10	10				SH-1124
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING		MACH ID NO		
AA	D6T XWDSSU	PCAT01061A1M700230*	50595	8695.0		N015327		
QUANTITY	ITEM	*N/R	DESCRIPTION	UNIT PRICE	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			365.97
TOTAL LABOR	SEG. 15		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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SS430019014	06-20-23	009885		43	G	155	2	23
PSO/WO NO	DOC DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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.

1	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

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INVOICE NUMBER	INVOICE DATE	DOC DATE	PC	MC	SHIP TO	REV	NO
430019 14	06-26-23	07-09-23	IC	IC			24
4312265							24
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACHINE	QUANTITY	ITEM
AA	D6T XWISSU	CAT00D6TAIMY00230*	58585	8625.0	NGH1321		
QUANTITY	ITEM	DESCRIPTION	UNIT PRICE	EXTENSION			

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 LEVEL DID NOT GO DOWN ANY.

SHOP LABOR		281.37
TOTAL LABOR	SEG. 20	281.37 *
SEGMENT 20 TOTAL		281.37 I

REMOVE & INSTALL PST OIL FILTER

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AMOUNT CREDIT ➤	

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Foley Rental * Foley RIG360 Truck Centers * SITECH

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

SHIP TO

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SS430019014	06-20-23	009885		43	G	155	2	27
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

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

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SS430019014	06-20-23	009885		43	G	155	2	28
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$#\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE	EXTENSION		

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	TDTO-30W 5G	S	100.47	100.47
1	6F-0711	RING	S	2.85	2.85

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SS430019014	06-20-23	009885		43	G	155	2	29
PSO/WO NO	DOC DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MATERIAL ID NO	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		S050S	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE	EXTENSION		
1	106-8187		PLUG		27.14	27.14		
1	571-5253		ELEMENT AS-X		86.99	86.99		
TOTAL PARTS					SEG. 32	217.45 *		
					F/R LBR	643.65 *		
SEGMENT 32 TOTAL						861.10 T		

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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SS430019014	06-20-23	009885		43	G	155	2	30
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA			INVOICE SEQ NO
4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH ID NO	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE		EXTENSION	

F/R LBR 367.80 *
 367.80 T

SEGMENT 33 TOTAL

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.

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4312265	05-09-23	1C	1C	1C				3811124
MAKE	MODEL	SERIAL NUMBER		EQUIPMENT NUMBER	METER READING		MACH. ID NO.	
AA	D6T XWDSSU	*CAT00D6TATMY00230*		\$\$\$	8695.0		NGN0327	
QUANTITY	ITEM	*N/R	DESCRIPTION		UNIT PRICE	EXTENSION		

THREW THE OLD LINES INTO THE DUMPSTER.

1	382-4080		HOSE AS.	N	152.66	152.66
1	382-4082		HOSE AS.	N	148.17	148.17
1	382-4204		HOSE AS.	N	159.22	159.22

TOTAL PARTS

SEG. 34

460.05 *

F/R LBR

919.50 *
1379.55 T

SEGMENT 34 TOTAL

TOTAL PARTS DISCOUNT 5150.64-
MISSOURI STATE TAX
BUCHANAN CO MO
ST JOSEPH MO

1411.43 T
534.51 T
1294.51 T

* * *

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* * *

THANK YOU FOR YOUR BUSINESS!
DUE 30 DAYS FROM INVOICE DATE

RETURN PARTS ARE SUBJECT TO FOLEY EQUIPMENT COMPANY RETURN
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USD

PAY THIS
AMOUNT ➤

55876.27

AMOUNT
CREDIT ➤

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