

**WORK ORDER HISTORY**

Stock No: UT00151	Make: A3	Model: MT855B 3PT	Serial No: C0855TNTJG1086	Division: G	FPC: Z
Eq Sts: U	Inv Sts:	Last SMU: 3601 H	SMU Date: Apr 10, 2012		
Eng Make: AA	Eng Model:	Eng S/N: 0JAS00824	Eng Arr No:	Trans Make:	Trans S/N:

Total Work Orders:	19	Total Parts:	47,408.53
Total Amount:	95,641.53	Total Labor:	42,652.20
Total Lbr Hours:	465.9	Total Misc:	5,580.80
		Total Flat Rate Amount:	0.00

Customer	Open Date	Hours	Work Order	A/I	Job	Comp	Pt	Cust	Lbr	Cust	Misc	Cust	Seg	Total	Notes
3594500	Sep 26, 2014	3827	NY70760 - 1A	C	035	1450								1,225.00	<p>CUSTOMER CONCERN</p> <p>CUSTOMER REQUESETS STARTING SYSTEM CHECKED, MACHINE HARD TO START . CAUSE OF FAILURE LEFT SIDE STARTER NOT WORKING. RESULTANT DAMAGE NO RESULTANT DAMAGE FOUND. REPAIR COMMENTS ISOLATED AND TESTED BOTH STARTERS. FOUND LEFT STARTER NOT WORKING. RIGHT SIDE STARTER WORKING FINE. REMOVED AND REPLACED LEFT SIDE STARTER. TESTED MACHINE STARTING SYSTEM. FOUND STARTING SYSTEM WORKING AS IT SHOULD.</p>
			NY70760 - 3A	C	023	3156								606.00	<p>CUSTOMER CONCERN</p> <p>CUSTOMER HAVING ACTIVE CODES FOR TRANSMISSION UPSHIFT SWITCH MALFUNCTION. CAUSE OF FAILURE INTERNAL FAILURE OF SWITCH. RESULTANT DAMAGE NO RESULTANT DAMAGE FOUND. REPAIR COMMENTS REMOVE TRANSMISSION CONTROL AND REPLACE ALL THREE SWITCHES IN SHIFT LEVER. TEST OPERATION AND FOUND SWITCHES WORKING CORRECTLY AND NO ACTIVE CODES.</p>
			NY70760 - 4A	C	023	4197								533.68	<p>CUSTOMER CONCERN</p> <p>CUSTOMER REQUESTS LEFT SIDE TRACK TENSION CYLINDER INSPECTED AS CODE RANDOMLY SHOWS UP FOR LEFT SIDE TRACK TENSION. CAUSE OF FAILURE FAILURE NOT FOUND. RESULTANT DAMAGE NO DAMAGE FOUND. REPAIR COMMENTS INSPECTED TENSION SENSOR. DRAINED HYDRAULIC OIL IN TENSIONER. RECHARGED TENSIONER AND STARTED MACHINE. TENSION ALARMS OFF AND PRESSURES OK. CUSTOMER WILL OPERATE MACHINE AND MONITOR</p>

PRESSURES. ACCUMULATOR MAY  
NEED ATTENTION IF CODES  
PERSIST.

**WO Total: 2,364.68**

3594500 Jul 16, 2014 4237 NY69831 - 7A C 023 7320

560.00 CUSTOMER CONCERN  
OPERATOR ADVISES THAT A/C DOES  
NOT COOL.  
CAUSE OF FAILURE  
NO FAILURE FOUND.  
RESULTANT DAMAGE  
NO DAMAGE FOUND.  
REPAIR COMMENTS  
START MACHINE AND ATTACH GAGES,  
AFTER 15 MIN AT  
1000 RPM FOUND PRESSURES AT  
25/250. VENT TEMP  
BETWEEN 56-58 DEGREES. CHECK  
SYSTEM FOR BLOCKAGE (  
FREEZE POINTS) , NONE FOUND.  
ADVISED CUSTOMER THAT  
A 1/4 TURN WATER VALVE WOULD  
HELP ENSURE NO HOT  
WATER GETS BACK TO AIR BOX .  
CUSTOMER PROVIDED  
VALVE AND NIPPLES TO BE INSTALLED.  
INSTALLED VALVE  
AND RE TESTED MACHINE. FOUND A/C  
COOLING WELL AND  
ADVISED OPERATOR AND CUSTOMER  
THAT DURING HOT  
AMBIENT TEMP THE CONDENSER  
NEEDS HIGHER VOLUME OF  
AIR ( ENGINE RPMS) TO COOL THE  
REFRIGERANT. WE RAN  
MACHINE FOR 15 MIN. AT 1600 RPMS  
AND FOUND 55  
DEGREE VENT TEMP. MACHINE  
OPERATING SATISFACTORY  
AT THIS TIME.

**WO Total: 560.00**

3594500 May 01, 2014 4267 NY68955 - 1A C 023 1400

3,301.96 CUSTOMER CONCERN  
ENGINE VIBRATION  
CAUSE OF FAILURE  
DRIVE COUPLER HAS SLIPPED AND IS  
OUT OF BALANCE  
RESULTANT DAMAGE  
ROUGH RUN AND LOWER POWER  
REPAIR COMMENTS  
THE MACHINE WAS RUNNING ROUGH  
AT CERTAIN RPM'S AND  
DIED ONCE ON A HILL. CHECKED  
FAULT CODES. NOTHING  
THAT SHOULD HAVE CAUSED THE  
ENGINE TO DIE. CHECKED  
THE VIBRATION OF THE ENGINE.  
FOUND IT ROUGH AT  
ABOUT 1350 RPM'S. CHECKED THE  
DRIVE COUPLER. IT  
FELT TO BE SLIGHTLY OUT OF  
POSITION. ORDERED NEW  
COUPLER. REMOVED THE MUFFLER TO  
ACCESS THE  
FLYWHEEL EASIER. REMOVED THE  
DRIVE SHAFT. REMOVED  
THE DRIVE COUPLER. FOUND THAT IT

WAS OUT OF POSITION AND HAD BEEN SPINNING IN IT'S HOUSING. CLEANED BURNED RUBBER FROM THE FLYWHEEL MOUNTING SURFACE. INSTALLED THE NEW DRIVE COUPLER AND TORQUED IT IN PLACE. REINSTALLED THE DRIVESHAFT. STARTED AND RAN THE ENGINE TO CHECK FOR CORRECT OPERATION AND VIBRATION. GOOD. ALSO, CUSTOMER HAS BEEN HAVING AN INTERMITTANT ALARM FOR RIGHT TRACK PRESSURE. IT HAPPENED MOSTLY WITH THE RIGHT SIDE OF THE MACHINE UPHILL. HAD CHECKED FOR BROKEN WIRE EARLIER. REPLACED THE TRACK TENSION SENSOR. RETENSIONED THE TRACK TO CORRECT PRESSURE. CUSTOMER WILL RUN MACHINE TO SEE IF FIX WAS PERMANENT.

**WO Total: 3,301.96**

3594500 Apr 07, 2014 4221 NY68624 - 4A C 023 4197

350.00 CUSTOMER CONCERN  
 LOW LEFT SIDE TRACK PRESSURE  
 CAUSE OF FAILURE  
 UNKNOWN  
 RESULTANT DAMAGE  
 LOW TRACK ALARM IS ACTIVE  
 REPAIR COMMENTS  
 THE LEFT SIDE TRACK BELT HAD LOW PRESSURE ENOUGH  
 TO MAKE THE ALARM COME ON INTERMITTANTLY. SHOWED THE CUSTOMER THE SEQUENCE TO RECHARGE THE TENSION CYLINDER. THE RIGHT SIDE HAS A WIRE OR SENSOR PROBLEM. THE PRESSURE GRAPH WILL GO FROM 2900 PSI TO 0 PSI DURING OPERATION. REMOVED COVERS. CHECKED WIRING HARNESS AND CONNECTORS. FOUND NO DAMAGE. IF FLUCTUATION ON THE GAGE CONTINUES, WILL REPLACE THE PRESSURE SWITCH.

**WO Total: 350.00**

3594500 Jan 21, 2014 4210 NY67651 - 4A C 035 4187

350.00 CUSTOMER CONCERN  
 BLACK OIL AND IRON ON REACTION ARM DRAIN PLUGS  
 CAUSE OF FAILURE  
 INTERNAL BEARING WEAR AND LONG OIL CHANGE INTERVAL  
 RESULTANT DAMAGE  
 UNKNOWN  
 REPAIR COMMENTS  
 CUSTOMER PULLED MAGNETIC PLUGS ON THE REACTION ARM BEARINGS. VERY BLACK OIL AND MUCH FINE IRON ON

MAGNETS. WANTED MACHINE CHECKED. LOOKED AT IRON ON PLUGS. LOOKED FOR LEAKS AT THE REACTION ARM SEALS. NONE. OIL HAD NOT BEEN CHANGED FOR MANY HOURS. CUSTOMER WILL FLUSH THE CAVITIES THEN FILL WITH NEW SYNTHETIC OIL. CUSTOMER WILL CHANGE OIL AT CLOSE INTERVALS TO TRY TO SLOW TH BEARING WEAR. LOOKED OVER THE REST OF THE MACHINE FOR NEEDED REPAIRS. FOUND THE LEFT FRONT INSIDE IDLER HUB HAD SEEPED SOME OIL. CUSTOMER SAID HUB WAS FULL OF OIL WHEN COVER WAS REMOVED TO CHANGE THE OIL. CUSTOMER WILL CLEAN THE AREA AND KEEP AN EYE FOR MORE LEAKS.

**WO Total: 350.00**

3594500 Oct 31, 2013 3705 NY66685 - 1A C 023 1450

490.00 CUSTOMER CONCERN ENGINE WON'T CRANK CAUSE OF FAILURE TIRED, DIRTY STARTERS RESULTANT DAMAGE STARTER DRIVE DOESN'T EXTEND HARD ENOUGH TO ROTATE INTO FLYWHEEL REPAIR COMMENTS ENGINE WON'T CRANK. CHECKED WIRING FROM IGNITION TO THE STARTER RELAYS. GOOD. CHECKED RELAY OPERATION. GOOD. FOUND A RUBBED WIRE TO THE SOLENOID. TAPED IT UP. CHECKED STARTER SOLENOID OPERATION. GOOD. ROTATED THE ENGINE FLYWHEEL A LITTLE TO HELP ALIGN STARTER TEETH. ENGINE STARTED UP. DID THIS SEVERAL TIMES. CUSTOMER WILL DEAL WITH THE STARTERS THIS WINTER.

**WO Total: 490.00**

3594500 Apr 01, 2013 3874 NY64011 - 5A C 023 5050

1,609.99 CUSTOMER CONCERN HYDRAULIC CONTROL DISCONNECTS RANDOMLY CAUSE OF FAILURE FAULTY CONTROL RESULTANT DAMAGE IMPLEMENT QUILTS WORKING WITHOUT NOTICE REPAIR COMMENTS #3 HYDRAULIC CONTROL SHUTS THE HYDRAULICS OFF RANDOMLY. NO WARNING TO THE OPERATOR. CHECKED SOLENOIDS AND WIRING CONNECTIONS FOR A PROBLEM. NONE. FOUND THAT WHEN THE

HYDRAULIC CONTROL WAS  
WIGGLED SIDEWAYS, IT WOULD SHUT  
OFF. APPARENTLY,  
DURING OPERATION, THE VIBRATION  
OF THE CONSOLE  
DURING OPERATION, WOULD SHUT IT  
DOWN. DISASSEMBLED  
THE CONSOLE. REMOVED THE  
CONTROL AND INSTALLED A  
NEW #209-8704 CONTROL. CALIBRATED  
THE CONTROL AND  
CHECKED FOR CORRECT OPERATION.  
GOOD.

NY64011 - 7A C 023 7320 N1406 N1406 N1406

178.49 WAS NOT NOTICED WHEN DOING  
WIRING REPAIR TO THE  
CAB ON NY63451  
CUSTOMER CONCERN  
A/C AIR IS NOT COLD ENOUGH.  
CAUSE OF FAILURE  
WATER TEMP CONTROL WAS HANGING  
UP AND LEAVING SOME  
HOT WATER GOING THROUGH THE  
SYSTEM.  
RESULTANT DAMAGE  
WARM CAB AIR  
REPAIR COMMENTS  
A/C VENT AIR WAS TOO WARM.  
CONNECTED GAGES TO THE  
SYSTEM AND WATCHED IT WORK.  
GOOD. CHECKED THE  
CONTROLS AND FOUND THE WATER  
TEMP CONTROL NOT  
MOVING COMPLETELY TO SHUT OFF  
THE HOT WATER.  
REMOVED THE CABLE CONTROL BOX  
AND FOUND WIRES  
GETTING IN THE WAY OF THE CABLE,  
STOPPING THE  
ROTATION OF THE KNOB. REROUTED  
THE WIRES AND TRIED  
THE SYSTEM AGAIN. 45 DEGREES AT  
THE VENT NOW.  
GOOD.

**WO Total: 1,788.48**

3594500 Feb 15, 2013 3835 NY63451 - 1A C 023 1400

5,974.04 CUSTOMER CONCERN  
CAB HARNNES REPLACED AND CAB  
ROOF REPLACED.  
REPAIR COMMENTS  
FINISHED REMOVING WIRING  
HARNNESS FROM CAB OF  
TRACTOR. REMOVED ROOF TOP FROM  
TRACTOR TO ACCESS  
WIRES THAT RAN UNDER ROOF,  
REMOVED INNER CAB LID.  
REMOVED SEALING AND AIR DUCT  
FROM ROOF. TRANSFERED  
ALL COMPONENTS FROM OLD CEILING  
ON TO NEW.  
INSTALLED NEW INNER ROOF LID AND  
CAB TOP ON CAB.  
ZIP TIED AND RAN HARNNESS ON  
CELLING. INSTALLED 2  
NEW LITES WITH JUMPER HARNNESS  
AND NEW RADIO.  
TESTED ALL ELECTRICAL CIRCUITS.  
INSTALLED

									FERTILIZER TANKS AND STEPS THAT WERE REMOVED SO MACHINE WOULD FIT INTO REPAIR FACILITY.
			NY63451 - 7A	C	040	7000		557.00	CUSTOMER CONCERN TRACTOR VANDILIZED REPAIR COMMENTS DROVE TO CUSTOMERS LOCATION, INSPECTED MACHINE, FOUND DOOR LATCH BROKEN, INSIDE ROOF LINER TORN AROUND RADIO OPENING, RADIO MISSING AND ALL WIRES FROM HARNESS THAT CONNECT TO RADIO CUT. 2 OUT SIDE LIGHTS BROKEN OFF AND MISSING AND INNER CAB LINER THAT HAS MOUNTING AREA FOR REAR LIGHTS BROKEN WHEN LIGHT WAS TAKEN. ACCESSED THE DAMAGE AND SUBMITTED A PARTS LISTS FOR REPAIR.
			NY63451 - 7B	C	023	7308		150.00	CUSTOMER CONCERN CAB DOOR STICKS IN LATCH AND WON'T LOCK. CAUSE OF FAILURE LOCK HAS BEEN VANDALIZED. RESULTANT DAMAGE LOCK TUMBLERS ARE BROKEN AND MISSING. REPAIR COMMENTS REMOVED LEFT DOOR HANDLE AND INSPECTED FOR REPAIR. SOME OF THE TUMBLERS HAD BEEN KNOCKED OUT AND SOME WERE BROKEN. INSTALLED NEW LATCH ASSEMBLY AND TESTED DOOR LATCH ASSEMBLY. TECH ID: 6345 -- MONDAY, MARCH 04, 2013 9:53 AM -
			NY63451 - AC	C	752	7000		1,730.50	
			<b>WO Total:</b>					<b>8,411.54</b>	
3594500	Nov 27, 2012	3756	NY62598 - 5A	C	023	5050		1,686.99	CUSTOMER CONCERN HYDRAULIC POWER BEYOND KIT INSTALL CAUSE OF FAILURE NONE RESULTANT DAMAGE NONE REPAIR COMMENTS INSTALLED NEW HYDRAULIC POWER BEYOND COUPLERS TO THE VALVE STACK. CHECKED FOR LEAKS.
			<b>WO Total:</b>					<b>1,686.99</b>	
3594500	Oct 18, 2012	3756	NY62186 - 4A	C	010	4198		30,846.79	CUSTOMER CONCERN TRACTOR SLID OFF HILLSIDE CAUSE OF FAILURE STEEP HILLSIDE, WET, SLICK DIRT. RESULTANT DAMAGE LEFT HAND TRACKBELT TOTALLY TORN UP AND THE RIGHT SIDE STRETCHED FARTHER THAN

ALIGNMENT ADJUSTMENTS  
 WOULD MAKE UP FOR.  
 REPAIR COMMENTS  
 TRACTOR AND SEEDER SLID OFF  
 HILLSIDE AND CAME TO  
 REST ON A VERY STEEP ANGLE.  
 SEEDER WAS ABOUT TO  
 TIP ON IT'S SIDE AND THE TRACTOR  
 HAD THE LEFT  
 TRACK BELT JAMMED COMPLETELY  
 OFF THE DRIVERS AND  
 IDLERS TO THE INSIDE AGAINST THE  
 TRACTOR, FUEL  
 TANK AND DIFFERENTIAL FILL TUBE.  
 TOOK MUCH TIME TO  
 MOVE DIRT FROM UNDER THE RIGHT  
 SIDE OF THE SEEDER  
 WHEEL WITH A DOZER TO KEEP IT  
 FROM TIPPING OVER  
 BEFORE MOVING THE TRACTOR. HILL  
 WAS STEEP ENOUGH  
 THAT THE RIGHT SIDE TRACK BELT  
 WOULD JUST SPIN AND  
 LEFT SIDE DRIVERS AND IDLERS WERE  
 DUG DEEPLY INTO  
 THE DIRT. COULD NOT BE GET THE  
 LEFT BELT BACK ONTO  
 THE MACHINE. FINALLY WAS ABLE TO  
 DRAG THE MACHINE  
 OFF THE HILLSIDE AND UP ONTO A  
 FLAT TO WORK ON IT.  
 RAISED LEFT SIDE OF THE MACHINE  
 TO STANDS AND  
 REMOVED, CLEANED AND INSPECTED  
 THE IDLERS, DRIVERS  
 AND MIDROLLERS. EXCEPT FOR DIRT,  
 FOUND NO DAMAGE  
 TO THESE PARTS. LEFT BELT WAS  
 COMPLETELY  
 DESTROYED. INSTALLED A NEW BELT  
 ON THE LEFT SIDE.  
 RIGHT SIDE BELT RAN HARD TO THE  
 INSIDE AND COULD  
 NOT ADJUST TO THE OUTSIDE.  
 INSTALLED A NEW TRACK  
 BELT ONTO THE RIGHT SIDE. AFTER  
 RUNNING THE  
 MACHINE, THE DIFFERENTIAL FILL  
 TUBE WAS LEAKING.  
 REMOVED THE TUBE AND COULD SEE  
 A CRACK ON THE  
 INSIDE OF THE TUBE. WELDED THE  
 TUBE. REINSTALLED  
 THE TUBE WITH NEW SEALANT. RAN  
 THE MACHINE. TUBE  
 STILL LEAKS FROM THE MOUNTING  
 FLANGE AREA.  
 MOUNTING FLANGE IS BENT ORDERED  
 NEW 220-3810 FILL  
 TUBE. THE LEFT SIDE PLASTIC GUARD  
 FOR THE  
 ACCUMULATOR IS BROKEN UP AND  
 THE GUARD MOUNTING  
 BRACKETS ARE BENT UP.

NY62186 - AP C 023 1429 N1412 N1412 N1412

49.30 CUSTOMER CONCERN  
 SERVICEMAN BROKE LIGHT  
 CAUSE OF FAILURE

BUMPED TRACKBELT INTO FENDER LIGHT WHILE CHANGING THE BELT  
 RESULTANT DAMAGE  
 BROKE PLASTIC LIGHT HOUSING  
 REPAIR COMMENTS  
 WHILE INSTALLING THE RIGHT SIDE TRACKBELT, BUMPED BELT INTO FENDER LIGHT. LIGHT HOUSING BROKE.  
 ORDERED NEW LIGHT AND CUSTOMER INSTALLED.

WO Total: 30,896.09

3594500 Sep 06, 2012 3671 NY61691 - 1A C 023 1429

1,547.46 CUSTOMER CONCERN  
 LIGHT PROBLEMS  
 CAUSE OF FAILURE  
 FAILED LIGHT SWITCH AND BROKEN WIRE.  
 RESULTANT DAMAGE  
 ONE LIGHT STAYS ON AND ANOTHER DOESN'T WORK.  
 REPAIR COMMENTS  
 LEFT REAR TAIL LIGHT DOESN'T WORK. HAZARD LIGHTS  
 DON'T WORK AND THE HAZARD SWITCH WAS LIT UP  
 ANYTIME THE MASTER SWITCH WAS ON. REMOVED THE  
 STEERING COLUMN COWLING AND CHECKED THE MAIN LIGHT  
 SWITCH. THE INTERNAL CONTACTS DIDN'T WORK AND THE  
 SWITCH DIDN'T WORK FREELY. REMOVED AND REPLACED  
 THE SWITCH WITH NEW. REPLACED THE HAZARD ROCKER  
 SWITCH. HEAD LIGHTS, BRAKE LIGHTS AND THE HAZARD  
 LIGHTS WORK NOW. THE LEFT TAIL LIGHT IS STILL  
 IN-OP. REMOVED THE LIGHT ASSEMBLY AND CHECKED  
 BULBS. GOOD. TESTED FOR POWER TO THE BULB HOLDER.  
 NO POWER. REMOVED THE RIGHT SIDE LAMP ASSEMBLY AND  
 CHECKED THE POWER THERE AND SWAPPED THE BULBS  
 ALSO. ALL WORK WELL ON THE RIGHT SIDE. CHECKED THE  
 HARNESS CONNECTIONS AND CHECKED FOR POWER AT  
 DIFFERENT PLACES DOWN THE HARNESS. THE POWER WIRE  
 FOR THE LEFT TAIL LIGHT IS BROKEN SOMEWHERE IN THE  
 REAR HARNESS. BYPASSED THE AREA WITH THE BROKEN  
 WIRE WITH A NEW WIRE TO POWER THE LEFT TAILLIGHT.  
 CUSTOMER WILL RUN THIS WAY FOR NOW. ALSO, THE  
 THROTTLE CONTROL HANDLE IS VERY LOOSE AND MOVES  
 WHEN THE TRACTOR HITS BUMPS IN THE FIELD.



									DISASSEMBLED THE RIGHT HAND CONSOLE TO ACCESS THE CONTROL. TIGHTENED THE HANDLE FRICTION NUT TO TIGHTEN THE MOVEMENT. REASSEMBLED THE CONSOLE. CHECKED FOR CORRECT OPERATION.	
			NY61691 - ML	C	965 9965	N1450	N1450	N1450	0.00	
								<b>WO Total:</b>	<b>1,547.46</b>	
3594500	Apr 10, 2012	3601	NY59901 - 7A	C	094 7320	N1406	N1406	N1406	717.29	LABOR NOT CLAIMABLE UNDER WARRANTY. CUSTOMER COMPLAINT: A/C VENT AIR IS WARM CAUSE OF FAILURE: A/C SYSTEM ISN'T WORKING CORRECTLY RESULTANT DAMAGE: HOT CAB REPAIR PROCESS COMMENTS: A/C SYSTEM ISN'T WORKING CORRECTLY. VENT AIR IS ABOUT 58 DEGREES. CONNECTED GUAGES TO THE SYSTEM AND FOUND THE PRESSURES TO BE ABOUT RIGHT, SLIGHTLY LOW. TRYED ADDING A POUND OF FREON THE THE SYSTEM. STILL WARM AIR AT THE VENT. CHECKED TO SEE IF THE WATER VALVE AT THE HEATER CORE WAS WORKING CORRECTLY. GOOD. CHECKED TO SEE IF THIS TRACTOR WAS ELIGABLE FOR THE FC6392 UPDATE. YES. ANOTHER TECH WILL PERFORM THIS UPDATE.
			NY59901 - 7B	C	025 7251	R1406	R1406	R1406	124.00	CUSTOMER COMPLAINT: HOOD IS OUT OF ADJUSTMENT. IT HAS SLID BACKWARD TOWARD THE CAB CAUSE OF FAILURE: LOOSE MHINGE BOLTS RESULTANT DAMAGE: HOOD RUBBED ON THE AFTERCOOLER HOSES REPAIR PROCESS COMMENTS: FOUND THE HOOD HAD SLID BACKWARD AND WAS RUBBING ON THE AFTERCOOLER HOSES. CONNECTED HOIST TO THE HOOD TO SUPPORT IT AND TO HOLD THE HOOD IN PLACE WHILE THE HINGE BOLTS WERE REPLACED. INSTALLED NEW FLANGE BOLTS AND WASHERS. ADJUSTED HOOD FORWARD SO THE HOOD SEAL WAS IN THE CORRECT POSITION AND TIGHTENED THE BOLTS IN PLACE. GOOD.
			NY59901 - 9Z	C	945 9945	R1406	R1406	R1406	371.50	NON COVERD TRAVEL FC6392 CUSTOMER COMPLAINT: PERFORM SERVICE UPDATE FC6392

NY59901 - ML C 965 9965 N1450 N1450 N1450 0.00  
 NY59901 - S1 C 001 7755 A1428AA A1428AA A1428AA 2,213.00

REPAIR PROCESS COMMENTS:  
 DROVE FROM SHOP IN PASCO WA TO  
 JOB SITE IN DAYTON  
 WA AND BACK

FC6392 LETTER DATED FEB3,2012  
 FC REPAIR=6  
 PART=519531D1 QTY=1 DC=Z96 INOP=Y  
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CUSTOMER COMPLAINT:  
 AC SYSTEM NOT COOLING PROPERLY.  
 CAUSE OF FAILURE:  
 ORIFICE TUBE ONLY ALLOWING FIXED  
 AMOUNT OF FREON  
 TO FLOW, THEREFORE NOT ALLOWING  
 AC SYSTEM TO WORK  
 PROPERLY.  
 FIELD CAMPAIGN 6392  
 BULLETIN NO: 12-0015  
 FEB 3, 2012  
 SOURCE INCIDENT: JAC32526,  
 JAC32699  
 RESULTANT DAMAGE:  
 COMPRESSOR MAKING NOISE,  
 REFERENCE BULLETIN  
 10-0119, REMOVED COMPRESSOR  
 CLUTCH COVER, TURNED  
 THE COMPRESSOR SHAFT BY HAND,  
 COMPRESSOR DID NOT  
 TURN SMOOTHLY, GRINDING AND  
 HANGING UP DURING  
 ROTATION. REPLACED COMPRESSOR  
 PER SB10-0119.

REPAIR PROCESS COMMENTS:  
 HOOKED GAUGES UP TO MACHINE  
 AND BLOCKED OFF  
 EVAPORATOR. MADE SURE GAUGES  
 WERE READING  
 PRESSURE TO MAKE SURE SYSTEM  
 HAD A CHARGE.  
 STARTED AND RAN MACHINE AT 1500  
 WITH AC SYSTEM  
 TURNED TO MAX COOLING. HEARD  
 COMPRESSOR MAKING  
 ABNORMAL NOISES. REPLACED THE  
 COMPRESSOR. CHECKED  
 GAUGES TO MAKE SURE NEW  
 COMPRESSOR WAS BUILDING  
 GOOD PRESSURE AND REMOVED  
 BLOCKAGE FROM  
 EVAPORATOR. CHECKED AMBIENT  
 TEMPERATURE, VENT  
 TEMPERATURE, AND HI AND LO  
 PRESSURES WITH MACHINE  
 RUNNING AND WROTE DOWN TO BE  
 INCLUDED IN SOURCE  
 TICKET. REMOVED GAUGES AND  
 CONNECTED RECOVERY  
 UNIT TO MACHINE. RECOVERED  
 FREON FROM MACHINE.  
 REMOVED SLOW-MOVING-VEHICLE  
 SIGN FROM AC COVER.

UNBOLTED AND REMOVED COVER FROM REAR OF TRACTOR.  
DISCONNECTED AND REMOVED HEATER HOSES AND AC LINES RUNNING TO HVAC ASSEMBLY. REMOVED DRAIN  
HOSES AND DISCONNECTED EVAPORATOR TEMPERATURE SWITCH. REMOVED MOUNTING BOLTS AND PULLED HEATER CORE AND EVAPORATOR FROM MACHINE. REMOVED TEMPERATURE SENSOR FROM EVAPORATOR AND SET ASIDE.  
REMOVED RETAIN CLIPS AND PULLED HEATER CORE FROM EVAPORATOR. REMOVED ORIFICE TUBE FROM EVAPORATOR AND CHECKED FOR DEBRIS. INSTALLED OLD HEATER CORE ONTO NEW EVAPORATOR USING OLD RETAINING CLIPS.  
INSTALLED NEW EXPANSION VALVE ONTO EVAPORATOR AND TIGHTENED DOWN FITTINGS. REINSTALLED TEMPERATURE SENSOR INTO EVAPORATOR. INSTALLED NEW BRACKET FOR WATER VALVE ONTO EXPANSION VALVE. CLEANED DIRT FROM INSIDE OF HVAC HOUSING. REMOVED FAN GUARD FROM LEFT SIDE OF ENGINE AND POWERTRAIN GUARDS FROM LEFT SIDE OF MACHINE. DISCONNECTED OLD AC LINES FROM COMPRESSOR AND CONDENSER. AC LINE CONNECTED TO COMPRESSOR GALLED AND STRIPPED THREADS ON FITTING. REMOVED BELT FROM FRONT OF ENGINE. UNBOLTED OLD COMPRESSOR AND INSTALLED NEW. REINSTALLED FAN BELT. REMOVED ALL P-CLAMPS AND ZIP TIES SECURING AC LINES AND DISCONNECTED ELECTRICAL HARNESS FROM SENSOR. REMOVED OLD AC LINES FROM MACHINE. INSTALLED NEW HARD LINES RUNNING DOWN LEFT SIDE OF FAN SHROUD. CONNECTED HARD LINES TO CONDENSER USING O-RINGS. INSTALLED NEW RECEIVER DRYER ONTO ENGINE FRAME. CONNECTED NEW AC LINES TO COMPRESSOR. INSTALLED OLD HI PRESSURE SWITCH AND CONNECTED HARNESS. ROUTED NEW AC LINES BACK ALONG ENGINE FRAME TO FRONT OF CAB. INSTALLED NEW AC HARD LINES UNDER CAB AND CONNECTED TO AC LINES ON

ENGINE FRAME. INSTALLED NEW EVAPORATOR AND OLD HEATER CORE BACK INTO HVAC ASSEMBLY USING SILICONE TO SEAL AROUND HOSES. RECONNECTED HEATER AND AC LINES USING NEW O-RINGS. BOLTED HEATER VALVE TO NEW BRACKET. RECONNECTED DRAIN TUBES AND CONNECTED WIRING HARNESS BACK TO TEMPERATURE SENSOR. INSTALLED LOW PRESSURE SWITCH AND CONNECTED ELECTRICAL HARNESS. SECURED NEW AC LINES INTO PLACE USING PROPER P-CLAMPS AND ZIP TIES. PULLED VACUUM ON MACHINE FOR 1/2 HR AND THEN LET SIT TO CHECK FOR LEAKS. INSTALLED COVER ONTO HVAC ASSEMBLY USING SILICONE FOR SEALANT. REINSTALLED SLOW-MOVING-VEHICLE SIGN AND REINSTALLED GUARDS ON BACK OF MACHINE. ADDED PAG OIL TO SYSTEM AND THEN CHARGED WITH PROPER AMOUNT OF FREON. STARTED AND RAN MACHINE AT 1500 RPM AND THEN CHECKED HI AND LO PRESSURES, AMBIENT, AND VENT TEMPERATURES TO MAKE SURE AC SYSTEM WAS COOLING PROPERLY. USED ANTI-SEIZE ON ALL CONNECTIONS DURING ASSEMBLY. REINSTALLED FAN GUARD ON LEFT SIDE OF ENGINE AND POWERTRAIN GUARDS ONTO LEFT SIDE OF FRAME.

**WO Total: 3,425.79**

3594500 Mar 19, 2012 3592 NY59646 -5A C 012 5091

N1406 929.17 CUSTOMER COMPLAINT:  
NEEDS CASE DRAIN SYSTEM  
REPAIR PROCESS COMMENTS:  
TRACTOR DID NOT HAVE A CASE DRAIN FILTER OR QUICK CONNECT ADAPTER. WENT TO INSTALL THE FILTER KIT, BUT THE CUSTOMER WASN'T SURE THAT IT WOULD DO THE JOB HE WANTED. CHECKED INTO THE FLOW THE FILTER AND LINES COULD CARRY 30 GALLONS PER MINUTE ON THE FILTER. 150 PSI WORKING PRESURE AND 300 PSI BURST PRESSURE ON THE FILTER. CUSTOMER CONTEMPLATED NEEDING 2 QUICK CONNECTS. FINALLY IT WAS DECIDED THAT THE 1 CONNECTOR AND FILTER SUPPLIED WOULD DO THE JOB. WENT OVER THE

								HYDRAULIC CONTROLS AND FUNCTIONS WITH THE CUSTOMER. FIGURED OUT HOW HIS IMPLEMENTS NEEDED TO BE CONNECTED AND OPERATED.
			NY59646 - ML C 965 9965	N1450	N1450	N1450	0.00	
						<b>WO Total:</b>	<b>929.17</b>	
A4055	Dec 02, 2011	3583	BY64251 - 1A C 095 1397				468.30	<p>THE ENGINE BELTS ARE MAKING EXCESSIVE NOISE AND THEY NEED TO BE REPLACED.**WHILE THE BELTS ARE REMOVED, THE TENSIONERS AND PULLEYS WILL BE INSPECTED.**</p> <p>CUSTOMER COMPLAINT: ENGINE BELTS ARE MAKING NOISE CAUSE OF FAILURE: FAN BELT IS WORN AND RIBS ARE CRACKED, SECOND THINNER BELT IS MISSING ONE OF THE RIBS.</p> <p>REPAIR PROCESS COMMENTS: REMOVED PROTECTIVE GUARDS FROM FAN AREA ON BOTH SIDES OF ENGINE. REMOVED AND REPLACED THE FAN BELT. WHILE MAKING THIS CHANGE, IT WAS APPARENT THAT THE THINNER BELT HAD SOME DAMAGE. ORDERED ANOTHER BELT AND INSTALLED ON THE ACCESSORY SIDE OF THE ENGINE. RE-INSTALLED PROTECTIVE GUARDS. WHILE RUNNING THE ENGINE FOR SEVERAL HOURS TO CALIBRATE THE TRANSMISSION, THE SMALL BELT HAD AN ALIGNMENT ISSUE AND 1 RIB WAS CUT OFF BY THE AIR CONDITIONING COMPRESSOR. THE PREVIOUS BELT HAD EXPERIENCED THE SAME FATE. DECISION WAS MADE NOT TO RE-ENGINEER THE FRONT OF THE ENGINE TO MOVE COMPRESSOR.</p>
			BY64251 - 1B C 095 1062				1,504.34	<p>MUFFLER IS BROKEN AT THE BASE. QUOTE INCLUDES MUFFLER AND ASSOCIATED CLAMPS AND PARTS NEEDED TO REPLACE MUFFLER</p> <p>CUSTOMER COMPLAINT: MUFFLER IS BROKEN WHERE EXHAUST ENTERS IT. CAUSE OF FAILURE: UNKNOWN</p> <p>REPAIR PROCESS COMMENTS: DISCONNECTED CLAMPS, REMOVED MOUNT AND MUFFLER ASSEMBLY. REMOVED MUFFLER FROM MOUNT, CLEANED MOUNT BASE AND APPLIED HIGH TEMPERATURE SILICONE TO BASE. ASPIRATOR TUBE IS WELDED TO MOUNT AND</p>

BY64251 - 3A C 023 3063

NEEDS TO SEAL TO BOTTOM OF MUFFLER. RE-ASSEMBLED MUFFLER, AND PIPES AS NEEDED.

374.38 REMOVE INPUT SHAFT TO TRANSMISSION AND REPLACE INPUT SHAFT SEAL IN TRANSMISSION HOUSING

CUSTOMER COMPLAINT:  
OIL LEAK AT TRANS INPUT SEAL

REPAIR PROCESS COMMENTS:  
REMOVED DRIVE SHAFT GUARD, REMOVED DRIVE SHAFT AND YOKE. REMOVED INPUT SEAL, CLEANED GLUE FROM HOUSING THAT HAD BEEN USED TO INSTALL THE SEAL.  
INSTALLED NEW INPUT SEAL, INSTALLED YOKE, DRIVE SHAFT AND GUARD.

BY64251 - 4A C 025 4157

164.00 PRESSURE SENSOR ALARM WAS ACTIVE ON LEFT SIDE

WILL NEED TO CHECK BOTH SIDES

CUSTOMER COMPLAINT:  
WARNING ALARM IN CAB SOUNDING OFF. TRACK TENSION ON LEFT SIDE CRITICAL LOW.

CAUSE OF FAILURE:  
COLD WEATHER CONTRIBUTES TO LACK OF TRACK TENSION.

REPAIR PROCESS COMMENTS:  
CONNECTED TRACK TENSION LINES TO REMOTES AND RAISED TRACK TENSION. THIS CORRECTED THE PROBLEM.

BY64251 - 7A C 043 7000

384.00 FOR USED EQUIPMENT APPRAISAL:

(1) CHECK MACHINE HOURS  
(2) CHECK MACHINE SERIAL NUMBER  
(3) TAKE 4-CORNER SHOTS OF MACHINE (PICTURES)  
(4) MACHINE WALK-AROUND INSPECTION  
(5) COMPLETE CERTIFIED MACHINE INSPECTION  
(6) PULL SAMPLES FROM ALL COMPARTMENTS

\*\*\*COMPARTMENT SAMPLES TO BE BILLED ON A SEPARATE SEGMENT FROM F/R INSPECTION\*\*\*

CUSTOMER COMPLAINT:  
INSPECTION

REPAIR PROCESS COMMENTS:  
PERFORMED INSPECTION/ APPRAISAL, PULL OIL SAMPLES AND PROVIDE ALL DOCUMENTATION AS REQUESTED

BY64251 - 7B C 070 7000

94.00 2.0 HOUR CLEAN OF SALES DEPT MACHINE AT YARD

ATTENDANT RATE IN PREP FOR REPAIRS, AFTER GREEN

TAG INSPECTION, AND/OR IN PREP FOR RELEASE TO SALES DEPT AFTER REPAIRS.

BY64251 - 7E C 095 7327

246.32 SEAT BELT IS OUT OF DATE  
 CUSTOMER COMPLAINT:  
 SEAT BELT IS OUT OF DATE  
 RESULTANT DAMAGE:  
 MACHINE HAS A TRAINING SEAT AND  
 NEEDED A SECOND  
 BELT REPLACED.  
 REPAIR PROCESS COMMENTS:  
 REMOVED AND REPLACED SEAT BELT.  
 BELT DID NOT COME  
 WITH A DATE TAG. ENGRAVED DATE  
 ON SEAT BELT. ---  
 REPLACED TRAINING SEAT LAP BELT  
 AND ENGRAVED THE  
 DATE ON IT AS WELL.

BY64251 - 7F C 023 7301

995.52 READJUST UPPER HEADLINER PANEL.  
 T/S AND LUBRICATE  
 TELESCOPIC STEERING WHEEL.  
 REPLACE A/C SWITCH.  
 REPLACE CAB FILTERS. CHECK  
 WASHER FLUID. T/S TURN  
 SIGNAL SWITCH LEVER AND LIGHTS.  
 REPLACE R. ARMREST  
 CUSTOMER COMPLAINT:  
 HEADLINER PANEL. T/S TELESCOPING  
 STEERING COLUMN.  
 REPLACE A/C SWITCH. CAB FILTERS.  
 T/S WASHER  
 FLUID. T/S TURN SIGNAL SWITCH  
 LEVER & LIGHTS.  
 REPLACE RIGHT ARM REST. T/S &  
 CLEAR CODES FROM  
 CONSOLE DISPLAY.  
 REPAIR PROCESS COMMENTS:  
 REPOSITIONED HEADLINER PANEL TO  
 PICK UP EXPOSED  
 RETAINER. -- BLEW OUT DIRT AND  
 CRUD FROM  
 STEERING COLUMN LEVER. --  
 REPLACED A/C SWITCH IN  
 RIGHT CORNER POST OF CAB, PART  
 OF IT WAS MISSING.  
 -- REPLACED INNER AND OUT CAB AIR  
 FILTERS. -- T/S  
 AND REPLACED BOTH WINDSHIELD  
 WASHER PUMPS. BLEW  
 OUT WASHER LINES AND TESTED  
 OPERATION. -- T/S  
 TURN SIGNAL SWITCH. SWITCH  
 TRAVEL WAS CLOGGED UP  
 WITH CRUD. BLEW OUT SWITCH WHILE  
 WORKING IT.  
 SWITCH WORKS FINE NOW. --  
 REPLACED RIGHT ARM REST  
 PAD -- TROUBLESHOOT FAULT CODES,  
 FAULTS ALL  
 OCCURRED AT SAME HOUR  
 INTERVALS. REMOVED EACH  
 FRAME AND CAB GROUND, USED  
 SMALL GRINDER TO BUFF  
 RUST / CORROSION FROM STUDS AND  
 CABLES. TIGHTENED  
 EACH CABLE TO CLEAN GROUND..  
 CLEARED CODES FROM  
 MONITOR.

BY64251 - 7G C 023 7312

182.00 SEAT WILL NOT LOCK WHEN

SWIVELING, HARD TO SLIDE FORWARD AND BACK.  
 CUSTOMER COMPLAINT:  
 SEAT WILL NOT LOCK WHEN SWIVELING AND IS HARD TO SLIDE FORWARD AND BACKWARD.  
 CAUSE OF FAILURE:  
 HAD BEEN SPRAYED WITH A LUBRICANT THAT ATTRACTED DIRT AND CAUSED THE STICKING ISSUES.  
 REPAIR PROCESS COMMENTS:  
 REMOVED BOOT FROM AROUND SEAT TO GAIN ACCESS INTO THE RAILS AND LATCHES. FOUND GREASE ON THE LATCHES AND SLIDER BUSHINGS. USED BRAKE CLEAN AND AIR NOZZLE TO THIN OUT AND REMOVE THE GREASE FROM THE PARTS. THIS HELPED RESOLVE THE ISSUE.  
 RE-INSTALLED THE SEAT BOOT.

BY64251 - 7H C 091      3594500 3594500 3594500      156.78 INCLUDES ALL ADDITIONAL FILTERS ABOVE THE ENGINE OIL AND FUEL.  
 CUSTOMER COMPLAINT:  
 ADDITIONAL PARTS  
 REPAIR PROCESS COMMENTS:  
 INSTALLED EITHER CYLINDER. REPLACED CLOUDY FUEL BOWL. REPLACED CAB AIR FILTERS.

BY64251 - 7I C 041 1000      404.77 CHANGE ENGINE OIL AND FUEL FILTER. CHANGE FUEL FILTERS.  
 CUSTOMER COMPLAINT:  
 PERFORM MAINTENANCE ON ENGINE  
 REPAIR PROCESS COMMENTS:  
 SERVICED ENGINE OIL AND FILTER. REPLACED FUEL FILTERS. AIR FILTER WAS LIKE NEW, CLEANED IT. HAD DIFFICULTY MAKING MACHINE START AFTER SERVICING IT. BATTERIES NEEDED SOME CHARGING SO FUEL SYSTEM COULD SEE ENGINE SPEED AT 230 RPM AND TURN INJECTORS ON.

**WO Total: 4,974.41**

1102250 Sep 20, 2011 3211 BY63552 - 5A C 023 6000      1,520.00 SEGMENT INCLUDES TRAVEL TO MACHINE  
 \*\*\*\*\*  
 CUSTOMER COMPLAINT:  
 REMOTE PORTS FOR IMPLEMENT LOSING BB'S OUT OF PORTS #2 AND #3 AND #4 HAS A CAP STUCK IN.  
 CAUSE OF FAILURE:  
 THE HITCH PIN CAME OUT AND THE HYDRAULIC HOSES WERE TORN OUT OF THE IMPLEMENT PORTS.  
 REPAIR PROCESS COMMENTS:



									<p>TRAVELED TO THE MACHINE AND CHECKED ALL 8 IMPLEMENT PORTS. FOUND THAT 3 PORTS WERE DAMAGED AND NEEDED TO BE REPLACED. PULLED OUT ONE PORT AND DISCOVERED THE REPLACEMENT PORTS THAT WERE BROUGHT OUT WERE WRONG. ORDERED THE CORRECT PORTS FOR THE NEXT MORNING. TRAVELED OUT TO THE MACHINE THE NEXT MORNING TO REPLACE THEM. TESTED THE NEW PORTS TO ENSURE THEY WERE WORKING PROPERLY. ALL TIME FOR INCORRECT PORTS CHARGED TO SERVICE POLICY.</p>		
			BY63552 - 7A	C	023	7105			256.00	<p>CUSTOMER COMPLAINT: DRAW BAR IS MISSING A PIN CAUSE OF FAILURE: THE LOCKING PART OF THE PIN WAS BROKEN. RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: GROUND OFF THE BURRS FROM THE PIN GETTING PULLED OUT UNDER LOAD. INSTALLED NEW PIN.</p>	
			BY63552 - 90	C	092		B1406	B1406	B1406	74.00	<p>ADDITIONAL TIME FOR PULLING PARTS OFF NEW MACHINE</p>
			BY63552 - ML	C	965	9965	B1450	B1450	B1450	0.00	
			<b>WO Total:</b>							<b>1,850.00</b>	
1102250	Aug 25, 2011	3180	BY63340 - 90	C	9950		B1304	B1304	B1304	7.78	
			BY63340 - P1	C	001	7751	A1428AA	A1428AA	A1428AA	1,503.86	<p>FC6371--3.2 CUSTOMER COMPLAINT: FC637 / BULLETIN 11-0056 DATED 03/25/11 CAUSE OF FAILURE: FC637 / BULLETIN 11-0056 DATED 03/25/11 RESULTANT DAMAGE: FC637 / BULLETIN 11-0056 DATED 03/25/11 REPAIR PROCESS COMMENTS: PERFORMED FC637 / BULLETIN 11-0056 DATED 03/25/11 FOR AIR CONDITIONER CONDENSER UPDATE</p>
			<b>WO Total:</b>							<b>1,511.64</b>	
1102250	Oct 27, 2010	2737	BY60973 - 1A	C	023	1397	B1406	B1406	B1406	34.79	<p>machine was inspected for squealing belt. no failure found and belt was no longer squealing at time of inspection CUSTOMER COMPLAINT: BELT NOISE CAUSE OF FAILURE: UNKNOWN REPAIR PROCESS COMMENTS: MACHINE WAS REPAIRED IN SHOP AND SHORTLY AFTER</p>

					DELIVERY CUSTOMER COMPLAINED OF BELT SQUEALING--REMOVE ALL BELT GUARDS TO ALLOW ACCESS TO PULLEYS --LOOSEN BELTS AND INSPECT ALL IDLERS--RAN MACHINE WITH CUSTOMER PRESENT TO CONFIRM NOISE--NO NOISE FOUND--REASSEMBLE MACHINE AND TURN BACK TO CUSTOMER
			BY60973 - AB C 056 7000	0.00	
				<b>WO Total:</b>	<b>34.79</b>
1102250	Sep 24, 2010	2563	BY60712 - 1A C 023 1274	355.51	Fuel lines at the fuel cooler, are kinked and they need to be replaced... NOT COVERED UNDER THE P/T WARRANTY CUSTOMER COMPLAINT: REPAIR FUEL SUPPLY/RETURN LINES CAUSE OF FAILURE: FUEL LINES CRIMPED AND HEAT DAMAGED. RESULTANT DAMAGE: HOSES SEEPED FUEL AND RESTRICTED FLOW. REPAIR PROCESS COMMENTS: THE OLD DAMAGED HOSES WERE REMOVED AND NEW ONES WERE INSTALLED IN THE ORIGINAL LOCATIONS USING NEW SEALS.
			BY60712 - 1B C 023 1425	184.44	THE ALTERNATOR PULLEY IS NOT COVERED UNDER THE P/T WARRANTY CUSTOMER COMPLAINT: BELT IS SLIPPING, LOUD BELT SQUEAL FROM FRONT OF ENGINE CAUSE OF FAILURE: 144-5611 PULLEY AS-IDLER BEARINGS WERE SEIZING DURING OPERATION CAUSING THE BELT TO SQUEAL ON THE PULLEY. RESULTANT DAMAGE: THE SERPENTINE BELT WAS DAMAGED FROM HEAT CAUSED BY THE IDLER LOCKING UP. REPAIR PROCESS COMMENTS: THE MACHINE WAS STARTED AND RUN AT LOW IDLE THERE WAS SOME BELT NOISE WHICH GOT WORSE AS THE MACHINE REACHED NORMAL OPERATING TEMPERATURE. THE SERPENTINE BELT WAS REMOVED FROM THE ALTERNATOR DRIVE AND THE MACHINE RUN AGAIN THE SQUALLING STOPPED. EACH BELT DRIVEN COMPONENT WAS CHECKED FOR BEARING SEIZING THE IDLER PULLEY WAS PARTIALLY SEIZING AND UPON

INSPECTION OF THE BELT  
 FOUND THAT IT WAS HEAT DAMAGED  
 AS WELL. THE  
 PULLEY WAS NOT SUPPORTED AS AN  
 AGCO PART AND WAS  
 ORDERED THRU THE CAT PARTS  
 SYSTEM. THE SERPENTINE  
 BELT HOWEVER WAS SUPPORTED  
 UNDER AGCO. THE NEW  
 PULLEY AND BELT WERE INSTALLED  
 AND THE MACHINE  
 TESTED. REPAIRS COMPLETE.

BY60712 -3A C 035 3030 A1428AA A1428AA A1428AA 1,058.49 REF SOURCE TICKET # JAC18743  
 T/S 8 HOURS  
 R/I PWR TRN FILTERS 1.0 HOURS  
 R/I INTERMEDIATE SHAFT SEAL  
 CARRIER 2.5 HOURS  
 CUSTOMER COMPLAINT:  
 TRANSMISSION NEUTRALIZING AND  
 STEERING AS WELL  
 CAUSE OF FAILURE:  
 INTERNAL OIL LEAKAGE FROM  
 INTERMEDIATE SHAFT SEAL  
 CARRIER BOLT FAILURE.  
 RESULTANT DAMAGE:  
 3RD, 9TH, 10TH, 15TH GEARS WILL NOT  
 OPERATE AND  
 MACHINE IS NEUTRALIZED. THERE  
 WAS CONTINGENT  
 DAMAGE FOUND IN CLUTCHES E & F  
 FROM LOW  
 ENGAGEMENT PRESSURES, AFTER  
 DISASSEMBLY OF THE  
 TRANSMISSION.  
 REPAIR PROCESS COMMENTS:  
 THE MACHINE TRANSMISSION FILTERS  
 WERE REMOVED, CUT  
 OPEN AND INSPECTED FOR METAL  
 FROM A COMPONENT  
 FAILURE. THE FILTERS DID NOT SHOW  
 ANY CONTAMINATE  
 IN THEM AND ACCORDING TO THE  
 DATE OF INSTALLATION  
 HAD BEEN RUNNING FOR THE LAST 500  
 HOURS.  
 HYDRAULIC GAUGES WERE THEN  
 CONNECTED TO THE  
 CHARGE PRESSURE PORT AND THE  
 MACHINE AND THE  
 MACHINE OPERATED TO RAISE  
 TRANSMISSION TO NORMAL  
 OPERATING TEMPERATURE. THE  
 CHARGE PRESSURE WITH  
 THE TRACTOR IN NEUTRAL, PARK  
 BRAKE ENGAGED WAS 300  
 PSI WITH SPECIFICATION BEING 305  
 PSI. THE PARKING  
 BRAKE WAS RELEASED AND THE  
 MACHINE COUNTER  
 STEERED IN NEUTRAL AND THE  
 CHARGE PRESSURE  
 REMAINED CONSTANT AT 300 PSI. THE  
 MACHINE WAS  
 THEN OPERATED IN THE FWD  
 DIRECTION. PRESSURES IN  
 1ST, 2ND, 4TH, 5TH ,6TH, 7TH, AND 8TH

WERE ALL  
CONSTANT AT 300 PSI. WHEN THE  
TRACTOR WAS  
OPERATED IN 3RD, 9TH, 10TH, 15TH  
GEARS CHARGE  
PRESSURE WOULD DROP TO 100 PSI  
AT LOW IDLE AND  
RAISE ABOUT 25 PSI AT HIGH IDLE. THE  
MACHINE WAS  
TAKEN BACK INTO THE SHOP AND  
FOUND THAT CLUTCH  
SOLENOID E WAS THE ONLY SOLENOID  
RELATED TO THOSE  
GEARS LOSING PRESSURE. E CLUTCH  
SOLENOID VALVE  
WAS UNBOLTED AND SWAPPED WITH A  
CLUTCH REVERSE  
DIRECTION CLUTCH SOLENOID AND  
PRESSURES REMAINED  
THE SAME AT E CLUTCH MODULATION  
VALVE. THE DT  
CONNECTOR TO THE SOLENOID COIL  
WAS REMOVED AND AN  
AMP METER WIRED IN LINE TO THE  
COIL. THE AMPERAGE  
MEASURED AT MODULATION VALVE E  
WAS 1.395 AMPS,  
SPECIFICATION BEING 1.4 AMPS. THE  
TRANSMISSION  
HAD INTERNAL LEAKAGE SOMEWHERE  
IN THE SYSTEM. THE  
SEAL CARRIER COVER WAS REMOVED  
FOR THE  
INTERMEDIATE SHAFT TO INSPECT  
THE SEALS. THE SEAL  
CARRIER WAS FOUND LAYING IN THE  
HOUSING DETACHED  
FROM THE SHAFT. THE TWO BOLTS  
HAD BROKE OFF JUST  
PAST FLUSH INSIDE THE SHAFT. ONE  
OF THE BROKEN  
BOLTS WAS SPUN OUT OF THE SHAFT.  
THE OTHER BOLT  
COULD NOT BE REMOVED EASILY  
BECAUSE OF ACCESS TO  
THE END OF THE SHAFT. THE DRIVE  
SHAFT HAD TO BE  
REMOVED. THE BRAKE ACCUMULATOR  
WAS UNMOUNTED AND  
PULLED TO THE SIDE. THE WIRING  
HARNES THAT RUNS  
IN FRONT OF THE TRANSMISSION WAS  
UNFASTENED FROM  
THE PLATE IN FRONT OF THE  
TRANSMISSION AND PULLED  
ASIDE. THE PLATE WAS THEN  
UNBOLTED AND REMOVED.  
THE END OF THE SHAFT WAS NOW  
MORE ACCESSIBLE. THE  
SHAFT BEARING WAS SHIELDED FROM  
DEBRIS AND THE  
SHAFT PORTS WERE CAPPED OFF.  
THE OTHER BROKEN  
BOLT WAS THEN CHISELED OUT.  
PICTURES OF THE END  
OF THE SHAFT WERE TAKEN WHERE  
THE SEAL CARRIER  
DOWEL HAD SCRATCHED THE SEAL

BY60712 - 3B C 010 3030 A1428AA A1428AA A1428AA 8,580.88

SURFACE ON THE END  
 OF THE SHAFT. PICTURES WERE  
 TAKEN OF THE SEAL  
 CARRIER AND BROKEN BOLTS. THESE  
 PICTURES WERE  
 SENT TO THE TC SO THEY COULD BE  
 SENT TO AGCO FOR  
 EVALUATION. AGCO OPTED TO PULL  
 THE TRANSMISSION  
 TO REPLACE THE DAMAGED SHAFT.  
 REPAIR COMPLETE  
 PART CAUSING FAILURE 177-5267 SEAL  
 AS, LEAKS OIL

R/I TRANSMISSION 90 HOURS RTS  
 CODE 192602  
 R/I TRANSMISSION 90 HOURS RTS  
 CODE 192602  
 CUSTOMER COMPLAINT:  
 REMOVE & INSTALL TRANSMISSION  
 REPAIR PROCESS COMMENTS:  
 THE MACHINE WAS PLACED ON  
 STANDS. BOTH ROLLER  
 FRAME COLLARS AND CAPS WERE  
 REMOVED. THE ROLLER  
 FRAMES WERE REMOVED. ALL BELLY  
 PANS AND SHEET  
 METAL WERE REMOVED. ALL POWER  
 TRAIN GUARDS WERE  
 REMOVED. THE TRIMBLE ECM AND  
 ECM PLATE WAS  
 REMOVED FROM THE FLOOR OF THE  
 CAB SO THAT THE  
 ECM'S COULD BE ACCESSED. ALL  
 WIRING AND CABLES  
 WERE DETACHED FROM THE CAB. THE  
 CAB WAS RIGGED UP  
 AND REMOVED FROM THE MACHINE.  
 THE FUEL LINES WERE  
 DETACHED AND CAPPED FROM THE  
 TANKS. ALL WIRING  
 FOR THE LIGHTS WERE  
 DISCONNECTED. THE TANKS WERE  
 REMOVED. ALL HOSES AND WIRING  
 CONNECTING THE  
 DIFFERENTIAL FROM THE  
 TRANSMISSION WERE  
 DISCONNECTED AND CAPPED. THE  
 MACHINE WAS  
 SUPPORTED IN PREPARATION FOR  
 THE DIFFERENTIAL  
 BEING REMOVED. THE DIFFERENTIAL  
 WAS RIGGED AND  
 SEPARATED FROM THE  
 TRANSMISSION. THE OPEN CAVITY  
 OF THE TRANSMISSION AND  
 DIFFERENTIAL WAS SEALED  
 OFF TO REDUCE CONTAMINATION. THE  
 DRIVE LINE WAS  
 REMOVED. ALL HOSES AND WIRING  
 CONNECTING THE  
 ENGINE FRAME TO THE TRANSMISSION  
 FRAME WERE  
 DISCONNECTED AND CAPPED. THE  
 STEEL LINES THAT  
 MOUNT TO THE TRANSMISSION  
 HOUSING WERE PULLED  
 BACK. THE LIFTING EYE HOLES WERE  
 CLEANED AND

TAPPED. THE TRANSMISSION WAS RIGGED AND SEPARATED FROM THE ENGINE FRAME. ONCE THE TRANSMISSION AND DIFFERENTIAL WERE COMPLETE, ALL MATING SURFACES WERE CLEANED. THE TRANSMISSION WAS RIGGED UP AND MATED TO THE ENGINE. THE BOLTS WERE INSTALLED AND TORQUED. EVERY THING THAT HAD TO BE REMOVED TO ACCESS THE END OF THE TRANSMISSION SHAFT AND SEAL CARRIER WAS THEN REINSTALLED. THE PLATE THAT THE DRIVE SHAFT LOOP MOUNTS TO WAS REINSTALLED. THE BRAKE ACCUMULATOR WAS REPOSITIONED. ALL WIRING WAS RECONNECTED. THE STEEL LINE WERE REMOUNTED. THE DRIVE SHAFT WAS INSTALLED USING NEW BOLTS THAT WERE TORQUED TO SPEC. THE MATING SURFACE FROM THE TRANSMISSION TO THE DIFFERENTIAL WAS CLEANED AND SEALANT WAS APPLIED. THE DIFFERENTIAL WAS RIGGED AND MATED TO THE TRANSMISSION. ALL BOLTS WERE TORQUED TO SPEC. ALL HOSES AND WIRING WAS RECONNECTED AND CLAMPED BACK DOWN IN THERE ORIGINAL LOCATION. THE STEEL LINES THAT WRAP UNDERNEATH THE TRANSMISSION AND CONNECT TO THE TRUMPET HOUSINGS WERE POSITIONED AND RECONNECTED. THE FUEL TANKS WERE REPOSITIONED BACK IN PLACE. THE CROSSOVER TUBES WERE RECONNECTED. THE FUEL LINES WERE RECONNECTED. THE WIRING FOR THE LIGHTS WAS RECONNECTED. THE CAB WAS REPOSITIONED AND THE MOUNTS WERE TORQUED TO SPEC. ALL WIRING AND CABLES WERE RECONNECTED AND CLAMPED DOWN IN THERE ORIGINAL LOCATION. THE FLOOR PLATES WERE REINSTALLED. THE FLOOR MATS WAS REINSTALLED. THE TRIMBLE ECM AND ECM MOUNTING PLATE WAS REMOUNTED. THE MACHINE WAS REFILLED WITH OIL AND FUEL. CHARGE PRESSURE WAS CHECKED. THE MACHINE WAS RAN AND WARMED UP ON THE STANDS AND THE TRANSMISSION WAS CALIBRATED. THE MACHINE WAS RAN FOR 1.5 HOURS

TO CHECK FOR LEAKS. THE ROLLER  
 FRAMES WERE THEN  
 INSTALLED. THE TRACKS WERE  
 GAUGED. THE COLLARS  
 AND CAPS WERE TORQUED TO SPEC  
 FOLLOWING THE  
 CORRECT TORQUE SEQUENCE. ALL  
 FLUID LEVELS WERE  
 TOPPED OFF. THE MACHINE WAS RAN  
 HARD FOR ONE HOUR  
 TO CHECK FOR OPERATION. ALL  
 CLUTCH PRESSURES WERE  
 CHECKED, AND ALL CLUTCHES WERE  
 AT 305 PSI AT HIGH  
 IDLE WITH THE OIL AT 140 DEGREES.

BY60712 - 3C C 001 3030 A1428AA A1428AA A1428AA 7,367.63 D/A TRANSMISSION SHAFTS FOR  
 REPAIR OF CLUTCH  
 E & F RTS CODE 192622  
 CUSTOMER COMPLAINT:  
 LOSS OF CLUTCH PRESSURE IN  
 CLUTCH E AND F  
 (INTERMEDIATE SHAFT).  
 REPAIR PROCESS COMMENTS:  
 THE TRANSMISSION FILTERS DID NOT  
 SHOW ANY  
 CONTAMINATE ACCORDING TO THE  
 DATE OF INSTALLATION  
 HAD BEEN RUNNING FOR THE LAST 500  
 HOURS.  
 THE TRANSMISSION WAS TESTED AND  
 THE E CLUTCH WAS  
 LOW ON PRESSURE. THE 188-2162  
 COVER WAS REMOVED  
 AND THE 317-9747 SEAL CARRIER FOR  
 THE  
 INTERMEDIATE SHAFT WAS  
 INSPECTED. THE 215-2900  
 BOLTS THAT HOLD THE SEAL CARRIER  
 TO THE  
 INTERMEDIATE SHAFT WERE BROKEN  
 ALLOWING THE LOSS  
 OF CLUTCH PRESSURE TO THE E & F  
 CLUTCH GROUPS.  
 THE SEAL CARRIER WAS REMOVED  
 AND THE SHAFT WAS  
 INSPECTED FOR DAMAGE, THE  
 FAILURE OF THE BOLTS  
 ALLOWED THE 5H8985 SPRING PIN ON  
 THE SEAL CARRIER  
 TO WEAR INTO THE END OF THE  
 SHAFT CAUSING DAMAGE  
 TO THE OIL PASSAGES AND THE BOLT  
 HOLES. ONE OF  
 THE BROKEN BOLTS WAS REMOVED  
 FROM THE SHAFT THE  
 OTHER BOLT WAS HELD IN THE SHAFT  
 FROM THE DAMAGE  
 TO THE THREADS IN THE SHAFT.  
 THE TRANSMISSION WAS REMOVED TO  
 REPAIR THE DAMAGE  
 TO THE INTERMEDIATE SHAFT AND  
 INSPECT FOR CLUTCH  
 DAMAGE. THE TRANSMISSION SHAFT  
 END PLAY WAS  
 MEASURED BEFORE THE  
 TRANSMISSION WAS  
 DISASSEMBLED, THE INPUT SHAFT

WAS .0085" END  
PLAY, THE REVERSE SHAFT WAS .0025"  
END PLAY, THE  
INTERMEDIATE SHAFT WAS .0055" END  
PLAY AND THE  
OUTPUT SHAFT WAS .003" END PLAY.  
THE TRANSMISSION HOUSING WAS  
REMOVED TO ACCESS THE  
SHAFT GROUPS AND ALL SHAFT  
GROUPS WERE REMOVED  
FROM THE TRANSMISSION HOUSING.  
THE INTERMEDIATE  
SHAFT GROUP WAS DISASSEMBLED  
TO INSPECT THE E & F  
CLUTCH DISC FOR HEAT DAMAGE  
CAUSED BY SLIPPAGE  
AND PISTON SEALS FOR  
CONTAMINATION FROM THE BOLT  
FAILURE. THE DISC AND PLATES IN F  
CLUTCH HAVE  
EXCESSIVE HEAT DAMAGE CAUSING  
THE STEEL PLATES TO  
WARP FROM .002" TO .008" AND  
CAUSING DARK BLUEING  
SPOTS. THE DISC HAVE HEAT DAMAGE  
CAUSING A DARK  
BAND ON THE DISC. NEW DISC AND  
PLATES WERE  
INSTALLED IN THE F CLUTCH GROUP.  
THE E CLUTCH HAS  
NO DAMAGE TO THE DISC AND  
PLATES. THE PISTON  
SEALS IN THE CLUTCH GROUPS E & F  
HAVE SOME  
CONTAMINATION IN THE SEALS  
CAUSED BY THE BOLT  
FAILURE AND WEAR ON THE SHAFT,  
NEW SEALS WERE  
INSTALLED. THE DAMAGE TO THE  
INTERMEDIATE CLUTCH  
SHAFT WAS REPAIRED AND THE SHAFT  
WAS REUSED.  
THE OTHER CLUTCH GROUPS IN THE  
TRANSMISSION WERE  
DISASSEMBLED AND INSPECTED FOR  
WEAR AND DAMAGE,  
NO OTHER DAMAGE WAS FOUND.  
THE TRANSMISSION SEAL CARRIERS  
WERE INSTALLED  
USING THE NEW 215-2900 SEAL  
CARRIER BOLTS.  
THE TRANSMISSION FRONT  
PLANETARY WAS REMOVED FROM  
THE OUTPUT SHAFT GROUP TO  
INSTALL THE NEW  
352-7411 PLANETARY SHAFTS. THE  
NEW PLANETARY  
SHAFTS WERE INSTALLED USING NEW  
SPRING PINS AND  
REUSING THE THRUST WASHERS. NO  
DAMAGE WAS FOUND  
ON THE OLD SHAFTS.  
THE TRANSMISSION GROUP WAS  
ASSEMBLED USING SOME  
NEW SEALS, AND THE TRANSMISSION  
GROUP WAS TESTED.

BY60712 - 7B C 710 1805

1,572.44 The condenser is cracked, and the A/C  
system



								was found to be low on freon. To repair the condensor IS NOT COVERED UNDER THE P/T WARRANTY. CUSTOMER COMPLAINT: REMOVE & INSTALL/REPLACE REFRIGERANT CO CAUSE OF FAILURE: FAILED CONDENSER. RESULTANT DAMAGE: MACHINE LEAKED REFRIGERANT. REPAIR PROCESS COMMENTS: THE A/C SYSTEM WAS TROUBLESHOT. IT WAS FOUND THAT THE COMPRESSOR WAS CYCLING QUICKLY. THE SYSTEM WAS RECOVERED TO CHECK HOW MUCH REFRIGERANT WAS IN THE SYSTEM. THERE WAS NO REFRIGERANT RECOVERED. THE LEAK WAS FOUND AT THE CONDENSER. THE CONDENSER WAS REMOVED AND A NEW ONE WAS INSTALLED USING NEW SEALS. THE SYSTEM WAS VACUUMED DOWN AND LEAKED CHECKED. THE SYSTEM WAS CHARGED TO SPEC. AND CHECKED FOR OPERATION.
BY60712 - 7C	C	070 7000		B1406			136.00	1.0 HOUR STEAM CLEAN OF MACHINE IN PREPARATION FOR REPAIR, OR UPON COMPLETION FOR RELEASE TO CUSTOMER
BY60712 - 90	C	093	B1406	B1406	B1406		158.49	
BY60712 - 91	C	001 9949	B1412	B1412	B1412		575.50	SERVICE DEPT REWORK 6239 CABLE & VALVE BOLTS 4197 THE DT CONNECTOR DAMAGED DURING DISASSEMBLY
BY60712 - 92	C	9994	B610400	B610400	B610400		51.27	(OJT) ON THE JOB TRAINING *
BY60712 - 93	C	9950	B1304	B1304	B1304		108.81	NON-CHARGEABLE LABOR * SHOP CLEAN UP, WAITING FOR PARTS OR TOOLING, CUSTOMER CONTACT, IDLE TIME, NON-JUSTIFIABLE OVERAGE, COMPUTER DOWN, ETC.
BY60712 - 94	C	9950	B1304	B1304	B1304		69.58	
BY60712 - 95	C	001 9949	B1412	B1412	B1412		761.97	ALTERNATOR NOT SAVED TO SUPPORT CLAIM BM25927, AGCO BILLED DEALER BACK FOR IT. CHARGED TO SERVICE WARRANTY. KC 1/19/11 ALTERNATOR WAS NOT SAVED TO SUPPORT WARRANTY CLAIM BM25927 AS VERIFIED WITH M. HOLMES. AGCO BILLED US BACK SO THE ALTERNATOR IS BEING CHARGED TO SERVICE WARRANTY.
BY60712 - AB	C	056 7000	B671300	B671300	B671300		266.40	TT/M TRAVEL FROM MERIDIAN TO MELBA AND BACK TO THE SHOP
BY60712 - AC	C	056 7000	B1406	B1406	B1406		570.00	TRANSPORT MACHINE BACK TO THE SHOP TO COMPLETE THE

BY60712 - P1 C 001 7000 A1428AA A1428AA A1428AA	2,096.99	<p>FUEL TANK UPDATE- PARTS WERE NOT AVAIL AT THE TIME OF REPAIRS</p> <p>Failure of item #6. Items that need repaired #7,#8,#9,#10, #12</p> <p>#11 PARTS DID NOT PERTAIN TO THIS MODEL(NOUPGRADE)</p> <p>#12 PARTS WERE ON BACK ORDER UNTIL 11/30.</p> <p>**ALTERNATOR WAS NOT SAVED SO AGCO BILLED US BACK FOR ALTERNATOR ONLY. IT WAS TRANSFERRED TO SEGMENT 95 AND CHARGED TO SERVICE WARRANTY.</p> <p>KC 1/19/2011**</p> <p>REPAIR #2 2.0 HOURS  REPAIR #8 .5 HOURS  REPAIR #9 1.5 HOURS  REPAIR #10 1.0 HOURS  REPAIR #12 0.5 HOURS</p> <p>CUSTOMER COMPLAINT:  THE TRACTOR STOPS MOVING IN FORWARD AND REVERSE IF A TURN IS INITIATED. (REFERENCE SOURCE TICKET LOCATED IN WARRANTY DOCS)</p> <p>CAUSE OF FAILURE:  215-2900 PLANETARY CARRIER BOLTS ON INTERMEDIATE SHAFT BOLTS SHEARED.</p> <p>RESULTANT DAMAGE:  RESULTANT DAMAGE OUTLINED ON SEGMENT 3A</p> <p>REPAIR PROCESS COMMENTS:  PERFORM AFTER FAILURE FC6377 REPAIRS #4 FRONT PLANETARY SHAFTS UPGRADE (REFERENCE SOURCE TICKET LOCATED IN WARRANTY DOCS), #6 TRANSMISSION SEAL CARRIER BOLTS (PERFORMED ON SEG 3C REPAIRS), #7 UPGRADE POWER TRAIN SOFTWARE, #8 CAB DOOR HINGE PIN IMPROVEMENT, #9 ALTERNATOR UPGRADE, #10 A/C LOUVER UPGRADE KIT.</p> <p>#11 PARTS DID NOT MATCH THE COMPONENTS THE TRACTOR WAS EQUIPPED WITH,SO THIS SERVICE BULLETIN WAS NOT PERFORMED. #12 FUEL TANK BREATHER KIT.</p> <p>ALL REPAIRS PERFORMED AS OUTLINED PER SERVICE BULLETINS IN THE SUPPORT PROGRAM.</p>
BY60712 - P2 C 001 3258 A1428AA A1428AA A1428AA	5,386.84	<p>SERVICE BULLITIN AX001</p> <p>RTS 270907 = 50 HOURS  RTS 270910 = 4.5 HOURS FOR D/A GEAR FROM SHAFT FOR MACHINING</p> <p>SERVICE BULLITIN AX001</p> <p>RTS 270907 = 50 HOURS</p>

RTS 270910 = 4.5 HOURS FOR D/A  
 GEAR FROM SHAFT  
 FOR MACHINING  
 CUSTOMER COMPLAINT:  
 PERFORM SERVICE BULLETIN AX0011  
 DATED JULY 22,  
 2008  
 CAUSE OF FAILURE:  
 PERFORM SERVICE BULLETIN AX0011  
 DATED JULY 22,  
 2008  
 RESULTANT DAMAGE:  
 PERFORM SERVICE BULLETIN AX0011  
 DATED JULY 22,  
 2008  
 REPAIR PROCESS COMMENTS:  
 PERFORM SERVICE BULLETIN AX0011  
 DATED JULY 22,  
 2008 FACTORY REAR BEVEL GEAR  
 UPDATE WAS PERFORMED  
 AS OUTLINED IN BULLETIN #AX0011  
 THE REAR AXLE  
 ASSEMBLY WAS REMOVED FROM THE  
 TRACTOR DURING  
 TRANSMISSION REPAIR BEING DONE  
 ON SEGMENT 3C AND  
 WAS THOROUGHLY CLEANED BEFORE  
 WORK WAS DONE, THE  
 REAR ASSEMBLY HAD ALL THE WIRING  
 HARNESES  
 STEERING HOSES & MOTOR THE 3  
 POINT HITCH,  
 HYDRAULIC FILTER HOUSING & ALL  
 LINES PERTAINING  
 STILL INSTALLED, STEERING MOTOR,  
 FILTER HOUSING &  
 ALL LINES PERTAIN TO THESE  
 COMPONENTS WERE MARKED  
 AND REMOVED. BOTH LEFT AND RIGHT  
 FINALS AND  
 DIFFERENTIAL HOUSING WERE  
 REMOVED TO ACCESS BEVEL  
 GEAR HOUSING & PLANETARIES.  
 BEVEL GEAR WAS  
 REMOVED & DISASSEMBLED. THE  
 BEVEL GEAR SHAFT WAS  
 SENT TO VENDOR FOR MACHINING TO  
 FACTORY  
 SPECIFICATIONS AS PER BULLETIN.  
 THE BEVEL GEAR  
 WAS REASSEMBLED AND INSTALLED  
 INTO REAR AXLE  
 HOUSING, BOTH LEFT AND RIGHT  
 FINAL DRIVES WERE  
 CLEANED AND REINSTALLED ALONG  
 WITH WIRING HARNESS,  
 STEERING MOTOR, DIFFERENTIAL, AND  
 ALL LINES  
 PERTAINING TO THESE COMPONENTS.  
 NEW SEAL AND  
 SEALANT WERE USED AS NEEDED TO  
 PERFORM REPAIRS.  
 REPAIRS COMPLETE.

**WO Total: 29,301.24**

A4055 Apr 14, 2010 2563 BY59303 - 1A C 095 1054

301.89 Air filters are dirty and need replaced.

CUSTOMER COMPLAINT:

BY59303 - 3A C 095 3067

REPLACE AIR FILTERS  
 CAUSE OF FAILURE:  
 NONE  
 RESULTANT DAMAGE:  
 NONE  
 REPAIR PROCESS COMMENTS:  
 R&I AIR FILTERS SO CUSTOMER WAS  
 BUYING A MACHINE  
 WITH FRESH FILTERS.

236.11 Transmission oil filters are old and need replaced  
 CUSTOMER COMPLAINT:  
 REPLACE TRANSMISSION OIL FILTERS.  
 CAUSE OF FAILURE:  
 NONE  
 RESULTANT DAMAGE:  
 NONE  
 REPAIR PROCESS COMMENTS:  
 REMOVE COVER TO ACCESS FILTERS.  
 CHANGE, AND CLEAN  
 OIL MESS, INSTALL COVER AND TEST  
 OPERATION. OIL  
 LEVEL IS GOOD.

BY59303 - 3B C 524 3030

273.00 The transmission was not shifting normally  
 CUSTOMER COMPLAINT:  
 CALIBRATE TRANSMISSION.  
 CAUSE OF FAILURE:  
 NONE  
 RESULTANT DAMAGE:  
 NONE  
 REPAIR PROCESS COMMENTS:  
 NOTICE SHIFTING WAS SOFT. GO INTO  
 CALIBRATION MODE  
 THRU ET. HAD TO GET TRANSMISSION  
 OIL UP TO 149  
 DEGREES. COMPLETELY PLUG OFF OIL  
 COOLER TO STOP  
 AIR FLOW. GET TEMP UP TO 139  
 DEGREES AND IT WOULD  
 NOT GO ANY HIGHER UNTIL MACHINE  
 WAS RUN FOR OVER  
 AN HOUR OUTSIDE. GET TEMP UP AND  
 CALIBRATE.  
 CALIBRATION TOOK A LONG TIME AS  
 WELL. TEST  
 SHIFTING AFTER CALIBRATION WAS  
 DONE. SHIFTING  
 WORKS MUCH BETTER.

BY59303 - 4A C 025 4170

412.00 Adjust track guage to the max width.  
 CUSTOMER COMPLAINT:  
 ADJUST TRACK SPACING  
 CAUSE OF FAILURE:  
 NONE  
 RESULTANT DAMAGE:  
 NONE  
 REPAIR PROCESS COMMENTS:  
 RAISE MACHINE IN THE AIR ONE SIDE  
 AT A TIME.  
 REMOVE HARDWARE AND CONNECT  
 TOOLING. SLIDE TRACKS  
 OUT TO MAXIMUM SPACING. TIGHTEN  
 HARDWARE AND

									TORQUE TO SPEC. ROAD TEST TO VERIFY PROPER ALIGNMENT.
BY59303 - 7A	C	040	7000					234.00	CUSTOMER COMPLAINT: INSPECT MACHINE CAUSE OF FAILURE: NONE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: LOOK OVER MACHINE AND MAKE LIST OF ISSUES. OVER ALL MACHINE LOOKS REAL GOOD.
BY59303 - 7B	C	070	7000					135.00	CUSTOMER COMPLAINT: CLEAN MACHINE CAUSE OF FAILURE: NONE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: STEAM CLEAN MACHINE AND WIPE DOWN CAB. CLEAN WINDOWS.
BY59303 - 7C	C	035	7320					362.00	CUSTOMER COMPLAINT: CHECK AIR CONDITIONING. CAUSE OF FAILURE: NONE RESULTANT DAMAGE: NONE REPAIR PROCESS COMMENTS: WAS ASKED TO CHECK AC. BLOW OUT ALL FILTERS AS WELL AS EVAPORATOR CORE. TEST OPERATION. COULD ONLY GET TEMP TO DROP 10 DEGREES BELOW AMBIENT. REMOVE FREON TO VERIFY PROPER SYSTEM CHARGE. ADDED AND REMOVED FREON TO SEE IF IT COULD MAKE A DIFFERENCE. NO CHANGE. MADE SURE SYSTEM WAS CHARGED, AND RELEASED MACHINE, NO A/C SYSTEM REPAIRS MADE AT THIS TIME. THE SYSTEM IS FUNCTIONING, BUT IS NOT EFFICIENT AS A DELUXE CAB A/C SYSTEM.
BY59303 - 90	C	9112	B1406	B1406	B1406			0.00	
BY59303 - 91	C	001 9949	B1412	B1412	B1412			0.00	SERVICE DEPT REWORK
BY59303 - 92	C	9994	B610400	B610400	B610400			0.00	(OJT) ON THE JOB TRAINING *
BY59303 - 93	C	9950	B1304	B1304	B1304			0.00	NON-CHARGEABLE LABOR * SHOP CLEAN UP, WAITING FOR PARTS OR TOOLING, CUSTOMER CONTACT, IDLE TIME, NON-JUSTIFIABLE OVERAGE, COMPUTER DOWN, ETC.
BY59303 - 99	C	9010						0.00	
BY59303 - 9A	C	012	9214					540.00	Segment added to work order for Technology Solution technician to assist in Guidance System

install.  
JOHN HELPED WAYNE INSTALL  
TRIMBLE EZ GUIDE 500  
SYSTEM AT THE REQUEST OF STEVE  
HULING

**WO Total: 2,494.00**