

MACON@BMI.NET

Dana Denton

Hanger Farms Inc (3594500)

Tel: 509 382 4235 City: DAYTON Branch: 11 Cust Type: DBSI 5 Business Type: End-User

WORK ORDER HISTORY

Stock No: U3644	Make: AA	Model: CH75D	Serial No: 05AR00312	Division: A	FPC: L
Eq Sts: U	Inv Sts: A4	Last SMU: 14368 H	SMU Date: Dec 16, 2011		
Eng Make:	Eng Model:	Eng S/N:	Eng Arr No:	Trans Make:	Trans S/N:

[ Segment View ] [ Invoice View ]

Cust:  Job Code:  Comp Code:

Total Work Orders:	21	Total Parts:	56,100.15
Total Amount:	101,273.03	Total Labor:	38,392.80
Total Lbr Hours:	388.5	Total Misc:	6,780.08
		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	14368	NY70759	- 1A	C	035	1250						322.88	CUSTOMER CONCERN CUSTOMER REQUESTS CORRECT FUEL REGULATOR FOUND AND INSTALLED IN FILTER BASE. CAUSE OF FAILURE WEAK SPRING IN REGULATOR. RESULTANT DAMAGE NO DAMAGE FOUND. REPAIR COMMENTS LOCATE CORRECT REGULATOR AS MACHINE HAS UPDATED FUEL FILTER BASE. INSTALL REGULATOR.	
													<b>WO Total:</b>	<b>322.88</b>	
3594500	Mar 31, 2014	15696	NY68521	- 4A	C	045	5918						700.00	CUSTOMER CONCERN TRACK TENSION ALARM IS ACTIVE CAUSE OF FAILURE LOSS OF NITROGEN CHARGE IN LEFT SIDE TENSION CYLINDER RESULTANT DAMAGE ACTIVE ALARM REPAIR COMMENTS RIGHT SIDE TRACK TENSIONER HAD LOST IT'S CHARGE. RECHARGED TO 300 PSI. CUSTOMER OPERATED THE MACHINE FOR A FEW MINUTES TO SEE IF THE CHARGE WOULD DROP. IT STAYED UP SO CUSTOMER DECIDED TO RUN IT ALL DAY. CHARGE STAYED UP. ON SLIGHT SIDE HILL AND UNDER TURNS, THERE IS A HARMONIC NOISE. FOUND IT TO BE CAUSED BY THE TRACK GUIDE BLOCKS RUBBING ON THE NEW DRIVE WHEELS. IT WILL GO AWAY IN TIME. CUSTOMER WAS WORRIED THAT THE TRACKS WERE SLIPPING, BUT THEY ARE NOT.	
													<b>WO Total:</b>	<b>700.00</b>	
3594500	Mar 24, 2014	15695	NY68430	- 4A	C	023	4208						11,345.36	CUSTOMER CONCERN TRACTOR WON'T STEER ON STEEP	

DOWN HILL  
 CAUSE OF FAILURE  
 WORN DRIVE WHEELS  
 RESULTANT DAMAGE  
 LOSS OF TRACTOR CONTROL,  
 STEERING AND BRAKING  
 REPAIR COMMENTS  
 ON STEEP DOWN HILL PULLS, THE  
 MACHINE WILL NOT  
 STEER AT TIMES. CHECKED TRACK  
 TENSION AND  
 ACCUMULATOR PRESSURES. GOOD.  
 CHECKED FOR BELT AND  
 DRIVER, IDLER WEAR. DRIVERS AND  
 IDLERS ARE WORN  
 AND THE RUBBER IS HARD. UNDER  
 HARD LOAD, BELTS ARE  
 SLIPPING, CAUSING LOSS OF STEERING  
 AND BRAKING.  
 NEED TO REPLACE THE DRIVERS WITH  
 NEW CHEVRON  
 DESIGN. RAISED TRACTOR TO STANDS.  
 DETENSIONED THE  
 BELTS. REMOVED THE OUTER DRIVERS,  
 IDLERS AND  
 MIDROLLERS. REMOVED THE BELTS.  
 REMOVED THE INNER  
 DRIVERS. FOUND THE RIGHT SIDE FINAL  
 SEAL LEAKING  
 OIL. CUSTOMER DRAINED THE OIL FROM  
 THE  
 DIFFERENTIAL. DISASSEMBLED THE  
 FINAL HUB. REMOVED  
 THE LEAKING SEAL. CLEANED THE  
 MOUNTING SURFACES  
 AND REASSEMBLED WITH A NEW SEAL.  
 BEARINGS LOOKED  
 GOOD. CUSTOMER FILLED  
 DIFFERENTIAL WITH NEW OIL.  
 INSTALLED NEW INNER DRIVERS.  
 REINSTALLED THE TRACK  
 BELTS. REINSTALLED THE OUTER  
 IDLERS AND  
 MIDROLLERS. INSTALLED THE NEW  
 OUTER DRIVERS.  
 RETENSIONED THE TRACK BELTS.  
 LOWERED THE MACHINE  
 TO THE GROUND. FILLED SUSPENSION  
 AIR BAGS TO 90  
 PSI. RAN THE MACHINE TO CHECK BELT  
 ALIGNMENT.  
 GOOD.

**WO Total: 11,345.36**

3594500 Jan 28, 2014 15666 NY67725 - 1A C 023 1000

280.00 CUSTOMER CONCERN  
 LOW POWER  
 CAUSE OF FAILURE  
 RESTRICTED FUEL FILTERS  
 RESULTANT DAMAGE  
 NONE  
 REPAIR COMMENTS  
 TRACTOR HAD LOW POWER. FUEL  
 PRESSURE WAS ABOUT 50  
 PSI. CUSTOMER REPLACED BOTH  
 FILTERS. PRESSURE NOW  
 RUNS BETWEEN 70 AND 95 PSI. BOOST  
 IS ABOUT 14 PSI,  
 BUT HARD TO PUT ENGINE UNDER A

NY67725 - 3A C 096 3280

776.12 CUSTOMER CONCERN  
 GOOD LOAD WITHOUT PULLING AN IMPLEMENT. WILL DEAL WITH THIS IN THE SPRING IF IT IS STILL A PROBLEM.  
 DIFFERENTIAL PINION SEAL IS LEAKING OIL  
 CAUSE OF FAILURE  
 PITTED YOKE  
 RESULTANT DAMAGE  
 OIL LOSS, MESS  
 REPAIR COMMENTS  
 THE DIFFERENTIAL PINION SEAL WAS LEAKING OIL.  
 REMOVED THE DRIVELINE, PARK BRAKE ROTOR AND THE PINION YOKE. REMOVED THE LEAKING SEAL. CLEANED MOUNTING AND INSTALLED A NEW SEAL. INSPECTED THE YOKE. MANY SMALL PITS IN THE SEAL CONTACT AREA.  
 COULD NOT GET A SLEEVE TO COVER THE PITS. CUSTOMER USED EMERY CLOTH AND CLEANED THE SURFACE.  
 REINSTALLED THE YOKE, ROTOR AND DRIVE LINE.

NY67725 - 5A C 096 5050

1,009.07 CUSTOMER CONCERN  
 HYDRAULIC OIL LEAKS  
 CAUSE OF FAILURE  
 HARD O-RING SEALS  
 RESULTANT DAMAGE  
 OIL LOSS, MESS  
 REPAIR COMMENTS  
 THERE WERE SEVERAL OIL LEAKS. ONE WAS THE TRANSMISSION OIL PUMP. REMOVED THE PUMP.  
 DISASSEMBLED THE PUMP AND FOUND THE O-RING SEALS VERY HARD AND FLAT. CLEANED AND INSPECTED THE PUMP. REASSEMBLED WITH NEW O-RING SEALS.  
 REINSTALLED THE PUMP WITH NEW MOUNTING SEALS.  
 REPLACED O-RINGS ON SEVERAL FITTINGS TO STOP THE LEAKS.

**WO Total: 2,065.19**

3594500 Jul 29, 2013 15255 NY65417 - 4A C 023 4251

2,177.84 CUSTOMER CONCERN  
 PARK BRAKE NOISE AND VIBRATION  
 CAUSE OF FAILURE  
 INTERNAL CALIPER WEAR AND MOUNTING BRACKET WEAR  
 RESULTANT DAMAGE  
 BRAKE WON'T TIGHTEN AND THE CALIPER MOVES AROUND EXCESSIVELY  
 REPAIR COMMENTS  
 THE OPERATOR FELT A VIBRATION WHEN ROADING THE MACHINE. CHECKED THE PINION BEARING PRELOAD. GOOD.

FOUND THE PARK BRAKE ADJUSTMENT VERY LOOSE. IT WOULD NOT ADJUST UP. LOOSENEED AND TIGHTENED IT SEVERAL TIMES AND IT WAS IN-OP. FOUND THE SUPPORT BRACKET MOUNTING HOLES VERY WORN. REMOVED THE CALIPER AND THE MOUNTING BRACKET. CUSTOMER FOUND HEAVY WASHERS TO FIT THE NEW MOUNTING PINS. WELDED THE WASHERS ON THE INSIDE AND OUTSIDE OF EACH HOLE. REINSTALLED THE MOUNTING BRACKET. INSTALLED THE NEW CALIPER AND PADS. ADJUSTED THE PARK BRAKE FOR CORRECT OPERATION.

**WO Total: 2,177.84**

3594500 Apr 16, 2013 15063 NY64231 - 3A C 023 3258

2,159.00 BRAKE CONTAMINATION CUSTOMER CONCERN CONTAMINATION IN SYSTEM RESULTANT DAMAGE INTERNAL DAMAGE. REPAIR COMMENTS DISASSEMBLE DIFFERENTIAL BEVEL GEAR. REPLACE ALL SEALS. BRAKES ARE BURNT AND WORN. REPLACED TO ENSURE PROPER OPERATION. SPEC IS 1.482, ACTUAL 1.450, MINIMUM IS 1.382. CHECK END PLAY OF CROSSHAFT AND ADJUST TO .003. CHECK BACKLASH AND ADJUST TO .012. REPLACED OUTBOARD PINION RACE AND BEARING DUE TO PITTING. REASSEMBLE WITH ALL OTHER ORIGINAL BEARINGS.

NY64231 - 4A C 023 4115

2,085.98 REMOVE AND RESEAL CUSTOMER CONCERN RESEAL BRAKE VALVE AND MASTER CYLINDER. CAUSE OF FAILURE CONTAMINATION IN HYDRAULIC SYSTEM REPAIR COMMENTS REMOVE VALVE AND CYLINDER FROM MACHINE. DISASSEMBLE VALVE, CLEAN AND INSPECT ALL PARTS. INSTALL SEAL KITS AND ASSEMBLE VALVE. INSTALL MASTER CYLINDER ASSEMBLY BACK ON MACHINE.

NY64231 - 5A C 023 5050

10,234.35 REMOVE ALL PUMPS, DIFF STEER UNIT, REPLACE HOSES, AND CLEAN SYSTEM. CHANGE OIL IN DIFF AND HYD SYSTEM, REPLACE FILTERS. REPAIR COMMENTS TECH ID: 6229 -- WEDNESDAY, MAY 15, 2013 10:17 AM - THE MACHINE WAS WASHED BEFORE IT WAS MOVED

INTO THE SHOP. THE HYDRAULIC SYSTEM AND STEERING WAS TESTED. THE HYDRAULIC PUMP PRESSURE WAS LOW AND THE STEERING WAS WEAK AND SLOW TO RESPOND. THE HYDRAULIC OIL HAD A DEFINITE AMMONIA SMELL. THE HYDRAULIC TANK WAS DRAINED. THE HYDRAULIC TANK WAS FLUSHED AND WASHED WHEN THE THANK ASSEMBLY WAS REMOVED FOR THE DIFFERENTIAL REPAIR. ALL THE STEERING AND HYDRAULIC FILTERS WERE REMOVED. THE OIL COOLER WAS DISCONNECTED. THE OIL COOLER WAS FLUSHED AND DRAINED. THE COOLER LINES WERE DRAINED. THE HYDRAULIC SUPPLY LINE ASSEMBLY WAS DRAINED. AS MUCH OF THE HYDRAULIC SYSTEM WAS DRAINED AND FLUSHED AS POSSIBLE. NEW HYDRAULIC FILTERS WERE INSTALLED. THE REMOVAL, INSTALLATION AND REPAIR OF THE STEERING, HYDRAULIC AND LUBE PUMPS ARE COVERED BY OTHER REPAIR SEGMENTS. TECH ID: 6229 -- WEDNESDAY, MAY 15, 2013 11:54 AM - TECH ID: 6229 -- MONDAY, MAY 20, 2013 11:19 AM - THE HYDRAULIC PRESSURE AT THE NO. 1 AND NO. 2 REMOTE VALVES WAS LOW. THE PRESSURE AT REMOTE VALVES NO. 3 & NO. 4 WERE BOTH BETTER. ADJUSTED THE PUMP LOW PRESSURE STAND BY PRESSURE TO 450 PSI. ADJUSTED THE STALL PRESSURE TO 2750 PSI. ADJUSTED THE MARGIN PRESSURE TO 400 PSI DIFFERENCE BETWEEN SIGNAL PRESSURE AND STALL PRESSURE. THE SIGNAL PRESSURE ON THE NO. 1 & 2 REMOTE VALVES WAS ONLY 1600 PSI. THE NO. 1 & 2 RESOLVER VALVE WERE REMOVED AND INSPECTED. THE SEALING RING ON THE RESOLVER VALVES HAD DETERIORATED AND THE LOAD SENSE SIGNAL PRESSURE WAS ALLOWED TO LEAK PAST THE VALVES. ALL FOUR LOAD SENSE RESOLVERS WERE REPLACED. THE LOAD SENSE SIGNAL PRESSURE WAS 2350 PSI FOUR ALL FOUR REMOTE VALVES. EACH REMOTE VALVE WOULD THEN REACH STALL PRESSURE OF 2750 PSI AND

NY64231 - 5B C 010 5084

EACH OF THE VALVE  
 DETENTS WOULD KICK OUT AT 2200 PSI  
 DETENT RELEASE  
 PRESSURE. DISASSEMBLE STEERING  
 PUMP AND  
 MOTOR. FOUND NOT TO BE COST  
 EFFECTIVE TO REPAIR.  
 ASSEMBLE PUMP AND MOTOR FOR THE  
 CORE. INSTALL ALL  
 THE FITTINGS ON THE REMAN UNITS  
 WITH NEW O-RINGS.  
 DISASSEMBLE THE IMPLEMENT PUMP.  
 FOUND NOT TO BE  
 COST EFFECTIVE TO REPAIR.  
 ASSEMBLE PUMP FOR THE  
 CORE. INSTALL ALL THE FITTINGS ON  
 THE REMAN UNITS  
 WITH NEW O-RINGS.

9,954.70 INCLUDES IMPLEMENT AND STEERING  
 PUMP AND STEERING

MOTOR,  
 REPAIR COMMENTS  
 TECH ID: 6229 -- WEDNESDAY, MAY 15,  
 2013 11:30  
 AM - THE IMPLEMENT PUMP LINE AND  
 HOSES WERE  
 DISCONNECTED. THE PUMP  
 COMPENSATOR WAS REMOVED  
 FOR BETTER ACCESS TO THE FITTINGS  
 AND BOLTS. THE  
 MOUNTING BOLTS WERE TIGHT AND  
 DIFFICULT TO REMOVE.  
 A WRENCH BOX END HAD TO GROUND  
 DROWN TO FIT THE  
 SPACE BETWEEN THE BOLT HEAD AND  
 THE PUMP BODY. THE  
 PUMP WAS REMOVED AND SENT TO THE  
 COMPONENT REBUILD  
 AREA. THE PUMP HAD SEVER INTERNAL  
 WEAR AND NEEDED  
 TO BE REPLACED. THE NEW PUMP WAS  
 INSTALLED ONTO  
 THE MACHINE. THE SEALS AND O-RINGS  
 ON THE  
 FITTINGS WERE REPLACED. THE LINES  
 AND HOSES WERE  
 INSTALLED. THE PUMP WAS OPERATED  
 AND THE  
 PRESSURES VERIFIED.

NY64231 - AC C 052 7000

510.00

NY64231 - AP C 093 7000 N1406 N1406 N1406

53.51

**WO Total: 24,997.54**

3594500 Apr 05, 2013 15165 NY64073 - 4A C 023 4300

700.00 CUSTOMER CONCERN  
 STEERING PROBLEM  
 CAUSE OF FAILURE  
 AQUA FERTILIZER IN THE HYDRAULIC  
 OIL  
 RESULTANT DAMAGE  
 UNKNOWN  
 REPAIR COMMENTS  
 MACHINE WILL NOT TURN SHARPLY.  
 CHECKED TRACK BELTS  
 AND DRIVERS FOR SLIPPAGE. GOOD.  
 PERFORMED PRESSURE  
 TESTS ON THE STEERING SYSTEM.  
 PRESSURES WERE GOOD.

AFTER TESTS ON THE STEERING VALVE, OPERATED THE MACHINE AND FOUND THE STEERING TO WORK CORRECTLY. POSSIBLE BLOCKAGE IN AN ORIFACE THAT THE HIGHER PRESSURE CLEARED. FOUND THE OIL TO BE A FUNNY GREEN COLOR. CUSTOMER SMELLED THE OIL AND DISCOVERED IT HAD FERTILIZER IN IT. CUSTOMER FLUSHED THE SYSTEM MANY TIMES AND CHANGED THE FILTERS SEVERAL TIMES TO CLEAN IT OUT. MACHINE IS STEERING CORRECTLY NOW. CUSTOMER HAD HIS IMPLEMENT PUMPS CHECKED TO SEE IF THEY COULD HAVE INTRODUCED THE FERTILIZER INTO THE HYDRAULIC OIL.

**WO Total: 700.00**

3594500 Nov 26, 2012 15107 NY62587 - 1A C 035 1450

372.00 CUSTOMER CONCERN  
 ENGINE WILL NOT START. CAUSE OF FAILURE  
 FAILED BATTERIES. WEAK STARTER. RESULTANT DAMAGE  
 ENGINE WILL NOT CRANK FAST ENOUGH TO START.  
 REPAIR COMMENTS  
 CUSTOMER HAD INSTALLED NEW FUEL SYSTEM PARTS. UPON TRYING TO START THE ENGINE, IT GOT AIR INTO THE INJECTORS. CRANKING SPEED WAS TOO SLOW TO OPEN THE INJECTORS AFTER A LITTLE CRANKING. REMOVED THE BATTERY CABLES AND LOAD TESTED THE BATTERY. VOLTAGE WAS 12.3 VOLTS, BUT UNDER THE LOAD TEST, THE VOLTAGE FELL AWAY. THE STARTER SOUNDED LIKE IT WAS DRAGGING, BUT NEEDED TO REPLACE THE BATTERY FIRST. CUSTOMER REPLACED THE BATTERY. STARTER STILL CRANKED SLOW WITH THE NEW BATTERY. CUSTOMER REPLACED THE STARTER. ENGINE CRANKS FAST ENOUGH NOW. CUSTOMER ALSO FOUND A LOOSE WIRE ASSEMBLY GOING TO THE INJECTORS. CLEANED AND REINSTALLED THE CONNECTION. ENGINE STARTED AND RAN, BUT ROUGHLY UNTIL THE AIR WAS OUT OF THE SYSTEM.

**WO Total: 372.00**

3594500 Nov 14, 2012 15106 NY62479 - 1A C 023 1250

198.28 CUSTOMER CONCERN  
 LOW POWER  
 CAUSE OF FAILURE  
 FUEL PRESSURE REGULATING VALVE FAILURE

RESULTANT DAMAGE  
 LOW FUEL PRESSURE, POWER  
 REPAIR COMMENTS  
 ENGINE HAS LOW POWER. CHECKED  
 FUEL PRESSURE AND  
 FOUND IT DROPS BELOW 60 PSI AT  
 TIMES. REMOVED FUEL  
 PRESSURE REGULATING VALVE AND  
 FOUND THE ALUMINUM  
 SEAT WORN AND THE PLUNGER  
 SCORED. ORDERED NEW  
 UPDATED FUEL FILTER BASE AND  
 PRESSURE REGULATING  
 VALVE. ORDERED NEW, LONG HAND  
 PRIMER PUMP AND  
 GASKET. CUSTOMER WILL INSTALL.

**WO Total: 198.28**

3594500 Dec 16, 2011 14368 NY58577 - 3A C 040 3258

453.00 CUSTOMER COMPLAINT:  
 OIL LEAK AT THE DIFF. CASE  
 CAUSE OF FAILURE:  
 LEAKS THROUGH WELD JOINT  
 RESULTANT DAMAGE:  
 SMALL OIL LEAK  
 REPAIR PROCESS COMMENTS:  
 SMALL LEAK OF OIL THROUGH THE  
 DIFFERENTIAL CASE ON  
 THE RIGHT SIDE. OIL LEAKS THROUGH A  
 WELD AT THE  
 BOTTOM OF THE CASE. MUST BE A  
 SMALL CRACK THROUGH  
 THE CASE. CUSTOMER WILL GRIND AND  
 WELD UP THE  
 OUTSIDE WHERE THE LEAK SHOWS UP.  
 WILL NOT WORRY  
 WITH DISASSEMBLY UNTIL MORE LEAKS  
 SHOW UP.

NY58577 - ML C 965 9965 N1450 N1450 N1450 0.00

**WO Total: 453.00**

3594500 Dec 13, 2011 14366 NY58520 - 4A C 040 4198

N1406 N1406

381.26 REF NY56806 , BELT WAS ALIGNED, NO  
 SHIMS WERE  
 USED, BELTED NEEDED REALIGNED.  
 CUSTOMER COMPLAINT:  
 GUIDE BLOCK WEAR, CHECK  
 ALIGNMENT  
 CAUSE OF FAILURE:  
 SLIGHT ALIGNMENT NEEDED  
 RESULTANT DAMAGE:  
 SOME GUIDEBLOCK WEAR  
 REPAIR PROCESS COMMENTS:  
 THE TRACKBELTS ARE QUIT NEW AND  
 THE THE RIGHT  
 SIDE, DOWNHILL BELT HAS GOTTEN  
 SOME CHUNKING WEAR  
 WHILE THE GUIDE BLOCKS WERE SOFT.  
 RAN THE MACHINE  
 AND CHECKED THE ALIGNMENT. RIGHT  
 SIDE WAS RUNNING  
 SLIGHTLY TO THHE INSIDE.  
 DETENSIONED THE TRACK.  
 REMOVED THE AXLE SHIMS. 110-6356.  
 INSTALLED [2]  
 110-6353 SHIMS. RETENSIONED THE  
 TRACKBELT. RAN  
 MACHINE AND CHECKED ALIGNMENT  
 AGAIN. GOOD. LEFT



SIDE IS RUNNING DOWN THE MIDDLE AND THE RIGHT  
SIDE IS RUNNING SLIGHTLY TO THE OUTSIDE.

NY58520 - ML C 965 9965 N1450 N1450 N1450 0.00

**WO Total: 381.26**

3594500 Aug 08, 2011 13977 NY56806 - 4A C 012 4198

19,616.00 CUSTOMER COMPLAINT:  
BELTS ARE WORN OUT  
CAUSE OF FAILURE:  
TIME  
RESULTANT DAMAGE:  
NONE  
REPAIR PROCESS COMMENTS:  
RAISED MACHINE TO STANDS. DETENSIONED THE TRACKBELTS. REMOVED OUTER DRIVERS, IDLERS, AND MIDROLLERS. REMOVED WORN BELTS. CLEANED ALL MOUNTING SURFACES. INSTALLED NEW TRACKBELTS.  
REINSTALLED THE OUTER DRIVERS, IDLERS AND MIDROLLERS. LOWERED MACHINE TO THE GROUND.  
CHECKED AIRBAG PRESSURE. TEST DROVE MACHINE TO CHECK BELT ALIGNMENT. GOOD.

NY56806 - 4B C 069 4198

1,075.29 CUSTOMER ASKED THE GUIDE BLOCKS BE BOLTED ON HIS NEW TRACK.  
CUSTOMER COMPLAINT:  
NEW TRACKS CUSTOMER ASKED TO HAVE THE GUIDE BLOCKS BOLTED ON TO STRENGTHEN THERE HOLD ONTO THE BELTS  
CAUSE OF FAILURE:  
THIS IS TO PREVENT BLOCKS FROM FALLING OFF THE BELTS  
REPAIR PROCESS COMMENTS:  
THE TRACKS WERE BROUGHT INTO THE SHOP AND SET UP TO BOLT ON THE GUIDE BLOCKS. ALL OF THE BLOCKS WERE DRILLED THROUGH, COUNTERSUNK ON THE BELT SIDE AND THE BOLTS WERE INSTALLED INTO THE BLOCKS. NUTS AND WASHERS WERE INSTALLED ON THE BELT SIDE AND THEN TIGHTENED.

NY56806 - 7A C 012 7310

801.27 CUSTOMER COMPLAINT:  
REAR WINDOW IS BROKEN  
CAUSE OF FAILURE:  
VIBRATION  
RESULTANT DAMAGE:  
NO REAR WINDOW  
REPAIR PROCESS COMMENTS:  
REAR WINDOW BROKE OUT, PROBABLY FROM MACHINE  
VIBRATION FROM WORN BELTS. INSTALLED NEW REAR WINDOW AND WINDOW SEAL, WITH

EXISTING HARDWARE.  
 REAR WIPER MOTOR IS IN-OP.  
 CUSTOMER WILL REPAIR  
 AT A LATER DATE.

NY56806 - 92 C 9994 N610400 90.00  
 NY56806 - ML C 965 9965 N1450 N1450 N1450 0.00

**WO Total: 21,582.56**

3594500 May 11, 2011 13812 NY55636 - 4A C 023 7217

1,536.58 CUSTOMER COMPLAINT:  
 MID ROLLER FELL OFF  
 CAUSE OF FAILURE:  
 LOOSE BOLTS, WORN HUB  
 RESULTANT DAMAGE:  
 RUINED MIDROLLER HUB  
 REPAIR PROCESS COMMENTS:  
 RIGHT SIDE, INSIDE #2 MIDROLLER  
 CAME OFF. BOLT  
 HOLES IN THE MIDROLLER WERE  
 DAMAGED TO MUCH TO  
 REUSE. ORDERED [2] NEW 9U-3384  
 MIDROLLERS SO THEY  
 COULD BE INSTALLED AS A PAIR  
 ACROSS FROM EACH  
 OTHER. THE MIDROLLER HUB  
 SHOULDER WAS GROUND DOWN  
 SO IT COULD NOT MOUNT THE  
 MIDROLLER. REMOVED  
 DAMAGED HUB. CLEANED THE SPINDLE.  
 ASSEMBLED THE  
 HUB WITH NEW BEARINGS AND A NEW  
 SEAL. TORQUED  
 BEARING RETAINING NUT AND LOCKED  
 IT IN PLACE. THE  
 HUB COVER HAD BEEN DAMAGED WHEN  
 THE MIDROLLER  
 CAME OFF. INSTALLED A NEW COVER  
 ON THE HUB.  
 FILLED THE HUB WITH OIL. INSTALLED  
 THE [2] NEW  
 MIDROLLERS. CHECKED ALL THE BOLTS  
 ON THE  
 REMAINING MIDROLLERS TO BE SURE  
 THERE WERE NO  
 MORE LOOSE BOLTS. ADDED AIR TO  
 EACH SUSPENSION  
 AIR BAG. 90 PSI.

NY55636 - ML C 965 9965 N1450 N1450 N1450 0.00

**WO Total: 1,536.58**

3594500 Jan 14, 2011 13157 NY53989 - 4A C 028 4192

4,659.96 CUSTOMER WILL BRING IN THE BOGIE  
 ASSEMBLIES  
 REPLACED THE MINORS AND REBUSH  
 AND RESEAL THE  
 MAJORS. INDEX THE MAJOR SPINDLES  
 SO THE WEIGHT IS  
 CARRIED ON A NEW PART OF THE  
 SPINDLE.  
 CUSTOMER COMPLAINT:  
 MAJOR AND MINOR BOGIE BEARINGS  
 LEAKING OIL.  
 CAUSE OF FAILURE:  
 OIL LEAKING PAST SEALS.  
 REPAIR PROCESS COMMENTS:  
 UNBOLTED BOGIE ASSEMBLIES FROM  
 SUSPENSION ARMS.  
 PRESSED OUT OLD MINOR BEARINGS  
 AND PRESSED IN NEW

TO PROPER DEPTH. PRESSED NEW MAJOR BEARINGS INTO RETAINERS. PRESSED OUT OLD MAJOR BEARINGS AND RETAINERS FROM SUSPENSION ARMS. PRESSED IN NEW BEARINGS TO PROPER DEPTH. REASSEMBLED BOGIE ASSEMBLIES USING NEW SEALS. INSTALLED RETAINING PLATE AND BOLTS USING LOCTITE. INSTALLED COVER USING GASKET MAKER. FILLED ASSEMBLIES WITH OIL.

**WO Total: 4,659.96**

3594500 Dec 28, 2010 13200 NY53691 - 1A C 023 1000

1,785.07 CUSTOMER COMPLAINT:  
 OIL LEAK AT THE FRONT COVER  
 CAUSE OF FAILURE:  
 HOUSING BOLT DID NOT STAY TIGHT, WRONG TORQUE  
 RESULTANT DAMAGE:  
 LOOSE BOLT, LEAKING GASKET  
 REPAIR PROCESS COMMENTS:  
 FRONT HOUSING BOLT WAS LOOSE ON THE RIGHT SIDE OF THE ENGINE. THIS ALLOWED THE HOUSING TO MOVE AND LEAK OIL. DRAINED COOLANT FROM THE RADIATOR.  
 DISASSEMBLED THE RADIATOR SO THAT THE CAMSHAFT AND GEAR COULD COME OUT TO REMOVE THE FRONT COVER. TIMED THE ENGINE. REMOVED VALVE COVERS AND REMOVED THE ROCKER ASSEMBLIES AND PUSH TUBES.  
 REMOVED FAN DRIVE AND DAMPER ASSEMBLY. REMOVED OIL PUMP AND WATER PUMP. REMOVED THE CAMSHAFT.  
 FOUND A LOOSE BOLT ON THE RIGHT SIDE. IT WAS BACKED OUT ABOUT A QUARTER INCH. REMOVED THE FRONT COVER. CLEANED ALL MOUNTING SURFACES.  
 REASSEMBLED IN REVERSE ORDER WITH NEW SEALS AND GASKETS. REINSTALLED FRONT HOUSING WITH NEW BOLTS AND TORQUED TO SPECS. REINSTALLED CAMSHAFT.  
 INSTALLED NEW FRONT CRANKSHAFT SEAL. REINSTALLED ROCKER ASSEMBLIES. ADJUSTED VALVE LASH AND INJECTORS. REINSTALLED VALVE COVERS. REINSTALLED OIL PUMP AND WATER PUMP. INSTALLED ALL NEW RADIATOR HOSES. FILLED ENGINE WITH NEW OIL AND RADIATOR WITH NEW COOLANT. STARTED AND RAN ENGINE TO CHECK FOR LEAKS AND CORRECT OPERATION. GOOD.

			NY53691 - 1B C 093 1000		N1406		406.56	LEAKS NOT DURRING ENGINE REBUILD TIME IS FOR REWORK TO FIX LEAKS REF W/O NY48476 OK DAN NEACE
			NY53691 - AB C 056 7000				754.40	
						<b>WO Total:</b>	<b>2,946.03</b>	
3594500	May 21, 2010	13156	NY50204 - 1A C 035 1000	N1412	N1412	N1412	78.71	CUSTOMER COMPLAINT: ENGINE OIL LEAK AT THE FRONT OF THE ENGINE CAUSE OF FAILURE: BROKEN GASKET BETWEEN FRONT COVER AND THE ENGINE BLOCK RESULTANT DAMAGE: OIL LOSS, MESS REPAIR PROCESS COMMENTS: OIL LEAK AT THE FRONT RIGHT SIDE OF THE ENGINE. CLEANED AREA WELL. RAN ENGINE AND CHECKED FOR LEAKS. FOUND NO LEAKS UNTIL ENGINE WAS QUITE WARM. OIL IS COMING FROM BETWEEN THE ENGINE BLOCK AND THE FRONT COVER AT THE LOWER RIGHT FRONT CORNER. CHECKED ALL MOUNTING BOLTS FOR THE FRONT COVER AND THE ENGINE MOUNT. ALL ARE TIGHT. FRONT COVER WILL NEED TO BE REMOVED AND GASKET REPLACED TO STOP LEAK. CUSTOMER WILL HAVE REPAIR MADE AT A LATER DATE. CUSTOMER WILL TRY TO ADD SEALANT TO AREA TO SLOW THE LEAK FOR NOW. ALSO FOUND THE TRANSMISSION FILL TUBE MOUNTING BRACKET BROKEN. CUSTOMER WILL REPAIR.
			NY50204 - AB C 056 7000	N1412	N1412	N1412	57.24	Ref W/O NY48476
						<b>WO Total:</b>	<b>135.95</b>	
3594500	Mar 08, 2010	13038	NY49064 - 3A C 094 3254	A1409PA	A1409PA	A1409PA	2,034.15	REF W/O # NY48476 DATED 2/03/10 AT 13,031 HOURS. 7 HOURS ON PARTS CUSTOMER COMPLAINT: LOOSE PINION DRIVE CAUSE OF FAILURE: PINION BEARING SIEZED/PART MADE WRONG NOT ROUND RESULTANT DAMAGE: GROUND HOUSING. LOOSE PINION, PARK BRAKE PADS REPAIR PROCESS COMMENTS: PINION DRIVE WAS JUST REBUILT WITH NEW 5P-9531 CONES AND NEW 5P-9532 CUPS. INSTALLED NEW SEAL ALSO AT THAT TIME. SET BEARINGS TO SPECS AT GAP PLUS .008 SHIM WHILE ROTATING HUB. INSTALLED DRIVE IN DIFF. REINSTALLED PARK

BRAKE WITH NEW  
 PADS. FILLED DIFF. WITH NEW OIL.  
 CUSTOMER DROVE  
 TRACTOR ABOUT 1/2 MILE WHEN THE  
 PINION BEARING  
 FAILED AND OIL STARTED LEAKING  
 FROM THE SEAL.  
 SLOPPY DRIVE YOKE RUINED BOTH  
 PARK BRAKE PADS.  
 DRAINED OIL FROM DIFF. REMOVED  
 DRIVELINE, PARK  
 BRAKE CALIPER AND YOKE. REMOVED  
 DRIVE FROM THE  
 DIFF. FOUND THE INNER 5P-9532 CONE  
 SIEZED AND  
 GROUND FLAT. OUTER 5P-9532 CONE  
 HAD BEEN ROTATING  
 FREELY. WHEN INNER CONE SIEZED,  
 IT'S 5P-9532 CUP  
 GROUND INTO THE 103-8860 HOUSING,  
 DAMAGING IT  
 BEYOUND REUSE. ORDERED NEW  
 HOUSING. INSTALLED 2  
 NEW CUPS AND 2 NEW CONES.  
 TORQUED TO SPEC.  
 MEASURED GAP AND SET BEARINGS TO  
 SPECS WITH GAP  
 PLUS .008 SHIMS. INSTALLED NEW 2D-  
 8540 LIP SEAL.  
 INSTALLED HOUSING INTO DIFF.  
 REINSTALLED YOKE AND  
 PARK BRAKE CALIPER. INSTALLED NEW  
 PARK BRAKE  
 PADS. ADJUSTED PARK BRAKE. FILLED  
 DIFF. WITH  
 CUSTOMER'S NEW OIL. RAN TRACTOR  
 AND CHECKED FOR  
 CORRECT OPERATION AND FOR LEAKS.  
 GOOD.  
 T/S = 2  
 D/A = 10  
 T/A = 1

NY49064 - AB C 056 7000 N1406 N1406 N1406 1,003.20  
**WO Total: 3,037.35**

3594500 Feb 03, 2010 13031 NY48476 - 1A C 023 1000

9,212.57 CUSTOMER COMPLAINT:  
 HIGH HOURS. TIME FOR PREVENATIVE  
 REPAIR.  
 REPAIR PROCESS COMMENTS:  
 ENGINE HAS HIGH HOURS. CUSTOMER  
 WANTS TO DO SOME  
 REPAIRS AND OTHERS, DEPENDING ON  
 WHAT WE FIND  
 AFTER TEAR DOWN. FUEL SHUT OFF  
 VALVE WAS LEAKING  
 EXTERNALLY AND WOULD NOT SHUT  
 FUEL SUPPLY OFF.  
 REPLACED SHUT OFF VALVE.  
 DISASSEMBLED ENGINE TO  
 REMOVE CYLINDER HEAD. CLEANED  
 AND INSPECTED  
 CYLINDER LINERS. VERY LITTLE  
 APPARENT WEAR. DID  
 LINER PROTRUSION TEST ON EACH  
 CYLINDER. RECORDED  
 FINDINGS. GOOD. CLEANED AND  
 INSPECTED ROCKER  
 ASSEMBLIES. ALL LOOK GREAT.  
 CUSTOMER WANTED TO

REINSTALL UNIT INJECTORS.  
 REINSTALLED INJECTORS  
 WITH NEW O-RING SEALS AND NEW  
 MOUNTING BOLTS.  
 REINSTALLED ROCKER ASSEMBLIES.  
 ADJUSTED VALVES  
 AND INJECTORS. CHANGED ROD, MAIN  
 AND THRUST  
 BEARINGS. REMOVED BLOCK PLUGS  
 AND INSTALLED 3/4  
 SOFT PLUGS IN THEIR PLACE.  
 REPLACED ENGINE OIL  
 PUMP WITH NEW 10R-2296 OIL PUMP.  
 RESEALED ALL  
 PUMP LINES WITH NEW O-RING SEALS.  
 REPLACED ENGINE  
 OIL COOLER WITH NEW, OR. OIL  
 COOLER. REPLACED  
 TEMPERATURE REGULATOR WITH NEW.  
 REINSTALLED OIL  
 PAN WITH NEW GASKET. ALTERNATOR  
 PULLEY WAS VERY  
 WORN. REPLACED PULLEY AND BELT  
 SET. REMOVED  
 DRIVESHAFT TO THE TRANSMISSION.  
 REMOVED DRIVE  
 COUPLER AND FLYWHEEL. REMOVED  
 LEAKING REAR  
 CRANKSHAFT SEAL. CLEANED  
 MOUNTING AND INSTALLED  
 NEW REAR CRANK SEAL. REINSTALLED  
 FLYWHEEL AND  
 DRIVE COUPLER. REMOVED  
 TRANSMISSION INPUT YOKE  
 AND SEAL. CLEANED MOUNTING AND  
 INSTALLED NEW  
 SEAL. REINSTALLED YOKE AND DRIVE  
 SHAFT. CHECKED  
 TURBOCHARGER FOR WEAR.  
 INSTALLED AND PRELUBED NEW  
 OR. TURBOCHARGER WITH NEW  
 GASKET AND MOUNTING  
 HARDWARE. FILLED ENGINE WITH NEW  
 CUSTOMER  
 SUPPLIED OIL AND FILTERS. FILLED  
 COOLING SYSTEM  
 WITH NEW CUSTOMER SUPPLIED  
 COOLANT. A/C SYSTEM  
 HAD NOT BEEN WORKING. REMOVED  
 AND REPLACED  
 ORIFACE TUBE AND  
 ACCUMULATOR/DRYER AFTER ENGINE  
 START-UP. CHARGED SYSTEM WITH 4.2  
 POUNDS OF  
 R-134A. WORKS GREAT.

NY48476 -4A C 023 4050

794.86 CUSTOMER COMPLAINT:  
 PARK BRAKE ROTOR IS WARPED.  
 DAMAGES BRAKE PADS.  
 CAUSE OF FAILURE:  
 LOOSE DIFF. YOKE ALLOWS EXCESSIVE  
 ROTOR MOVEMENT  
 RESULTANT DAMAGE:  
 OVERHEATING OF ROTOR AND PAD  
 DAMAGE.  
 REPAIR PROCESS COMMENTS:  
 PARK BRAKE ROTOR DISC IS WARPED.  
 CUSTOMER WORKED  
 ON ASSEMBLY AND DISASSEMBLY.

AFTER DRIVESHAFT  
 REMOVAL, IT WAS APPARENT THAT  
 THERE IS EXCESSIVE  
 DRIVE PINION MOVEMENT. REMOVED  
 PARK BRAKE  
 ASSEMBLY, YOKE AND ROTOR.  
 REMOVED DRIVE PINION.  
 DISASSEMBLED AND INSPECTED THE  
 BEARINGS. GREYING  
 OF THE RACE SURFACE. REPLACED  
 BEARINGS, RACES AND  
 DIFF. SEAL. CHECKED DRIVE PINION  
 ENDPLAY. SET TO  
 SPECS AT .008. REINSTALLED DRIVE  
 ASSEMBLY.  
 INSTALLED NEW BRAKE DISC #3W-5638.  
 REINSTALLED  
 PARK BRAKE ASSEMBLY. ADJUSTED  
 PARK BRAKE. FILLED  
 SYSTEM WITH NEW CUSTOMER  
 SUPPLIED OIL.

NY48476 -4B C 023 4267

N1412 N1412

404.54 Work that should have been performed on  
 NY46742  
 TH DN

NY48476 -AB C 056 7000

1,031.00

**WO Total: 11,442.97**

3594500 Oct 07, 2009 12868 NY46742 -4A C 035 4267

1,118.22 CUSTOMER COMPLAINT:  
 PARK BRAKE TIGHTENS ON IT'S OWN  
 CAUSE OF FAILURE:  
 INTERNAL CALIPER WEAR  
 RESULTANT DAMAGE:  
 BURNED PADS, NO PARK BRAKE  
 REPAIR PROCESS COMMENTS:  
 PARK BRAKE KEEPS RIPPING OFF  
 BRAKE PADS. CHECKED  
 CALIPER AND FOUND THE INTERNAL  
 CAMS WORN OUT AND  
 CAUSING THE BRAKE TO TIGHTEN UP  
 WHEN THE BRAKE  
 WAS NOT APPLIED. OPERATOR SAID  
 THE BRAKE HAD  
 BROUGHT THE TRACTOR TO A STOP  
 DURING OPERATION AT  
 LEAST ONCE. ACTION ALARM IN THE  
 CAB DOES NOT  
 WORK. CHECKED SWITCHES,  
 CONNECTIONS AND WIRING.  
 FOUND ALARM HORN WAS IN-OP.  
 INSTALLED NEW HORN  
 AND DAMPER. REMOVED DAMAGED  
 CALIPER. INSTALLED  
 NEW CALIPER AND PADS. ADJUSTED  
 FOR CORRECT  
 OPERATION. CHECKED ALARM FOR  
 ACTIVATION WITH THE  
 BRAKE ON AND THE TRACTOR IN GEAR.  
 GOOD.

NY46742 -AB C 056 7000

N1406

180.46

**WO Total: 1,298.68**

3594500 Jul 16, 2008 11911 NY41095 -1A C 014 1307

250.34 CUSTOMER COMPLAINT:  
 OIL LEAKS AT THE ENGINE OIL PUMP  
 TUBING  
 CAUSE OF FAILURE:  
 HARD SEALS  
 RESULTANT DAMAGE: