

ALTORFER



ALTORFER INC.



Construction : Power Systems : Ag Machinery : Lift Truck : Compact Construction : Packaging : Rental Services

SOLD TO WALKER LIVESTOCK TRUCKING

SHIP TO

INVOICE NUMBER	INVOICE DATE	CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	STORE	DIV.	SALESMAN	TERMS	PAGE
WO350005062	06-10-10	600895		35	X	100	2	1
PSQ/WO NUMBER	DOC DATE	PC	LC	MC	SHIP VIA		INV. SEQ. NUMBER	
TE14451	05-12-10	10	10	10			4871653	
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH. I.D. NUMBER			
AA	C15	OMXS02341	31	592455.0				
QUANTITY	ITEM	N/R	DESCRIPTION	UNIT PRICE	EXTENSION			

590,387 ODOMETER MILES ARRIVED

590,417 OTOMETER MILES LEAVING

INSPECT ENGINE

WALKER LIVESTOCK TRUCKING

FREE ALTORFER CERTIFIED INSPECTION * DIS-MLP-970

VALUE \$145.00

REPAIR PROCESS COMMENTS:

INSPECTED THE ENGINE AND TOOK AN OIL AND COOLANT SAMPLE.

1	COOLANT II	ANALYSIS	S	33.00	33.00
	46530				
1	SOS SINGLE	OIL ANALYSIS	S	11.00	11.00
	46530				
		TOTAL PARTS	SEG. 01		44.00 *
		LESS 50%-PARTS			22.00-*
	ENG REPAIR LABO	1.00 RT HOURS	46010		101.00
		TOTAL LABOR	SEG. 01		101.00 *
		LESS 50%-LABOR			50.50-*
1.00-		FREE INSPECTION	12810		72.50-
		TOTAL MISC CHGS	SEG. 01		72.50-*

Inquiries should be directed to: Altorfer Inc.
P.O. Box 1347
Cedar Rapids, IA 52406-1347
Ph 319-365-0551 Fax 319-365-5639

CASH
DISCOUNT
10TH PROX.

PAY THIS
AMOUNT

CONT'D

AMOUNT
CREDITED

- ALL RETURNABLE PARTS ARE ACCEPTABLE FOR CREDIT ONLY BY OUR AUTHORIZATION. THEY MUST BE RETURNED WITHIN 15 DAYS AFTER DAY OF SHIPMENT TO AVOID HANDLING AND RESTOCKING CHARGES.



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* - NOT RETURNABLE

ITEMS NOT SHOWN
ARE BACKORDERED

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CEDAR RAPIDS, IA 52406-1347

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QUANTITY		ITEM		N/R	DESCRIPTION			UNIT PRICE		EXTENSION			

SEGMENT 01 TOTAL

.00 T

REPAIR ENGINE

REPAIR FOR COOLANT TEMP FLUCTUATES

Customer is overhauling using a platinum kit

CUSTOMER COMPLAINT:

ENGINE COOLANT TEMPERATURE FLUCTUATING

CAUSE OF FAILURE:

BLOWN HEAD GASKET AT THE #4 CYLINDER.

REPAIR PROCESS COMMENTS:

FOUND THE COOLING SYSTEM WAS BUILDING PRESSURE. I BOTTLE TESTED THE ENGINE AND FOUND THE ENGINE HAD COMPRESSION ENTERING THE COOLING SYSTEM.

I DRAINED THE ENGINE COOLANT AND REMOVED ALL COMPONENTS NECESSARY TO ACCESS THE CYLINDER HEAD.

I THEN REMOVED THE HEAD AND FOUND THE FIRE RING ON THE #4 CYLINDER HAD FAILED ALLOWING COMPRESSION GASES TO ENTER THE COOLING SYSTEM. AT THIS POINT THE CUSTOMER DECIDED TO OVERHAUL THE ENGINE AND AN ENGINE KIT WAS ORDERED.

I THEN REMOVED THE OIL PAN AND OIL PUMP AND PISTON COOLING JETS. I THEN REMOVED THE CYLINDER PACKS AND INSPECTED THE BLOCKS DECK. I FOUND BORES #'S 1,3,4, AND 5 WERE IN NEED OF COUNTER BORING AND I

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CUT ALL BORES .030" AND INSTALLED INSERTS. I THEN CLEANED THE BLOCK AND INSTALLED THE ENGINE MAIN BEARINGS, CYLINDER PACKS, ROD BEARINGS, PISTON COOLING JETS, AND A RE-MANNED OIL PUMP. I THEN SWAPPED OVER ALL THE COMPONENTS FROM THE CYLINDER HEAD AND INSPECTED THE CAM SHAFT. I FOUND THE REAR CAM COVER WAS CRACKED AND REPLACED IT WITH A NEW ONE. I INSTALLED NEW EXHAUST PACKING ONTO THE EXHAUST MANIFOLD JOINTS.

JON REQUESTED THAT I REMOVE THE WATER PUMP AND CLEAN THE SILICONE SEALANT THAT WAS USED TO SEAL IT. WHILE THE WATER PUMP WAS OFF I VISUALLY COULD SEE THE ENGINES OIL COOLERS INTERNAL MOUNTING RUBBER WAS DETERIORATING. I THEN ORDERED AND INSTALLED A RE-MANNED OIL COOLER CORE. I ALSO INSTALLED A NEW EMISSIONS TAG ONTO THE COOLER CORE.

ONCE THE HEAD WAS FULLY ASSEMBLED I INSTALLED IT ONTO THE ENGINE AND TORQUED IT TO SPEC AND SET THE CAMSHAFTS BACKLASH TO .008". I THEN INSTALLED SIX RE-MANNED INJECTORS AND INSTALLED ALL THE VALVE TRAIN COMPONENTS AND MADE ALL NEEDED ADJUSTMENT.

I THEN FINISHED ASSEMBLING THE ENGINE AND IN THE PROCESS REPLACED ANY COOLANT HOSES AND CLAMPS THAT WERE IN NEED OF REPLACEMENT. I ALSO INSTALLED A DIAPHRAGM KIT INTO THE COOLANT DIVERTER VALVE AND REPLACED SOME BURNT WIRING FOR THE VALVES SOLENOID.

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QUANTITY	ITEM	N/R	DESCRIPTION	UNIT PRICE	EXTENSION			

I THEN INSTALLED A NEW OIL FILTER AND ENGINE OIL, A NEW AIR FILTER AND REPLACED THE SECONDARY FUEL FILTER. I THEN FLASHED THE CURRENT SOFTWARE INTO THE ECM. I THEN INSTALLED THE EXISTING COOLANT AND STARTED THE ENGINE AND CHECKED FOR LEAKS AND FOUND NONE.

I MOVED THE TRUCK INTO THE WASH BAY AND REMOVED THE AFTERCOOLER TO CLEAN OUT THE RADIATOR. I THEN INSTALLED THE CORE BACK ONTO THE TRUCK WITH NEW MOUNTS AND HARDWARE. DURING REMOVAL OF THE A/C CONDENSER THE MOUNTING STUDS BROKE OFF. I WELDED NEW BOLTS IN THEIR PLACE AND MOUNTED THE CONDENSER WITH NEW MOUNTS.

TRAVIS TOOK THE TRUCK FOR A TEST DRIVE AND REPORTED NO PROBLEMS. I THEN TOPPED OFF THE COOLING SYSTEM AND CHECKED THE ENGINE OIL LEVEL.

1	2S-3440	45010	CLAMP	S	1.77	1.77
2	3P-0650	45010	SEAL-O-RING	S	11.72	23.44
4	5D-1026	45010	CLAMP	S	1.31	5.24
1	5H-1504	45010	WASHER	S	.91	.91
25	5P-0743	45010	CM-HOSE STK	N	.26	6.50
4	6I-4361	45010	INSERT SEAT	S	56.05	224.20
1	6V-2317	45010	BOLT	S	.22	.22

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2	8C-5230		SEAL O RING	S	10.46	20.92		
		45010						
2	8T-5917		SEAL-O-RING	S	1.48	2.96		
		45010						
1	8T-6703		CLAMP	S	9.32	9.32		
		45010						
1	9L-8925		BOLT	S	.13	.13		
		45010						
2	9S-8004		PLUG	S	5.77	11.54		
		45010						
1	10R-2112		CORE AS OIL	S	830.01			
		45030	4500A DISCOUNT	10.00%	83.00-	747.01		
1			CORE DEPOSIT	S	365.14	365.14		
		25105						
1-			FULL CREDIT	S	365.14	365.14-		
		2510A						
1	10R-9925		KIT ENG OVER	N	10984.38			
		45030	4500A DISCOUNT	10.00%	1098.44-	9885.94		
1			CORE DEPOSIT	N	9194.69	9194.69		
		25105						
1-			FULL CREDIT	N	9194.69	9194.69-		
		2510A						
1	102-9089		COVER	S	12.59	12.59		
		45010						
2	109-0077		SEAL O RING	S	7.47	14.94		
		45010						
1	125-0434		SEAL	S	11.55	11.55		
		45010						
2	136-4877		SPLICE WIRE	S	.66	1.32		
		45010						

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2	172-4702		CLAMP	S	.90	1.80		
		45010						
2	186-3736		SOCKET-CONNE	S	.79	1.58		
		45010						
1	197-8006		SEAL-O-RING	S	5.97	5.97		
		45010						
1	214-7568		SEAL-O RING	S	2.70	2.70		
		45010						
1	235-5678		SEAL-O-RING	S	.63	.63		
		45010						
2	238-1329		SEAL AS	S	94.67	189.34		
		45010						
3	238-8648		COOLANT-ELE	S	11.58	34.74		
		45010						
1	276-9507		HOSE	S	13.92	13.92		
		45010						
1	319-6059		KIT-DIAPHRAG	S	118.50	118.50		
		45010						
40	1556199Q		DEO 15W40 QUARTS	S	2.54	101.60		
		45010						
4	PETE ATAAC MNTS		GROMMET	S	22.03	88.12		
		45405						
2	14 HIGH TEMP		WIRE/FT	S	.20	.40		
		45405						
8	19659		5/16 FLANGED BOLTSS		.45	3.60		
		45405						
8	37339		5/16 FLANGED NUTS S		.10	.80		
		45405						

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THE CAT Rental STORE

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QUANTITY	ITEM		N/R	DESCRIPTION			UNIT PRICE		EXTENSION					

	TOTAL PARTS	SEG. 02	11544.20 *
		F/R LBR	4500.00 *
1.00	RS3750AIR FILTER	46500	63.56
1.00	A/C COND MNT KIT	46500	44.63
	TOTAL MISC CHGS	SEG. 02	108.19 *
	SEGMENT 02 TOTAL		16152.39 T

REPAIR FOR WARRANTY ENGINE OIL LINES

PI10764

REPAIR PROCESS COMMENTS:

WHILE THE TRUCK WAS IN THE SHOP FOR OTHER REPAIRS
I REPLACED THE VVA OIL LINE AND MOUNTING AS PER
THE SERVICE LETTER.

1	OS-1591	45010	CAP SCREW	S	.36	.36
2	033-6027	45010	O RING	S	3.55	7.10
1	112-4387	45010	ELBOW	S	5.56	5.56
1	286-9133	45010	VALVE AS-CHE	S	28.45	28.45
1	340-1286	45010	HOSE AS-SUPP	S	90.56	90.56

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1	344-1950		CLIP-HALF SL	S	2.21	2.21
1	344-1951	45010	CLIP-HALF TA	S	2.15	2.15
1	346-0344	45010	SPACER	S	1.22	1.22
			TOTAL PARTS	SEG. 03		137.61 *
			LESS 100%-PARTS			137.61-*
	ENG REPAIR LABO	1.00 RT HOURS	46010			101.00
		TOTAL LABOR	SEG. 03			101.00 *
		LESS 100%-LABOR				101.00-*
		SEGMENT 03 TOTAL				.00 T

REPAIR OTHER ENGINE COMPONENTS

Install transmission oil cooler						202.00
ENG REPAIR LABO	2.00 RT HOURS	46010				
	TOTAL LABOR	SEG. 04				202.00 *
	SEGMENT 04 TOTAL					202.00 T

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FREE 2 YR/UNLIMITED MILEAGE OPT COVERAGE (\$1700.00)
 UPGRADE TO 4 YR/UNLIMITED OPT COVERAGE NAT-ENG-180
 \$2790.00 4 YR/UNLIMITED VALUE
 CUSTOMER TO PAY \$1090.00

1.00

O/H PROTECT TRK 12810

1090.00

TOTAL MISC CHGS SEG. 05

1090.00 *

SEGMENT 05 TOTAL

1090.00 T

TOTAL PARTS DISCOUNT 1181.44 -
 TRK PRODUCT IMPROVEMENT
 COVERED REPAIRS 238.61

IOWA SALES TAX

872.22 T

1% CITY TAX

174.44 T

ADD'L 1% SALES TAX

174.44 T

PLEASE DIRECT WORK ORDER INQUIRIES TO
 THE SERVICE DEPARTMENT: PH 319-365-6500

* * * INVOICE COPY * * *

NET 30 DAYS

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18665.49

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