

NC MACHINERY



INVOICE

WA - (425) 251-9800
AK - (907) 786-7500

Please Remit To: Harnish Lockbox LB1208
PO Box 35144
Seattle, WA 98124-5144

SOLD TO
THOMCO CONSTRUCTION INC
CAT ACCESS ONLY
16410 84TH ST NE D415
CAT ACCESS ONLY
LAKE STEVENS WA 98258-9275

SHIP TO

360-865-6000

Oct 2020

| INVOICE NUMBER | INVOICE DATE | CUSTOMER NUMBER | CUSTOMER ORDER NUMBER | STORE | DIV | SALESMAN | TERMS | PAGE |
|----------------|--------------|-----------------|-----------------------|------------------|---------------|----------------|-------|-------------|
| MNW01775741 | 12-31-20 | 4084401 | TRK# 209 | 28 | E | BKM | 2 | 1 |
| PSO/WO NO. | DOC. DATE | PC | LC | MC | SHIP VIA | | | INV SEQ NO. |
| MN10597 | 09-25-20 | 10 | 10 | 10 | | | | 822562 |
| MAKE | MODEL | SERIAL NUMBER | | EQUIPMENT NUMBER | METER READING | MACHINE ID NO. | | |
| AA | C-15 | ONXS26470 | | TRK# 209 | 369656.0 | | | |
| QUANTITY | ITEM | N/R | DESCRIPTION | | UNIT PRICE | EXTENSION | | |

RECONDITION ENGINE USING A REMAN LONG BLOCK -- NEW
S/N IS 17602744.

REMOVE AND INSTALL ENGINE

CUSTOMER CONCERN

TECH ID: 4237 -- MONDAY, OCTOBER 26, 2020 10:10 AM - CUSTOMER CONCERN THE ENGINE HAD DROPPED A VALVE AND IS GETTING A REMAN LONG BLOCK CAUSE OF FAILURE NONE
RESULTANT DAMAGE NONE
REPAIR COMMENTS

1 PUT AC LINES IN PEE CLAMPS AT THE FIRE WALL AND AT RAD 2 CHECK OUT OIL PRES SURE LINE ON THE TURBO3 MOVE COOLANT LINE BEHIND THE LOWER RAD HOSE A LONG PAN RAIL 4 RUN COOLANT LINES ALONG THE PAN RAIL WITH PEE CLAMPS AND MOVES STUDS IN PAN RAIL 5 INSTALL PEE CLAMPS ON THE COOLANT HOSE TO THE REAR OF THE BLOCK 6 INSTALL PEE CLAMPS ON L BRACKETS ON FUEL HOSE AND COOLANT ON THE POWER STEERING HEATER 7 MOVE THE FUEL HOSE TO THE FUEL FILTER SO IT IS IN A PEE CLAMP 8 RELEASE THE 4 INCH PRESSURE HOSE TO THE INTER COOLER 9 ZIP TIE UP SOME WIRES AND HOSE WERE NEEDED TO INSTALL PEE CLAMPS ON BATTERY CABLES AND PUT HOSE GUARDS ON THE TO TO PROTECT THEM 10 INSTALL GREASE HOSE ON THE THROW OUT BEARING AND GREASE

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PO Box 735638
Dallas, TX 75273-5638

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CROOS SHAFT 12 INSTALL THE HOOD AND ADJUST TO GET IT TO OPEN AND CLOSE 13 INSTALL LID ON BATTERY BOX 14 TEST RUN THE TRUCK AND CHECK TO SEE IF EVERY THING WORKS THE FAN WILL NOT TURN OFF PULLED A PSR ON THE TRUCK AND HAVE NO FAULT CODES ON THE PSR 15 WENT OVER THE WORK DONE ON THE TRUCK WITH THE CUSTOMERS AT THE SHOP 1 THE TRUCK WAS PUSHED INTO THE SHOP. 2. I REMOVED THE HOOD AND RADIATOR ASSEMBLY. 3. I THEN REMOVED THE OIL PAN AND THE OIL PUMP IN ORDER FOR THE ENGINE TO COME OUT. 4. I THEN JACKED UP AND SUPPORTED THE TRANSMISSION. 5. I THEN REMOVED THE CLUTCH LINKAGE. 6. I THEN SUPPORTED THE ENGINE WITH THE CRANE AND REMOVED BELL HOUSING BOLTS. 7. I THEN REMOVED THE ENGINE. 8. I THEN ASSEMBLED THE NEW ENGINE. 9. WITH THE NEW ENGINE ASSEMBLED I INSTALLED INTO THE TRUCK. 10. I THEN HOOKED UP THE TRANSMISSION AND TORQUED BOLTS TO SPEC. 11. WITH THE TRANSMISSION MOUNTED I HOOKED UP THE CLUTCH LINKAGE AND TORQUED MOTOR MOUNTS TO SPEC. 12. I THEN INSTALLED THE AIR PIPING AND EXHAUST PIPING. A. I FOUND THAT THE FLEX TUBE HAD BEEN CUT ON THE EXHAUST AND HAD TO BE REPLACED. 13. WITH THE AIR AND EXHAUST PIPING INSTALLED I INSTALLED THE OIL NEW OIL PUMP AND LINES. A. I HAD TO REMOVE AND INSTALL THE FAN ON THE OIL PUMP THIS TOOK ADDITIONAL TIME. 14. I THEN REPLACED THE ENGINE OIL AND FUEL FILTERS. 15. I FILLED THE ENGINE UP WITH ENGINE OIL.

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16. I THEN INSTALLED THE COOLING PACKAGE. 17. I ADJUSTED RADIATOR TO MAKE SURE THERE WAS ENOUGH FAN CLEARANCE 18. WITH THE COOLING SYSTEM ON I WAS ABLE TO START THE ENGINE AND ENSURE THAT THERE WERE NO LEAKS. 19. UPON START UP WE FOUND OIL COMING FROM THE EXHAUST. 20. I REMOVED THE TURBO AND CONFIRMED IT WAS NOT COMING FROM THERE 21. I THEN WE THEN FOUND THAT THERE MAY HAVE BEEN OIL IN THE CYLINDERS FROM SHIPPING. 22. REASSEMBLED THE TURBO AND EXHAUST MANIFOLDS. 23. RAN MACHINE AND FOUND THAT IT WAS OKAY. 24. I THEN PROGRAMED THE NEW INJECTORS INTO THE ECM AND CONFIRMED THAT IT RAN WELL. 25. I THEN HAD JAY FINISH THE ENGINE.

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| 97000.00 | 97000.00 |
| 98000.00 | 98000.00 |
| 99000.00 | 99000.00 |
| 100000.00 | 100000.00 |

SEGMENT 01 TOTAL

F/R LBR 5754.00 *
5754.00 T

RECONDITION ENGINE

USING REMAN LONG BLOCK & COMPONENTS AS NEEDED. SEGMENT 02 IS FOR PARTS ONLY.

| | | | | | | |
|---|----------|--------------|---|--|---------|---------|
| 1 | 1R-1808 | | | | 33.10 | 33.10 |
| 1 | 10R-1888 | TURBO GP | N | | 2887.66 | 2887.66 |
| 1 | | CORE CHARGE | N | | 1509.88 | 1509.88 |
| 1 | | CORE RETURN | N | | 1509.88 | 1509.88 |
| 1 | 10R-2407 | TURBO GP BAS | N | | 2038.55 | 2038.55 |
| 1 | | CORE CHARGE | N | | 1065.90 | 1065.90 |

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|------------------------------------------------------|------------------------------------------|--|-----------------------|-------|----------|----------|---|
| 1 | 10R-4412 | | CORE RETURN | N | 1065.90 | 1065.90 | |
| 1 | 10R-4412 | | BLOCK GP CYLBE REPAIR | N | 20962.13 | 20962.13 | |
| 1 | | | CORE CHARGE | N | 7896.22 | 7896.22 | |
| 1 | | | CORE RETURN | N | 7896.22 | 7896.22 | |
| 1 | | | CORE CHARGE | N | 2184.60 | 2184.60 | |
| 1 | | | CORE RETURN | N | 2184.60 | 2184.60 | |
| 1 | 10R-9236 | | INJECTOR KIT | N | 3794.47 | 3794.47 | |
| 1 | | | CORE CHARGE | N | 1785.33 | 1785.33 | |
| 1 | | | CORE RETURN | N | 1785.33 | 1785.33 | |
| 1 | 168-5248 | | SEAL-ISOLATIL COOL | S | 257.80 | 257.80 | |
| 6 | 238-8648 | | CAT ELC | S | 13.66 | 81.96 | |
| 1 | 238-8649 | | CAT ELC | S | 66.80 | 66.80 | |
| 12 | 091847 | | BRAKE CLEANER | NCM S | 3.36 | 40.32 | |
| 4 | MR10010 | | BUSHING MOUNTING | N | 39.74 | 158.96 | |
| 2 | 05-16401 | | FRT. ENG. MOUNTS | N | 37.19 | 74.38 | |
| TOTAL PARTS | | | | | SEG. 02 | 30396.13 | * |
| 4.00 | Paid by Cat Financial Commercial Account | | | | | 4500.00 | |
| 40.00 | 15-40 ENG OIL QT | | | | | 157.60 | |
| TOTAL MISC CHGS | | | | | SEG. 02 | 4342.40 | * |
| SEGMENT TOTAL | | | | | | 26053.73 | T |
| PO Box 735638 Dallas, TX 75373-5638 | | | | | | | |

TRANSFER COMPTS TO/FROM OTHER ENGINE COMPONENTS

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CUSTOMER CONCERN

1. ITHE PARTS AND COMPOENTS NEEDED TO BE REMOVED AND TRANSFERED TO THE OTHER ENGINE.

REPAIR COMMENTS

1. WITH THE ENGINE OUT I WAS ABLE TO TRANSFER COMPONENTS FROM ONE ENGINE TO ANOTHER. 2. I REMOVED, CLEANED AND TRANSFERED THE INTAKE MANIFOLD, EXHAUST MANIFOLD, ROCKER BASE, NEW WIRING HARNESS, ALL CLAMPS, OIL COOLER, COOLANT LINES, TURBOCHARGERS, VALVE COVERS, OIL COOLER. 3. I THEN INSTALLED NEW INJECTORS, AND HAD TO SET THE OVER HEAD. I ALSO HAD TO CHECK AND INSPECT THE BACK LASH ON THE CAM GEAR. 4. WITH THE OVER HEAD SET AND THE CAM GEAR BACK LASH SET I INSTALLED THE CLUTCH ONTO THE ENGINE. 5. WITH THE CLUTCH INSTALLED I WAS ABLE TO INSTALL THE ENGINE.

| | | | | | | |
|----|---------|--|-------------|---|---------|---------|
| 1 | 0R-9449 | | PUMP GP OIL | N | 637.39 | 637.39 |
| 1 | | | CORE CHARGE | N | 1062.29 | 1062.29 |
| 1 | | | CORE RETURN | N | 1062.29 | 1062.29 |
| 4 | 2N-2766 | | LOCK NUT | S | 5.66 | 22.64 |
| 2 | 3S-9643 | | SEAL | S | 12.47 | 24.94 |
| 1 | 4N-0699 | | GASKET | S | 1.33 | 1.33 |
| 1 | 4N-1156 | | WASHER | S | 1.77 | 1.77 |
| 2 | 5J-5793 | | BOLT | N | 8.22 | 16.44 |
| 20 | 5M-2894 | | WASHER | S | 0.34 | 6.80 |
| 1 | 5P-5846 | | SEAL O RING | S | 13.81 | 13.81 |
| 1 | 5P-8068 | | SEAL | S | 12.90 | 12.90 |
| 1 | 6I-1497 | | SEAL | S | 4.87 | 4.87 |

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|----|----------|--|--------------|---|--------|--------|
| 2 | 6V-0128 | | SEAL TAPERED | S | 2.16 | 4.32 |
| 1 | 6V-5048 | | SEAL-O-RING | S | 3.36 | 3.36 |
| 2 | 6V-6353 | | SEAL O RING | S | 19.80 | 39.60 |
| 1 | 8J-4351 | | SEAL-O-RING | S | 10.60 | 10.60 |
| 2 | 8T-6703 | | CLAMP | S | 13.72 | 27.44 |
| 1 | 8T-9527 | | SEAL | S | 20.33 | 20.33 |
| 1 | 061-9455 | | SEAL | S | 11.16 | 11.16 |
| 11 | 106-1792 | | STUD TAPER | S | 11.75 | 129.25 |
| 2 | 107-5769 | | SEAL O RING | S | 6.39 | 12.78 |
| 1 | 139-3550 | | GASKET-REGUL | S | 4.44 | 4.44 |
| 3 | 165-6170 | | PLUG | S | 7.22 | 21.66 |
| 1 | 201-6615 | | SENSOR GP-SP | S | 119.42 | 119.42 |
| 1 | 201-6616 | | SENSOR GP | S | 139.14 | 139.14 |
| 2 | 225-6435 | | CLAMP-V-BAND | N | 47.64 | 95.28 |
| 4 | 228-4947 | | SEAL-O-RING | S | 4.67 | 18.68 |
| 1 | 229-5667 | | PLATE-C15 AC | N | 55.26 | 55.26 |
| 1 | 230-7275 | | HOSE | N | 17.91 | 17.91 |
| 1 | 234-1400 | | PLATE-C15/C1 | N | 33.61 | 33.61 |
| 1 | 234-1701 | | PLATE-C15/C1 | N | 49.91 | 49.91 |
| 2 | 239-6807 | | CLAMP AS-V-B | N | 22.65 | 45.30 |
| 2 | 239-6808 | | CLAMP AS-V-B | N | 29.01 | 58.02 |
| 24 | 240-1614 | | SLEEVE AS. | S | 7.41 | 177.84 |
| 1 | 241-5885 | | CLAMP AS-V-B | S | 35.74 | 35.74 |
| 2 | 247-7133 | | ELBOW | S | 47.38 | 94.76 |
| 3 | 248-4841 | | CLAMP-V-BAND | S | 15.19 | 45.57 |
| 1 | 263-9001 | | HARNES | N | 691.20 | 691.20 |
| 1 | 285-3200 | | KIT-GASKET-R | N | 177.55 | 177.55 |
| 1 | 296-9846 | | KIT-GASKET-A | N | 47.06 | 47.06 |
| 1 | 305-6991 | | ELBOW-45 DEG | N | 34.48 | 34.48 |

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 Dallas, TX 75373-5638

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| | |
|-------------------|--------|
| PAY THIS AMOUNT ▶ | CONT'D |
| AMOUNT CREDIT ▶ | |

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NC MACHINERY



INVOICE

WA - (425) 251-9800
AK - (907) 786-7500

Please Remit To: Harnish Lockbox LB1208
PO Box 35144
Seattle, WA 98124-5144

SOLD TO
THOMCO CONSTRUCTION INC
CAT ACCESS ONLY
16410 84TH ST NE D415
CAT ACCESS ONLY
LAKE STEVENS WA 98258-9275

SHIP TO

| INVOICE NUMBER | INVOICE DATE | CUSTOMER NUMBER | CUSTOMER ORDER NUMBER | STORE | DIV | SALESMAN | TERMS | PAGE |
|----------------|--------------|-----------------|-----------------------|---------------|----------------|----------|-------|-------------|
| MNW01775741 | 12-31-20 | 4084401 | TRK# 209 | 28 | E | BKM | 2 | 7 |
| PSO/WO NO. | DOC. DATE | PC | LC | MC | SHIP VIA | | | INV SEQ NO. |
| MN10597 | 09-25-20 | 10 | 10 | 10 | | | | 822562 |
| MAKE | MODEL | SERIAL NUMBER | EQUIPMENT NUMBER | METER READING | MACHINE ID NO. | | | |
| AA | C-15 | ONXS26470 | TRK# 209 | 369656.0 | | | | |
| QUANTITY | ITEM | N/R | DESCRIPTION | UNIT PRICE | EXTENSION | | | |

| | | | | | | |
|----|----------|--|---------------------|---|--------|--------|
| 5 | 313-9550 | | STUD-TAPERLO | S | 21.72 | 108.60 |
| 1 | 321-4323 | | HARNESS AS.- | S | 194.28 | 194.28 |
| 1 | 321-4324 | | HARNESS AS.-AGE PLS | | 154.07 | 154.07 |
| 1 | 348-3682 | | KIT-GASKET(O | N | 218.07 | 218.07 |
| 1 | 349-2885 | | KIT-GASKET(T | N | 248.11 | 248.11 |
| 1 | 433-7633 | | KIT GASKET | N | 43.70 | 43.70 |
| 2 | 458-9582 | | PRIMER YELLOW AEROS | | 10.37 | 20.74 |
| 2 | 458-9586 | | PAINT BLACK | S | 10.37 | 20.74 |
| 2 | 458-9587 | | PAINT YELLOW | S | 10.37 | 20.74 |
| 12 | 091847 | | BRAKE CLEANER NCM S | | 3.36 | 40.32 |

TOTAL PARTS SEG. 03 4033.93 *

F/R LBR 2466.00 *

| | | | | | |
|------|-----------------------|--|-----------------|--|--------|
| 1.00 | CONCERN | | OUTSIDE PARTS | | 107.38 |
| 1.00 | WIRE HAS A KISS AND A | | OUTSIDE PARTS | | 133.77 |
| 1.00 | OF FAILURE | | OUTSIDE PARTS | | 33.56 |
| 1.00 | WIRE HAS A KISS AND A | | OUTSIDE PARTS | | 67.16 |
| 1.00 | CONCERN | | OUTSIDE PARTS | | 67.16 |
| 1.00 | WIRE HAS A KISS AND A | | OUTSIDE PARTS | | 176.48 |
| 1.00 | EXHAUST | | OUTSIDE SERVICE | | 250.68 |

TOTAL MISC CHGS SEG. 03 836.19 *

SEGMENT 03 TOTAL 7336.12 T

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DO NOT USE NET PRICES AN

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| QUANTITY | ITEM | N/R | DESCRIPTION | UNIT PRICE | EXTENSION | | | |

| | | | | | |
|--------------------------------------|--|--|------------------|---------|-----------|
| 3-YEAR UNLIMITED MILES OPT COVERAGE. | | | | | |
| 1.00 | | | OPT COVERAGE FEE | 3010.00 | 3010.00 |
| | | | TOTAL MISC CHGS | SEG. 04 | 3010.00 * |
| | | | SEGMENT 04 TOTAL | | 3010.00 T |

3-YEAR UNLIMITED MILES OPT COVERAGE.

T/S TIME FROM ORIGINAL WO (MN10511).

CUSTOMER CONCERN

THE MACHINE HAS A MISS AND A KNOCK.

CAUSE OF FAILURE

THE ENGINE HAD A HEAD FAILURE.

REPAIR COMMENTS

1. I ARRIVED ON SITE AND FOUND THAT THERE WAS OIL

IN THE EXHAUST. 2. I THEN REMOVED THE VALVE

COVERS AND INSPECTED. 3. I COULD NOT SEE ANY

ISSUES IN THE OVER HEAD. 4. I THEN REMOVED THE

INTAKE MANIFOLD AND FOUND IT ON THE INTAKE

AT THIS POINT I DETERMINED THAT THE ISSUE WAS IN

THE HEAD. MN10597 6. I INFORMED THE CUSTOMER

THAT THE HEAD HAD TO BE REMOVED FOR ANY MORE

TROUBLESHOOTING. 7. AT THIS POINT THE CUSTOMER

WANTED TO GET PRICES AND HAD ME REASSEMBLE THE

Paid by Cat Financial Commercial Account
 Please remit payment to:
 Cat Financial Commercial Account
 PO Box 739638
 Dallas Tx 75373-5638

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| AMOUNT CREDIT ▶ | |

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N C MACHINERY



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SHIP TO

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| AA | C-15 | ONXS26470 | | TRK# 209 | 369656.0 | | | |
| QUANTITY | ITEM | N/R | DESCRIPTION | | UNIT PRICE | EXTENSION | | |

TRUCK. 8. REASSEMBLED THE TRUCK.

| | | |
|------------------|---------|----------|
| TOTAL LABOR | SEG. 10 | 428.75 * |
| SEGMENT 10 TOTAL | | 428.75 T |

TRAVEL TO/FROM MACHINE

TRAVEL FROM ORIGINAL T/S WO (MN10511).

| | | |
|--------------------|---------|----------|
| TOTAL LABOR | SEG. 98 | 85.75 * |
| 34.00 MILEAGE - WA | | 129.20 |
| TOTAL MISC CHGS | SEG. 98 | 129.20 * |
| SEGMENT 98 TOTAL | | 214.95 T |

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CONSUMABLES 600.00 T

ENVIROMENTAL FEE 262.04 T

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MONROE WA TAX 4060.34 T
* * * INVOICE COPY * * *

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