

N C MACHINERY



INVOICE

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

Please Remit To: N C Machinery
PO Box 58201
Tukwila, WA 98138-1201

SOLD TO

JR HAYES & SONS INC
22430 SE 231ST ST
MAPLE VALLEY WA

SHIP TO

98038-8272

INVOICE NUMBER	INVOICE DATE	CUSTOMER NUMBER	CUSTOMER ORDER NUMBER	STORE	DIV	SALESMAN	TERMS	PAGE
SE96732	06-02-16	0128700	DNM	21	W	JLH	2	1
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA		INV SEQ NO.	
SE96732	05-10-16	10	10	10				1
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACHINE ID NO.			
AA	641	064F00867	S1	1794.0				
QUANTITY	ITEM	N/R	DESCRIPTION	UNIT PRICE	EXTENSION			

* * * PROFORMA INVOICE * * *

TORQUE DIVIDER, REAR CRANKSHAFT SEAL.

REPAIR TORQUE DIVIDER

SEG 01: FIELD REGULAR 39.5 HOURS @ \$138.00=\$5451.
SEG 02: FIELD REGULAR 10 HOURS @ \$138.00=\$1380.00,
SEG 03: FIELD REGULAR 22.5 HOURS @
\$138.00=\$3105.00, SEG 99: TRAVEL 7 HOURS @

CUSTOMER CONCERN

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 5:46 AM
- TORQUE DIVIDER FLOODING ENGINE, TRANSFERRING
APPROX. 8 GALLONS OF OIL DAILY. (DIAGNOSED
8/14)TECH ID: 0629 -- THURSDAY, MAY 26, 2016
5:27 AM - TECH ID: 0629 -- FRIDAY, MAY 27, 2016
5:58 PM -

CAUSE OF FAILURE

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 5:47 AM
- EXCESS LEAKAGE WITHIN TORQUE DIVIDER,
POSSIBLY DUE TO CRACK IN DIRECT DRIVE HOUSING.
ALSO FOUND BLOCKAGE IN FLYWHEEL
HOUSING/TRANSMISSION BREATHER THAT CAUSED EXCESS
OIL TO BE FORCED INTO ENGINE PAST REAR CRANKSHAFT
SEAL.

RESULTANT DAMAGE

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 5:50 AM
- ENGINE BECOMING OVERFULL OF OIL.

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PAY THIS
AMOUNT ▶

CONT D

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CREDIT ▶

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SE96732	05-10-16	10	10	10				1
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REPAIR COMMENTS

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 5:51 AM
- REMOVED TORQUE DIVIDER AND FLYWHEEL. REMOVED
AND INSPECTED REAR MAIN SEAL. DISASSEMBLED AND
INSPECTED TORQUE DIVIDER. FOUND NO DAMAGE TO SEALS
IN TORQUE CONVERTER OR IN DIRECT DRIVE CLUTCH.
FOUND NO OBVIOUS SIGN OF SOURCE FOR EXCESS OIL
LEAKAGE THAT WAS FLOODING FLYWHEEL
HOUSING. DISCOVERED WHAT APPEARS TO BE A CRACK IN
DIRECT DRIVE HOUSING THAT IS ON THE BACK SIDE OF
PISTON CAVITY AND ALSO APPEARS TO FOLLOW CAVITY IN
A CIRCULAR PATTERN. INSTALLED SPARE TORQUE
DIVIDER. (SPARE REMOVED FROM S-17, CLEANED,
INSPECTED AND REPAIRED. REF. SE90819
08-25-14) TORQUE DIVIDER WILL BE BUILT AS A SPARE
WITH NEW BEARINGS AND GOOD USED DIRECT DRIVE
HOUSING. TECH ID: 0629 -- THURSDAY, MAY 26, 2016
5:27 AM - TESTED TORQUE DIVIDER UPON ENGINE
START-UP. ALL PRESSURES AND SHIFT POINTS WITHIN
SPECIFICATION. ADJUSTED THROTTLE LINKAGE. TECH ID:
0629 -- FRIDAY, MAY 27, 2016 5:58 PM -
FINISHED ASSEMBLY OF TORQUE DIVIDER THAT HAD
BEEN REMOVED. INSTALLED ALL NEW BEARINGS AND SEALS
AS NEEDED. REPLACED LEAKING SEAL IN RETARDER THAT
HAD BEEN REMOVED FROM S-17. SEAL AND SEAT
PURCHASED ON SE96703. EXTRA CARBON SEAL AND SEAT
WHICH WAS PURCHASED ON SE96703 TO BE STORED IN

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* * * PROFORMA INVOICE * * *

SPARE STOCK.

1	1M-0552	RING	N	76.03	76.03
1	1T-0059	BEARING	N	243.08	243.08
1	1T-0132	SEAL	S	5.84	5.84
1	1T-0136	SEAL O RING	S	4.53	4.53
1	1T-0146	GASKET	N	4.47	4.47
1	1T-0163	CONE-SPL	S	14.23	14.23
1	1T-0295	RACE	S	53.87	53.87
1	1T-0299	CUP	S	18.57	18.57
1	1T-0467	SEAL	N	25.32	25.32
1	1T-0638	BEARING	N	294.33	294.33
4	1T-0677	RING	S	44.64	178.56
1	2H-2213	BEARING	S	2.79	2.79
1	2H-3517	INNER BRG	S	70.30	70.30
1	2M-3340	SEAL	S	10.00	10.00
6	2M-3341	LOCK	N	4.42	26.52
1	2M-3553	GASKET	S	.99	.99
1	3D-0053	BEARING	S	29.16	29.16
2	3D-1115	GASKET	S	2.70	5.40
1	4M-8808	GASKET	N	11.16	11.16
1	5D-6642	SEAL O RING	N	12.76	12.76
2	5F-8000	RING	S	2.51	5.02
6	5M-2054	BEARING A	S	7.25	43.50
1	5M-3396	BEARING	S	25.87	25.87
1	5M-3954	GASKET	N	1.98	1.98
1	6D-4332	SEAL	N	13.43	13.43
1	6H-3461	RING	N	63.26	63.26

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6	8E-8304	DISC	S	5.94	35.64
4	8M-4435	SEAL O RING	S	2.47	9.88
8	8M-4437	SEAL O RIN	S	1.81	14.48
1	8M-4438	SEAL O RING	S	2.00	2.00
8	8M-4986	SEAL O RING	S	3.89	31.12
2	8M-4988	SEAL O RIN	S	2.93	5.86
1	8M-4991	SEAL O RIN	S	4.25	4.25
1	9H-0846	SEAL O RING	S	12.06	12.06
3	9S-1325	LOCK	N	3.78	11.34
1	3S2671	DISC	N	118.07	118.07
2	3096931	CAT HYDO Advanced S		79.80	159.60
1	8T9572	CAT TRANS/DRIVE TRS		79.74	79.74
TOTAL PARTS				SEG. 01	1725.01 *
TOTAL LABOR				SEG. 01	5520.00 *
2.00	INC YAKIMA				65.95
2.00	MOR SHIP&HANDLE				63.00
3.00	SPK SHIP&HANDLE				66.00
TOTAL MISC CHGS				SEG. 01	194.95 *
SEGMENT 01 TOTAL					7439.96 T

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* * * PROFORMA INVOICE * * *

REPLACE CRANKSHAFT REAR SEAL

CUSTOMER CONCERN

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 6:07 PM
- TRANSMISSION OIL TRANSFERRING INTO ENGINE,
APROX. 8 GALLONS DAILY. TRANSMISSION OIL
TRANSFERRING INTO ENGINE, APROX. 8 GALLONS DAILY.
CAUSE OF FAILURE

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 6:07 PM
- INTERNAL LEAKAGE IN TORQUE DIVIDER. POWER
TRAIN BREATHER ALSO PLUGGED.
RESULTANT DAMAGE

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 6:08 PM
- OIL LEAKAGE FROM TORQUE DIVIDER FLOODING
FLYWHEEL HOUSING. BREATHER WAS ALSO PLUGGED.
SCAVENGE PUMP COULD NOT KEEP UP WITH VOLUME OF
ESCAPED OIL AND WITH PLUGGED BREATHER, EXCESS OIL
WAS FORCED INTO ENGINE.

REPAIR COMMENTS

TECH ID: 0629 -- WEDNESDAY, MAY 18, 2016 6:11 PM
- REMOVED TORQUE DIVIDER FOR REPAIRS. REMOVED
FLYWHEEL AND REAR CRANKSHAFT SEAL. DID NOT FIND
WEAR OR DAMAGE AS EXPECTED. INSPECTED BREATHER
LINE AND FILTER ELEMENT. DISCOVERED LARGE AMOUNT
OF RUST AND SCALE IN BREATHER THAT WOULD HAVE
PREVENTED OIL IN FLYWHEEL HOUSING FROM BEING

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* * * PROFORMA INVOICE * * *

PUSHED OUT OF BREATHER. CLEANED TRANSMISSION
BREATHER. REPLACED REAR CRANKSHAFT SEAL AND
RE-INSTALLED FLYWHEEL.

1	2W-2191	SEAL	S	106.45	106.45
1	5H-2669	GASKET	S	9.35	9.35
6	7H-3070	LOCK	S	3.18	19.08
1	8M-4988	SEAL O RIN	S	2.93	2.93
1	8M-4989	SEAL O RIN	S	8.25	8.25
1	9H-3360	SEAL	S	12.81	12.81
1	2913866	CAT DEO-ULS 15W-40S		15.07	15.07

TOTAL PARTS SEG. 02 173.94 *

TOTAL LABOR SEG. 02 1380.00 *

1.00 SPK SHIP&HANDLE 26.00

TOTAL MISC CHGS SEG. 02 26.00 *

SEGMENT 02 TOTAL 1579.94 T

TROUBLESHOOT ENGINE COOLING SYSTEM
FOR LEAKS

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CUSTOMER CONCERN

TECH ID: 0629 -- TUESDAY, MAY 24, 2016 4:45 PM -
10 GALLONS OF COOLANT DRAINED FROM ENGINE OIL PAN.
CAUSE OF FAILURE

TECH ID: 0629 -- TUESDAY, MAY 24, 2016 4:45 PM -
UN-DETERMINED CAUSE OF COOLANT LEAKAGE INTO
CRANKCASE.

REPAIR COMMENTS

TECH ID: 0629 -- TUESDAY, MAY 24, 2016 4:46 PM -
ADDED WATER TO ENGINE PRIOR TO START UP FOR
TORQUE DIVIDER AND REAR MAIN SEAL REPAIRS.
BATTERIES WERE DEAD AND NEEDED
REPLACEMENT. ENGINE HYDRAULICALLY LOCKED UP
DURING ATTEMPT TO CRANK STARTER. DISCOVERED WATER
IN 2 REAR HOLES ON RH SIDE OF ENGINE. DRAINED
RADIATOR AND REMOVED RH CYLINDER HEAD. DID NOT
FIND SOURCE OF COOLANT IN CRANKCASE, BUT
DISCOVERED RAIN WATER ENTERING EXHAUST HAD FILLED
BOTH REAR CYLINDERS. INSPECTED AND FOUND PISTON
HEIGHT APPEARED NORMAL. HONED CYLINDERS AND FOUND
SOME CORROSION DUE TO WATER DAMAGE, BUT DAMAGE DID
NOT APPEAR TO BE DETRIMENTAL. RE-INSTALLED
CYLINDER HEAD WITH NEW GASKET AND SEALS. GASKET
PULLED FROM CUSTOMER SPARE STOCK, BUT IS A NEW
CATERPILLAR PART. COMPLETED ASSEMBLY, ADJUSTED
VALVES AND FILLED COOLING SYSTEM WITH WATER TO

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TEST.RAN ENGINE AND CHECKED ALL FLUID LEVELS.
COOLING SYSTEM AND ENGINE OIL LEVELS REMAINED
NORMAL DURING TESTING.INSTALLED ALL COVERS AND
GUARDS.

8	0L-2070	CAP SCREW	S	.68	5.44
2	1S-1123	GASKET	N	8.60	17.20
1	3H-4970	SEAL O RING	S	1.24	1.24
16	3H-5887	SEAL	N	2.43	38.88
10	6L-7814	SEAL	S	1.43	14.30
8	9S-8752	NUT	S	.20	1.60

TOTAL PARTS SEG. 03 78.66 *

TOTAL LABOR SEG. 03 3105.00 *

1.00 SPK SHIP&HANDLE 17.00

TOTAL MISC CHGS SEG. 03 17.00 *

SEGMENT 03 TOTAL 3200.66 T

TRAVEL TO/FROM MACHINE

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224.00	TOTAL LABOR	SEG. 99	773.50 *
	MILEAGE - WA		761.60
	TOTAL MISC CHGS	SEG. 99	761.60 *
	SEGMENT 99 TOTAL		1535.10 T

	TUKWILA TAX		1306.79 T

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