



NORTHERN PLAINS EQUIPMENT

PO BOX 117
MINOT, ND 58702
701-838-8884
www.plainsag.com



SOLD TO
SUND02 MITCHELL SUNDAHL
4615 HWY 5
MOHALL, ND 58761

SHIP TO

NH CR9080 11 SN: YBG114878 HR 2016.0 W:01
Sold By: CSJV PO #: WSI/ CK #1042 Date 7/18/20 WORK ORDER WC08509
Ship By: Tax #: 8:46:19 PRT: 21

WORK ORDER SUMMARY

01 VERIFY SERIAL NUMBER AND HOURS	
02 HAULING/ 55 MILES ONE WAY	
03 WSI INSPECTION	966.00
04 SAFETY ITEMS	
09 Job 9 - Replace bearing on header jack shaft. ok	4096.64
15 Job 15 - Replace clean grain paddle chain and sprockets. ok	2003.49
16 Job 16 Replace clean grain, bubble up, and unloading auger drive chains.o	413.12
26 Job 26 - Repair park brake. ok	2270.57
31 Job 31 - Replace A/C lines by torque sensor. ok	1086.86
33 Job 33 - Replace engine breather filter.	236.54
36 Job 36 - Wash.	
37 Job 37 - R&R rockers and set valves. ok	7375.02
38 Job 38 - Diagnose / repair engine flutter.	14888.82
39 CONTINUED SEGMENT 38	
** SALES TAX	4.22
** TOTAL	33341.28

Tax	D	Qty	Description	Price	Amount
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Group: 01

01 VERIFY SERIAL NUMBER AND HOURS

Engine hours: 2018 Threshing hours: 1460

* SEGMENT SUBTOTAL

02 HAULING/ 55 MILES ONE WAY

SERVICE SPECIAL

SPECIAL ORDERED PARTS ARE PAYABLE WHEN ORDERED AND NON-RETURNABLE.
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Tax	D	Qty	Description	Price	Amount
9		1	-FREE TRUCKING	880.00	-880.00
9			TRUCKING		
			110 MILES @\$8.00/MILE		880.00
* SEGMENT SUBTOTAL					

03 WSI INSPECTION

COMPLETED INSPECTION

LABOR CUSTOMER

** TOTAL LABOR CUSTOMER 966.00

CUSTOMER HAD STATED SOME SPECIFIC PROBLEMS SEE CALL LOG
ROCKER ARMS ON THE ENGINE/ONE INJECTOR WAS REPLACED/IT IS NOT HOLDING THE
CORRECT FUEL PRESSURE/BLEW A ROTOR BELT BOTH A/C LINES BLEW/SO THE A/C IS
NOT WORKING/HAD NO PARKING BRAKE/THE BRAKE ROTOR IS GONE

* SEGMENT SUBTOTAL 966.00

04 SAFETY ITEMS

This line exist ONLY to record safety items not repaired prior to bringing
back to the customer.

I _____ customers signature _____ decline to have Northern Plains
Equipment repair / replace safety items noted by tech.

* SEGMENT SUBTOTAL

09 Job 9 - Replace bearing on header jack shaft. ok

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REMOVED THE SHIELD ON THE RIGHT AND LEFT SIDES OF THE SHAFT, PULLED THE CHAIN OFF AND TRIED TO REMOVE THE SPROCKET ON THE RIGHT SIDE BUT IT WAS RUSTED. STRIPPED OUT THE PULLER TRYING TO GET THE SPROCKET OFF, FINALLY GOT THE SPROCKET OFF. THEN TRIED TO GET THE BEARING OFF, HAD TO CUT THE BEARINGS OFF THEN REMOVED THE BOLTS THAT HELD THE REVERSER PARTS. WENT TO THE LEFT SIDE AND PULED THE BELT OFF AND THE PULLEY, HAD TO CUT THE LEFT SIDE BEARING OFF ALSO, FINALLY GOT THE SHAFT LOOSEMED UP AND SLID THE SHAFT OUT FROM THE FEEDER HOUSE. THE BEARING WAS OUT AND THE FEEDER REVERSER BOX, BUT THE BEARING ON THE SPROCKET WOULD NOT MOVE ON THE SHAFT. REMOVED THE SNAP RING FROM THE SPROCKET AND KNOCKED THE GEAR OFF OF THE BEARINGS AND CUTTING THE BEARINGS OFF. FOUND THE SHAFT WAS WORN, HAD TO GET A NEW SHAFT. GOT A NEW SHAFT WITH NEW BEARINGS. ALIGNED UP EVERYTHING AND INSTALLED IN THE COMBINE, ALIGNED THE REVERSER AND VERIFIED REPAIR.					
LABOR CUSTOMER					
** TOTAL LABOR CUSTOMER					1725.00
PARTS SHOP					
1		1	CNH 87580358	SHAFT SR1C	1985.00
1		1	CNH 84077933	BEARING AS AA627	225.75
1		1	CNH 412441	BEARING, R D616	51.24
1		1	CNH 84045378	BEARING, B C428	56.00
1		1	CNH 300633	RING, SNAP VIDCC02	2.41
1		1	CNH 412441	BEARING, R D616	51.24
** TOTAL PARTS SHOP					2371.64
* SEGMENT SUBTOTAL					4096.64

15 Job 15 - Replace clean grain paddle chain and sprockets. ok

REMOVED THE PADDLE CHAIN FROM THE ELEVATOR, WENT TO PULL THE BOTTOM RIGHT SIDE BEARING OFF OF THE AUGER SHAFT ON THE RIGHT SIDE, THE BEARING WOULD NOT COME OFF. HAD TO TORCH THE BEARING OFF, REMOVED THE TOP PANEL ON THE SIDE OF THE HOPPER TO GET TO THE TOP HEAD SHAFT BEARINGS. REMOVED THE DRIVE CHAIN, HAD TO REMOVE BOLTS FROM THE HOPPER TO GET A PULLER ON TO PULL THE SPROCKET OFF OF THE SHAFT. GOT THE SPROCKET OFF, HAD TO TORCH THE NEARINGS OFF OF THE OUTSIDE OF THE SHAFT TO GET THE SPROCKET OFF THE SHAFT. GOT THE SHAFT OUT AND PUT A NEW KEY IN WITH A NEW SPROCKET AND BEARINGS. INSTALLED SPROCKET AND LINED UP EVERYTHING, PUT THE ROLL PIN IN

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THE SPROCKET, THEN LOOSEN THE BEARING BOLTS ON THE LEFT SIDE AUGER BEARINGS. PULLED THE SENSOR OFF AND SPUN THE AUGER OUT THROUGH THE TIN TO GET A NEW SPROCKET ON THE AUGER SHAFT. PUT A NEW KEY IN AND EPOXIES THE KEYWAY IN. PUT NEW SPROCKET IN, PUT CHAIN IN AN ADJUSTED. PUT HOPPER TIN BACK TOGETHER.					
LABOR CUSTOMER					
** TOTAL LABOR CUSTOMER					1104.00
PARTS SHOP					
1		1	CNH 47949285	CHAIN, ELE WH11B	555.50 555.50
1		2	CNH 333960	ROLL PIN VID19	2.46 4.92
1		2	CNH 84437648	SPROCKET EE506	77.50 155.00
				/ EE104	
1		3	CNH 354775	KEY VIDT39	4.48 13.44
1		3	CNH 87605590	BEARING BU D621	53.76 161.28
				/ D821	
1		1	CNH MC37513S	EPOXY CUP M300	3.19 3.19
1		1	CNH B504992	CHAIN BRBC300	6.16 6.16
** TOTAL PARTS SHOP					899.49
* SEGMENT SUBTOTAL					2003.49

16 Job 16 Replace clean grain, bubble up, and unloading auger drive chains.ok

LABOR CUSTOMER					
** TOTAL LABOR CUSTOMER					345.00
PARTS SHOP					
1		6	CNH B91542DX	60H CHAIN BRBEND	9.86 59.16
				/ WH	
1		2	CNH B504980	#60H CONNE BRBC202	4.48 8.96
** TOTAL PARTS SHOP					68.12
* SEGMENT SUBTOTAL					413.12

26 Job 26 - Repair park brake. ok

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Tax	D	Qty	Description	Price	Amount
WENT TO PULL THE PINS THAT HODL THE BRAKE PADS IN, ONE PAD WAS RUSTED AND ONE SPRING WAS BROKE. GOT THE PIN OUT AND PUT NEW BRAKE PADS IN, GOT THE BUSHINGS LOOSE UP THAT HOLD THE BRAKE ASSEMBLY ONTO THE TRANS. THE BRAKE DISC WAS GONE FROM THE TRANS, SO ORDERED ONE. REMOVED THE TWO RIGHT SIDE BRAKE CALIPERS AND THE TOP BOLT ON THE BRAKE CALIPER WAS LOOSE, FOUND OUT THE HOUSING WAS BROKE THAT THE CALIPER MOUNTING BOLT THREADS INTO THE HOUSING WS ROKE OUT. PULLED THE AXLE SHAFT OFF AND PULLED THE SERVICE BRAKE DISC OFF, DRAINED THE TRANS OIL OUT AND PULLED THE RIGHT AXLE OUT OF THE TRANS. PUT NEW BEARINGS ON THE AXLE SHAFT AND PRESSED THE AXLE SHAFT IN THE NEW HOUSING. INSTALLED NEW HOUSING ON THE TRANS AND PUT THE BRAKES BACK TOGETHER, BLED THE SERVICE BRAKES AND TESTED THE PARK BRAKE.					
LABOR CUSTOMER					
** TOTAL LABOR CUSTOMER					828.00
PARTS SHOP					
1		2	CNH 84607353 BRAKE PAD EE721	135.00	270.00
1		1	CNH 84071123 BRAKE DISC	259.35	259.35
1		2	CNH 370007 RING SNAP VIDF21	7.28	14.56
1		1	CNH 84447501 KIT EE023A	77.00	77.00
1		1	CNH 84071156 FLANGE	509.25	509.25
1		1	CNH 9815655 O-RING	6.72	6.72
1		1	CNH 84045429 SEAL OIL CC068C	56.00	56.00
1		1	CNH 210046 BEARING, B	194.70	194.70
1		1	CNH 87591494 BEARING, B C922	49.28	49.28
4		1	CNH B505499 BRAKE FLUI ULR02A	5.71	5.71
** TOTAL PARTS SHOP					1442.57
* SEGMENT SUBTOTAL					2270.57

31 Job 31 - Replace A/C lines by torque sensor. ok

HOOKED UP THE A/C GAUGES TO THE COMPRESSOR, PUT A VACUUM PUMP IN AND TESTED. FOUND A/C DYE LEAKING OUT UNDER THE RADIATOR AT THE CONDENSOR LINE. BOTH HAD DYE ON THEM, REMOVED THE SHIELD OUT UNDER THE ENGINE TO GET TO THE A/C LINES. ONE LINE WENT TO THE COMPRESSOR FROM THE CONDENSOR AND ONE WENT TO THE DRYER FROM THE CONDENSOR, RAN A NEW LINE TO THE FRONT OF THE COMBINE TO THE DRYER AND INSTALLED THE OTHER TO THE A/C COMPRESSOR FROM THE CONDENSOR. PUT A VACUUM ON THE A/C SYSTEM FOR ABOUT 15 MINS, THEN

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Tax	D	Qty	Description	Price	Amount
FILLED WITH 7LBS OF FREON AND TESTED THE A/C SYSTEM.					
LABOR CUSTOMER					
** TOTAL LABOR CUSTOMER					759.00
PARTS SHOP					
1		1	CNH 87481930 HOSE	68.00	68.00
1		1	CNH 87389567 HOSE A/C	201.30	201.30
4		9	MIS 9637 ZIP TIE 5/ BCEND	.58	5.22
4		7	CNH B134A30 134A FREON BRB700	7.62	53.34
** TOTAL PARTS SHOP					327.86
* SEGMENT SUBTOTAL					1086.86

33 Job 33 - Replace engine breather filter.

REPLACED ENGINE BREATHER FILTER.

LABOR CUSTOMER

** TOTAL LABOR CUSTOMER 103.50

PARTS SHOP

1		2	CNH 2996234 GASKET AA805	17.92	35.84
			/ AA806		
1		1	CNH 504153481 FILTER, EN BRC703	58.00	58.00
1		1	CNH 84334134 HOSE CC319	39.20	39.20
** TOTAL PARTS SHOP					133.04

* SEGMENT SUBTOTAL 236.54

36 Job 36 - Wash.

LABOR CUSTOMER

** TOTAL LABOR CUSTOMER 1104.00

FREE WASH

9		1	-FREE WASH	1104.00	-1104.00
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Wash Qualifications-

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Tax	D	Qty	Description	Price	Amount
* Minimum \$10,000 parts and labor: free wash that has \$500 value. Outside of unit only, and cab wiped down and vacuumed.					
* \$5,000 to \$9,999 parts and labor- wash costs \$250 that has a \$250 value. Outside of unit only, and cab wiped down and vacuumed.					

* SEGMENT SUBTOTAL

37 Job 37 - R&R rockers and set valves. ok

HOOKED UP A GAUGE TO THE INLET OF THE FUEL FILTER HOUSING, HAD 55 PSI AT LOW IDLE AND 80 PSI AT HIGH IDLE. THEN PUT THE GAUGE IN THE OUTLET OF THE FILTER HOUSING AND IT WAS 75 PSI AND HIGH IDLE OUT OF THE FILTER HOUSING. THEN PULLED THE AIR CLEANER HOUSING THAT GOES FROM THE AIR CLEANER TO THE TURBO. PULLED THE VALVE COVER OFF AND PULLED THE ROCKER ARMS OFF AND THE SHAFT. PULLED THE ROCKER ARMS OFF OF THE SHAFT AND INSTALLED NEW ROCKER ARMS AND VALVE BRIDGES, TORQUE THE NEW ROCKER ARM ASSEMBLY DOWN. REMOVED THE PHONIC WHEEL HOUSING TO CHECK THE TIMING, WENT UNDER THE ENGINE AND FOUND THE TIMING MARKS ON THE FLYWHEEL, ADJUSTED THE VALVES.

LABOR CUSTOMER

** TOTAL LABOR CUSTOMER 1656.00

PARTS SHOP

1	12	CNH 5801700118	BRIDGE	26.60	319.20
1	6	CNH 5802238276	LEVER	149.00	894.00
1	6	CNH 500314915	ROCKER ARM	224.70	1348.20
1	6	CNH 504382741	ROCKER ARM	288.75	1732.50
1	6	CNH 504361204	ROCKER ARM	218.90	1313.40
1	6	CNH 500376911	SPRING	9.52	57.12
1	1	CNH 500309014	GASKET	54.60	54.60

** TOTAL PARTS SHOP 5719.02

* SEGMENT SUBTOTAL 7375.02

38 Job 38 - Diagnose / repair engine flutter.

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			SET UP FUEL GAUGE SET, TOOK FUEL PRESSURES 50PSI AT IDLE, 72 PSI AT HIGH, WATCH FUEL THRU CLEAR HOSES, THERE IS NO AIR IN PRESSURE OR RETURN. REMOVED AIR INTAKE FROM OVER VALVE COVER, HOOKED UP EST AND CHECKED CODES FOR INJECTORS, NONE STORED. REMOVED VALVE COVER AND GOT CODES, INSTALLED THE CODES WITH EST, SET VALVE COVER BACK ON AND RUN AFTER ABOUT 4 MINUTES IT STARTED CRACKING AND SMOKING EXCESSIVELY. RUN AGAIN WITH GAUGES TO DOUBLES CHECK. REMOVED VALVE COVER, SHUT OFF FUEL AND RUN UNIT UNTIL IT DIED TO RUN OUT AS MUCH FUEL AS POSSIBLE FROM THE HEAD. REMOVED AND REPLACED INJECTORS, REINSTALLED THE PARTS REMOVED FOR REPAIR. REPROGRAMMED ECM FOR NEW INJECTORS, THEN POWER DOWN AND BACK UP AND CHECKED TO SEE IF THEY TOOK. RUN UNIT/THE POP CRACK WENT AWAY BUT STILL HAD SMOKE BUT NOT AS BAD, SLIGHT MISS, CHECKED AIR FILTERS, FOUND PLUGGED, INSTALLED NEW AIR FILTERS. REMOVED GAUGES, TOOK UNIT OUT AND RAN, IT WAS STILL SMOKING, THE AIR CLEANER HOUSING WAS FULL OF CHAFF, REMOVED IT AND BLEW OUT THE HOUSING RAN UNIT WITHOUT THE AIR CLEANER AND IT STILL SMOKED. CUSTOMER STATED THIS ALL HAPPENED AFTER A 3 OR 5 DAY RAIN LAST YEAR. REMOVED ALL THE CONNECTERS TO THE ECU AND UP TO THE CCM3 AND SPRAYED CORROSION X IN THE CONNETORS, STILL THE SAME THING. THE COMBINE WOULD NOT SMOKE IF YOU PUT A LOAD ON IT AND TI GOT TO AROUND 180 DEGREE, RAN IT FOR AN HOUR AFTER IT WAS ACTING UP AND IT DID NOT SMOKE. THE NEXT DAY RAN IT AND IT SMOKED. TRIED A BOOST SENSOR, CAN SENSOR AND CRANK SENSOR FROM ANOTHER COMBINE, THEN DRAINED THE FUEL OUT OF THE TANK AND TRIED A DIFFERENT FUEL IT STILL SMOKED. PUT FUEL BACK IN THE TANK, SPOKE TO ASIST AND THEY SAID TO TRY A BLOW BY TEST. HOOKED UP THE GAUGE AND RAN UNIT UNDER LOAD. GOT THE TURBO PRESSURE UP TO 36PSI AND THE MANOMETER WAS IN SPEC. ASIST SUGGESTED TO TRY AN ECU, TOOK ECU OFF ANOTHER UNIT AND COMBINE WOULD NOT RUN. ORDERED AN ECU AND INSTALLED ON COMBINE, IT WOULD NOT RUN. ASIST HAD ME CHECK SEVERAL MORE THINGS, ORDERED ANOTHER ECU, IT STILL DID NOT WORK. HOOKED UP EST TROUBLESHOOT BAD DATA SET, REMOVED AND REPLACED ECU, PROGRAM AND CODE WENT AWAY. RUN UNIT, IT WOULD BACK FIRE THROUGH THE EXHAUST. CLEANED UP ALL GROUNDS, TRACED WIRING FROM ECU TO CM. REMOVED BUDDY SEAT AND COULING TI GET TI CCM'S. REMOVED HARNESSSES TO CCM AND OHMED OUT WIRING, ALL TESTED OK. REMOVED KEY SWITCH AND TESTED CAN WIRES FROM FRONT TO BACK-OK. COULD NOT FIND ANY ISSUES WITH CCM'S, HOOKED UP HARNESSSES AND TESTED HAD NO SMOKE AND WOULD BUILD BOOST PSI UNDER LOAD. LET UNIT RUN AFTER IT IDLES FOR A WHILE, IT SMOKED AND NO BOOST PSI. REMOVED ALL AIR TO AIR PIPES AND CLEANED UP INSIDE, CHECKED FOR HOLES IN BOOTS, WERE NONE. PRESSURE UP AIR TO AIR COOLER TO CHECK FOR LEAKS, THERE WERE NO LEAKS, CLEANED ASPERATOR BOX ON AIR CLEANER, REMOVED GRID HEATER AND CLEANED, PUT BACK TOGETHER AND UNIT SMOKE. REMOVED TURBO, IT WAS STICKY, INSTALLED DIFFERENT TURBO AND		

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WARRANTY DISCLAIMER: "The factor warranty constitutes all of the warranties with respect of the sale of all items. The seller hereby expressly disclaims all warranties either expressed or implied, including any implied warranty of merchantability of fitness for a particular purpose, and the seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of all items."



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BOOST PSI SWITCH AND TESTED UNIT, NO SMOKE. LET SET OVERNIGHT TO COOL DOWN STARTED NEXT DAY AND RUN UNIT NO SMOKE, THREE DAYS OF DOING THAT AND THEN IT STARTED POPPING. REMOVED AND REPLACED TWO ENGINE HARNESSES AND TESTED, RUN FOR TWO DAYS WITH NO SMOKE AND STARTED SMOKING. REMOVED EXHAUST PIPE FROM TURBO, IT WAS BACK FIRING THROUGH TURBO. WITH EST HOOKED UP ON INJECTOR 3 CUT OUT, NO SMOKE. PULLED UNIT INTO SHOP, REMOVED FLOOR AND DRAINED ANTIFREEZE. REMOVED ALL ENGINE SHIELDS, TURBO, AIR TO AIR HOSES, FUEL LINES, ENGINE BREATHER HOUSING, THERMOSTAT, ROCKER ARMS, INJECTORS, AND REMOVED HEAD. CLEANED UP THE TOP OF ENGINE AND INSPECTED ALL CYLINDER WALLS BY ROTATING ENGINE. REMOVED VALVES FROM HEAD, FOUND STICKY EXHAUST VALVES ON #3, CLEANED UP HEAD AND VALVES, RELAP VALVES AND INSTALLED. REINSTALLED HEAD, TIMED ENGINE, INSTALLED GEARS AND ASSEMBLED ENGINE, FILLED WITH NEW ANTI FREEZE, ADJUSTED VALVE CLEARANCE AND INJECTORS TRAVEL TESTED, WOULD NOT BACK FIRE BUT IT SMOKES. TOOK OUT AND RUN THE SMOKE WENT AWAY, RUN UP TO OPERATING TEMP, NO SMOKE. NEXT DAY RUN, NO SMOKE, DID THIS FOR THREE DAYS AND NO SMOKE ON THE 4TH DAY IT STARTED TO SMOKE. BROUGHT BACK IN, DRAINED OIL, ANTI FREEZE, REMOVED TURBO, THERMOSTAT, ROCKERS, INJECTORS AND HEAD. SET HEAD DOWN ON THE SIDE FILLED WITH SOLVENT AND LET SET OVERNIGHT. HAD NO LEAKS ON EXHAUST SIDE, FLIP HEAD					
LABOR CUSTOMER					
** TOTAL LABOR CUSTOMER					3864.00
PARTS MISCELLAN					
1		1	90546 COUPLER	5.06	5.06
1		15	H-461 TUBING	1.32	19.80
** TOTAL PARTS MISCELLAN					24.86
PARTS SHOP					
1		5	CNH 504287106R	INJECTOR, SOP	778.60 3893.00
1		5	CNH 504287106C	CORE	90.00 450.00
1		1	CNH 504287106	INJECTOR	1055.45 1055.45
1		1	CNH 504066263R	REMAN-FUEL	672.15 672.15
1		1	CNH 504066263C	CORE	50.00 50.00
1		1	CNH 504045787	SEAL	5.54 5.54
1		1	MIS 90104	CORROSION M200	17.65 17.65
1		1	CNH 84386403	FILTER, EL UG011	167.20 167.20
1		1	CNH 84530498	FILTER, AI UF100	96.00 96.00
1		5	-CNH 504287106C	CORE-FUEL CORE	100.00 -500.00
1		1	CNH 84597068	FILTER, FU BRD600	60.00 60.00
1		1	CNH 84348882	CARTRIDGE, BRC803	31.36 31.36
1		1	CNH 5802333638	GASKET	28.84 28.84

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WARRANTY DISCLAIMER: "The factor warranty constitutes all of the warranties with respect of the sale of all items. The seller hereby expressly disclaims all warranties either expressed or implied, including any implied warranty of merchantability of fitness for a particular purpose, and the seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of all items."



NORTHERN PLAINS EQUIPMENT

PO BOX 117
MINOT, ND 58702
701-838-8884
www.plainsag.com



SOLD TO
SUND02 MITCHELL SUNDAHL
4615 HWY 5
MOHALL, ND 58761

SHIP TO

NH CR9080 11 SN: YBGL114878 HR 2016.0 W:01
Sold By: CSJV PO #: WSI/ CK #1042 Date 7/18/20 WORK ORDER WC08509
Ship By: Tax #: 8:46:19 PRT: 21

Tax	D	Qty	Description	Price	Amount
1		1	CNH 87497044 HARNESS W	372.75	372.75
1		1	CNH 5801425301 HARNESS W	580.75	580.75
1		1	CNH 504372225 SENSOR W050B	62.00	62.00
1		1	CNH 61318303 GASKET CAB07	9.52	9.52
1		1	CNH 98412509 GASKET CAB07	3.98	3.98
1		1	CNH 98453300 GASKET K521	22.12	22.12
1		1	MIS BE2B146K REDEKOP 2G UD026	238.19	238.19
1		1	CNH 504149937 HARNESS W	313.95	313.95
1		1	CNH 500054690 GASKET, CY DR43	409.50	409.50
1		2	CNH 504375264 GASKET SOP	8.57	17.14
1		1	CNH 500362150 GASKET DR47	21.28	21.28
1		1	CNH 87540490 HOSE FLEX SOP	33.75	33.75
1		1	CNH 87284244 BELT UD066	35.56	35.56
4		8	MIS 9629 TIE STRAP KARE06	.15	1.20
1		4	CNH 5801491036 NUT VIDX22A	10.25	41.00
1		1	CNH 14466981 O-RING CAB02	20.16	20.16
1		1	CNH 99448739 GASKET CAB03	5.38	5.38
1		2	CNH 8094839 KIT, PISTO SOP	388.50	777.00
1		6	CNH 504154280 GASKET K311	6.89	41.34
1		2	CNH 5801385950 STUD VIDX36	7.39	14.78
4		2	CNH ZRG017BRC BRAKECLENR SHOW06	5.60	11.20
1		2	CNH 2992161 SET OF CON	79.00	158.00
1		1	CNH 504122542 ELECTRONIC	1575.00	1575.00
1		1	CNH 98453300 GASKET K521	23.52	23.52
1		1	CNH 5801464913 GASKET BB1008	183.70	183.70
** TOTAL PARTS SHOP					10999.96
* SEGMENT SUBTOTAL					14888.82

39 CONTINUED SEGMENT 38

OVER AND FILLED WITH SOLVENT ON THE INTAKE SIDE. LET SIT OVERNIGHT, NO LEAKS. REMOVED OIL PAN AND INSPECTED BOTTOM END OF ENGINE, CHECKED PISTON HEIGHT, ALL HOLES WERE IN SPEC. REMOVED #2 AND #3 PISTONS. CLEANED UP PISTONS, MEASURED RINGS THEY WERE WORN AND ROD BEARINGS WERE SHOWING WEAR. HAD TO MEASURE CRANK TO GET CORRECT ROD BEARINGS ORDERED. CLEANED UP PISTONS, REMOVED AND REPLACED RINGS ON #2 AND 3, HONED OUT #2 AND 3, CLEANED UP ALL PARTS INSTALLED #2 AND 3 PISTONS WITH NEW ROD BEARINGS. THE

SPECIAL ORDERED PARTS ARE PAYABLE WHEN ORDERED AND NON-RETURNABLE.
All stocking parts must be returned within 10 days for full refund. After 10 days, a 20% restocking fee will be applied.
Items presented for return must be in clean and new saleable condition with the original packaging.
Items not presented in this condition CANNOT be returned. All returns must be accompanied by this invoice.

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Tax	D	Qty	Description	Price	Amount
			TURBO STUDS BROKE ON EXHAUST, HAD TO DRILL OUT BROKEN STUDS, USED DIE GRINDER TO GET REST OF THE STUDS OUTL CLEANED UP, INSTALLED NEW STUDS AND GASKETS FOR EXHAUST MANIFOLD. INSTALLED HEAD, INJECTORS, ROCKERS, ADJUSTED VALVE. REMOVED AND REPLACED PAN GASKET, INSTALLED PAN FILLED WITH NEW OIL. PUT ANTIFREEZE IN AND TESTED. LET RUN AND NO SMOKE. CHECKED FOR LEAKS, HAD A LEAK AT THE VALVE COVER, REMOVED VALVE COVER AND GASHET, IT WAS OUT OF PLACE, INSTALLED AND RETESTED, NO LEAKS AND NO SMOKE PUT ON ALL SHIELDS PARKED OUTSIDE AND STARTED UNIT, DID FOR THREE DAYS NO SMOKE.		

* SEGMENT SUBTOTAL

Other Charges

LABOR CUSTOMER

** TOTAL LABOR CUSTOMER

* SEGMENT SUBTOTAL

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All stocking parts must be returned within 10 days for full refund. After 10 days, a 20% restocking fee will be applied.
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** SUBTOTAL 33337.06

** SALES TAX 4.22

X _____ Cash Sale

Phone: (701) 240-5822
Page 11 Last Page

PAY THIS AMOUNT



\$33341.28

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