



ROCKY MOUNTAIN EQUIPMENT

Please Remit To:
 Box 280, Hwy 9 & 10
 Yorkton, SK S3N 2V7
 Tel: (306) 783-8508
 Fax: (306) 786-7880

INVOICE

PC #1,087

Ship to:

SAME AS BELOW

Invoice to:

RICHARD & JANE CREWE
 BOX 37
 MELVILLE, SK S0A 2P0

Branch YORKTON		
Date 03/19/14	Time 15:24:42 (O)	Page 01
Account No. CREWE001	Phone No. 306 7285609	Reference No. W10614
Ship Via	Purchase Order NO	
	G.S.T. No. 825 724 032 RT0001	
Credit Card No.	Salesperson 394	

Description of Work and Parts

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
048404	CIH MXU100 MFD 100	6954	ACP226730 X		

Fold ---

- * ASK ABOUT OUR ROCKY MOUNTAIN EQUIPMENT UPTIME CERTIFICATION PROGRAM
- * DISTINGUISHING OUR COMMITMENT TO KEEP YOUR EQUIPMENT
- * RUNNING IN TOP CONDITION
- * 306-783-8508

REPAIR# 1 C 00235 NA 02/21/14 02/21/14

REPAIR CAUSE OF NOT SHIFTING PROPERLY

COMPLAINT:

NOT SHIFTING PROPERLY

CAUSE:

PROBLEM IS INTERNAL IN TRANSMISSION

CORRECTION:

TEST DROVE TRACTOR TO CHECK OPERATION.
 FOUND DRIVE WAS SLIPPING WHEN SELECTED TO C1 (UNDER DRIVE) RANGE.
 TRACTOR DROVE NORMALLY WHEN SELECTED TO C2 (DIRECT) RANGE.
 ALL GEARS RESPONDED SAME WAY, INDICATING PROBLEM IN C1 CIRCUIT.
 INSTALLED TEST FITTINGS INTO C1 AND C2 PORTS.
 RAN AND TESTED APPLICATION PRESSURES AND FOUND TO BE SLIGHTLY LOWER IN C1.
 CONNECTED FLOW METER AND WARMED UP OIL TO 120 DEGREES F.
 PERFORMED TEST AGAIN AND FOUND C1 PRESSURE DROPPED SIGNIFICANTLY. C2 PRESSURE WAS NORMAL. DETERMINED THAT PROBLEM IS INTERNAL IN TRANSMISSION.
 REMOVED LOADER FROM TRACTOR.
 DISCONNECTED AND REMOVED BATTERY.
 REMOVED EXHAUST SYSTEM TO ACCESS LOADER FRAMES.
 HAD TO HEAT EXHAUST COLLECTOR AT TURBO TO LOOSEN BOLTS, WHICH WERE SEIZED. ONE BOLT BROKE IN COLLECTOR AND WILL

CONTINUED ON PAGE 02

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NEED TO BE DRILLED OUT AND EXTRACTED.
 REMOVED LOADER FRAMES. ALSO ONE BOLT HAD BROKEN DURING REMOVAL.
 REMOVED FUEL FROM TANK AND REMOVED TANK TO ACCESS LOADER FRAME ON LEFT SIDE. TANK HAD APPROX 120 LITERS OF FUEL THAT WAS PUMPED INTO CLEAN CONTAINERS FOR STORAGE DURING REPAIR. DISCONNECTED ALL WIRING, PLUMBING AND LINKAGES TO FACILITATE SPILT AT ENGINE TO TRANSMISSION HOUSING.
 INSTALLED SPLITTING STANDS, REMOVED ALL BOLTS AT CLUTCH HOUSING AND SEPARATED ENGINE FROM TRANSMISSION TO ACCESS C1 AND C2 CLUTCHES.
 REMOVED FLOOR MAT AND PLATE TO ACCESS SHUTTLE SERVO CONTROL
 REMOVED SHUTTLE CONTROL ASSEMBLY.
 DRAINED TRANSMISSION OIL.
 REMOVED PLUMBING TO C1/C2 CLUTCH ASSEMBLY AND REMOVED FROM TRANS HOUSING.
 DISASSEMBLE COMPLETELY AND ASSESS DAMAGE.
 MADE UP PRICE QUOTE AND SHOWED CUSTOMER THE REPAIRS REQUIRED.
 ORDERED ALL NECESSARY PARTS.
 DRILLED OUT BROKEN BOLT FROM EXHAUST COLLECTOR AT TURBO AND USED TAP TO CLEAN OUT REMAINING DAMAGED THREADS.
 DRILLED OUT BROKEN BOLT ON BELL HOUSING FOR LOADER SIDE FRAME MOUNT.
 CLEANED OUT DAMAGED THREAD USING TAP.
 RECEIVED PARTS AND WASHED OFF THE PROTECTIVE COATING FROM SHIPPING.
 INSTALLED PISTON SEALS AND INSTALLED PISTONS IN C1 AND C2 HOUSINGS.
 INSTALLED CLUTCH PACKS AND MEASURED FOR CORRECT CLEARANCES.
 ASSEMBLED BOTH CLUTCH PACKS.

CONTINUED ON PAGE 03

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Fold ---

REASSEMBLED CLUTCH DRUM AND REDUCTION GEAR ASSEMBLY INTO CARRIER HOUSING.
 CHECKED END PLAY OF COUNTER SHAFT, WHICH WAS GOOD. TORQUE ALL HARDWARE TO SPEC.
 INSPECTED TORQUE DAMPER. SPRINGS WERE WORN AND DAMAGED. REPLACED WITH NEW UNIT.
 CLEANED OUT ALL DEBRIS AND WASHED OUT BELL HOUSING.
 CLEANED ALL GASKET SURFACES AND CLEANED OUT THREADS FOR MOUNTING OF C1/C2 AND SHUTTLE ASSEMBLIES WHICH WERE PLUGGED WITH LOCTITE COMPOUND.
 REASSEMBLED ALL COMPONENTS INTO TRANSMISSION HOUSING
 RECONNECTED TRACTOR TO ENGINE
 REINSTALLED LOADER FRAMES AND FUEL TANK
 REFILLED FUEL INTO TANK. APPROX 120 LITERS
 RECONNECTED ALL PLUMBING, ELECTRICAL AND LINKAGES.
 FILLED TRANSMISSION WITH NEW OIL AND INSTALLED NEW FILTERS.
 RAN TRACTOR AND CHECKED OPERATION OF TRANS
 CONNECTED FLOW METER AND WARMED UP TRANS OIL TO APPROX 65 DEGREES C TO PREPARE FOR TRANS CALIBRATION.
 PERFORMED CALIBRATION OF SYNCHRONIZERS AND CLUTCHES.
 ADJUSTED CLUTCH ENGAGEMENT TO 35 DEGREES OF PEDAL AS PER SERVICE MANUAL RECOMMENDATION.
 CHECKED AND TOPPED UP BRAKE FLUID RESERVOIR AND ENGINE COOLANT RESERVOIR (SHOP SUPPLY).
 REINSTALLED LOADER PREVIOUSLY REMOVED.
 REINSTALLED FLOOR PLATE AND MAT.

FIL2	ENVIR FILT>8"	2	1.00	2.00
FREIGHT	SHIP-HANDLING	1	35.00	35.00
F0NN7N283AB	SEAL	1 M	5.63	5.63
HYDFLUIDBULK	MULTI/VIS HYD	80	3.45	276.00
OIL2	ENVIRO OIL>30	80	.05	4.00

CONTINUED ON PAGE 04

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			X		
11125234	M20 X 75 10.9	2	7.25		14.50
128825	O-RING	4	2.01		8.04
14306624	SCREW	5 N	.70		3.50
14438185	O-RING	1 M	4.80		4.80
214-3228	CLAMP-1/1.875 W	2	17.19		34.38
407001R1	HOSE PER FT.	1	34.50		34.50
47127001	HOUSING	1 N	688.01		688.01
7137663	RING, PIST	2 N	17.50		35.00
1137711	CIRCLIP	2 N	16.52		33.04
5137563	GASKET	2 N	49.45		98.90
5162398	SEAL, RING	2 N	22.91		45.82
5194760	RING, SNAP	2 N	10.99		21.98
5194761	SPRING	14 N	15.94		223.16
5195357	CIRCLIP	2 N	14.00		28.00
5195402	O-RING	2 N	3.52		7.04
5195826	GASKET	1 N	7.41		7.41
5196061	DAMPER	1 N	380.60		380.60
81863706	WASHER, TH	1 N	62.40		62.40
81865152	SEAL, TRANS	2 N	43.44		86.88
81878948	SPRING	12 N	10.53		126.36
81878985	GASKET	10 N	8.06		80.60
82009301	SEAL, OIL	4 N	28.56		114.24
84226258	FILTER, HYD	1	71.94		71.94
84248043	HYD FILTER	1	58.04		58.04
87325220	CLUTCH PAC	2 N	162.40		324.80
87325223	PISTON	2 N	63.83		127.66
87347725	SEAL, TRANS	1	15.94		15.94
9672548	O-RING	7	2.28		15.96
9992298	O-RING	7	1.83		12.81
9993141	O-RING	3	1.83		5.49
	PARTS				3094.43

Fold ---

CONTINUED ON PAGE 05

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	825 724 032 RT0001	
Credit Card No.	Salesperson	
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			X			
						LABOR 6700.00
14100059						REPAIR TOTAL==> 9794.43

REPAIR# 2 C 00235 NA 02/21/14 03/12/14
 REPLACE STEERING PIN (PARTS IN CAB)

COMPLAINT:

REPLACE PIN

DESCRIPTION:

CHECKED KINGPINS ON TRACTOR AND FOUND TOP RIGHT HAD EXCESSIVE PLAY.
 REMOVED RIGHT FRONT WHEEL AND FENDER.
 DRAINED PLANETARY OIL AND REMOVED COVER. REMOVED SUN SHAFT TO ALLOW FOR CLEARANCE WHEN REMOVING SPINDLE ASSEMBLY FOR SERVICING KINGPINS.
 REMOVED KINGPIN CAPS WHICH WERE SEVERELY SEIZED IN SPINDLE. REQUIRED USE OF AIR CHISEL TO GET PINS TO MOVE.
 REMOVED KINGPIN BEARING CUP FROM AXLE TRUNION TOP PORTION. INSTALLED NEW CUP AND BOTH GREASE SEALS ON TOP AND BOTTOM. PRESSED ON NEW BEARING CONE ONTO THE NEW TOP KINGPIN CAP (CUSTOMER SUPPLIED).
 REFACED BOTTOM KINGPIN CAP, WHICH HAD BEEN DAMAGED DURING REMOVAL.
 REMOVED AND INSTALLED NEW SEAL ON SPINDLE SIDE.
 CLEANED ALL PARTS.
 REASSEMBLED SPINDLE ONTO AXLE AND SET PRE-LOAD ON KINGPIN ASSEMBLY.
 REINSTALLED ALL PREVIOUSLY REMOVED PARTS.
 FILLED RIGHT HAND PLANETARY WITH NEW OIL AND CHECKED ALL AXLE LEVELS, WHICH WERE GOOD.
 TOUCHED UP PAINTED SURFACES ON RIGHT SIDE OF AXLE.

ADDITIONAL DESCRIPTION:

CONTINUED ON PAGE 06

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PARTS SUPPLIED					
B93063	HYTRAN BULK	2	4.13		8.26
OIL2	ENVIRO OIL>30	2	.05		.10
5120532	NIPPLE, LUBE	1	2.73		2.73
5121471	GASKET	1	13.13		13.13
5177709	MFD SEAL	1	27.07		27.07
			PARTS		51.29
			LABOR		800.00
4100059			REPAIR TOTAL==>		851.29

REPAIR# 3 C CUST NA 02/21/14
 ****SERVICE LINES****
 STANDARD SHOP WARRANTY PARTS/LABOR 19/03/2014 TO 19/09/2014
 WARRANTY APPLICABLE TO REPAIRED COMPONENTS ONLY!
 *****THANKS FOR YOUR BUSINESS*****
 PAID BY CASE CREDIT
 CLOSED BY EM
 MARCH 19/2014

***** WORK ORDER TOTALS *****	
PARTS	3145.72
LABOR	7500.00
ENVIRO FEE	75.00
SHOP SUPPLIES	325.00
SUB TOTAL==>	11045.72
GST 825724032	552.32
ROCKY MTN SUMMIT CRD	11598.04

Promo: 9121 - 120 day no int no pay
 Store ID: 1414364002

CONTINUED ON PAGE 07

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Client ID: 3359646007					
Request ID: 01Z6CDKGP200P627468VFSMSOA8OCQUP					

Fold ---

By signing I certify that I am authorized to use this Account, to sign this receipt, and that I agree that the total amount of this invoice is repayable in accordance with the Credit Agreement applicable to the Account.

Invoice to: CNH Capital C3083, PO Box 2980, Calgary, AB, T2P 4S1

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