

Valley Plains Equipment
 I-29 Frontage Road
 202 6th St. SW
 Hillsboro, ND 58045
 Phone: (701) 436-4855



Jamestown, ND (701) 252-0580
 Valley City, ND (701) 845-5386
 Hunter, ND (701) 874-2168
 Galesburg, ND (701) 488-2238
 Crookston, MN (218) 281-3683
 Hillsboro, ND (701) 436-4855

Invoice To Account No: 2002380

SERVICE INVOICE

NEIL MUNRO P O BOX 65 PAGE ND 58064 Bus Phone: 7016682471 Prv Phone: Mob Phone:	<table> <tr> <td>Invoice Number:</td><td>177468</td></tr> <tr> <td>Invoice Date:</td><td>2/24/2015</td></tr> <tr> <td>Location:</td><td>65</td></tr> <tr> <td>Work Order Number:</td><td>28708</td></tr> <tr> <td>Payment Type:</td><td>Account</td></tr> <tr> <td>Page:</td><td>1 of 10</td></tr> </table>	Invoice Number:	177468	Invoice Date:	2/24/2015	Location:	65	Work Order Number:	28708	Payment Type:	Account	Page:	1 of 10
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Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 4555	9038	RW4555P005387	5P005387	

Gen- Retail

CORRECTION:

Performed premier tractor Pro-Active Inspection. Checked lights, and codes. Raised and blocked loader boom up, removed intake tube, side shields, hood. Coolant tested good at -45F, SCA level at 8.5, and color and condition was good. Removed battery cables and load tested batteries. Batteries passed and are in good condition. The drivers side battery cable clamp is cracked. Main hydraulic standby pressure was at 2400 psi, flow pressure was 1600 psi. Flow was 16/23 gpm at 1000/2000 rpm. Lube pressure was 10/20 at 1000/2000 rpm. Found that the #1 SCV return valve was leaking back and wouldn't hold pressure. The #3 scv is not usable because of the power beyond manifold on #2 hits the release handle. Transmission pressure was low at 160 psi, it should be around 180 psi. Element leak tests for the PTO, diff lock, and MFWD passed. Element leak test for the transmission was low on gears 1, 2, 3, 12, 13, 14, 15, 1r, and 2r. These elements share C1 clutch, which is behind the flywheel, and they are leaking 6 psi instead of the allowed 3 psi. Test drove, mfw works, diff lock works, and tried to get the transmission to slip, but it did not show signs of slipping at this time. All filters should be changed, and an engine oil change is due. Found the main pump coupler disc was cracked and loose. The valves and injectors need inspection and set. Rear axle side load measures .006 in on the left and .010 in on the right. Spec is .007 in. The front drive shaft u-joints are loose and dry. The front cv axle joints are also loose. The loader boom cylinders are leaking oil and the boom will settle. The radiator and the coolers need to be blown out. Hose clamps need to be tightened. There are three front nose lights not working. The stop switch has a broken mounting surface around the dash. Made quotes and estimates for work to be done.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
AR80652	FILTER ELEME	1.00	65.08	61.40	\$61.40	N
AR80653	FILTER ELEME	1.00	32.18	30.36	\$30.36	N
AR86535	VALVE	2.00	55.12	54.60	\$109.20	N
AR86745	FILTER ELEME	1.00	23.63	22.29	\$22.29	N
AR94510	FILTER ELEME	2.00	37.77	35.63	\$71.26	N
R33521	SHIM	6.00	1.48	1.47	\$8.82	N
R34733	WASHER	2.00	2.30	2.17	\$4.34	N

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Gen- Retail

R49866	GASKET	1.00	11.28	11.17	\$11.17	N
R51936	SEALING WASH	2.00	1.38	1.37	\$2.74	N
R65450	AIR FILTER	1.00	10.02	9.45	\$9.45	N
R77551	O-RING	6.00	0.59	0.59	\$3.54	N
R78202	CUSHION	1.00	16.95	16.79	\$16.79	N
R79605	WASHER	6.00	2.63	2.60	\$15.60	N
R84472	WASHER	6.00	0.43	0.43	\$2.58	N
RE10924	VALVE KIT	1.00	57.98	57.44	\$57.44	N
RE12793	AIR FILTER	1.00	46.95	44.29	\$44.29	N
RE265933	HUB KIT	2.00	241.14	238.86	\$477.72	N
RE33514	ISOLATOR	1.00	99.04	98.10	\$98.10	N
RE37355	Universal Joint Cross	2.00	73.14	72.45	\$144.90	N
RE52109	Injection Nozzle	6.00	182.93	182.93	\$1,097.58	N
RE57394	OIL FILTER	1.00	18.40	17.36	\$17.36	N
RE70738	UNIVERSAL	2.00	918.28	909.62	\$1,819.24	N
TY22420	BULK HOSE	134.00	0.02	0.02	\$2.68	N

<u>Miscellaneous</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
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Gen- Retail

SRVACCESS <i>Comments: Brake Clean</i>	SERVICE ACCESSORIES	3.00	4.60	4.60	\$13.80 N
Labor: \$499.00	Parts: \$4,128.85	OL&M: \$0.00	Misc: \$13.80	Sub-Total: \$4,641.65	

Gen2- Retail

CORRECTION:

Talked to parts to track down and see if we can find seal kits for the Great Bend loaders. Found that GB is out of business, and Bush Hog had bought them out. Found seal kits, called the customer and told him the price and shipping. Ordered in seal kits from Bush Hog. Raised loader up and supported front end of loader on to a high lift jack stand. Removed lines from the boom cylinders. Removed pin retainers, and removed the rear cylinder pins. The front pins were seized. Applied penetrating oil to the pins and let sit overnight. Used a sledge and large punch and removed the front pins. Drained oil out of the cylinders. Cleaned debris from the caps and line fittings. Disassembled first cylinder and found the piston lip was broken off and metal debris was in the barrel. Disassembled the second cylinder and found the same broken piston, chunks of metal, and debris, and the piston seals rolled over the piston. Can not buy pistons, priced out new cylinders and shipping then called the customer. Ordered in new cylinder assemblies from Bush Hog. Installed new cylinders, pins, lines, and greased pins. Checked operation. Found that the new cylinders worked well and did not leak down after the repairs were made.

Labor: \$562.50	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$562.50	
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Gen3- Retail

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Gen3- Retail

Set front end up on jack stands. Removed the front wheels, king pins, and outer knuckle/finals. Removed inner knuckle axle shaft/cv joint assembly. Disassembled the axle shaft from the cv joint. Removed axle seals and bushings from the inner knuckle, and removed seals from outer knuckle. Cleaned and prepped sealing surfaces and put the inner knuckles in the parts washer. Installed new seals on the new cv joint. Installed new seals, bushings, and assembled axle shaft to the new cv joint, then installed into the inner knuckle. Installed the inner knuckle assembly to the tractor. Installed outer knuckle/final assembly to the tractor. Topped off finals and differential with gear lube and hygard. Greased king pins and u-joints.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
50020662	SEAL KIT	2.00	111.84	111.84	\$223.68	N
50037480	HYDRAULIC CYLINDER	2.00	943.40	890.00	\$1,780.00	N
P47889	O-RING	3.00	1.44	1.44	\$4.32	N
R56757	O-RING	2.00	5.08	5.08	\$10.16	N
TY26625Q	HYGARD QUARTS	3.00	3.43	3.43	\$10.29	N
<u>Miscellaneous</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
FREIGHT	FREIGHT	2.00	67.52	67.52	\$135.04	N
Labor: \$1,837.50		Parts: \$2,028.45	OL&M: \$0.00	Misc: \$135.04	Sub-Total: \$4,000.99	

Gen4- Retail

CORRECTION:

Removed drive shaft shield, and removed drive shaft. Removed old u-joints from the shaft. Cleaned and prepped yoke bores. Installed new u-joints and set the yokes so the joints would move freely. Installed the drive shaft into the tube, and installed the assembly to the tractor. Then fastened the shield.

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Gen4- Retail

Labor: \$187.50	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$187.50
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Gen5- Retail

CORRECTION:

Changed the transmission and hydraulic filters during the rear axle bearing repairs.

Changed the cab air filter with a new one.

The customer will replace the engine air filters, fuel filter, and engine oil and filter. Ordered all of the filters needed and put the new filters in cab for the customer.

Labor: \$93.75	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$93.75
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Gen6- Retail

CORRECTION:

Found that the PTO lever would pop out. Tried to adjust the PTO engagement arm then retested. Found that the PTO lever did not pop out after adjusting the PTO engagement arm.

Labor: \$93.75	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$93.75
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Gen7- Retail

CORRECTION:

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Gen7- Retail

Found transmission system pressure was low at 160 psi. Spec is 170-180 psi. Ordered shims. Removed system pressure regulating valve and installed shims. Ran tractor and tested pressure. Found that the transmission system pressure tested at 170 psi. Removed the valve again and added more shims. Reinstalled the valve then test ran the tractor. Found that the transmission system pressure tested at 180 psi after adding the shims.

Labor: \$243.75	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$243.75
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Gen8- Retail

CORRECTION:

Found #1 SCV return would leak back and not hold pressure. Removed SCV valve. Cleaned, disassembled, inspected. Found fine metal pieces in the valve face, holding the valve open enough to leak by. Installed new seal kit, new valves, and set the valve opening clearances. Assembled back onto the tractor. Tested and found that SCV 1 return held pressure after the repairs were made.

Labor: \$581.25	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$581.25
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Gen9- Retail

CORRECTION:

Included in Premier Pro-Active Inspection.

Removed fuel supply lines, return lines, and injectors. Brought injector to the test bench. Found pressures were low at 3600 psi. And one injector tip nozzle would not open and it would spray, not atomize. Ordered seals, and new injectors. Put injectors on test bench found them all to be 4100-4150 psi opening pressures. Cleaned and prepped injectors, and injector bores. Installed new bleed off line orings and packings. Installed new injectors, seals, lines, and bled the fuel system. Ran and checked for leaks. Found that the new injectors worked well without leaking.

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Gen9- Retail

Labor: \$0.00	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$0.00
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Gen10- Retail

CORRECTION:

Included in Premier Pro-Active Inspection.

Removed ether can, can mounting brackets, breather tubes, air box, valve cover, and turbo oil line. Cleaned and prepped gasket surfaces of the engine and cover. Rolled engine over and pinned. Set valves, found them to be either loose or tight. Pinned and set the second set and then assembled engine with new valve cover gasket. Ran tractor, OK.

Labor: \$0.00	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$0.00
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Gen11- Retail

CORRECTION:

Pump drive coupler was loose and cracked. Removed pump drive bolts, rolled engine over 1/2 turn, then slid shaft back on to the pump. Installed new coupler and assembled.

Labor: \$262.50	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$262.50
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Gen12- Retail

CORRECTION:

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Gen12- Retail

Rear axle droop was excessive. Left side was .006 in and right side was .010 in. Jacked up and supported tractor on jack stands. Removed cab mounts, then jack and supported cab. Removed final drive assemble away from the tractor. Disassembled and inspected. Planetary gears appear ok, axle splines ok, and ring gear was ok. Found hook device and removed planetary. Set up portapower, and push bar on the final drive housing. Jacked housing off of the axle. Removed and inspected all bearings. Found typical high hour wear, and no flaking or pitting. Installed new bearing and seal on the axle. Installed new seal carrier, inner seal, and bearings in the housing. Put housing on axle. Installed planetary and set the bearings. Removed planetary, installed lead set up balls, to measure shim thickness. Followed set up procedure, removed planetary, measured lead balls and matched shim pack. Assembled final with new retaining bolt. Tested rolling drag. Cleaned sealing surfaces of differential and final. Installed final onto tractor. Greased outer bearings. Repeated process for the other final.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
AR75527	SEAL	2.00	32.61	32.61	\$65.22	N
JD8248	BEARING CUP	2.00	40.03	40.03	\$80.06	N
JD9018	BEARING CONE	2.00	52.61	52.61	\$105.22	N
JD9092	BEARING CONE	2.00	113.39	113.39	\$226.78	N
JD9147	BEARING CUP	2.00	59.32	59.32	\$118.64	N
PM38655	Sealant	1.00	15.94	15.94	\$15.94	Y
R52389	SHIM	2.00	5.50	5.50	\$11.00	N
R59074	OIL CUP	2.00	25.58	25.58	\$51.16	N
R82175	CAP SCREW	2.00	17.62	17.62	\$35.24	N
RE31702	SEAL	2.00	56.85	56.85	\$113.70	N

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Gen12- Retail

TY26625Q	HYGARD QUARTS	76.00	3.43	3.43	\$260.68	N
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<u>Miscellaneous</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
SRVACCESS	SERVICE ACCESSORIES	1.00	4.60	4.60	\$4.60	N

Comments: Brake Clean

Labor: \$1,818.75	Parts: \$1,083.64	OL&M: \$0.00	Misc: \$4.60	Sub-Total: \$2,906.99
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Gen13- Retail

CORRECTION:

Tightened all accessible, air, water, and oil hose clamps.

Labor: \$68.83	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$68.83
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Gen14- Retail

CORRECTION:

Found cracked, brittle, and leaking pump bled off line. Removed line, and installed new line, from the top of the transmission, routed above the engine, toward the front, and down to the steering pump.

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Gen14- Retail

Labor: \$125.00	Parts: \$0.00	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$125.00
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INVOICE CONTAINS \$148.76 DISCOUNT

Miscellaneous Charges:

service accessories - epa charge \$150.00

Labor:	\$6,374.08
Parts:	\$7,240.94
OL&M:	\$0.00
Misc:	\$303.44
Sales Tax:	\$1.12
Grand Total:	\$13,919.58

*** DOCUMENT COPY ***

TERMS AND CONDITIONS

All accounts due and payable the 10th of the month following purchase. 1.5% monthly finance charge (18% per annum) will be charged to all past due accounts.

Credit for any returned unused parts must be made within 30 days and accompanied by this invoice. All parts returned are subject to a minimum 15% restocking fee. Open kits or electrical parts are not returnable, please refer to our return policy for details. Thank you for your business.

Received by:Date: