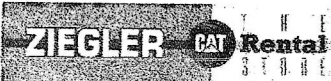


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Quantity	Item	N/R	Description	Unit Price	Extended
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* * * INVOICE CREDIT * * *
 REFERENCE INVOICE - SW520085336

COMPLETE PRE-SAFETY CHECK
 CUSTOMER COMPLAINT:
 JOB SITE ASSESSMENT COMP

SEGMENT AA TOTAL .00 T

 REPAIR WIRING
 CUSTOMER COMPLAINT:
 MACHINE WOULD NOT START
 NO FUNCTION TO THE BASKET
 CAUSE OF FAILURE:
 THE TUBE THAT THE WIRING WENT THROUGH BOUND UP AND
 PINCHED/CUT WIRES
 RESULTANT DAMAGE:
 FUNCTIONS TO THE BASKET WOULD NOT WORK
 REPAIR PROCESS COMMENTS:
 RAN A JUMPER WIRE TO THE BASKET AND GOT SOME OF
 THE FUNCTIONS TO WORK
 TRIED TO EXTEND THE BOOM TO GET A BETTER LOOK AT
 SOME OF THE WIRES
 FOUND THAT THE TUBE THAT THE WIRING AND HYDRAULIC
 HOSES WENT THROUGH HAD BROKE

* * * INVOICE CREDIT * * *
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AND WOULD PINCH THE WIRES WHEN IT WOULD EXTEND.
 THEN THE MACHINE WAS PUSHED INTO THE SHOP
 THE WIRING AND HYDRAULIC HOSES WERE LABELED
 THEN REMOVED FROM THE BASKET
 THEN IT WAS PULLED THROUGH THE TUBING
 THE WIRING IN THE CONTROL PANEL WAS LABELED
 EACH HARNESS WAS REMOVED AND REPLACED SEPARATELY
 TO MAKE SURE IT WENT BACK IN THE EXACT SAME WAY.

CUSTOMER COMPLAINT:
 BASKET CONTROLS WOULDNT WORK
 CAUSE OF FAILURE:
 THE BOLTS AT THE FRONT OF THE OUTER TUBE HAD
 RUSTED AND CAUSE IT TO SLIDE OFF THE TRACK. THEN
 IT WAS EXTENDED CUTTING WIRES AND HYDRAULIC
 LINES
 RESULTANT DAMAGE:
 THE WIRING WAS CUT AND HYDRAULIC LINES WERE
 STRECHED AND CUT TO THE BASKET. MOST OF THE
 BASKET FUNCTIONS DID NOT WORK

REPAIR PROCESS COMMENTS:
 I TROUBLESHOT THE MACHINE BY PUTTING IN A JUMPER
 HARNESS IN VARIOUS SPOTS AND REGAINED SOME POWER
 AND ADDED A NEW KEY SWITCH AND STOP SWITCH. THEN
 IN THE BASKET SOME OF THE FUNCTIONS WORKED BUT
 NOT ALL. I TRACED BACK THE WIRING AND FOUND THE
 CUT WIRES AND HYDRAULIC LINES AT THE REAR OF THE
 BOOM.

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ONCE THE MACHINE WAS MOVED INSIDE THE WIRING TO
 THE BASKET WAS LABLED AS BEST I COULD WITH WHAT
 WAS THERE AND THE WIRING AND HYDRAULIC LINES WERE
 REMOVED. THE WIRING AT THE BASE WAS CAREFULLY
 LABLED. THEN THE TUBES WERE TAKEN OFF AND THE
 BASE FOR THEM WAS REMOVED. A NEW TUBE WAS
 ORDERED. THE ELECTRIAL HARNESS WERE MEASURED AND
 ORDERED AS WELL. ONCE THE TUBE WAS FABRICATED AND



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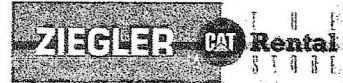
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Quantity	Item	N/R	Description	Unit Price	Extended
<p>READY THE WIRING WAS WIRED INTO THE BASE IT WAS STRUNG OUT WITH THE NEW HYDRAULIC HOSES. THEY WERE SLID INTO THE TUBE BASE AND THAT WAS BOLTED TO THE MACHINE. THE CHAIN THEN WENT UNDERNEATH THE WIRING AND THEN THE CHAIN WAS SNAPPED INTO PLACE MAKING SURE EVERYTHING WASN'T TANGLED. AFTER RUNNING THE WIRES THROUGH THE BOOM I STARTED CONNECTING THEM IN THE BASKET. THE WIRING THAT WAS THERE WAS A MESS AND VERY HACKED UP. I GOT THE BREAD BOARD TYPE OF CONNECTIONS PUT TOGETHER AND MOST OF THE WIRING CONNECTED. WILL TAKE A LOT OF TIRAL AND ERROR TO GET ALL THE FUNCTIONS WORKING.</p>					
<p>* * * INVOICE CREDIT * * *</p>					
<p>REFERENCE INVOICE - SW520085336</p>					
<p>GOT THE STARTING CIRCUIT WORKING IN THE BASKET. HAD TO TRACE ALL THE WIRES IN THE BASKET AND AT THE BASE TO MAKE SURE THEY WERE THE CORRECT ONES. THEN I HAD TO TROUBLESHOOT THE SAFETY FOOT PEDAL IN THE BASKET AND FIGURE OUT WHAT CIRCUIT IT WENT TO AND HOW IT WORKED. ENDED UP RUNNING WIRES BACK TO THE CORRECT SPOT IN THE FOOT PEDAL TO GET IT WORKING FOR THE NORMALLY OPEN CIRCUIT. FOUND OUT THAT SOME SWITCHES WERE BAD CAUSING THE CIRCUIT TO LOSE VOLTAGE WHEN SOME SWITCHES WERE ACTIVATED. AFTER INSTALLING THE NEW MICRO SWITCHES I TRIED IT AGAIN. BUT I HAD NO POWER TO THE FUNCTIONS. I SWITCHED THE WIRING IN THE FOOT PEDEAL AND REGAINED POWER. THEN ALL FUNCTIONS WORKED BESIDES THE FORWARD AND REVERSE. I FIGURED OUT THE ONLY WAY TO MOVE THE BOOM UP WAS TO HIT A TOGGLE SWITCH AND BOOM UP AT THE SAME TIME. I TRACED ALL THE WIRING FROM THE BASKET TO THE BASE THEN FROM THE SOLENOID VALVES THEMSELVES TO THE CIRCUIT BOARD. I THEN MOVED 1 WIRE AND GOT THE FORWARD AND REVERSE FUNCTIONS TO WORK. THE FITTING WAS PUT IN TO THE SWING MOTOR AND THEN WAS TESTED. I ADJUSTED THE ANGLE OF THE FITTING AND IT DOES NOT BIND OR PINCH AND WORKS AT THE</p>					
<p>* * * INVOICE CREDIT * * *</p>					
<p>REFERENCE INVOICE - SW520085336</p>					
<p>BASE ON THE BASKET. THE HYDRAULIC LINES AND WIRING WERE ZIP TIED IN PLACE. I INSTALLED NUT ZERKS FOR THE COVER OF THE BASKET SINCE THE OLD ONES WERE GONE OR STRIPPED. THE WIRING WAS TIED UP AND THE COVER WAS BOLTED DOWN. THE BATTERIES ARE WEAK AND WILL NEED TO BE REPLACED THERE WAS A LOT OF TROUBLESHOOTING TO GET ALL THE FUNCTOINS TO WORK. THE WIRING WAS VERY HACKED AND MOST OF THE WIRING HAD TO BE TRACED ALL THE WAY THROUGH THE MACHINE. ALSO THERE IS NO SOLENOID TO THE SHUT OFF AND THAT HAS TO BE DONE MANUALLY</p>					
	8-		GE/19712 MICROSWITCH N	7.68	61.44-
	3-		GE/29480 TRACK REPAIR, 7LINKN	60.00	180.00-
2730-			GE/48533 WIRE N	.50	1365.00-
	1-		122512 GN-SERVICE KIT, KEN	42.49	42.49-
	1-		122514 GN-KIT, ESTOP SERV N	25.35	25.35-
	2-		147094 GN-CIRCUIT BREAKERN	4.65	9.30-
			TOTAL PARTS	SEG. 01	1683.58-*
				F/R LBR	2500.00-*
3.00-			IBF GROUND		68.48-
1.00-			IBF GROUND		13.60-
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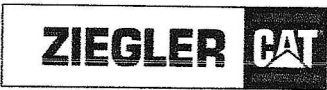
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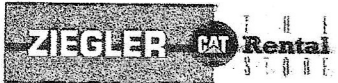
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Quantity	Item	N/R	Description	Unit Price	Extended
REFERENCE INVOICE - SW520085336					
			TOTAL MISC CHGS	SEG. 01	82.08-*
			SEGMENT 01 TOTAL		4265.66-T

REMOVE & INSTALL ROD/TUBE					
CUSTOMER COMPLAINT:					
TUBING WAS BENT UP AND WOULD BIND AND CUT WIRES					
CAUSE OF FAILURE:					
IT RUSTED OUT AT THE FRONT AND THEN BOUND UP					
CAUSING IT TO CUT WIRES WHEN IT WOULD EXTEND					
RESULTANT DAMAGE:					
WOULD NOT WORK PROPERLY AND WOULD CUT WIRES					
REPAIR PROCESS COMMENTS:					
THE WIRES AND HYDRAULIC LINES WERE PULLED THROUGH					
IT					
THEN I WAS ABLE TO REMOVE THE TUBING.					
THE BASE FOR THE TUBING WAS REALLY BENT UP					
AND THE MOUNTING BRACKETS WERE BENT					
SO THEY WERE HAMMERED BACK AND REWELDED FOR					
STRENGTH PURPOSES.					
CUSTOMER COMPLAINT:					
FUNCTIONS AT THE BASKET WOULD NOT WORK					
CAUSE OF FAILURE:					
* * * INVOICE CREDIT * * *					
REFERENCE INVOICE - SW520085336					
THE BOLTS AT THE FRONT OF THE OUTER TUBE HAD					
RUSTED AND CAUSE IT TO SLIDE OFF THE TRACK. THEN					
IT WAS EXTENDED CUTTING WIRES AND HYDRAULIC LINES					
RESULTANT DAMAGE:					
THE FUNCTIONS TO THE BASKET WOULDN'T WORK					
REPAIR PROCESS COMMENTS:					
THE TUBING WAS BENT SO A NEW OUTER TUBE HAD TO BE					
INSTALLED. THEN THE BASE WAS STRAIGHTNED OUT SINCE					
IT WAS BENT AT BOTH ENDS. A BRACKET WAS CUT OFF					
THE OLD OUTSIDE TUBE AND WELDED ON THE NEW TUBE.					
THE MOUNTS FOR THE BASE HAD TO BE STRAIGHTENED					
AND THEN WELDED FOR STRENGTH. NEW BOLTS WERE USED					
AT THE FRONT OF THE OUTER TUBE. A NEW WEAR PLATE					
WAS ADDED SINCE THE OLD WAS WAS COMPLETELY					
MISSING.					
THEN I INSTALLED THE NEW HYDRAULIC LINES.					
EVERYTHING WAS STRUNG OUT AND UNTANGLED. THEN					
THEY WERE SLID INTO THE BASE THEN RAN TO THE BACK					
OF THE MACHINE THROUGH THE MAIN TUBE. THEN THE					
SMALL TUBE WAS SLID IN AND EVERYTHING WAS FISHED					
THOUGH AND THE PLASTIC PROTECTION CHAIN WAS					
INSTALLED.					
MADE AN ACCESS COVER TO GET TO THE INSIDE TUBE FOR					
THE CHAIN GUARD. ONCE THAT WAS DONE THE CHAIN					
* * * INVOICE CREDIT * * *					
REFERENCE INVOICE - SW520085336					
GUARD WAS EASILY ABLE TO GO ON.					
AFTER GETTING THE MACHINE MOVING I BOOMED IT ALL					
THE WAY OUT AND IN. ONCE IT WAS IN IT WENT TOO					
FAR SO I WELDED A PLATE AND A SUPPORT TO THE REAR					
OF THE SLIDE PREVENTING IT FROM SLIDING TOO FAR					
BACK. I HAD TO SPOT WELD AND COOL MY WELDS TO					
PREVENT ANY DAMAGE TO THE WIRING AND HYDRAULIC					
HOSES UNDERNEATH. THEN THE TUBE WAS PAINTED					
BLACK.					
8-	247-1913		BALLSTUD	N5	4.14
1-	458-9585		PAINT-BLACK	S5	10.01
					33.12-
					10.01-



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Quantity	Item	N/R	Description	Unit Price	Extended
1-	GE/13921		ELBOW N5	7.37	7.37-
1-	GE/25697		WEAR PAD N5	69.79	69.79-
2-	GE/28586		HOSE N5	154.74	309.48-
1-	GE/28588		HOSE N5	154.77	154.77-
1-	GE/28589		HOSE N5	147.56	147.56-
			TOTAL PARTS	SEG. 02	732.10-*
				F/R LBR	1200.00-*
1.00-			TUBING		155.99-
2.00-			IBF GROUND		27.26-
1.00-			IBF GROUND		24.44-
			TOTAL MISC CHGS	SEG. 02	207.69-*
			* * * INVOICE CREDIT * * *		
			REFERENCE INVOICE - SW520085336		
			SEGMENT 02 TOTAL		2139.79-T

REMOVE & INSTALL HOOD SUPPORT					
CUSTOMER COMPLAINT:					
HOOD WOULD NOT STAY OPED					
CAUSE OF FAILURE:					
FAILED SHOCKS AND SHOCK MOUNTS					
RESULTANT DAMAGE:					
HOOD WOULD NOT STAY UP ON ITS OWN					
REPAIR PROCESS COMMENTS:					
OPENED THE HOOD AND SECURED IT. THEN REMOVED THE					
SHOCKS TO THE HOODS AND INSTALLED NEW SHOCK					
MOUNTS THEN INSTALLED NEW SHOCKS. NOW BOTH HOODS					
STAY OPEN ON THEIR OWN					
4-	GE/28301		GAS STRUT N5	16.82	67.28-
			TOTAL PARTS	SEG. 03	67.28-*
				F/R LBR	114.00-*
			SEGMENT 03 TOTAL		181.28-T

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			REFERENCE INVOICE - SW520085336		
TRANSPORT			TRANSPORT HAUL		450.00-
2.00-			TOTAL MISC CHGS	SEG. 98	450.00-*
			SEGMENT 98 TOTAL		450.00-T

			SERVICE SUPPLIES AND		228.69-T
			ENVIRONMENTAL CHARGES		
			IOWA SALES TAX - 6%		259.95-T
			IA LO LABOR CERRO GO		43.32-T
			INVOICE TOTAL		7,568.69CR