

INVOICE NO SW1051891-1	INVOICE DATE 04/23/2025
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ARNOLD MACHINERY - DENVER
8420 Quebec St
Commerce City CO 80022-5065
720-954-3031

CUSTOMER NO B10005907	PAGE NO 1
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PAYMENT TERMS
CASH ON DELIVERY

SERVICE INVOICE

CUSTOMER PO
INSPECTION

INVOICE TO:

WORK SITE:

CASH SALES - DENVER CE
8420 Quebec St
Commerce City CO 80022-5065
720-954-3031

CASH SALES - DENVER CE
3114 Holly St
Erie CO 80516-8011

SALESMAN:
CONTACT : WALTER 970-381-0531

SERVICE ORDER : SW1051891
REF: Hitachi ZX350LC-3 SN: FF01V7Q050236

HITACHI MODEL:ZX350LC-3 S/N:FF01V7Q050236 CUST UNIT: UNIT:Q10018059
METER : 0

SEGMENT : 1 TRAVEL TIME TRAVEL TIME AND MILEAGE CHARGEABLE - CUSTOMER FIELD

SEGMENT TYPE: Chargeable

HITACHI MODEL:ZX350LC-3 S/N:FF01V7Q050236 CUST UNIT: UNIT:Q10018059

WORK SITE: CASH SALES - DENVER CE 3114 Holly St Erie CO 80516-8011

METER : 0 LOCATION

WORK DESCRIPTION :
TRAVEL TO MACHINE

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
	SHOP SUPPLIES	1.00	52.50		52.50
	EPA CHARGE	1.00	15.75		15.75
LABOR					525.00

SEGMENT 1 TOTAL:
0.00 PARTS 525.00 LABOR 68.25 MISC. 1.98 TAX 595.23 TOTAL

SEGMENT : 2 DIAGNOSE- INSPECTION PREP FOR SALE CHARGEABLE - CUSTOMER FIELD

SEGMENT TYPE: Chargeable

HITACHI MODEL:ZX350LC-3 S/N:FF01V7Q050236 CUST UNIT: UNIT:Q10018059

WORK SITE: CASH SALES - DENVER CE 3114 Holly St Erie CO 80516-8011

METER : 0

WORK DESCRIPTION :
DIAGNOSE - INSPECTION, CUSTOMER ASKED IF THERE IS ANYTHING WRONG WITH IT TO FIX IT.

CORRECTION:
04/08/2025 05:01 PM GABRIEL SHAW
MACHINE: ZX350LC-3
SERIAL NUMBER (SN): FF01V7Q050236

IDENTIFIED ISSUES AND RECOMMENDATIONS:

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RIGHT JOYSTICK PILOT CONTROL VALVE ASSEMBLY:
MALFUNCTIONING: CONTROLS ARE STICKING.
PART NUMBER: 9247135
RECOMMENDATION: REPLACE THE ENTIRE RIGHT JOYSTICK PILOT CONTROL VALVE ASSEMBLY USING PART NUMBER 9247135.

LEFT JOYSTICK PILOT CONTROL VALVE ASSEMBLY:
CURRENT STATUS: NOT AS SEVERELY AFFECTED AS THE RIGHT ONE, BUT SHOWING SIGNS OF WEAR.
PART NUMBER: 9247135

RECOMMENDATION: REPLACE THE LEFT JOYSTICK PILOT CONTROL VALVE ASSEMBLY AS A PREVENTATIVE MEASURE TO AVOID FUTURE ISSUES. THE SAME PART NUMBER (9247135) IS USED FOR BOTH THE RIGHT AND LEFT JOYSTICK PILOT VALVES.

BOOM RAISE PILOT PRESSURE SENSOR PLUG HOUSING AND TERMINALS (P11):
PROBLEM: DAMAGED WIRING.
REPAIR STATUS: WIRING CANNOT BE REPAIRED DUE TO BEING TOO SHORT AND CLOSE TO THE HOUSING.
RECOMMENDATION: REPLACE THE BOOM RAISE PILOT PRESSURE SENSOR, INCLUDING THE PLUG HOUSING AND TERMINALS.

AIR CONDITIONING (AC) SYSTEM:
ISSUE: TWO AC PUMPS ARE PRESENT: ONE CONNECTED TO THE AC LINES AND ANOTHER MOUNTED BUT NOT CONNECTED.
RECOMMENDATION:
RECLAIM AND RECHARGE THE AC SYSTEM.
DETERMINE WHICH OF THE TWO PUMPS IS THE FUNCTIONAL ONE.

AC BELT:
STATUS: NEEDS REPLACEMENT.
RECOMMENDATION: REPLACE THE AC BELT.
PART NUMBER: 4612331

TANK FUEL LEVEL SENSOR:
PROBLEM: NOT FUNCTIONING.
RECOMMENDATION: REPLACE THE TANK FUEL LEVEL SENSOR.
SUMMARY OF RECOMMENDED ACTIONS:

REPLACE THE RIGHT JOYSTICK PILOT CONTROL VALVE ASSEMBLY (PART NUMBER: 9247135).
REPLACE THE LEFT JOYSTICK PILOT CONTROL VALVE ASSEMBLY (PART NUMBER: 9247135).
REPLACE THE BOOM RAISE PILOT PRESSURE SENSOR (INCLUDING PLUG AND TERMINALS).
RECLAIM AND RECHARGE THE AC SYSTEM, AFTER IDENTIFYING THE FUNCTIONAL AC PUMP.
REPLACE THE AC BELT.
REPLACE THE TANK FUEL LEVEL SENSOR.

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CUSTOMER PO INSPECTION

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
	SHOP SUPPLIES	1.00	73.50		73.50
	EPA CHARGE	1.00	22.05		22.05
LABOR					735.00

SEGMENT 2 TOTAL:
0.00 PARTS 735.00 LABOR 95.55 MISC. 2.77 TAX 833.32 TOTAL

SEGMENT : 3 REPAIR- INSPECTION PREP FOR SALE CHARGEABLE - CUSTOMER FIELD

SEGMENT TYPE: Chargeable

HITACHI MODEL:ZX350LC-3 S/N:FF01V7Q050236 CUST UNIT: UNIT:Q10018059

WORK SITE: CASH SALES - DENVER CE 3114 Holly St Erie CO 80516-8011

METER : 0

WORK DESCRIPTION :

REPAIR -INSPECTION, CUSTOMER ASKED IF THERE IS ANYTHING WRONG WITH IT TO FIX IT.

CORRECTION:

04/22/2025 08:37 PM GABRIEL SHAW

MACHINE: HITACHI ZX350LC-3

CUSTOMER CONTACT: NICK (TEXT), BRYAN (PHONE)

ISSUE(S) ADDRESSED:

* RIGHT AND LEFT JOYSTICK PILOT VALVE REPLACEMENT:

* PROCEDURE: LOCATED THE MACHINE AND ACCESSED THE RIGHT JOYSTICK PILOT VALVE. CAREFULLY REMOVED THE EXISTING VALVE AND INSTALLED THE NEW REPLACEMENT VALVE, ENSURING PROPER TORQUE ON ALL FITTINGS. SUBSEQUENTLY, THE SAME PROCEDURE WAS FOLLOWED FOR THE LEFT JOYSTICK PILOT VALVE.

* OBSERVATION: MINOR HYDRAULIC FLUID SPILLAGE OCCURRED DURING THE REMOVAL AND INSTALLATION PROCESS.

* ACTION TAKEN: THOROUGHLY CLEANED UP ALL RESIDUAL HYDRAULIC FLUID.

* RESULT: UPON STARTING THE MACHINE, BOTH THE RIGHT AND LEFT JOYSTICK CONTROLS WERE TESTED AND CONFIRMED TO BE FUNCTIONING CORRECTLY AND RESPONSIVELY.

* BOOM PILOT SENSOR AND WIRING REPAIR:

* PROCEDURE: LOCATED THE PILOT SENSOR FOR THE BOOM CONTROL. REMOVED THE FAULTY SENSOR AND INSTALLED THE NEW REPLACEMENT SENSOR, ENSURING PROPER ELECTRICAL CONNECTION. IDENTIFIED A SHORT IN THE WIRING HARNESS CONNECTED TO THE PILOT SENSOR. REPAIRED THE SHORT BY REPLACING THE DAMAGED PLUG AND ENSURING SECURE CONNECTIONS.

* OBSERVATION: EVIDENCE OF WIRE DAMAGE AND CORROSION WAS NOTED ON THE ORIGINAL PLUG.

* ACTION TAKEN: REPLACED THE DAMAGED PLUG WITH A NEW ONE AND ENSURED PROPER INSULATION OF THE REPAIRED WIRING.

* RESULT: TESTED THE BOOM CONTROL FUNCTIONALITY, AND IT WAS CONFIRMED TO BE OPERATING SMOOTHLY AND AS INTENDED.

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* AIR CONDITIONING (AC) SYSTEM SERVICE:
 * PROCEDURE: CONNECTED AC GAUGES TO THE HIGH AND LOW-PRESSURE SERVICE PORTS. NOTED A COMPLETE LACK OF PRESSURE WITHIN THE SYSTEM. OPENED THE SERVICE PORTS AND CONNECTED THE GAUGE LINES TO THE NEW AC PUMP. INTRODUCED UV DYE INTO THE AC SYSTEM TO AID IN THE DETECTION OF ANY FUTURE LEAKS. INSTALLED A NEW AC SYSTEM BELT AND ADJUSTED THE TENSION. ALSO TIGHTENED THE EXISTING FAN BELT. LOCATED A FAULTY WIRING CONNECTION AT THE AC COMPRESSOR AND REPAIRED IT BEFORE RECONNECTING THE ELECTRICAL PLUG. CONNECTED THE GAUGES TO A TANK OF R134A REFRIGERANT AND BEGAN THE PROCESS OF FILLING THE AC SYSTEM.
 * OBSERVATION: DURING THE REFRIGERANT CHARGING PROCESS, THE HIGH-SIDE PRESSURE READING WAS SIGNIFICANTLY HIGHER THAN THE LOW-SIDE PRESSURE. THIS DISCREPANCY STRONGLY INDICATES A RESTRICTION WITHIN THE SYSTEM, MOST LIKELY DUE TO A FAILING AC DRYER. DESPITE THIS, THE SYSTEM BEGAN TO BLOW COLD AIR.
 * ACTION TAKEN: FILLED THE AC SYSTEM WITH REFRIGERANT UNTIL A NOTICEABLE COOLING EFFECT WAS ACHIEVED. DOCUMENTED THE HIGH-SIDE OVERPRESSURE ISSUE AND THE LIKELY NEED FOR AC DRYER REPLACEMENT.
 * RESULT: THE MACHINE IS CURRENTLY BLOWING COLD AIR. HOWEVER, THE HIGH-SIDE PRESSURE ISSUE SUGGESTS THE AC DRYER REQUIRES REPLACEMENT TO ENSURE OPTIMAL AND RELIABLE LONG-TERM PERFORMANCE.
 * FUEL LEVEL SENDING UNIT:
 * PROCEDURE: ASSESSED THE FEASIBILITY OF REPLACING THE FUEL LEVEL SENDING UNIT.
 * OBSERVATION: THE FUEL TANK WAS OBSERVED TO BE COMPLETELY FULL. DUE TO THE DESIGN OF THE FUEL TANK AND THE LOCATION OF THE SENDING UNIT, THE FUEL LEVEL NEEDS TO BE SIGNIFICANTLY BELOW HALF A TANK TO SAFELY AND EFFECTIVELY PERFORM THE REPLACEMENT. ATTEMPTING TO REPLACE THE UNIT WITH A FULL TANK WOULD POSE A SIGNIFICANT RISK OF FUEL SPILLAGE.
 * ACTION TAKEN: DETERMINED THAT THE FUEL LEVEL SENDING UNIT REPLACEMENT COULD NOT BE PERFORMED AT THIS TIME DUE TO THE FULL FUEL TANK.
 * RESULT: THE FUEL LEVEL SENDING UNIT REPLACEMENT IS PENDING UNTIL THE FUEL LEVEL IS REDUCED. LEFT FUEL SENDING UNIT BEHIND SEAT AND LET BRYAN KNOW.

COMMUNICATION:

* TEXT MESSAGE SENT TO CUSTOMER NICK DETAILING THE FINDINGS REGARDING THE COMPLETED REPAIRS, THE AC SYSTEM'S COLD OPERATION BUT POTENTIAL DRYER ISSUE, AND THE INABILITY TO REPLACE THE FUEL LEVEL SENDING UNIT DUE TO THE FULL TANK.
 * PHONE CALL MADE TO BRYAN TO RELAY THE SAME INFORMATION. BRYAN ACKNOWLEDGED THE REPORT AND STATED THAT HE WOULD HANDLE THE FUEL LEVEL SENDING UNIT AT A LATER TIME AND IS NOT CONCERNED ABOUT THE AC DRYER ISSUE FOR THE PRESENT.

NEXT STEPS:

* THE REPLACEMENT OF THE FUEL LEVEL SENDING UNIT WILL NEED TO BE SCHEDULED ONCE THE FUEL LEVEL IN THE TANK IS BELOW HALF. IF BRYAN WANTS.
 * THE CUSTOMER HAS BEEN INFORMED ABOUT THE POTENTIAL NEED TO REPLACE THE AC DRYER IN THE FUTURE TO RESOLVE THE HIGH-SIDE PRESSURE ISSUE AND ENSURE OPTIMAL AC SYSTEM PERFORMANCE.

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CONCLUSION:

ALL ASSIGNED REPAIRS, WITH THE EXCEPTION OF THE FUEL LEVEL SENDING UNIT REPLACEMENT (DUE TO THE FULL FUEL TANK), HAVE BEEN SUCCESSFULLY COMPLETED AND TESTED. THE MACHINE'S JOYSTICK AND BOOM CONTROLS ARE NOW FUNCTIONING AS EXPECTED. THE AC SYSTEM IS CURRENTLY BLOWING COLD AIR, ALTHOUGH A POTENTIAL ISSUE WITH THE AC DRYER HAS BEEN IDENTIFIED AND COMMUNICATED TO THE CUSTOMER. THE WORK AREA WAS THOROUGHLY CLEANED, AND ALL SHIELDS WERE REINSTALLED BEFORE DEPARTING THE JOBSITE.

ITEM / Lot ID	DESCRIPTION	QTY	PRICE	CORE	TOTAL
YB60000656	VALVE;PILOT	2	746.74	0.00	1,493.48
4612331	BELT;V	1	56.62	0.00	56.62
4436535	SENSOR,PRESSURE	1	142.20	0.00	142.20
4660782	FLOAT	1	199.92	0.00	199.92
RK03FB	PIGTAIL	1	31.41	0.00	31.41
	SHOP SUPPLIES	1.00	124.00		124.00
	EPA CHARGE	1.00	47.67		47.67
LABOR					1,589.00
SEGMENT 3 TOTAL:					
	1,923.63 PARTS	1,589.00 LABOR	171.67 MISC.	60.76 TAX	3,745.06 TOTAL

SALES TAX DETAILS:
STATE - COLORADO:

65.51

PARTS	1,923.63
LABOR	2,849.00
MISC.	335.47
SALES TAX	65.51
INVOICE TOTAL (USD)	5,173.61
CREDITS APPLIED	0.00
BALANCE AMOUNT	5,173.61

Note: PLEASE REMIT TO: ARNOLD MACHINERY COMPANY
* P.O. BOX 30020 * SALT LAKE CITY, UTAH 84130

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3114 Holly St
Erie CO 80516-8011

SALESMAN:
CONTACT : WALTER 970-381-0531

SERVICE ORDER : SW1051891
REF: Hitachi ZX350LC-3 SN: FF01V7Q050236

HITACHI MODEL:ZX350LC-3 S/N:FF01V7Q050236 CUST UNIT: UNIT:Q10018059
METER : 0
METER : 0

LOCATION

ITEM	/	DESCRIPTION	QTY	PRICE	CORE	TOTAL
Lot ID						

