

Ring Power®Ring Power Corporation
6200 North US 301/441
Ocala, FL 34475
(352) 732-2800

Ring Power Corporation, 500 World Commerce Pkwy, St Augustine, FL 32092, (904) 737-7730

INVOICE
01WC5170202Please refer to this
number on remittance**SOLD TO****SHIP TO**

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.		CUSTOMER PURCHASE ORDER NUMBER		STORE	DIV	SALESMAN	TERMS	PAGE
01WC5170202	08-27-19	778420		#58		01	C	560	2	1
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA		DATE SHIPPED		INVOICE SEQ. NO.	
B004589	07-23-19	1A	10	10			08-27-19		4313516	
MAKE	MODEL	SERIAL NUMBER			EQUIPMENT NUMBER		METER READING		MACH. ID NO.	
AA	D8R	*CAT00D8RC6YZ01160*			#58		395.0		6YZ01160	
QUANTITY	ITEM		*N/R	DESCRIPTION			UNIT PRICE		EXTENSION	

TRANSPORT MACHINE

DEL OCALA TO HILLIARD 8/15

SEGMENT 00 TOTAL

F/R LBR

1415.00 *
1415.00 T**INSPECT MACHINE**

OPERATIONAL AND VISUAL MACHINE EVALUATION,
INCLUDING ECM INFORMATION REVIEW, CUSTOM
MACHINE CONDITION REPORT, AND ALL COMPARTMENT
SOS. ROUTINE MACHINE INSPECTIONS BY EXPERIENCED
INSPECTORS CAN HELP UNCOVER PROBLEMS WHICH MAY
OTHERWISE BE OVERLOOKED. BACK-UP ALARM, LIGHTS,
HORNS, WARNING SYSTEMS, MIRRORS, HOSES, LEAKS
ECT.

CHECKED FOR INTEGRITY AND OPERATIONAL
PERFORMANCE.

HELPING YOU BE PREPARED FOR PENDING PROBLEMS
BEFORE THEY BECOME EXPENSIVE UNSCHEDULED MAJOR
FAILURES. ALL MACHINE INSPECTION INFORMATION IS
STORED ELECTRONICALLY FOR FUTURE REFERENCE.

CUSTOMER COMPLAINT:

INSPECT MACHINE

CAUSE OF FAILURE:

NONE

Servicing All Makes All Models of Trucks, RVs & Buses. Comments? www.rptrucks.com/feedback

ALL MERCHANDISE SUBJECT TO RETURN ONLY AFTER PERMISSION HAS BEEN
REQUESTED AND APPROVED. RETURNED MATERIAL IS SUBJECT TO A
HANDLING CHARGE AND MUST BE SENT IN PREPAID EXCEPT IN THOSE CASES
WHERE PARTS ARE SHIPPED IN ERROR. IN SUCH CASES HANDLING CHARGE IS
WAIVED AND RETURN MAY BE EFFECTED ON A FREIGHT COLLECT BASIS.

**PAY THIS
AMOUNT****CONT'D****AMOUNT
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Remit to:

Ring Power Corporation
PO Box 935004
Atlanta, GA
31193-5004

(See Reverse)

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QUANTITY	ITEM		*N/R		DESCRIPTION			UNIT PRICE		EXTENSION	

RESULTANT DAMAGE:

NONE

REPAIR PROCESS COMMENTS:

INSPECT MACHINE

	F/R LBR	508.50 *
SEGMENT 01 TOTAL		508.50 T

CLEAN MACHINE

CUSTOMER COMPLAINT:

CLEAN MACHINE

CAUSE OF FAILURE:

CLEAN MACHINE

RESULTANT DAMAGE:

CLEAN MACHINE

REPAIR PROCESS COMMENTS:

CLEAN MACHINE

TOTAL LABOR	SEG. 02	167.20 *
SEGMENT 02 TOTAL		167.20 T

REMOVE & INSTALL TRACK ASSEMBLY
BOTH SIDESServicing All Makes All Models of Trucks, RVs & Buses. Comments? www.rptrucks.com/feedbackALL MERCHANDISE SUBJECT TO RETURN ONLY AFTER PERMISSION HAS BEEN
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QUANTITY	ITEM	*N/R		DESCRIPTION			UNIT PRICE		EXTENSION	

REPAIR PROCESS COMMENTS:

I PULLED MACHINE INTO SHOP AND JACKED UP AND PUT ON STANDS. I UNBOLTED MASTER TRACK SHOE OFF EACH SIDE AND PULLED TRACKS OFF MACHINE. I PUSHED TRACKS BACK UNDER MACHINE AND PULLED AROUND IDLERS AND SPROCKETS. I CONNECTED TRACKS BACK TOGETHER AND BOLTED MASTER TRACK SHOES BACK ON AND TIGHTENED MASTER BOLTS TO SPECS. 3549 AND 3217

4	6V-1724	BOLT	S	4.57	18.28
		00000			
4	6V-1725	BOLT	S	6.21	24.84
		00000			
TOTAL PARTS				SEG. 03	43.12 *
				F/R LBR	621.50 *
SEGMENT 03 TOTAL					664.62 T

REMOVE & INSTALL TRACK LINK ASSEMBLY (S&L)
SEAL

CLEAN ALL PARTS AND REPLACE SEALS

RESULTANT DAMAGE:
SEALS IN TRACKS LEAKING OIL.

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REPAIR PROCESS COMMENTS:

I PULLED TRACKS UP ONTO TRACK PRESS BED AND UNBOLTED AND REMOVED TRACK SHOES WITH CLAMP AND OVER HEAD CRANE. I SET TRACK SHOES ON BENCH. I PULLED LINK ASSEMBLIES UP ONTO TRACK PRESS AND PRESSED APART. I TOOK ALL OLD SEALS OUT OF LINKS AND CLEANED LINKS AND PUT NEW SEALS IN LINKS. I DRILLED OUT ALL OLD STOPPERS OUT OF PINS. I WASH OUT ALL PINS AND INSTALLED ALL NEW STOPPERS. I CLEANED ALL BUSHING. I PUT PINS BACK INTO BUSHINGS AND PRESSED LINK ASSEMBLIES BACK TOGETHER AND RE OILED PIN AND BUSHINGS. I SET TRACK SHOES BACK ON AND PUT GREASE ON BOLTS AND REPLACED 10 BOLTS AND NUTS THAT WERE MISSING. STARTED ALL BOLTS AND NUTS. I TIGHTENED ALL BOLTS AND NUTS TO SPECS. 3217

4	3T-9118	RING	N	6.59	26.36
10	6V-1723	BOLT	S	4.09	40.90
100	6Y-0473	PLUG	S	.20	20.00
88	7G-4332	STOPPER	S	.39	34.32
10	7G-6442	NUT	S	1.50	15.00
2	272-6013	SEAL SET	N	752.49	1504.98

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QUANTITY	ITEM	*N/R	DESCRIPTION	UNIT PRICE	EXTENSION			

TOTAL PARTS	SEG. 04	1641.56 *
	F/R LBR	3390.00 *
SEGMENT 04 TOTAL		5031.56 T

INSTALL PRODUCT LINK SYSTEM
PL240B

INSTALL PL240

CUSTOMER COMPLAINT:
MACHINE NEEDS PRODUCT LINK INSTALLED
CAUSE OF FAILURE:
NONE
RESULTANT DAMAGE:
NONE
REPAIR PROCESS COMMENTS:
MACHINE WAS BROUGHT INTO THE SHOP AND PRODUCT LINK
WAS INSTALLED ON BEHIND THE DASH PANEL.
REPAIR PROCESS COMMENTS:

3549 & 3217 REMOVE AND INSTALL TRACKS.

10	115-8109	SPLICE	S	2.87	28.70
		00000			
4	199-9785	WIRE AS-SPLI	S	6.55	26.20
		00000			
1	526-3054	INSTL GP-FIE	S	195.57	195.57
		00000			

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TOTAL PARTS	SEG. 05	250.47 *
	F/R LBR	226.00 *
SEGMENT 05 TOTAL		476.47 T

TROUBLESHOOT ENGINE

T/S ENGINE FOR FUEL IN THE OIL. ENGINE OIL SAMPLE
CAME BACK POOR. HIGH FUEL DILUTION OF 22.69%

CUSTOMER COMPLAINT:

ENGINE HAS FUEL IN THE OIL

CAUSE OF FAILURE:

NO LEAK WAS FOUND

RESULTANT DAMAGE:

NO LEAK WAS FOUND.

REPAIR PROCESS COMMENTS:

TROUBLESHOOTING PROCEDURE WAS LOOKED UP ON SIS WEB
AND THE NECESSARY STEPS WERE TAKEN TO REMOVE THE
FUEL TRANSFER PUMP AND PRESSURIZE THE FUEL SYSTEM
TO LOOK A LEAK ON THE SHAFT SEAL. NO LEAK WAS
FOUND AND THE PUMP WAS INSTALLED ON THE ENGINE.
AFTER THIS, THE NEXT PROCEDURE WAS TO REMOVE THE
VALVE COVER AND CHECK THE INJECTORS FOR A LEAK.
TO REMOVE THE VALVE COVERS, THE AIR INTAKE AND
THE CROSS OVER BRACKET FOR THE FILTER CANISTER

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WERE REMOVED. NO LEAK WAS FOUND WHEN LOOKING AT
INJECTORS AND MACHINE WAS PUT BACK TOGETHER.

1	7W-0688	GASKET	N	2.98	2.98
		00000			

TOTAL PARTS SEG. 06 2.98 *

SEGMENT 06 TOTAL F/R LBR 1356.00 *
1358.98 T

REMOVE & INSTALL ST CL & BRAKE CONT LINES

REMOVE AND REPLACE STEERING MOTOR HOSES

CUSTOMER COMPLAINT:

REMOVE AND REPLACE STEERING HOSES

CAUSE OF FAILURE:

CAN BE SUSCEPTIBLE TO DAMAGE AND WEAR

RESULTANT DAMAGE:

NONE

REPAIR PROCESS COMMENTS:

OLD HOSES WERE INSPECTED, REMOVED FROM MACHINE AND
REPLACED WITH NEW HOSES THAT WERE CONSTRUCTED IN
HOUSE.

2	1P-3703	SEAL	S	2.17	4.34
		00000			
2	1P-3704	SEAL	S	2.49	4.98
		00000			

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1	3E-8857		SWITCH A	N	65.56	65.56
			00000			
1	156-6287		PANEL AS - I	N	609.43	609.43
			00000			
1	159-4712		FILM-IDENT	N	20.98	20.98
			00000			
1	159-4713		FILM-IDENT	N	59.31	59.31
			00000			
76	456-8495		HOSE BK-CM	S	.90	68.40
			00000			
1	496-2313		COUPLING AS	S	59.54	59.54
			00000			
1	496-2319		COUPLING AS	N	57.54	57.54
			00000			
3	496-9733		COUPLING AS	N	53.68	161.04
			00000			
TOTAL PARTS				SEG. 07	1111.12 *	
TOTAL LABOR				SEG. 07	721.00 *	
2.00			HOSE BUILD	00000	70.00	
TOTAL MISC CHGS				SEG. 07	70.00 *	
SEGMENT 07 TOTAL					1902.12 T	

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REMOVE & INSTALL FAN DRIVE

REMOVE AND REPLACE FAN MOTOR HOSES

CUSTOMER COMPLAINT:

CUSTOMER BROUGHT IN A FLEXAIRE FAN TO INSTALL ON THE MACHINE.

CAUSE OF FAILURE:

NONE.

RESULTANT DAMAGE:

NONE.

REPAIR PROCESS COMMENTS:

CUSTOMER BROUGHT IN A FLEXAIRE FAN KIT TO INSTALL ON MACHINE. KIT WAS A GENERIC KIT AND LINES AND A JUMPER HARNESS HAD TO BE MADE. TWO BRACKETS WERE FABRICATED TO HOLD THE VALVE BLOCK AND SOLENOID, AND ALSO TO HOLD THE ELECTRONIC CONTROL BOX. PANELS HAD TO BE REMOVED FROM MACHINE AND CAB ALSO HAD TO BE STRIPPED IN ORDER TO TAP INTO THE PILOT OPERATED SYSTEM TO RUN LINES TO THE VALVE BLOCK. TEE FITTINGS WERE PUT INTO A PRESSURE LINE AND A RETURN LINE IN THE PILOT SYSTEM. UPON REMOVING THE HYDRAULIC OIL COOLER AND THE A/C CONDENSER, WE FOUND THAT THE NEW FAN ASSEMBLY WOULD NOT FIT WITHOUT TAKING THE SAND GRID OUT AS WELL. THE OLD FAN AND FAN HUB WERE REMOVED. THE NEW FAN HUB AND DRIVE ASSEMBLY WERE INSTALLED ON THE MACHINE. THE FAN BLADES WERE INSTALLED AND

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TORQUED TO FLEXAIRE SPECIFICATIONS. THE LINE FOR THE FAN ASSEMBLY WAS RAN IN A NEUTRAL CURVE AND A HOLE WAS DRILLED TO BRING IT THROUGH THE SHROUD. ALL OF THE HOSES AND ELECTRICAL LINES WERE INSTALLED ON THE RIGHT OF THE MACHINE. FOR POWER TO THE CONTROL BOX, I TAPPED INTO THE KEY SWITCH POWER AND USED AN INLINE FUSE FOR FAN POWER BEHIND THE DASH. THE CIRCUIT IS GROUNDED BEHIND THE DASH AS WELL. AFTER INSTALLING FAN AND ALL LINES, FAN WAS TESTED AND WAS OPERATING CORRECTLY. ALL PANELS AND COMPONENTS WERE RE-INSTALLED ON THE MACHINE. MACHINE WAS TESTED AND OPERATED PROPERLY.

2	0S-1587	CAP SCREW	S	1.12	2.24
		00000			
2	0S-1604	BOLT	S	1.73	3.46
		00000			
2	2D-6235	NUT	S	.34	.68
		00000			
1	2S-9506	VEE BELT	S	23.18	23.18
		00000			
20	3S-2093	TIE	S	.21	4.20
		00000			
1	4N-8218	VEE BELT	N	29.73	29.73
		00000			
4	5P-8245	WASHER-HARD	S	.66	2.64
		00000			
4	6V-7743	LOCKNUT	S	.37	1.48
		00000			

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PAY THIS AMOUNT	CONT'D
AMOUNT CREDITED	

Remit to:

Ring Power Corporation
PO Box 935004
Atlanta, GA
31193-5004

(See Reverse)

Ring Power®

Ring Power Corporation
6200 North US 301/441
Ocala, FL 34475
(352) 732-2800

Ring Power Corporation, 500 World Commerce Pkwy, St Augustine, FL 32092, (904) 737-7730

INVOICE
01WC5170202

Please refer to this
number on remittance

SOLD TO

SHIP TO

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER PURCHASE ORDER NUMBER	STORE	DIV.	SALESMAN	TERMS	PAGE
01WC5170202	08-27-19	778420	#58	01	C	560	2	11
PSO/WO NO.	DOC. DATE	PC	LC	MC	SHIP VIA	DATE SHIPPED	INVOICE SEQ. NO.	
B004589	07-23-19	1A	10	10		08-27-19	4313516	
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH. ID NO.			
AA	D8R	*CAT00D8RC6YZ01160*	#58	395.0	6YZ01160			
QUANTITY	ITEM	*N/R	DESCRIPTION	UNIT PRICE	EXTENSION			

6	6V-8397		SEAL	S	1.01	6.06
			00000			
2	6V-9836		TEE	S	30.89	61.78
			00000			
4	8T-4205		WASHER	S	.29	1.16
			00000			
2	8T-9367		BOLT	S	.43	.86
			00000			
2	9S-1366		BOLT	S	1.57	3.14
			00000			
2	9X-0941		NUT	S	2.19	4.38
			00000			
2	9X-3401		PIN, CONNECTOR MALES		1.30	2.60
			00000			
2	9X-3402		SOCKET, FEMALE	S	1.67	3.34
			00000			
4	9X-8267		WASHER	S	.26	1.04
			00000			
1	102-8802		RECPTACLE KI	S	4.03	4.03
			00000			
3	115-8109		SPLICE	S	2.87	8.61
			00000			
6	126-1767		PIN	S	1.58	9.48
			00000			
6	126-1768		SOCKET	S	1.92	11.52
			00000			
1	129-2416		V-BELT SET	N	114.74	114.74
			00000			
1	155-2270		PLUG KIT	S	4.19	4.19
			00000			

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PSO/VO NO.	DOC. DATE	PC	LC	MC	SHIP VIA	DATE SHIPPED	INVOICE SEQ. NO.	
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MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH. ID NO.			
AA	D8R	*CAT00D8RC6YZ01160*	#58	395.0	6YZ01160			
QUANTITY	ITEM	*N/R	DESCRIPTION	UNIT PRICE	EXTENSION			

1	207-3814		WIRE AS.-SPL	S	7.47	7.47
			00000			
2	323-6167		COUPLING AS-	S	19.42	38.84
			00000			
2	323-6181		COUPLING-PER	S	14.26	28.52
			00000			
662	456-8466		HOSE BK	S	.24	158.88
			00000			
1	82-2208		FUSE HOLDER	S	4.73	4.73
			00000			
TOTAL PARTS				SEG. 08		542.98 *
				F/R LBR		2712.00 *
3.50			R134 FREON	00000		62.58
2.00			HOSE BUILD	00000		70.00
TOTAL MISC CHGS				SEG. 08		132.58 *
SEGMENT 08 TOTAL						3387.56 T

PERFORM PM 4

CUSTOMER COMPLAINT:
PERFORM PM 4
CAUSE OF FAILURE:
NONE

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QUANTITY	ITEM		*N/R	DESCRIPTION			UNIT PRICE		EXTENSION		

RESULTANT DAMAGE:

NONE

REPAIR PROCESS COMMENTS:

A PM 4 WAS PERFORMED ON THE MACHINE, ALL FILTERS
WERE REPLACED, ENGINE OIL WAS CHANGED,
TRANSMISSION FLUID WAS CHANGED, BOTH FINAL DRIVE
FLUIDS WERE CHANGED AND THE MACHINE WAS GREASED.
ENGINE WAS TEST RAN AND EVERYTHING IS WORKING
PROPERLY.

F/R PTS	540.33 *
F/R LBR	960.00 *
F/R MSC	1266.31 *
SEGMENT 09 TOTAL	2766.64 T

REMOVE & INSTALL DASH**REMOVE AND INSTALL DASH BEZEL****CUSTOMER COMPLAINT:**

DASH IS BROKE

CAUSE OF FAILURE:

THE PLASTIC GOT OLD AND DRY-ROTTED

RESULTANT DAMAGE:

THE PIECES THAT HOLD THE DASH ON BROKE

REPAIR PROCESS COMMENTS:

WHEN I WAS TAKING THE DASH APART TO INSTALL THE
PRODUCT LINK, I FOUND THAT THE MOUNTING SOCKETS

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FOR THE DASH WERE BROKE. THE DASH BEZEL NEEDED TO BE REPLACED. A NEW DASH BEZEL AND IDENTIFICATION STICKERS WERE ORDERED TO REPLACE THE BEZEL. ALL COMPONENTS WERE TRANSFERRED FROM THE OLD DASH TO THE NEW DASH.

TOTAL LABOR	SEG. 11	271.20 *
SEGMENT 11 TOTAL		271.20 T

ENVIRO/MISC	300.00 T
-------------	----------

AMOUNT
TAX EXEMPTION LICENSE FL GA AG EXEMPT

18249.85

"TERMS NET 30 DAYS FROM DATE OF INVOICE"
PLEASE CALL 352-732-2800 IF YOU HAVE QUESTIONS CONCERNING THIS INVOICE

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PAY THIS AMOUNT	18249.85
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Filename=WOI2390010 - Formtype=IV1