



P.O. BOX 207916
San Antonio, TX 78220-7916

Bill To:



Ship To:



SERVICE INVOICE

INVOICE NUMBER: WIMA0196416
Invoice Date: 08/29/25
Total Due \$29,396.19

Due Date	Payment Terms Below
Make	AA
Model	745C
Serial #	0TFK00787
Machine #	AT5009
Machine ID	
Meter Reading	12284.0
Work Order #	AU28815

TO VIEW ONLINE GO TO:
USING THIS TOKEN:

<https://holtcat.billtrust.com>
Use Invoice Number

PLEASE REMIT TO:

HOLT CAT
P.O. BOX 650345
DALLAS, TX 75265-0345

For questions regarding your invoice-Call your rep or our Service Manager at 512.292.5040

Customer #	Customer PO #	Doc Date	Sales Representative	Division	Store	Account Status
0734800	AT5009	07/30/25	078	G	MA	2

INVOICE SUMMARY

SEG	DESCRIPTION	PARTS	LABOR	MISC	F/R ALL	ADJ	TOTAL
A1	INSPECT MACHINE		512.40	1684.28			2196.68
00	TROUBLESHOOT BRAKE & AXLE	24.66	732.00				756.66
01	REMOVE AND INSTALL BRAKE & AXLE	964.51	7686.00	489.71			9140.22
02	FRONT AXLE	4560.70	3184.20				7744.90
10	REMOVE AND INSTALL STABILIZER	1125.08	805.20				1930.28
12	TROUBLESHOOT BRAKE ACCUMULATOR	1631.63	3184.20	571.26			5387.09
SUBTOTAL		8306.58	16104.00	2745.25	0.00	0.00	27155.83
TX SALES TAX -AUSTIN				1697.24			1697.24
CITY SALES TAX (1%)				271.56			271.56
MTA SALES TAX (1%)				271.56			271.56
TOTAL		8306.58	16104.00	4985.61	0.00	0.00	29396.19

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INVOICE DETAIL

Quantity	Item	Description	Unit Price / Rate	Extension
INSPECT MACHINE				
REPAIR PROCESS COMMENTS:				
PERFORMED TAI INBOUND INSPECTION ON MACHINE				
DOWNLOADED PSR				
PERFORMED TAI OUTBOUND INSPECTION ON MACHINE				
DOWNLOADED PSR				
VERIFIED MACHINE REPAIRS AND PARKED MACHINE IN				
READY LINE				
LOOK OVER MACHINE PRIOR TO RELEASE AND REPAIR				
ITEMS THAT IMPACT MACHINE UTILIZATION OR				
IDENTIFIED IN TAI INSPECTION FORM AS ACTION				
ITEMS				
		TOTAL LABOR	SEG. A1	512.40 *
1.00		REPAIR FLAT TIRE		764.18
1.00		REPAIR FLAT TIRE		920.10
		TOTAL MISC CHGS	SEG. A1	1684.28 *
		SEGMENT A1 TOTAL		2196.68 T
TROUBLESHOOT BRAKE & AXLE				
REPAIR PROCESS COMMENTS:				
DIFF LOCK WAS PRESSURIZED TO 600 PSI				
(SPECIFICATION IS 580 +/- 58 PSI). NO LOSS OF				
PRESSURE WAS OBSERVED.				
SERVICE BRAKE LINE WAS DISCONNECTED AND BRAKE				
HOUSINGS PRESSURIZED TO 1000 PSI. A PRESSURE DROP				
OF APPROXIMATELY 100 PSI WAS OBSERVED OVER A				
PERIOD OF 1 HR.				
SIGHT GLASSES WERE MARKED WITH RED PEN, AND DATE,				
TIME, AND MACHINE HOURS WERE WRITTEN TO DOCUMENT				
RATE OF FLUID TRANSFER.				
TRUCK WAS STARTED AND HAS BEEN RUNNING 45 MIN				
WHILE OBSERVING OIL LEVELS. SERVICE BRAKES AND				
DIFF LOCK ARE CAPPED TO ISOLATE BRAKE COOLING				
CIRCUIT.				

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OIL LEVEL RISE IN BRAKE COOLING TANK IS PICTURED BELOW. SERVICE BRAKES WILL BE RECONNECTED AND APPLIED WITH TRUCK RUNNING TO REPLICATE CUSTOMERS OBSERVATION. SERVICE BRAKES WERE RECONNECTED AND TRUCK RAN WITH BRAKES APPLIED WHILE OBSERVING OIL CONDITION WITH BORE SCOPE THROUGH THE FILL PLUG. NO DETERMINATION COULD BE MADE FOR LH OR RH BRAKE ASSEMBLY LEAKING. FILL LUG WAS INSTALLED TO SEAL AXLE. DIFF LOCK IS DISCONNECTED AND CAPPED OFF WITH A T AND TEST FITTING AT THIS TIME.				
6	GWBRAKECLEAN	BRAKE CLEAN	S 4.11	24.66
		TOTAL PARTS	SEG. 00	24.66 *
			F/R LBR	732.00 *
		SEGMENT 00 TOTAL		756.66 T
REMOVE AND INSTALL BRAKE & AXLE CUSTOMER COMPLAINT: REMOVE AND INSTALL BRAKE & AXLE REPAIR PROCESS COMMENTS: BROUGHT THE MACHINE INTO THE SHOP AND SET IT ON STANDS TO LIFT IT OFF THE GROUND FOR WHEEL REMOVAL. USED LIFTING TOOLS AND PLACED CRIBBING UNDER THE PRESS TO RAISE THE MACHINE HIGH ENOUGH TO POSITION THE STANDS AND GET THE WHEELS OFF THE GROUND. REMOVED THE NUTS HOLDING THE WHEELS, PULLED THE WHEELS OFF, AND SET THEM ASIDE. DISCONNECTED THE BRAKE LINES FROM THE BACK OF THE WHEEL HUB, REMOVED ALL BOLTS, AND PULLED THE BRAKE HOUSINGS OFF. PLACED THE HOUSINGS IN A METAL PAN TO TRANSPORT THEM TO THE WASH RACK FOR CLEANING, THEN SENT THE COMPONENTS OUT FOR				

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REBUILDING. REPEATED THE SAME PROCESS ON THE OPPOSITE SIDE AND CLEANED UP THE WORK AREA. ONCE THE REBUILT BRAKES WERE RETURNED, CLEANED THE MATING SURFACES ON BOTH THE AXLE HOUSING AND THE BRAKE HOUSINGS. INSTALLED NEW O-RINGS IN THE BRAKE HOUSINGS AND REATTACHED THEM TO THE AXLE HOUSINGS, TORQUING ALL BOLTS TO 384 FT-LBS ON BOTH SIDES. RECONNECTED THE BRAKE TUBES USING NEW O-RINGS, REFILLED THE MACHINE WITH FLUIDS, AND STARTED IT UP. NO LEAKS WERE FOUND. LET THE MACHINE RUN FOR A WHILE TO CHECK IF THE BRAKES WERE STILL BYPASSING INTO THE DIFFERENTIAL HOUSING NO FLUID TRANSFER OCCURRED.					
6	1U-5517	DISC	S	5.95	35.70
2	2R-0239	PACKING	S	12.91	25.82
2	7J-9108	SEAL	S	2.53	5.06
2	8L-9241	SEAL	N	14.90	29.80
4	295-5609	SEAL-O-RING	S	16.33	65.32
1	424-2272	VALVE GP-SOL	S	319.01	319.01
2	6243379	HYD OIL ADD 1 QT	S	38.54	77.08
4	8T9568	CAT TO-4 HYD 5GAL	S	101.68	406.72
		TOTAL PARTS	SEG. 01		964.51 *
		TOTAL LABOR	SEG. 01		7686.00 *
22.30		GAL T04 50W OIL			489.71
		TOTAL MISC CHGS	SEG. 01		489.71 *
		SEGMENT 01 TOTAL			9140.22 T
DISASSEMBLE AND ASSEMBLE FINAL DRIVE, BK & WHEEL FRONT AXLE					
CUSTOMER COMPLAINT:					
BRAKE TRANSFER OIL TO THE AXLE					
REPAIR PROCESS COMMENTS:					
DISASSEMBLED BOTH FINAL DRIVES & SERVICE BRAKES					
FOUND NO MAJOR DAMAGE. REPLACE ALL SEALS AND					

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Quantity	Item	Description		Unit Price / Rate	Extension
DUO-CONE SEALS. DID A RE-SEAL AS CUSTOMER REQUESTED . PUT THEM ALL BACK TOGETHER & SET THEM NEXT TO THE TRACTOR					
3393	AUSTIN	8/11/2025			
8	GWBRAKECLEAN	BRAKE CLEAN	S	4.11	32.88
2	2M-9780	SEAL O RING	S	2.83	5.66
2	2R-0239	PACKING	S	12.91	25.82
2	3J-1907	SEAL	S	2.30	4.60
4	4J-5268	SEAL-O-RING	S	2.49	9.96
2	6H-9691	RING	S	1.54	3.08
2	7M-8485	SEAL	S	3.87	7.74
2	8D-2714	SEAL O RING	S	14.95	29.90
2	8D-4771	SEAL	S	22.11	44.22
6	032-8970	O-RING	N	6.93	41.58
2	246-8116	SEAL	N	68.07	136.14
2	325-3780	SEAL D RING	S	57.33	114.66
2	325-3781	RING BACKUP	N	57.72	115.44
2	372-7517	RING-BACKUP	N	33.61	67.22
2	385-4570	SEAL GP-DUO	N	1070.20	2140.40
2	469-9174	SEAL GP-DUO	N	890.70	1781.40
		TOTAL PARTS	SEG. 02		4560.70 *
		TOTAL LABOR	SEG. 02		3184.20 *
		SEGMENT 02 TOTAL			7744.90 T

REMOVE AND INSTALL STABILIZER

CUSTOMER COMPLAINT:
CUSTOMER REQUEST
CAUSE OF FAILURE:
WEAR AND TEAR
RESULTANT DAMAGE:
BUSHING DETERIORATED
REPAIR PROCESS COMMENTS:
REMOVED STABILIZER BAR, PRESSED OUT BUSHING
PRESSED IN NEW BUSHINGS IN CORRECT ORIENTATION.

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		REINSTALLED BACK ON MACHINE.		
2	351-8204	BUSH-SPHERIC	N 562.54	1125.08
		TOTAL PARTS	SEG. 10	1125.08 *
		TOTAL LABOR	SEG. 10	805.20 *
		SEGMENT 10 TOTAL		1930.28 T

TROUBLESHOOT BRAKE ACCUMULATOR

CUSTOMER COMPLAINT:

TROUBLESHOOT BRAKES & AXLES

REPAIR PROCESS COMMENTS:

STARTED BY GETTING THE MACHINE RUNNING AFTER REPAIRING THE BRAKES, BUT NOTICED THE BRAKE SYSTEM WAS SURGING DUE TO A HYDRAULIC LEAK. BEGAN TROUBLESHOOTING BY CHECKING SYSTEM PRESSURES, WHICH WERE ALL WITHIN SPEC. THEN INSPECTED THE BRAKE ACCUMULATORS AND FOUND THE FRONT ONE HAD NO PRESSURE, INDICATING IT WAS FAULTY. AFTER ORDERING AND INSTALLING A NEW ACCUMULATOR CHARGED TO SPECIFICATION, THE ISSUE PERSISTED. MOVE THE MACHINE OUT OF THE SHOP FOR TIRE REPAIRS, INFLATED THE TIRES AND SENT IT TO THE TIRE TECHNICIAN. ONCE THE MACHINE WAS BACK, CONTINUED TROUBLESHOOTING. I TILTED THE CAB AND REMOVED THE BRAKE ACCUMULATOR CHARGE SOLENOID, DISCOVERING A PIECE OF METAL WAS MISSING. REPLACED IT, BUT THE SYSTEM STILL LEAKED. CONSULTING A SERVICE MAGAZINE FOR LOW BRAKE ACCUMULATOR PRESSURE ON A 745C MACHINE, FOLLOWED THE DIAGNOSTIC STEPS AND TESTED THE CROSS AXLE DIFFERENTIAL SYSTEM. IT WAS SUPPOSED TO TAKE MORE THAN 85 SECONDS FOR THE BRAKE SYSTEM TO GO FROM NOT CHARGING TO CHARGING WITH THE CROSS AXLE CONNECTED, BUT IT ONLY LASTED 7 SECONDS. AFTER CAPPING OFF THE CROSS AXLE DIFF, THE SYSTEM HELD FOR 1 MINUTE AND 30 SECONDS,

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WHICH WAS WITHIN SPEC. THIS CONFIRMED A LEAK IN THE DIFFERENTIAL LOCK CIRCUIT. THEN CAPPED OFF THE REAR DIFF LOCK FROM THE FRONT, BUT THE BRAKE SYSTEM CONTINUED TO SURGE. UPON PULLING THE FRONT AXLE DIFF LOCK SOLENOID, FOUND THE SEALS WERE BLOWN OUT. AFTER ORDERING AND INSTALLING A NEW SOLENOID AND RECONNECTING EVERYTHING PROPERLY, THE BRAKE SYSTEM STOPPED SURGING.					
10	8T-8730	CONNECTOR	S	2.51	25.10
1	251-8266	ACCUMULATOR	N	1254.18	1254.18
1	596-1880	VALVE GP-SOL	N	352.35	352.35
		TOTAL PARTS	SEG. 12		1631.63 *
		TOTAL LABOR	SEG. 12		3184.20 *
1.00		HOT SHOT			381.00
1.00		SHIP & HANDLING			190.26
		TOTAL MISC CHGS	SEG. 12		571.26 *
		SEGMENT 12 TOTAL			5387.09 T
TX SALES TAX -AUSTIN					1697.24 T
CITY SALES TAX (1%)					271.56 T
MTA SALES TAX (1%)					271.56 T
NET 30 DAYS					

Parts	\$8,306.58
Labor	\$16,104.00
Flat rate	\$0.00
Misc.	\$2,745.25
Tax	\$2,240.36
ADJ	\$0.00
TOTAL	\$29,396.19

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