

Leading The Way In A Thriving Agricultural Community!



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 Moose Jaw 306-694-1800
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Ship To: .

Invoice To: [Redacted]

Branch REGINA		
Date 10/25/21	Time 22:00:16 (B)	Page 02
Account # [Redacted]	Phone # [Redacted]	Inv # [Redacted]
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Tax ID #		
		Salesperson S76

SERVICE INVOICE

STK#/FLEET# HRS PIN/EIN WARRANTY DATE HRS
 002724 COMBINE 3547 018084
 1680

engaged. In spec. Changed PTO oil and filter.
 Notified customer of findings, found out that customer was
 having problems with delayed engagement.
 Adjusted regulator pressure to be 220psi with clutches
 engaged, removed the gauge. Went to check the accumulator
 pressure. Was having a hard time finding the fitting to
 check the pressure so removed the accumulator to get a
 closer look. Pushed valve open and it had no pressure, also
 hydraulic oil came out.
 Priced out new accumulator and phoned the customer. He
 approved to order and replace accumulator. Noticed as I was
 installing gauges and removing accumulator that the valve
 was sitting on plate loose.
 Recommended replacing o-ring and tightening bulkhead
 fitting. Have to remove plate to gain access. Removed top
 plate, removed valve and replace sealing washer with
 o-ring, copper washer and sealant. Replaced top plate
 gasket. When new accumulator came in replaced the
 accumulator, hooked up nitrogen tank to the new accumulator
 and set the pressure to 100psi, top end of spec.

EHCOIL	EHCOIL CHARGE	12	.05	.60
191830C2	GASKET	1	19.89	19.89
272344	O-RING	1	2.51	2.51
77400001US	ULTRACTION BULK	12	3.99	47.88
87746954	ACCUMULATOR	1 N	502.20	502.20
	PARTS			573.08
	LABOR			670.50
11008001	SEGMENT TOTAL==>			1243.58

SEGMENT# 3 C 14029 NA 09/20/21 09/29/21

CONTINUED ON PAGE 03

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GST # 894516046

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SERVICE INVOICE

STK#/FLEET# HRS PIN/EIN WARRANTY DATE HRS
002724 COMBINE 3547 018084
 1680

REPLACE HYDRO CABLE/ CUSTOMER SUPPLIED**USED**

COMPLAINT:

-REPLACE HYDRO CABLE/ CUSTOMER SUPPLIED**USED**

CABLE IN CAB

CORRECTION:

Replaced the hydro cable with customer supplied used cable. Cable was slightly longer than the one I replaced. Had to do a lot of adjustments to get the cable to work. Hydro lever goes all the way forward but not all the way rearward. But you are able to stroke the hydro in full reverse. Newer cable thinner than the older one, filled grommet gaps with silicone.

130004	PIN, SPLIT (COT	1	.35	.35
199953C1	SCREW	3	3.92	11.76
86624096	PIN, SPLIT	1	2.44	2.44
87000226	P CLAMP	1	13.32	13.32
87365	WASHER	1	1.19	1.19
88788	PIN, SPLIT (COT	1	2.38	2.38
	PARTS			31.44
	LABOR			670.50
11008001	SEGMENT TOTAL==>			701.94

SEGMENT# 4 C 14029 NA 09/20/21 09/21/21
DIAGNOSE HARD TO TURN RIGHT/ ADVISE CUSTOMER OF FINDINGS

COMPLAINT:

-DIAGNOSE HARD TO TURN RIGHT/ ADVISE CUSTOMER OF FINDINGS

CORRECTION:

Made up tee fitting to check pressure at both sides of steering cylinder. Checked pressure when it goes to a stop, 1340psi on both sides. Looked at schematics. Teed in flow

CONTINUED ON PAGE 04

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	1680			

meter and gauge right after header control valve going to the manual steering valve. At high RPM it is getting 4gpm to the steering hand pump. Closed the needle valve on the flowmeter and the secondary relief valve opened at 1450psi, the spec is 2000-2100psi. Plumbed in a flow meter right after the pump going to the header control valve. Checked flow at high RPM and it was 15gpm, closed needle valve until I was getting 2000psi backpressure and the pump was still putting out 15gpm. Pump is good. Teed in a gauge after the control valve going to the header lift cylinders. Raised feeder house all the way to the top and the primary relief valve opened up at 2350psi. Primary relief valve is good. Problem with the secondary relief valve. Washed off the block and removed the secondary relief valve. Replaced two o-rings and added a shim. Installed the relief valve. With gauge teed between the control valve and the steering pump I checked the pressure with needle valve closed, it was reading 1500psi. Removed secondary relief and installed another shim, only brought it up to 1550psi. I couldn't order the shim pack because it was back ordered. Found some copper washers and installed 2. That brought the relief pressure up to 2175psi, thought that was close enough. Teed in gauge at the steering cylinder again and read pressure, it was now 1450psi and it was still hard to steer. Still another problem in the system. Removed line from base end of steering cylinder and capped the line. Had someone steer to the right while I watched for leakage, no leakage in the steering cylinder. I suspect that we are getting excessive internal leakage in the steering hand pump. Went to get a price and availability and we can't order it through Case.

CONTINUED ON PAGE 05

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	1680				
Jacked up the backend and tried steering, only takes 230psi to turn off the ground, no seized steering components. Recommended to remove the steering hand pump and send it away to get matched up but customer denied repair. At this point the secondary relief pressure is resolved but the steering hand pump is at fault.					
1301642C1	WASHER	2		39.51	79.02
167269	O-RING	1		1.60	1.60
9992298	O-RING	1		1.44	1.44
	PARTS				82.06
	LABOR				1788.00
11008001	SEGMENT TOTAL==>				1870.06

SEGMENT# 5 C 14029 NA 09/20/21 09/23/21
DIAGNOSE ROTOR VIBRATION OVER 800 RPM/ ADVISE CUSTOMER

COMPLAINT:

-DIAGNOSE ROTOR VIBRATION OVER 800 RPM/ ADVISE CUSTOMER

CORRECTION:

Ran separator and confirmed the complaint. Could feel a shudder/vibration that would start at about 800rpm. Drove combine in the shop. Removed the concaves, the front half moon and the shield in front of the rotor bearing. Inspected the rotor, the rub bars and the front impellers. Couldn't see any broken pieces or missing bolts. The rotor is acting like its out of balance. After rotating the rotor it always stops at the same spot. Recommended getting the rotor balanced. Removed the rear grates and tied up the s-plate. Drove the combine out of the shop and blew out the rotor. Put all the shield, concaves and grates in a cage and set them outside. Myles helped out rotor balance guy to

CONTINUED ON PAGE 06

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002724	COMBINE	3547	018084		
	1680				
weld on weights. After balancing, installed rear grates, concaves and all shields.					
SUBLET	BALANCE ROTOR	1	1500.00		1500.00
	PM TECH 281885 SEG 5				
407211R1	#9 CLIP	2	1.84		3.68
86512168	SCREW	7	1.25		8.75
	PARTS				12.43
	LABOR				1341.00
	SUBLET				1500.00
11008001	SEGMENT TOTAL==>				2853.43

SEGMENT# 6 C 14029 NA 09/20/21 09/22/21
REPAIR OIL PRESSURE GAUGE NOT WORKING/ CUSTOMER REPLACED SEN

COMPLAINT:

-REPAIR OIL PRESSURE GAUGE NOT WORKING/ CUSTOMER REPLACED
SENDING UNIT STILL NOT WORKING

CORRECTION:

Grounded wire going to the pressure switch, because I thought it was the engine oil pressure sensor. Grounding out wire to switch made the oil pressure light go on. After checking schematics and parts book I found out that this serial number breaks sensors is facing the front of the combine. Grounded out wire going to the sensor and it made the gauge go all the way to maximum. Hooked up an oil pressure gauge to the engine and measure the engine oil pressure. It was 48psi low idle and 65psi high idle. Pressure was holding steady. Removed pressure sensor and checked the continuity, it had no continuity, suspect that a switch was put in instead of a sensor. Ordered oil pressure sensor. Replaced the oil pressure sensor and ran

CONTINUED ON PAGE 07

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SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
002724	COMBINE	3547	018084		
	1680				
the combine and the oil pressure gauge works well now.					
1341330C2		SENDER	1 N	261.36	261.36
				PARTS	261.36
				LABOR	596.00
11008001			SEGMENT TOTAL==>		857.36

SEGMENT# 7 C 14029 NA	09/20/21 09/24/21
HYDRAULICS	
<u>COMPLAINT:</u>	
-REMOVE INLINE FILTER/ CLEAN AND INSPECT	
-PUMP HAD OIL ON IT/ WASH OFF AND INSPECT FOR LEAK	
-CHANGE HYDRAULIC OIL AND FILTER	
<u>CORRECTION:</u>	
Changed oil and filter. Cleaned inline filter. Tightened suction hoses then checked for leak when ran.	
EHCFLT1	EVIRO 1 .50 .50
EHCOIL	EHC CHARGE 40 .05 2.00
528493R3	HYD FILTER 1 25.90 25.90
70923605	O-RING 1 N 20.98 20.98
77400001US	ULTRACTION BULK 40 3.99 159.60
	PARTS 208.98
	LABOR 298.00
11008001	SEGMENT TOTAL==> 506.98

SEGMENT# 8 C 14029 NA	09/20/21 09/24/21
ROTOR DRIVE	
<u>COMPLAINT:</u>	
REPLACE PINS / BUSHINGS/ THRUST BEARINGS	
-REPLACE LIMIT SWITCHES IF INOPERABLE AND SET SPEEDS	
<u>CORRECTION:</u>	

CONTINUED ON PAGE 08

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	1680			

On the quick inspection found that rotor drive pins and pins were very worn. Removed separator drive jackshaft assembly. Found that the inside drive pulley had worn the internal splines. Little bit of wear on the shaft but still think the shaft is ok. Ordered pulley after getting customers ok. Installed new pulley, replaced bushings on outside pulley and reinstalled. Replaced thrust bearings and reinstalled rotor drive assembly. Aligned rotor drive stationary pulleys, had to adjust the angle of the chopper gearbox. Replaced the rotor limit switches and set the low and high speeds. Had to adjust rotor gearbox draw bolt. Ran combine and double checked the speeds. 420rpm low and 1050rpm high.

128298A2	SWITCH LIMIT	2	43.60	87.20
193622C92	PULLEY ASSY.	1 N	1936.90	1936.90
217408	O-RING	2	5.58	11.16
278927A1	BEARING	2	128.36	256.72
87307839	BUSHING	3	18.53	55.59
	PARTS			2347.57
	LABOR			1341.00
11008001	SEGMENT TOTAL==>			3688.57

SEGMENT# 9 C 14029 NA 09/20/21 10/02/21
INSTALL 1/2 INCH BOLT FOR RH CONCAVE SUPPORT WALL

COMPLAINT:

-INSTALL 1/2 INCH BOLT FOR RH CONCAVE SUPPORT WALL

CORRECTION:

Installd 1/2 inch bolt for the RH concave support wall.

86512371	NUT	1	.93	.93
	PARTS			.93

CONTINUED ON PAGE 09

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Box 3117 • Highway #1 East
North Service Road
Regina, SK S4P 3G7
Phone: 306-565-2405 • Fax: 306-565-2420
www.youngs.ca



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Chamberlain 306-638-4516
Davidson 306-567-3074
Moose Jaw 306-694-1800
Raymore 306-746-2288
Watrous 306-946-3387
Weyburn 306-842-2629
Windthorst 306-224-2110

Ship To: .

Invoice To:

Branch REGINA		
Date 10/25/21	Time 22:00:16 (B)	Page 09
Account # [REDACTED]	Phone # [REDACTED]	Inv # [REDACTED]
Ship Via		Purchase Order #
Tax ID #		
		Salesperson S76

SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
002724	COMBINE	3547	018084		
	1680				
				LABOR	74.50
11008001				SEGMENT TOTAL==>	75.43

SEGMENT#10 C 14029 NA 09/20/21 09/24/21

REPLACE A/C BELT

COMPLAINT:

-REPLACE A/C BELT

CORRECTION:

Replaced A/C belt.

When doing a final run after all the repairs the A/C compressor started squealing and smoking. Grabbed the shop's water extinguisher and cooled down the compressor. Performed the rest of the final checks with the A/C off. Got the ok from the customer to repair the A/C. Removed the compressor clutch, magnetic pick-up was very burnt and bearing was seized. Turned the compressor over with a set of pliers, would turn for a bit and then go to a dead stop, needs a new compressor and clutch. Ordered, clutch, compressor and the receiver drier. Recovered refrigerant from the system. Replaced the compressor and the compressor clutch. Filled new compressor with 400cc of oil. Removed the old compressor head to inspect system side of compressor to make sure contamination won't be an issue, doesn't look like issues in the system side. Replaced receiver drier. Vacuumed system, injected oil. Ran combine outside and checked pressures. 120psi high, 10psi low and vent temp was 39°F. Ambient temp was around 65°F.

128483A1	O-RING	2	4.20	8.40
143405C91	CLUTCH ASY	1	275.10	275.10
1924008C2	REMAN/COMP	1 N	794.23	794.23

CONTINUED ON PAGE 10

I hereby authorize the above repair work to be completed, including any necessary materials, labour, and/or other charges as may be applicable. Young's Equipment Inc., its employees, and assigns may operate the above noted vehicle, as well as other equipment that may be necessary to operate said vehicle, for the purposes of testing, diagnosing, inspecting, repairing, and/or delivering at my risk. Young's Equipment Inc. is not responsible for any loss of and/or damage to the equipment, or its contents, whether due to collision, fire, theft, or any other cause, except where such loss and/or damage is due to negligence on the part of Young's Equipment Inc. Young's Equipment Inc. is hereby released from any and all claims for loss and/or damage not caused by the negligence of Young's Equipment Inc.

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002724	COMBINE	3547	018084			
	1680					
1924009C1			CORE-COMPRESSOR		34.75	34.75
1924009C1			CORE-COMPRESSOR	1-	34.75	34.75-
	on core rtn 984373					
1990758C2			REC/DRYER	1	100.80	100.80
488016PX			PAG OIL W/ DYE	14	2.26	31.64
75629			V-BELT	1	22.32	22.32
9827059			O-RING	2	2.23	4.46
			PARTS			1236.95
			LABOR			819.50
11008001			SEGMENT TOTAL==>			2056.45

SEGMENT#11 C 14029 NA	09/20/21 09/24/21					
REPLACE RAS BRUSH/ ADJUST RAS SCREEN						
COMPLAINT:						
-REPLACE RAS BRUSH/ ADJUST RAS SCREEN						
CORRECTION:						
Adjusted the RAS brush screen to sit in the center.						
Replaced the RAS brushes.						
164615C93	BRUSH, COMMUTAT	1 N	361.80			361.80
194231C2	BRUSH, COMMUTAT	1 N	94.18			94.18
	PARTS					455.98
	LABOR					298.00
11008001	SEGMENT TOTAL==>					753.98

SEGMENT#12 C 14029 NA	09/20/21 09/24/21					
REPLACE ALL 6 SPREADER BEARINGS						
COMPLAINT:						
-REPLACE ALL 6 SPREADER BEARINGS						
CORRECTION:						
Replaced all 6 spreader bearings.						

CONTINUED ON PAGE 11

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002724	COMBINE	3547	018084		
	1680				
47508387		BEARING, BALL	7 S	52.32	366.24
571424R1		FLANGE	4 M	5.72	22.88
			PARTS		389.12
			LABOR		640.70
11008001			SEGMENT TOTAL==>		1029.82

SEGMENT#13 C 14029 QC 09/20/21 09/23/21
Young's Complimentary QuickCheck Inspection

SEGMENT#14 C 14012 NA 09/20/21
RINSE OFF MUD

***** WORK ORDER TOTALS *****

	PARTS	6433.95
	LABOR	10027.70
	SUBLET	1500.00
	shop supplies	200.00
	SUB TOTAL==>	18161.65
	GST 5%	908.16
06743Z	TOTAL CREDIT CARD	19069.81

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