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Account No	Phone No	Inv No: W11385
Ship Via	Purchase Order: TURBO	
Tax ID No		
		Salesperson

SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
001905	TRACTOR T9.450	5197	ZDF219512		

SEGMENT# 1 C JZS NA 01/29/24 02/02/24
service call
COMPLAINT:
service call

SEGMENT# 2 C JZS NA 01/29/24 02/12/24 02/02/24
turbo
COMPLAINT:
turbo leaking as well as some seals
Turbo was done on W08176
CORRECTION:
JZS- pull unit into shop and inspect. Upon inspection found oil leaking from turbo charge pipes and boots and exhaust piping. remove charge pipes, intake pipes and exhaust and inspect. found oil contamination in charge piping, intercooler exhaust. remove charge pipe into intake manifold and inspect valves for oil coating. found no oil contamination in head. remove intercooler and turbo. send intercooler away for cleaning and install new turbo. install oil feed and drain lines with new gasket. clean and install exhaust piping. clean and install charge air piping with new boots.run unit and check operation
ADDITIONAL DESCRIPTION:
Fail date:01/29/2024
Repair date: 2/22/2024
Causal PN: 5801604942R
SRT Codes:
10 001 AD 37 0.2 Engine oil sampling - as required for failure analysis only

CONTINUED ON PAGE 02

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GST# 832677025RT0008

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001905	TRACTOR T9.450	5197	ZDF219512		

10 001 AD 93 0.3 Engine oil leak - Troubleshooting
10 250 AC 30 1.5 Turbocharger - Remove and install
10 310 AA 04 1.2 Charge air cooler - Remove and install
10 310 AD 52 0.4 Tube between intake manifold and charge air cooler - one - Remove and install

HOS73021	1" X 2 BRAID EP	1	4.47	4.47
	1" X 2 BRAID EPD			
LEVY.7	Enviro Fee <7"	1	.50	.50
SUBLET	FLUSH M000723	1	385.20	385.20
16587525	SCREW	RETAIL	9.88	
		2	4.94	9.88
2996234	GASKET	RETAIL	31.64	
		2	20.02	40.04
47445783	O-RING	RETAIL	23.20	
		1	14.30	14.30
500361556	COVER	RETAIL	253.57	
		1 N	196.57	196.57
504153481	FILTER,BREATHER	RETAIL	146.69	
		1	123.96	123.96
504262827	CAP	RETAIL	39.93	
		1	28.72	28.72
5526-025	1/4 HEATER	2	7.29	14.58
5801385950	STUD	RETAIL	20.00	
		2	13.55	27.10
5801417018	GASKET	RETAIL	17.50	
		1	10.43	10.43
5801491036	NUT	RETAIL	20.73	
		2	14.52	29.04
5801604942R	REMAN-TURBOC	1	3984.75	3984.75
5801604942C	CORE-TURBOCHARG		400.05	400.05

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Ship Via	Purchase Order: A/C	
Tax ID No		
		Salesperson

SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
001905	TRACTOR T9.450	4870	ZDF219512		

SEGMENT# 1 C JZS NA 05/03/23 05/03/23 05/03/23
service call
COMPLAINT:
service call
CORRECTION:
JZS-243 km first trip
JZS-119 km one way second trip

LABOUR 1134.00
11110010 SEGMENT TOTAL==> 1134.00

SEGMENT# 2 C JZS NA 05/03/23 05/03/23 05/03/23
ac week
COMPLAINT:
trouble shoot ac not working.
CORRECTION:
JZS- before connecting gauges blow out both cab filters and condencer. connect gauges and found pressures slightly low. add 1 lb of refrigerant to system and run. a/c blowing 3.8 degrees. run tractor down field in working conditions and a/c cut out and was blowing warm. park unit and let cool down. unplug fan and test to see if fan was not cutting into high speed, found no difference. run tractor down field with gauges connected and could not get system to shut down again, all pressures were normal. with tractor parked wiggle all wires and connections and found wire going into compressor clutch when moved would shut down compressor. order new compressor. recover refrigerant and remove drive belt. loosen off hoses and unbolt compressor. check new compressor for oil and bolt in place. install new

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001905	TRACTOR T9.450	4870	ZDF219512		

o-rings on hoses and tighten fittings. install belt and tighten. remove and replace receiver dryer with new o-rings. charge a/c system and check operation. system blowing 3.8 degrees Celsius in cab and pressures were normal for outside temperature. drive tractor down field to check

SHOP.FREON	R134A by the LB	5	36.00	180.00
48017124C	CORE-A/C COMPRE	1-	31.50	31.50-
CORE-A/C COMPRES				
48017124R	REMAN-A/C COMPR	1	843.86	843.86
48017124C	CORE-A/C COMPRE		31.50	31.50
			PARTS	1023.86
			LABOUR	661.50
11110010			SEGMENT TOTAL==>	1685.36

****** WORK ORDER TOTALS ******	
PARTS	1023.86
LABOUR	1795.50
SR CALL MILEAGE	488.70
SUB TOTAL==>	3308.06
GST 5%	165.41
ON ACCOUNT	3473.47

AB

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SERVICE INVOICE

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS
001905	TRACTOR T9.450	4800	ZDF219512		

SEGMENT# 1 C VLV N/A 05/03/22 05/03/22 05/06/22
ENGINE ERRORS
Segment has been billed on work order W02104 - 01

SEGMENT# 2 C VLV N/A 05/03/22 05/11/22 05/06/22
HYDRAULICS
COMPLAINT:
Repair hydraulics over heat quickly
CAUSE:
Eng. h: 4648
Transmission fault code 2112, 2824.
The axle lube pressure switch operation may be intermittent and need to be replaced.
Fan speed not to spec.
CORRECTION:
Connected flow meter to the rear remotes. Checked hydraulic flow (2000 engine pm, no load - 32 GPM; with load - 30 GPM, by spec supposed to be 35 US gal., and pressure stand by - 2700 psi, by spec. - 3000 - 3090 psi. Checked axle lube pressure switch connector and tractor control unit connector. Ensured the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Checked the axle lube system pressure. Installed a low pressure gauge at the axle lube pressure diagnostic coupler. Started the engine. The reading 25 psi was greater than 15psi by spec. Checked axle lube pressure switch. Disconnect connector C130. Use a multimeter to check for continuity from pin 1 to pin 2. With the engine Off there was no continuity, when engine running there was

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001905	TRACTOR T9.450	4800	ZDF219512		

continuity across the switch terminals. Checked for an open circuit. Disconnected connector C067 from the tractor control unit, checked between connector: C067 pin 17 and C130 pin 1. Checked for an open ground circuit between connector C130 pin 2 and chassis ground. An open circuits were not indicated. The axle lube pressure switch operation may be intermittent.
Tested Viscous fan drive. Visually checked the drive components for damaged or missing parts. Inspected the oil cooler, air conditioning condenser, charge air cooler and radiator fins before testing. Placed a piece of reflective tape on the engine side of the fan blade, near the outside edge of the blade. Closed the hood and cover the front grille screen. Installed an adjustable flowmeter in a remote hydraulic circuit. Started the engine and verified that the tach assembly is operating. Run the engine at RPM indicated in the chart for this tractor. Placed the remote circuit on demand. Set the pressure on the flowmeter at 2000psi while maintaining engine speed 2000 RPM for the tractor. Observed the engine coolant temperature gauge on the instrument cluster. When the display reads from 200 - 205 F, the fan speed was fully engaged. Observed the fan blade speed on the photo tachometer and recorded the fan speed:
Coolant temp. 176 - 179, Fan speed from 800 - 983 depend on the hydraulic oil temperature. Coolant temperate 190 - 203 F, The fan speed changes from 1150 to 1304 RPM as the fan drive sensor senses an increase in temperature, but the fan speed was not as specified.
Ordered parts that need to be replaced.

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001905	TRACTOR T9.450	4800	ZDF219512		

Removed existing axle lube pressure switch, installed new one in place. Replaced Viscous drive. Repeated the test:
- Coolant temp: 179F
- Eng. rpm: 2000
- Hydraulic temp: 212F
-Fan speed 4500 rpm.

Replaced hydraulic filters. Topped up hydraulic and transmission oil to levels.
Completed paper work, cleaned area.

FRT	FREIGHT	1		30.00	30.00
51433189	DRIVE	1	M	1579.73	1579.73
84363710	SWITCH, DIFF PR	1	N	150.42	150.42
	SWITCH, DIFF PRE				
				PARTS	1760.15
				LABOUR	1440.00
11110010				SEGMENT TOTAL==>	3200.15

SEGMENT# 3 C VLV NA 05/03/22 05/03/22 05/06/22
Replace engine
COMPLAINT:
Replace engine with Reman long block
CORRECTION:
Relocated engine components from failed to new one. Removed and then installed the pulley on the crankshaft. Installed the six bolts. Using the torque sequence torqued the bolts to 52lb ft then turn an additional 60°. Installed the vibration damper and adapter. Lubricated the bolt threads with clean engine oil. Used the torque sequence and torqued the bolts to 52lb ft then turn an additional 50°. Installed the belt tensioner, idler pulleys and the pulley bracket to

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001905	TRACTOR T9.450	4800	ZDF219512		

the front of the engine. Tightened hardware. Removed all fittings from, pipes and hardware from right- and left-hand sides of the failed engine, reinstalled all of them to the new engine with new seals. Cleaned mating surfaces and installed the exhaust manifold with the relative gaskets. Installed the bolts and torqued the bolts to 30 lb ft in the
sequence. Torqued the bolts again to 52 lb ft in the sequence. To keep the engine flywheel from rotating, installed tool. Loosened the fixing screws and removed the engine flywheel. Installed the engine flywheel on the crankshaft.
Lubricated the bolts with clean engine oil and install the bolts hand tight.
Installed the tool to keep the flywheel from rotating. Torque the bolts to 89 lb ft, then turned an additional 90. Installed the turbocharger on the exhaust manifold making sure that the gasket is positioned between the two parts. Torqued the bolts 55.3 lb ft. Torque the nuts to 33.2 lb ft. Attached an engine lifting device to an overhead hoist and the two engine lifting brackets on each end. Set the engine to inside of the frame. Installed rear and front engine mount bolts in the engine mount brackets. Tightened hardware to specification. Moved driveshaft with the coupler forward and installed coupler bolts to the engine flywheel. Tightened hardware to specification. Removed all caps and plugs from the engine and cooling package. Installed and adjusted left hand air to air cooler tube and lower radiator tube. Tightened hose clamps. Installed and adjusted right hand air to air cooler tube and upper

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001905	TRACTOR T9.450	4800	ZDF219512		

radiator tube. Tightened hose clamps. Removed cooling package support strap. Installed and tightened fan to hub from right hand side of shroud. Plugged in harness connector and tie harness lead to bracket. Installed the starter onto the flywheel housing. Tightened the screws to the prescribed torque. Connected cable and solenoid wire to starter. Removed plug and cap, connected fuel return hose to fitting. Tightened hose clamp. Installed ground strap to right hand side of engine. On inside of right hand frame, connected cannon plug and installed two strap clamps on stud. Installed battery cable on alternator and strap clamp to secure cable. Installed bracket with coolant recovery bottle and fuel pump to inside of right hand frame with four nuts. Connected fuel pump to harness connector. Remove plugs and caps, connected fuel line to pump (behind coolant recovery bottle) and engine controller. Tightened clamps. Installed ECU controller in place. Attached fuel lines and connected all electrical connectors. Installed A/C compressor in place. Removed plugs and caps from air condition hoses and compressor. Lubricated new O-rings with clean compressor oil and install on hose ends. Installed both hoses on compressor. Plugged in high pressure sending unit to harness lead. With overhead hoist and lifting straps, installed the hood support frame to the tractor. Installed four mounting bolts to the right and left hand support. Installed the two front mounting nuts and bolts. Tightened the two front mounting bolts and four rear mounting bolts. Installed nut and bolt securing bracket to frame, secure strap clamp to frame, and assembled three hoses, as labeled during disassembly to deaeration tank.

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Removed caps from air filter housing and turbo. Installed air intake tube, adjusted and tightened clamp at air filter housing and at turbo. Connected two harness connectors adjusted hose and tighten hose clamp. Installed strap clamp securing harness to frame. Installed two strap clamps securing air conditioning line to hood support frame on the left-hand side and behind the engine on the hood support frame. Installed strap clamp securing hood harness to hood support frame. Set section of exhaust pipe in place. Loosened assemble the clamp at muffler/canister, and U-bolt clamp securing the exhaust pipe to bracket. Set exhaust pipe section in place and loosened assemble clamp at turbo and U-bolt clamp securing pipe to bracket on hood support frame. Loosened assemble and adjusted clamp between the two sections of exhaust pipe. Tightened the U-bolt clamp to bracket, clamp between sections, clamp at muffler/canister, at turbo and U-bolt. Connected electrical connector and DEF lines on exhaust pipe. Installed and secured two strap clamps for harness and heater hoses to right hand upright of the hood support frame. Assembled air inlet assembly to intake stack and filter housing. Installed clamp, four bolts and U-bolt clamp. Adjusted and tightened. Installed aspirator tube. Installed strap clamp, secured with nut, tightened clamp at aspirator hose to air inlet on filter housing and aspirator valve. Reconnect batteries, charged the batteries. Filled engine crankcase to correct level with specified oil. Filled engine cooling system to correct level with specified coolant. Ran engine to check for function and leaks.
Recharged air conditioning system to spec.

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Installed lifting straps to hood and to spreading bar. Secured to overhead lifting crane. Positioned the hood above the engine. Installed the four nuts and washers - two from each side, securing the hood support frame to the tractor frame. Did left hand side also. With enough upward tension on the lifting straps to support the hood installed the lower end of the strut to the pivot ball. Did both sides. Installed the locking pins to the hood struts. Removed the lifting straps and spreading bar. At the right hand rear of hood installed nut, securing harness clamp to hood support frame. Plugged in the harness connector. Installed the shields in place. Installed the four lower bolts holding the shield to the frame. Installed the rear bolt, nut and washer through the rear brace. Installed the upper screw on the top front edge of the engine side shield. Installed the door latch nut. Checked and replaced cab air recirculating filter. Removed and cleaned cab outer filter, installed back in place. Closed the hood. Topped up engine oil reservoir.

FRT	FREIGHT	1	36.68	36.68
LEVY.10L	10L Fluid Levy	4	1.80	7.20
LEVY.20L	20L Fluid Levey	2	3.60	7.20
16587525	SCREW	2 N	6.96	13.92
238903A1	CAP, FILLER	1 N	29.10	29.10
47454075C	CORE-BASIC ENGI	1-	3978.00	3978.00-
47454075R	REMAN-LONG BLOC	1 N	67904.46	67904.46
REMAN-LONG BLOCK				
47454075C	CORE-BASIC ENGI		3978.00	3978.00
504154280	GASKET	6	14.10	84.60
5801385950	STUD	2	14.10	28.20

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001905	TRACTOR T9.450	4800	ZDF219512				
5801491036		NUT		2	22.91		45.82
5801604942C		CORE-TURBOCHARG		1-	413.10		413.10-
	CORE-TURBOCHARGE						
5801604942R		REMAN-TURBOC		1 N	3112.28		3112.28
5801604942C		CORE-TURBOCHARG			413.10		413.10
73344242		15W40 18.9L		2	126.95		253.90
73344410		ANTIFREEZE		4	41.90		167.60
84343783		KIT		1 N	246.49		246.49
84349222		GASKET		2	16.24		32.48
84349224		GASKET		1 N	48.87		48.87
84360842		PLATE		1 N	96.57		96.57
86625022		CLAMP, HOSE		2	1.89		3.78
87409377		FILTER		1	94.67		94.67
98453300		GASKET		1 N	39.83		39.83
99443210		SCREW		24 N	13.34		320.16
					PARTS		72573.81
					LABOUR		6880.00
11110010				SEGMENT TOTAL==>			79453.81

SEGMENT# 4 C TECH N/A 05/03/22 05/03/22 05/06/22
INJECTORS
COMPLAINT:
Core for injectors should have been credited on line 1

504287070R	REMAN-FUEL INJE	6-	1586.42		9518.52-
			PARTS		9518.52-
11110010		SEGMENT TOTAL==>			9518.52-

SEGMENT# 5 C VLV NA 05/03/22 05/03/22 05/06/22
remote valves
COMPLAINT:

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repair hyd leak at lh remote valves. replace leaking hyd filters and adjust the high pressure standby.

CAUSE:

Damaged seal ring between two remote valve sections.
Eng.h: 4653

CORRECTION:

Prior to a visual inspection thoroughly cleaned affected area with a pressure washer and dried with compressed air. Ran the tractor to find the cause of leak at rear of the tractor. Oil appeared at left-hand remote valve stack. Hooked up a flow meter to take a closer test. Installed the articulation cylinder locking blocks before performing test with engine running. Started and ran the engine at 1000 RPM. Placed the # 1, remote valve control lever into the detent retract position. Adjusted the load valve on the flowmeter to 1500psi and heat the transmission oil to a minimum of 120°F.
Increased engine speed to 2000 RPM. Adjust the load valve on the flowmeter to 1500psi, did the same for each remote valve section 0f # 2, 3. Checked for leaks and function. Oil appeared at the joints of the left-hand valve manifold. Ordered a seal kit for the valve #1,2,3.
Disconnected the wire harness from the remote valves. Disconnect the drain hose from the elbow fittings. Removed the nuts. Removed the remote valve

CONTINUED ON PAGE 10

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GST# 832677025RT0008

Items Received By

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MAZERGROUP
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001905	TRACTOR T9.450	4800	ZDF219512		

assembly from the valve
stack. Thoroughly cleaned the valve surfaces. Inspected them
for scores and scratches. Lubricated with clean oil new
O-rings and installed them in places. Installed the remote
valves assembly on to the valve stack. Assembled the nuts onto
the tie studs. Tighten the nuts to spec. Connected the wire
harness to the solenoid of the remote valves assembly. Reconnect
the drain hose to the elbow fittings. Cleaned remotes with the
pressure washer and dried with compressed air. Warmed the oil to
operating temperature.
Applied the load to valves #1,2,3. An issue was
solved, no oil leaks. Cleaned area and tools after repair,
completed the paper work.

LEVY.10L	10L Fluid Levy	1	1.80	1.80
LEVY.8	Enviro Fee >8"	2	1.00	2.00
73344273	ULTRACTION 9.46	1	80.00	80.00
84196445	FILTER, HYDRAUL	2	164.48	328.96
87635376	O-RING	10	5.53	55.30
87635379	O-RING	10	2.86	28.60
87635382	O-RING	10	5.98	59.80
87635387	O-RING	10	6.83	68.30
			PARTS	624.76
			LABOUR	480.00
11110010			SEGMENT TOTAL==>	1104.76

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

PARTS	65440.20
LABOUR	8800.00
SUB TOTAL==>	74240.20
GST 5%	3712.01
ON ACCOUNT	77952.21

JK

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001905	TRACTOR T9.450	4800	ZDF219512		

This order was created from order: W01680

SEGMENT# 1 C VLV N/A 05/30/22 05/03/22 05/06/22
ENGINE ERRORS
COMPLAINT:
Repair engine does not start very well and has errors, sometimes the engine will die also. Customer has replaced the cam position sensor
CORRECTION:
Verified that the error code is still present and in an active state. Key Off Engine Off.
Removed Camshaft speed sensor connector and inspected housing body, pins and wiring harness for damage or corrosion. Also, inspected the connector portion and mechanical mounting of the Camshaft speed sensor.
Determined the wiring damage after careful inspection, repaired wiring to ensure a good and sound electrical connection. Replace Camshaft speed sensor if damaged.
Checked resistance of Camshaft speed sensor. Key Off Engine Off. Connected the multi-meter test leads to the sensor connector terminals from pin 1 to pin 2. The resistance test did fall in the specified range of 750 - 1000 ohms.
Left connector disconnected and proceed to check Output of Camshaft speed sensor. Key Off Engine Off during set up test and Key On Engine On during test. Made the proper electrical connections for each test type. Standalone Camshaft speed sensor test: Removed Camshaft speed sensor connector and connected the test leads to the Camshaft speed sensor. Started the engine and measure the AC voltage

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using a multi-meter across the breakout alligator clips from the test leads. The measurement results at 1000 - 1100 rpm approx. 2.7 volts, at 2000 - 2200 rpm approx. 6.4 volts. In-Line Test Lead Connection Test: Removed Camshaft speed sensor connector and connected the test lead in-line with the sensor and the engine wiring harness. Made sure that the signal polarity is not swapped during the connection process. Started the engine and measured the AC voltage using a multi-meter across the breakout alligator clips from the test leads. The measurement results at 1000 - 1100 rpm approx. 1.5 - 2.8 volts and 2000 - 2200 rpm 3 - 4.5 volts. Swapped the Camshaft sensor with the Crankshaft sensor in this diagnostic procedure to determine the functionality of the Camshaft speed sensor. Checked for faulty wiring Key Off Engine Off. Removed and performed continuity tests between connector and connector on engine wiring harness. Flexed harness during test to check for any intermittent operation. Used the test lead labeled "Coolant/Fuel Temp Sensor" from the diagnostic repair kit to be able to access the pins on the sensor connector. Also, used the 0.4 mm diameter test probes from the repair kit when connecting the multi-meter to the connector on engine wiring harness's test. The test was failed. Visually inspected the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while monitoring the Display. Found that there is short circuit between the Camshaft speed sensor pin1 and pin2. Found and

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repaired the damaged section of the wiring harness. Checked continuity from Camshaft speed sensor pin1 to ECU engine harness connector pin10, and pin2 to pin9. The continuity test in the specified range of approx. 0.10 ohms. There is no short circuit from ECU engine harness connector pin10 to pin9. Checked for ECU voltages and ground continuity. Key On Engine Off. Used the product schematics for a reference, removed connector from the ECU and checked for voltage and continuity at the appropriate pins. Used the 0.4 mm diameter test probes when connecting the multi-meter to the connector. Tested voltage from ECU vehicle connector (pin2, 3, 8, 9, 40) to the engine block ground, approx. 12V. Tested continuity From ECU vehicle connector (pin5, 6, 10, 11) to ground, approx. 0.10 ohms. Connected EST to the unit. Turn the key to ON position. No fault code present. Erased all fault codes. Started the engine and ran the unit, no fault code. The engine still difficult to start. Checked the fuel for the presence of water or air. Built in line a clear hose throughout of all components on supply side from the fuel tank to the engine had. Found and repaired air suction of some components such as damaged fuel lines, loosened priming pump and low pressure fuel pump fittings. Inspected a check valve, the fuel return union with built in valve and an integrated valve. Used Cursor fuel test kit to perform a fuel lift pump test. Removed the fuel temperature sensor from the fuel filter housing. Installed the fitting from the kit. Installed a black adaptor hose on the fitting. Connected a gauge. Reconnected the fuel temperature sensor to the wiring harness to prevent codes. Removed fuel pressure

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differential switch the from the filter housing. Installed the fitting from the kit. Installed a black adaptor hose on the fitting. Connected the gauge. Reconnected the fuel pressure differential switch to the wiring harness to prevent codes. Operated the engine to purge air from the system which entered during the installation. Measured and recorded the operating pressure, readings out of spec. ranges.
Low idle (by spec.72 - 87 psi), the result is 47 psi.
High idle: (72 - 87 by spec.), my readings 75 psi. When cranking
the engine pressure not raising. The priming pump gives approx. 10 psi.
Set the engine to Top Dead Center. Removed the flywheel speed sensor. Used the tool to rotate the engine flywheel counter clockwise as viewed from the flywheel until saw the hole in the flywheel with two notches through the hole for the flywheel speed sensor. Continued to rotate the flywheel counter clockwise until the next hole with one notch was seen. Inserted tool through the hole for the flywheel speed sensor. Set the dial gauge with the magnetic base with the rod on the roller of the injector rocker arm for cylinder number 1. Pre-loaded the gauge by 6 mm. Used the flywheel rotation tool to turn the crankshaft clockwise as viewed from the rear until the pointer of the dial gauge reaches its minimum value. Zero the dial gauge. Rotated the crankshaft counter clockwise as viewed from the rear until the dial gauge gives a reading of 5.34 - 5.44 mm. Checked that the hole marked with a single notch can be seen through the proper hole and that the tool can be installed

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through the mounting hole of the flywheel speed sensor. All of the above conditions was not met. Loosened the camshaft gear bolts. Rotated the crankshaft until the conditions can be met. Still could not be met. Snugged the camshaft gear bolts. Rotated the crankshaft clockwise approximately 180°. Rotated the crankshaft counter clockwise until the dial gauge gives a reading of 5.34 - 5.44 mm. Removed the camshaft gear. Rotated the crankshaft until the hole on the flywheel marked with a single notch was seen through the proper hole and that the tool was installed through the mounting hole of the flywheel speed sensor and fully engaged with the hole in the flywheel. Installed the camshaft gear so that the four slots are centered with the threaded holes in the camshaft. Torqued the camshaft gear bolts to 44 lb ft then 60°. Removed the tool. Carefully rotated the crankshaft counter clockwise two full revolutions until the dial gauge gives a reading of 5.34 - 5.44 mm. Checked that the hole marked with a single notch could be seen through the proper hole and that the tool can be installed through the mounting hole of the flywheel speed sensor and fully engaged with the hole in the flywheel. Did these steps until met proper readings. Used a container with clean fuel, connected intake before the fuel filter and return after the fuel pump lines from and to the container. Bleed the fuel system, started the engine. A lot of air in the fuel still coming out of the return line. Kept same step by eliminating the fuel system components one by one. No changes, still hard to start and the air in return lines. Disconnected lines from the fuel lift pump, removed the pump from the engine. Took it apart, visually

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inspected parts for damage or wear. Found shafts damage coupler and worn shaft seal. Installed new pump, connected the lines to it. Uset the separate container with clean fuel, bleed the system, made lift pump pressure test. The pressure was raised up with new pump, but the problem still was persisted. Disconnected wire harness connectors from the ECU. Removed the bolts and split the control unit to check the seal as the fuel was coming out at the bottom of ECU. Found that a rubber seal damaged, and silicon was used. Clean affected areas, installed new seal gasket and the control unit back in place. Connected the wire harness connectors. Bleed the system. Started the engine. Still the air in return and hard to start. At the right hand rear of hood removed nut securing harness clamp to hood support frame. Unplugged harness connector. Tucked harness connector up, out of the way. Installed lifting straps to hood and to spreading bar. Secured to overhead lifting device. With enough upward tension on the lifting straps to support the hood removed the locking pin on the hood strut and removed the lower end of the strut from the pivot ball. Do both sides. Removed the four nuts securing the hood frame from the hood support frame. Right hand side shown. Removed the hood from above the engine. Opened right hand access door and disconnect negative cable on all batteries. Removed locking pins at front of oil cooler frame and folded down. Attached drain hose to radiator petcock and drained cooling system into clean container. Removed engine side shield support brackets. Removed clamp on hood support frame. Loosened clamp securing aspirator hose to air inlet and clamp at aspirator valve. Removed aspirator tube.

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Loosened clamp, removed the four bolts securing air inlet to air filter housing, removed U-bolt clamp and removed air inlet assembly. Disconnected electrical connector and lines for Diesel Emission Fluid system on exhaust pipe. Loosened clamp at turbo and U-bolt clamp securing the exhaust pipe to the bracket.
Loosened clamp holding exhaust pipe sections together, removed the U-bolt clamp securing exhaust pipe to bracket, removed exhaust pipe section. Removed clamps securing harness and heater hoses to right hand upright of hood support frame. Loosened clamp at muffler-canister, removed U-bolt clamp securing exhaust pipe to bracket, removed exhaust pipe section. Removed clamp securing hood harness strap to hood support frame. Removed clamps securing the air conditioning line to hood support frame. Removed clamps securing air conditioning line to hood support frame. Removed clamp securing harness to frame. Disconnected two harness connectors, loosened hose clamp, and disconnected hose. Loosened clamp at air cleaner housing, clamp at turbo and removed air intake tube. Put caps over turbo and air filter housing outlet. Removed securing bracket to frame, removed clamp from frame, labeled, and removed four hoses from deaeration tank. Attached lifting straps to hood support frame and overhead lifting device. Removed front mounting nuts and bolts. Removed mounting bolts from left-hand and right-hand support. Remove hood support frame from the tractor. Removed all the screws from the valve cover and detached it from the cylinder head. Removed the bolts securing the rocker shaft to the cylinder head. Use the tool to constrain the shoes on the rocker arms. Applied

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tool to the rocker shaft and removed the shaft from the cylinder head. Removed the rocker shaft arm from the engine had. Unplugged the electrical connections from the injector. Removed the injector hold-down bolt.
Used a heel bar under the injector hold-down and pried upwards against the cylinder head. Removed the injector from each cylinder. Visually inspected parts for damage or wear. Found broken seal rings and the injector of the cylinder #1 was not siting properly. Injector cup burnt and damaged. Removed the screws securing the cylinder head to the cylinder block. Using the lifting eyes provided, removed the cylinder head and head gasket. Inspected parts for wear or damage. There are worn spots on the piston bore and damaged top of the pistons (pistons met valves).
Disconnected harness connector, removed bolt securing harness to engine and unplug connector at valve. Labeled and disconnected heater hoses from tubes on engine.
Disconnected two hoses for DEF system heater. Plugged and capped all disconnected hoses and tubing. Unplugged high pressure sending unit. Disconnected air conditioning lines from compressor. Plugged and capped disconnected lines and fittings. Disconnected and plug fuel line to pump (behind coolant recovery bottle) and to engine controller.
Disconnected connector to fuel pump, removed four nuts on inside of frame, removed bracket with recovery bottle and fuel pump from frame. Removed clamp and disconnected battery cable from alternator.
Removed clamps from stud on inside of frame and disconnected large harness connector. Removed ground strap from engine. Disconnected cable and solenoid wire to

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starter. Disconnected fuel return line. Plugged and capped fuel tube and hose. Removed ties, unplugged connector, and loosened fan hub. With the help of an assistant turned fan off of hub and removed out right hand side past shroud. Installed support strap to support cooling package when air to air and radiator tubes were removed. Loosened clamps and remove right hand air to air cooler tube and upper radiator tube. Plugged and capped inlets and outlets on engine and cooling package. Loosened clamps and removed left hand air to air cooler tube and lower radiator tube. Plugged and capped inlets and outlets on engine and cooling package. Removed the driveshaft to drive coupler mounting bolts. Moved driveshaft back, away from coupler. Attached the engine lift brackets. Removed front left- and right-hand mounting bolts. Removed rear left- and right-hand mounting bolt. Removed the engine from tractor by lifting over the left hand side rail.

ADDITIONAL DESCRIPTION:

labour for troubleshooting problem and removing engine

FRT	FREIGHT	2	57.50	115.00
LEVY.7	Enviro Fee <7"	1	.50	.50
LEVY.8	Enviro Fee >8"	1	1.00	1.00
272217	O-RING	1	2.03	2.03
50-3418X1	HOSE	6	9.42	56.52
500309014	GASKET	1	79.37	79.37
504066263R	REMAN-FUEL INJ	1 M	938.03	938.03
REMAN-FUEL INJ P				
504066263C	CORE-FUEL INJ P		99.07	99.07
504287070R	REMAN-FUEL INJE	6 N	1426.59	8559.54
504287070C	CORE-INJECTION		159.83	958.98

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5169544	GASKET	1	7.67	7.67
5801560870	WASHER	2	6.63	13.26
5802333638	GASKET	1 N	59.33	59.33
84303715	FILTER, FU	1	147.90	147.90
84597068	FILTER, FUEL	1	81.60	81.60
98474309	GASKET	5	2.73	13.65
			PARTS	11133.45
			LABOUR	5600.00
11110010			SEGMENT TOTAL==>	16733.45

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

PARTS	11133.45
LABOUR	5600.00
SHOP SUPPLIES	300.00
SUB TOTAL==>	17033.45
GST 5%	851.68
SK PST 6%	4.90
ON ACCOUNT	17890.03

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