

ALTORFER

8400 6th St. SW
Cedar Rapids, IA 52404
319-365-0551
www.altorfer.com



A01-38

ORIGINAL INVOICE

INVOICE NUMBER WO100236001
Invoice Date 11/12/2024
Total Due \$ 580.44

Terms	NET 30
Make	AA
Model	259D B
Serial #	*CAT0259DPFTL21216*
Machine ID	196N053
Equipment #	196N053
Meter Reading	2121.0
Document #	CC52310

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259-

Customer #	Customer PO #	Doc Date	Sales Representative	Division	Store	Account Status
660885	.	09/09/2024	P01	G	10	2

CONTRACT ENROLLMENT: 23N4B00217 SEGMENT 01 TOTAL

397.71 T

ADDITIONAL CHARGES MACHINE

1	110-6326	MAIN ELEMENT	S
	45010		
1	110-6331	ELEMENT	S
	45010		
1	265-6618	FILTER-AIR	S
	45010		
1	265-6619	FILTER-AIR	S
	45010		

F/R ALL

144.77 *

SEGMENT 02 TOTAL

144.77 T

IOWA SALES TAX

27.12 T

1% CITY TAX

5.42 T

ADD'L 1% SALES TAX

5.42 T

PLEASE DIRECT WORK ORDER INQUIRIES TO
THE SERVICE DEPARTMENT: PH 319-365-0551

Don't become a victim of check fraud.....**Make the change to ACH payments today!****Conveniently use the portal or contact ar@altorfer.com for ACH set up instructions.****TOTAL AMOUNT DUE****\$ 580.44**

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Bill To:

289 3 MB 0.622 E0078X I0607 D14116193949 S2 P10742037 0001:0011



VIETH CONSTRUCTION CORP
6419 NORDIC DR
CEDAR FALLS IA 50613-6338

Ship To:**ORIGINAL INVOICE**

INVOICE NUMBER WO100242009
Invoice Date 03/24/2025
Total Due \$ 5,266.19

Terms	NET 30
Make	AA
Model	259D B
Serial #	*CAT0259DPFTL21216*
Machine ID	196N053
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Document #	CC55952

TO VIEW AND PAY ONLINE: <https://altorfer.billtrust.com>
USING THIS TOKEN: XTS VGW BTV

PLEASE REMIT TO:

ALTORFER INC.
PO Box 809629
Chicago, IL 60680-8802

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Customer #	Customer PO #	Doc Date	Sales Representative	Division	Store	Account Status
660885	TOM TANDY	03/03/2025	P01	G	10	2

TAKE&ANAL S-O-S SAMP FROM MACHINE

CUSTOMER COMPLAINT-----
CAUSE OF FAILURE-----
CORRECTION

TOOK ALL OIL SAMPLES

CONTINGENT DAMAGE IF ANY-----
COMPLICATIONS IF ANY

4	SOS SINGLE	OIL ANALYSIS	S	13.00	52.00
	46530				
		TOTAL PARTS	SEG. OS		52.00 *
		LESS 100%-PARTS			52.00-*
		SEGMENT OS TOTAL			.00 T

CLEAN MACHINE-----
CUSTOMER COMPLAINT-----
CAUSE OF FAILURE**TOTAL AMOUNT DUE****Cont'd**

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CORRECTION

REMOVED BELLY PANS AND RAISED THE CAB. HAD THE
MACHINE CLEANED. LOWERED THE CAB AND INSTALLED THE
BELLY PANS.

CONTINGENT DAMAGE IF ANY

COMPLICATIONS IF ANY

SHOP LABOR 0.75 RT HOURS 46010 129.75
TOTAL LABOR SEG. 01 129.75 *
1.00 STEAM CLEAN 46500 200.00
TOTAL MISC CHGS SEG. 01 200.00 *
SEGMENT 01 TOTAL 329.75 T

TROUBLESHOOT ENGINE COOLING SYSTEM

CUSTOMER COMPLAINT
USING COOLANT

CAUSE OF FAILURE
HEAD GASKET LEAKING.

CORRECTION
PULLED THE MACHINE IN AND CHOCKED THE TRACKS. DID
AN INSPECTION AND OIL SAMPLES. NOTICED THE COOLANT
TANK WAS OVER FULL, AND THE RADIATOR WAS EMPTY.
FILLED THE RADIATOR WITH COOLANT AND HOOKED UP A
PRESSURE GAUGE. RAN THE MACHINE. CAPPED AND
PRESSURE WAS 13.5, HAD 15PSI AND GAINING. POINTED
ME INTO THE DIRECTION OF A BAD HEAD GASKET.

TOTAL AMOUNT DUE

Cont'd

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CONTINGENT DAMAGE IF ANY

COMPLICATIONS IF ANY

SHOP LABOR	1.00 RT HOURS	46010	173.00
TOTAL LABOR	SEG. 02		173.00 *
SEGMENT 02 TOTAL			173.00 T

REPAIR ENGINE COOLING SYSTEM

CUSTOMER COMPLAINT
USING COOLANT

CAUSE OF FAILURE
HEAD GASKET LEAKING.

CORRECTION

DRAINED THE COOLANT INTO A BUCKET. REMOVED THE 2 BOLTS AND STRUT FOR THE RADIATOR COVER/ HOOD. STARTED MARKING HYDRAULIC LINES WITH COLOR ZIP TIES. REMOVED THE HYDRAULIC LINES AND CAPPING AND PLUGGING THEM. REMOVE THE WATER LINES AND CAPPING THEM OFF WITH BLUE PLUGS. REMOVED THE RADIATOR AND FAN. HOOKED THE HOIST UP WITH 2 STRAPS AND LIFTED IT OUT OF THE MACHINE AND SET ON THE BENCH. STARTED TO REMOVE THE AIR FILTER AND LINES THAT WENT WITH THAT AND SET ON THE BENCH. MARKING ALL ELECTRICAL PLUGS WITH COLOR ZIP TIES. REMOVED PART OF THE ENGINE HARNESS MARKING WITH COLOR ZIP TIES. REMOVED THE EXHAUST MANIFOLD. SPRAYED THE STUDS AND NUTS WITH PB BLASTER. REMOVED THE 4 BOLTS AND DOUBLE NUTTED THE STUDS TO REMOVE THEM. THIS TOOK A WHILE BECAUSE THEY WERE RUSTED IN

TOTAL AMOUNT DUE

Cont'd

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PRETTY GOOD. LEFT 2 IN AND REMOVED THE OTHER 4 NUTS THAT CONNECTS THE EXHAUST MANIFOLD TO THE EXHAUST. REMOVED THE LAST FEW STUDS AND LIFTED THE MANIFOLD OUT AND SET ON THE BENCH. REMOVED THE 4 FUEL LINES THAT GO TO THE INJECTORS CAPPING THEM OFF WITH PLUGS. REMOVED THE 4 GLOW PLUGS AND SET THEM ON THE BENCH IN ORDER OF WHERE THEY WENT IN THE MACHINE. REMOVED THE BOLTS FOR THE VALVE COVER AND SET IT ON THE BENCH. REMOVED THE INJECTORS, THE ROCKER SHAFT, AND PUSH RODS. SET ALL THAT ON THE BENCH IN ORDER IT GOES ON THE MACHINE. REMOVED HEAD BOLTS. THE FRONT 4 BOLTS WERE LOOSE. REMOVED ALL 10 AND SET ASIDE. REMOVED THE FUEL LINE ON THE BACK OF THE HEAD AND THE ELECTRICAL PLUG. USED THE HOIST AND A CHAIN TO LIFT THE HEAD OFF SLOWLY. REMOVED THE FUEL SYSTEM AND AIR COOLER FROM THE HEAD AND SET IT ON THE BENCH. STRIPPED THE HEAD OF LADDER CLIPS AND PICKING POINTS. TOOK IT TO SPERRY ENGINE TO GET WORKED ON. WHILE THE HEAD WAS GETTING WORKED ON, CLEANED THE BLOCK WHERE THE HEAD SITS. ORDERED ALL THE NEW PARTS NEEDED. GOT

THE HEAD BACK AND STARTED TO ASSEMBLE. INSTALLED THE NEW HEAD GASKET. PUT THE NEW SENSOR AND THE LADDER CLIPS BACK ON THE HEAD. INSTALLED A NEW GASKET FOR THE AIR INLET AND BOLTED TO THE HEAD FOLLOWING ALL TORQUE SPECS. CLEANED UP WERE THE EXHAUST MANIFOLD BOLTS ON WITH A WIRE WHEEL AND BRAKE CLEAN AND A RAG. LIFTED THE HEAD ONTO THE BLOCK AND ALIGNED THE DOWELS. GOT THE NEW HEAD BOLTS. DIPPED IN OIL AND INSTALLED. FOLLOWED THE TORQUE SEQUENCE AND TORQUE SPECS. WENT 10 FOOT POUNDS OVER LIKE I WAS TOLD. INSTALLED THE EXHAUST

TOTAL AMOUNT DUE**Cont'd**

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MANIFOLD WITH THE NEW GASKETS AND STUDS AND BOLTS. FOLLOWED THE TORQUE SPECS FROM SIS. INSTALLED THE NEW STUDS THAT THE ROCKER SHAFT SLIDES ON TO. REMOVED AND REPLACED ALL SEALS AND O RINGS ON THE 4 INJECTORS. INSTALLED THE PUSH RODS AND ROCKER SHAFT ASSEMBLY AND BOLTED IT IN AND FOLLOWED TORQUE SPECS. LOOKED UP VALVE LASH ON SIS AND STARTED TO DO THAT. USING A FEELER GAUGE. SET THE VALVE LASH. INSTALLED THE INJECTORS. CLEANED UP THE VALVE COVER AND REPLACED THE SEAL. REMOVED THE OLD SEALS FOR THE FUEL LINES AND INJECTORS ON THE VALVE COVER AND REPLACED WITH NEW. INSTALLED THE FUEL LINE ON THE INJECTORS AND REPLACED ALL THE SEALS. INSTALLED THE VALVE COVER AND BOLTED IT IN. REMOVED THE OLD SEALS FROM THE GLOW PLUGS AND REPLACED WITH NEW. INSTALLED GLOW PLUGS IN THE HEAD. INSTALLED THE NEW FUEL LINES AND TIGHTENED THEM UP. RAN THE ENGINE HARNESS BACK AND CONNECTED THE PLUGS AND ZIP TIED INTO PLACE. INSTALLED THE AIR FILTER HOSES AND HOUSING. PLUGGING IN ELECTRICAL CONNECTORS. PICKED UP THE COOLING PACKAGE WITH THE HOIST AND A STRAP AND SET IT IN THE MACHINE. BOLTED IT DOWN AND STARTED TO HOOK UP THE WATER LINES. REPLACED THE ORINGS THAT CONNECT THE HYDRAULIC OIL LINES AND TIGHTENED THE HOSES UP. FILLED THE RADIATOR AND TANK WITH COOLANT. DRAINED THE ENGINE OIL AND REPLACED FILTER. REMOVED AND REPLACED BOTH FUEL FILTERS AND PUT ON NEW ORINGS. FILLED THE ENGINE WITH OIL AND DOUBLE-CHECKED FLUID LEVEL. STARTED THE MACHINE. EVERYTHING SOUNDED AND LOOKED GOOD. LET THE MACHINE RUN FOR A COUPLE MINUTES AND TOPPED OFF ALL FLUIDS. TOOK THE MACHINE TO THE WASH BAY AND

TOTAL AMOUNT DUE**Cont'd**

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