Customer Name : BOOLAH FARMS PTY LTD Serial No: HAJF8R2LCNG247698
IH 22 FS8HR2-1-C-10 CASE 8250 COMBINE HEADER

R.O No. : M69481 R.O Date : 18/02/26 Dept : S
RO total 408.65 Kilometres: 2185 Advisor No. : 323
Cus total 408.65 War total 0.00 Int total 0.00

Job number : 1 Operation 14IHZZ//01 Desc. FRONT LH BASE UNDERCARRIGE REP
Sale type : C Technician No(s). 727 818
Complaint : DIAGNOSE AND REPAIR CAUSE FOR LHF TRACK FAULT
Cause : BROKEN WIRES
Correction : CARRY OUT TRACK HEIGHT CALIBRATION.
CAL FAILED.
CHECK THAT ALL THUMB SCREWS ARE IN CORRECLTY.
REMOVE INSPECTION PANELS ON UNDERCARRIAGE.
INSPECT WIRING IN UNDERCARRIAGE FRAME.
FOUND BROKEN WIRES.
REPAIR BROKEN WIRES.
CARRY OUT TRACK HEIGHT CAL.
CAL PASSED, ALL OK.
REINSTALL INSPECTION PANELS ON UNDERCARRIAGE.
COMPLETE PAPERWORK.
JOB COMPLETE

Comments : ROTOR HRS: 1535

R.O No. : M69023 R.O Date : 12/11/25 Dept : S
RO total 4,016.50 Kilometres: 1692 Advisor No. : 691
Cus total 4,016.50 War total 0.00 Int total 0.00

Job number : 1 Operation 11IHZZ//09 Desc. COMBINE CLEANING SYSTEM REPAIR
Sale type : C Technician No(s). 667
Complaint : DIAGNOSE AND REPAIR CAUSE FOR LOSS OF SHAKER DRIVE
Correction : GO TO WEST YARD.
ROB PULLEY AND HARDWARE FOR CUSTOMER.
FIT NEW PULLEY WHEN IT ARRIVED.
FIT NEW KEYWAY AND WASHERS AND BOLT.
FIT BELT.
TENSION BOLT TO SPEC WITH LOCTITE.
COMPLETE PAPERWORK.

R.O No. : M68356 R.O Date : 01/08/25 Dept : S
RO total 18,810.35 Kilometres: 1692 Advisor No. : 323
Cus total 18,810.35 War total 0.00 Int total 0.00

Job number : 1 Operation 01IHZZ//01 Desc. BASE ENGINE REPAIR/OVERHAUL
Sale type : C Technician No(s). 812 781 765 511
Complaint : CARRY OUT PRE SEASON ENGINE REPAIRS:
ENGINE FAN TENSIONER BUSHES
ENGINE FAN HUB BEARINGS
MISSING AIR BOX RUBBER SEALS
LEVEL SENSORS.
VAC FAN BEARINGS BUSHES AND SHROUD.
Cause : PRE SEASON REPAIRS
Correction : REMOVE ENGINE BAY COVERS.
REMOVE INTAKE PLUMBING FROM AIRBOX TO TURBO AND COVER UP
WITH FOIL TAPE. REMOVE FAN FROM HUB.
REMOVE FAN BELT.
HEAT ALLEN KEY BOLT WITH BLOW TORCH BEFORE REMOVAL TO AVOID
STRIPPING. REMOVE OTHER BOLTS FROM FAN HUB BRACKET AND THEN
LIFT OUT ASSEMBLY. DISASSEMBLE THE ASSEMBLY ON THE BACK OF
UTE. REPLACED FAN HUB BEARINGS AND CLEANED UP SHAFT.

REPLACED FAN BELT TENSIONER ARM BUSHES
REASSEMBLED FAN HUB ASSEMBLY.
LIFTED ASSEMBLY BACK INTO PLACE AND FITTED BOLTS WITH
LOCTITE TO CORRECT TENSION. FITTED FAN BELT AND TENSIONED.
THE FAN WAS THEN BOLTED BACK ONTO HUB WITH LOCTITE AND TO
CORRECT TENSION. INSTALLED INTAKE PLUMBING FROM AIRBOX TO
TURBO. MACHINE WAS THEN RUN TO ENSURE CORRECT OPERATION.
AFTER THIS ENGINE BAY COVERS WERE THEN FITTED BACK ON.
JOB COMPLETE.
.
FITTED NEW AIR BOX SEAL TO AIR FILTER HOUSING.

RUN HEADER UP TO CHECK ALL REPAIRS AND FUNCTIONS AND FOUND
GRAIN TANK LEVEL AT 100%. INSPECTED WIRING IN GRAIN TANK AND
FOUND WIRING TO BE DAMAGED BY RODENTS FITTED 2 NEW GRAIN
TANK LEVEL SENSORS AS THE WIRES WERE CHEWED RIGHT OFF BOTTOM
OF SENSOR SO A REPAIR COULD NOT BE MADE. PUT SOME NEW
ELECTRICAL TAPE AROUND WIRING GOING TO CAMERA AND GPS
RECEIVER. TESTED OUT MACHINE AND ALL SEEMS TO BE WORKING
NOW.

REMOVED VAC FAN BELT.
REMOVED THE VAC FAN CHUTE.
UNDID THE 4 BOLTS HOLDING THE VAC FAN UNIT TO THE MACHINE.
REMOVED THE BELT TENSIONER FROM THE VAC FAN.
REMOVED THE WORN TENSIONER BUSHES.
REINSTALLED NEW BUSHES AND APPLIED GREASE TO SHAFT.
SPLIT THE VAN FAN IN HALF.
REMOVED THE VAC FAN FROM SHAFT.
THEN USED AN HYDRAULIC PULLER TO REMOVE THE LITTLE DRIVE
PULLEY FROM SHAFT. UNBOLT FAN HUB FROM HOUSING.
REMOVED CIRCLIP HOLDING BEARING INTO THE HUB, THEN PRESSED
BEARINGS/SHAFT OUT. USED PRESS TO REMOVE BEARINGS FROM
SHAFT. USED PRESS TO INSTALL NEW BEARINGS ON OLD SHAFT.
BEFORE INSTALLING BEARINGS AND SHAFT BACK INTO HUB,
INSPECTED OLD HUB TO FIND THE OLD BEARINGS HAD SPUN IN
HOUSING DUE TO THIS THE HUB NEEDS REPLACING APPLIED
RETAINING COMPOUND REFITTED HUB TO FAN HOUSING.
REINSTALLED DRIVE PULLEY AND APPLIED LOCTITE TO BOLT.
PUT FAN BACK ONTO SHAFT AND APPLIED LOCTITE.
BOLTED THE NEW SHROUD TO THE HOUSINGS.
REINSTALLED BELT TENSIONER PULLEY.
MOUNTED VAC FAN BACK UP TO MACHINE,
LINING ALL PULLEYS UP SO NEW BELT RUNS STRAIGHT.
RAN MACHINE TO ENSURE CORRECT OPERATION.
JOB COMPLETE.

Job number : 2   Operation 03IHZZ//01   Desc. BASE TRANSMISSION REPAIR/OVERH
Sale type : C   Technician No(s). 812
Complaint : CARRY OUT PRE SEASON TRANSMISSION REPAIRS:
             LEFT HAND FRONT OUTER IDLER CHUNKS MISSING FROM ROLLER
             1 X RH TRUNNION CAP
Cause   : PRE SEASON REPAIRS

Correction : RELEASED TENSIONED ON LEFT HAND FRONT TRACK AND JACKED UP
COMBINE. REMOVED LEFT OUTSIDE FRONT IDLER.
FITTED NEW IDLER TO HEADER.
TENSION IDLER MOUNT BOLTS TO SPEC.

REMOVED INSIDE IDLER OF RIGHT FRONT TRACK AND FITTED NEW
TRUNNION CAP. REFITTED INSIDE IDLER.
RETENSIONED TRACK AND PERFORMED TRACK CALIBRATION.

Job number : 3 Operation 11IHZZ//07 Desc. COMBINE FEEDER HOUSE REPAIR
Sale type : C Technician No(s). 812
Complaint : CARRY OUT PRE SEASON FEEDER HOUSE REPAIRS:
FEEDER TILT 24MM, NUT MISSING
FEEDER LIFT RAM SEAL LEAKING.
Correction : FITTED MISSING NUT TO FRONT OF FEEDER HOUSE.

SUPPORT THE FEEDER HOUSE ON A STAND.
RELEASE THE PRESSURE FROM THE RAMS.
REMOVE THE FRONT MOUNT PIN FOR THE LEAKING RAM.
LOVER THE FRONT END OF THE RAM ONTO ANOTHER STAND.
REMOVE THE GLAND.
REMOVE THE ROD FROM THE RAM.
INSPECT THE SEALS AND THE ROD AND BORE.
CLEAN ALL THE COMPONENTS.
FIT NEW SEALS TO THE RAM AS OLD SEALS WORN OUT.
ONCE SEALS FITTED APPLY RUBBER GREASE TO ALL MATING EDGES.
REASSEMBLE THE RAM.
TIGHTEN THE GLAND.
REFIT THE FRONT MOUNT PIN.
LIFT THE FEEDER HOUSE OFF THE STAND AND OPERATING IN THE
FULL TRAVEL RANGE SEVERAL TIMES TO BLEED THE RAM.
CHECK FOR LEAKS.
NO FURTHER LEAKS.
CHECK THE OIL LEVEL AND TOP UP AS REQUIRED.

Job number : 4 Operation 11IHZZ//08 Desc. COMBINE TRANSITION CONE/ROTOR/
Sale type : C Technician No(s). 812 765
Complaint : CARRY OUT PRE SEASON ROTOR REPAIRS:
SHAKER BELT
SHAKER BELT SMALL IDLER BEARING NOISY
Cause : PRE SEASON REPAIRS
Correction : REMOVED OLD SHAKER BELT AND SMALL IDLER.
REPLACED SMALL IDLER.
BELT WOULD NOT FIT OUT PAST TOOLBOX SO HAD TO LOOSEN OFF
BOLTS FOR TOOLBOX FOR BELT TO BE REMOVED. FITTED NEW SHAKER
BELT TO MACHINE.
REFIT THE TOOLBOX AND RUN MCHAINE.
CHECK OVER.
JOB COMPLETE.

Job number : 5 Operation 11IHZZ//09 Desc. COMBINE CLEANING SYSTEM REPAIR
Sale type : C Technician No(s). 812
Complaint : CARRY OUT PRE SEASON CLEANING SYSTEM REPAIRS:
CLEANING FAN BELT
SHAKER BEARINGS
Cause : PRE SEASON REPAIRS
Correction : REMOVED GUARD AROUND CLEANING FAN BELT.
REMOVED BELT AND FITTED NEW BELT.
TIGHTENED NEW BELT TO SPEC.
REFIT THE GUARDS.
JOB COMPLETE.

REMOVE SIDE GUARDS FROM MACHINE TO ALLOW ACCESS TO BOTH
SIDES OF SHAKER SHAFT. REMOVE THE SHAKER SHAFT DRIVE BELT.
REMOVE THE MOUNT BOLT THEN, USING AN HYDRAULIC PULLER REMOVE

THE DRIVE WHEEL FROM THE SHAFT. REMOVE THE KEY WAY AND SLIDE
THE SPACERS OFF THE SHAFT. THROUGH THE PRO 700 TILT THE
SIEVES ALL THE WAY TO THE LEFT TO GAIN BETTER ACCESS TO THE
SHAKER ARM. REMOVE THE MOUNT BOLTS HOLDING THE ARM TO THE
GRAIN PAN. CLEAN THE SHAFT SO THE ARM DOES NOT GET CAUGHT
SLIDING OFF. USING PRY BAR SLIDE THE SHAKER ARM OFF THE SHAFT, TH
RIGHT. REMOVE THE SIDE COVER OVER THE FAN MOTOR AND SHAKER
ARM. REMOVE THE MOUNT BOLT ON BOTH ENDS OF THE SHAKER ARM.
PRY THE SHAKER ARM OFF THE SHAFT.
REMOVE THE SHAFT CARRIER MOUNT BOLTS ON THE RIGHT SIDE.
SET UP HYDRAULIC PULLER AND REMOVE THE CARRIER AND THE
BEARING FROM THE SHAFT. REMOVE THE BEARING CARRIER MOUNT
BOLTS FROM THE LEFT SIDE. SLIDE THE SHAFT OUT OF THE
MACHINE. LEAN THE SHAFT AGAINST THE TYRE AND THE BOTTOM END
ON A PALLET. REMOVE THE BEARING FROM THE SHAFT.
CLEAN BOTH ENDS OF THE SHAFT.
WITH THE BEARING CARRIER ON THE RIGHT SIDE OF THE MACHINE
REMOVE THE CIRCLIPS, THEN REMOVE THE BEARING AND CLEAN THE
HOUSING. FIT NEW BEARING AND THE CIRCLIPS BACK INTO THE
CARRIER. CLEAN THE TRASH OUT OF THE TUBE THE SHAFT GOES IN.
SLIDE THE SHAFT BACK INTO THE MACHINE FROM THE RIGHT SIDE
AND TIGHTEN MOUNT BOLTS. CLEAN THE LEFT SIDE CARRIER AND
INSTALL THE BEARING AND THE CARRIER ON THE SHAFT. ADJUST THE
SHIMS TO SPEC AND FIT THE CIRCLIP. REMOVE THE CIRCLIPS FROM
THE SHAKER ARM AND REMOVE THE BEARING. CLEAN BOTH HOUSINGS
AND FIT NEW BEARING AND THE CIRCLIPS. FIT THE RIGHT HAND
SHAKER ARM BACK ON THE MACHINE AND TIGHTEN TO SPEC. REPEAT THE PR
SHAKER ARM MAKING SURE THE CORRECT SHIMS WERE USED.
FIT THE SPACERS BACK ON THE SHAFT AND THE KEY WAY.
FIT THE DRIVE WHEEL AND ITS MOUNT BOLTS.
LOCTITE AND TENSION TO SPEC.
REFIT THE BELT.
REFIT GUARDS TO BOTH SIDES OF MACHINE.
RUNNING CHECKS.
JOB COMPLETE.

Job number : 6   Operation 11IHZZ//10   Desc. COMBINE WASTE SYSTEM REPAIR
Sale type : C   Technician No(s). 765
Complaint : CARRY OUT PRE SEASON WASTE REPAIRS:
MISSING SIEVE ACCESS DOOR FLAT & POP RIVETS
Cause   : PRE SEASON REPAIRS
Correction : ASSEMBLE THE NEW DOOR WITH THE HINGE AND THE RUBBER FLAP.
FIT ALL THE POP RIVITS TO SECURE IT IN PLACE.
FIT THE DOOR TO THE COMBINE.
CHECK THE DOOR FOR ITS FULL RANGE OF MOVEMENT.

Job number : 7   Operation 11IHZZ//11   Desc. COMBINE CLEAN GRAIN HANDLING S
Sale type : C   Technician No(s). 812 511
Complaint : CARRY OUT PRE SEASON CLEAN GRAIN REPAIRS:
TIGHTEN ELEVATOR CHAIN
ELEVATOR DRIVE BELT TENSIONER PULLEY
MISSING TAILINGS PROCESSOR GUARD
Cause   : PRE SEASON REPAIRS
Correction : TIGHTENED ELEVATOR CHAIN TO SPEC.

DETENSIONED ELEVATOR DRIVE BELT.
FITTED NEW TENSIONER PULLEY.
REFITTED BELT AND TENSIONED TO SPEC.
APPLY THE BELT TENSION AND RUN.
CHECK OVER.
JOB COMPLETE.

Job number : 8   Operation 11IHZZ//12   Desc. COMBINE UNLOADING SYSTEM REPAI
Sale type : C   Technician No(s). 812 511
Complaint : CARRY OUT PRE SEASON UNLOADING SYSTEM REPAIRS:
4 X UNLOADER SHEAR BOLTS
UNLOADER CHAINS
UNLOADER CROSS AUGER CHAIN SMALL IDLER BEARING NOISY
TIGHTEN CROSS SHEAR BOLT

Cause : PRE SEASON REPAIRS
Correction : PUT 4 NEW SPARE UNLOAD SHEAR BOLTS INTO HOLDER ON SIDE OF
HEADER.
LOOSENED OFF UNLOADER CHAINS.
REMOVED BOTH CROSS AUGER AND UNLOAD AUGER CHAINS.
CUT NEW CHAINS TO LENGTH.
ADDING THE CORRECT NUMBER OF JOINERS AND HALF LINKS.
FITTED 2 NEW CHAINS TO UNIT AND TENSIONED TO SPEC.

Job number : 9 Operation 24IHZZZZZZ Desc. MISCELLANEOUS CODES
Sale type : C Technician No(s). 781
Complaint : CARRY OUT PRE SEASON MISCELLANEOUS REPAIRS:
PTO DRAIN COCK LEAKING OIL
TIGHTEN ALL CHAINS & BELTS
REPLACE PTO BREATHER
CLEAN ROTOR BOX BREATHER
Cause : PRE SEASON REPAIRS
Correction : RAN MACHINE, UNABLE TO SEE ANY LEAKS FROM PTO DRAIN TAP.

REMOVED BOTH ROTOR AND PTO BREATHERS FROM HEADER.
CLEANED BOTH BREATHERS WITH BRAKE CLEANER.
REFITTED TO MACHINE.

Comments : ROTOR HRS: 1155

R.O No. : M67532 R.O Date : 03/03/25 Dept : S
RO total -1,255.30 Kilometres: 1621 Advisor No. : 323
Cus total -1,255.30 War total 0.00 Int total 0.00

Job number : 1 Operation 14IHZZ//02 Desc. FRONT RH BASE UNDERCARRIGE REP
Sale type : C Technician No(s). 323
Complaint : PARTS CREDIT M66419

R.O No. : M67262 R.O Date : 07/01/25 Dept : S
RO total 465.00 Kilometres: 1621 Advisor No. : 691
Cus total 0.00 War total 0.00 Int total 465.00

Job number : 1 Operation 17IHZZ//02 Desc. PRE-SEASON SERVICE/INSPECTION
Sale type : I Technician No(s). 692
Complaint : CARRY OUT PRE SALE INSPECTION AS REQUIRED
Correction : CARRY OUT PRE SALE INSPECTION.
REPAIRS:

SERVICE:
600 HR SERVICE IN NOVEMBER 2024

ENGINE:
ENGINE FAN TENSIONER BUSHES
ENGINE FAN HUB BEARINGS
MISSING AIR BOX RUBBER SEALS

TRANSMISSION:
LEFT HAND FRONT OUTER IDLER CHUNKS MISSING FROM ROLLER (
WILL RUN AGAIN) 1X R/H TRUNNION CAP

ELECTRICAL:

FEEDER HOUSE:
FEEDER TILT 24MM NUT MISSING
LEFT HAND FRONT OF FEEDER CRACKED

TRANSITION CONE/ROTOR/THRASHING SYSTEM:
SHAKER BELT
SHAKER BELT SMALL IDLER BEARING NOISY

CLEANING SYSTEM:
CLEANING FAN BELT

WASTE SYSTEM:
MISSING SIEVE ACCESS DOOR FLAT & POP RIVETS

CLEAN GRAIN HANDLING:
TIGHTEN ELEVATOR CHAIN
ELEVATOR DRIVE BELT TENSIONER PULLEY
MISSING TAILING PROCESSOR GUARD
MISSING BOTH FLAPS UNDER TOP SIEVES

UNLOADING SYSTEM REPAIR:
4X UNLOADER SHEAR BOLTS
UNLOADER CHAINS
UNLOADER CROSS AUGER CHAIN SMALL IDLER BEARING NOISY
TIGHTEN CROSS SHEAR BOLT

MISCELLANEOUS:
PTO DRAIN COCK LEAKING OIL

PRECAUTIONARY REPAIRS:
 SHAKER BEARINGS
TIGHTEN ALL CHAINS & BELTS
REPLACE PTO BREATHER
CLEAN ROTOR BOX BREATHER

Comments   : ROTOR HRS: 1110

R.O No. : Y6108 R.O Date : 17/12/24 Dept : S
RO total 790.21 Kilometres: 1620 Advisor No. : 720
Cus total 0.00 War total 790.21 Int total 0.00

Job number : 1 Operation 24IHZZ//07 Desc. CASEIH UPDATE PROG
Sale type : W Technician No(s). 770
Complaint : CNHPIP CH6023

Cause : 1 - CH6023 PRODUCT IMPROVEMENT PROGRAM
Correction : TRAVEL TO AND FROM MACHINE & CARRY OUT LEVEL 1 ACTION

Warranty : Claim no. Operation no. Claim no. Operation no.
302500006 24IHZZ//07

R.O No. : Y5955 R.O Date : 12/11/24 Dept : S
RO total 8,192.20 Kilometres: 1554 Advisor No. : 720
Cus total 8,192.20 War total 0.00 Int total 0.00

Job number : 1 Operation 17IHZZ//06 Desc. 300 HOUR SERVICE
Sale type : C Technician No(s). 758 762
Complaint : 8250 600HR SERVICE
Cause : MAINTENANCE
Correction : Replace the engine oil and filter.
Replace both the primary and secondary fuel filters.
Change the traction drive gearbox oil.
Change the final drive oils.
Replace oils in both bubble up gearboxes.
Check the brake fluid level and check operation of service
brakes. Check the operation of the park brake.
Change the lower unloading gearbox oil.
Check the upper unloader gearbox oil level
Check tailings system gearbox oil level
Replace the PTO gearbox oil and filter
Replace the hydraulic
oil and filters
Replace the engine crankcase breather and
filter gaskets
Replace the rotor gearbox oil.
(Clean the speed sensor and breather)
Replace all engine belts
Change roller and idler oils
Change the feeder conveyor gearbox oil. (Clean the speed
sensor)
Change the header drive gearbox oil.
Replace the air filters and confirm that they are installed
correctly.
Replace the cab recirculation filter and fresh
air filter.
Check drive chain tensions. (unloading, bubble
up, clean grain, beater, chopper.) Check operation of all
field working lights.
Check the feeder chain tension. Grease all
10, 50, 300 and 600hr grease points.
Fit service sticker.

NOTE:
FOUND CLEANING FAN BELT CRACKED - RECOMMEND IT BE REPLACED

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : C Technician No(s). 758 762
Complaint : SEPARATING TRAVEL TIME FROM LABOUR TIME
Correction : TRAVEL TO AND FROM MACHINE
1 & 1/2 TRIPS

Comments : 1663 ROTOR HOURS

R.O No. : M66569 R.O Date : 01/10/24 Dept : S
RO total 9,378.12 Kilometres: 1110 Advisor No. : 440
Cus total 0.00 War total 9,378.12 Int total 0.00

Job number : 1   Operation 20IHZZ//05   Desc. ROVER ELECTRONIC CONTROL SYSTE
Sale type : W   Technician No(s). 440 728
Complaint : DIAGNOSE AND REPAIR/REPLACE FAILED PRO 700 TOUCHSCREEN
Cause   : HARDWARE DEFECT IN PRO 700 SCREEN NOT OPERATING
Correction : CARRY OUT EST AND ELECTRICL TROUBSHOOTING FOR 700 DISPAY
             SCREEN FOUND NOT OPERATING INSTALL NEW PRO 700 SCREEN PROGRAMMED
             ALL CONTROLLERS TO LATEST VERSION RUN RECHEKC ALL OK . OLD S/N
             000021351626 NEW S/N 000023231348

Warranty   : Claim no.   Operation no.   Claim no.   Operation no.
             302400392   20IHZZ//05

Job number : 2   Operation 01IHZZ//05   Desc. ENGINE FUEL SYSTEM REPAIR
Sale type : W   Technician No(s). 440 728

Complaint : CHECK CAUSE FOR FUEL LEAK ON MACHINE
Cause : MOULDED INSERT IN FUEL TANK NOT SEALING CORRECTLY
Correction : CARRY OUT CHECKS FOUND FUEL LEAKING FROM TANK FITTING INSERT
MOULDED INTO TANK NOT SEALING CORRECTLY , FITTING NOT SERVICED
SEPARATLY , REMOVE TANK FROM MACHINE INSTALL NEW TANK INSTALL NEW
STRAINER REQUIRED WITH SUBSTITUITION ON NEW TANK REFILL RUN RECHE
FOR LEAKS ALL OK

Warranty : Claim no. Operation no. Claim no. Operation no.
302400392 01IHZZ//05

R.O No. : M66419 R.O Date : 04/09/24 Dept : S
RO total 13,746.15 Kilometres: 1011 Advisor No. : 362
Cus total 13,746.15 War total 0.00 Int total 0.00

Job number : 1 Operation 17IHZZ//02 Desc. PRE-SEASON SERVICE/INSPECTION
Sale type : C Technician No(s). 691 728 727
Complaint : CARRY OUT PRESEASON INSPECTION AND REPAIRS AS REQUESTED
Cause : PRE SEASON
Correction : CARRY OUT PRE SEASON INSPECTION.
REPAIRS REQUIRED:

SERVICE:
300 HR CHECK SERVICE HISTORY

FEEDER HOUSE:
LEFT HAND FRONT HEIGHT BRACKET ASSEMBLY MISSING

CLEANING SYSTEM:
REPLACE CLEANING FAN BELT
VAC FAN TENSIONER BUSHES
VAC FAN BELT
UPPER SIEVE OPEN BUTTON INOPERATIVE

WASTE SYSTEM:
BOTH CHOPPER TENSIONER SEIZED X6

CLEAN GRAIN HANDLING:

UNLOADING SYSTEM REPAIR:
LEAK AROUND UNLOADER AUGER
REPLACE BUBBLE UP DRIVE IDLER BEARING

MISCELLANEOUS:
X2 TRUNNION CAPS
CLEAN HVAC BOX
LEAKING FUEL TANK AT BOSS TO TANK LEAKING
PTO OIL OVER FULL

****
REPLACE BATTERIES AS REQUESTED.
REMOVED BATTERY COVER.
DISCONNECTED BATTERY TERMINALS.
REMOVED OLD BATTERIES.
CLEANED DOWN THE BATTERY TRAY.
INSTALLED NEW BATTERIES.
CONNECTED BATTERY TERMINALS.
INSTALLED BATTERY COVER

REPLACE FRONT LEFT HAND HEIGHT BRACKET AS IT MISSING.
LIFTED AND SUPPORTED WEIGHT OF THE FEEDER DRUM.
INSTALLED NEW BRACKET AND BOLT.
SET HEIGHT AS THE SAME THE OTHER SIDE
TIGHTEN BOLT TO SPEC.

REPLACE CLEANING FAN BELT.
DETENSIONED BELT.
REMOVED OLD BELT.
INSTALLED NEW BELT.
TENSIONED NEW BELT TO SPEC.

REPLACE VAC FAN TENSIONER BUSHES AND BELT.
REMOVED VAC FAN BELT.
REMOVED THE VAC FAN SHOOT.
UNDONE THE 4 BOLTS HOLDING THE VAC FAN UNIT TO THE MACHINE.
REMOVED THE BELT TENSIONER FROM THE VAC FAN.
REMOVED THE WORN TENSIONER BUSHES.
INSTALLED NEW BUSHES.
INSTALLED ARM ONTO VAC FAN.
INSTALLED VAC FAN ONTO MACHINE.
INSTALLED VAC FAN SHOOT.
INSTALLED NEW VAC FAN BELT.

REPAIR UPPER SIEVE BUTTON BEING INOPERATIVE.
UNBOLTED BUTTON FROM MACHINE.
FOUND CHEWED WIRES FROM RAT.
CUT DAMAGED WIRE OUT.
INSTALLED NEW CONNECTORS.
CONNECTED TO BUTTONS.
INSTALLED BUTTONS BACK ONTO MACHINE.
TESTED OPERATION OF BUTTON.
WORKED CORRECTLY.

REPAIR BOTH CHOPPER TENSIONER SEIZED TO SHAFT.
REMOVED ADJUSTERS AND BELTS.
REMOVED TENSIONERS.
CLEANED SHAFT.
REMOVED BUSHES FROM TENSIONER.
INSTALLED NEW BUSHES
REINSTALL TENSIONER TO SHAFT.
FITTED NEW BELTS AND TENSIONED.

REPAIR LEAK AROUND UNLOADER AUGER.
RUN MACHINE, FOUND LEAK COMING FROM LEAKING ONE OF THE
O-RING FITTINGS FROM UNLOADER AUGER VALVE BODY. REMOVED
HOSES. REMOVED AND INSTALLED NEW O-RING.
CONNECTED HOSE.
RUN MACHINE AND CHECKED FOR LEAKS.
NO LEAKS WERE FOUND.

REPLACE BUBBLE UP DRIVE CHAIN IDLER BEARING.
REMOVE OLD IDLER.
REPLACE BEARINGS.
INSTALLED IDLER.
RETENSIONED CHAIN.

Job number : 2   Operation 14IHZZ//02   Desc. FRONT RH BASE UNDERCARRIGE REP
Sale type : C   Technician No(s). 667 727
Complaint : FIT RH TRACK AS REQUIRED
Correction : JACK UP SUPPORT ON STANDS.
DETENSION TRACKS.
REMOVE RH OUTER IDLERS.
REMOVE RH TRACK.
FIT NEW TRACK.
REFIT RH IDLER.
JACK UP REMOVE STANDS, LOWER TO GROUND.
TENSION TRACK.
TENSION IDLER BOLTS.
COMPLETE PAPERWORK.

RH TRACK: 0823 632 854

Job number : 3   Operation 14IHZZ//01   Desc. FRONT LH BASE UNDERCARRIGE REP
Sale type : C   Technician No(s). 667 727

Complaint : FIT LH TRACK AS REQUIRED
Correction : JACK UP SUPPORT ON STANDS.
DETENSION TRACKS.
REMOVE LH OUTER IDLERS.
REMOVE LH TRACK.
FIT NEW TRACK.
JACK UP REMOVE STANDS, LOWER TO GROUND.
TENSION TRACK.
TENSION IDLER BOLTS.
COMPLETE PAPERWORK.

LH TRACK: 0623 324028

Job number : 4   Operation 17IHZZ//12   Desc. 1200 HOUR SERVICE
Sale type : C   Technician No(s). 691 727 748
Complaint : CARRY OUT 1200 HR SERVICE
Cause   : ROUTINE
Correction : CARRY OUT 1200 HR SERVICE AS PER BELOW:
NO ROLLER AND IDLERS OILS CHANGED WITHIN SERVICE.
REPLACE THE ENGINE OIL AND FILTER.
REPLACE BOTH THE PRIMARY AND SECONDARY FUEL FILTERS.
CHANGE THE TRACTION DRIVE GEARBOX OIL.
CHANGE THE FINAL DRIVE OILS.
REPLACE OILS IN BOTH BUBBLE UP GEARBOXES.
REPLACE BRAKE FLUID AND CHECK OPERATION OF SERVICE BRAKES.
CHECK THE OPERATION OF THE PARK BRAKE.
CHANGE THE LOWER UNLOADING GEARBOX OIL.
CHECK THE UPPER UNLOADER GEARBOX OIL LEVEL AND TOP UP AS
REQUIRED. CHECK TAILINGS SYSTEM GEARBOX OIL LEVEL AND TOP UP
IF REQUIRED. REPLACE THE PTO GEARBOX OIL AND FILTER.
REPLACE THE HYDRAULIC OIL AND FILTERS.
REPLACE THE ENGINE CRANKCASE BREATHER AND FILTER GASKETS.
REPLACE THE ROTOR GEARBOX OIL. (CLEAN THE SPEED SENSOR AND
BREATHER) CHANGE THE FEEDER CONVEYOR GEARBOX OIL. (CLEAN THE
SPEED SENSOR) CHANGE THE HEADER DRIVE GEARBOX OIL.
REPLACE THE AIR FILTERS AND CONFIRM THAT THEY ARE INSTALLED
CORRECTLY. REPLACE THE CAB RECIRCULATION FILTER AND FRESH
AIR FILTER. CHECK DRIVE CHAIN TENSIONS, UNLOADING, BUBBLE
UP, CLEAN GRAIN, BEATER, CHOPPER. CHECK OPERATION OF ALL FIELD WO
LIGHTS. CHECK THE FEEDER CHAIN TENSION.
GREASE ALL 10, 50, 300 AND 600HR GREASE POINTS.
FIT SERVICE STICKER.

Comments   : ROTOR HR: 658
LH TRACK: 0623 324028
RH TRACK: 0823 632854

R.O No. : M65243 R.O Date : 11/12/23 Dept : S
RO total 127.36 Kilometres: 1107 Advisor No. : 323
Cus total 0.00 War total 127.36 Int total 0.00

Job number : 1 Operation 24IHZZ//08 Desc. CASEIH SAFETY UPDATE
Sale type : W Technician No(s). 667
Complaint : CARRY OUT MANDATORY PIP CH3722
Cause : PIP CH3722 LEVEL 1 COMPLETE
Correction : PIP CH3722 LEVEL 1 COMPLETE

Warranty : Claim no. Operation no. Claim no. Operation no.
302300469 24IHZZ//08

R.O No. : M64949 R.O Date : 18/10/23 Dept : S
RO total 35,682.05 Kilometres: 951 Advisor No. : 323
Cus total 35,682.05 War total 0.00 Int total 0.00

Job number : 1 Operation 14IHZZ//01 Desc. FRONT LH BASE UNDERCARRIGE REP
Sale type : C Technician No(s). 704 511 667
Complaint : REPAIR UNDERCARRIAGE
Cause : WORN PIVOT AND SHAFT BUSHES
Correction : JACK UP RHS TRACK.
DETENSION TRACK.
REMOVE FRONT AND REAR OUTER IDLER MOUNTING BOLTS.
REMOVE FRONT AND REAR OUTER IDLERS.
USING FORKLIFT REMOVE TRACK.
REMOVE FRONT BOGIE RAM RETAINING BOLTS.
REMOVE MOUNTING ARM RETAINING BOLT.
REMOVE RAM MOUNTING PIN.
TIME TAKEN TO REMOVE RAM PIN DUE TO BEING SEIZED.
REMOVE ARM MOUNTING PIN.
TIME TAKEN TO REMOVE ARM PIN DUE TO BEING SEIZED.
REMOVE FRONT BOGIE ASSEMBLY FROM UNDERCARRIAGE.
REPEAT ABOVE PROCESS FOR REAR BOGIE ASSEMBLY.
TIME TAKEN TO REMOVE RAM AND ARM PINS DUE TO BEING SEIZED.
REMOVE PIVOT PIN MOUNTING BOLTS FROM FRONT BOGIE ASSEMBLY.
REMOVE ARM.
REMOVE FRONT AND REAR SHAFT RETAINING BOLTS AND END CAPS.
REMOVE FRONT AND REAR SHAFTS FROM BOGIE PIVOT.
REPEAT ABOVE PROCESS FOR REAR BOGIE ASSEMBLY.
SOURCE REQUIRED PARTS.
REMOVE NYLON BEARINGS FROM FRONT BOGIE PIVOT.
REMOVE PIVOT SEALS.
REMOVE PIVOT BUSH.
EMERY AND CLEAN INSIDE OF PIVOT.
INSTALL NEW PIVOT BUSH.
INSTALL NEW PIVOT SEALS.
INSTALL NEW NYLON BEARINGS TO PIVOT.
CLEAN PIVOT PIN ON WIRE WHEEL.
INSTALL PIVOT PIN.
REMOVE SEALS FROM FRONT AND REAR SHAFTS.
TIME TAKEN TO CUT AND REMOVE BUSHES FROM FRONT AND REAR
SHAFTS. EMERY AND CLEAN FRONT AND REAR SHAFTS.
INSTALL NEW BUSHES IN FRONT AND REAR SHAFTS.
INSTALL NEW SEALS IN FRONT AND REAR SHAFTS.
REMOVE WEAR PLATES FROM FRONT ARM.
REMOVE SEALS FROM ARM.
REMOVE BUSH FROM ARM.
EMERY AND CLEAN ARM.
INSTALL NEW BUSH.
INSTALL NEW SEALS.
INSTALL NEW WEAR PLATES.

INSTALL FRONT AND REAR SHAFTS TO PIVOT.
INSTALL FRONT AND REAR SHAFT END CAPS AND RETAINING BOLTS.
TENSION RETAINING BOLTS.
INSTALL ARM TO PIVOT.
INSTALL PIVOT PIN MOUNTING BOLTS.
TENSION MOUNTING BOLTS.
REPEAT ABOVE PROCESS FOR REAR BOGIE ASSEMBLY.
REMOVE STEEL BUSHES FROM ARM MOUNTING EYELETS ON
UNDERCARRIAGE. EMERY SURFACE.
INSTALL NEW BUSHES.
TIME TAKEN TO ALIGN AND INSTALL FRONT BOGIE ASSEMBLY.
APPLY NEVERSEIZE TO ARM MOUNTING PIN.
INSTALL ARM MOUNTING PIN.
INSTALL PIN RETAINING BOLT AND TENSION.
APPLY NEVER SEIZE TO RAM PIN.
INSTALL RAM PIN.
INSTALL RAM PIN RETAINING BOLTS AND TENSION.
REPEAT PROCESS FOR REAR BOGIE ASSEMBLY.
INSTALL TRACK.
INSTALL FRONT AND REAR OUTER IDLERS.
LOWER AND REMOVE JACKS.
TENSION TRACKS.
TENSION FRONT AND REAR IDLER MOUNTING BOLTS.
CLEAN WORK AREA.
COMPLETE PAPERWORK.

Job number : 2   Operation 14IHZZ//02   Desc. FRONT RH BASE UNDERCARRIGE REP
Sale type : C   Technician No(s). 362
Complaint : REPLACE FAILED TRACK AS REQUIRED
Cause   : UNDERCARRIAGE BUSHES AND SEALS CREATING MISALIGNMENT
Correction : REMOVED FAILED TRACK
             FITTED NEW TRACK
             NEW TRACK SERIAL NUMBER: 0623 324028

Comments   : ROTOR HRS: 612
             NEW RIGHT HAND TRACK SERIAL NUMBER: 0623 324028

R.O No. : M64894   R.O Date :   10/10/23   Dept   : S
RO total   508.75 Kilometres: 932   Advisor No. : 323
Cus total   508.75 War total   0.00   Int total   0.00

Job number : 1   Operation 13IHZZ//02   Desc. TRACK ALIGNMENT

Sale type : C Technician No(s). 704 726
Complaint : CARRY OUT TRACK ALIGNMENT
Cause : CUSTOMER REQUEST
**********RECOMMENDED REPAIR BUSHES IN BOGIES.**********
Correction : TIME TAKEN TO WAIT FOR MACHINE TO FINSISH IN PADDOCK AND
DROP FRONT.
JACK UP MACHINE.
USING TRACK ALIGNMENT TOOL CHECK LH AND RH TRACK.
LH AND RH TRACK WITHIN SPEC.
UNDERCARRIDGES SHOWING SIGNS OF PIVOT BUSHES WEARING.
DETENSION TRACK.
INSPECT FOR MOVEMENT IN BOGIE BUSHES AND MOUNTING PINS.
LH AND RH BUSHES HAVE MOVEMENT.
RECOMMENDED REPAIR BUSHES IN BOGIES.
REMOVE JACKS.
TENSION TRACKS.

Comments : ROTOR HRS: 600

R.O No. : M64595 R.O Date : 11/08/23 Dept : S
RO total 705.79 Kilometres: 843 Advisor No. : 323
Cus total 0.00 War total 705.79 Int total 0.00

Job number : 1 Operation 01IHZZ//07 Desc. ENGINE EXHAUST SYSTEM REPAIR
Sale type : W Technician No(s). 692
Complaint : DIAGNOSE AND REPAIR CAUSE FOR BROKEN EXHAUST
Cause : CRACKED FLANGE ON PIPE FROM MUFFER TO ENGINE
Correction : CARRY OUT TROUBSHOOTING FOUND EXHAUST LEAKING FROM PIPE
CLAMP
CONNECTION . REMOVE CLAMP FOUND PIPE FLANGE CRACKED OUT
LEAKING
EXHAUST REOME PIPE FROM MUFFLER TO MANIFOLD INSTALL NEW
PIPE .
RUN RECHECK FOR LEAKS ALL OK

Warranty : Claim no. Operation no. Claim no. Operation no.
302300295 01IHZZ//07

R.O No. : M64506 R.O Date : 27/07/23 Dept : S
RO total 6,643.75 Kilometres: 843 Advisor No. : 323
Cus total 6,643.75 War total 0.00 Int total 0.00

Job number : 1 Operation 17IHZZ//02 Desc. PRE-SEASON SERVICE/INSPECTION
Sale type : C Technician No(s). 692 727
Complaint : CARRY OUT PRE SEASON REPAIRS
Cause : PRE SEASON REPAIRS
Correction : CARRY OUT PRE SEASON REPAIRS:
CARRY OUT 300 HR SERVICE:
REPLACE THE ENGINE OIL AND FILTER.
REPLACE BOTH THE PRIMARY AND SECONDARY FUEL FILTERS.
CHANGE THE TRACTION DRIVE GEARBOX OIL.
CHANGE THE FINAL DRIVE OILS.
CHECK AND TOP UP IF REQUIRED THE BUBBLE UP GEARBOX OIL
LEVEL.
CHECK BRAKE FLUID LEVEL AND OPERATION OF SERVICE BRAKES.
CHECK THE OPERATION OF THE PARK BRAKE.
CHECK AND TOP UP IF REQUIRED THE LOWER UNLOADING GEARBOX
OIL LEVEL.
CHECK THE FEEDER CONVEYOR GEARBOX OIL LEVEL.
CHECK HEADER DRIVE GEARBOX OIL LEVEL.
CHECK ENGINE AIR FILTERS AND CONFIRM THAT THEY ARE

INSTALLED CORRECTLY.
CHECK CAB RECIRCULATION FILTER AND FRESH AIR FILTER.
CHECK DRIVE CHAIN TENSIONS.
CHECK THE FEEDER CHAIN TENSION.
GREASE ALL 10, 50, AND 300HR GREASE POINTS.
FIT SERVICE STICKER.
****
JOB 2: SHAKER BEARINGS: REMOVED ALL GUARDS FROM THE LEFT &
RIGHT-HAND SIDE TO GAIN ACCESS TO THE SHAKER BEARINGS,
REMOVED THE DRIVE PULLEY FROM SHAFT AND REMOVED SPACERS,
TILTED THE SHAKER SHOE TO GAIN ACCESS TO THE SHAKER ARM
MOUNTING BOLTS TO THE UPPER SECTION OF THE SHAKER SHOE,
ONCE REMOVED CARRIED OUT THE SAME PROCESS ON THE RIGHT-HAND
SIDE. REMOVED BOTH THE INNER BEARINGS & REMOVED THE SHAFT
FROM MACHINE, REMOVED & INSTALLED ALL NEW BEARINGS TO ALL
BEARING CARRIERS & SHAKER ARMS ENSURING ALL CIRCLIPS ARE
INSTALLED CORRECTLY. ONCE COMPLETE FOLLOWED TO REFIT THE
SHAKER SHAFT TO THE SHAKER SHOE USING CASE INSTRUCTIONS &
MEASUREMENTS TO REASSEMBLE ALL SHAKER BEARINGS, TENSIONED
ALL MOUNTING BOLTS & REFIT DRIVE PULLEY & GUARDS. FIT THE
SHAKER BELT TO SYSTEM & RUN MACHINE TO ENSURE ALL PARTS ARE
MOVING CORRECTLY.
****
JOB 3 ENGINE FAN HUB BEARINGS & ENGINE FAN BELT TENSIONER
BUSHES, REMOVED THE INTAKE & ENGINE GUARDS TO GAIN ACCESS
TO THE FAN HUB ASSEMBLY REMOVED THE ENGINE FAN FROM HUB.
REMOVED ALL ENGINE FAN HUB ASSEMBLY MOUNTING BOLTS & LIFTED
THE HUB ASSEMBLY FROM MACHINE, CARRIED OUT TO REMOVE THE
HUB FROM ASSEMBLY & REPLACE THE BEARINGS WITHIN THE HUB.
REMOVED & REMOVED ALL TENSIONER BUSHES, RESEMBLED THE HUB
TO ASSEMBLY. USING THE REMOVAL PROCEDURE TO REFIT THE
ENGINE FAN HUB ASSEMBLY TO MACHINE, FOLLOWED TO TENSION ALL
BOLTS & FAN BELTS, ONCE COMPLETE RUN MACHINE TO ENSURE ALL
IS WORKING CORRECTLY
LEFT HAND TRACK ALINEMENT ADJUSTER NUTS MISSING, JACKED UP
THE MACHINE INSTALLED TRACK ALIGNMENT NUTS & WASHERS
CARRIED OUT A TRACK ALIGNMENT ON BOTH SIDES TO ENSURE BOTH
TRACKS ARE RUNNING STRAIGHT & CORRECT, REMOVED STANDS &
CARRIED OUT A TRACK CALIBRATION ONCE COMPLETE DROVE MACHINE
TO ENSURE ALL IS RUNNING CORRECTLY.
****
JOB 4 SHAKER WEAR STRIP CRACKED: JACKED UP THE SHAKER SHOE
TO TAKE THE WEIGHT OFF THE WEAR STRIP, REMOVED THE TWO 16MM
MOUNTING BOLTS & REMOVED WEAR STRIP FROM MACHINE, REFIT THE
NEW WEAR STRIP & TENSIONED MOUNTING BOLTS, REMOVED JACK
****
SOFTWARE CHECK: CONNECTED THE EST TO MACHINE & ENSURE ALL
SOFTWARE WAS CORRECT

Comments : ROTOR HRS: 535

R.O No. : M64439 R.O Date : 17/07/23 Dept : S
RO total 495.00 Kilometres: 843 Advisor No. : 323
Cus total 495.00 War total 0.00 Int total 0.00

Job number : 1 Operation 17IHZZ//02 Desc. PRE-SEASON SERVICE/INSPECTION
Sale type : C Technician No(s). 692 704

Complaint : CARRY OUT PRE SEASON INSPECTION
Cause : PRE SEASON INSPECTION
Correction : CARRY OUT PRE SEASON INSPECTION.
REPAIRS:
300HR SERVICE
FEEDER SPEED SENSOR LINE DISCONNECTED REPAIR WIRING AT
SENSOR
VAC FAN BUSHES
VAC FAN BELT
TAILINGS BELT
SHAKER TENSIONER BUSH
SHAKER BEARING
ENGINE FAN TENSIONER BUSHES
ENGINE FAN HUB BEARINGS
RIGHT HAND TRACK BADLY WORN.
BOTH LEFT HAND TRACK ALINEMENT NUTS MISSING & WASHERS
SHAKER WEAR STRIP
FRONT GRAIN BIN CROSS AUGER BEARINGS
LITTLE IDLER BEARING FOR UNLOADER CHAIN
REPLACE ALL CHAINS.
CHECK SOFTWARE.
EXHAUST BROKEN OFF MUFFLER TURBO SIDE.
CAB DOOR STOP RUBBER MISSING WHEN OPEN.

Comments : ROTOR HRS: 535

R.O No. : Y3884 R.O Date : 21/03/23 Dept : S
RO total 2,722.50 Kilometres: 747 Advisor No. : 720
Cus total 2,722.50 War total 0.00 Int total 0.00

Job number : 1 Operation 13IHZZ//02 Desc. TRACK ALIGNMENT
Sale type : C Technician No(s). 706 758
Complaint : 8250 TRACK ALIGNMENT
Correction : INVESTIGATED L/H TRACK CONCERN.
CHECKED ROLLERS AND IDLERS.
JACKED UP MACHINE.
ADJUSTED TRACK WON'T MOVE CORRECTLY.
DETENSIONED TRACK.
MOVED TRACK.
RETENSIONED TRACK.
ADJUSTED ON THE MOVE.
ADJUSTED OVER INTO MIDDLE.
TESTED IN CROP.
FOUND TRACK MOVED TO ORIGINAL POSITION.
JACKED UP MACHINE.
CHECKED MEASUREMENTS DE TENSIONED TRACK RODS.
RESET UP TRACK RODS.
SET UP TRACK TOE OUT.
DETENSIONED TRACK.
SWAPPED TRACKS SIDE TO SIDE.
RETENSIONED TRACKS.
CARRIED OUT TRACK ALIGNMENT.
FOUND R/H TRACK WALKED OUT THE R/H SIDE.
ALIGNED TRACKS TO THE BEST RESULT THAT COULD BE ACHIVED
TESTED OPERATION TRACK IS WALKING OUT BUT HAS CONSISTANT
HEAT ON LUGS AND IS NO LONGER RUBBING ON FRAME

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : C Technician No(s). 706 758
Complaint : SEPARATING TRAVEL TIME FROM LABOUR TIME

Correction : TRAVEL TO MACHINE AND BACK.

Comments : ENGINE HRS 747.
ROTOR HRS 475

R.O No. : M63821 R.O Date : 15/03/23 Dept : S
RO total 544.46 Kilometres: 741 Advisor No. : 323
Cus total 544.46 War total 0.00 Int total 0.00

Job number : 1 Operation 13IHZZ//02 Desc. TRACK ALIGNMENT
Sale type : C Technician No(s). 689 727
Complaint : CHECK AND ADJUST TRACK ALIGNMENT AS REQUIRED
Cause : LEFT HAND TRACK OUT OF ALIGNMENT.
Correction : ON INSPECTION RIGHT HAND TRACK ALIGNMENT WAS IN SPEC AND
LEFT HAND WAS OUT BY A FAIR WAY.
MOVED MACHINE TO LEVEL SURFACE.
REMOVED THE TENSION FROM THE TRACKS AND JACKED LEFT HAND
SIDE UNDERCARRIAGE OFF GROUND.
REMOVED LOCK NUT FROM ADJUSTING BOLT.
ADJUSTED TRACK UNTIL IT WAS IN SPEC.
TIGHTENED NUTS AND INSTALLED LOCK NUT.
REMOVED JACK FROM MACHINE AND TENSIONED TRACKS.
JOB COMPLETE.

Comments : ROTOR HRS: 473

R.O No. : M63393 R.O Date : 16/01/23 Dept : S

RO total 36,092.01 Kilometres: 668 Advisor No. : 610
Cus total 0.00 War total 36,092.01 Int total 0.00

Job number : 1 Operation 24IHZZZZZZ Desc. MISCELLANEOUS CODES
Sale type : W Technician No(s). 708 747 728 748
Complaint : CHECK CAUSE FOR EXCESSIVE MOVEMENT IN BOTTOM PADDLE IN TAILING PROCESSOR
Cause : GRUB SCREWS BACKED OUT MISSING IN IMPELLER PADDLE
Correction : CARRY OUT TROUBLESHOOTING CHECKS FOUND EXCESSIVE MOVEMENT IN IMPELLER. FOUND GRUB SCREWS MISSING CAUSING MOVEMENT AND VICTIM DAMAGE TO THE KEYWAY IN IMPELLER AND KEY SLOT IN AUGER
SHAFT .KEY SLOTS HAD BURRED . REMOVE LH AND RH BEARINGS FROM MACHINE REMOVE AUGER SHAFT . REMOVE IMPELLER . INSTALL . NEW BLOWER IMPELLOR REFIT NEW SHAFT
WITH NEW KEY AND NEW GRUB SCREWS , ONLY SOLD IN PACK OF TEN ,
INSTALL NEW LH AND RH BEARINGS DUE TO SIDE FORCED REQUIRED TO
REMOVE THEM CAUSING DAMAGE TO THEM . RUN RECHECK TAIL PROCESSOR OPERATION ALL OK

Warranty : Claim no. Operation no. Claim no. Operation no.
302300061 24IHZZZZZZ

Job number : 2 Operation 01IHZZ//01 Desc. BASE ENGINE REPAIR/OVERHAUL
Sale type : W Technician No(s). 708 747 728 748
Complaint : CHECK CAUSE FOR OIL LEAK ON MACHINE
Cause : TRANSMISSION HOUSING CRACKED
Correction : ARRY TROUBLESHOOTING FOUND OIL LEAKING FROM TRANSMISSION HOUSING
TRANSMISSION TO BE REMOVED . PROCEED TO JACK UP FRONT OF COMBINE
AND PLACE ON SAFETY STANDS. REMOVED LH AND RH DRIVE AXLES AND DRAINED TRANSMISSION OIL REMOVED AND CAPPED OFF HYD LINES TO
LH
AND RH BRAKE ASSY. REMOVE HYDRAULIC PUMP
REMOVE TRANSMISSION SUPPORT
TRANSMISSION AND LOWER AND REMOVE TRANSMISSION FROM UNDER COMBINE . TOOK TRANSMISSION TO BENCH . PROCEED TO DISMANTLE
TRANSMISSION TO REMOVE THE LH
BRAKE HOUSING NOTICED A LOT OF COPPER SITTING AT BOTTOM OF TRANSMISSION , PULLED OUT STRAINER AND FOUND FULL OF COPPER .COUND SEE WHERE IT WAS COMING FROM ,PRCEED TO DISSMANTLE RH SIDE REMOVED BRAKE HOUSING FROM RH SIDE COULDNT FIND WHERE COPPER WAS COMING FROM HOWEVER FOUND 2 CRACKS AROUND BOLT HOSES WHERE THE CAST STARTED TO PULL UP FROM BOLTS BEENING OVER
TIGHTEN . HENCE WHY TRANSMISSION NOT SEALING LEAKING OIL CONTACTACTED DEALER SUPPORT ADVISE TO PUT IN NEW TRANSMISSION
EMAIL ATTACHED .
ARRANGE FOR NEW TRANSMISSION. REMOVE ALL SENSORS AND FITTINGS
FROM OLD TRANSMISSION TO NEW , CLEAN MATING SURFACES ON NEW TRANSMISSION AND REFT FLANGES WITH NEW SEALANT . ON CHANGE OVER OF PARTS FROM OLD TRANSMISSION THE HYDRO COUPLING BETWEEN
THE HYDRO AND TRANSMISSION STRIPPED , INSTALL NEW DRIVE COUPLE INTO
TRANSMISSION,
REFIT TRANSMISSION TO COMBINE REFIT LH AND RH BRAKE

HOUSING
HYDRO REFIT PUMP
REFIT AXLES REFILL WITH OIL RUN RECHECK FOR LEAKS ALL OK.
PACK UP OLD TRANSMISSION COVER AND SET ASIDE AND TAG
.COMPLETE
PAPAERWORK

Warranty : Claim no. Operation no. Claim no. Operation no.
302300061 01IHZZ//01

R.O No. : M63392 R.O Date : 16/01/23 Dept : S
RO total 18,162.13 Kilometres: 668 Advisor No. : 610
Cus total 17,982.13 War total 0.00 Int total 180.00

Job number : 1 Operation 17IHZZ//09 Desc. 600 HOUR SERVICE
Sale type : C Technician No(s). 708 748 667 747 728 726
Complaint : COMPLETE PRE SEASON 600 HR SERVICE
Cause : PRE SEASON/ROUTINE
Correction : CARRY OUT 600 HR SERVICE AS PER BELOW:
REPLACE THE ENGINE OIL AND FILTER.
REPLACE BOTH THE PRIMARY AND SECONDARY FUEL FILTERS.
CHANGE THE TRACTION DRIVE GEARBOX OIL.
CHANGE THE FINAL DRIVE OILS.
REPLACE OILS IN BOTH BUBBLE UP GEARBOXES.
CHECK THE OPERATION OF THE PARK BRAKE.
CHANGE THE LOWER UNLOADING GEARBOX OIL.
CHECK THE UPPER UNLOADER GEARBOX OIL LEVEL AND TOP UP AS
REQUIRED.
CHECK TAILINGS SYSTEM GEARBOX OIL LEVEL AND TOP UP AS
REQUIRED.
REPLACE THE PTO GEARBOX OIL AND FILTER
REPLACE THE HYDRAULIC OIL AND FILTERS
REPLACE THE ENGINE CRANKCASE BREATHER AND FILTER GASKETS
REPLACE THE ROTOR GEARBOX OIL.
REPLACE ALL ENGINE BELTS
CHANGE ROLLER AND IDLER OILS IF MACHINE IS EQUIPPED WITH
TRACKS
CHANGE THE FEEDER CONVEYOR GEARBOX OIL.
CHANGE THE HEADER DRIVE GEARBOX OIL.
REPLACE THE AIR FILTERS AND CONFIRM THAT THEY ARE INSTALLED
CORRECTLY.
REPLACE THE CAB RECIRCULATION FILTER AND FRESH AIR FILTER.
REPLACE DRIVE CHAIN TENSIONS, UNLOADING, BUBBLE UP, CLEAN
GRAIN, BEATER, CHOPPER.
CHECK OPERATION OF ALL FIELD WORKING LIGHTS.
CHECK THE FEEDER CHAIN TENSION.
GREASE ALL 10, 50, 300 AND 600HR GREASE POINTS.
FIT SERVICE STICKER.

Job number : 2 Operation 01IHZZ//01 Desc. BASE ENGINE REPAIR/OVERHAUL
Sale type : C Technician No(s). 708 726 728
Complaint : CARRY OUT PRE SEASON ENGINE REPAIRS
Cause : PRE SEASON
Correction : CARRY OUT PRE SEASON ENGINE REPAIRS:
REMOVE VAC FAN BELT.
REMOVE TENSIONER.
REMOVE BUSHES FROM TENSIONER.
INSTALL NEW BUSHES.
INSPECT VAC FAN ASSEMBLY.
INSTALLED TENSIONER AND FIT BELT.
RUN MACHINE AND ENSURE CORRECT OPERATION OF VACUUM SYSTEM.
****
REMOVED ENGINE COVERS TO GAIN ACCESS TO ENGINE FAN.
REMOVED INTAKE FROM TURBO TO AIR BOX AND COVERED UP WITH
TAPE.
UNBOLTED FAN AND RESTED IN FAN SHROUD.

UNBOLTED FAN HUB ASSEMBLY AND REMOVED FROM MACHINE.
DISASSEMBLED FAN HUB ASSEMBLY.
FIT NEW BUSHES TO TENSIONER.
REMOVED BEARINGS FROM HUB CLEANED UP HUB.
PRESSED IN NEW BEARINGS TO HUB.
FITTED TENSIONER ARM TO SHAFT AND SHIMMED AS REQUIRED.
FITTED HUB TO SHAFT TENSIONED CENTRE BOLT TO SPEC.
REFITTED HUB ASSEMBLY TO ENGINE AND TENSIONED BOLTS TO
SPEC.
REFITTED FAN TO HUB LOCK TIGHT AND TENSIONED BOLTS TO SPEC.
FITTED NEW FAN DRIVE BELT.
REFITTED INTAKE PIPING.
REFITTED ENGINE COVERS.

Job number : 3 Operation 11IHZZ//09 Desc. COMBINE CLEANING SYSTEM REPAIR

Sale type : C Technician No(s). 708 747
Complaint : CARRY OUT PRE SEASON CLEANING SYSTEM REPAIRS
Cause : PRE SEASON
Correction : CARRY OUT PRE SEASON CLEANING SYSTEM REPAIRS:
REMOVED ALL GUARD/COVERS TO GAIN ACCESS TO SHAKER SHAFT.
UNBOLTED AND REMOVED SHAKER DRIVE PULLEY AND SPACERS.
TILTED SIEVES TO THE LEFT AND UNBOLTED AND REMOVED LEFT HAND SHAKER ARM.
TILTED SIEVES TO THE RIGHT HAND SIDE AND REMOVED RIGHT HAND SHAKER ARM.
REMOVED LEFT HAND SHAFT BEARING CARRIER.
UNBOLTED RIGHT HAND BEARING CARRIER AND REMOVED SHAFT ASSEMBLY FROM MACHINE.
REMOVED RIGHT HAND BEARING CARRIER FROM SHAFT.
REMOVED BEARING FROM RIGHT HAND CARRIER AND FITTED NEW BEARING.
FITTED BEARING TO SHAFT AND FITTED SHAFT INTO MACHINE.
INSTALLED BEARING CARRIER BOLTS HAND TIGHT.
PRESSED NEW BEARING INTO LEFT HAND CARRIER.
INSTALLED LEFT HAND BEARING ONTO SHAFT AND INSTALLED MOUNT BOLTS, TIGHTENED BOTH SIDE MOUNT BOLTS.
ADJUSTED BEARING SHIMS SO NO SIDE LOAD WAS ON THE BEARINGS.
REMOVED OLD SHAKER ARM BEARINGS AND PRESSED IN NEW BEARINGS.
FITTED RIGHT HAND SHAKER ARM.
TILTED SIEVES AND FITTED LEFT HAND SHAKER ARM.
FITTED SHAKER ARM MADE SURE SIEVES WERE CENTRED IN SHAKER FRAME, OK.
TIGHTENED UP CLAM BOLTS ON BOTH ARM.
FITTED SPACES AND DRIVE PULLEY TO SHAFT.
LOCK TIGHT AND TENSIONER MOUNT BOLT TO SPEC.
****
SHAKER BELT TENSIONER HAD A LOT OF MOVEMENT.
TRIED TO UNDO BOLT HOLDING TENSIONER BUT WHEN IT WAS INSTALLED IT STRIPPED THE ALLEN KEY HEAD.
TRIED HEATING UP AND HITTING TORX BIT INTO IT, BUT WAS TOO TIGHT.
HAD TO DRILL HEAD OFF THE BOLT AND REMOVE TENSIONER ARM THEN REMOVE BROKEN BOLT.
REMOVED BROKEN BOLT.
FITTED NEW BUSH TO TENSIONER ARM AND FITTED BACK TO MACHINE.
FITTED NEW BOLT.
FITTED BELT.

Job number : 4 Operation 13IHZZ//03 Desc. FRONT LH TRACK REPLACEMENT AND
Sale type : C Technician No(s). 708 748
Complaint : REPLACE INNER AND OUTER FRONT IDLERS ON LEFT TRACK
Cause : BUILD UP OF MUD
Correction : WHEN HEADER WAS JACKED UP WITH TRANSMISSION OUT CARRIED OUT REPAIRS TO TRACKS.
REMOVED BOTH INNER AND OUTER FRONT IDERS.
REMOVED BOTH TRACKS.
CLEANED UP SURFACE WHERE TRUNNION CAP SITS.
FITTED 4 NEW TRUNNION CAPS TO MACHINE.
REMOVED RH INNER REAR IDLER AND FITTED ONE OF THE FRONT IDLERS TO THE RH INNER REAR.
PUT ALL THE BETTER IDLERS TO THE INSIDE OF THE TRACK.
FITTED ONE NEW IDLER TO FRONT LEFT INNER.
FITTED LEFT TRACK TO RIGHT SIDE AND RIGHT TRACK TO LEFT SIDE.
TENSIONED ALL IDLER BOLTS.

FITTED NEW BUNGS TO FINAL DRIVES WHEN CARRIED OUT SERVICE.

Job number : 5   Operation 13IHZZ//04   Desc. FRONT RH TRACK REPLACEMENT AND
Sale type : C   Technician No(s). 708 748
Complaint : REPLACE INNER AND OUTER FRONT IDLERS ON RIGHT TRACK
Cause   : BUILD UP OF MUD
Correction : WHEN HEADER WAS JACKED UP WITH TRANSMISSION OUT CARRIED OUT
             REPAIRS TO TRACKS.
             REMOVED BOTH INNER AND OUTER FRONT IDERS.
             REMOVED BOTH TRACKS.
             CLEANED UP SURFACE WHERE TRUNNION CAP SITS.
             FITTED 4 NEW TRUNNION CAPS TO MACHINE.
             REMOVED RH INNER REAR IDLER AND FITTED ONE OF THE FRONT
             IDLERS TO THE RH INNER REAR.
             PUT ALL THE BETTER IDLERS TO THE INSIDE OF THE TRACK.
             FITTED ONE NEW IDLER TO FRONT LEFT INNER.
             FITTED LEFT TRACK TO RIGHT SIDE AND RIGHT TRACK TO LEFT
             SIDE.
             TENSIONED ALL IDLER BOLTS.

             FITTED NEW BUNGS TO FINAL DRIVES WHEN CARRIED OUT SERVICE.

Job number : 6   Operation 24IHZZ//04   Desc. CASEIH TRAINING
Sale type : I   Technician No(s). 747 748 726
Complaint : INTERNAL APPRENTICE TRAINING

Comments   : ROT HRS: 425

R.O No. : M63391   R.O Date :   16/01/23   Dept   : S
RO total   783.20 Kilometres: 668   Advisor No. : 610
Cus total   783.20 War total   0.00   Int total   0.00

Job number : 1   Operation 17IHZZ//02   Desc. PRE-SEASON SERVICE/INSPECTION
Sale type : C   Technician No(s). 708
Complaint : COMPLETE PRE SEASON INSPECTION
Correction : COMPLETE PRE SEASON INSPECTION AS REQUESTED
             REPAIRS REQUIRED
             1 X BENT FEEDER SLAT
             REPLACE LHS AND RHS FINAL DRIVE BUNGS
             TRUNNION CAPS MISSING
             TRANSMISSION LEAKING AT BRAKE CHAMBER
             VAC FAN BELT SPLIT
             VAC FAN TENSIONER BUSHES WORN
             TAILINGS CROSS AUGER PADDLE LOOSE ON SHAFT AND KEYWAY WORN
             SHAKER BELT TENSIONER BUSHES WORN
             TIGHTEN ELEVATOR CHAIN
             OUTTER CHOPPER BELT SPLIT
             ENGINE FAN TENSIONER BUSHES AND BEARINGS WORN
             ROTATE CHOOPER KNIVES
             600 HR SERVICE
             SHAKER SHAFT BEARINGS
             FRONT LOCK BENTREPLACE ALL CHAINS
             SWAP TRACKS
             REPLACE WORN IDLER

Comments   : ROT HRS: 425

R.O No. : Y3648   R.O Date :   09/01/23   Dept   : S

RO total 1,160.94 Kilometres: 378 Advisor No. : 721
Cus total 0.00 War total 0.00 Int total 1,160.94

Job number : 1 Operation 24IHZZZZZZ Desc. MISCELLANEOUS CODES
Sale type : I Technician No(s). 720
Complaint : SUPPLY CAMERAS.

Correction : CAMERAS MISSED ON PD.

R.O No. : Y3615 R.O Date : 30/12/22 Dept : S
RO total 672.65 Kilometres: 624 Advisor No. : 721
Cus total 507.65 War total 165.00 Int total 0.00

Job number : 1 Operation 15IHZZ//01 Desc. BASE ELECTRICAL SYSTEM REPAIR/
Sale type : W Technician No(s). 725
Complaint : FEEDER RTF CLUTCH VALVE ISSUE.

Cause : WIRES RUBBED. (HARNESS PART NUMBER 90496165)

Correction : OPERATED MACHINE ENGAGED FEEDER IN REVERSE .
FEEDER WOULDNT REVERSE AND RTF CLUTCH VALVE SHORTED TO LOW
SOURCE. E-0128-04 DISPLAYED
TURNED ETIM ON LOCATED TROUBLE SHOOTING ON ERROR
TESTED RESISTANCE OVER SOLENOID Y-050 HAD 70HMS ON
PLUGGED INTO SOLENOID AND BACK PROBE HAD 0 VOLTS AND EARTH
X-403 PIN 1 HAD CONTINUITY TO GROUND/PIN R OF X-403
GOT WIRING SCHEMATIC
OHMED GB-834 WIRE PIN 1 TO OCM1 CONNECTOR X-013A PIN 14
HAD OL BUT CONTUNUITY TO GROUND. LOCATED WIRING HARNESS WAS
SHORTED TO GROUND
DISCONNECTED CONNECTOR X-101P OLIMED FROM PIN 9 TO X-403
PIN 1 HAD OL AND CONTUNUITY TO GROUND. ISSUE IN HARNESS WAS
IN PTO WIRING HARNESS
TWISTED HARNESS TO LOCATE RUBBED WIRE LOCATED WIRE RUBBED,
CUT AND SOLDERED, TESTED OPERATION ALL OK REINSTALLED
PROTECTIVE SLEEVE/COVERS

Warranty : Claim no. Operation no. Claim no. Operation no.
302300020 15IHZZ//01

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : C Technician No(s). 725
Complaint : TRAVEL.

Correction : TRAVEL TO MACHINE AND BACK.

Comments : ENGINE HRS 624.
ROTOR HRS 394

R.O No. : Y3462 R.O Date : 01/12/22 Dept : S
RO total 451.70 Kilometres: 469 Advisor No. : 721
Cus total 147.95 War total 0.00 Int total 303.75

Job number : 1 Operation 24IHZZZZZZ Desc. MISCELLANEOUS CODES
Sale type : I Technician No(s). 741 701
Complaint : TEST PROPULSION SOLENOID FAULT.

Cause : UCM 2 REQUIRED REFLASHING

Correction : FAULT NOT ACTIVE WHEN ARRIVED.
CARRY OUT TESTING AS PER ETIM INSTRUCTIONS.
CHECK SOLENOID FOR CONTINUITY - CONTINUITY FOUND.
CHECK HARNESS FOR SHORT TO GROUND & NO SHORT FOUND.
CHECK UCM 2 FOR LATEST SOFTWARE - SOFTWARE UPDATED / REFLASHED.
VISUALLY CHECK ALL CONNECTIONS & HARNESS FOR DAMAGE - NONE FOUND.
TEST MACHINE 0 FAULT DIDN'T COME BACK.
MACHINE TESTED OK.

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : C Technician No(s). 741
Complaint : SEPARATING TRAVEL TIME FROM LABOUR TIME
TRAVEL
Correction : TRAVEL TO MACHINE AND BACK.

Comments : ENGINE HRS 469.
ROTOR HRS 291.

R.O No. : Y3420 R.O Date : 28/11/22 Dept : S
RO total 406.00 Kilometres: 378 Advisor No. : 720
Cus total 0.00 War total 0.00 Int total 406.00

Job number : 1 Operation 15IHZZ//04 Desc. MACHINE WARNING/INDICATOR LIGH
Sale type : I Technician No(s). 717
Complaint : TRACK FAULTS
Cause : SOFTWARE.
Correction : CONNECT EST.
CHECK FOR FAULTS - FOUND THAT TRACK HEIGHT WAS LOOSING
INFORMATION.
R/R COVERS FOR TRACK HEIGHT SENSORS.
CHECK VOLTAGE SIGNAL ALL CORRECT, CHECK HEADER SUB TYPE
UNABLE TO CHANGE.
UPDATE SOFTWARE AS REQUIRED INTO PRO 700 SCREEN.
ALL TRACK FAULTS CLEARED AND NOT LOSING HEIGHT
INFORMATION, ABLE TO CHANGE SUB TYPE.

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : I Technician No(s). 717
Complaint : SEPARATING TRAVEL TIME FROM LABOUR TIME

Correction : TRAVEL TO MACHINE AND BACK.

Comments : ENGINE HRS 378.
ROTOR HOURS 238.

R.O No. : M62875 R.O Date : 08/11/22 Dept : S
RO total 1,149.50 Kilometres: 128 Advisor No. : 610
Cus total 0.00 War total 0.00 Int total 1,149.50

Job number : 1 Operation 15IHZZ//05 Desc. CHARGING SYSTEM REPAIR
Sale type : I Technician No(s). 689
Complaint : DIAGNOSE AND REPAIR CAUSE FOR DROP IN ALTERNATOR CHARGE AS
REQUIRED
Cause : LOOSE BATTERY CLAMP.
Correction : TRAVELLED TO MACHINE.
ON ARRIVAL, STARTED MACHINE AND NO FAULTS WERE PRESENT.
THEN CHECKED THE OUTPUT FROM THE ALTERNATOR, AND IT WAS
14.1 VOLTS.
THEN VISUALLY INSPECTED HARNESS FROM ALTERNATOR TO
BATTERIES.
THEN REMOVED THE BATTERY COVER FROM MACHINE.
INSPECTED TERMINALS AND CLAMPS.
FOUND A LOOSE EARTH CLAMP.
AFTER TIGHTENING CLAMP, THE MACHINE HAD NO FURTHER ISSUES.

TRAVELLED BACK TO WORKSHOP.
COMPLETED PAPERWORK.

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : I Technician No(s). 689
Complaint : SEPARATING TRAVEL TIME FROM LABOUR TIME

Comments : ROTOR HRS: 70

R.O No. : M62838 R.O Date : 04/11/22 Dept : S
RO total 247.50 Kilometres: 83 Advisor No. : 323
Cus total 247.50 War total 0.00 Int total 0.00

Job number : 1 Operation 24IHZZZZZZ Desc. MISCELLANEOUS CODES
Sale type : C Technician No(s). 691
Complaint : CHECK CAUSE FOR INOPERATIVE SHIFT FUNCTION
Cause : SOFTWARE
Correction : CHECK OPERATION, NOT FUNCTIONING.
UPDATE SOFTWARE AND ENSURE CORRECT FUNCTION IS CORRECT IN
CONFIGURATIONS

R.O No. : M62822 R.O Date : 01/11/22 Dept : S
RO total 2,771.29 Kilometres: 84 Advisor No. : 610
Cus total 1,601.60 War total 0.00 Int total 1,169.69

Job number : 1 Operation 17IHZZ//03 Desc. FIRST SERVICE
Sale type : C Technician No(s). 692 728
Complaint : CARRY OUT FIRST SERVICE AS REQUIRED
Cause : ROUTINE SERVICING
Correction : CARRY OUT FIRST SERVICE AS PER BELOW:
CHECK WHEEL BOLT AND NUT TENSION.
CHECK HYDRAULIC OIL LEVEL.
CHECK PTO FLUID LEVEL.
CHECK TAILING DRIVE BELT TENSION.
CHECK CLEAN GRAIN ELEVATOR BELT TENSION.
CHECK SHAKER SYSTEM DRIVE BELT TENSION.
CHECK BEATER/CHOPPER DRIVE BELT/S TENSION.
CHECK CLEAN GRAIN ELEVATOR DRIVE CHAIN TENSION AND
LUBRICATE CHAIN.
CHECK BUBBLE UP AUGER DRIVE CHAIN TENSION AND LUBRICATE
CHAIN.
CHECK THE UNLOADING AUGER DRIVE CHAIN TENSION AND LUBRICATE
CHAIN.
CHECK THE TENSION OF THE UNLOADING AUGER DRIVE BELT.
CHECK THE ENGINE COOLANT LEVEL. TOP UP AS REQUIRED.
CHECK TYRE PRESSURES.
CLEAN AIR CONDITIONING DRAIN HOSE OUTLET.
CLEAN CAB FRESH AIR FILTER.
CHECK WASHER BOTTLE FLUID. TOP UP AS REQUIRED.
CHECK THE FEEDER CHAIN ADJUSTMENT.
CLEAN OUTER ENGINE AIR FILTER.
CHECK AND CLEAN CAB RECIRCULATION FILTER.
GREASE ENTIRE MACHINE.
CHECK OIL LEVEL IN THE ROTOR BOX.
CHECK THE TENSION OF THE CLEAN GRAIN ELEVATOR PADDLE CHAIN.
CHECK BRAKE FLUID OIL LEVEL.
CHECK BUBBLE UP AUGER OIL LEVELS. TOP UP AS REQUIRED.
CHECK TRANSMISSION OIL LEVEL AND TOP UP AS REQUIRED.
CHECK THE FINAL DRIVE OIL LEVELS AND TOP UP AS REQUIRED.
CHECK LOWER UNLOADER GEARBOX OIL LEVELS AND TOP UP AS
REQUIRED.
CHECK FEEDER DRIVE GEARBOX OIL LEVEL AND TOP UP AS REQUIRED.
CHECK HEADER GEARBOX OIL LEVEL AND TOP UP AS REQUIRED.

CHECK TAILINGS GEARBOX OIL LEVEL AND TOP UP AS REQUIRED.
CHANGE ENGINE OIL AND FILTERS.
CHANGE FUEL FILTERS.
CHANGE HYDRAULIC FILTERS
CHANGE FINAL DRIVE OILS
CHANGE TRANSMISSION OIL
CLEAN OUT RADIATOR AND COOLERS WITH COMPRESSED AIR.
CHECK OVER ENGINE FOR OIL, COOLANT AND FUEL LEAKS.
CHECK THAT ALL AIR INTAKE AND CHARGE AIR COOLER PIPES/HOSES
ARE MOUNTED CORRECTLY, AND CLAMPS ARE TIGHT.
FIT SERVICE STICKER.

Job number : 2 Operation 24IHZZZZ09 Desc. TRAVEL RETAIL
Sale type : C Technician No(s). 728
Complaint : SEPARATING TRAVEL TIME FROM LABOUR TIME

Job number : 3 Operation 17IHZZ//41 Desc. FIRST SERV PARTS
Sale type : I Technician No(s). 610
Complaint : FIRST SERVICE CHARGED TO PRE DELIVERY.

Comments : ROTOR HRS : 44

R.O No. : M62588 R.O Date : 28/09/22 Dept : S
RO total 3,570.55 Kilometres: 8 Advisor No. : 610
Cus total 3,570.55 War total 0.00 Int total 0.00

Job number : 1 Operation 15IHZZ//01 Desc. BASE ELECTRICAL SYSTEM REPAIR/
Sale type : C Technician No(s). 610
Complaint : SUBLET TO INSTALL ACCESSORIES AS REQUESTED
Correction : SUBLET TO INSTALL ACCESSORIES

R.O No. : Y2891 R.O Date : 17/06/22 Dept : S
RO total 1,388.02 Kilometres: 8 Advisor No. : 720
Cus total 0.00 War total 1,388.02 Int total 0.00

Job number : 1 Operation 11IHZZ//10 Desc. COMBINE WASTE SYSTEM REPAIR
Sale type : W Technician No(s). 717
Complaint : UNABLE TO CHANGE CHOPPER SPEED FOUND DURING PD
Cause : DAMAGE FROM ORIGINAL INSTALLATION.

Correction : R&R PULLEY SHIELD.
LOOSEN BELT TENSIONS.
DRAIN HYDRAULIC OIL.
REMOVE FILTER AND HOUSING TOGEATHER TO GAIN ACCESS.
REMOVE PULLEY BOLTS.
USE BOLTS TO PUSH TAPPER LOCK OFF.
REMOVE PULLEY.
REMOVE SNAP RING FROM GEAR SELECTOR.
REMOVE SPRINGS.
REMEVE DETANT BALLS.
REMOVE OUTTER SPLINE.
FOUND DAMAGE TO BE ON INNER SPLINE.
UNDO REAR TAPER LOCK.
REMOVE KEYWAY AND SPACER.
REMOVE INNER SPLINE.
FOUND BEARING LOCK COLLAR HAD NO GRUB SCREW.
REMOVE LOCK COLLAR.
REMOVE SNAP RING ON INNER SPLINE.
REMOVE BEARING.
INSTALL BEARING AND NEW SNAP RING TO SPLINE.
INSTALL SPLINE TO SHAFT.
ALIGN CHOPPER SHAFT TO INSTALL SPLINE TO PULLEY.
MEASURE AND LOCK UP REAR TAPER LOCK.
INSTALL OUTER SPLINE.
INSTALL DENTENT BALLS.
INSTALL GEAR SELECTOR PLATE.
INSTALL SPRINGS.
HOLT TOGEATHER INSTALL SNAP RING.
INSTALL FREE MOVEMENT.
INSTALL LOCK COLLAR (NEW)
INSTALL KEYWAY AND SPACER.
INSTALL PULLEY AND TAPER.
MEASURE AND DO UP TAPER.
ENSURE FREE MOVEMENT THROUGH GEARS.
INSTALL BELTS AND TENSION.
INSTALL PULLEY SHIELD.
INSTALL FILTER HOUSING AND FILTER.
REFILL HYDRAULIC OIL.
CLEAN DOWN WORK AREA ON HEADER.
TEST RUN HEADER.
CHECK AND TOP UP OIL AS REQUIRED.

Warranty : Claim no. Operation no. Claim no. Operation no.
302200228 11IHZZ//10

R.O No. : Y2876 R.O Date : 10/06/22 Dept : S
RO total 13,476.48 Kilometres: 8 Advisor No. : 720
Cus total 0.00 War total 0.00 Int total 13,476.48

Job number : 1 Operation 17IHZZ//01 Desc. PREDELIVERY SERVICE
Sale type : I Technician No(s). 717 738 736 711 722
Complaint : perform pd
FIT UNLOADER EXTENSION
Correction : CARRY OUT PRE DELIVERY AS PER INSPECTION CHECKLIST:

Initial Inspection:
Verify operatorâ€™s manual and replacement fuse kit is behind
the operatorâ€™s seat.
Verify secure latching of side panels.
Install slow moving vehicle sign. Remove white plastic
Open all shipping boxes that are delivered with the machine
and verify all required parts are in factory condition.
(Pay particular notice to the auger extension).
Fit additional lights on mirror arms and verify they are
functioning correctly.
Fluid Levels:
Fill combine with 200 litres of diesel.
Verify battery water level of each cell and battery cable
terminal tension.
Verify lower unloading auger gear case oil level is to plug.
(80-90 Gear oil)
Verify transmission housing oil level is visible in the
sight glass.
(80-90 Gear oil)
Verify final drive housing oil level is visible in the
sight glass.
(Approx. Â½ way on the glass). (80-90 Gear oil).
Verify feeder conveyer drive gear case level is visible in
the sight glass with the feeder house lowered. (Hy-trans
Attraction).
Verify header drive gear case level is visible in the sight
glass with the feeder house lowered. (Remove sight glass to
verify oil is in the box).
(Hy-trans Attraction).
Verify tailing processor gear case oil level is to correct
plug. See the operatorâ€™s manual. (Hy-trans Attraction).
Verify engine coolant level is visible in de-aeration tank
sight.
Note: Use caution removing the de-aeration tank cap. System
may be under pressure.
Verify engine oil level.
Whilst at the engine remove the engine crankcase pressure
sensor connector and clean both the male and female ends
from excessive grease.
Check rotor gear case oil level. Verify correct level on
the dipstick.
(Hy-trans Attraction)
Check PTO gear case oil level. Verify correct level on the
dipstick.
Park machine on a level surface, run the machine for 10
mins. Wait a minimum of 15 mins after the engine is turned
off to check the oil level. Otherwise check level before
combine is operated.
1: Remove the dipstick, wipe clean and reinsert fully to
get an accurate reading. (THIS NEEDS TO BE CHECKED 3 TIMES)
2: Pull the dipstick out again and check the oil level. The
oil level should be between minimum and maximum levels
marked on the blade.
Check that the hydraulic oil reservoir oil level is between
the marks on the gauge with feeder lowered and unloader

auger retracted.
(Hy-trans Ultraction)
Check that upper unloader auger gear case oil level is to the plug.
(80-90) gear oil.
Check inclined delivery auger gear case oil levels are to the plug.
(Hy-trans Ultraction)
Check windshield washer fluid level in reservoir.
Check software versions:
PRO-700: 32.12.0.0-33.1.0.0
ATC: 2.4.5.0
ICP: 1.3.0.0
RHM: 3.3.0.0
UCM1: 35.31..0 -35.33.0.0
UCM2: 35.30.0.0 - 35.32.0.0
UCM3: (TRACK MACHINES ONLY) 35.37.0.0
YSM: 1.14.0.0

Jack up rear of combine and remove the rear wheels. Remove paint from both the rim and hub assembly. Refit wheels and torque wheel bolts to
Non Power Guide Axle: 302 â€“ 363 ftlb.
Power Guide Axle: 406 -450 ftlb.
Adjust HDASA/PRA (Heavy duty adjustable steering axle/powered rear axle) width as required. Refer to the operatorâ€™s manual. Adjust the toe in to 8 â€“ 12mm.
Adjust steering stops. Refer to the operatorâ€™s manual for steering stop/tire size settings.
Check tyre pressure. Refer to the operatorâ€™s manual for tyre pressure by tyre size.
Verify correct rear axle extension height/position if the front or rear tyre size has been changed. Refer to the operatorâ€™s manual.
Front to rear, the lower frame must be 3 degrees (50mm) higher in the rear for proper cleaning system operation. Measure on the left hand side, behind the battery box, from underneath the chassis rail.
Adjust lower feeder drum stop for crop to be harvested. (Always set in the high position).
Check feeder slat clearance to the feeder face is no more then 25mm.
Check the feeder chain tension is adjusted to the gauge. Recheck after 10 hours of operation. (Visually check the chain) Look up the feeder house and the chain should be clearing the floor @3 to 5mm. Cary out check of feeder drive clutch slip as per training manual tension 350ftpd+-40 ftlb Instructions on assist
Verify that the feeder/header electrical wiring harness is secured away from the header drive line, yet allows for movement in the feeder pivot area.
Check that the feed plate seals to the bottom and side of the feeder. The wire bail should not be attached to the feed plate.
Right side of the combine:
Check that the grain tank clean out doors are closed.
Verify that the correct threshing right hand modules are installed for the crop being harvested.
Verify adjustment of the clean grain elevator paddle chain.
Make sure the latch clean out door is closed.
Check the adjustment of the clean grain drive belt.
Check the adjustment of the inclined delivery auger drive chain.
Check that the fuel tank shutoff valve position is fully open.
Drain water from the separator filter (If required).
Verify that the tailings processor drive belt tension spring length is aligned with the end of the gauge. (Back it off a little)
Check that the tailing processor clean out door is closed.

Check that the clean grain/tailings cross auger clean out doors are correctly positioned/latched securely below the machine.
Rear of the combine:
Position the straw hood for the spreading preference and crop being harvested. Refer to the operatorâ€™s manual.
Position the spreader deflectors as needed for spreading width.
Check that the rear sieve controls operate sieves throughout the operating range. *Ignition key on.
Verify that the left and right sieve openings are the same. (THIS IS VERY IMPORTANT)
Check the rear ladder sensor adjustment. (See operatorâ€™s manual).
Calibrate lower sieve. Set bottom sieve to 6mm open.
Calibrate the lower sieve in the pro 700 screen. (ALWAYS ON THE UPPER STROKE)
Calibrate the upper sieve. Set sieve to 6mm, check the left and right hand side for 6mm opening. Calibrate upper sieve in pro 700 screen.
(ALWAYS ON THE UPPER STROKE)
Verify that the machine has the latest software versions in all controllers.

Left side of the combine:
Check that the beater/chopper drive belts spring tension is adjusted to the gauge.
Select chopper speed for the crop to be harvested. (If equipped).
Verify chopper stationary knife handle detent bracket/knife height position. Adjust if required.
Set chopper stationary knife position for crop to be harvested. (If equipped).
Check grain scan monitor operation by tapping on the sensors with the ignition key on.
Inspect hydraulic tubes fittings and clamps are secure.
Check solenoid spool is tight on diverter valve for folding grain tank
(Rear left hand side of the grain tank) It is known to leak
Select rotor gear for the crop to be harvested.
Check that the electrical harnesses are routed and secured appropriately near the PTO gear case and unloader drive belt. Bow tie the harnessâ€™s to the hydraulic pipeâ€™s to prevent chaffing on the wiring harness whilst hydraulics are pulsing.
Check the shaker system drive belt tension. (The spring should be in the top hole on the arm).
(ADD LOCTITE TO BOLT AND TENSION TO 63FT/LBS)
Check the unloading auger drive belt tension.
Check the unloading auger drive chain tension.
Verify that the latch is closed on the vertical unloading auger clean out door.
Check that the cleaning fan cleanout door is closed.
Check the amount of slack in the electrical harness near the left hand corner of the cab to permit for full cab movement.
Verify that the correct left hand threshing modules are installed for the crop being harvested.
Verify rotor cage transport vane position for the crop being harvested. (Mid position at predelivery is fine)
Verify that the concave threshing module is levelled front to rear.
Verify concave threshing module to rasp bar pinch point is + or â€“ 2 separator bars from centre module support rib. Set concave stop bolts to ensure rotor concave clearance.
Calibrate instrumentation for concave. Zero if adjustment was made. (Use the new procedure using an 81mm gauge to set levelness and pinch point. Check in the threshing section of the training manual). Visually inspect whilst

calibration is being performed and ensure that the travel is not obstructed in any way
Calibrate concave opening after pinch point and levelness is completed.
Verify that the concave threshing module can move throughout the entire operating range without binding.
Whilst white side access panels are removed from machine fit foam tape around all edges.
Once white side access panels are fitted tighten all mounting latches so there is no movement.
Top of combine:
Position the grain tank unloading covers for the crop to be harvested. (Bottom position at predelivery).
Verify that the inclined delivery auger can be latched into the field operating position.
Verify that the grain tank level sensors operation and adjustment with the ignition on.
Check all charge air cooling tube clamps position and tension.
Check for correct routing of the cooling system/fuel system hoses and clamps. Check tension of all clamps.
Verify air filter to turbo charger inlet clamp positioning and tension.
Check that the engine air filters and end cover radial seal are positioned correctly.
Fit unloading auger extension and time auger flighting. The horizontal flighting is 180 degrees apart and the front section leads the back section.
Fit the T2 unloading auger saddle.(Supplied in kit)
ENSURE THAT THE UNLOADER AUGER RAM IS ADJUSTED BEFORE OPERATING. (Approx.: 3 full turns, however check the manual)
Remove lower unloader drive chain, Set vertical auger flighting end at 12 oâ€™clock and the horizontal end at 3 oâ€™clock. Join auger together and turn over by hand to verify flighting doesnâ€™t hit. Once confirmed that flighting doesnâ€™t hit, mount the horizontal tube to the turret.
Verify the positioning of the unloading auger tube to the unloading auger saddle.
Verify that the engine access door/hand rail is latching correctly.
Check that the cooler box door is latching and sealing correctly.
Verify that the rotary air screen seal is secure. Make sure there are no gaps.
Verify external brush adjustment for the rotary air screen. Brushes should clear air screen with a 5mm gap.
Operational checks (Engine running) Cab:
Verify combine configuration and the latest software revision for all controllers using the EST. Consult ASIST for latest versions.
Perform tire radius calibration using the display.
Verify that the correct time, date, unit of measure and language is indicated on the display.
Set up tool box menu and layout screens. Use K&C combine thumb drive to import current layouts.
Clear all diagnostic codes from the display.
Verify the correct operation of the HVAC (A/C) system.
Verify cab pressurization of Â½ in water minimum.
Verify engine high idle is set at 2100 RPM + or â€“ 20RPM. (Make sure engine is to operating temperature, low idle and no load).
Verify engine low idle setting of 1000RPM + or â€“ 10RPM> (Make sure engine is to operating temperature, low idle and no load).
Verify header (front) identification is correct on the display. (If header is installed on combine).

Verify that the header default and programmable header

(front) types are correctly setup in the display with the header attached and electrical harness connected.
Set up any automatic crop settings (if known) into the display.
Perform header ground calibration of Auto header height control (AHHC) if header is installed and equipped with AHHC.
Separator and feeder running â€“ High idle RPM:
Verify operation of all electrical functions. (Lights, sieves, rotor, fan speed, etc.
Verify operation of all mechanical functions.
Verify self-levelling cleaning system is functional.
Adjust the header raise lower rates to 4 -5 s.
Adjust the minimal reel speed (If equipped with a grain header).
Verify auto header lateral tilt manual operation.
Set concave for crop to be harvested.
Verify rotor speed range in gear selected. See operatorâ€™s manual. (3rd gear maximum RPM of 1150 â€“ 1180). 1200.
Set rotor speed for crop to be harvested.
Verify feeder jackshaft speed range 456 â€“ 698 RPM. (Dependent on feeder drive type and header installed).
Refer to the operatorâ€™s manual for speed ranges. 550
Verify fan speed range (30 â€“ 1150 RPM + or â€“ 5%. 210-1150.
Set cleaning fan speed for crop to be harvested.
Set sieve opening for crop to be harvested.
Verify spreader speed range (350 â€“ 750 RPM + or â€“ 5%). 250 - 750.
Set spreader speed to desired spreading width. (Set to 750RPM).
Verify unloading auger swing operation.
Verify unloading auger engage operation.
Verify operation of the unloading â€œauger inâ€• proximity switch.
Verify feeder reverse operation.
Verify rotor de slug operation (rotor stopped).
High idle â€“ combine moving:
Verify individual brake application occurs when tested.
Verify differential lock application occurs when tested.
Check AFS harness routing and sensor placement for shipping damage.
Verify PC data card is included with the machine, if equipped with a touch screen display.
Verify moisture sensor is mounted on the inside of the clean grain elevator housing.
Verify that the flow sensor is firmly mounted at the top of the clean grain elevator.
AFS display settings. Refer to the operatorâ€™s manual. (Use < > to scroll across the bottom of the main screen to find correct selection).
Main > Toolbox > Yield â€“ Yield monitor â€œYesâ€• is selected.
Verify moisture sensor connections by checking the crop temp. Main > Toolbox > Layout â€“ Select current layout > New. Enter a new name and press enter to store the name. Then select one of the run screens and select an empty cell and enter crop temp.
Select Main > run screens and select the screen that crop temp is on and verify that this temperature is similar to the ambient temperature.
Main >Toolbox >Header 1. Verify maximum working height has been set. Raise/lower feeder several times verifying the display beeps when it passes the set point. The number of beeps can also be set. See operatorâ€™s manual.
Transmission sensor.
Combine in motion, feeder fully raised, view the un calibrated ground speed on the upper left hand corner of the display.
Elevator speed sensor.
Separator engaged, verify elevator RPM by viewing grain elevator speed on one of the run screens. See operatorâ€™s

manual regarding data to be displayed.
Perform tyre radius calibration
GPS equipped AFS combines:
AFS 372 antenna receiver. The AFS 372 receiver is capable of receiving WAAS/EGNOS, Omni STAR VBS, Omni Star HP, and RTK signals.
RTK requires a software upgrade to the receiver. VBS, HP, and RTK signals require a fee. Autonomous is a free signal.
The AFS 372 receiver plant setting is for WAAS/EGNOS. For customers who choose satellite differential correction, reference service bulletin AFS SB 007-02 to obtain instructions and contract.
Verify the GPS receiver/antenna is firmly mounted on the grain tank extension.
Main > Toolbox > GPS â€“ GPS installed â€œYesâ€• and the connection type is â€œCAN Bâ€•.
Verify DGPS alarm is set to â€œYesâ€• (If differential correction subscription is installed), otherwise â€œNOâ€•.
Verify the receiver powers up.
Main > Diagnose > RDI. View the information on the home screen to determine the receiver status.
Guidance ready equipped combines:
Verify the left steering cylinder has sensor installed and harness is routed securely and correctly.
Verify that the steering valve is mounted under the left hand side of the cab.
Verify that the hoses and harnesses are routed and secured correctly.

Verify manual disconnect sensor is mounted at the base of the steering column. Make sure harness is routed and secured correctly.
Verify that the NAVII controller is installed under the cab RHS
Verify that the NAVII adaptor harness is installed under the right hand console side.
Guidance complete equipped AFS combines:
Verify that the NAVIII controller is mounted flat side up with connectors pointing towards the rear of the machine
Main > Toolbox > NAV.
NavII installed, set to â€œYesâ€•.
Main > Toolbox > GPS. Set the GPS location (For 7230/8230/9230 combines the receiver is located on the grain tank).
Set the connection type to CAN B.
Set appropriate DGPS type (WAAS, XP/HP, RTK).
Main > Toolbox > Drive.
Auto guidance type: Set to DGPS.
Main > Toolbox > Head 1:
Set the header width, target work width, and header centre offset:
Main > Performance > Profile:
Set up a grower, farm, field and crop type to allow swath record to save.
Main > Calibrations > Nav:
Set the correct vehicle model.
Verify auto guidance enables.
Verify auto guidance engages.
Verify manual over ride functions.
Safety/Final preparations:
Reference plant final try-off testing results data supplied with combine.
Verify light operation of field, road and service lights.
Set outside mirrors and verify operations (electrical actuated â€“ if equipped).
Verify correct time on radio display is indicated.
Verify operator presence system operation.
Verify service brake pedal latch is functional.
Verify neutral start function.
Verify parking brake operation.

Verify rear ladder switch operation. See operatorâ€™s manual.
Verify all product graphics, warning decals, and shield are in place.
Mount fire extinguishers.
Lubricate combine. See operatorâ€™s manual.

Job number : 2 Operation 24IHZZZZZZ Desc. MISCELLANEOUS CODES
Sale type : I Technician No(s). 738 725 701 736 711 717
Complaint : fit tracks
Correction : SW:
HELP FIT NEW TRACKS TO 8250.
TH:
BRING MACHINE INTO SHED JACK UP UNIT.
CLEANED MATING SURFACE.
GOT TRACKS.
PUT LH TRACK ASSY ON TORQUED AND INSTALL DRIVE WHEEL.
PUT RH TRACK ASSY ON TORQUED AND INSTALLED DRIVE WHEEL.
INSTALLED DRIVE COUPLERS.
CHECKED OIL LEVELS ON FINALS & GEARBOX.
INSTALLED CAGE ON GEARBOX.
INSTALLED TENSION BARS.
INSTALLED HYDRAULIC HOSES.
CARRIED OUT REMOVAL OF LH TOOLBOX TO REMOVE CHANGE PULLEYS TO HARROW PULLEY SETUP.
INSTALL CLEAN GRAIN SENSOR TO RH SIDE ROUTE HARNESS OVER TO CONNECT TO LH SIDE.
LOWERED MACHINE.
CARRY OUT TRACK CALIBRATION.

Customer RO history total	115,355.64
Warranty RO history total	48,646.51
Internal RO history total	18,311.36
Complete RO history total	182,313.51