



Green Line Equipment - Grand Island
P.O. Box 2106 / 4050 W Stolley Park Rd
Grand Island, NE 68802
Phone: (308) 384-8777
Fax: (308) 398-3024
Email: glegi@greenlineequip.com

Albion, NE (402) 395-2173
Aurora, NE (402) 694-2191
Central City, NE (308) 946-3041
Grand Island, NE (308) 384-8777
Neligh, NE (402) 887-4158
Norfolk, NE (402) 371-7333
Plainview, NE (402) 582-4840
Ravenna, NE (308) 452-3254
Spalding, NE (308) 497-2511
St. Paul, NE (308) 754-4419



JOHN DEERE

Invoice To Account No: 404134

Deliver To:

SERVICE INVOICE

A AND A FARMS ADAM AND ANDREW WOITASZEWSKI 10919 W CAPITAL AVE WOOD RIVER NE 68883-9744 Bus Phone: 308-390-1906 Prv Phone:		A AND A FARMS 10919 W CAPITAL AVE WOOD RIVER NE 68883-9744 Bus Phone: 308-390-1906 Prv Phone:		Invoice Number: 859807 Invoice Date: 4/24/2018 Location: 4 Work Order Number: 135389 Payment Type: Account Page: 2 of 5	
Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:	
JOHN DEERE 9530T	4324	1RW9530TCBP914689	BP914689		

Retail

Engine parts JD did NOT pay for on engine replacement.

THE ENGINE HAS JOHN DEERE BREAK IN OIL IN IT. IF OIL NEEDS ADDED IT MUST BE THE BREAK IN OIL TO ALLOW FOR THE PISTON RINGS TO SEAT CORRECTLY. AFTER 100 HRS. OF USE, CHANGE THE OIL & FILTER. IF THERE IS ANY QUESTION ABOUT THE ENGINE USING OIL, FILL WITH BREAK IN OIL & RUN IT FOR ANOTHER 100 HRS.

ONCE THE OIL CONSUMPTION IS ACCEPTABLE, THE VISCOSITY OF OIL NORMALLY RECOMMENDED FOR THE ENGINE CAN BE USED & CHANGED AT NORMAL OPERATORS MANUAL INTERVALS.

THE JOHN DEERE REMAN-SELECT ENGINE ASSEMBLY WITH CYLINDER HEAD IS WARRANTIED FROM THE DATE OF INSTALLATION FOR 12 MONTHS OR 1500 HRS. (WHICH EVER COMES FIRST) THE WARRANTY IS FOR THE SE502569 ENGINE BLOCK ASSEMBLY & CYLINDER HEAD & THE PARTS CONTAINED WITHIN IT THAT WERE PART OF THE REMAN-SELECT FACTORY ASSEMBLY.

IT EXCLUDES THE FUEL INJECTION NOZZLES THAT WERE PURCHASED EARLIER BY THE CUSTOMER. (OVER THE PARTS COUNTER) THEY ARE COVERED BY THE PARTS WARRANTY TERMS THAT APPLIED AT THE TIME OF PURCHASE.

THE TURBOCHARGER SHAFT END PLAY WAS VERY EXCESSIVE. MEASURED THE END PLAY WITH A DIAL INDICATOR. CALLED THE CUSTOMER & ORDERED A NEW TURBOCHARGER.

REPLACED A TUBE FOR THE ENGINE THAT WAS CRUSHED BEFORE IT ARRIVED AT THE SERVICE DEPARTMENT.

WAITED WHILE PARTS FROM THE ORIGINAL ENGINE WERE BROUGHT IN A FEW AT A TIME OVER AN EXTENDED PERIOD OF TIME. CALLED JUSTIN GILL SEVERAL TIMES TO GET ENOUGH PARTS TO ASSEMBLE THE REPLACEMENT ENGINE. ORDERED PARTS TO REMOVED THOSE THAT WERE MISSING. FINALLY ACQUIRED ENOUGH PARTS TO ASSEMBLED THE ENGINE.

AS OF 4-24-2018 WE ARE STILL WAITING FOR THE RETURN OF THE 12 SHORT PUSH RODS SO THAT THE ENGINE CORE REASSEMBLY CAN BE COMPLETED.

TO QUALIFY FOR FULL CORE CREDIT, THE ORIGINAL ENGINE HAS TO BE REASSEMBLED & ADJUSTED SO THAT IT WILL ROTATE 360 DEGREES WITHOUT BINDING.

FILTERS, BREAK IN OIL & ANTIFREEZE WERE NOT COVER BY JOHN DEERE.

THE INJECTOR WIRING HARNESS WAS RECEIVED PINCHED & DAMAGED IN TWO AREAS & WAS NOT SUITABLE TO INSTALL ON THE REMAN. ENGINE.



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Make/Model	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	4324	1RW9530TCBP914689	BP914689	

DESCRIPTION OF EXCHANGING ORIGINAL ENGINE IN THE 9530T WITH A JOHN DEERE REMAN SELECT ENGINE.

BROUGHT THE ENGINE THAT HAS STRIPPED THREADS IN THE BLOCK INTO THE SERVICE DEPARTMENT.

REMOVED THE BELT PULLEY AND DAMPER FROM THE OLD ENGINE. REMOVED THE TIMING GEAR COVER. CLEANED THE TIMING GEAR COVER, INSTALLED A NEW GASKET. INSTALLED THE TIMING GEAR COVER ONTO THE JD. REMAN-SELECT ENGINE & TORQUED CAP SCREWS TO SPEC. CLEANED PARTS THAT WERE BROUGHT IN OFF THE OLD ENGINE. REMOVED THE OIL COOLER AND WATER PUMP FROM THE OLD ENGINE, CLEANED & INSTALLED BOTH ON THE REMAN ENGINE. REMOVED THE EGR VALVES FROM THE INTAKE MANIFOLD AND CLEAN THE CARBON OFF OF THEM. CLEANED THE INTAKE MANIFOLD. INSTALLED THE EGR VALVES USING NEW GASKETS & O-RINGS. USING NEW GASKET, INSTALLED INTAKE MANIFOLD ONTO THE ENGINE & TORQUED TO SPEC. INSTALLED THE FUEL INJECTION NOZZLES AND ADJUSTED THE ENGINE VALVE CLEARANCES & NOZZLE PRELOAD TO SPEC. MOVE THE FUEL FILTER BASE FROM OLD TO REPLACEMENT ENGINE. INSTALLED NEW FUEL FILTERS. TRANSFERRED THE STARTER & COOLANT RECOVERY TANK TO THE REMAN ENGINE. INSTALLED THE NEW WEAR SLEEVE & FRONT CRANKSHAFT OIL SEAL. INSTALLED A NEW DAMPER PULLEY. INSTALLED THE FAN DRIVE PULLEY TO THE CRANKSHAFT. INSTALLED A NEW FUEL PUMP DRIVE COUPLER AND INSTALLED THE FUEL PUMP. CONNECTED THE HOSE TO THE FUEL FILTER. TRANSFER FITTINGS FROM OLD HEAD TO THE HEAD ON THE REMAN ENGINE. HOOKED UP FUEL SUPPLY AND RETURN LINES TO THE CYLINDER HEAD. CLEANED THE ROCKER ARM COVER AND INSTALLED A NEW GASKET. INSTALLED NEW INJECTOR WIRING HARNESS AND NEW HOLD DOWN CLIPS FOR HARNESS. THE OLD HARNESS WAS WORN IN AREAS MAKING IT UNRELIABLE FOR CONTINUED USE. INSTALLED THE ROCKER ARM COVER. INSTALLED THE EXHAUST MANIFOLD USING NEW CAP SCREWS & TORQUED TO SPEC. A REMANUFACTURED TURBOCHARGER WAS NOT AVAILABLE FOR THE ENGINE. INSTALLED A NEW TURBOCHARGER DUE TO EXCESSIVE END PLAY. INSTALLED NEW THERMOSTATS & GASKET. REPLACED A COOLANT LINE THAT WAS RECEIVED SMASHED. INSTALLED NEW SEALING RINGS ON THE EGR COOLER. INSTALLED THE EGR COOLER AND RECONNECTED COOLANT TUBES USING NEW O-RINGS. INSTALLED THE FLYWHEEL & TIGHTENED THE NEW CAP SCREWS TO SPEC. INSTALLED LORDS COUPLER ONTO THE FLYWHEEL. CLEANED UP THE OIL PAN AND OIL PICKUP TUBE. INSTALL LIFTING BRACKETS ON THE ENGINE AND RAISED ENGINE OUT OF STAND. INSTALLED OIL PICKUP TUBE. INSTALL OIL PAN WITH NEW GASKET AND TORQUE THE PAN BOLTS. INSTALLED NEW SEALING RINGS ON AIR TO AIR PIPE. CONNECTED THE PIPE TO THE TURBOCHARGER & AFTER COOLER. TAPED CLOSED ALL OPEN AIR INTAKE HOLES. PLUGGED THE FUEL LINES THAT WERE NOT CONNECTED. SET THE ENGINE BACK ON THE STAND. RAISED OLD ENGINE AND REMOVED THE ENGINE MOUNTS. SET BLOCK ON FLOOR & SET THE OLD ENGINE ON THE BLOCKS. THE REMAN ENGINE WAS TAKEN BY CUSTOMER TO THE TRACTOR & INSTALLED IN THE TRACTOR FRAME. THE STAND WAS RETURNED & THE REMAN CORE ENGINE WAS BOLTED TO IT.

AFTER ARRIVING AT THE LOCATION OF THE TRACTOR, THE TECHNICIAN PERFORMED THE STEPS TO PREPARE THE REMAN-SELECT ENGINE FOR ITS INITIAL START UP. CONNECTED A SERVICE ADVISOR LAP TOP TO THE TRACTOR. PERFORMED ENGINE SWAP TO GET SERIAL NUMBER FOR REMAN ENGINE LISTED. PART WAY THROUGH PERFORMING ENGINE SOFTWARE DOWN LOAD SERVICE ADVISOR SHUT DOWN. THE ECU DATA THAT WAS NEEDED DISAPPEARED AND THE TECHNICIAN WAS UNABLE TO GET THE SOFTWARE DOWNLOADED. OPENED A DTAC CASE AND HAD TO HAVE JOHN DEERE POWER SYSTEMS RESET THINGS ON DEERE SIDE. FINALLY GOT THE SOFTWARE TO DOWNLOAD AND THE ENGINE SWAP TO TAKE. CALIBRATED THE INJECTORS AND TURBOCHARGER.

CONTINUED ON NEXT PAGE->

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Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	4324	1RW9530TCBP914689	BP914689	

SOFTWARE TO DOWNLOAD AND THE ENGINE SWAP TO TAKE. CALIBRATED THE INJECTORS AND TURBOCHARGER. FILLED THE ENGINE TO OPERATING LEVEL WITH JD. BREAK IN OIL & COOL GUARD II ANTIFREEZE. BLED THE TRAPPED AIR FROM THE FUEL SYSTEM. DISCONNECTED THE INJECTOR HARNESS AND CRANKED THE ENGINE OVER UNTIL OIL PRESSURE WAS SHOWN IN READINGS ON LAP TOP. RECONNECTED THE INJECTOR HARNESS AND STARTED THE ENGINE. THERE WAS 54 PSI OIL PRESSURE AT IDLE. TOPPED OFF THE ENGINE OIL AND COOLANT. RAN THE ENGINE AND CHECKED FOR LEAKS. THE ENGINE SOUNDED NORMAL. LOOK AT THE FAN BELT WITH JUSTIN GILL & DECIDED THAT IT NEEDED TO BE REPLACED. AFTER ARRIVING AT THE LOCATION OF THE TRACTOR, THE TECHNICIAN PERFORMED THE STEPS TO PREPARE THE REMAN-SELECT ENGINE FOR ITS INITIAL START UP. CONNECTED A SERVICE ADVISOR LAP TOP TO THE TRACTOR. PERFORMED ENGINE SWAP TO GET SERIAL NUMBER FOR REMAN ENGINE LISTED. PART WAY THROUGH PERFORMING ENGINE SOFTWARE DOWN LOAD SERVICE ADVISOR SHUT DOWN. THE ECU DATA THAT WAS NEEDED DISAPPEARED AND THE TECHNICIAN WAS UNABLE TO GET THE SOFTWARE DOWNLOADED. OPENED A DTAC CASE AND HAD TO HAVE JOHN DEERE POWER SYSTEMS RESET THINGS ON DEERE SIDE. FINALLY GOT THE SOFTWARE TO DOWNLOAD AND THE ENGINE SWAP TO TAKE. CALIBRATED THE INJECTORS AND TURBOCHARGER. FILLED THE ENGINE TO OPERATING LEVEL WITH JD. BREAK IN OIL & COOL GUARD II ANTIFREEZE. BLED THE TRAPPED AIR FROM THE FUEL SYSTEM. DISCONNECTED THE INJECTOR HARNESS AND CRANKED THE ENGINE OVER UNTIL OIL PRESSURE WAS SHOWN IN READINGS ON LAP TOP. RECONNECTED THE INJECTOR HARNESS AND STARTED THE ENGINE. THERE WAS 54 PSI OIL PRESSURE AT IDLE. TOPPED OFF THE ENGINE OIL AND COOLANT. RAN THE ENGINE AND CHECKED FOR LEAKS. THE ENGINE

Part Number	Description	Quantity	List Price	Net Price	Extended Price	Taxed Ind
BLACK	METRIC FLANGE 10.9	5.00	3.22	2.90	\$14.50	N
RE527667	Line	1.00	21.42	19.28	\$19.28	N
RE532952	FILTER ELE	1.00	91.76	82.58	\$82.58	N
RE533910	FUEL FILTE	1.00	115.83	104.25	\$104.25	N
RE534282	Wiring Harness	1.00	240.05	216.05	\$216.05	N
RE572785	OIL FILTER	1.00	48.00	43.20	\$43.20	N
SE502204	Turbocharger Reman	1.00	4,053.52	3,648.17	\$3,648.17	N
SE502204-CR	CORE for: Turbocharger Reman	-1.00	275.00	247.50	(\$247.50)	N
TY26576	COOL-GARD TM	6.00	34.51	31.06	\$186.36	N
TY26661	ENGINE BREAK-IN OIL	6.00	19.45	17.51	\$105.06	N
TY26663	ENGINE BREAK-IN OIL	2.00	94.68	85.21	\$170.42	N
Miscellaneous	Description	Quantity	List Price	Net Price	Extended Price	Taxed Ind
3750	FREIGHT	2.00	77.40	77.40	\$154.80	N

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Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	4324	1RW9530TCBP914689	BP914689	

Retail							
3920	MILEAGE SVC CALL	14.00	1.95	1.76	\$24.64	N	

Labor: \$0.00	Parts: \$4,342.37	OL&M: \$0.00	Misc: \$179.44	Sub-Total: \$4,521.81
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INVOICE CONTAINS \$485.09 DISCOUNT

Miscellaneous Charges:

service accessories	\$65.00
epa fees	\$2.00

Customer PO No:

Tax Exempt No: FORM 13
Advisor: JOHN EMAHIZER

*** DOCUMENT COPY ***

Labor:	\$0.00
Parts:	\$4,342.37
OL&M:	\$0.00
Misc:	\$246.44
Sales Tax:	\$0.00
Grand Total:	\$4,588.81

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GREEN LINE

TERMS AND CONDITIONS

No FINANCE CHARGE is made on accounts if paid by the 10th of the month following purchase. I agree to pay a monthly periodic FINANCE CHARGE at the rate of 1.5% each month (18% per year) for any invoice not paid by the 10th of the following month. A 2% fee will be added to payments to open accounts with payment is made via credit card.

Restocking fee is 20% for parts returned more than 10 days past purchase date. Special order parts are not returnable. Electronic circuit boards are non-returnable if opened.

Received by: Date:



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JOHN DEERE

Invoice To Account No: 404

Deliver To:

SERVICE INVOICE

WARRANTY GRAND ISLAND GRAND ISLAND	JERRY AND LINDA WOITASZEWSKI FAMILY FARMS 10919 W CAPITAL AVE WOOD RIVER NE 68883	Invoice Number:	636178
		Invoice Date:	4/16/2016
Bus Phone:	Bus Phone: 308-485-4115	Location:	4
		Work Order Number:	103720
Prv Phone: 1	Prv Phone:	Payment Type:	Account
		Page:	1 of 2

Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	3268	1RW9530TCBP914689	BP914689	

Warranty

COMPLAINT:

NO FRONT SUSPENSION, AND AIR RIDE SEAT IS NOT WORKING.

CAUSE:

THE AIR COMPRESSOR, WHICH WAS REPLACED EARLIER, WAS RUNNING BUT NOT PUMPING AIR.

CORRECTION:

THE CUSTOMER DROVE THE 9530T TO THE SERVICE DEPT. THE TECHNICIAN ISOLATED THE CAUSE FOR THE FRONT AXLE SUSPENSION NOT OPERATING TO THE AIR COMPRESSOR. THE COMPRESSOR WAS RUNNING BUT NOT DEVELOPING ENOUGH PRESSURE TO INFLATE THE SUSPENSION AIR BAG. DISCONNECTED THE COMPRESSOR & FOUND THAT THERE WAS MINIMAL AIR OUTPUT. TALKED WITH CUSTOMER ABOUT THE NEED TO REPLACE THE COMPRESSOR. INSTALLED A NEW AIR COMPRESSOR. REMOVED THE FILTER FROM THE COMPRESSOR, INSTALLED A FITTING & HOSE & EXTENDED THE AIR INTAKE UP THE ENGINE AIR TANK STACK TO HELP PROVIDE CLEANER INTAKE AIR. INSTALLED THE AIR FILTER ON THE UPPER END OF THE HOSE. PERFORMED THE STEPS TO CALIBRATE THE FRONT SUSPENSION.

Part Number	Description	Quantity	List Price	Net Price	Extended Price	Taxed Ind
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SERVICE INVOICE

WARRANTY GRAND ISLAND GRAND ISLAND	JERRY AND LINDA WOITASZEWSKI FAMILY FARMS 10919 W CAPITAL AVE WOOD RIVER NE 68883	Invoice Number: 636178 Invoice Date: 4/16/2016 Location: 4 Work Order Number: 103720 Payment Type: Account Page: 2 of 2
Bus Phone: Prv Phone: 1	Bus Phone: 308-485-4115 Prv Phone:	

Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	3268	1RW9530TCBP914689	BP914689	

Warranty RE579190	Compressor	1.00	759.21	759.21	\$759.21	N
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Labor: \$400.18	Parts: \$759.21	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$1,159.39
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Miscellaneous Charges:

epa fees	\$2.00
service accessories	\$23.19

Customer PO No:
Tax Exempt No: 1
Advisor: LEE LANDELL

*** DOCUMENT COPY ***

Labor:	\$400.18
Parts:	\$759.21
OL&M:	\$0.00
Misc:	\$25.19
Sales Tax:	\$0.00
Grand Total:	\$1,184.58

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Invoice To Account No: 401670

Deliver To:

SERVICE INVOICE

JERRY AND LINDA WOITASZEWSKI FAMILY FARMS JERRY WOITASZEWSKI 10919 W CAPITAL AVE WOOD RIVER NE 68883 Bus Phone: 308-485-4115 Prv Phone:	JERRY AND LINDA WOITASZEWSKI FAMILY FARMS 10919 W CAPITAL AVE WOOD RIVER NE 68883 Bus Phone: 308-485-4115 Prv Phone:	Invoice Number: 601871 Invoice Date: 11/27/2015 Location: 4 Work Order Number: 98376 Payment Type: Account Page: 1 of 4
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Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	2943	1RW9530TCBP914689	BP914689	

Retail

COMPLAINT:

THE 3 PT HITCH WON'T LIFT. DIAGNOSE AND REPAIR AS NEEDED.

CORRECTION:

THE 3 PT HITCH WON'T LIFT. DIAGNOSE AND REPAIR AS NEEDED.

Technician Comments:

TESTED THE SWITCH FUNCTIONS AND FOUND THAT THEY WERE WORKING OK. REMOVE THE HITCH CONTROL VALVE CAP & VERIFIED THAT THE VALVE WAS NOT STUCK INSIDE OF THE HOUSING. TRIED A NEW HITCH POSITION SENSOR BUT THE HITCH CONTROL VALVE DID NOT RESPOND. TESTED THE VOLTAGES. TESTED THE GROUND CIRCUIT -O.K. DETERMINED THAT THE SIGNAL WIRE FROM THE SWITCH TO THE CONTROLLER HAD AN OPEN CIRCUIT. ROUTED A NEW WIRE (8 FEET 16 GAUGE) FROM THE HCU CONTROLLER TO THE HITCH POSITION SENSOR. REPEATED HCU ATTEMPTS WERE UNSUCCESSFUL AT GETTING THE HITCH CONTROLLER TO CALIBRATE. THERE WAS AN ACTIVE DRAFT SENSOR CODE THAT WOULD NOT CLEAR. TRIED TO ADJUST THE DRAFT SENSOR VOLTAGE BUT IT WAS VERY JUMPY & WOULD NOT STAY IN RANGE.

AS PER CONVERSATION WITH JERRY W. THE DECISION TO REPLACE THE DRAFT POSITION SENSOR WAS MADE. THE STEPS TO REPLACE & ADJUST THE SENSOR OPERATING VOLTAGE TO SPEC. WERE COMPLETED. CALIBRATE THE HITCH CONTROL VALVE & THE HITCH OPERATION RETURNED TO NORMAL.

JERRY ALSO WANTED THE LOOSE SELECTIVE CONTROL VALVE STACK REPAIRED.

THE STEP TO REMOVE THE SCV. STACK FROM THE TRACTOR WERE TAKEN. DRILLED & EXTRACTED THE BROKEN OFF BOLT FROM THE HITCH FRAME HOUSING. REINSTALLED THE VALVE STACK & BOLTED INTO PLACE WITH THREE NEW BOLTS. RECONNECTED LINES & ELECTRICAL WIRING TO THE VALVE STACK.

HOOR METER READING: 2943 HRS.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
BLACK	METRIC FLANGE 10.9	3.00	3.08	2.77	\$8.31	N
RE43738	HITCH DRAFT SENSOR	1.00	206.74	186.07	\$186.07	N

<u>Miscellaneous</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
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**JOHN DEERE**

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Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	2943	1RW9530TCBP914689	BP914689	

Retail	OL&M TAXABLE/PARTS	8.00	0.50	0.50	\$4.00	N
3945						
Labor: \$1,061.08	Parts: \$194.38	OL&M: \$0.00	Misc: \$4.00	Sub-Total: \$1,259.46		

Retail**COMPLAINT:**

CHECK AIG BAGS TO MAKE SURE THEY ARE WORKING.

CORRECTION:

CHECK AIR RIDE SUSPENSION BAGS TO MAKE SURE THEY ARE OPERATING CORRECTLY.

Technician Comments:

CHECKED THE SUSPENSION AIR BAG SYSTEM. TRY TO CALIBRATE THE SUSPENSION. COMPRESSED AIR WAS LEAKING FROM THE SYSTEM & CAUSING THE SUSPENSION TO RAPIDLY SETTLE. TESTED AND FOUND THAT THE LOWER VALVE AND THE DRAIN VALVE WERE LEAKING AIR. INSTALLED NEW VALVES AND CALIBRATED THE SYSTEM. DROVE THE TRACTOR & THE SUSPENSION OPERATED O.K.

Part Number	Description	Quantity	List Price	Net Price	Extended Price	Taxed Ind
A81682	Air Filter	1.00	12.09	10.88	\$10.88	N
AL68589	DRAIN VALV	1.00	27.01	24.31	\$24.31	N
L53827	RING	1.00	1.48	1.33	\$1.33	N
L63816	WASHER	1.00	14.98	13.48	\$13.48	N
RE242823	PNEUMATIC CONTROL VALVE	1.00	347.65	312.89	\$312.89	N
Labor: \$354.22	Parts: \$362.89	OL&M: \$0.00	Misc: \$0.00	Sub-Total: \$717.11		

Retail**COMPLAINT:**

REPLACE CAB & ENGINE ISOLATOR MOUNTS

CORRECTION:

CONTINUED ON NEXT PAGE->

**GREEN LINE**

Green Line Equipment - Grand Island
P.O. Box 2106 / 4050 W Stolley Park Rd
Grand Island, NE 68802
Phone: (308) 384-8777
Fax: (308) 398-3024
Email: glegi@greenlineequip.com

Albion, NE (402) 395-2173
Aurora, NE (402) 694-2191
Central City, NE (308) 946-3041
Grand Island, NE (308) 384-8777
Neligh, NE (402) 887-4158
Norfolk, NE (402) 371-7333
Plainview, NE (402) 582-4840
Ravenna, NE (308) 452-3254
Spalding, NE (308) 497-2511
St. Paul, NE (308) 754-4419

**JOHN DEERE**

Invoice To Account No: 401670

Deliver To:

SERVICE INVOICE

JERRY AND LINDA WOITASZEWSKI FAMILY FARMS JERRY WOITASZEWSKI 10919 W CAPITAL AVE WOOD RIVER NE 68883 Bus Phone: 308-485-4115 Prv Phone:	JERRY AND LINDA WOITASZEWSKI FAMILY FARMS 10919 W CAPITAL AVE WOOD RIVER NE 68883 Bus Phone: 308-485-4115 Prv Phone:	Invoice Number: 601871 Invoice Date: 11/27/2015 Location: 4 Work Order Number: 98376 Payment Type: Account Page: 3 of 4
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Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	2943	1RW9530TCBP914689	BP914689	

Retail

REPLACE CAB & ENGINE ISOLATOR MOUNTS

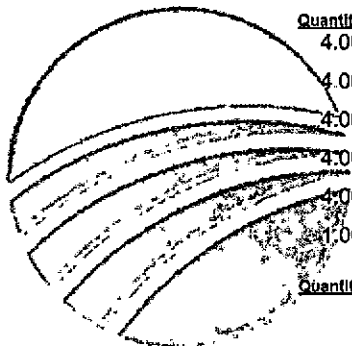
Technician Comments:

THE RUBBER ISOLATOR TYPE ENGINE MOUNTS WERE WORN & COLLAPSING. INSTALLING THE NEW

REPLACE THE ENGINE MOUNTS. HAD TO JACK UP EACH CORNER OF THE ENGINE TO GET THEM TO GO IN. THE REAR ISOLATORS WERE DIFFICULT TO REPLACE.

REPLACED THE CAB MOUNTS. DROVE THE TRACTOR. THE METAL ON METAL SOUND WAS NO LONGER AUDIBLE.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>
R20136	Washer	4.00	5.51	4.96	\$19.84	N
RE62901	ISOLATOR	4.00	41.54	37.39	\$149.56	N
RE62910	ISOLATOR	4.00	67.14	60.43	\$241.72	N
T112447	Washer	4.00	2.00	1.80	\$7.20	N
T129538	Isolator	4.00	86.05	77.45	\$309.80	N
TY25733	LUBRICANT	1.00	10.77	9.69	\$9.69	N
<u>Miscellaneous</u>	<u>Description</u>	<u>Quantity</u>	<u>List Price</u>	<u>Net Price</u>	<u>Extended Price</u>	<u>Taxed Ind</u>

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St. Paul, NE (308) 754-4419



JOHN DEERE

Invoice To Account No: 401670

Deliver To:

SERVICE INVOICE

JERRY AND LINDA WOITASZEWSKI
FAMILY FARMS
JERRY WOITASZEWSKI
10919 W CAPITAL AVE
WOOD RIVER NE 68883

Bus Phone: 308-485-4115
Prv Phone:

JERRY AND LINDA WOITASZEWSKI
FAMILY FARMS
10919 W CAPITAL AVE
WOOD RIVER NE 68883

Bus Phone: 308-485-4115
Prv Phone:

Invoice Number: **601871**
Invoice Date: 11/27/2015
Location: 4
Work Order Number: 98376
Payment Type: Account
Page: 4 of 4

Make/Model:	Meter:	Serial Number:	Eq ID:	Fleet No:
JOHN DEERE 9530T	2943	1RW9530TCBP914689	BP914689	

Retail							
3750	FREIGHT		1.00	37.92	37.92	\$37.92	N

Labor: \$828.00	Parts: \$737.81	OL&M: \$0.00	Misc: \$37.92	Sub-Total: \$1,603.73
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INVOICE CONTAINS \$143.84 DISCOUNT

Miscellaneous Charges:

epa fees	\$2.00
service accessories	\$65.00

Customer PO No:

Tax Exempt No: FORM 13
Advisor: LEE LANDELL

*** DOCUMENT COPY ***

Labor:	\$2,243.30
Parts:	\$1,295.08
OL&M:	\$0.00
Misc:	\$108.92
Sales Tax:	\$0.00
Grand Total:	\$3,647.30

Find us on Facebook at www.facebook.com/GreenLineEquip

GREEN LINE

TERMS AND CONDITIONS

No FINANCE CHARGE is made on accounts if paid by the 10th of the month following purchase. I agree to pay a monthly periodic FINANCE CHARGE at the rate of 1.5% each month (18% per year) for any invoice not paid by the 10th of the following month. A 2% fee will be added to payments to open accounts with payment is made via credit card.

Restocking fee is 20% for parts returned more than 10 days past purchase date. Special order parts are not returnable. Electronic circuit boards are non-returnable if opened.

Received by: Date: