



# ROCKY MOUNTAIN EQUIPMENT

Rocky Mountain Equipment LP o/a Rocky Mountain Equipment

**BALZAC**  
260180 Writing Creek Crescent  
Rocky View County, AB T4A 0M9  
Tel: (403) 513-7000  
Fax: (403) 532-4706  
Toll Free: 1-855-763-1427

# INVOICE

Ship to:

C - PALLISER SALES  
JASON (403) 952-8973

Invoice to:

PALLISER SALES LTD (M.H)  
2008 BULLSHEAD RD  
DUNMORE AB T1B 0K9

Branch		
BALZAC		
Date	Time	Page
11/30/22	10:07:56 (O)	01
Account No.	Phone No.	Reference No.
HATAG001	4035263701	W56521
Ship Via	Purchase Order	
EST# 015728	EST# 015528	
	G.S.T. No.	
	79759 4660 RT0001	
Credit Card No.	Salesperson	
	J95	

## Description of Work and Parts

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS	Fold - - - -
154236	MAGNUM 180/L108	770	ZLRL02382			
	MAG180		JJAM0180ELRL02382			

SEGMENT# 1 5 05460 NA 09/06/22 09/09/22

FRONT DRIVE SHAFT

CORRECTION:

September 9/2022 - 05460

- Locate machine in yard and confirm serial number
- 770 engine hours
- 345 driveline hours
- Check fluids and start machine, let machine warm up, completed a walk around
- Front axle drive shaft is hanging out of the front axle, machine was difficult to move
- Had to drive the machine in reverse from where it was parked in the yard to the shop
- Swept shop floor and concrete pad in front of the shop door, machine dragged a lot of debris into the shop area
- Began disconnecting the loader attachment once the machine was parked in the shop
- Lowered stands on the loader arms
- Unlocked pins that retain the loader arms to the frame
- Rolled the loader off of the tractor with the hydraulics
- Shut machine off and relieved hydraulic pressure
- Disconnected both sets of hydraulic quick couplers
- Installed the hydraulic quick coupler caps
- Blocked wheels
- Disconnected batteries, turned key on in the cab to confirm energy has been isolated, it has
- Placed lockout tag on door handle
- Removed axle drain plug
- Almost no oil came out, axle was empty

CONTINUED ON PAGE 02

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- The oil that did come out (less than 1 L) was very black and burnt
- Examined particles on the drain plug
- Did not see any large chunks, lots of metallic material though
- Removed fender flares from the axle
- Used the crane to suspend and remove them from the axle once the bolts were removed
- Bolts on the LH side fender flare were installed with red locktite, had to heat the nut up and remove with an impact
- Used the crane to move the loader assembly forward and out of the way, will move it out of the shop later on
- Reinstalled axle drain plug
- Used air jack to raise the front of the machine off the ground, placed a piece of wood between the jack and the axle
- Placed two jack stands at the front of the machine
- The frame is resting on the jack stands
- Loosened the lug nuts on both wheels
- Slid the tire dolly under the LH tire
- Adjusted the dolly accordingly and used a pry bar to help slide the wheel off of the final drive
- Moved the tire with the dolly to the rear of the machine
- Lowered the tire onto the ground and leaned it up against the rear LH tire
- Used a ratchet strap to tie back the removed wheel, also placed a block underneath so the wheel cannot go anywhere
- Repeated the same procedure for the RH side
- Drained the RH side final drive, oil looks clean
- Relieved system hydraulic pressure for the front

CONTINUED ON PAGE 03

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suspension

- Turned the knobs clockwise to relieve the pressure on the valve
- Removed hoses and connections for suspension
- Removed hoses for diff lock
- Removed electrical connections
- Used colored zip ties on all hydraulic connections for reinstall
- Plugged and capped all fittings
- Began removing driveshaft bolts, was able to get all but the last two out due to damage
- Removed both planetary gear sets and inspected
- Both look fine
- Axle shaft/sun gear looks good on both sides as do the ring gear
- Covered both axle ends and placed buckets underneath to catch any oil that will drip over the weekend
- Cleaned work area and put tools away

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- Completed crane inspection
- Cut away damaged driveshaft guard, was in the way of removing the driveshaft
- Removed the driveshaft from the axle
- Removed the driveshaft from the drop box
- Removed the axle level height sensor bracket
- Unplugged the sensor from the harness
- Rigged the spreader bar to the crane
- Used a chain on either side of the bar and wrapped it around the axle
- Raised the crane to put tension on the chains

CONTINUED ON PAGE 04

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- Removed both front pin retaining bolts
- Used a bar and pryed both pins out, set the shims aside
- Greased the rear pins prior to removal
- Removed both rear pin retaining bolts
- Used a bar and pryed both pins out
- Axle was balanced with the pins removed, used the crane to lower it onto the ground
- Lowered the axle onto a pallet
- Unhooked the axle from the crane
- Used a pallet jack to drag the axle/pallet out from underneath the machine
- Re-rigged the axle to the crane
- Hoisted the axle up and lowered it onto blocking on the shop floor
- September 16/2022 - 05460
- Used a dead blow hammer to loosen the hub from the axle flange
- Set the hub on a pallet and covered it
- Used the crane and rigged to the axle flange/king pin assembly
- Loosened the lower king pin bolts
- Removed the sensor
- Loosened the bolts for the upper king pin and removed them
- Removed the shims
- Pried up on the king pin and removed it
- Used the crane to pull the assembly and axle shaft out of the axle housing
- Set the assembly on the pallet and put all the parts in a box

CONTINUED ON PAGE 05

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- Began removing the RH side final
- Removed the retaining plate and shims
- Removed ring gear
- Used a dead blow to loosen the hub and remove it from the axle assembly
- Repeated procedure for removing king pins
- Used the crane to slide the assembly and axle shaft out of the axle
- Set all parts on a pallet
- Used the crane to rotate the axle
- Removed the hoses for the steering cylinders on the axle
- Plugged and capped all lines
- Removed bolts for the carrier
- Carrier was stuck onto the axle housing
- Used a chisel and hammer to try and separate it from the housing
- Would not separate from the housing
- Hit the carrier with a large dead blow, it finally loosened
- Pried the carrier up and stuck blocks under it
- Put lifting eyes on it and used the crane to remove it from the axle
- Set the diff on a bench and inspected
- Found lots of metallic debris in the axle housing
- The diff/carrier is severely damaged and needs to be replaced, it is not repairable
- Looked up parts
- Cleaned up work area
- Put tools away

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CONTINUED ON PAGE 06

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- Cleared work area
- Brought the axle housing to the wash bay to be cleaned
- Organized new parts
- Looked up install procedures
- Cleaned steering knuckles
- Used the crane to hoist both knuckles onto a bench
- Removed old seals in RH steering knuckle
- Removed snap ring
- Removed bearing
- Cleaned and inspected bearing/seal area
- No issues found
- Installed bearing with install tool from the Magnum axle kit
- Installed new snap ring, confirmed it is fully seated
- Installed new seal with install tool
- Repeated procedure for LH steering knuckle
- Removed knuckles from the bench and put them back on a pallet
- Craned the axle housing from the wash bay to where the work is being done
- Set the axle on a bench, supported it with blocking and strapped it down
- Began removing axle housing seals
- Seals were very tight and difficult to remove
- Tried using a slide hammer, did not move the seals
- Tried pry bars and heel bars, didn't work
- Began chiseling away at the seal
- Had to heat the seal and the area it sits in with the torch
- Took time but eventually the seals were removed with a

CONTINUED ON PAGE 07

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large pry bar

- Removed bushings
- Cleaned and inspected areas, no issues found
- Installed both new bushings
- Installed both new seals with the install tool
- Cleaned mating surface on the axle housing
- Tapped all bolt holes for the differential
- Cleaned them out with brake clean and air after tapping to remove any silicone/loctite
- Cleaned and inspected differential hardware
- Cleaned work and put tools away

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- Used scotch brite to clean the hard to reach areas of the axle mating surface
- Wiped won with brake clean
- Inspected new differential and compared it to the damaged one, confirmed they are the same
- Made guide studs to help with the diff install
- Visited parts for Loctite 515
- Applied Loctite 515 around the mating surface on the axle housing
- Used the crane to hoist the new diff onto the guide studs
- Pushed the diff from the guide studs and on to the dowels on the axle housings
- Applied blue loctite to the bolts and started them all by hand
- All bolts were installed with washers
- Installed hose guard on the bottom diff bolt
- Tightened the bolts in a criss cross pattern and per instruction in eTIM

CONTINUED ON PAGE 08

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- Torqued the bolts to 114 ft lbs as per spec in eTIM, marked all bolts with a paint pen
  - Removed caps from the fittings on the steering cylinders and removed o-rings
  - Visited parts for o-rings
  - Installed new o-rings and installed hoses on the axle
  - Used brake clean and air to clean oil off the axle
  - Inspected new axle shafts for damage, none found
  - Installed the new axle shafts into the axle housing
  - Used crane to hoist LH steering knuckle onto a bench to clean king pin areas
  - Lower king pin on the LH knuckle was seized, needs to be removed to continue with install
  - Strapped the knuckle down to the bench so it could not move
  - Sprayed open and shut around the king pin
  - Hit the king pin with a dead blow, king pin eventually freed up and was removed
  - King pins are not getting greased
  - Pin areas were rusty, used a wire wheel to clean up the pin bores and mating surfaces
  - Wiped down and cleaned king pins and prepped for install
  - Repeated procedure for RH knuckle
  - Cleaned work area and put tools away
- October 18/2022 - 05460
- Used crane to slide LH side knuckle over the axle shaft
  - Added fresh grease to the king pin bores
  - Cleaned up king pin hardware
  - Installed the LH lower king pin and started the bolts
  - Inspected and measured shims

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- Installed the LH upper king pin with the shims and started the bolts
  - Snugged the bolts up and torqued them to 204 ft lbs as per spec in eTIM
  - Moved knuckle back and forth, feels good
  - Repeated the procedure for the RH side knuckle
  - After torqueing the king pins to spec, the knuckle was to tight
  - Loosened the bolts and torqued the bolts to 190 ft lbs instead of 204, spec is 184-204 ft lbs
  - Knuckle was still too tight
  - Removed the king pins and inspected them for issues, none found
  - Confirmed the upper and lower king pins were installed the correct locations
  - Determined that more shims are needed for the upper king pin
  - Visited parts to add shims to the estimate
  - Snugged the bolts back up to keep everything supported
  - Cleaned work area and organized parts
  - Put damaged/changed out parts in a box
  - Swept floor
- October 27/2022 - 05460
- Confirmed with parts that all parts needed were here
  - Set up work area
  - Installed shims needed for king pin
  - Torqued kingpin hardware to spec
  - Began reassembling LH hub
  - Removed old wheel seal
  - Cleaned housing and bearing

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	79759 4660 RT0001	
Credit Card No.	Salesperson	
	J95	

## Description of Work and Parts

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS	Fold - - - -
154236					
MAGNUM 180/L108	770	ZLRL02382			
MAG180		JJAM0180ELRL02382			
<ul style="list-style-type: none"> <li>- Reinstalled the bearing in the housing and applied fresh oil to it</li> <li>- Used shop tooling to install the wheel seal</li> <li>- Applied petroleum jelly to the inside diameter of the new wheel seal as per instruction in eTIM</li> <li>- Used shop tooling to drive bearing back onto the ring gear assembly</li> <li>- Cleaned bearing and ring gear assemblies, applied fresh oil to the bearing</li> <li>- Reinstalled the ring gear assembly in the hub</li> <li>- Used shop tooling to hold the ring gear in the hub</li> <li>- Used the crane to suspend the hub and slid it onto the spindle</li> <li>- Used shop tooling to pull the hub all the way onto the spindle</li> <li>- Installed shims and retaining plate for the hub</li> <li>- Torqued all bolts to 90 ft lbs as per spec in eTIM</li> <li>- Installed sun gear onto the axle shaft</li> <li>- Repeated procedure for RH side</li> <li>- Cleaned work area and put tools away</li> </ul>					
October 28/2022 - 05460					
<ul style="list-style-type: none"> <li>- Set up work area</li> <li>- Inspected crane before use</li> <li>- Cleaned both planetary gear assemblies</li> <li>- Cleaned up mating surfaces</li> <li>- Applied Loctite 515 on the mating surface of the hub</li> <li>- Used the crane to line up and install the assemblies</li> <li>- Lined up the assemblies with dowels on the hub and installed the bolts</li> <li>- Torqued all bolts to 83 ft lbs as per spec in eTIM</li> </ul>					

CONTINUED ON PAGE 11

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(signature)

(date)

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(date)



# ROCKY MOUNTAIN EQUIPMENT

Rocky Mountain Equipment LP o/a Rocky Mountain Equipment

**BALZAC**  
260180 Writing Creek Crescent  
Rocky View County, AB T4A 0M9  
Tel: (403) 513-7000  
Fax: (403) 532-4706  
Toll Free: 1-855-763-1427

# INVOICE

Ship to:

C - PALLISER SALES  
JASON (403) 952-8973

Invoice to:

PALLISER SALES LTD (M.H)  
2008 BULLSHEAD RD  
DUNMORE AB T1B 0K9

Branch		
BALZAC		
Date	Time	Page
11/30/22	10:07:56 (O)	11
Account No.	Phone No.	Reference No.
HATAG001	4035263701	W56521
Ship Via	Purchase Order	
EST# 015728	EST# 015528	
	G.S.T. No.	
	79759 4660 RT0001	
Credit Card No.	Salesperson	
	J95	

## Description of Work and Parts

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS	Fold - - - -
154236	MAGNUM 180/L108	770	ZLRL02382			
	MAG180		JJAM0180ELRL02382			

- Installed new o-rings on the fill plugs
- Used the crane to take the axle off the bench and set it on blocking on the floor
- Used the crane to suspend the axle saddle and place it over top of the axle
- Cleaned the saddle pin and bores
- Applied fresh grease to the pin and reinstalled it with the 3 shims needed
- Installed retaining pin with snap ring
- Installed pin cover with grease fittings
- Prepped pin bores and cylinder rod ends on the machine for axle install
- November 2/2022 - 05460
- Inspected crane
- Positioned axle underneath the machine
- Rigged crane to the axle
- Raised the rear of the axle into place
- Supported the front part of the axle with a floor jack
- Pinned rear part of the axle into place
- Installed retaining bolts and torqued them to spec, 280 ft lbs as per eTIM
- Removed rigging from the crane
- Re-rigged the crane to the axle housing
- Lifted the axle housing up and into place
- Loosened hydraulic connections on the cylinders to adjust the rods as needed
- Installed pin with spacers on LH side
- Installed retaining bolt and torqued to spec, 250 ft lbs as per eTIM
- One shim for the other front pin was missing when the

CONTINUED ON PAGE 12

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## Description of Work and Parts

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS	Fold - - - -
154236	MAGNUM 180/L108	770	ZLRL02382			
	MAG180		JJAM0180ELRL02382			

- machine arrived, it can be seen where the cylinder was rubbing into the axle housing
- Parts looking into availability/location of the part needed
  - Installed RH side pin with one shim temporarily
  - Installed retaining bolt
  - Cleaned and prepped driveshaft for reinstall
  - Installed new u-joint on the driveshaft
  - Slid the new driveshaft guard over the driveshaft and installed the driveshaft in place
  - Torqued all driveshaft hardware to spec, 45 ft lbs
  - Installed plastic clips in the drive shaft guard to keep it in place
  - Reconnected electrical connection for the AFS
  - Connected all hydraulic lines that were removed
  - Installed axle position mount sensor bracket
  - Reconnected sensor linkage and electrical connection
  - Tied up all electrical harnesses
  - Cleaned work area and put tools away
- November 3/2022 - 05460
- Visited parts for an update on the shim needed, part was found in USA and ordered in
  - Got oil needed for the axle housing and final drives
  - Added 18 liters of 85W-140 to the axle housing
  - Added 4.5 liters of 85W-140 to each final drive, 9 liters total
  - Cleaned work area/bay to prep for wheel install
- November 8/2022 - 05460
- Shim arrived, installed it with the pin
  - Used the crane to lift the wheels onto the hubs

CONTINUED ON PAGE 13

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## Description of Work and Parts

STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS	Fold - - - -
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	MAG180		JJAM0180ELRL02382			

- Installed lug nuts
- Hooked up the battery and installed cover
- Turned valves for suspension control solenoids from the service setting to the operating setting
- Removed the machine from the jack stands and lowered it to the ground
- Torqued lug nuts to spec, 315 ft lbs as per spec in the operators manual
- Checked final drive oil levels and axle level
- Axle was good
- Added 1 liter to each final drive
- Checked hydraulic oil level, level good
- Checked engine oil, level good
- Started machine
- Calibrated suspension, calibrated successfully
- Tried to calibrate wheel angle sensor
- Wheel angle sensor would not calibrate, made 3 attempts
- Looked up wheel angle sensor install procedure in eTIM
- Unplugged and removed the sensor
- Made a small adjustment to the rod portion of the cylinder
- Reinstalled the sensor and plugged the harness back in
- Started machine and ran calibration again
- Sensor calibrated successfully
- Reinstalled fender flare mounts on both sides
- Installed the flares to the mounts
- Ran machine outside and drove it around the yard
- Machine drives and operates good, no issues
- Parked machine and checked for leaks, none found
- Cleaned work area and put tools away

CONTINUED ON PAGE 14

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STK#/FLEET#		HRS	PIN/EIN	WARRANTY DATE	HRS	Fold - - -
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	MAG180		JJAM0180ELRL02382			
167268	O-RING			2	3.33	6.66
9992298	O-RING			4	1.84	7.36
					PARTS	14.02
					LABOR	3147.40
13000007					SEGMENT TOTAL==>	3161.42

SEGMENT# 2 5 05264 NA 09/06/22 09/12/22

APPRENTICE SHADOWING JOURNEYMAN  
Sep/22/22 (05264)

lifted tractor, put on stands, released track tension,  
cleaned buckets, cleaned up work area.

Drained hydraulic tank, removed bottom cover, removes  
screens, cleaned metal shavings out of tank, cleaned  
screens, installed new screens, installed new filter,  
ordered

					LABOR	.01
13000007					SEGMENT TOTAL==>	.01

SEGMENT# 3 5 05460 NA 09/28/22 09/28/22

LH & RH AXEL SHAFTS WITH SEALS, BUSHINGS AND BEARINGS 26.00 26.00

Parts:  
Shafts are 7-10 days (\$512.40 to rush 2-3 days)

Seals, bushings & bearings 2-3 Days

FREIGHT	FREIGHT	4		65.75		263.00
OIL1	ENVIRO OIL LTR	38		.10		3.80
ST202	BEARING, BALL	2	N	63.26		126.52
370021	SNAP RING	2	N	20.44		40.88
47492059	KIT, SHIMS	1	N	66.01		66.01
73344317	OIL HYDRAULIC	2		214.50		429.00
84355363	SPIDER	1		373.53		373.53

CONTINUED ON PAGE 15

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154236	MAGNUM 180/L108	770	ZLRL02382			
	MAG180		JJAM0180ELRL02382			
84397071	SEAL			2 N 161.60		323.20
84411553	BUSHING			2 N 50.66		101.32
84415814	SHAFT			1 N 1945.00		1945.00
84415815	SHAFT			1 N 1750.00		1750.00
84416409	SEAL			2 N 98.44		196.88
84570896	SHIELD			1 N 367.20		367.20
84588426	NUT			2 N 11.58		23.16
86508618	BOLT			8 S 3.48		27.84
87390178	SEAL			1 261.34		261.34
87390190	KIT			1 N 477.38		477.38
87673	PIN, SPLIT			2 N .71		1.42
87696368	SPACER			1 N 44.32		44.32
				PARTS		6821.80
				LABOR		4160.00
13000007				SEGMENT TOTAL==>		10981.80

SEGMENT# 4 5 05460 NA	09/28/22 09/28/22					
DIFFERENTIAL CARRIER ASSEMBLY				26.00		26.00
Parts:						
Will require \$880 freight						
51518477 - Available in depot. Made to order						
CUSTDIS	CUSTOMER DISC			1 - 1379.12		1379.12 -
FREIGHT	FREIGHT			1 880.00		880.00
51518477	PINION			1 N 6075.40		6075.40
				PARTS		5576.28
				LABOR		4160.00
13000007				SEGMENT TOTAL==>		9736.28

SEGMENT# 5 5 05460 NA 09/06/22 11/04/22  
SUBLET TO STRYKER TRUCKING TO HAUL IN MAG 180

CONTINUED ON PAGE 16

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Account No. HATAG001	Phone No. 4035263701	Reference No. W56521
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154236	MAGNUM 180/L108 MAG180	770	ZLRL02382 JJAM0180ELRL02382			
***** TECHNICIANS COMMENTS *****						
* * * * *						
*PO# B017492 * * * * *						
*INV# 3759 * * * * *						
* * * * *						
*****						

SEGMENT# 6 5 05460 NA 09/06/22  
NON WARRANTABLE CLAIM DUE TO LACK OF MAINTENANCE

***** WORK ORDER TOTALS *****	
PARTS	12412.10
LABOR	11467.41
DISPOSAL FEE	247.41
SHOP SUPPLIES	352.59
TRUCKING	1350.00
SUB TOTAL==>	25829.51
GST 797594660	1291.48
TOTAL CHARGE	27120.99

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