

RansomeGiles & Ransome
Ransome Engine
Ransome Rents

(Divisions of Giles & Ransome, Inc.)

Ransome Engine
Hammononton, NJ
(609) 561-5267Corporate Office
Bensalem, PA 19020
(215) 639-4300**INVOICE**

Invoice Number: WO 1718017	Date: 05-30-09	Customer No: 1189158	Page 1
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Sold To:COLONIAL PIPELINE COMPANY
ATTN: ENERGY MANAGEMENT
VN: 19058
P.O. BOX 1624
ALPHARETTA, GA 30009**Invoice Information**WO Number:
WO Date:Store:
Payment T
P/O Number:
Ship Via:Make: AA
Model: G3616
Serial: 04CG00055Id No: A8516
Cust Unit:
Meter: 62191.0**Invoice Summary**

Parts:	4,453.28
Labor:	0.00
Misc.:	429.59
Repair Option:	380,000.00
Taxes:	26,941.80
Invoice Total:	411,824.67

Amount Due: 411,824.67

TERMS: Net 30 days from date of invoice. A service charge of 1.5% per month (18% per annum) will be posted directly to your monthly statement if payment is not received within terms. Parts returned cannot be accepted without prior authorization and handling charges. Claim for error or damages must be made within 5 days. No returns accepted without invoice number.

To ensure proper credit, please detach this portion and return with remittance.

Please Remit To:Giles & Ransome, Inc.
P.O. Box 828735
Philadelphia, PA 19182-8735Customer Number: 1189158
Invoice Number: WO 1718017
Invoice Date: 05-30-09COLONIAL PIPELINE COMPANY
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ALPHARETTA, GA 30009**Amount Due:****\$411,824.67****Amount Enclosed:**

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DID YOU KNOW THAT RANSOME CAT IS A PERKINS MASTER DISTRIBUTOR, KNOWN AS PERKINS POWER NORTHEAST, WITH OPERATIONS IN OUR REP FACILITY IN HAMMONTON.

PERKINS ENGINES ARE USED IN MANY APPLICATIONS, SOME EXAMPLES SUCH AS, CHIPPERS, SWEEPERS, FORK-LIFTS, GENERATORS, LIGHT TOWERS, MARINE, AND ARIAL LIFTS ARE AMONG A FEW TYPES OF EQUIPMENT WHERE PERKINS POWER IS USED BY OEMS. IF IT IS NON CAT AND POWERED BY PERKINS, WE CAN HELP KEEP YOU UP & RUNNING. PLEASE CONTACT 800-234-7660 FOR YOUR PERKINS PARTS, SERVICE, WARRANTY REPAIRS, NEW AND REMANUFACTURED ENGINES.

OVERHAUL ENGINE

CUSTOMER COMPLAINT: OVERHAUL ENGINE

REPAIR PROCESS COMMENTS:

PICKED UP TOOLING AND ADDITIONAL PARTS IN HAMMONTON, DELIVERED TO COLONIAL PIPELINE CO. UNLOADED PARTS AND TOOLING. PUT ALL PARTS IN TRAILER

REPAIR PROCESS COMMENTS:

TODAY THE ENGINE WAS LOCKED OUT OF SERVICE. THE OIL AND COOLANT WAS DRAINED. REMOVED EXHAUST INSULATION, REMOVED EXHAUST SYSTEM, REMOVED VALVE COVERS, REMOVED VALVE COVER BASES, REMOVED ALL ROCKER ARMS ASSEMBLIES, REMOVED GAS IMISSION VALVES, REMOVED ALL SPARK PLUGS, REMOVED ALL PRECHAMBERS, REMOVED ALL COILS, REMOVED ALL IGNITION MODULES, REMOVED ALL GAS PIPING TO HEADS, REMOVED ALL NEEDLE VALVES, REMOVED ALL WATER MANIFOLDS. CLEANED AND SECURED ENCLOSURE,

REPAIR PROCESS COMMENTS:

TODAY WE HAVE THE CATALYST READY TO BE REMOVED. THE CRANE SERVICE DID NOT ARRIVE TODAY TO PERFORM THE LIFT, BUT WILL BE ON SITE TOMORROW BY 7:00AM. WE ASSEMBLED THE HYDRAULIC TOOLING TO REMOVE THE CYLINDER HEADS, ONCE HYDRAULIC PRESSURE WAS APPLIED ALL OF THE CYLINDERS LEAKED FLUID SEVERLY. I CALLED JOE MASON TO HAVE NEW TOOLS ORDERED. THREE OF THE FOUR NEW CYLINDERS WILL BE AVAILABLE TOMORROW AFTERNOON. WE THEN REMOVED THE AFTERCOOLER CORE AND ALL OF THE UPPER AND LOWER HOUSINGS. THE CORES WERE PLACED ON PALLETS AND LOADED INTO BRENDANS SERVICE TRUCK. ALL OF THE LIFTER BANKS WERE REMOVED FOR INSPECTION AND SET ASIDE. THE GEAR OIL WAS DRAINED. THE SITE WAS CLEANED AND SECURED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY THE CRAND ARRIVED AT 7:00 AM, WE RIGGED AND REMOVED THE CATALYST, WE THEN REINSTALLED THE COVER ON THE EXHAUST STACK TO PREVENT CONTAMINATION. THE CATALYST WAS THEN TAKEN TO THE HAMMONTON SHOP AND SHIPPED TO BE CLEANED AND TESTED. WE THEN CLEANED MOST OF THE COMPONENTS REMOVED FROM THE ENGINE. BRENDAN RETURNED WITH THE NEW HYDRAULIC CYLINDERS TO REMOVE THE CYLINDER HEADS. I ASSEMBLED THE NEW CYLINDERS AND INSTALLED THEM ON THE HEADS AND BEGAN TO STRETCH THE HEAD STUDS AND REMOVED THE NUTS. ALL PRECHAMBER ASSEMBLIES WERE SAND BLASTED AND WASHED OUT. ALL OF THE CLEANED PARTS WERE SET ASIDE AND COVERED. THE SITE WAS CLEANED AND

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SECURED FOR THE NIGHT. PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY DAN AND MYSELF REMOVED ALL 12 SPECIFIED CYLINDER HEADS FROM THE ENGINE, ALL HEADS WERE PLACED ON PALLETTS AND TAKEN OUTSIDE AND COVERED. BRENDAN HELICOILED ALL VALVE COVERS DUE TO DAMAGED THREADS AND CLEANED PARTS. PAUL CLEANED PARTS AND REMOVED THE SIDE COVERS FROM THE RIGHT BANK, WE HAD TO REMOVE THE CAT WALK FROM THE BASE IN ORDER TO ACCESS THE BOTTOM END OF THE ENGINE. PAUL ALSO ASSISTED WITH THE CYLINDER HEADS FORM TIME TO TIME. CYLINDER NUMBER 5 HAS HEAVY WATER STAINING ON THE CYLINDER WALLS THE CYLINDER LINER MUST BE REPLACED, A ALL CYLINDER HEAD VALVE GUIDES ARE LEAKING OIL ON THE VALVE STEMS AND VALVE HEADS. I RECOMMEND TO REPLACE THE 4 REMAING HEADS DUE TO THE LEAKING VALVE GUIDES AS THIS COULD RESULT IN AN EMISSIONS PROBLEM. THE RIGHT BANK TURBO IS LEAKING OIL AS THERE IS EVIDENCE OF THE OIL INSIDE THE AIR INLET HORN. THE SITE WAS CLEANED AND ORGANIZED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY WE REMOVED PISTON NUMBERS 1,5,9, AND 14, AS PER THE CUSTOMER'S REQUEST. CYLINDER NUMBER 5 HAS WATER ETCHING POSSIBLY FROM A LEAKING PRECHAMBER. ALL OTHER CYLINDERS ARE GLAZED AND HAVE HEAVY OIL DEPOSITS ON THE CROWN AREA OF THE PISTON. ALL FOUR CYLINDERS SHOULD BE REPLACED. ALL PISTONS WERE SET ASIDE. WE ALSO INSPECTED THE OIL PUMP AND FOUND IT TO BE IN GOOD CONDITION. THE JACKET WATER AND AFTERCOOLER THERMOSTATS WERE REMOVED AND THE COMPONENTS CLEANED AND PREPPED FOR REASSEMBLY. BRENDAN CHANGED THE GEAR OIL, PERFORMED THE MAINTENANCE ON THE AIR COMPRESSOR, AND BEGAN THE MAINTENANCE ON THE ENCLOSURE FAN. THE BELTS ON THE ENCLOSURE FAN MUST BE REPLACED. BRENDAN ORDERED THE NEW BELTS WITH CARL. THE MOTOR AND BEARINGS WERE GREASED. THE SITE WAS CLEANED AND ORGANIZED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY WE REMOVED NUMBER THREE MAIN BEARING ASSEMBLY, THE BEARING IS WORN THROUGH FIVE LAYERS OF MATERIAL, THIS IS SIGNIFIGNAT WEAR AND IT IS RECOMENDED THAT ALL MAIN BEARINGS BE REPLACED. WE THEN BEGAN TO REMOVE THE FOUR REMAINING CYLINDER HEADS AS THE CUSTOMER APPROVED THE REPLACEMENT OF THE REMAINING HEADS. BRENDAN PRESSURE WASHED THE ENCLOSURE FAN AND ALL PANELS REMOVED FROM THE INSIDE OF THE FAN HOUSING. DAN CONTINUED WITH THE AFTERCOOLER THERMOSTATS AS WELL AS ORGNAIZING THE NEW PARTS AND ASSISTING WITH THE MAIN BEARINGS. THE SITE WAS CLEANED AND ORGANIZED FOR THE NIGHT. PERFORMED SERVICE REPORT. LOOKED UP PARTS NEEDED FOR THE MAIN BEARINGS AND CYLINDER LINERS.

REPAIR PROCESS COMMENTS:

TODAY WE REMOVED THE FOUR REMAINING CYLINDER HEADS AND MOVED THEM OUTSIDE. THE FOUR CYLINDER LINERS 1,4,9, & 14 WERE REMOVED AS THEY WILL BE REPLACED. WE THEN BEGAN TO CLEAN THE CYLINDER BLOCK. BRENDAN RETURNED FROM HAMMONTON WITH PARTS AND SUPPLIES FOR THE JOB. I THEN HAD BRENDAN DISASSEMBLE THE EXHAUST MANIFOLDS AND BELLOWES

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ASSEMBLIES TO CLEAN AND PREP THEM FOR REASSEMBLY. PAUL ASSISTED WITH THE HEAD AND CYLINDER LINERS AND THEN INSTALLED HELICOILS INTO THE CONTROL MODULE ASSEMBLIES. WE THEN CLEANED AND ORGANIZED THE SITE. PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY THE CYLINDER BLOCK WAS CLEANED AND FLUSHED. THE INTAKE AIR BOX WAS FLUSHED AND CLEANED. THE JACKET WATER REGULATORS AND THE AFTERCOOLER REGULATORS WERE INSTALLED AND COMPLETED. THE ENCLOSURE FAN WAS COMPLETED AND TESTED, THE FAN OPERATION IS OK. ALL EXHAUST MANIFOLD SECTIONS WERE DISSASSEMBLED CLEANED AND PREPPED FOR INSTALLATION, THREE MANIFOLDS ARE LEFT TO BE CLEANED. I BEGAN TO INSTALL THE CONNECTING ROD BEARINGS AND FOUND THE ORIGINAL NUMBERS DID NOT MATCH THE NEW NUMBER. THE PART NUMBER ORDERED WAS OBTAINED DIRECTLY FROM SIS WEB I LOOKED UP THE ORIGINAL NUMBER REMOVED FROM THE ENGINE AND IT WAS UPDATED TO A NEW NUMBER DIFFERENT FROM THE NUMBER INDICATED IN SIS WEB. I REORDERED THE NEW NUMBER WITH CARL. THE MAIN BEARING NUMBER ORDERED IS CORRECT AS COMPARED TO THE ORIGINAL BEARING REMOVED. I PLACED ALL PARTS THAT NEEDED TO BE RETURNED IN A SKID BOX AND A RETURN LIST WAS MADE. THE ENCLOSURE WAS CLEANED AND ORGANIZED. PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY WE INSTALLED THE REAR LOWER AFTERCOOLER HOUSING. THE HOUSING HAD TO BE RIGGED INTO PLACE ALL NEW GASKETS WERE INSTALLED AND THE HOUSING WAS BOLTED INTO PLACE. BRENDAN PICKED UP 10 OF THE NEW CONNECTING ROD BEARINGS AS WELL AS ONE OF THE CLYINDER LINER ASSEMBLIES, SEALS AND GASKETS. PAUL CONTINUED WITH THE EXHAUST MANIFOLDS. ONCE BRENDAN ARRIVED WITH THE PARTS PAUL AND I BEGAN TO INSTALL THE CONNECTING ROD BEARINGS, DAN PREPPED THE PISTONS FOR INSTALLATION AS WELL AS THE ONE NEW LINER. BRENDAN COMPLETED THE EXHAUST MANIFOLDS. THE SITE WAS THEN CLEANED AND ORGANIZED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY WE INSTALLED THE NEW CONNECTING ROD BEARINGS. THE FOUR NEW CYLINDER LINERS WERE PREPPED AND INSTALLED. PISTONS 1, 5, 9 & 14 WERE CLEANED, RERUNG AND INSTALLED. PAUL AND I INSTALLED THE CONNECTING ROD BEARINGS. BRENDAN PICKED UP PARTS IN THE MORNING IN HAMMONTON, ALL PARTS WERE UNLOADED AT THE SITE. BRENDAN THEN ASSISTED DAN TO RERING THE PISTONS AND INSTALL THE NEW CYLINDER LINERS. ALL LINERS WERE UNPACKED AND CLEANED. ALL BEARINGS WERE COATED WITH A 50/50 MIXTURE OF ENGINE OIL AND STP AS SUGGESTED BY CAT DSN. PAUL, BRENDAN, AND I THEN ORGANIZED THE SITE AND CLEANED THE ENCLOSURE. THE ENGINE WAS COVERED TO PROTECT THE CYLINDERS. PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY I INSTALLED THE LAST TWO PISTONS. WE THEN BEGAN TO INSTALL THE MAIN BEARINGS. DAN RESEALED AND INSTALLED THE CAMSHAFT COVERS FOR THE LEFT BANK, THEN PREPPED MOST OF THE NEW CYLINDER HEADS FOR INSTALLATION AND PACKED THE CORES. BRENDAN

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PICKED UP PARTS IN HAMMONTON IN THE BEFORE
ARRIVING AT THE SITE. THE SITE WS THEN CLEANED
AND SECURED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY WE CONTINUED WITH THE MAIN BEARING
INSTALLATION. MAIN BEARING BEARING CAP WOULD NOT
DROP FROM THE BLOCK. WE INSTALLED EXTENSIONS ON
THE TOOLING TO INCREASE THE LEVERAGE TO REMOVE
THE CAP, BUT IT WOULD STILL NOT DROP, I THEN
INSTRUCTED PAUL TO REINSTALL AND TORQUE THE NUTS
AND MOVE ONTO ANOTHER MAIN BEARING UNTIL WE
DECIDE ON HOW TO REMOVE NUMBER ONE MAIN BEARING.
BRENDAN AND I INSTALLED ALL OF THE LIFTER
ASSEMBLIES AND TORQUED THEM TO SPEC. WE ALSO
PREPPED THE CYLINDER BLOCK FOR CYLINDERS 12,14,16
AND INSTALLED THE CYLINDER HEADS. THE SITE WAS
THEN CLEANED AND ORGANIZED FOR THE NIGHT.
PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY WE CONTINUED WITH THE OVERHAUL INSTALLING
THE CYLINDER HEADS ON THE LEFT BANK AND PREPPING
THE REMAINING HEADS FOR INSTALLATION. ALL NEW
CYLINDER HEAD STUDS WERE INSTALLED AS THE
ORIGINAL STUDS WERE ALREADY STRETCHED TWO
TIMES. ALL STUDS WERE TORQUED TO SPEC, 75 FT
LBS. ALL NEW COMBUSTION RINGS WERE INSTALLED AS
WEL AS NEW SEALS AND GASKETS. CLEANED SITE.

REPAIR PROCESS COMMENTS:

TODAY WE CONTINUED WITH THE OVERHAUL, BRENDAN
PICKED UP THE AFTERCOOLER CORES FROM HAMMONTON, I
INSPECTED THE CORES AND FOUND THE CORES TO BE
PAINTED AND THE SEAL AROUND THE CORES TO SEAL OFF
THE BOOST PRESSURE WAS FALLING OFF OF THE FLANGE.
WE HAD TO CLEAN OFF THE CORES AND REMOVE ALL OF
THE SILICONE SEALER. ONCE WE HAD THE CORES
CLEANED WE THEN APPLIED NEW SEALANT AND LET IT
CURE. THE CORES WERE THEN INSTALLED WITH NEW
SEALS AND GASKETS. I ALSO RESEALED AND
REINSTALLED THE CAMSHAFT COVERS. THERE IS ONLY
1.5 MAIN BEARINGS TO BE INSTALLED. THE SITE WAS
THEN CLEANED AND SECURED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY WE CONTINUED WITH THE OVERHAUL ALL BUT THREE
OF THE CYLINDER HEADS WERE INSTALLED. ALL OF THE
BLOCK DECKS WERE RECLEANED AND PREPPED FOR
INSTALLATION OF THE CYLINDER HEADS. ALL OF THE
MAIN BEARINGS WERE COMPLETED AND TORQUED TO
SPECIFICATIONS. ALL CYLINDER BLOCK SADDLE BOLTS
WERE ALSO TORQUED TO SPEC. THE SITE WAS CLEANED
AND ORGANIZED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY THE OIL PAN WAS THOROUGHLY CLEANED AND
FLUSHED OUT. THE SIDE COVERS WERE RESEALED AND
INSTALLED. THE COVERS WILL BE REMOVED ONCE THE
COOLING SYSTEM IS FILLED IN ORDER TO INSPECT FOR
INTERNAL LEAKS. THE LAST THREE CYLINDER HEADS
WERE INSTALLED BUT NOT YET TORQUED AS WE HAD
PROBLEMS WITH THE HYDRAULIC CYLINDERS USED TO
STRETCH THE BOLTS. I ORDERED TWO MORE CYLINDERS.
WE THEN RESEALED AND INSTALLED THE PRECHAMBERS TO

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SPEC. SPARK PLUG ADAPTES WERE RESEALED AND INSTALLED, ALL IGINTION MODULES WERE RESEALED AND REINSTALLED. ALL CYLINDER HEAD NUTS AND WASHERS WERE INSTALLED. THE SITE WAS CLEANED AND SECURED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY BRENDAN PICKED UP THE NEW CYLINDER TO TORQUE THE HEADS. ALL CYLINDER HEADS WERE TORQUED TO SPEC. WE THEN INSTALLED THE NEW COMBUSTION PROBES, SPARK PLUGS, EXTENSIONS, AND CONNECTORS. WE INSPECTED ALL OF THE IGNITION COILS AND 12 OF THE 16 WERE BAD, MOST OF THEM WERE SEVERLY ARCED AND SOME WERE CRACKED AND STARTING TO MELT. I CALLED JAKE AND RECIEVED PERMISSION TO ORDER AND REPLACE ALL OF THE IGNITION COILS. ALL COILS WERE ORDERED AS WELLLL AS NEW MOUNTING BOLTS. THE SITE WAS THEN CLEANED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY PAUL AND I INSTALLED THE GAS ADMISSION VALVES ON THE RIGHT BANK, THE ROCKER SHAFT STANDS, THE ROCKER ASSEMBLIES, ALL WERE TORQUED TO SPEC. BOTH STARTER MOTORS WERE INSTALLED AND ALL AIR LINES WERE INSTALLED. THE AFTERCOOLER PIPING WAS RESEALED AND INSTALLED, ALL BOLTS WERE TORQUED TO SPEC. WE THEN BEGAN TO INSTALL THE EXHAUST MANIFOLDS ASSEMBLIES WITH NEW BOLTS AND GASKETS. THE SITE WAS CLEANED AND SECURED FOR THE NIGHT.

REPAIR PROCESS COMMENTS:

TODAY WE INSTALLED THE EXHAUST MANIFOLDS WITH ALL NEW GASKETS AND SEALS AND TORQUED THEM TO SPEC. THE GAS EMISSIONS VALVES WERE RESEALED AND INSTALLED ON THE LEFT BANK, AS WELL AS THE VALVE BRIDGES AND ROCKER ARMS. WE REPLACED THE NEEDLE VALVES ON THE RIGHT BANK WITH ALL NEW SEALS AND GASKETS. WE THEN INSTALLED THE LINES AND FITTINGS TO EACH CYLINDER HEAD. SIX OF THE NEW COILS WERE INSTALLED ON THE RIGHT BANK, THE REMAINDER OF THE NEW COILS WERE BACK ORDERED AND WILL BE IN IN THE MOIRNING. THE SITE WAS THEN CLEANED AND SECURED FOR THE NIGHT. PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY WE TORQUED THE EXHAUST MANIFOLDS TO SPEC. THE GAS VALVES, ROCKER ARMS, BRIDGES, AND VALVE COVER BASES WERE INSTALLED ON THE LEFT BANK. ALL OF THE IGNITION COILS WERE INSTALLED AS WELL AS THE IGNITION WIRES. ALL OF THE WATER MANIFOLDS WERE RESEALED, INSTALLED AND TORQUED TO SPEC. THE COOLING SYSTEM WAS FILLED WITH WATER. THERE WERE TWO BLEED LINES LEAKING, WE REPLACED THE LINES WITH TEMPORARY LINES ON SITE. THE COOLING SYSTEM WAS FILLED AND BLED. THE JACKET WATER HEATER AND PUMP WAS TURNED ON. I THEN TURNED THE ENGINE OVER TO CYLINDER NUMBER ONE TDC FOR THE VALVE ADJUSTMENT. THE SITE WAS CLEANED AND SECURED FOR THE NIGHT. PERFORMED SERVICE REPORT.

REPAIR PROCESS COMMENTS:

TODAY WE REMOVED THE SIDE COVERS TO INSPECT THE BASE FOR WATER LEAKS. THE BASE WAS CLEAN THERE WERE NO WATER LEAKS IN THE BASE. THE SIDE COVERS WERE REINSTALLED AND THE ENGINE WAS FILLED WITH

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OIL AND THE FILTERS WERE REPLACED. THE VALVE ADJUSTMENT WAS COMPLETED AND THE VALVE COVERS WERE INSTALLED. THE CATALYST WAS RIGGED AND INSTALLED. NEW GASKETS WERE FABRICATED FOR THE COVER PLATE AND THE COVER PLATE WAS INSTALLED. THE RADIATOR FANS WERE SERVICED THE BELTS ARE IN GOOD SHAPE AND THE BEARINGS ARE ALSO OK AT THIS TIME. THE CRANKCASE BREATHERS WERE REPLACED WITH NEW BREATHERS AND CLAMPS. THE EXHAUST INSULATION WAS REINSTALLED AND TIED WITH NEW WIRE. THE SITE WAS CLEANED AND SECURED FOR THE NIGHT. PERFORMED SERVICE REPORT.

16	OR-9711		ARM AS-V ROC	N	
16			CORE DEPOSIT	N	
16	OR-9711		ARM AS-V ROC	N	
16			CORE RETURN	N	
1	OR-9853		MOTOR GP	S	
1			CORE DEPOSIT	S	
64	OS-1587		CAP SCREW	S	
16	OS-1588		CAP SCREW	S	
56	OS-1591		CAP SCREW	S	
16	OS-1594		CAP SCREW	S	
48	OS-1618		CAP SCREW	S	
3	1P-0808		CARTRIDGE G	S	
13	1S-5772		GASKET	S	
36	1U-5516		DISC	S	
1	1U-5518		SHAFT	S	
2	1U-5519		PAD-DISC	S	
3	1U-8846		GASKET MAKER	S	
8	1W-0098		BOLT	N	
1	1W-2361		NUT	N	
240	2N-2766		LOCK NUT	S	
2	2R-6806		CONNECTOR	S	
2	2W-4054		SEAL	N	
2	2W-4766		GASKET	N	
2	2W-5023		GASKET	S	
1	3E-5239		RELAY A	S	
1	3E-5239		RELAY A	S	
1	3E-6751		SEAL	N	
16	3P-0647		SEAL-O-RING	S	
2	3P-0654		SEAL-O-RING	S	
22	3P-0655		SEAL-O-RING	S	
8	3P-0657		SEAL-O-RING	S	
1	3S-2093		TIE	S	
1	3S-2093		TIE	S	
16	3S-9643		SEAL	S	
1	4C-5593		ANTI-SEIZE	S	
3	4C-6796		MINERAL SPIR	S	
8	4C-8420		INSERT	S	
8	4C-8421		INSERT	N	
8	4C-8630		BRUSH FLAP	S	
4	4C-8638		DISC GRIND	N	
1	4C-9612		SEALANT	S	
2	4P-0340		GASKET	N	
1	4P-7581		CLIP	S	
1	4P-7581		CLIP	S	
4	4P-8958		RING	N	
8	4W-3027		BREATHAER A	S	
4	4W-3034		CLAMP	S	
2	5H-2471		CEMENT	S	
4	5H-8848		RING	S	
20	5M-2894		WASHER	S	
2	5P-0537		WASHER	S	
2	5P-0537		WASHER	S	
2	5P-3413		COMP PIPE	S	

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30	5P-6025		M WIRE STK	S	
16	5P-7815		SEAL-O-RING	S	
64	5P-8245		WASHER-HARD	S	
1	5P-8249		WASHER	S	
1	5P-8872		SEAL O RING	S	
16	5P-9297		CLIP	S	
3	5P-9709		DISC	S	
25	6I-4545		SEAL O RING	S	
8	6I-4950		REGULATOR	S	
16	6K-8179		CLIP	N	
5	6V-0185		DISC	N	
12	6V-3250		SEAL O RING	S	
8	6V-3908		SEAL-O-RING	S	
1	6V-4876		LUBRICANT	S	
2	6V-5051		SEAL-O-RING	S	
6	6V-5066		SEAL-O-RING	S	
3	6V-5095		SEAL	N	
2	6V-5102		SEAL	S	
8	6V-5139		SEAL	S	
6	6V-5504		SEAL O RING	S	
1	6V-7702		SEAL	S	
2	6V-8185		NUT	S	
2-	6V-8185		NUT	S	
4	7C-0109		GASKET	N	
4	7C-7886		RING	N	
16	7E-1630		GASKET	S	
16	7E-3056		HARNES AS	N	
1	7E-3222		MOUNT	S	
1-	7E-3222		MOUNT	S	
4	7E-8215		RING	N	
2	7E-8362		TUBE AS	N	
12	7K-1181		TIE	S	
243	7L-6443		BOLT	S	
2	7W-3270		GASKET	S	
12	7W-3688		GASKET	S	
2	7W-6619		CONNECTOR A	N	
2	8H-8580		SCRAPER	N	
3	8L-2786		O RING	S	
4	8N-8451		GASKET	S	
4	8N-8452		GASKET	S	
2	8S-1601		SOCKET	N	
16	8T-0098		SEAL	N	
1	8T-3282		WASHER	S	
2	8T-4200		BOLT	S	
2	8T-4988		CLAMP	S	
12	8T-7752		PAD-HAND	S	
2	8T-7768		MANDREL	S	
8	8T-7769		WHEEL	S	
2	8T-9022		GSK SILICONE	S	
48	9M-1974		WASHER	S	
16	9S-8752		NUT	S	
10	10R-1495		HEAD GP CYL	N	
10			CORE DEPOSIT	N	
2	10R-1495		HEAD GP CYL	N	
2			CORE DEPOSIT	N	
2	10R-1495		HEAD GP CYL	N	
2			CORE DEPOSIT	N	
4-			CORE RETURN	N	
4-			CORE RETURN	N	
4-			CORE RETURN	N	
4-			CORE RETURN	N	
2	10R-1495		HEAD GP CYL	N	
2			CORE DEPOSIT	N	
4	105-9741		ELEMENT AS	S	
16	118-2735		VALVE	N	
8	121-3874		GASKET	N	

CONTINUED

Ransome



Giles & Ransome
Ransome Engine
Ransome Rents

(Divisions of Giles & Ransome, Inc.)

Ransome Engine
Hammonton, NJ
(609) 661-6267

Corporate Office
Bensalem, PA 19020
(215) 639-4300

INVOICE

Invoice Number: WO 1718017

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Quantity	Item	N/R	Description	Unit Price	Extended Price
16	124-4290		SENSOR GP	N	
8	125-3345		REGULATOR	N	
32	125-5356		DISC-INSULAT	N	
1	134-0932		DRIVER-MAIN	N	
8	135-6950		SEAL-O-RING	S	
16	136-4605		EXTENSION AS	S	
16	143-2878		GASKET-COMB	N	
2	144-3393		HAND WIPE BK	S	
9	150-1248		DISC-SURFACE	S	
1	155-0695		THREAD LOCK	S	
1	155-0695		THREAD LOCK	S	
16	159-3219		SENSOR-COMB	S	
16	171-1496		GASKET KIT	N	
6	179-1502		ELEMENT A	S	
64	185-3545		PROTECTOR-ST	N	
64	187-0450		STUD-TAPERLO	N	
16	188-4926		CONNECTOR AS	S	
16	188-4927		WIRE AS	N	
3	190-9792		DUCT TAPE	S	
4	192-7870		BEARING-CONN	N	
16	194-8518		PLUG-SPARK	S	
64	205-0640		NUT	N	
16	207-4509		EXTENSION AS	N	
2	214-7568		SEAL-O RING	S	
2	222-3115		OIL-PENETRAT	S	
36	222-3117		CLEANER-BRAK	S	
8	225-5083		OIL-NGEO	S	
16	227-2902		BEARING	N	
1	239-1086		DISPENSER-TO	S	
16	253-0857		VALVE AS-CHE	S	
4	259-7008		GLOVES	S	
1	261-0115		MAT ABSORBEN	S	
2	266-9682		COMPOUND WHI	S	
8	267-6532		TOWELS	S	
11	267-6536		TOWEL	S	
5	276-0492		GLOVE UTILIT	S	
1	309-6931		OIL HYDRO 10	S	
2	JB80		PENETRAT OIL	S	

F/R ALL 326000.00 *

SEGMENT 02 TOTAL 326000.00 T

REMOVE & INSTALL CYLINDER LINER

REPAIR PROCESS COMMENTS

CYLINDER LINERS 1,4,9,& 14 WERE REMOVED AND
REPLACED PER RECOMMENDATIONS

5	6V-3602	SEAL-O-RING	S
4	7C-5044	LINER CYL	N
15	8T-9047	SEAL O RING	N

F/R ALL 15500.00 *

SEGMENT 03 TOTAL 15500.00 T

REMOVE & INSTALL CYLINDER HEAD ASSEMBLY

REPAIR PROCESS COMMENTS:

INSTALLED THE ADDITIONAL CYLINDER HEADS PER
RECOMMENDATIONS.

4	10R-1495	HEAD GP CYL	N
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CONTINUED

Ransome



Giles & Ransome
Ransome Engine
Ransome Rents

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Ransome Engine
Hammondon, NJ
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Quantity	Item	M/R	Description	Unit Price	Extended Price
4	10R-1495		CORE DEPOSIT	N	
4-	10R-1495		CORE RETURN	N	
F/R ALL					25000.00 *
SEGMENT 04 TOTAL					25000.00 T

REMOVE & INSTALL CRANKSHAFT MAIN BEARING

REPAIR PROCESS COMMENTS:

INSTALLED NEW MAIN BEARINGS PER RECOMMENDATIONS. MAIN BEARING NUMBER ONE IS VERY TIGHT IN THE CYLINDER BLOCK AND IS DIFFICULT TO BE REMOVED. THIS BEARING WILL REQUIRE EXTRA TIME TO REMOVE AND INSTALL. ALSO NUMBER 9 MAIN BEARING WAS STUCK IN THE CYLINDER BLOCK. I LOOSENED THE MOUNTING FOOT ON THE ENGINE TO THE BASE, THIS ALLOWED FOR MORE FLEX IN THE BLOCK AND THE MAIN CAP WAS REMOVED FROM THE BLOCK, BUT THE CAP HAD TO BE MECHANICALLY STIMULATED TO BE REMOVED. THE NEW BEARING WAS THEN INSTALLED. NUMBER 9 MAIN BEARING STILL HAS TO BE TORQUED. NUMBER ONE MAIN BEARING HAS TO BE REPLACED.

REPAIR PROCESS COMMENTS:

THE MAIN BEARING INSTALLATION WAS COMPLETED TODAY. ALL BOLTS WERE TORQUED TO SPEC. THE STARTED MOTORS HAD TO BE REMOVED IN ORDER TO ACCESS THE REAR SADDLE BOLTS FOR THE MAIN BEARING.

2	1W-1174	PLATE	N
9	129-4054	BEARING	N

F/R ALL 13500.00 *

SEGMENT 05 TOTAL 13500.00 T

PROVIDE PARTS ONLY

CUSTOMER COMPLAINT: PROVIDE PARTS

REPAIR PROCESS COMMENTS:

PROVIDED CUSTOMER WITH PARTS

48	0S-1618	CAP SCREW	S	.19	9.12
16	7W-4377	TRANSFORMER	N	277.16	4434.56
48	9M-1974	WASHER	S	.20	9.60

TOTAL PARTS SEG. 06 4453.28 *

1.00	16S130243A	YRK FRGHT		321.69
1.00		MORTON		107.90

TOTAL MISC CHGS SEG. 06 429.59 *

SEGMENT 06 TOTAL 4882.87 T

NEW JERSEY SALES TAX 26941.80 T

411824.67