

Information:

Drawer: Accounts Payable - Invoices **Vendor Number:** 1087433 **Vendor Name:** Altorfer Industries Inc

Check Details:

Check Number: 0346950 **Check Amount:** \$ 10,028.03 **Check Date:** 12/9/2025

Invoice Details:

Invoice Number: PM6A0032948 **Invoice Date:** 12/17/2024 **PO Number:** P0020707 **Voucher Number:** V0915707

Document Type: AP Invoice

Document Below



301 S Mitchell Ct
Addison, IL 60101
630-279-4400

Bill To:

COLLEGE OF DUPAGE
ACCOUNTS PAYABLE
425 22ND STREET
GLEN ELLYN IL 60137

Ship To:

22ND ST
425 22ND STREET
GLEN ELLYN, IL 60137
IL

ORIGINAL INVOICE

INVOICE NUMBER PM6A0032948
Invoice Date 12/17/2024
Total Due \$ 10,028.03

Terms	NET 30
Make	AA
Model	G3516
Serial #	04EK01135
Machine ID	014A
Equipment #	1EAST SRC
Meter Reading	20110.0
Document #	PE49153

TO VIEW AND PAY ONLINE: <https://altorfer.billtrust.com>
USING THIS TOKEN: ZGM RPK FZR

PLEASE REMIT TO:

ALTORFER INDUSTRIES, INC.
PO Box 809239
Chicago, IL 60680-9201

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Customer #	Customer PO #	Doc Date	Sales Representative	Division	Store	Account Status
1176000	DAVE DITCHFIELD	10/21/2024	086	C	6A	2

ADJUST ELECTRONIC GOVERNOR

TECH: 1531

DATE: 10/24/24

-

SERIAL NUMBER: 4EK01135

HOURS: 20110

CUSTOMER CONCERN: COMPLETE CONTROL SYSTEMS
UPGRADES

-

CAUSE OF FAILURE: N/A

-

RESULTANT DAMAGE: N/A

-

REPAIR COMMENTS: WORKED ALONGSIDE PEAKER, PRO
POWER AND LIONHEART TO COMPLETE SYSTEM UPGRADES.
VERIFIED INTERCONNECT WIRES ON AL 3 GENS FOR
E-STOP, CRANK TERMINATE, ENGINE RUNNING, COMMON
WARNING AND COMMON SHUTDOWN, MAKING WIRE AND PLC
PROGRAMMING CHANGES AS WE WENT. GOT GENS 1 AND 2
RUNNING WITH BREAKERS CLOSED, RUNNING 1 AT A TIME,
ISOLATED FROM UTILITY TO VERIFY POWER READINGS AT
NEW PEAKER PANELS. FOUND GEN 3 STARTED AND EASYGEN
DROVE VOLTAGE DOWN TO ABOUT 420 FOR AN UNKNOWN

TOTAL AMOUNT DUE

Cont'd

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REASON, THIS UNIT WAS NOT TESTED WHEN LIONHEART
ORIGINALLY CAME OUT FOR THE GEAR BECAUSE
INTERCONNECT WIRES WERE NOT LANDED. END OF DAY.

TECH: 1531

DATE: 10/25/24

REPAIR COMMENTS: WORKED WITH JIM FROM PEAKER AND
ROB FROM LIONHEART ALONG WITH PHONE SUPPORT FROM
PEAKER. FOUND SEVERAL OBSCURE LOGIC SETTINGS IN
THE EASYGEN THAT WERE PREVENTING VOLTAGE CONTROL,
THESE SETTINGS DO NOT SHOW UP IN THE COMPARE
FEATURE OF THE WOODWARD TOOLKIT SOFTWARE. MADE
CHANGES AND RETESTED. WE NOW HAVE VOLTAGE CONTROL.

-PLACE ALL GENS IN AUTO AND SIMULATE UTILITY
OUTAGE, ALL 3 GENS STARTED AND GENS 2 AND 3 CLOSED
ON TO THE BUS AND SHARED OK. GEN 1 WAS NOT
CLOSING.

STEFAN FOUND PLC LOGIC THAT WAS NOT MET AND MADE
CHANGES ACCORDINGLY.

- RETEST, NOW ALL 3 GENS STARTED AND PARALLELED
TOGETHER AS THEY SHOULD AND SHARED MINIMAL LOAD 50
KW WELL.

- BROUGHT DAVE D FROM THE COLLEGE TO WITNESS, PUT
SYSTEM TO PEAKSHAVE MODE, ALL GEN CAME ON AND
PARALLELED AND SHARED 600 KW WELL.

- GEN 2 WENT INTO ALARM FOR ENGINE MISFIRE.
- GOT APPROVAL TO ORDER SPARK PLUGS AND REPLACE ON
MONDAY DUE TO PEAKER NOT BEING ABLE TO TUNE AIR
FUEL WITH A MISFIRING ENGINE.

MOVED TO BIC PLANT TO TROUBLESHOOT GEN 1 NOT
STARTING ON FIRST CRANK CYCLE.
-INSTALLED MANOMETER, TIMING LIGHT AND PEAKER

TOTAL AMOUNT DUE

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CONNECTED LAPTOP TO VIEW START UP PARAMETERS.

- TRIED TO START GEN, GEN CRANKED FOR ABOUT 5 SEC AND STOPPED. PEAKER PANEL DISPLAYED FAIL TO CRANK WARNING. RESET AND TRIED AGAIN, ENGINE CRANKED AND STARTED AS IT SHOULD, HOWEVER, VOLTAGE WAS OUT OF CONTROL AND UNIT SHUT DOWN AT 530VAC FOR OVERVOLTAGE.

REMOVED BIAS WIRES FROM REGULATOR AND INSTALLED JUMPER FROM 4 AND7.

- RETEST, ENGINE STARTED UP AND WENT HIGH VOLTAGE AGAIN, VR3 IS BAD.

- LIONHEART WILL QUOTE SAME UPGRADE AS THEY RECENTLY MADE AT THE SRC PLANT INSTALLING VR6'S WITH DROOP CT'S AND PROGRAMMING OF EASYGEN PANELS ACCORDINGLY.

- REMOVED PMG FUSES TO BE ABLE TO CONTINUE TROUBLESHOOTING FAIL TO CRANK ALARM ON PEAKER PANEL

- DISCONNECTED MAG PICK UP FOR ENGINE SPEED SIGNAL. ENGINE CRANKED FOR ABOUT 5 SEC AND SHUTDOWN ON FAIL TO CRANK AS IT DID THE FIRST TIME.

- REMOVED MAG PICK UP AND FOUND IT WAS CLEAN. INSTALLED NEW MAG PICK UP TO ELIMINATE.

- CRANKED AND STARTED UNIT 5 TIMES IN A ROW WITHOUT ISSUE.

END OF DAY.

10/28/24, 1531

GEN 2 HAD MISFIRE WARNINGS AT ABOUT 200-300 KW. REPLACED ALL SPARK PLUGS.

- PEAKER CONNECTED TO GEN 1 WITH EMISSIONS EQUIPMENT. RAN GEN 1 ON BASELOAD TO SET AIR FUEL RATIO.

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- FOUND AT HIGHER LOADS ABOVE 90%. ENGINE WOULD SHUTDOWN FROM IGNITION FAULT FROM PEAKER.
- PEAKER BEGAN TROUBLESHOOTING.
- MOVED EMISSIONS EQUIPMENT TO GEN 2.
- RAN GEN 2 TO 60%, PEAKER DETECTED MISFIRE.
- WENT THROUGH VALVE ADJUSTMENT. FOUND EXHAUST VALVES SET TO .050" A COUPLE WERE AT .055-.057" SET ALL TO .040. FOUND INTAKE #11 WAS SET TO .08" ADJUSTED TO .020".
- RETESTED, UNIT STILL HAS MISFIRE. NOW CYLINDER 16 HAS HIGH TEMP WHEN LOADED, AND LOW TEMP WHEN UNLOADED. CYL 9 HAS DETONATION.
- WILL CONTINUE TROUBLESHOOTING
10/29/24, 1531
- CONTINUE WORKING WITH PEAKER TO SET EMISSIONS. HE WORKED WITH SUPPORT TEAM ABOUT IGNITION SHUTDOWN ISSUE.
- MOVED TO GEN 3 TO ISOLATE ANY MECHANICAL ISSUES. FOUND GEN 3 HAD SAME IGNITION SHUTDOWN. PEAKER FOUND WHEN CRANK POSITION SENSOR WIRES WERE REVERSED, THE IGNITION SHUTDOWN WENT AWAY. WAS ABLE TO RUN AT VARIOUS LOADS FROM 50-100% FOR PEAKER TO SET EMISSIONS.
- GEN 3 IS COMPLETE.
- WILL MOVE BACK TO GEN 1 WHEN PEAKER RETURNS FROM ANOTHER JOB.
11/4/24, 1531
- CONVERSE AT OFFICE ABOUT WHERE NEW HEAD IS AND QUOTES TO CUSTOMER FOR WORK THAT IS BEING DONE.
- OPERATE GEN 1 IN PEAKSHAVE MODE AT DIFFERENT LOADS PER PEAKER REQUEST TO SET EMISSIONS.
- AFTER CYLINDER HEAD REPAIR WAS COMPLETE. OPERATE GEN 2 IN PEAKSHAVE MODE AT DIFFERENT LEVELS PER

TOTAL AMOUNT DUE**Cont'd**

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PEAKER REQUEST SET EMISSIONS.

-

**PRODUCT STATUS REPORT UPLOADED TO WORK ORDER
MEDIA TAB.

-

COMPLICATIONS, IF ANY:

SEGMENT 01 TOTAL .00 T

REPLACE SPARK PLUG

16 479-7702	PLUG-SPARK	S	112.70	1803.20	
	TOTAL PARTS	SEG. 02		1803.20	*
DRIVE TIME	0.50 OT HOURS			104.50	
P/W LABOR	1.50 RT HOURS			405.00	
	TOTAL LABOR	SEG. 02		509.50	*
	SEGMENT 02 TOTAL			2312.70	T

REPLACE WITH REMAN CYLINDER HEAD ASSEMBLY

10/29/24, 1531

GEN #2 SRC 4EK01143, HOURS, 15668

WHILE ATTEMPTING TO SET EMISSIONS ON ENGINE. WE
HAD A MISFIRE WARNING. SPARK PLUGS WERE REPLACED
AND VALVE LASH WAS VERIFIED

- CYLINDER TEMP ON CYLINDER 16 WAS HIGH WHEN
ENGINE WAS LOADED, AND LOW WHEN UNLOADED. SWAP
SPARK PLUGS WITH NO CHANGE.
- INSTALL NEW THERMOCOUPLE TO VERIFY EGT READINGS
ARE ACCURATE, THEY ARE.
- DOUBLE CHECK VALVE LASH, OK
- PERFORM CYLINDER COMPRESSION TEST, FOUND
CYLINDER 16 HAD ONLY 30 PSI COMPRESSION.
- LOOK UP AND ORDER PARTS TO CHANGE HEAD.
- DISCONNECT JWH, DRAIN COOLING SYSTEM.
- CAN HEAR COOLANT LEAKING DOWN PAST ISOLATION

TOTAL AMOUNT DUE**Cont'd**

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VALVE IN RADIATOR OUTLET PIPE.

- WILL LEAVE BAD HEAD ON UNTIL NEW HEAD ARRIVES SO WE CAN SWAP IN SAME DAY IN CASE ISOLATION VALVES ARE NOT HOLDING.

11/4/24, 1531, 4761

- VERIFY JW SYSTEM IS DRAINED. DRAIN AFTERCOOLER SYSTEM. REMOVE CYLINDER HEAD #16. AND REPLACE WITH REMAN.

- FOUND BADLY BURNT EXHAUST VALVE.

- REFILL COOLING SYSTEMS.

- RUN UNIT IN MANUAL TO VERIFY OPERATION AND LET ENGINE WARM UP.

- WHILE RUNNING LOADED, CYLINDER 15 WAS AT 976 CAUSING WARNING FOR CYLINDER 15 TEMP DEVIATION LOW.

- SHUT DOWN AND INSTALLED NEW THERMOCOUPLE, TEMP CAME UP AND ALARM DID NOT COME BACK.

- REPAIR COMPLETE

2	6I-0407	THERMOCOUPLE	N	121.72	243.44
1	6V-1454	SEAL O RING	S	6.09	6.09
1	110-6994	SPACER PLATE	S	295.44	295.44
1		CORE DEPOSIT	N	1933.10	1933.10
1-		CORE RETURN	N	1933.10	1933.10-
1	30R-0090	HEAD GP-CYLI	N	1164.79	1164.79
1		CORE DEPOSIT	N	1904.52	1904.52
1-		CORE RETURN	N	1904.52	1904.52-
1	318-1181	SENSOR GP	S	164.92	164.92
1	597-3813	GASKET KT SC	N	271.87	271.87
		TOTAL PARTS	SEG. 03		2146.55 *
	DRIVE TIME	3.00 RT HOURS			627.00
	DRIVE TIME	0.50 OT HOURS			104.50
	P/W LABOR	10.00 RT HOURS			2700.00
	P/W LABOR	4.00 OT HOURS			1080.00

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	TOTAL LABOR	SEG. 03	4511.50 *
2.00	FREIGHT		550.01
38.00	MILEAGE		155.80
	TOTAL MISC CHGS	SEG. 03	705.81 *
	SEGMENT 03 TOTAL		7363.86 T

	SUPPLIES		351.47 T

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